



PHYSICAL DEVELOPMENT COMMITTEE
City Council Committee

Tuesday, February 10, 2026 | 3:00 PM
2nd Floor Training Room- City Hall
900 Church Street
Lynchburg, VA 24504

AGENDA

- I. Welcome** *Councilmember Jacqueline Timmer, Chair*
 - I.1. A minute for Planning
- II. Information Items**
 - II.2. Streetlight Outage Reporting Process
 - II.3. Overview of the Multimodal Plan and 12th Street Corridor Complete Neighborhoods projects
- III. General Business**
 - III.4. Central Virginia Safety Action Plan - Safe Streets for All
- IV. Roll Call**
- V. Next Regular Meeting**

AGENDA ITEM SUMMARY

MEETING DATE

February 10, 2026

PRESENTED BY

Gaynelle Hart, Director of Public Works

AGENDA ITEM # II.2

Streetlight Outage Reporting Process

RECOMMENDATION

Hear information from City and APCO staff on streetlight outage reporting process

SUMMARY

Hear information from City and APCO staff on the streetlight outage reporting process.

PRIOR ACTION(S)

None

FISCAL IMPACT

None

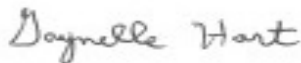
CONTACT(S)

Gaynelle Hart, Director of Public Works
Joseph Newland, City Engineer

ATTACHMENT(S)

1. Streetlight Process Powerpoint Final

REVIEWED BY



Gaynelle Hart, Director of Public Works

Date: February 04, 2026



Gregory Patrick, Deputy City Manager

Date: February 05, 2026

Alicia L. Finney

Date: February 05, 2026

Alicia Finney, Clerk of Council

STREETLIGHT REPAIR PROCESS

February 10, 2026



PURPOSE & ACTION

Purpose:

To hear information about our current process to report streetlight outages to APCO

Why:

Concern from citizens about number of streetlight outages and perceived wait time for repair

CURRENT PROCESS

- Over 10,600 streetlights owned and maintained by APCO; 1.2 million dollars budgeted
- Streetlights governed by franchise agreement which is up for renewal
- Streetlight outages can be reported directly to APCO through their website or Citizen First who inputs them in the APCO website
- PW staff coordinates with APCO on streetlight priorities that have been reported directly to the City

CURRENT PROCESS

- APCO wants pole numbers to correctly identify outages
- Majority of repairs are replacing lamps/fixtures- APCO responsibility
- Other repairs include:
 - Streetlights struck by cars- APCO responsibility
 - Base and conduit repairs- City responsibility
- PW staff conducts limited streetlight outage surveys prompted by complaint volume or safety concerns as work load allows

CURRENT PROCESS

- City is not notified when streetlight is repaired, no electronic feedback loop
- City receives credit based the number of days the streetlight is out

AGENDA ITEM SUMMARY

MEETING DATE

February 10, 2026

PRESENTED BY

Kelly Hitchcock

AGENDA ITEM # II.3

Overview of the Multimodal Plan and 12th Street Corridor Complete Neighborhoods projects

RECOMMENDATION

Receive an update regarding the Lynchburg Multimodal Plan and the 12th Street Corridor Complete Neighborhoods projects, including how the two are connected.

SUMMARY

Lynchburg Multimodal Plan

The Central Virginia Transportation Planning Organization (CVTPO), in partnership with Lynchburg City and Greater Lynchburg Transit Company (GLTC), is developing a City-wide plan to make it easier and safer for people to walk to, take transit to, and bike to important places like schools, jobs, transit stops, and parks. Using extensive data evaluation and public input, the pending Multimodal Plan will prioritize projects and programs that can be implemented over time to create a connected network that supports the transportation access needs of all residents.

Funding has been provided by the Central Virginia Transportation Planning Organization (CVTPO), Virginia Department of Rail and Public Transportation (DRPT), Virginia Department of Transportation (VDOT), Federal Transit Administration (FTA), and the Federal Highway Administration (FHWA). The project consultants, the Timmons Group, have broken the City roadways into over 4,500 individual roadways segments in an extensive GIS-based data evaluation while developing the Draft Multimodal Network Map. The completed Draft Lynchburg Multimodal Plan document will be presented to the public in late February to early March.

12th Street Corridor Complete Neighborhoods Project

The Central Virginia Planning District Commission (CVPDC), in partnership with Lynchburg City and GLTC, was also awarded a US Department of Transportation (DOT) Thriving Communities Program (TCP) award, which provides technical assistance in the form of professional consultant services to advance transformative community projects. The TCP technical assistance services are provided through the end of 2026 and funding has been provided by the United States Department of Transportation (USDOT), the CVPDC, the CVTPO, VDRPT, and VDOT.

This project is focused on advancing 12th Street corridor improvements, developing a transit-oriented development (TOD) policy, and identifying funding options. It also includes a subaward of up to \$50,000 in direct funding to advance a key element of the project goals. The \$50,000 subaward will be used to develop the 12th Street Pedestrian Safety Facilities Engineering Plan, which includes engineering design of pedestrian safety features, such as curb ramps, pedestrian refuges, pavement markings, and other traffic calming elements along 12th Street from Polk Street

to Kemper Street.

The 12th Street is a priority corridor from the Lynchburg Multimodal Plan and a segment of safety focus, advancing safety around schools, from the Central Virginia Safety Action Plan.

PRIOR ACTION(S)

N/A

FISCAL IMPACT

N/A

CONTACT(S)

Kelly Hitchcock

ATTACHMENT(S)

1. Presentation

REVIEWED BY



William Martin, Community Development Director

Date: February 02, 2026



Kent White, Assistant City Manager

Date: February 03, 2026



Alicia Finney, Clerk of Council

Date: February 05, 2026



Physical Development Committee Meeting – February 10, 2026

LYNCHBURG MULTIMODAL PLAN



Help guide safe pedestrian, bicycle & transit connections in Lynchburg City

lynchburgmultimodalplan.com

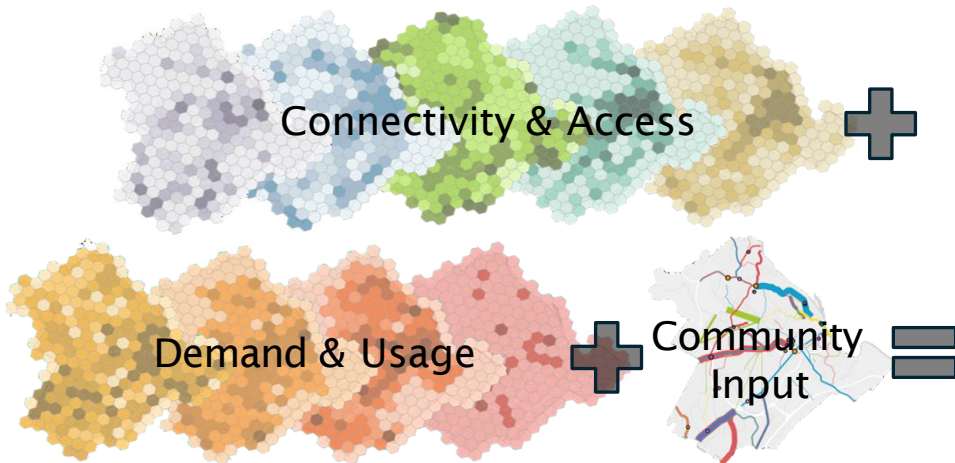


Multimodal Plan Goals

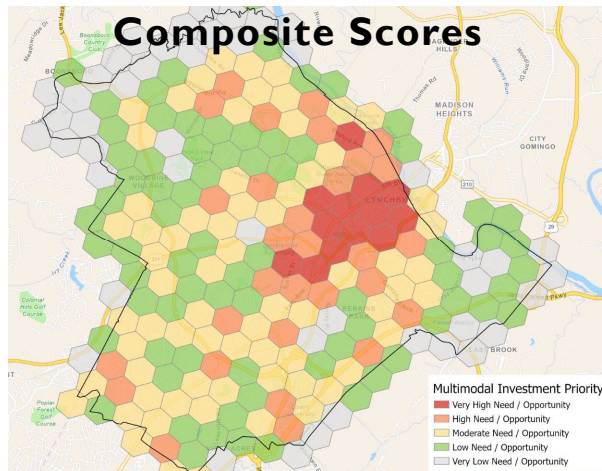
1. Review existing data – information about people, neighborhoods, and current transportation options like sidewalks, bike paths, and bus routes.
2. Find gaps in the transportation system and ways to improve connections for people.
3. Support existing local City and regional plans.
4. Suggest both short-term and long-term projects, while considering safety, cost, and how improvements will affect different groups of people.
5. Prioritize projects based on their cost and potential impact, while suggesting possible funding options to help make them happen.

Funding for the Lynchburg Multimodal Plan provided by: DRPT, VDOT, FTA, FHWA, and CVTPO

The analysis consolidated several prioritization criteria



Multimodal Investment Priority



GIS Evaluation Framework

Data-driven approach for project prioritization utilized two core scoring categories:

- Connectivity & Access: How areas connect to nearby neighborhoods and destinations.
- Demand & Usage: Where people currently walk, bike, and use transit – or are likely to in the future.

Each street segment received a composite score based on these criteria.

Community Input: Results from our first survey and the “Lynchburg Together” mapping tool were used to uncover data blind spots.

These criteria identified a spine network of core routes, secondary connectors, and neighborhood-level improvements

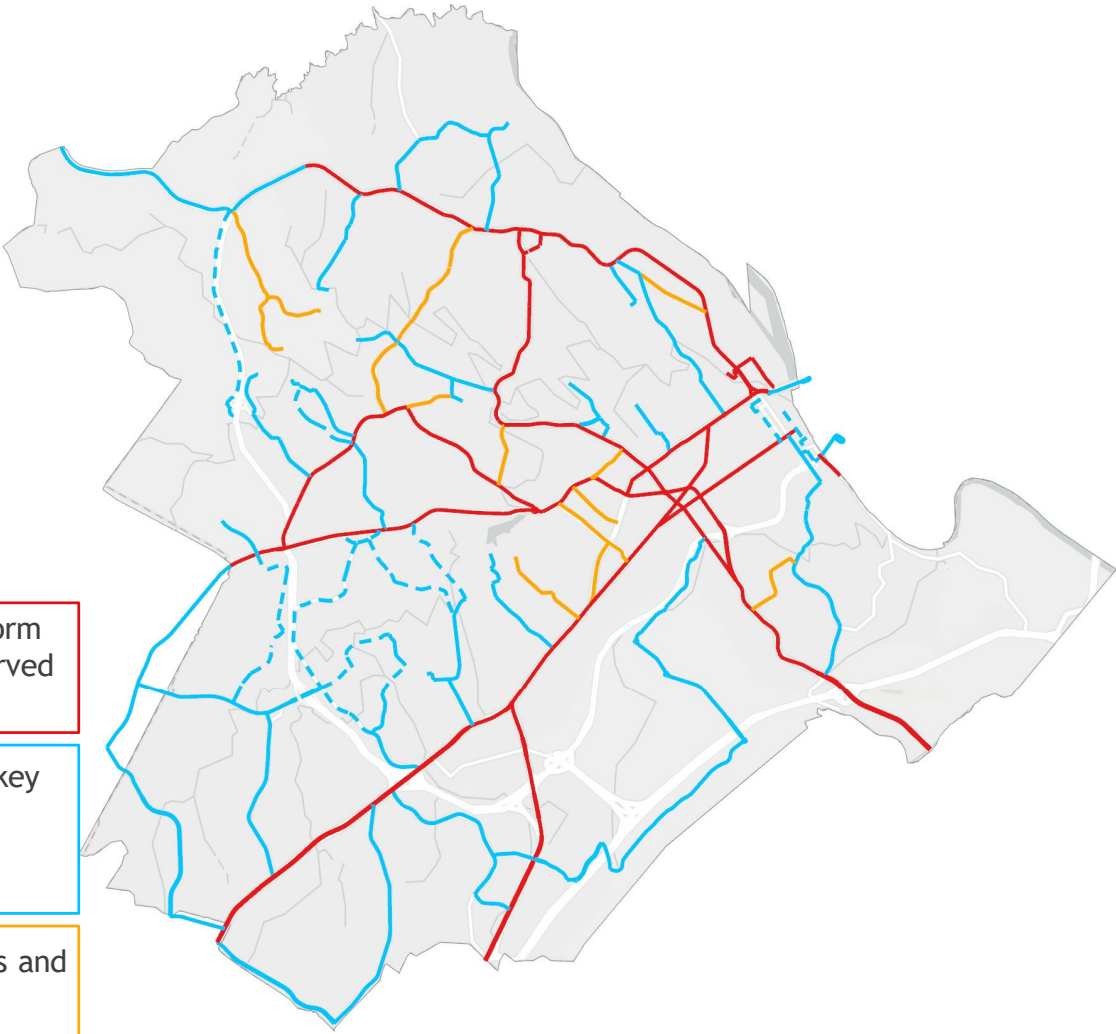
Draft Network

- Core Spine Network
- - - Core Spine Network - Alternate Alignment
- Secondary Connectors
- - - Secondary Connectors - Alternate Alignment
- Neighborhood Fill-Ins

Spine Network – The highest scoring, most critical corridors that form the core of the multimodal system. These corridors would be best served by having dedicated bicycle AND pedestrian improvements.

Secondary Connectors – Frequently requested routes or links to key destinations like trails, schools, and other high-demand areas. These corridors would be best served by having bicycle OR pedestrian improvements.

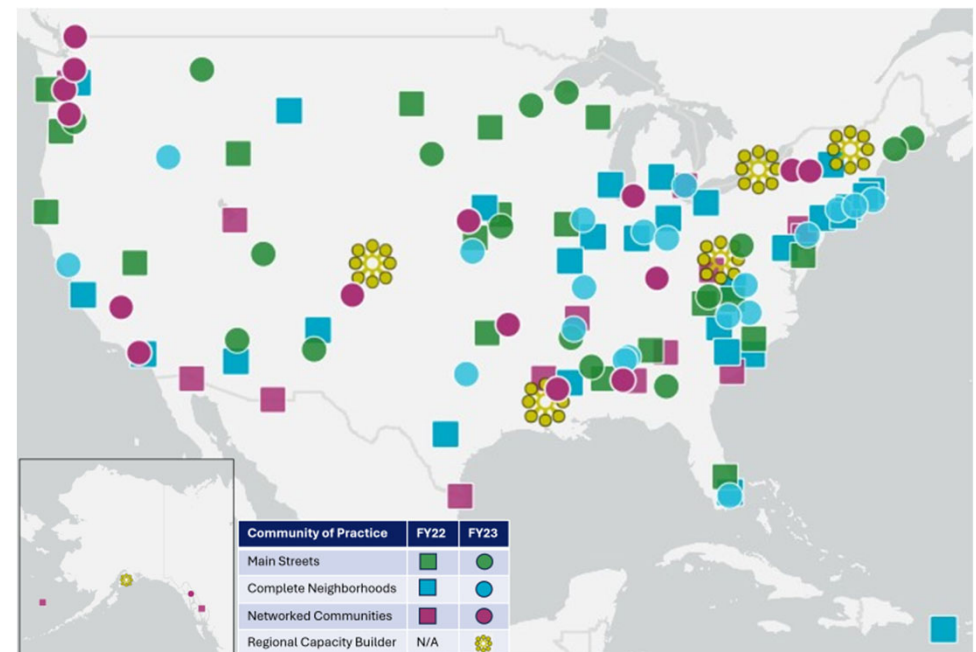
Neighborhood Fill-Ins – Tertiary connections that close local gaps and improve internal network continuity. These are expected to be sidewalk/pedestrian focused improvements.



Thriving Communities Program

112 TOTAL COMMUNITIES SUPPORTED IN REGIONAL & NATIONAL PROGRAMS IN FY2023

- Administered by Build America Bureau
- Communities are required to partner with two local organizations that are important for implementation, can support local capacity, or can ensure a voice for disadvantaged communities
- National Capacity Builder groups for individual communities
 - Main Streets
 - **Complete Neighborhoods**
 - Networked Communities
- Regional Capacity Builder groups for regional or state jurisdictions
- Communities of Practice cohorts to facilitate peer networking and knowledge-sharing



Funding for the Thriving Communities Projected provided by USDOT, CVTPO, DRPT, VDOT, FTA and FHWA

TCP Scope of Work Products

<p>12th Street Corridor Revitalization Roadmap</p>	<p>Transit-Oriented Development</p>	<p>Funding</p>	<p>Subaward \$50K</p>
<ul style="list-style-type: none"> ▪ Study community needs and development opportunities ▪ Develop vision and goals for 12th Street ▪ Develop implementation framework 	<ul style="list-style-type: none"> ▪ Analyze area needs at 12th Street and Kemper ▪ ETOD vision and goals ▪ Examine existing policy and infrastructure ▪ Continue conversations with FTA and Lynchburg 	<ul style="list-style-type: none"> ▪ Funding playbook ▪ Grant advising 	<ul style="list-style-type: none"> ▪ Engineering/Design Pedestrian Safety Features ▪ Curb Extensions, pedestrian refuges, pavement markings, etc. ▪ 12th from Polk to Kemper ▪ Includes cost estimates
<p>12th Street ETOD/Corridor Revitalization Implementation Guide Framework</p>	<p>ETOD Vision & Goals for Lynchburg</p>	<p>VA-Specific Funding Playbook</p>	<p>12th Street Traffic Calming & Safety Design</p>

USDOT TCP Consultants: Abt Global, Nelson Nygaard, EPR PC. TCP Subaward Consultants: Timmons Group

AGENDA ITEM SUMMARY

MEETING DATE

February 10, 2026

PRESENTED BY

Kelly Hitchcock

AGENDA ITEM # III.4

Central Virginia Safety Action Plan - Safe Streets for All

RECOMMENDATION

This item will appear for City Council vote on the February 10, 2026, General Business agenda. Adoption of the Central Virginia Safety Action Plan - Safe Streets for All.

SUMMARY

The Central Virginia Safety Action Plan – Safe Streets For All (CVSAP) documents the areas within the region that have the highest number of serious and fatal accidents; establishes performance measures, and provides programmatic and project recommendations to improve safety for all users along the region’s roadways. This plan was developed through an extensive stakeholder engagement process and aligns with Virginia’s 2022-2026 Strategic Highway Safety Plan (SHSP), which establishes the target to reduce roadway fatalities and serious injuries.

By adopting the Central Virginia Safety Action Plan – Safe Streets for All, the City of Lynchburg would support the goal to improve safety along its roadways and the goal to reduce serious and fatal accidents by 50% by 2045. There is no penalty by VDOT or federal transportation for not meeting safety goals. Rather, adopting the CVSAP document and committing to the goals provides access to certain federal transportation planning and construction program funds.

PRIOR ACTION(S)

November 20, 2025: The CVSAP document was adopted by both the Central Virginia Planning District Commission (CVPDC) and the Central Virginia Transportation Planning Organization (CVTPO).

FISCAL IMPACT

N/A - The Central Virginia Planning District Commission (CVPDC) received a \$280,000 US Department Of Transportation (DOT) Safe Streets for All (SS4A) grant, matched by \$70,000 of CVPDC funds, to develop the plan. The funding supported an in-depth analysis of crash data to identify high-risk accident locations, and through an extensive data-driven and stakeholder engagement process, an evaluation and establishment of tailored safety strategies, both project and program-based, to address unique safety challenges throughout the CVPDC region.

CONTACT(S)

Kelly Hitchcock

ATTACHMENT(S)

1. Presentation
2. Resolution
3. Central Virginia Safety Action Plan

REVIEWED BY



William Martin, Community Development Director

Date: February 02, 2026



Kent White, Assistant City Manager

Date: February 03, 2026



Alicia Finney, Clerk of Council

Date: February 05, 2026



**CENTRAL VIRGINIA
SAFETY ACTION PLAN**
Safe Streets for All



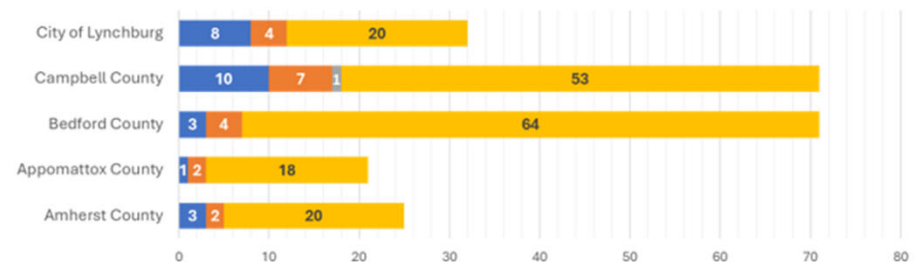
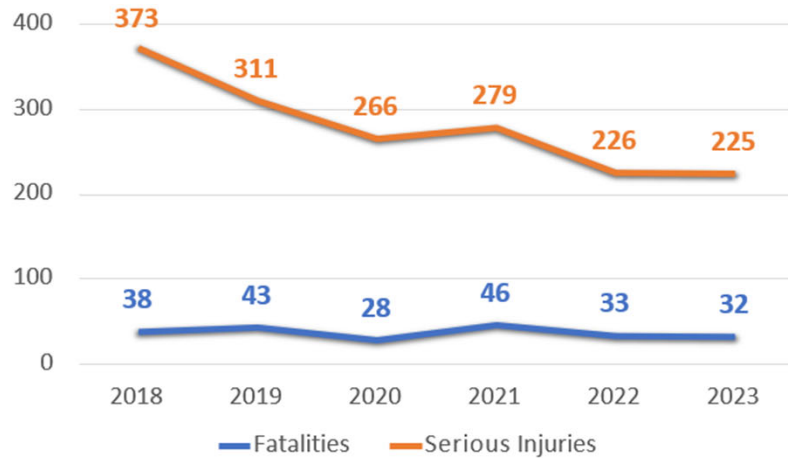
Lynchburg City Council
February 10, 2026



USDOT Safe Streets and Roads for All



36 people in the Central Virginia area **die** in traffic crashes, and **280** people are **seriously injured** every year.





Central Virginia Safety Action Plan



Leadership Commitment & Goal Setting

- ✓ Policy commitment to reduce fatal and serious accidents.
- ✓ CVPDC/CVTPO: 11/20/2025 commitment to reduce serious and fatal accidents by 50% by 2045

Planning Structure

- ✓ Regional Project Working Group

Safety Analysis

- ✓ Safety Analysis (data) foundation for Safety Action Plan

Engagement & Collaboration

- ✓ Public Intercepts & Survey
- ✓ Stakeholder Discussions
- ✓ Safety Summit

Policy & Process Changes

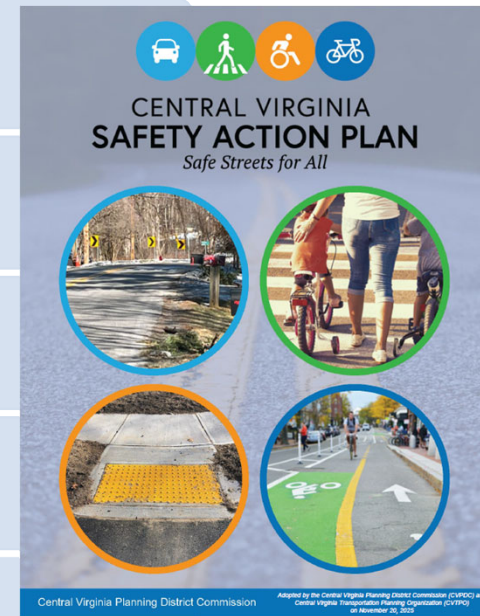
- ✓ Policy Recommendations
- ✓ Systemic Countermeasures

Strategy & Project Selections

- ✓ 5 Goals & Actions
- ✓ Systemic Countermeasures
- ✓ Prioritization Criteria

Progress & Transparency

- ✓ Implementation & Evaluation process monitored and supported by the CVTPO/CVPDC



Data-Driven & Targeted Strategies

Table 15: City of Lynchburg – Site-Specific Recommendations

Location	Map ID	Countermeasures	Primary Emphasis Area
Fort Ave & 12 th St	LY-1	Replace signal equipment (including <u>high-visibility</u> backplates, pedestrian features)	Intersection/ Pedestrian
		Realign intersection legs	Intersection
Fort Ave & Campbell Ave	LY-2	Replace signal equipment (including <u>high-visibility</u> backplates, pedestrian features) and add FYA signals to Fort Ave left turns	Intersection/ Pedestrian
Fort Ave – 12 th St to Kemper St	LY-3	Add high-visibility crosswalks	Pedestrian
		Reconfigure lanes to create consistent cross-sections and improve bike lane connectivity	Bicycle
		Improve signal timing and coordination	Intersection
		Improve bus stop accessibility	Pedestrian
Memorial Ave & Park Ave	LY-4	Add high-visibility crosswalks	Pedestrian
		Add <u>high-visibility</u> backplates	Intersection
Memorial Ave & Langhorne Rd	LY-5	Add high-visibility crosswalks	Pedestrian
		Add <u>high-visibility</u> backplates	Intersection
		Study intersection for improvements	Intersection /Pedestrian
Memorial Ave – Park Ave to Langhorne Rd	LY-6	Consider relocating mid-block crosswalk to front of school.	Pedestrian
		Stripe parking lane	
		Install bulb outs to shorten pedestrian crossing distance	Pedestrian





Goals and Strategy Actions

Goal 1 - Reduce Speeding and Improve Intersection Safety	Goal 2 - Improve Road Infrastructure to Promote Safety for All Road Users	Goal 3: Strengthen Enforcement to Address Dangerous Driving	Goal 4: Expand Safety Education and Community Engagement	Goal 5: Support Emergency Response Systems That Save Lives
Initiate speed studies on roadways with high conflicts and activity levels	Expand pedestrian/bicycle infrastructure and connectivity improvements	Increase funding for law enforcement to enhance traffic safety efforts	Coordinate VDOT/County safety messaging efforts with public information offices	Secure funding for more local emergency response vehicles
Implement traffic calming strategies	Create standards for curb ramp design and placement to consistently provide direct connections across an intersection	Advocate for increased fines for speeding	Use community spaces for community engagement on safety initiatives	Establish a trained volunteer response network for traffic incidents.
Enhance speed limit signage and visual cues for speeding mitigation	Upgrade shoulders by widening, adding edge lines, and installing guardrails	Expand the use of automated enforcement, such as speed cameras in high-risk areas	Conduct community outreach for future/potential transportation projects	Assess the feasibility of AI-powered traffic enforcement using emergency vehicle cameras
Review signal timing and sight distance consideration to ensure safe pedestrian crossing	Enhance traffic calming (speed bumps, bulb-outs)	Implement data-driven enforcement using GIS dashboards for traffic violations	Engage youth and elderly drivers through tailored education programs	Deploy temporary speed cameras in work zones to enhance safety
Pursue quick-win pilot demonstration projects	Develop a systemic policy		Offer incentives for safe driving through insurance discounts and local business partnerships	Develop initiatives to expand the emergency response workforce
Install innovative intersections/interchanges throughout the region				



CENTRAL VIRGINIA
SAFETY ACTION PLAN
Safe Streets for All

Leadership Commitment
& Goal Setting

✓ **Policy commitment to reduce fatal and serious accidents.**

✓ CVPDC/CVTPO: 11/20/2025 commitment to reduce serious and fatal accidents by 50% by 2045

Central Virginia Safety Action Plan – Safe Streets For All

- Developed in coordination/consultation with City staff
- Incorporates local stakeholder input
- Supports the Comprehensive Plan and articulated goals
- Supports existing and future city infrastructure projects

Locality Safety Target Commitment

- Provides support foundation for Commonwealth and Federal program funding

www.cvsafestreeets.com

Kelly Hitchcock, Deputy Director of Planning
Kelly.Hitchcock@cvpdc.org; 434-818-7604

RESOLUTION:

#R-26-_____

WHEREAS, the City of Lynchburg supports improving safety for all users along its roadways; and

WHEREAS, there were 32 fatalities and 417 people were seriously injured in crashes that took place in the City of Lynchburg between 2018 and 2023; and

WHEREAS, 220 people were killed and 1,680 people were seriously injured in crashes in our Central Virginia planning region between 2018 and 2023; and

WHEREAS reducing or eliminating roadway fatalities and serious injuries requires a collaborative approach that recognizes humans make mistakes, that death and serious injury along the region's roadways is unacceptable, and that taking proactive measures to advance safety can have positive impacts on increasing safety; and

WHEREAS, the U.S. Department of Transportation has the Safe Streets and Roads for All (SS4A) program; and

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; and

WHEREAS, the *Central Virginia Safety Action Plan – Safe Streets for All* was developed through a comprehensive stakeholder participation and data-driven evaluation to advance programs and projects to improve safety along the region's roadways for all users, and

WHEREAS, the Central Virginia Planning District Commission (CVPDC) and the Central Virginia Transportation Planning Organization (CVTPO) on November 20, 2025 adopted the regional safety plan and the goal to reduce serious and fatal accidents by fifty (50) percent by 2045.

NOW THEREFORE, BE IT RESOLVED that the City of Lynchburg does hereby adopt the *Central Virginia Safety Action Plan – Safe Streets for All* and supports the goal to reduce roadway fatalities and serious injuries along our region's roadways by fifty (50) percent by 2045.

Adopted:

Certified: _____
Clerk of Council



CENTRAL VIRGINIA SAFETY ACTION PLAN

Safe Streets for All





Acknowledgments

The Central Virginia Planning District Commission (CVPDC) developed this plan with regional collaboration through the SS4A Working Group and input from the people who live, work, and play in the Central Virginia region.

CVPDC Staff Team

Alec Brebner, Executive Director

Kelly Hitchcock, Deputy Director of Planning

Mariel Fowler*, Senior Planner

SS4A Working Group

Kathryn Benedict, FHWA – Virginia Division

Veronica Callahan, Lynchburg Center for Independent Living

Yiseul Choi, VDOT – Lynchburg District

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Carson Eckhardt, VDOT – Lynchburg District

Kristen Eanes, Bedford County Public Schools

Rachel Frischeisen, City of Lynchburg

Jamie Gillespie, Town of Altavista

Paul Harvey, Campbell County

Austin Mitchell*, Campbell County

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James Rinella, Campbell County Public Schools

Ryan Roberts, City of Lynchburg

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Erik Smedley, Bedford County

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Consultant Team

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Bill Wuensch, Principal/Transportation Engineer, EPR, P.C.

Lynette Wuensch, President, EPR, P.C.

Mark Herman, Traffic Engineer, Kimley-Horn

Landon Pratt, Civil Analyst, Kimley-Horn

** Contributed to the project prior to taking on new positions elsewhere.*



Acronym	Full Form
AICP	American Institute of Certified Planners
CEJ	Communities of Environmental Justice
CTB	Commonwealth Transportation Board
CVPDC	Central Virginia Planning District Commission
CVTIP	Central Virginia Transportation Improvement Program
ETC	Economically Targeted Communities
FHWA	Federal Highway Administration
FTA	Federal Transit Administration
FY	Fiscal Year
GLTC	Greater Lynchburg Transit Company
HIN	High-Injury Network
HPP	High-Priority Projects Program
L RTP	Long Range Transportation Plan
MPO	Metropolitan Planning Organization
NHTSA	National Highway Traffic Safety Administration
NOFO	Notice of Funding Opportunity
NRSS	National Roadway Safety Strategy
PBSAP	Pedestrian and Bicycle Safety Action Plan
PDC	Planning District Commission
PIPP	Private Investment Project Procedures
PSI	Potential for Safety Improvement
RSAP	Regional Safety Action Plan
SGR	State of Good Repair
SHSP	Strategic Highway Safety Plan
SS4A	Safe Streets and Roads for All
TAP	Transportation Alternatives Program
TMA	Transportation Management Area
TTC	Transportation Technical Committee
USDOT	United States Department of Transportation
VAHSO	Virginia Highway Safety Office
VDOT	Virginia Department of Transportation
VHSIP	Virginia Highway Safety Improvement Program
YOVASO	Youth of Virginia Speak Out About Traffic Safety



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1. Introduction

1.1 Purpose and Background

Overview of the Safe Streets and Roads for All (SS4A) Program

The Safe Streets and Roads for All (SS4A) program is an initiative led by the U.S. Department of Transportation (USDOT) to support local, regional, and Tribal efforts in preventing roadway fatalities and serious injuries. The program aligns with the National Roadway Safety Strategy (NRSS) and embraces the Safe System Approach, emphasizing proactive measures to improve road safety for all users.

For the Central Virginia Planning District Commission (CVPDC), SS4A grant funding provides the necessary resources to develop this Safety Action Plan (CVSAP), allowing localities to take a data-driven, collaborative approach to improving roadway safety. The funding supports in-depth crash data analysis, stakeholder engagement, and identifying high-risk locations, ensuring that safety strategies are tailored to the region's unique challenges. Creating the CVSAP enables the region to prioritize evidence-based countermeasures, align safety initiatives with national and state policies, and establish a framework for future implementation projects. This plan is a critical first step toward securing additional federal, state, and local funding for safety improvements, ultimately laying the groundwork for systemic, long-term reductions in traffic fatalities and serious injuries across Central Virginia.

Purpose of the Plan

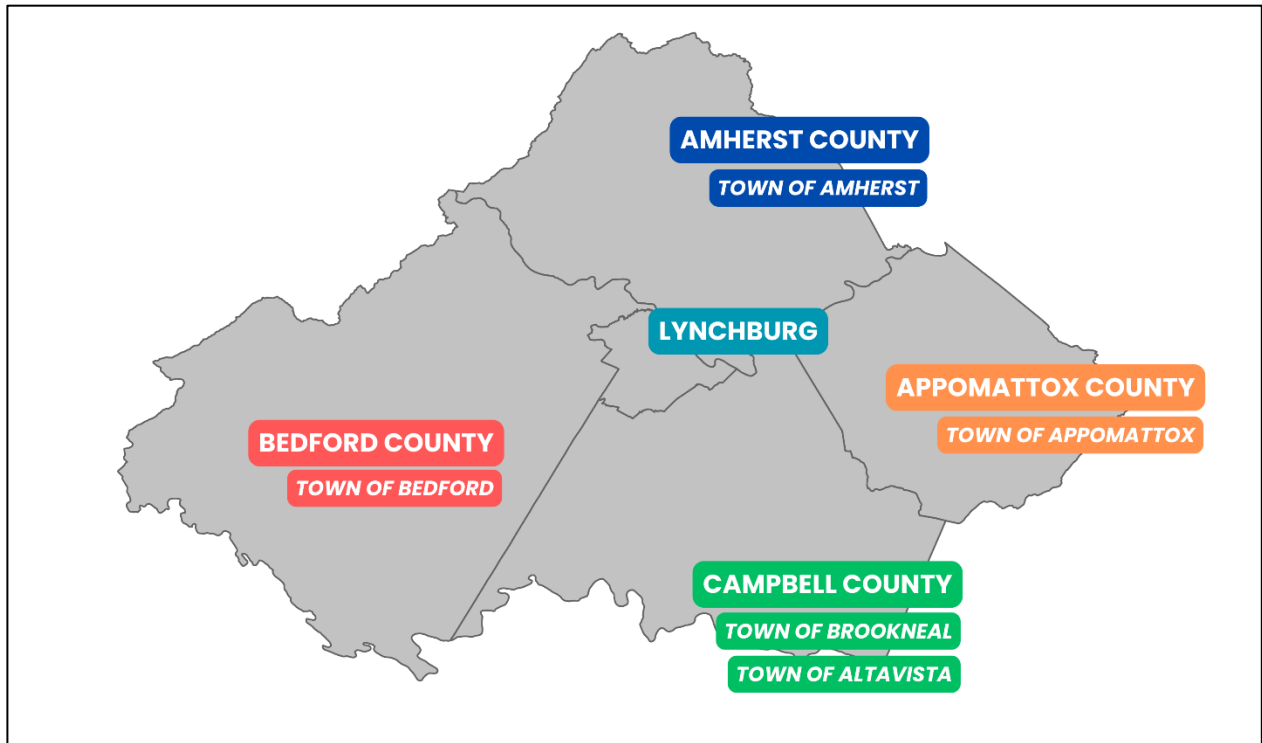
The CVPDC is uniquely positioned to advise and educate its member localities on transportation topics, including how to address traffic-related deaths and serious injuries. The purpose of this Central Virginia Safety Action Plan (CVSAP) is to document the safety-related work that has been completed in the region, conduct a systemic safety analysis that includes documentation of the High Injury Network (HIN), set performance measures for improving all modes safely throughout the region, and provide policy, project and programmatic recommendations for next steps to improve safety.



Figure 1: Fatal Crash Headlines



Geographic Scope and Localities Covered



Map 1: Central Virginia Planning District Commission Localities

This plan encompasses all localities in the Central Virginia Planning District Commission (CVPDC) region, including:

- Amherst County
- Appomattox County
- Bedford County
- Campbell County
- City of Lynchburg
- Town of Altavista
- Town of Amherst
- Town of Appomattox
- Town of Bedford
- Town of Brookneal



1.2 Federal, State, and Local Policy Alignment

Connection to Strategic Highway Safety Plan (SHSP) & Safe System Approach



Figure 2: Safe System Approach

This plan aligns closely with Virginia’s Strategic Highway Safety Plan (SHSP), which has adopted the *Toward Zero Deaths* vision. This vision seeks to reduce roadway fatalities and serious injuries by 50% by 2045, reflecting a commitment to achieving zero roadway deaths in the long term.

A key pillar of both the SHSP and this Safety Action Plan is the Safe System Approach. This comprehensive, proactive strategy prioritizes designing road systems to accommodate human errors, reducing the likelihood that these mistakes lead to severe or fatal crashes.

Unlike traditional safety approaches focusing primarily on individual driver responsibility, the Safe System Approach acknowledges that human mistakes are inevitable. Instead of penalizing errors after they occur, this approach seeks to design a transportation system

that inherently reduces the risk of severe outcomes by implementing layered safety measures that work together to prevent deaths and serious injuries. The Safe System Approach is built on five key elements:



Safer Road Users
Encouraging responsible behaviors among all road users, including motorists, pedestrians, cyclists, and transit riders.



Safer Vehicles
Promoting vehicle safety technologies, such as automated emergency braking, lane departure warnings, and improved crashworthiness.



Safer Speeds
Implementing speed management measures, such as traffic calming, lower speed limits, and automated enforcement to reduce crash severity.



Safer Roads
Designing roads with forgiving infrastructure, including roundabouts, pedestrian refuges, protected bike lanes, and improved intersection visibility to minimize crash risks.



Post Crash Care
Enhancing emergency response systems, ensuring faster medical intervention, and improving trauma care access to reduce fatalities and long-term injury impacts.

Figure 3: Key Elements of the Safe System Approach



Coordination with Vulnerable Road User Safety Assessment (VRUSA)

In 2023 VDOT and stakeholder agencies prepared a VRUSA report that is a supplement to the Virginia Strategic Highway Safety Plan (SHSP) to address the national and statewide trend of increasing fatalities among vulnerable users¹. A vulnerable road user may include people walking, biking, or rolling. The assessment includes new action items to improve pedestrian and bicyclist (VRU) safety for the remaining SHSP 2024 to 2026 period and beyond that were categorized by the SHSP strategies.

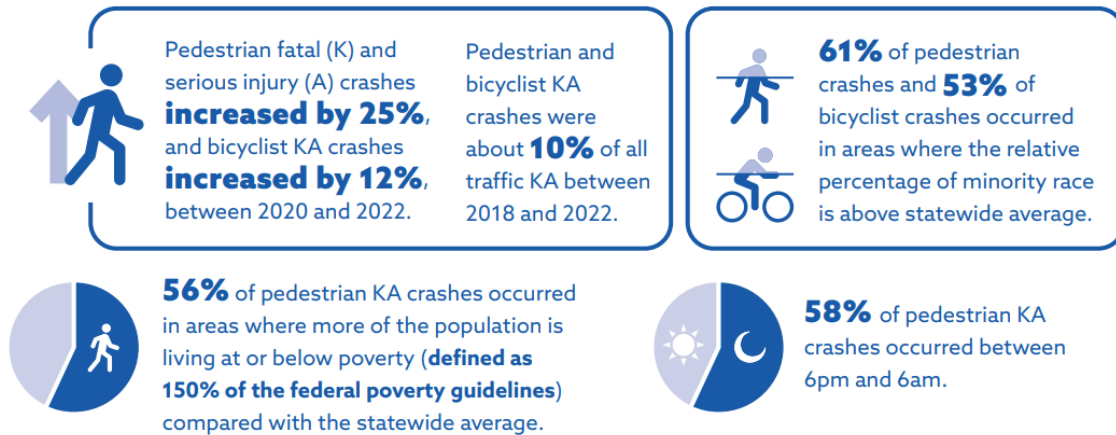


Figure 4: Analysis of Vulnerable User Crashes Statewide from VRUSA 2024-2026

¹ Defined in ANSI D16.1-2007. (See 23 U.S.C. 148(a)(15) and 23 CFR 490.205) as “non-motorists with a fatality analysis reporting system (FARS) person attribute code for pedestrian, bicyclist, other cyclist, and person on personal conveyance or an injured person that is, or is equivalent to, a pedestrian or pedal cyclist.”



Coordination with Local and Regional Plans

This Safety Action Plan complements existing local and regional transportation and safety initiatives, ensuring consistency and reinforcing shared safety goals across the region. Collaboration among Central Virginia jurisdictions facilitates the implementation of unified safety measures, resource sharing, and coordinated public engagement efforts, thereby enhancing the overall effectiveness of roadway safety initiatives.

The CVPDC and its member localities plan for transportation safety outcomes for all users in several local planning documents, including comprehensive plans, safety plans, and multimodal plans. These plans contain community engagement, safety analysis, project development processes, and performance measures. The project team reviewed these plans to understand the existing context of safety planning. A complete summary of these plans can be found in **Appendix 6.5**.

Consistent Themes and Gaps

The project team reviewed current practices and policy framework to identify common themes among the plans, highlight existing gaps, and inform critical roles to be filled by this plan:

- **Safety Analysis:** Few studies addressed safety directly for any mode of travel (vehicle or multimodal). However, many plans conducted a Level of Service analysis, which is a measure of congestion, not a safety measure in and of itself. Poor levels of service and congestion can create safety problems for people traveling in vehicles.
- **Public Input:** Results from public engagement were often used to influence plan development. Many referenced transportation safety issues within the community.
- **Project Needs and Priorities:** In most cases, plans identify a current or future project list, while some specify funding opportunities. Some plans categorize project lists by municipality, offering a more directed approach to address specific areas of need, although not all were related to safety deficiencies.

Performance Targets and Measures: Overall, these are not identified. However, the LRTP and CVTIP set performance targets and measures for road surface improvements.

Across these plans, a black check mark indicates the element is present in the document, while a dash indicates the element is missing or not fully described.

Improving Local Mobility and Safety

In recent years, the Towns of Altavista, Amherst and Bedford, have taken proactive steps to address the needs of people walking and biking with plans dedicated to these modes. Specific recommendations within these plans include:

- *Completing sidewalk networks*
- *Improving/installing pedestrian signals and crossings (including ADA accessible curb ramps and signal features)*
- *Installing traffic calming features (such as roundabouts, curb extensions and streetscaping)*
- *Incorporating bicycle facilities, including shared use paths to connect to regional destinations*

The City of Lynchburg is also creating a Multimodal Transportation Plan to make it safer and easier for people to get around without a car, including walking, biking, and taking the bus. They also have received a US DOT Thriving Communities Program grant to advance a 12th Street Corridor Plan that supports the Diamond Hill and College Hill historical neighborhoods and advances multimodal and Transit-Oriented Development in this key community.



Table 1: Coordination with Local and Regional Plans

Document Name	Safety Analysis	Public Input	Project List	Prioritize Needs	Performance Targets	Performance Measures
Connect Central Virginia 2045	-	✓	✓	✓	-	✓
Central Virginia Transportation Improvement Program 2024-2027 (CVTIP)	-	-	✓	-	✓	✓
Region 2000 Bicycle Plan	✓	✓	✓	✓	-	-
Region 2000 Greenways, Blueways, and Trail Plan - 2012 Connection Vision	-	-	✓	✓	-	-
Bedford County Comprehensive Plan (2007, Updated 2015)	-	✓	✓	✓	-	-
Town of Bedford Comprehensive Plan: Transportation Chapter (2017) Update in process (2025)	-	✓	-	✓	-	-
Lynchburg Comprehensive Plan: Transportation Chapter (2014)	-	✓	✓	-	-	-
Appomattox County Comprehensive Plan (2016)	-	✓	✓	-	-	-
Campbell County Comprehensive Plan (2023)	✓	✓	-	✓	-	-
Amherst County Comprehensive Plan (2007, Updated 2022)	✓	✓	-	✓	✓	-
Town of Appomattox Comprehensive Plan (2007, Updated 2022)	-	✓	✓	-	-	-
Town of Amherst 2017 Comprehensive Plan	✓	✓	✓	✓	-	-
Town of Altavista 2045 Comprehensive Plan (2022)	✓	✓	✓	✓	-	-
Town of Altavista Parks & Trails Master Plan (2018)	-	✓	✓	-	-	-
Amherst Pedestrian Safety and Walkability Study (2016)	-	✓	✓	-	-	-
Town of Bedford Bike/Walk Plan (2019)	-	✓	✓	✓	-	-

2. Safety Analysis





2.1 Crash Data and Trends

This section summarizes safety analysis documentation for this effort, examining historical crash trends, high-injury corridors, and the underlying factors contributing to severe crashes. Particular attention is given to roadway departures, impaired driving, speeding, and intersection-related crashes, as these elements emerge as primary contributors to roadway fatalities and injuries in the region. Additionally, the analysis highlights vulnerable road users, including people walking, biking, taking transit and traveling via motorcycles, who face heightened risks in certain crash scenarios.

Historic Crash Data Analysis (Fatalities & Serious Injuries)

Historic crash data analysis revealed key trends in fatalities and serious injuries across the region, providing insight into the most critical safety challenges within the Central Virginia Planning District.

Overall, 220 people have died, and 1,680 people have been seriously injured as a result of motor vehicle crashes between 2018 and 2023. While serious injuries have generally declined since 2007, fatalities have varied from year to year. Figure 32 summarizes the types of roadway users killed over that six-year span. People walking and biking represent nearly 12% of fatalities in the region. This trend suggests that advances in vehicle safety, emergency response, and infrastructure may be helping to reduce the severity of crashes. However, fatalities and serious injuries continue to pose a significant challenge across the region, particularly for vulnerable road users.

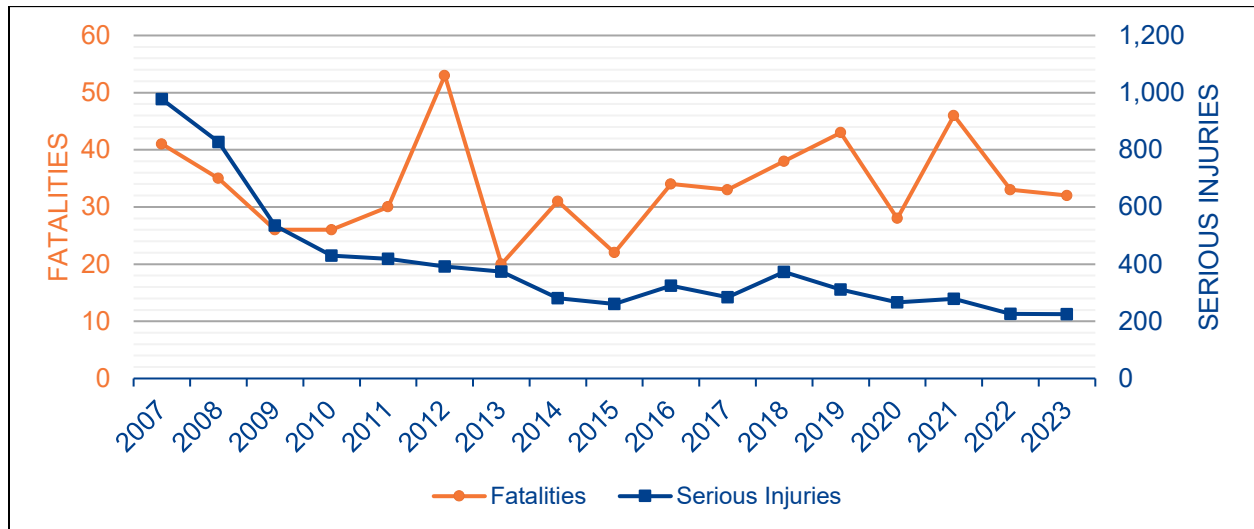


Figure 5: CVPDC Trends – Fatalities and Serious Injuries

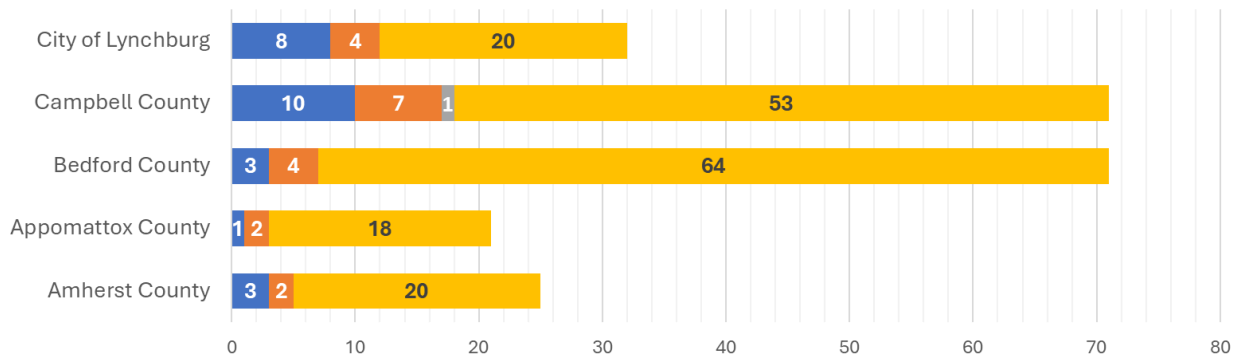
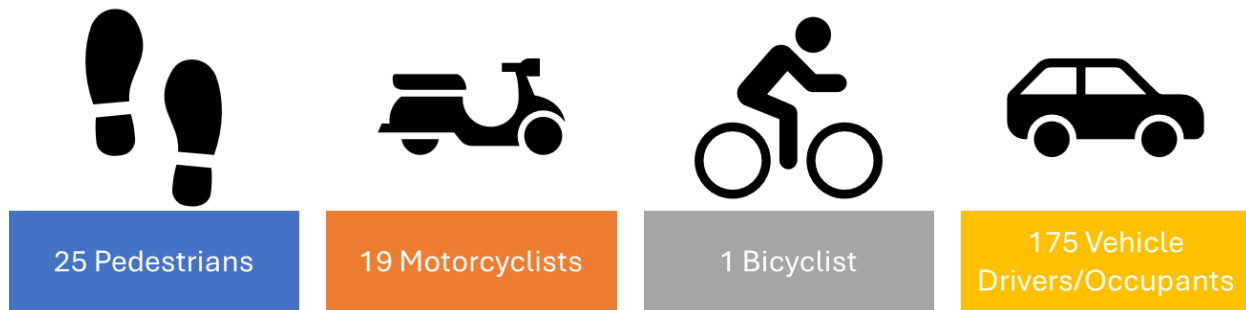


Figure 6: CVPDC Fatalities by Roadway User (2018-2023)

Crash trends by jurisdiction are summarized below:

Note: Due to the difficulty of establishing trends for the low number of crashes that have occurred in the towns in the six-year period, crash data for the towns is included with the surrounding county.

- **Amherst County (including the Town of Amherst):** Reported a total of 25 fatalities and 191 serious injuries. Fatalities have shown a slow decline since 2018. Serious injuries peaked in 2021 before trending downward.
- **Appomattox County (including the Town of Appomattox):** Experienced a peak in fatalities in 2019 but saw an overall decline afterward, totaling 21 fatalities and 112 serious injuries during the period.
- **Bedford County (including the Town of Bedford):** Recorded the highest number of fatalities in 2021, followed by a steady decline. The total over the five years was 71 fatalities and 640 serious injuries.
- **Campbell County (including the Towns of Altavista and Brookneal):** Fatalities remained relatively stable until a sharp increase from 2021 to 2023, even as serious injuries declined. The combined total was 71 fatalities and 320 serious injuries. **Campbell County had the most vulnerable user fatal crashes representing more than 15% of fatalities.**
- **City of Lynchburg:** Exhibited year-to-year fluctuations with no consistent upward or downward trend in fatalities, which remain an ongoing concern. Over the six-year period, Lynchburg experienced 32 fatalities and 417 serious injuries. **Twenty-five percent of fatal crashes in Lynchburg involved a Vulnerable Road User.**

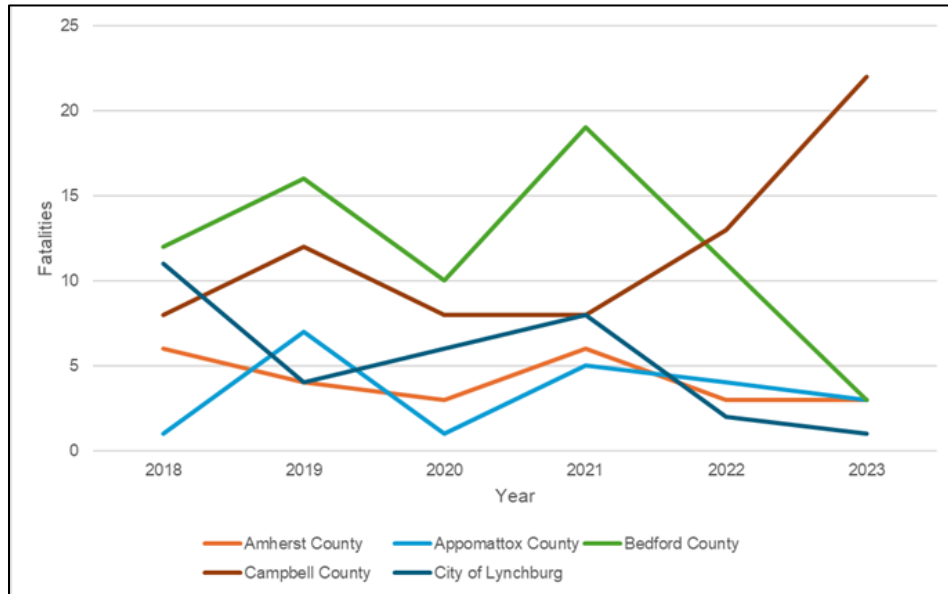


Figure 7: Fatalities by Jurisdiction (2018-2023)

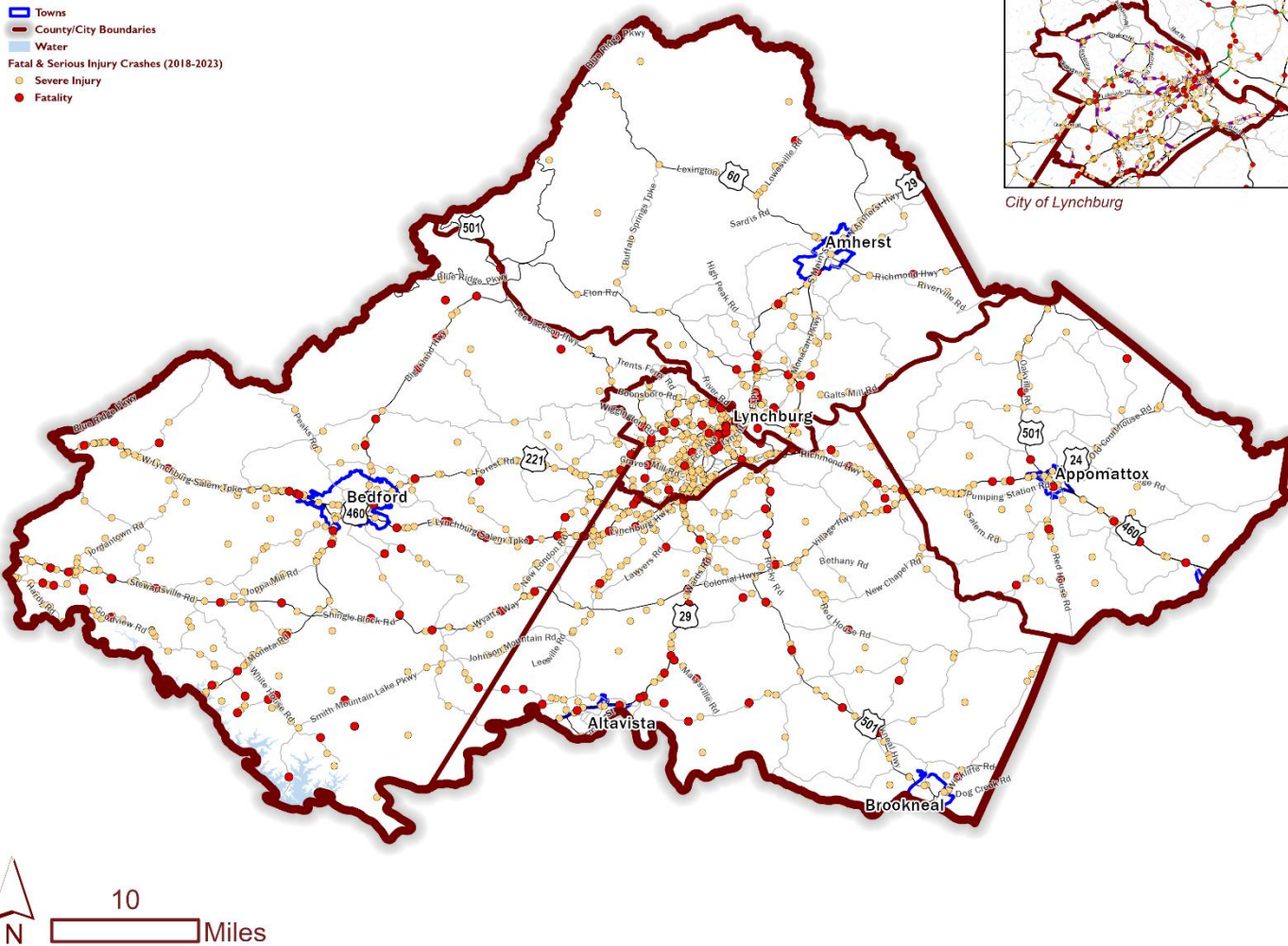
Table 2: Fatalities and Serious Injuries by Jurisdiction (2018-2023)

CVPDC Fatalities and Serious Injuries by Jurisdiction - 2018-2023			
JURISDICTION	Fatalities	Serious Injuries	TOTAL
Amherst County	25	191	216
Amherst County	24	185	209
Town of Amherst	1	6	7
Appomattox County	21	112	133
Appomattox County	19	100	119
Town of Appomattox	2	12	14
Bedford County	71	640	711
Bedford County	69	615	684
Town of Bedford	2	25	27
Campbell County	71	320	391
Campbell County	69	307	376
Town of Altavista	1	8	9
Town of Brookneal	1	5	6
City of Lynchburg	32	417	449
TOTAL	220	1680	1900

These mixed trends indicate that while some aspects of roadway safety are improving, the fluctuating fatality rates underscore the need for targeted safety interventions, especially in high-risk corridors, intersections, and among vulnerable road users. An in-depth study of each jurisdiction is included in the Safety Analysis Report (**Appendix 6.4**).



Fatal and Serious Injury Crashes (2018-2023)

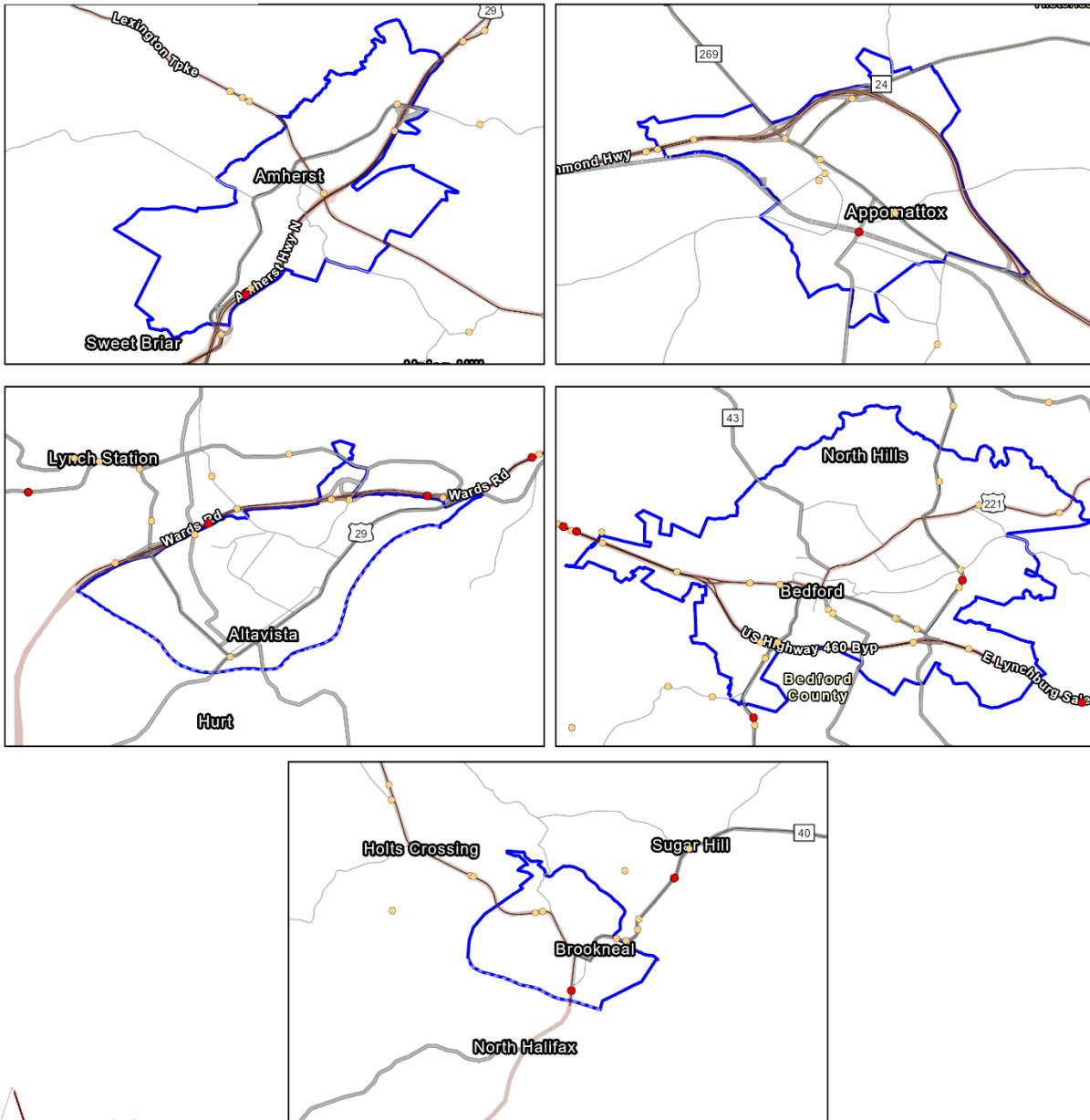


Map 2: Fatal and Serious Injury Crashes (2018-2023)



Fatal & Serious Injury Crashes - Towns (2018-2023)

- Towns
- Fatal & Serious Injury Crashes (2018-2023)
 - Severe Injury
 - Fatality



Map 3: Fatal and Serious Injury Crashes – Towns (2018-2023)

Emphasis Areas

The Virginia 2022-2026 Strategic Highway Safety Plan (SHSP) reviews and analyzes safety data according to emphasis areas, or the predominant factors contributing to or resulting in fatalities or serious injuries, to determine where to focus efforts over the next 5 years. **Figure 8** and **Figure 9** show the breakdown of fatalities and serious injuries by emphasis area from 2018 to 2022.

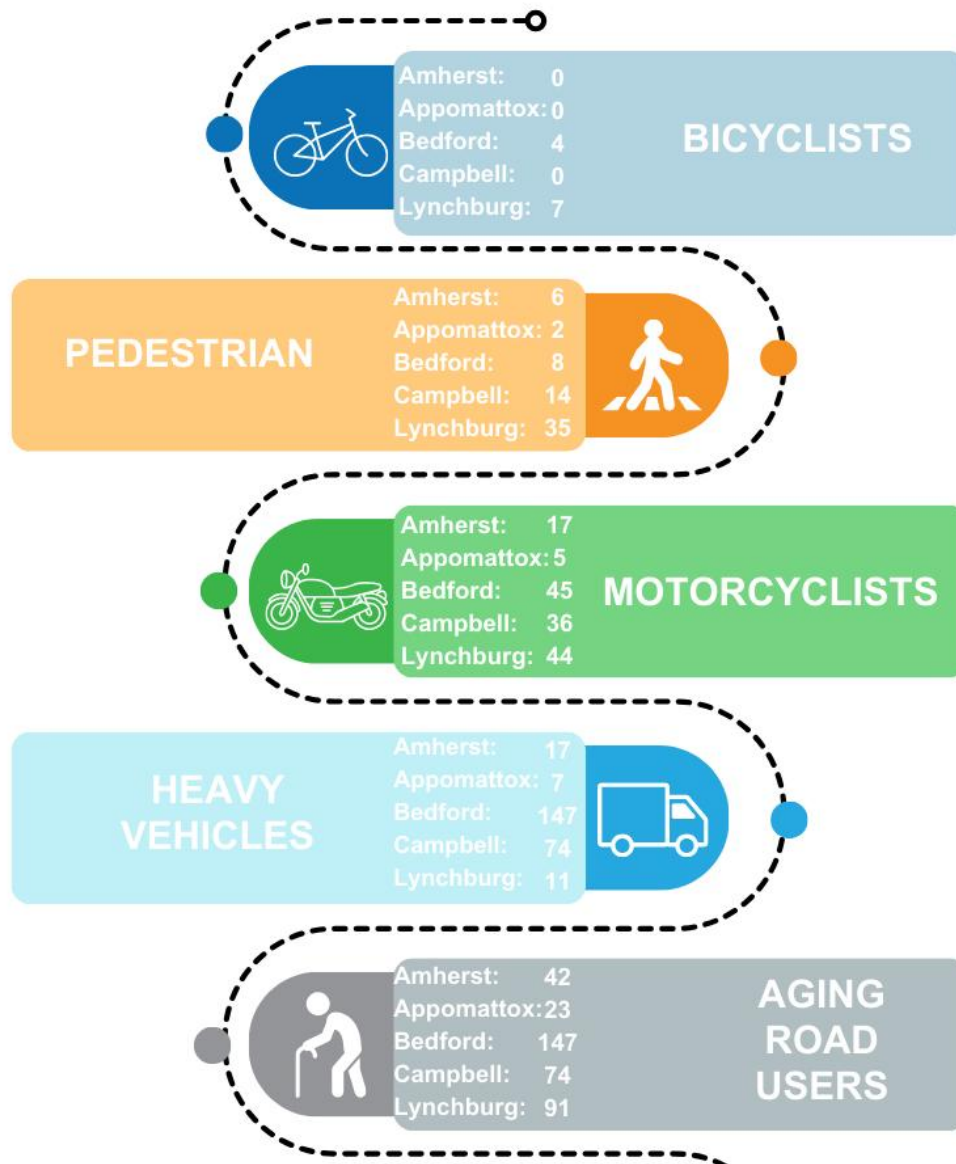


Figure 8: Fatalities & Serious Injuries by Emphasis Area

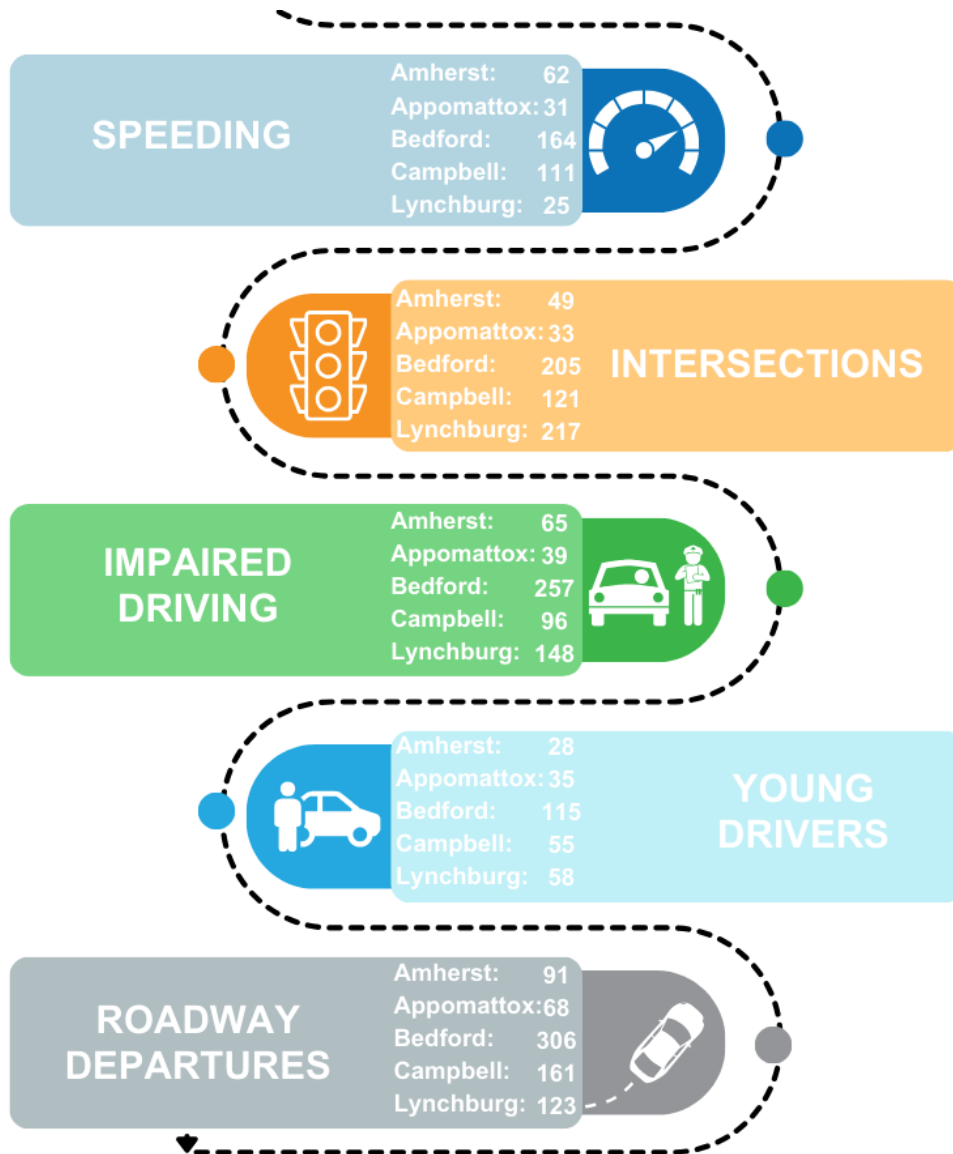


Figure 9: Fatalities & Serious Injuries by Emphasis Area, continued

Roadway departures were the leading cause of severe crashes, contributing to the highest number of fatalities and serious injuries in every jurisdiction except Lynchburg. Impaired driving, which includes distracted, drunk, drugged, or drowsy driving, was identified as the top behavioral factor in severe and fatal crashes, with 56% of all impaired driving-related fatalities and serious injuries involving a roadway departure. Similarly, speeding-related crashes are closely linked to roadway departures, with approximately 60% of such incidents resulting in vehicles leaving the roadway. These trends highlight the need for systemic countermeasures to prevent roadway departures, such as rumble strips, improved signage, better lighting, and improved road markings, as well as corresponding education and enforcement initiatives along high-risk corridors and among high-risk groups.



What percentage of fatalities and serious injuries involved___?

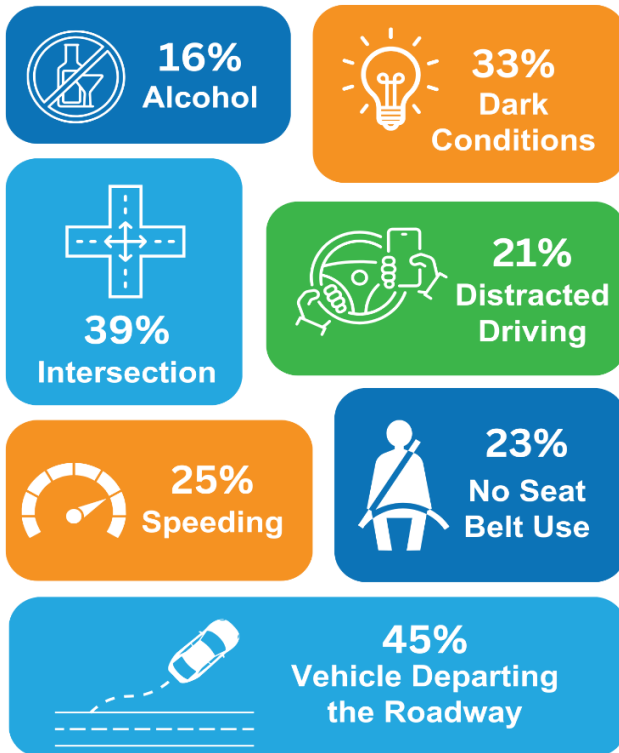


Figure 10: Contributors to Fatalities and Serious Injuries

Intersections were another high-risk emphasis area, with many crashes occurring within 250 feet of an intersection. A disproportionate percentage of vulnerable road user fatalities and serious injuries occurred at intersections: 73% for bicyclists, 46% for pedestrians, and 37% for motorcyclists.

Both young and aging drivers were frequently involved in severe crashes. Young drivers (ages 15-20) were particularly prone to crashes involving roadway departures while aging drivers (65+) were more likely to be involved in intersection-related crashes.

Occupant protection, specifically seatbelt use, is crucial in crash severity. A significant number of fatalities and serious injuries involved unrestrained occupants. Many of these crashes were also linked to speeding and roadway departures.

The City of Lynchburg stands out with a distinct crash pattern, showing a higher percentage of young drivers, speeding, and impaired driving-related crashes occurring at intersections compared to the rest of the region.

This suggests that aggressive driving, often intensified by the challenges of urban environments, such as complex traffic patterns and frequent vehicle-pedestrian interactions, may be a key contributor to these risks. However, caution should be taken in interpreting these findings, as the comparison between Lynchburg and surrounding counties is not one-to-one, and the goal is not to discourage active transportation infrastructure but to better manage driver behavior in urban contexts.

The data also highlights the interconnected nature of crash factors, emphasizing that many incidents involve multiple contributing elements. The correlation matrix in the Safety Analysis Report (**Appendix 6.4**) further underscores overlapping risk factors.

High-Injury Network (HIN) Intersections and Corridors

The HIN analysis identified roadway segments with the highest concentrations of fatal and serious injury crashes. To achieve this, the study team divided the roadway network into 0.5-mile segments and applied jurisdiction-specific criteria for HIN inclusion. The study team calculated crash costs using Virginia’s 2023 comprehensive crash cost values and ranked HIN segments into two tiers. Tier 1 includes the highest-cost crash segments that covered the top 25 miles of roadway. In comparison, Tier 2 comprises segments that meet jurisdiction-specific criteria but fall outside the top 25 miles. **The findings revealed that more than 50% of fatal and injury crashes occur on less than 8% of roadway mileage in each jurisdiction.** In Lynchburg, 70% of fatal and serious injury crashes (KA) are concentrated on just 9% of roadways, while Bedford County sees 52% of such crashes on only 2% of its road network. Similarly, Campbell County



records 54% of KAB crashes on 4% of its roads. Amherst and Appomattox Counties experienced over 65% of KAB crashes on just 5% of their respective road networks.

More than 50% of fatal and injury crashes occur on less than 8% of roadway mileage in each jurisdiction.

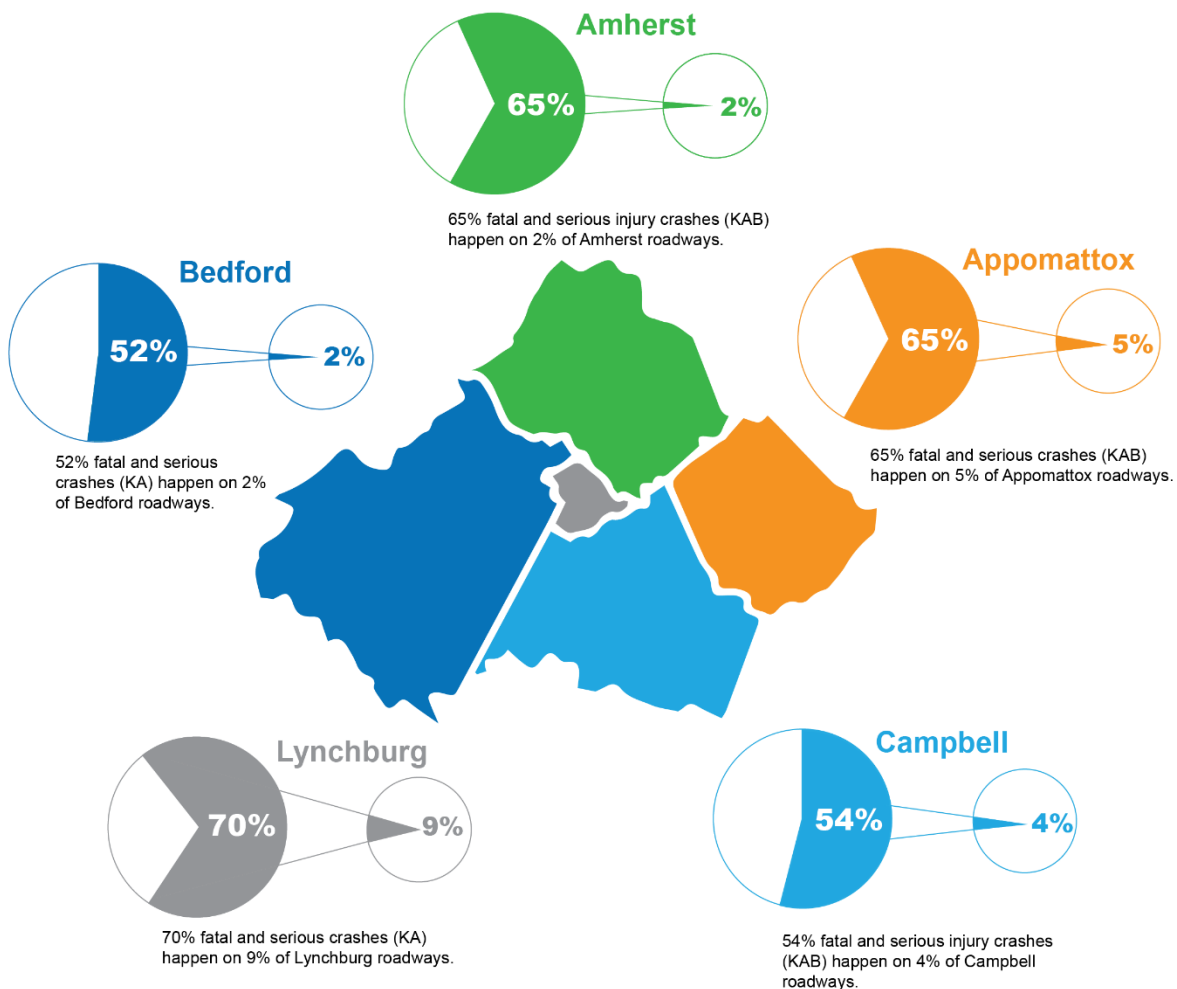


Figure 11: High Injury Network (HIN) Intersections and Corridors and CVPDC Jurisdictions

Figure 11 illustrates the combined results of the segments and intersection HIN analysis for the region. See **Appendix 6.1** for HIN maps and tables showing specific corridors in each community within the region. The HIN can also be viewed on the [Regional Safety Action Plan Dashboard](#).

The HIN enables CVPDC, VDOT, and member localities to prioritize safety investments and other strategies on the streets with the most severe crashes to make rapid progress toward regional safety goals.



Intersection Priorities

The study team ranked intersections based on the total number of crashes, fatal (K) and serious injury (A) crashes, and equivalent property damage only (EPDO) crashes. Some of the most critical high-crash intersections in the CVPDC include Timber Ridge Rd & E Lynchburg Salem Tpke (US 460) in Bedford County, which recorded the highest number of KA and EPDO crashes. Other high-crash intersections include 12th St & Campbell Ave and Ardmore Dr/Forest Brook Rd & Old Forest Rd in the City of Lynchburg, Stonewall Rd & Richmond Hwy (US 460) in Campbell County, Spout Spring Rd & Richmond Hwy (US 460) in Appomattox County, and Enterprise Dr/Oakdale Cir & Timberlake Rd (US 460) in Campbell County. These locations were prioritized based on the severity of crashes and overall crash volume.

Pedestrian and Bicyclists Safety Action Plan (PBSAP 4.0)

In support of its Pedestrian and Bicyclist Safety Action Plan (PBSAP), VDOT conducts a network screening-level analysis to identify roadways throughout the state in need of pedestrian or bicycle improvements. The analysis considers pedestrian and bicyclist crash history (2018-2022) as well as additional factors that contribute to the risk of pedestrian and bicyclist crashes, such as traffic volume, speed limit, census-tract level information such as the proportion of zero-vehicle households and employment density, and pedestrian generators such as parks and schools. The resulting priority corridors represent roadway segments ranked in the top 1 and 5 percent of segments statewide. To identify additional segments in need of pedestrian or bicycle improvements for this safety action plan, VDOT reanalyzed roadway segments to rank the top 1 and 5 percent of segments within the CVPDC. The Pedestrian and Bicyclists Safety Action Plan regional analysis is visualized below in Map 5.

Table 3 documents the total number of segment miles in each jurisdiction that ranked in the top 1 and top 5 percent of all segment miles based on the statewide and regional PBSAP analyses.

Table 3: Segment Miles in Top 1% and Top 5% of PBSAP Analyses (Statewide and Regional)

Jurisdiction	Statewide		Region	
	Top 1%	Top 5%	Top 1%	Top 5%
Amherst County	0	6	2	16
Appomattox County	0	0	0	4
Bedford County	0	4	1	24
Campbell County	1	6	2	18
City of Lynchburg	5	29	16	25

Socioeconomic Trends

A central goal of transportation is to facilitate social and economic opportunities by providing access to affordable and reliable transportation options based on the needs of the populations being served, particularly populations that are traditionally disadvantaged. Socioeconomic trend analysis highlighted the connection between demographic vulnerability and traffic safety in the CVPDC. The analysis identified census tracts facing socioeconomic disadvantages such as poverty, crowded housing, and lack of reliable transportation. Vulnerability was measured across five key factors: transportation access, climate and disaster risk, environmental hazards, health conditions, and social characteristics like poverty and overcrowding.



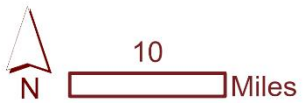
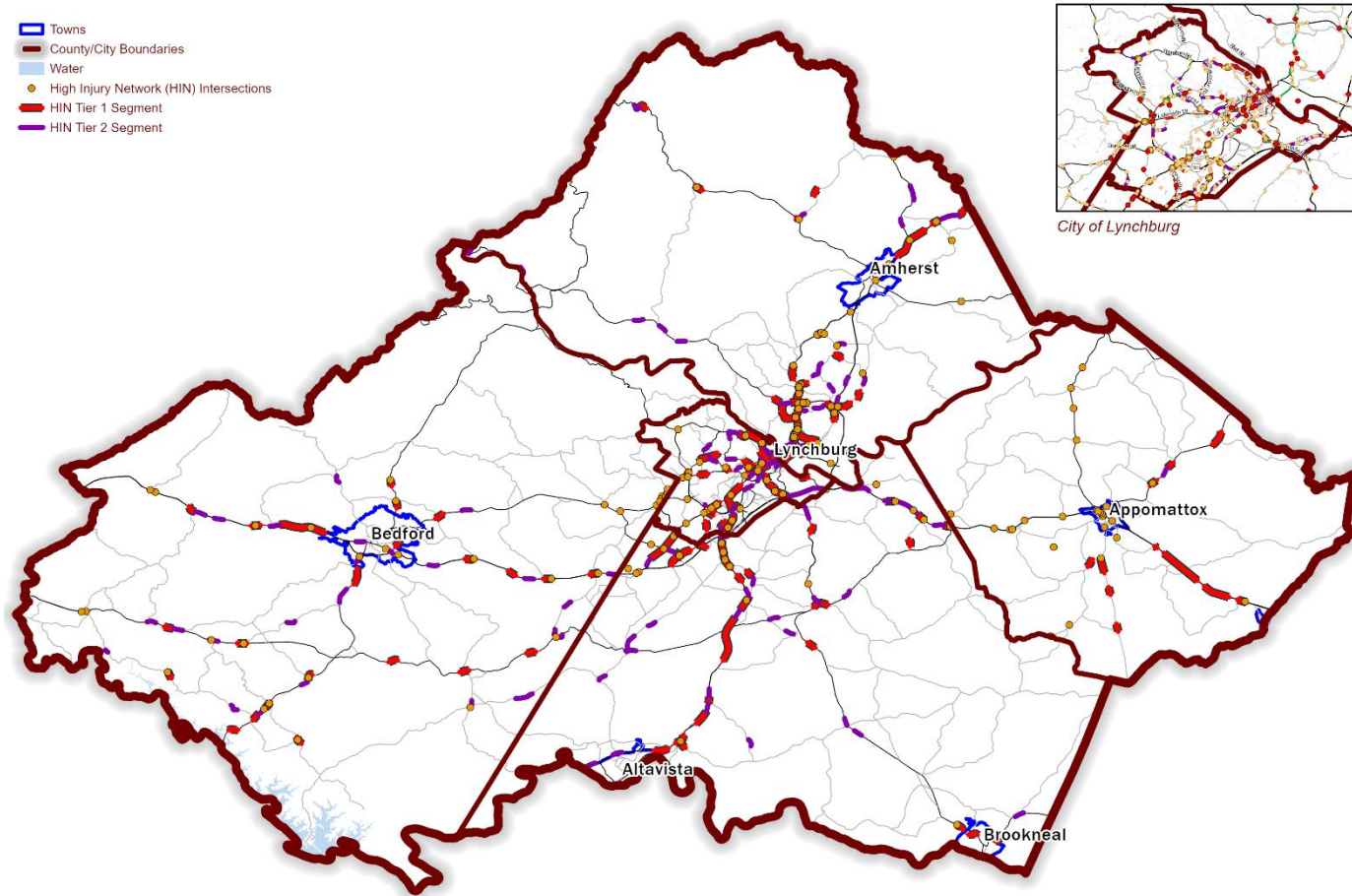
A significant portion of fatal and serious injury crashes occur in census tracts classified as vulnerable, with the percentage varying by jurisdiction but generally ranging from 34% to 78%. The data reveals a strong correlation between socioeconomic factors and traffic safety risks. Communities with limited access to personal transportation face a higher risk of fatal or serious injury crashes from walking, biking, rolling or taking transit, while areas exposed to environmental hazards such as pollution and poor air quality tend to experience more crashes. Additionally, high-poverty areas often suffer from infrastructure deficiencies, contributing to increased crash risks.

There is also a notable overlap between vulnerable communities and high-risk roadways. **Around 51% of the region's High Injury Network (HIN) is located in vulnerable areas, reinforcing the relationship between socioeconomic challenges and roadway safety risks.** Maps 4 and 5 show the HIN in relation to these vulnerable communities. Targeted improvements in these communities can enhance safety for at-risk residents.



High Injury Network

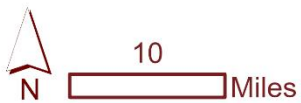
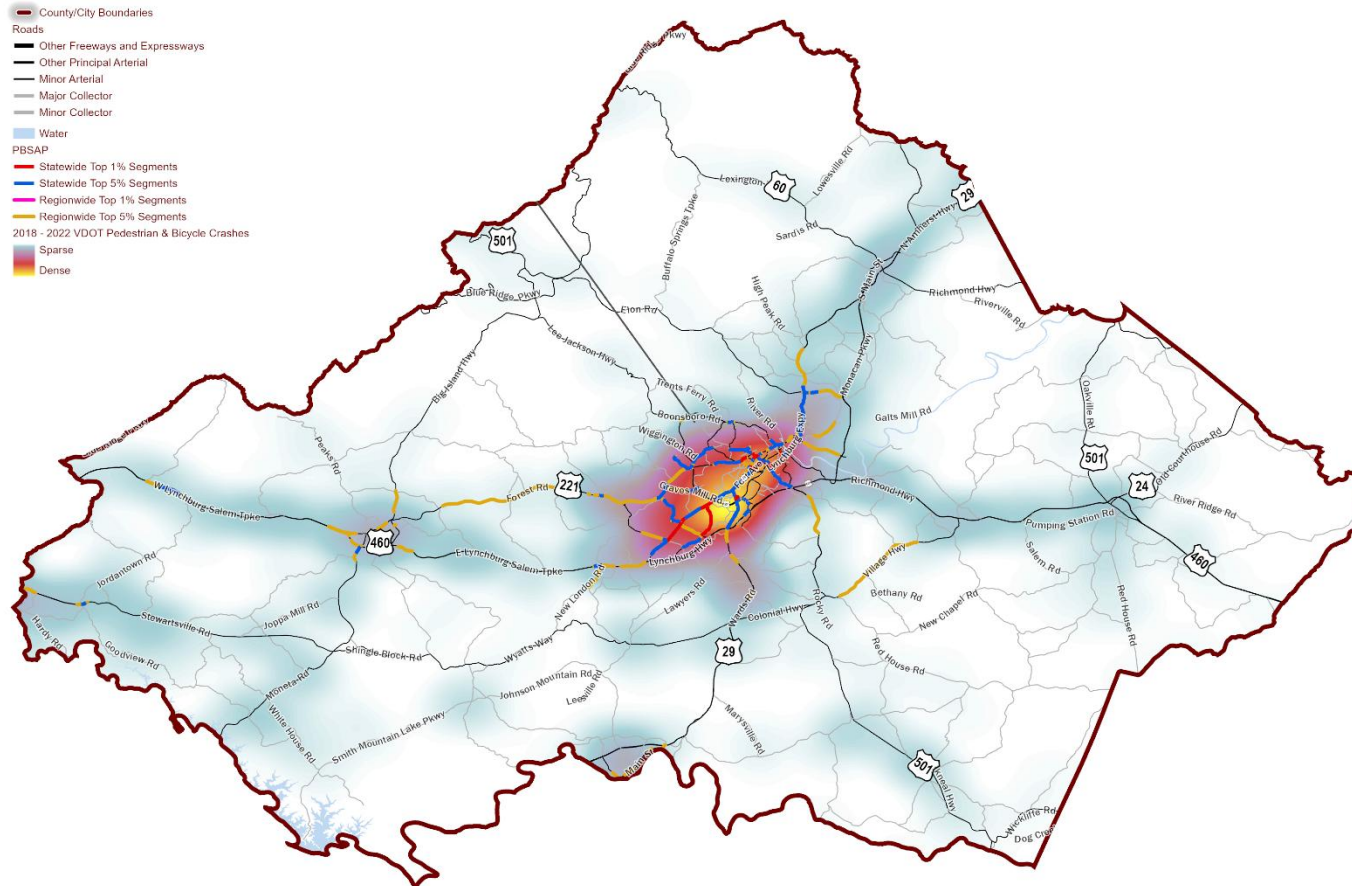
- Towns
- County/City Boundaries
- Water
- High Injury Network (HIN) Intersections
- HIN Tier 1 Segment
- HIN Tier 2 Segment



Map 4: High Injury Network



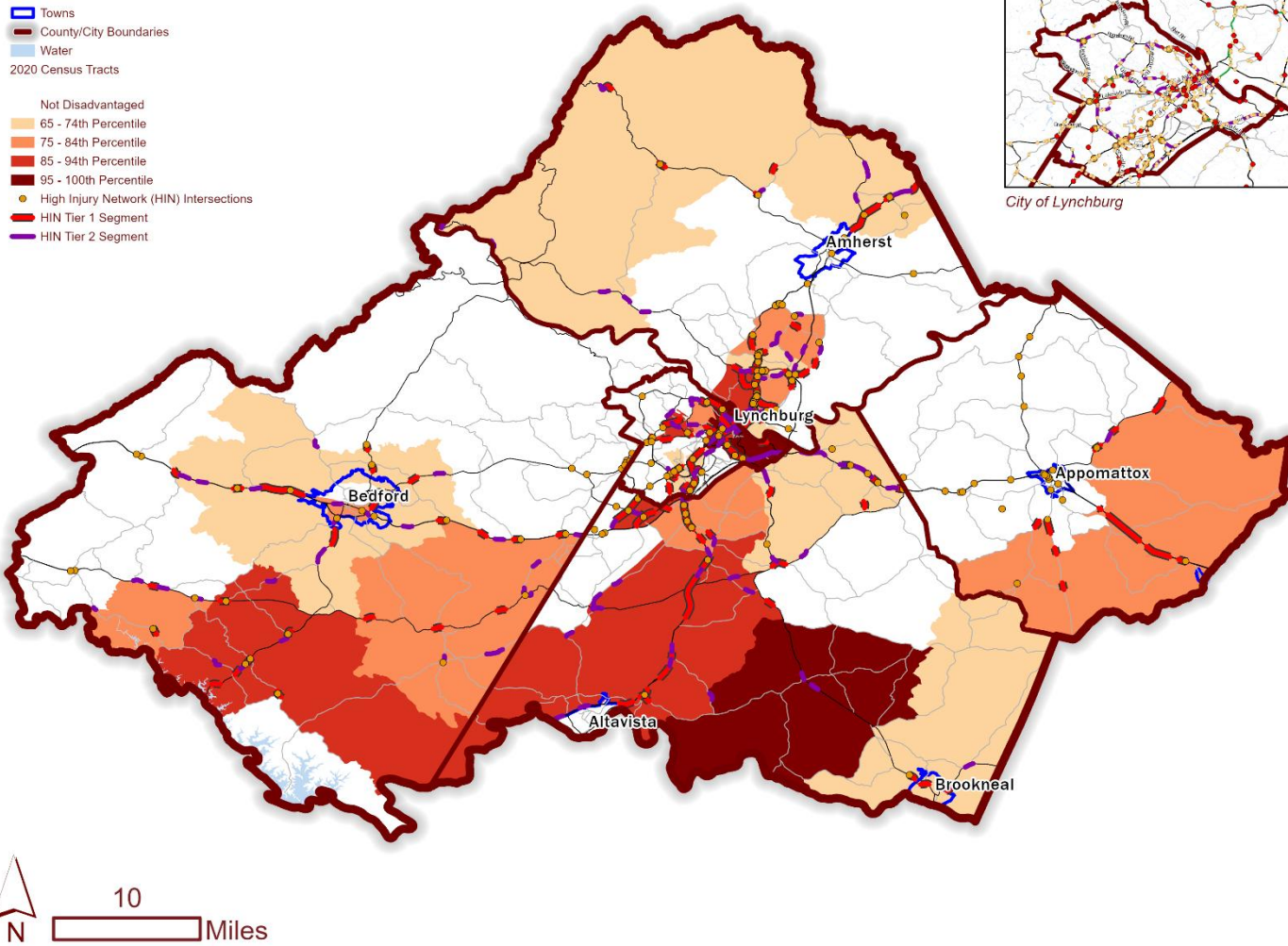
Pedestrian & Bicycle Safety Action Plan



Map 5: Pedestrian and Bicycle Safety Action Plan (PBSAP 4.0)



High Injury Network & Disadvantaged Census Tracts

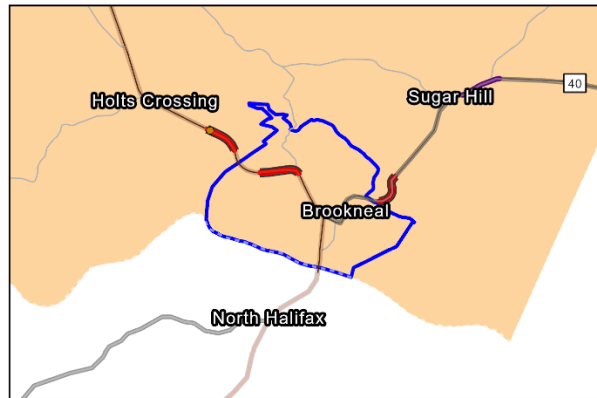
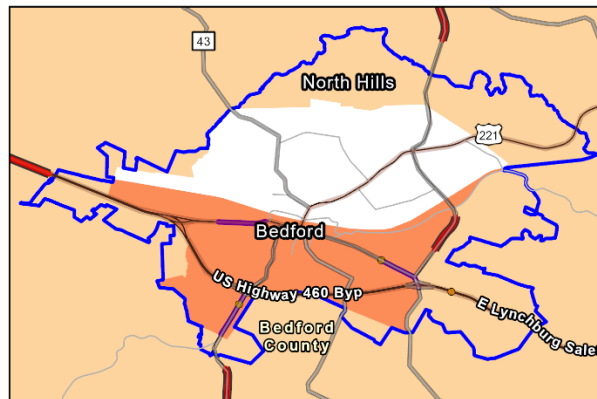
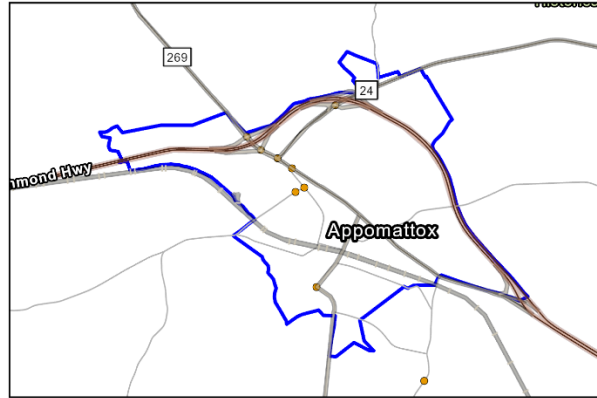
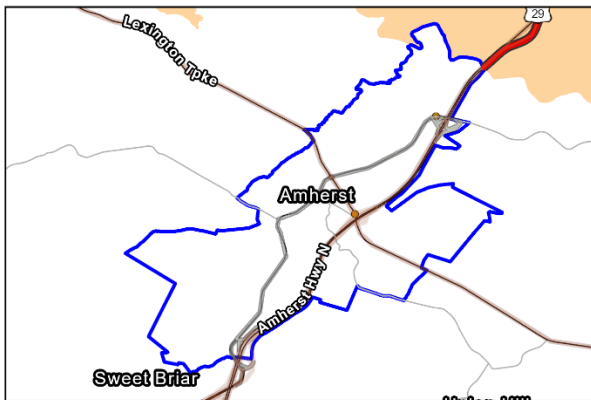


Map 6: High Injury Network & Disadvantaged Census Tracts



High Injury Network & Disadvantaged Census Tracts - Towns

- Towns
- Water
- 2020 Census Tracts
- Not Disadvantaged
- 65 - 74th Percentile
- 75 - 84th Percentile
- 85 - 94th Percentile
- 95 - 100th Percentile
- High Injury Network (HIN) Intersections
- HIN Tier 1 Segment
- HIN Tier 2 Segment



Map 7: High Injury Network & Disadvantaged Census Tracts - Towns



2.2 Systemic Safety Analysis

Network Screening for Risk Factors

Crash data was analyzed to identify roadway features associated with a heightened risk of fatality or serious injury. Roadway data were collected from various statewide GIS datasets. This information can be used to identify opportunities to reduce the potential for fatal or serious injury crashes through speed reduction, geometric improvements, and other systemic countermeasures.

Existing crash data characteristics indicate an increased risk of serious injury on two-lane undivided roads and curved sections. Lane width and number of through lanes were not evaluated due to incomplete data.

Table 4: Network Screening for Risk Factors

<i>Functional Classification</i>	K+A Crashes	K+A Crash Share	Total Crashes	Share of Total Crashes	Risk Factor
Principal Arterial	440	33%	6503	37%	0.88
Minor Arterial	412	30%	5500	31%	0.97
Major Collector	286	21%	2844	16%	1.31
Minor Collector	73	5%	688	4%	1.38
Local Road	136	10%	1936	11%	0.91
TOTAL	1352	100%	17587	100%	

<i>Ownership</i>	K+A Crashes	K+A Crash Share	Total Crashes	Share of Total Crashes	Risk Factor
State Highway Agency	1010	75%	11226	64%	1.17
City or Town Highway Agency	340	25%	6321	36%	0.70
Other	2	0%	40	0%	0.65
TOTAL	1352	100%	17587	100%	

<i>Roadway Type</i>	K+A Crashes	K+A Crash Share	Total Crashes	Share of Total Crashes	Risk Factor
Two-Way, Not Divided	913	68%	10703	61%	1.11
Two-Way, Divided, Unprotected Median	331	24%	4750	27%	0.91
Two-Way, Divided, Positive Median Barrier	95	7%	1807	10%	0.68
One-Way, Not Divided	13	1%	307	2%	0.55
TOTAL	1352	100%	17587	100%	

<i>Roadway Alignment</i>	K+A Crashes	K+A Crash Share	Total Crashes	Share of Total Crashes	Risk Factor
Curve	377	28%	3557	20%	1.38
Straight	972	72%	13879	79%	0.91
Other	3	0%	151	1%	0.26
TOTAL	1352	100%	17587	100%	

<i>Speed Limit</i>	K+A Crashes	K+A Crash Share	Total Crashes	Share of Total Crashes	Risk Factor
≤ 25 MPH	105	8%	2359	13%	0.58
30 MPH - 40 MPH	300	22%	4738	27%	0.82
45 MPH - 55 MPH	746	55%	8341	47%	1.16
60 MPH +	201	15%	2149	12%	1.22
TOTAL	1352	100%	17587	100%	



Deaths and Injuries by Land Use Types



Figure 12: Downtown Lynchburg. Source: iStock

Land uses within the region vary greatly, from the dense, urban environment in Downtown Lynchburg, to the walkable small towns of Amherst, Bedford and Altavista, to suburban commercial and residential uses on major transportation corridors, along with heavily rural areas in the outlying areas of the Counties. Crash data analysis reveals that the risk of fatal and serious injury crashes varies significantly by land use type, with notable differences in crash frequency and severity. The analysis generalized future land use data readily available from each of the counties into six primary categories: Commercial, Parks/Public Land, Institutional, Industrial, Low Density Residential and High Density Residential.

Note due to data limitations, the Towns were primarily categorized as one land use type and do not reflect the finer grained and varied nature of land uses in these compact areas.

For example, in towns like Altavista and Bedford, industrial land uses contribute to truck-related crash risks along major corridors such as U.S. 29 and U.S. 460. In contrast, Appomattox's compact downtown land use highlights the need for safe infrastructure for people walking. Amherst's downtown core concentrates pedestrian activity near a major traffic circle, presenting design challenges. Brookneal, surrounded by agricultural land uses, experiences safety risks from a mix of local traffic and heavy freight vehicles on shared roadways. These conditions suggest that tailored land use-sensitive countermeasures, such as improved truck routing, expanded sidewalks, enhanced downtown crossings, and rural road lighting improvements should be prioritized to address local crash risks.



Figure 13: Downtown Altavista. Source: Altavista On Track.



Figure 14: Brookneal Historic District. Source: DHR.

Overall regionwide, commercial areas account for the highest number of total crashes (8,601), they exhibit a lower proportion of severe crashes (5.95%) compared to residential and industrial areas. This suggests that while crashes are frequent in commercial zones, likely due to higher traffic volumes and congestion, they are less likely to result in fatalities or serious injuries.

By contrast, low-density residential areas experience a higher rate of severe crashes, with 9.69% of crashes resulting in fatalities or serious injuries, despite having significantly fewer total crashes than commercial areas. Similarly, high-density residential areas also show an elevated risk, with 8.01% of crashes resulting in fatalities or serious injuries. This suggests that crashes in residential zones, particularly in lower-density areas with higher travel speeds, tend to be more severe.

Industrial areas also exhibit a relatively high percentage of severe crashes (8.43%) despite a relatively low number of total crashes (510). This may be attributed to heavy vehicle traffic, roadway design, or higher-speed conditions near industrial zones. Parks and public lands also see a slightly elevated risk, with 7.45% of crashes leading to fatalities or serious injuries, potentially due to the presence of people walking, biking and recreating.



Figure 15: Bedford Center for Business. Source: Crexi



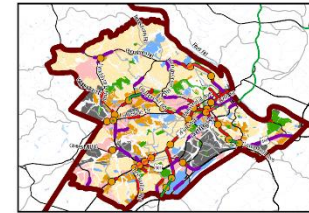
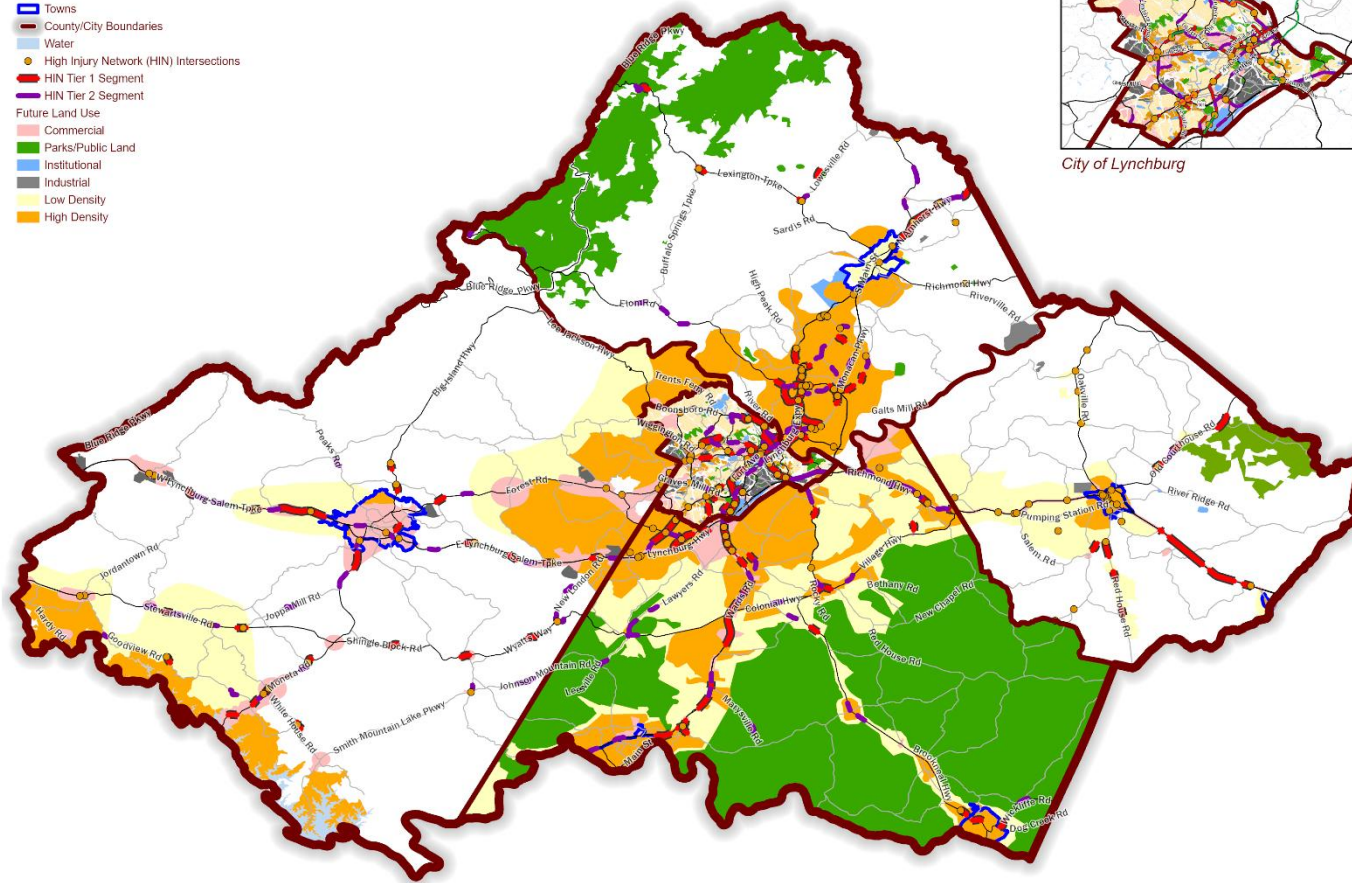
In contrast, institutional areas, including schools and government buildings, have the lowest rate of severe crashes (4.84%), likely due to lower speed limits, traffic-calming measures, and a more controlled traffic environment.

These findings emphasize the need for land use-specific safety interventions. For example, traffic calming and speed reduction measures may be particularly beneficial in residential areas, while enhanced protections for people walking, biking and taking transit, should be prioritized in urban areas and near parks and public spaces. Commercial areas may require improved traffic flow management and intersection safety measures, whereas industrial zones may benefit from enhanced truck route planning and visibility improvements.

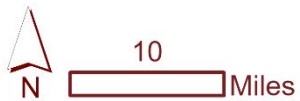


High Injury Network & Future Land Use

- Towns
- County/City Boundaries
- Water
- High Injury Network (HIN) Intersections
- HIN Tier 1 Segment
- HIN Tier 2 Segment
- Future Land Use**
- Commercial
- Parks/Public Land
- Institutional
- Industrial
- Low Density
- High Density



City of Lynchburg



Map 8: High Injury Network & Future Land Use



3. Stakeholder and Public Engagement





Those who travel within the region daily are uniquely positioned to understand safety challenges. From short walks to the grocery store to commutes across town, their firsthand experiences offer valuable insights that should inform safety improvements in the area.

To better understand issues and concerns around traffic safety in the region, the project team conducted a public engagement process that included:

- Project Working Group
- Stakeholder Meetings
- Public Survey
- Pop-Up Events
- Safety Summit

Project Working Group

The Project Working Group, consisting of members of local agencies and organizations, was a critical advisory body and met 4 times throughout the planning process. Working Group members represented the region's public safety, transportation, planning, education, and community organizations, including:

- Amherst County
- Amherst Fire/EMS
- Appomattox County
- Bedford County
- Bedford Ride
- Campbell County
- Campbell County Training School
- City of Lynchburg
- Greater Lynchburg Transit Co.
- Lynchburg Area Center for Independent Living
- Town of Altavista
- Virginia Department of Transportation
- Virginia State Police

Stakeholder Meetings

In October 2024, the team met with stakeholders across Amherst, Appomattox, Bedford, Campbell Counties, and the City of Lynchburg to discuss transportation safety challenges and opportunities. Participants included local leaders, transportation experts, public safety officials, school representatives, and state transportation agencies. These discussions focused on speeding, pedestrian safety, school traffic, and infrastructure gaps. Stakeholders also explored strategies for community engagement, education, and implementing targeted safety initiatives to reduce crashes and improve mobility.



Public Survey

The team developed an online interactive map and survey using the Social Pinpoint platform to gather public input. Paper copies were distributed at in-person events. The survey introduced the project, solicited feedback on safety concerns, and offered participants the option to provide demographic information. Open from October 2024 to March 2025, the survey received approximately 120 online comments and 100 additional responses at pop-up events.

Pop-Up Events

Between September 21 and November 16, 2024, the team conducted four pop-up events to promote the survey and collect in-person feedback. Events were held at Centerfest in Bedford, an Amherst County Senior Lunch, an Amherst County High School football game, and the Forest Farmers Market in Bedford County. Pop-up event locations were identified after the survey had been open for a few weeks to gather input from communities less responsive to the online survey. The team

engaged with over 100 people, many of whom shared safety concerns even if they did not complete the survey on-site.

Safety Summit

The Central Virginia Safety Summit, held on January 31 at the Lynchburg Regional Business Alliance, brought together 43 participants from local government agencies, transportation professionals, law enforcement, community organizations, and residents. The event focused on assessing roadway safety by reviewing existing data, discussing community concerns, and identifying strategic countermeasures to enhance regional traffic safety.

A complete summary of engagement activities can be found in **Appendix 6.2**.



Amherst Senior Lunch
Engagement

Engagement with Youth and Seniors

Youth and seniors are often underrepresented in transportation planning, yet their perspectives are critical to making roads safer for everyone. To ensure their voices were heard, the team actively sought feedback from these populations through targeted outreach efforts. Engagement opportunities included the Amherst Senior Lunch and a home Amherst High School football game during senior celebrations. Recognizing that Amherst had the fewest survey responses, the team prioritized efforts to include residents from the community by providing paper copies of the survey at all public events, which proved especially effective in gathering feedback from older adults.

Senior participants frequently highlighted concerns about speeding and inadequate lighting. Meanwhile, youth feedback highlighted the importance of sidewalk and pedestrian connections to improve their ability to walk to school and after-school activities. By incorporating these insights, the plan ensures that transportation improvements reflect all community members' needs, including those often overlooked.

Collaboration with Local and State Agencies

Collaboration with local and state agencies was essential to the success of this safety action plan. These partners provided valuable insights into local challenges while offering state-level expertise and experience. As key stakeholders, they contributed a deep understanding of the transportation system's intricacies and brought unique perspectives. Their involvement was particularly crucial during the Safety Summit, where a countermeasure planning session benefited from their knowledge. Their input helped shape practical solutions, including enhanced traffic enforcement, infrastructure improvements, educational initiatives, and policy recommendations.

Key Takeaways from Public Input

Community Safety Concerns

Themes from the public engagement effort reflect a range of critical issues across speeding, safety for vulnerable road users (those walking, rolling, biking, and taking transit), intersection functionality, lack of safe multimodal infrastructure, and visibility. Speeding remains a pervasive problem, with excessive speeds reported on major corridors and near schools, parks, and residential neighborhoods, exacerbating risks for vulnerable road users. Safety for people walking or rolling is compromised by the lack of crosswalks, sidewalks, and infrastructure near key areas such as schools and parks, while some present significant hazards due to poor design and visibility. Safety for people on bicycles is hindered by inadequate lanes and obstructions, forcing people into vehicle traffic, and visibility concerns, such as blocked views and poor lighting, further exacerbating the danger for all road users. Additionally, ineffective traffic light sequencing



and insufficient infrastructure for growing populations contribute to congestion and risky driving behaviors, underscoring the need for targeted safety improvements across the region.



Speeding

Excessive speeding remains a top safety concern, particularly in residential and rural areas. Reports highlighted speeding on highways as well as near schools, parks, and neighborhoods.

- **Amherst County:** Route 60, Boxwood Farm Road, Father Judge Road, Lakeview subdivision, Dixie Airport Road
- **Appomattox County:** Route 24 (Old Courthouse Road)
- **Bedford County:** Route 221 (Forest Road), Route 460
- **Campbell County:** Route 501, Route 29, Route 460
- **City of Lynchburg:** Greenview Drive, Route 501, Route 460



“Cars speed down this road [Whitfield Drive] constantly, creating a dangerous situation for park-goers.” – Lynchburg resident

“The entire 501 corridor from Brookneal to Rustburg is a concern... Vehicles speed well over the posted 55 mph.” – Campbell County resident

Figure 16: Community Safety Concerns – Speeding



Bike-Pedestrian Safety

A lack of sidewalks, crosswalks, and designated bike lanes puts pedestrians and cyclists at risk. Speeding in these areas, combined with missing infrastructure, creates dangerous conditions for those walking or biking.

- **Amherst County:** Coolwell Road
- **Appomattox County:** Redfields Road
- **Bedford County:** Route 43 (Leesville Road), Waterlick Road, Five Forks Road
- **Campbell County:** Pittsylvania Avenue and English Park, Main Street, Laxton Road
- **City of Lynchburg:** Rivermont Avenue, Lakeside Drive, Main Street



"Route 43 biking is not safe because there is very little pavement past the white line."

- Bedford resident

"How about some bike lanes for 2-3 blocks here? All I want is to get from Main Street to Dunbar Street safely, but cars pass me constantly." - Bedford resident

Figure 17: Community Safety Concerns – Bike-Pedestrian Safety



Visibility

Obstructed views from overgrown vegetation, blind hills, and poor lighting contribute to unsafe conditions at key intersections and roadways.

- **Amherst County:** Route 210 (Colony Road), Clearview Road, Harris Road, Monacan Park Road
- **Campbell County:** Evergreen Lane, Lawyers Road, Plum Branch Road, Dale Avenue
- **City of Lynchburg:** Graves Mills Road



"Speed and visibility are concerns in this intersection. Left turns going south on 29 is of most concern." - Campbell County resident

Figure 18: Community Safety Concerns – Visibility



Driver Behavior

Aggressive driving, inefficient traffic signals, and outdated road infrastructure contribute to congestion and safety hazards. Growing populations are also increasing traffic hazards and congestion.

- **Amherst County:** Waterlick Road, Route 151 and 29 Intersection, Amelon Road and US 29
- **Appomattox County:** Pumping Station Road
- **Bedford County:** US 29, Routes 122, 221, 460, Lakeside Road, Forest Road, Timberlake Road
- **Campbell County:** Bishop Cree Road, Bedford Avenue
- **City of Lynchburg:** Greenview Drive, Timberlake Road



“I’ve seen multiple people run red lights here [US 29 and Calohan Road], and they don’t slow down for the speed zone change.” – Campbell County resident

“Drivers will not stop for cars stopping to turn onto Horseshoe Rd. They will go around the stopped car onto the shoulder even though there is a sign prohibiting this.” – Appomattox resident

Figure 19: Community Safety Concerns – Driver Behavior



School Traffic Violations

In addition to speeding near schools, parks, and neighborhoods, community members report dangerous driver behavior around school buses such as drivers failing to stop or speeding around buses during student pick-up and drop-off times.

- **Amherst County:** Father Judge Road
- **Appomattox County:** Route 460
- **Campbell County:** Bedford Avenue
- **City of Lynchburg:** Boonsboro Road



“Pedestrian crosswalk used mostly by students going to and from AHS. Drivers do not stop for pedestrians in the crosswalk.” - Campbell County resident

Figure 20: Community Safety Concerns – School Traffic Violations



Local Priorities and Needs

Amherst County, Town of Amherst, and Madison Heights

Amherst County stakeholders identified visibility issues, speeding, and roadway safety as key concerns, particularly along major corridors such as Route 29, Route 60, and Route 151. Obstructed sight lines, sharp turns, and limited intersection visibility contribute to safety risks, especially for heavy trucks and emergency vehicles. Speeding was frequently cited as a problem, notably near intersections and areas with a history of crashes. These concerns highlight the need for improved signage, traffic calming measures, and infrastructure upgrades to enhance overall safety in the county.

In the Town of Amherst, sidewalk connectivity and safety for people walking were emphasized, particularly for older adults and individuals with disabilities. Key roads such as US 29 near Dunkin' and Coolwell Road in Madison Heights were flagged for dangerous turns and congestion during events. Madison Heights residents noted unsafe left turns and poor driver compliance with school bus laws near US 29/Grove Road, which sees increased traffic due to new businesses. High Peak Road has experienced multiple crashes recently and was suggested for traffic calming improvements.



Key Takeaways

- **Visibility (sight distance):** Intersection sight distance was cited as a significant concern in multiple areas in Amherst due to sharp turns, obstructed sight lines at intersections, and speeding.
- **Heavy Vehicle Traffic:** Multiple tractor-trailer crashes and observations of trucks speeding were a high concern for participants, especially along areas of Route 29 and Route 151.
- **Speeding (additional enforcement and speed cameras at schools):** Speeding is a concern for major arterials in the County and school zones.
- **Limited Connectivity:** The Madison Heights area sees significant traffic congestion, particularly around pick-up and drop-off times at schools. Participants cited school buses as a source of backups on roads.



Appomattox County and Town of Appomattox

Appomattox County stakeholders raised concerns about visibility and roadway safety, particularly regarding Amish buggies, which are difficult to see on rural roads. Intersection safety and congestion at US 460 and Court Street were highlighted as areas needing improvement. Many rural roads lack markings, making nighttime and rainy driving conditions hazardous. Route 460 was a focal point of discussions, with concerns about school bus traffic, interchange safety, and the impact of residential development on road conditions. Additionally, a lack of police presence in school zones was noted as a safety issue. These concerns emphasize the need for enhanced visibility measures, roadway improvements, and enforcement strategies to ensure safer travel across the county.

Within the Town of Appomattox, the intersection of Lee Grant Avenue and Church Street was called out for dangerous sidewalk placement and lack of protection for people walking, particularly during school hours. The intersection at Route 727 and Evergreen Lane was highlighted for poor compliance with bus stop rules and inadequate turn lanes. Roadways like Pumping Station Road and Lime Plant Road were cited for curvy geometry and limited sightlines, exacerbated by traffic from nearby logging and quarry operations. Stakeholders called for greater law enforcement presence, especially during peak school hours, and stronger community education around road safety.



Key Takeaways

- **Safety Measures for Amish Buggies:** Increasing awareness and visibility of Amish buggies throughout the County was highlighted as a priority.
- **Intersection Safety and Roadway Improvements:** Interchange safety and congestion within the Town of Appomattox were the main roadway concerns.
- **Road Safety Enforcement:** School zone safety could be improved by increasing police presence and addressing concerns about school bus traffic on Route 460.



Bedford County and Town of Bedford

Bedford County stakeholders focused on monitoring ongoing and unfunded transportation projects, including the Route 221 Corridor Study, infrastructure for people walking on Burks Hill Road and roadway reconfiguration on Longwood Avenue (Oak Street to Walnut Street) in the Town of Bedford, and multiple SMART SCALE and VDOT bridge projects. Sight distance concerns were raised at the intersection of Waterlick Road and Thomas Jefferson Road due to obstructed views from trees and shrubs on private property. Speeding was also noted as a problem on Longwood Avenue in the Town of Bedford and Route 221, particularly where speed limits decrease as these roads transition into the town.

Further issues were identified involving narrow roads and shoulder drop-offs, particularly on secondary roads near Routes 122 and 221. Areas such as Route 221/811 and Five Forks are heavily used by runners and cyclists, emphasizing the need for expanded bike lane infrastructure. Safety programs aimed at youth and young drivers, like YOVASO, and public education around seatbelt use and speeding were also discussed. Projects on Route 460 and 122, including shoulder widening, are progressing and will provide vital data for systemic safety improvements.



Key Takeaways

- **Monitor Current Projects:** Multiple projects have been approved, while others have not been funded.
- **Sight Distance.** Addressing visibility and speeding concerns along main roads in the County.



Campbell County and the Towns of Altavista and Brookneal

Campbell County stakeholders identified visibility and safety concerns related to Amish buggies, particularly at night and dusk, along roads such as Lewis Ford Road, Hickory Creek Road, Red House Road, and Sugar Hill Road. Safety for people walking was also a key issue, with concerns focused on Brookville Middle School, Rustburg, and the intersection of 43rd and 7th Street in Altavista. Intersection safety improvements were highlighted at several locations, including Lawyers Road at Lynbrook Road, Route 501 at Poor House Road, and Wards Road (U.S. 29) at Gladys Road. Poor sight distance was a specific issue at Lawyers Road and Colonial Highway (Route 24). Additionally, stakeholders emphasized the importance of public education campaigns to promote safety for all roadway users, particularly for young and older drivers. These concerns point to the need for infrastructure upgrades, improved visibility measures, and increased safety education efforts in Campbell County.

In Altavista, traffic safety around schools and pedestrian crossings remains a major issue. In Rustburg, congestion and crash risks around major intersections and schools were noted. Public safety personnel called out the underreporting of serious injuries, emphasizing the need to include minor injury data in assessments. Several intersections, such as Waterlick Road at Lawyers Road and Gladys Road at Route 501, were discussed for potential roundabouts or RCUTs. Coordination with ongoing VDOT studies is active, especially in Timberlake and Rustburg. Community engagement opportunities, including YMCA partnerships, career expos, and local 5K events, were identified as platforms to promote safe driving programs, particularly for older and younger drivers.



Key Takeaways

- **Amish Vehicle Safety:** Increase awareness, implement safety measures for Amish buggies throughout the county, and identify roads most frequently traveled by buggy.
- **Pedestrian Safety:** Primary areas of concern included Altavista, Brookville Middle School, and Rustburg.
- **Intersection Safety and Improvement:** Key intersections were discussed, and some projects are underway. Ideas for innovative intersections to address concerns were discussed.
- **Education:** Provide education to young and older drivers and implement campaigns for the safety of roads, traffic, and pedestrians.



City of Lynchburg

Lynchburg stakeholders identified speeding, safety for vulnerable users, and intersection congestion as primary concerns. Speeding was a particular issue along Enterprise Drive, Boonsboro Road, Fort Avenue, and Rivermont Avenue, with intersections such as Fort Avenue and 12th Street posing hazards for people walking and rolling. Vulnerable use safety concerns included the need for improved crosswalks, sidewalks, and traffic calming measures, particularly near Enterprise Drive, Old Forest Road, and Memorial Avenue by EC Glass High School. Additionally, several intersections were identified for safety and congestion improvements, including Enterprise Drive at Duncraig Drive, Langhorne Road at Murrell Road, and Rivermont Avenue at Bedford Avenue. The Lynchburg Expressway and surrounding roads were noted as major contributors to traffic congestion. These concerns emphasize the need for targeted traffic calming measures, improved infrastructure for people walking, and intersection redesigns to enhance safety and mobility within the city.

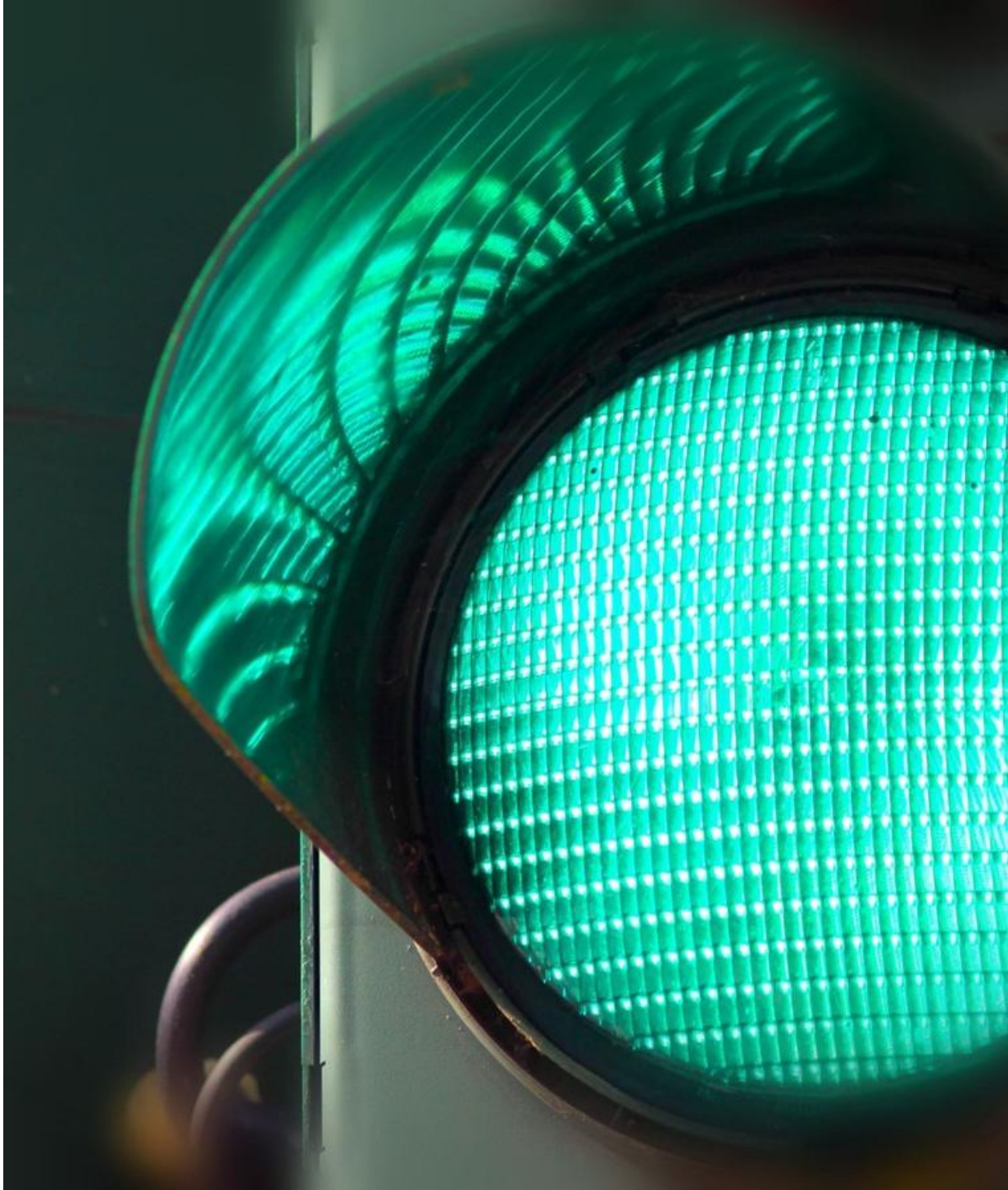


Key Takeaways

- **Speeding:** Multiple locations across the city were identified for speeding concerns, often related to intersection challenges and pedestrian activity.
- **Pedestrian and Bicycle Safety:** Connectivity and increased pedestrian/bicycle access were highlighted in multiple areas in the city, as well as the importance of improving pedestrian safety and infrastructure at key intersections.
- **Intersection Improvements:** Various intersections were identified for potential improvements based on congestion, pedestrian safety, and speeding.



4. Safety Action Strategies, Policies, Programs & Countermeasures





4.1 Safety Action Goals and Strategies

The Shared Responsibility principle of the Safe Systems approach emphasizes that ensuring safety is a collective effort. It is not solely the duty of roadway designers but a responsibility shared by all.

This section presents a list of key strategies for each of the following goals:


-  **1. Reduce Speeding and Improve Intersection Safety**
-  **2. Improve Roadway Infrastructure to Promote Safety for All Road Users**
-  **3. Strengthen Enforcement Initiatives to Address Dangerous Driving**
-  **4. Expand Safety Education and Community Engagement to Foster a Culture of Safety**
-  **5. Support Emergency Response Systems That Save Lives**

Figure 21: Safety Action Plan Goals

Strategies can be programs, policies, educational campaigns, collaboration efforts, and other activities. The strategies are intended to incorporate elements of education, enforcement, emergency response, and the engineering recommendations presented in prior sections.



Table 5: Actions for Goal 1 - Reduce Speeding and Improve Intersection Safety

	Action 1.1: Initiate speed studies on roadways with high conflicts and activity levels.
What is it? Why is this important?	<ul style="list-style-type: none"> • There is a clear link between speed and serious injury in crashes. • Speed studies help determine if existing speed limits are appropriate or need adjustment. • By collecting accurate data, agencies can make informed decisions about speed management and enforcement. • Identify high-risk areas and evaluate effectiveness of speed limits.
Who is responsible?	<ul style="list-style-type: none"> • VDOT Traffic • Localities
Next Steps	<ul style="list-style-type: none"> • Review guidance for Speed limit setting (including new MUTCD, NACTO City Limits, US Limits) • Identify high-risk roadways • Conduct speed studies • Review VDOT's IIM-TE-365: Speed Limit Change Process
Funding and Resources	<ul style="list-style-type: none"> • SS4A Grant Program • NACTO City Limits

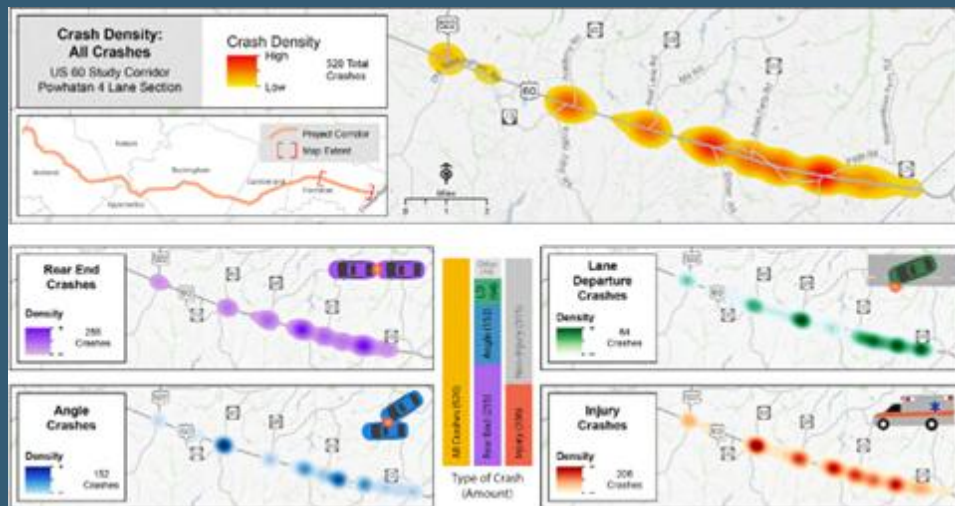


The Village Highway (VA Route 24) Corridor Improvement Study evaluates a high-activity segment of Route 24 in Campbell County, analyzing traffic patterns, speed, and crash frequency. The study's findings support the need for speed management and recommend design interventions such as roundabouts and turn restrictions to reduce conflicts and manage operating speeds.

Source: [Village Highway Corridor Study – VDOT](#)




	Action 1.2: Implement traffic calming strategies.
What is it? Why is this important?	<ul style="list-style-type: none"> Traffic calming measures physically alter the roadway to reduce vehicle speeds and improve safety. These strategies are particularly effective in residential areas, near schools, and in locations where people might be walking.
Who is responsible?	<ul style="list-style-type: none"> VDOT Localities Neighborhoods
Next Steps	<ul style="list-style-type: none"> Review VDOT's Traffic Calming Guide for Neighborhood Streets Identify priority locations Pilot traffic calming measures
Funding and Resources	<ul style="list-style-type: none"> SS4A Grant Program Smart Scale Program Funding Transportation Alternatives Ready, Set, Go! Roadway Reconfiguration Planning and Implementation Assistance



The US 60 Corridor Study identifies a series of access management, roundabout, and geometric improvements aimed at reducing vehicle speeds and improving safety at intersections. These recommendations reflect traffic calming best practices and are targeted to areas with commercial driveways and high turning movement conflicts.

Source: [US 60 Corridor Study – VDOT](#)




	Action 1.3: Enhance speed limit signage and visual cues for speeding mitigation.
What is it? Why is this important?	<ul style="list-style-type: none"> • Well-placed and visible signage improves driver awareness of speed limits, which can help reduce speeding. • Enhancements, such as flashing signs and dynamic speed displays, have been shown to increase compliance with posted speed limits.
Who is responsible?	<ul style="list-style-type: none"> • VDOT • Localities
Next Steps	<ul style="list-style-type: none"> • Identify high-speed areas for implementation • Install trial measures and gather feedback
Funding and Resources	NACTO City Limits



VDOT's I-95 Northbound Variable Speed Limits project uses dynamic LED signage to reduce speeding and improve safety in congested areas. These signs update every minute based on traffic conditions and are placed every half-mile to one mile, helping to reduce crash severity by smoothing traffic flow.

Source: [I-95 Northbound Variable Speed Limits – VDOT](#)



	Action 1.4: Review signal timing and sight distance consideration to ensure safe crossings for people walking.
What is it? Why is this important?	<ul style="list-style-type: none"> • Properly timed signals reduce wait times for people walking and encourage safer crossings. • Ensuring adequate sight distances at intersections also reduces conflicts between vehicles and people walking.
Who is responsible?	<ul style="list-style-type: none"> • VDOT • Localities
Next Steps	<ul style="list-style-type: none"> • Conduct traffic engineering studies • Identify priority locations • Implement changes where necessary
Funding and Resources	<ul style="list-style-type: none"> • Virginia Highway Safety Improvement Program



Intersection improvements at Fort Hunt Road and Rollins Drive/Westgrove Boulevard in Fairfax County were designed to improve pedestrian crossing safety through signal timing upgrades, pedestrian refuge islands, and better curb ramp alignment. These changes addressed limited visibility and supported safer crossing movements.

Source: [Fort Hunt Road Intersection Project – Fairfax County](#)



	Action 1.5: Pursue quick-win pilot demonstration projects.
What is it? Why is this important?	<ul style="list-style-type: none"> • Demonstration projects allow communities to test and evaluate safety improvements before committing to permanent installations. • These projects help build public support and identify potential design modifications. • Parklets, speed bumps, and intersection improvements that are quick to install and meant to be temporary to show/experiment with a concept.
Who is responsible?	<ul style="list-style-type: none"> • VDOT • Localities • Support from PDC to prioritize and identify
Next Steps	<ul style="list-style-type: none"> • Review the VDOT Ready, Set, Go! Transportation Alternatives Program • Identify locations, such as around school zones • Install and evaluate temporary measures
Funding and Resources	<ul style="list-style-type: none"> • SS4A Grant Program • Roadway Reconfiguration Planning and Implementation Assistance

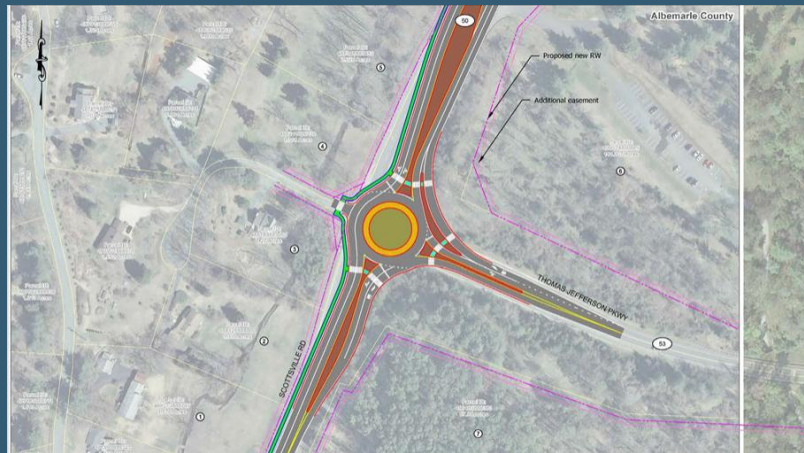


Henrico County's Quick Build Program takes small scale safety projects (installation of roundabouts or intersection redesign) and implements them in a timely manner to promote resident happiness and safety. This model for projects throughout their lifecycle is a positive benefit for community members and community leaders trying to increase local safety.

Source: Henrico County



	Action 1.6: Install innovative intersections/interchanges throughout the region.
What is it? Why is this important?	<ul style="list-style-type: none"> • Innovative intersection designs, such as roundabouts and restricted crossing U-turns, enhance safety by reducing conflict points. • These treatments improve visibility, lower crash severity, and facilitate smoother traffic flow. • Consider adding more safe crossings for people walking • Seek continuity in intersection design • Improve visual recognition crossings for people walking.
Who is responsible?	<ul style="list-style-type: none"> • VDOT • Localities
Next Steps	<ul style="list-style-type: none"> • Obtain funding through USDOT and VDOT funding programs, Virginia Cooperative Extension Program, etc. • Incorporate into comprehensive plans • Develop an educational program for all innovative intersections
Funding and Resources	<ul style="list-style-type: none"> • Smart Scale Program Funding




The US 53 and Route 20 Intersection Improvement introduced unconventional intersection design to manage traffic conflicts and improve turning movements. These changes enhanced sightlines, safety, and intersection flow while reducing opportunities for severe crashes.

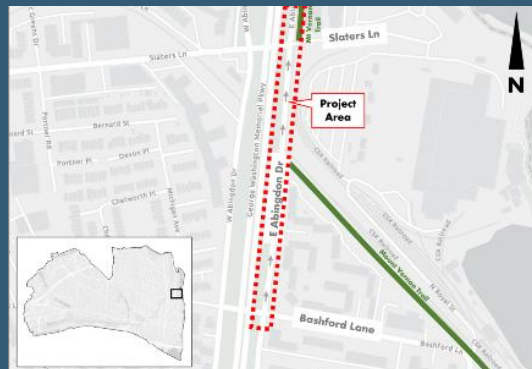
Source: [US 53/Route 20 Project Overview – VDOT](#)



Safety Action Strategies & Countermeasures

Table 6: Actions for Goal 2 - Improve Roadway Infrastructure to Promote Safety for All Road Users

	Action 2.1: Expand infrastructure and connectivity improvements for vulnerable road users.
What is it? Why is this important?	<ul style="list-style-type: none"> • People walking, biking, rolling/wheeling and taking transit suffer fatal and serious injuries at higher rates than other road users • Safe and accessible infrastructure reduces crashes and encourages active transportation. • Properly designed facilities can increase mobility and reduce congestion by promoting alternative modes of travel.
Who is responsible?	<ul style="list-style-type: none"> • VDOT • Localities
Next Steps	<ul style="list-style-type: none"> • Identify the best places for these pedestrian and cycle routes through local or regional active transportation planning. • Consider opportunities to narrow turn radii and/or curb extensions in targeted areas. • Monitor multimodal traffic at regular intervals to identify areas of need • Incorporate best practice features in future projects as a standard • Provide education on “sharrows” and other road markings
Funding and Resources	<ul style="list-style-type: none"> • SS4A Grant Program • Smart Scale Program Funding • Transportation Alternatives Ready, Set, Go! • Roadway Reconfiguration Planning and Implementation Assistance • Virginia Highway Safety Improvement Program • State of Good Repair Funding



The East Abingdon Drive Bike Lanes Project in Alexandria added dedicated bike lanes, helping close a gap in the local bicycle network and enhancing multimodal connectivity. It's an example of how restriping and modest street redesigns can significantly improve access for cyclists. **Source:** [East Abingdon Drive Project – Alexandria](#)



	<p>Action 2.2: Create standards for curb ramp design and placement to consistently provide direct connections across an intersection.</p>
<p>What is it? Why is this important?</p>	<ul style="list-style-type: none"> • People with visual or mobility impairments, as well as families with strollers, benefit from curb ramp placement that provides direct crossings. • On existing roadways, curb ramp design and placement can be a challenge due to existing right of way features, and often results in a curb ramp that points diagonally into the intersection, creating safety hazards for people with disabilities.
<p>Who is responsible?</p>	<ul style="list-style-type: none"> • VDOT • Localities
<p>Next Steps</p>	<ul style="list-style-type: none"> • Review existing VDOT standards for curb ramp placement (IIM-IIM-LD-55.17) • Update VDOT standards where needed to incorporate Public Right of Way Accessibility Guidelines to emphasize direct placement
<p>Funding and Resources</p>	<ul style="list-style-type: none"> • SS4A Grant Program



Henrico County's Curb Ramp Guidance document provides detailed direction on the design, placement, and ADA compliance of pedestrian curb ramps. This standardization supports consistent implementation across signalized and unsignalized intersections.

Source: [Henrico County Curb Ramp Guidance](#)



	Action 2.3: Upgrade shoulders by widening, adding edge lines, and installing guardrails.
What is it? Why is this important?	<ul style="list-style-type: none"> • Shoulder improvements provide additional recovery space for vehicles, reduce roadway departure crashes, and enhance safety for cyclists. • Guardrails and rumble strips can prevent serious crashes, especially in rural areas.
Who is responsible?	<ul style="list-style-type: none"> • VDOT • Localities
Next Steps	<ul style="list-style-type: none"> • Incorporate these features as a standard in future projects • Make space for future shoulder improvements and design changes
Funding and Resources	<ul style="list-style-type: none"> • Smart Scale Program Funding • Virginia Highway Safety Improvement Program • State of Good Repair Funding



The Route 151 Shoulder Widening Project in Amherst County illustrates how rural roadway safety can be improved through basic shoulder expansion and the addition of rumble strips and guardrails. These upgrades help reduce roadway departure crashes and enhance driver recovery space.

Source: [Route 151 Project – VDOT Lynchburg District](#)




	<p>Action 2.4: Enhance traffic calming (speed bumps, bulb-outs).</p>
<p>What is it? Why is this important?</p>	<ul style="list-style-type: none"> • Traffic calming measures help slow vehicles and improve safety for all road users. • People tend to respond to physical driving constraints more than paint and signage. • Roundabouts, for example, eliminate the risk of head-on and right-angle crashes, which are often severe.
<p>Who is responsible?</p>	<ul style="list-style-type: none"> • VDOT • Localities
<p>Next Steps</p>	<ul style="list-style-type: none"> • Identify high-impact locations, such as areas around public institutions, clusters of commercial activity, and key destinations/routes • Engage communities • Integrate traffic calming into local policies • Roundabout education • Notify the public and keep informed about changes • Incorporate these features as a standard in future projects
<p>Funding and Resources</p>	<ul style="list-style-type: none"> • SS4A Grant Program • Smart Scale Program Funding • Transportation Alternatives Ready, Set, Go! • Roadway Reconfiguration Planning and Implementation Assistance



The Town of Vienna’s Maple Avenue Streetscape project incorporates traffic calming features such as curb bulb-outs, narrower travel lanes, and high-visibility crosswalks to slow vehicle speeds and improve pedestrian safety. These enhancements reduce crossing distances, improve driver yielding, and reinforce the walkability of the town center, offering a replicable model for small-town corridors.

Source: [Maple Avenue Streetscape – Town of Vienna](#)



	Action 2.5: Develop a systemic policy.
What is it? Why is this important?	<ul style="list-style-type: none"> • A structured approach ensures that safety improvements are implemented where they are needed most. • By using data-driven analysis, decision-makers can allocate resources effectively and address high-risk areas first. • Establish a mechanism to determine where improvements go and how to prioritize them
Who is responsible?	<ul style="list-style-type: none"> • VDOT • Localities
Next Steps	<ul style="list-style-type: none"> • VDOT HSIP • Establish a mechanism for determining priorities • Explore policy changes to streamline safety measures, such as lowering thresholds and qualifying criteria. • Sometimes, data analysis does not support their implementation
Funding and Resources	<ul style="list-style-type: none"> • Virginia Highway Safety Improvement Program




Virginia’s 2022–2026 Strategic Highway Safety Plan (SHSP), “Arrive Alive,” is a statewide, data-driven policy framework led by VDOT and partner agencies (DMV, VSP, MPOs) that establishes a “Safe System” approach prioritizing high-risk road users, locations, and behaviors. It’s supported by the Virginia Highway Safety Improvement Program (VHSIP), which implements eight systemic countermeasures like flashing yellow arrows, rumble strips, pedestrian crossings, and unsignalized intersection treatments across all nine VDOT districts based on crash analysis and network screening.

Source: [VDOT Strategic Highway Safety Plan – Arrive Alive](#)



Safety Action Strategies & Countermeasures

Table 7: Actions for Goal 3 - Strengthen Enforcement Initiatives to Address Dangerous Driving


	Action 3.1: Increase funding for law enforcement to enhance traffic safety efforts.
What is it? Why is this important?	<ul style="list-style-type: none"> • Within the region, there is a need for additional staff to support traffic enforcement and work zone safety. • Adequate funding supports officer training, hiring, and equipment necessary for effective traffic enforcement. • More visible enforcement deters dangerous driving behaviors, such as speeding, distracted driving or driving under the influence.
Who is responsible?	<ul style="list-style-type: none"> • Law enforcement • Localities
Next Steps	<ul style="list-style-type: none"> • Seek grant opportunities, such as DMV Safety Grants (see Sec. 5.2) and DCJS (Virginia Department of Criminal Justice Services) • Host/attend career fairs • Provide sign-on bonuses for new officers
Funding and Resources	<ul style="list-style-type: none"> • DMV Safety Grant



James City County formed a Highway Safety Task Force funded by overtime grants from the Virginia Highway Safety Office (VAHSO) through the DMV's traffic safety grants. This funding supports targeted patrols to curb drunk driving and speeding and improve occupant protection. This is a direct example of leveraging grant dollars to enable enhanced enforcement along high-risk roadways.

Source: [James City County Highway Safety Task Force](#)




	Action 3.2: Advocate for increased fines for speeding.
What is it? Why is this important?	<ul style="list-style-type: none"> • Higher fines act as a deterrent for repeat offenders. • Ensuring that penalties are proportional to the risk posed by speeding violations reinforces safe driving behavior. • Balance for accountability • No consequence-points
Who is responsible?	<ul style="list-style-type: none"> • General Assembly
Next Steps	<ul style="list-style-type: none"> • Engage with local governments and state representatives to push for legislative changes. • Reward good driving behavior • Insurance companies
Funding and Resources	Code of Virginia



Arlington County's effort to raise fines for excessive speeding serves as a model for linking financial penalties with roadway risk. By increasing fines in areas with repeated violations or vulnerable users, the policy strengthens enforcement impact and enhances deterrence. This approach can be adapted locally to signal the seriousness of speeding offenses and reinforce compliance near schools or high-crash corridors.




	Action 3.3: Expand the use of automated enforcement, such as speed cameras in high-risk areas.
What is it? Why is this important?	<ul style="list-style-type: none"> Automated speed enforcement units are fixed radar devices equipped with cameras to monitor excessive speed in a particular area. Automated enforcement reduces the burden on law enforcement while maintaining continuous speed monitoring. Studies show that automated enforcement leads to significant reductions in speeding-related crashes. Communities in Virginia, including the Town of Altavista, and across the United States have used similar technology with positive results. Already enabled in schools and work zones, based on population
Who is responsible?	<ul style="list-style-type: none"> Localities Council/Board of Supervisors Law enforcement
Next Steps	<ul style="list-style-type: none"> Work with state officials to extend enforcement beyond school zones and work zone.
Funding and Resources	<ul style="list-style-type: none"> SS4A Grant Program DMV Safety Grant State Code Reference



The Town of Altavista has started enforcing speed limits in school zones. This speed reducing mechanism is meant to keep pedestrians safe during peak school traffic hours. The town of Altavista was the first in the commonwealth to adopt this speed reducing measure after it was legalized in 2020.

Source: [Altavista School Zone Speed Camera Program](#)



	Action 3.4: Implement data-driven enforcement using GIS dashboards for traffic violations.
What is it? Why is this important?	<ul style="list-style-type: none"> • Data-driven enforcement allows law enforcement agencies to allocate resources more effectively. • Using technology to analyze crash trends ensures that efforts are targeted at the highest-risk locations. • Can help improve efficiency for law enforcement professionals
Who is responsible?	<ul style="list-style-type: none"> • Law enforcement
Next Steps	<ul style="list-style-type: none"> • Explore if the existing ArcGIS crime dashboard can be used for specific speed/road violations • Assess feasibility and pilot the use of active dashboards for speed-related offenses
Funding and Resources	<ul style="list-style-type: none"> • SS4A Grant Program • DMV Safety Grant



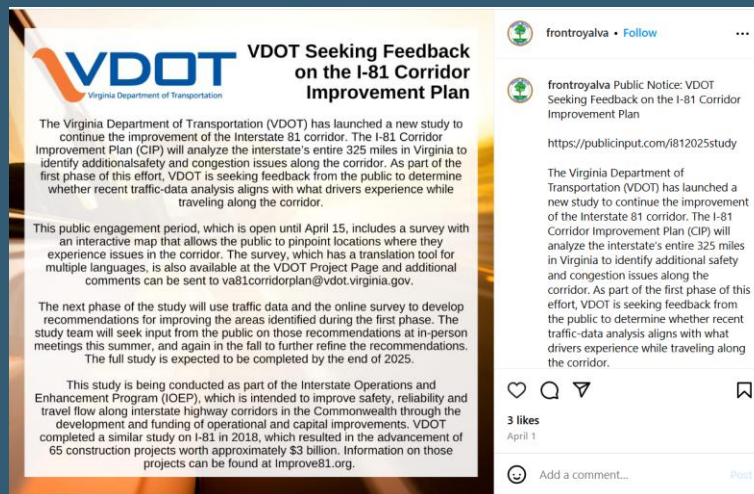
Manassas Park Police use GIS technology to analyze speeding patterns and guide the deployment of enforcement resources. This approach enables the department to visualize violation hotspots and prioritize areas for intervention based on real-time data, optimizing staffing and improving outcomes.

Source: [Manassas Park Police Department GIS-Based Enforcement](#)



Table 8: Actions for Goal 4 - Expand Safety Education and Community Engagement to Foster a Culture of Safety

	Action 4.1: Coordinate VDOT/County safety messaging efforts with public information offices.
What is it? Why is this important?	<ul style="list-style-type: none"> Promotes consistent and timely messaging
Who is responsible?	<ul style="list-style-type: none"> VDOT Localities
Next Steps	<ul style="list-style-type: none"> Hold informal, 1-on-1 conversations Find common messaging Align messaging with safety campaigns, such as Distracted Driving Awareness month (April), Bike Month (May), Bicycle and Pedestrian Awareness Month (Sept), and others Use community spaces for outreach
Funding and Resources	<ul style="list-style-type: none"> DMV Safety Grant



The Town of Front Royal uses its Instagram account and other social media platforms to promote road safety messages aligned with statewide campaigns. Messaging has included distracted driving awareness, speed enforcement notices, and pedestrian safety tips, helping amplify VDOT and local initiatives to reach more residents.

Source: [Front Royal Instagram Safety Messaging](#)




	Action 4.2: Use community spaces for community engagement on safety initiatives.
What is it? Why is this important?	<ul style="list-style-type: none"> Increases visibility of safety initiatives
Who is responsible?	<ul style="list-style-type: none"> Localities
Next Steps	<ul style="list-style-type: none"> Identify spaces, instructors, and content
Funding and Resources	<ul style="list-style-type: none"> DMV Safety Grant Drive Smart Virginia Youth of Virginia Speak Out About Traffic Safety (YOVASO) Grand Driver Program



Roanoke's Vision Zero initiative is supported by a comprehensive public outreach effort, including educational events, surveys, and pop-ups in libraries, schools, and neighborhood centers. These efforts help foster two-way communication between planners and residents and build broader support for roadway safety improvements.

Source: [Roanoke Vision Zero Program](#)



	Action 4.3: Conduct community outreach for future/potential transportation projects.
What is it? Why is this important?	<ul style="list-style-type: none"> • Early and regular communication about project planning and delivery is critically important to ensure project success • Oftentimes, there is lag time between community outreach during the planning phase and when a project is implemented • It is important to communicate early and often to ensure success and community feedback/involvement/ buy-in at all stages of project development
Who is responsible?	<ul style="list-style-type: none"> • Localities • Volunteers
Next Steps	<ul style="list-style-type: none"> • Identify projects/resources • Coordinate with partners • Incorporate engagement activities into project budgets
Funding and Resources	<ul style="list-style-type: none"> • Smart Scale Program Funding



The Connect Central Virginia 2045 Plan from the Central Virginia Transportation Planning Organization is comprised of numerous sections, including a Public Engagement Plan. This plan describes the main points and goals of engagement for transportation projects in the region.

Source: [Central Virginia Transportation Planning Organization](#)



	Action 4.4: Engage youth and elderly drivers through tailored education programs.
What is it? Why is this important?	<ul style="list-style-type: none"> • Keep young/elderly drivers informed • Consider targeting the 35-55 age group (distracted driving, etc.) • Obtain feedback/buy-in
Who is responsible?	<ul style="list-style-type: none"> • Localities
Next Steps	<ul style="list-style-type: none"> • Collaborate with YOVASO engagement, School Resource Officers, and Driver education instructors to expand outreach to youth.
Funding and Resources	<ul style="list-style-type: none"> • Youth of Virginia Speak Out About Traffic Safety (YOVASO) • Grand Driver Program



YOVASO (Youth of Virginia Speak Out) is a statewide peer-to-peer youth traffic safety organization that partners with schools to deliver messaging on seatbelt use, distracted driving, and pedestrian awareness. It also engages older students as safety advocates and provides targeted materials to improve understanding of road risks among younger drivers. The Grand Driver program, a method of creating and disseminating additional information for drivers to learn and be aware of as they age, is also a good example of this type of engagement.

Source: [YOVASO – Youth Traffic Safety Program](#)



	Action 4.5: Offer incentives for safe driving through insurance discounts and local business partnerships.
What is it? Why is this important?	<ul style="list-style-type: none"> • People can be motivated by rewards to follow through and be involved
Who is responsible?	<ul style="list-style-type: none"> • Localities
Next Steps	<ul style="list-style-type: none"> • Identify potential business partners and develop a rewards program • Early conversations for ideas and what they can provide/contribute: discounts in premiums
Funding and Resources	<ul style="list-style-type: none"> • AARP Smart Driver Safety Course • Show Me Your Score Safest Driver Business Challenge



State-Approved Courses

Courses meet requirements for DMV, traffic court referrals and volunteers.

Remove Points, Reduce Rates

You may be eligible to reduce points, lower auto insurance rates, or earn safe driving credits.

Fun Videos & 3D Animations

We keep things interesting with some great content scattered throughout the course.

Created by Professional Instructors


AAA has been teaching driver education for over 100 years — you can trust us to teach you right.

The AAA Driver Improvement Program in Virginia provides defensive driving courses that can lead to insurance discounts. These programs incentivize safe behavior and are widely accepted by insurance companies. They can be integrated into local safe driving campaigns through partnerships with businesses or schools.

Source: [AAA Driver Improvement Program – Virginia](#)



Table 9: Actions for Goal 5 - Support Emergency Response Systems that Save Lives


	Action 5.1: Secure funding for more local emergency response vehicles.
What is it? Why is this important?	<ul style="list-style-type: none"> • Important for responder safety and people in crashes • Need to keep traffic moving and safe • Due to the district's size, response times can be long before VDOT can respond. • Reduce strain on police/fire to respond (limited resources)
Who is responsible?	<ul style="list-style-type: none"> • VDOT • Localities
Next Steps	<ul style="list-style-type: none"> • Clarify the criteria for calling VDOT to respond. • Compile a list of potential funding sources: Rescue Squad Assistance Fund (RSAF) & Emergency Management Performance Grant (EMPG) • Explore FEMA, DMV, and other funding sources
Funding and Resources	<ul style="list-style-type: none"> • Rescue Squad Assistance Fund • Emergency Management Performance Grant



Caroline County successfully secured funds through the Virginia Office of EMS Rescue Squad Assistance Fund (RSAF) to expand its emergency response fleet. This funding helps reduce response times and ensures that ambulances and rescue vehicles are equipped to handle a wide range of crash scenarios.

Source: [Caroline County RSAF Funding Example](#)




	Action 5.2: Establish a trained volunteer response network for traffic incidents.
What is it? Why is this important?	<ul style="list-style-type: none"> • Due to the district's size, response times can be long before VDOT can respond. • A trained volunteer response network could fill gaps in areas that may be underserved.
Who is responsible?	<ul style="list-style-type: none"> • VDOT • Localities • Local Volunteers
Next Steps	<ul style="list-style-type: none"> • Conduct an analysis of emergency response times to identify areas that are underserved • Compile a list of trained city workers and explore additional funding sources • Contact Virginia Association of Technical Incident Support Members (VATISM)
Funding and Resources	<ul style="list-style-type: none"> • Rescue Squad Assistance Fund • FHWA National Traffic Incident Management Responder Training



The Virginia Association of Technical Incident Support Members (VATISM) supports a statewide network of trained volunteers who assist with traffic control and emergency scene management. These volunteers receive certification in incident response and coordinate closely with public safety agencies to extend capacity during major roadway incidents.

Source: [VATISM – Volunteer Traffic Response Network](#)



	Action 5.3: Assess the feasibility of AI-powered traffic enforcement using emergency vehicle cameras.
What is it? Why is this important?	<ul style="list-style-type: none"> Some states have cameras on emergency vehicles/transit vehicles that determine if people aren't moving out of the way.
Who is responsible?	<ul style="list-style-type: none"> VDOT Localities
Next Steps	<ul style="list-style-type: none"> Research existing programs and pilot tests in selected locations
Funding and Resources	<ul style="list-style-type: none"> SS4A Grant Program



Virginia Beach has deployed school bus-mounted AI cameras to identify and ticket drivers who illegally pass stopped school buses. These systems automatically capture violations and forward evidence to law enforcement, demonstrating how AI can support enforcement in high-risk locations.

Source: [Virginia Beach AI Camera Pilot](#)




	Action 5.4: Deploy temporary speed cameras in school and work zones to enhance safety.
What is it? Why is this important?	<ul style="list-style-type: none"> Improves work zone safety
Who is responsible?	<ul style="list-style-type: none"> VDOT Law enforcement
Next Steps	<ul style="list-style-type: none"> Identify high-risk work zones Install cameras Evaluate their Effectiveness
Funding and Resources	<ul style="list-style-type: none"> SS4A Grant Program



The City of Harrisonburg deployed temporary speed enforcement cameras in work zones to monitor compliance and deter speeding. These cameras improve safety for workers and drivers alike by reducing violations in active construction zones, and serve as a pilot model for broader work zone safety enhancements.



	Action 5.5: Develop initiatives to expand the emergency response workforce.
What is it? Why is this important?	<ul style="list-style-type: none"> • Addresses staffing issues • Need to keep and find good people • Mandatory overtime is a potential drawback • An incentive for out-of-state workers to move to a new state for work
Who is responsible?	<ul style="list-style-type: none"> • Local emergency services
Next Steps	<ul style="list-style-type: none"> • Offer incentives for out-of-state responders • Consider allowing take-home vehicles for quicker response times • Explore additional workforce development strategies
Funding and Resources	<ul style="list-style-type: none"> • Virginia Career Works • Adjunct Emergency Workforce



Roanoke County Public Schools partnered with local EMS providers to develop a High School EMT Program. The program trains students for basic emergency medical response and prepares them for professional certification, helping expand the local



4.2 Policy and Program Recommendations

In addition to the priority actions described in the previous section, the following policy and programmatic recommendations could also be pursued.

Table 10: Policy and Program Recommendations

Action	
4.2.1	Develop a regionwide No Turn on Red policy that establishes where No Right Turn on Red should be implemented (e.g. downtowns or high pedestrian activity areas)
4.2.2	Review land use policies to encourage walkable design with shorter block lengths and by limiting curb cuts.
4.2.3	Revise requirements for Traffic Impact Studies to include a section on transportation safety and demonstrate how the project will improve transportation safety for all road users.
4.2.4	Implement policies to provide continuous facilities for vulnerable road users during temporary street closures, building construction, or special events.
4.2.5	Support VDOT in updating the speed limit setting process and revisions that move away from using the 85th percentile speed (which typically leads to higher and higher speeds each time the speed limit is evaluated) to set speed limits, using the FHWA USLIMITS2 system (typically using the 50th percentile speed in urban areas) or by developing safe speed studies that use lower speed limits and include speed management strategies to reduce speeds instead.
4.2.6	Develop design guidelines for pedestrian crossings. CVPDC and its members could adopt the FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations rather than develop new guidelines
4.2.7	Coordinate an internal fatal crash review committee across relevant departments.
4.2.8	Incorporate the analysis and actions of the Regional Safety Action Plan into future Long Range Transportation Plans, Transportation Improvement Programs, local Comprehensive Plans, Corridor plans, and other topic-based plans



4.3 Site-Specific Countermeasures

The project team met with each jurisdiction to discuss locations identified on the High Injury Network and through public comments that should be prioritized for a site visit and location-specific improvements. Based on the crash data analysis, the study team identified a preliminary list of locations and refined the list with local input about priorities and previously studied, funded or identified projects (see Section 5 for a summary of these projects). Due to the limited number of crashes within the towns, not all jurisdictions have site specific recommendations. See Sec. 4.3 Systemic Countermeasures for specific recommendations for these areas. The project team conducted site visits to observe existing roadway conditions and driver behavior. Based on the site visit observations and the crash patterns, the project team recommended the site-specific countermeasures identified in the following tables and figures. The figures show the locations of improvements throughout each jurisdiction.

Table 11: Amherst County – Site-Specific Recommendations

Location	Map ID	Countermeasures	Primary Emphasis Area
Amelon Expy & Dixie Airport Rd	AM-1	Convert to protected mainline left turns	Intersection - Angle crashes
Amelon Expy & US-29 NB Off-Ramp	AM-2	Reduce intersection width and add landscaping	Intersection - Angle crashes
		Reduce to one lane in each direction with a two-way left-turn lane (TWLTL)	Intersection - Angle crashes
Amelon Expy & Amelon Center Pkwy	AM-3	Add stop bar to southbound approach	Intersection - Angle crashes
		Reduce roadway width and add landscaping on east leg	Intersection - Angle crashes
Amherst Hwy – S Coolwell Rd to Winesap Rd	AM-4	Improve signal timing and coordination	Intersection - Angle, rear-end crashes
		Reconfigure access points on west side of Amherst Hwy	Intersection - Angle, rear-end crashes
Amherst Hwy & Elon Rd	AM-5	Reconfigure access points or restrict turning movements	Intersection - Angle, rear-end crashes
Amherst Hwy & Dillard Rd	AM-6	Reconfigure westbound approach to a left and through/right lane	Intersection - Angle, rear-end crashes
		Add high-visibility crosswalks	Pedestrian crashes
Amherst Hwy & Town Center Apartments	AM-7	Install mid-block pedestrian crossing	Pedestrian
		Replace TWLTL with physical median	Pedestrian
Amherst Hwy – Seminole Plz to Lakeview Dr	AM-8	Install high-visibility crosswalks	Pedestrian
		Improve signal timing and coordination	Intersection - Rear-end crashes
Amherst Hwy & Seminole Dr	AM-9	Restrict right-turn on red for westbound approach	Intersection - Angle crashes
Amherst Hwy & Lyttleton Ln	AM-10	Reconfigure signal head placement	Intersection - Angle, rear-end crashes
		Improve signal timing and coordination	Intersection - Angle, rear-end crashes



Safety Action Strategies & Countermeasures

Location	Map ID	Countermeasures	Primary Emphasis Area
VA-130 & Mt. Tabor Dr	AM-11	Add westbound stop bar	Intersection – Angle crashes
US-60 & Union Hill Rd	AM-12	Add actuated advance intersection signs	Intersection – Angle crashes



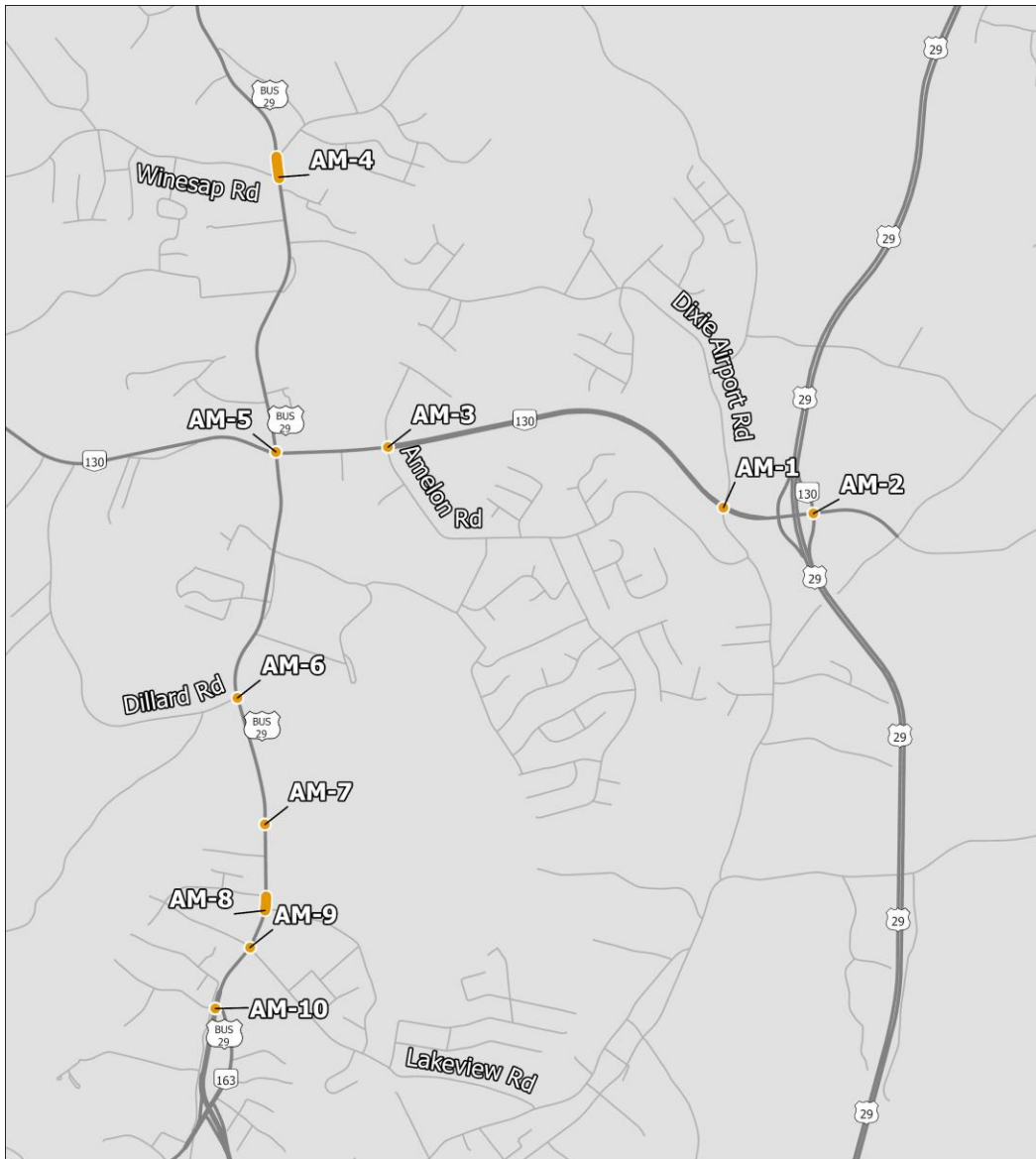
Legend

- Amherst County Boundary
- Project Location - Intersection
- Project Location - Segment

0 2 4 8 Miles



Map 9: Amherst County – Site-Specific Recommendations



Legend

- Amherst County Boundary
- Project Location - Intersection
- ▬ Project Location - Segment

0 0.25 0.5 1 Miles



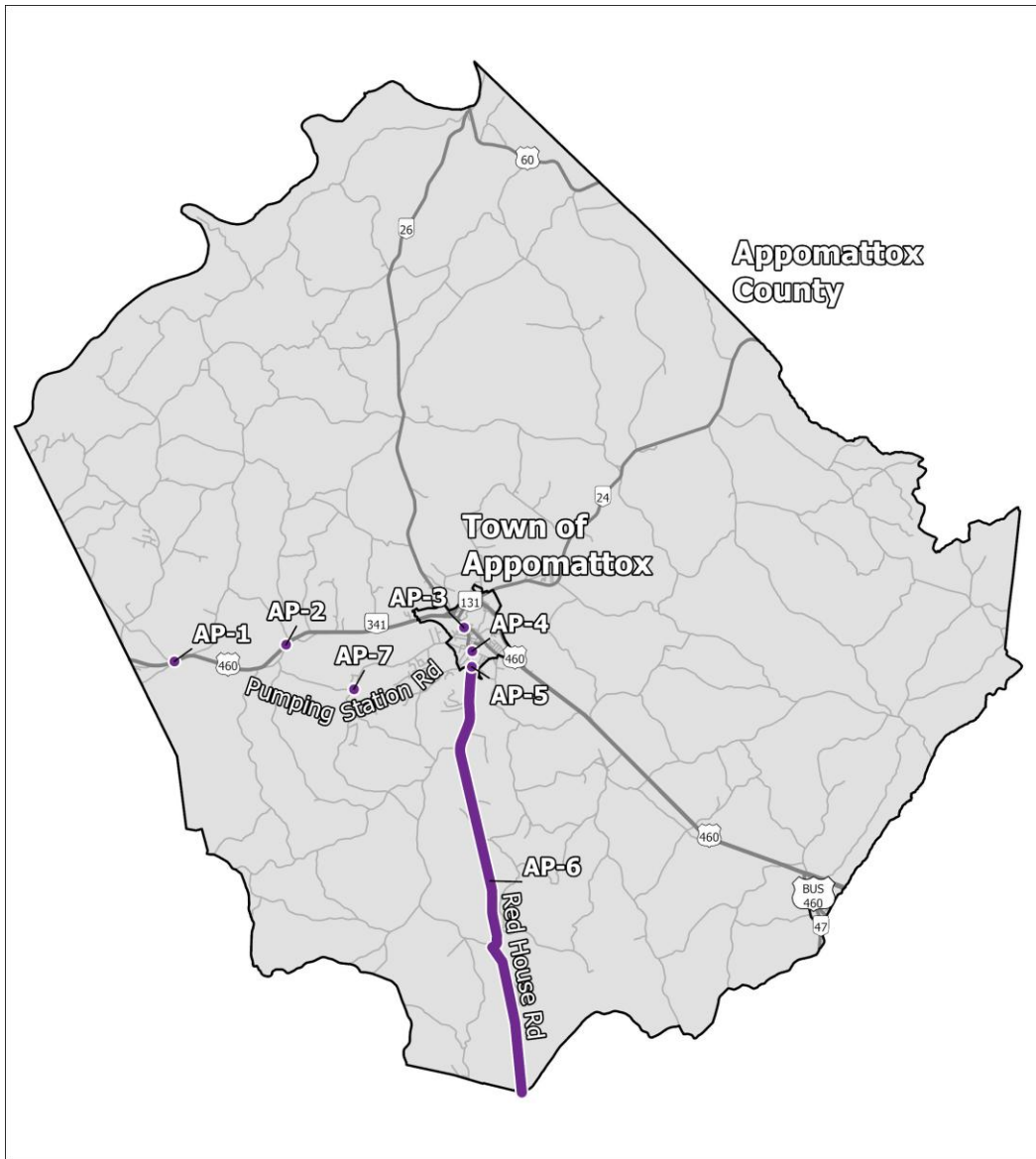
Map 10: Amherst County – Zoomed In Site-Specific Recommendations



Safety Action Strategies & Countermeasures

Table 12: Appomattox County and Town of Appomattox– Site-Specific Recommendations

Location	Map ID	Countermeasures	Primary Emphasis Area
US-460 & Stage Rd	AP-1	Convert intersection to right-in/right-out (RIRO)	Intersection - Angle crashes
US-460 & Spout Spring Rd	AP-2	Convert intersection to RIRO	Intersection - Angle crashes
		Conduct speed study to potentially lower speed limit	Intersection - Angle crashes
Ferguson St & Court St	AP-3	Develop a site circulation plan for school	Intersection - Angle crashes
Lee Grant Ave & Church St	AP-4	Add stop bar on Lee Grant Ave approaches	Intersection - Angle crashes
		Add intersection ahead warning signs	Intersection - Angle crashes
VA-727 & Evergreen Ave	AP-5	Add turn lanes	Intersection - Angle crashes
		Reroute trucks away from Evergreen Ave (signage)	Intersection - Angle crashes
VA-727	AP-6	Add shoulder/edge line markings and rumble strips/Center line rumble strips	Roadway departure crashes, head-on crashes
Pumping Station Rd & Country Club Rd	AP-7	Install warning signs on Country Club Rd	Intersection - Angle crashes
		Install warning lights on Pumping Station Rd for approaching vehicles	Intersection - Angle crashes
Oakville Rd & Lime Plant Rd	AP-8	Realign Lime Plant Rd to the north	Intersection - Angle crashes
		Cut back hillside on southeast corner of Oakville Rd	Intersection - Angle crashes
		Add lane line pavement markings and stop bars	Intersection - Angle crashes
		Add intersection ahead warning signs	Intersection - Angle crashes, roadway departure crashes



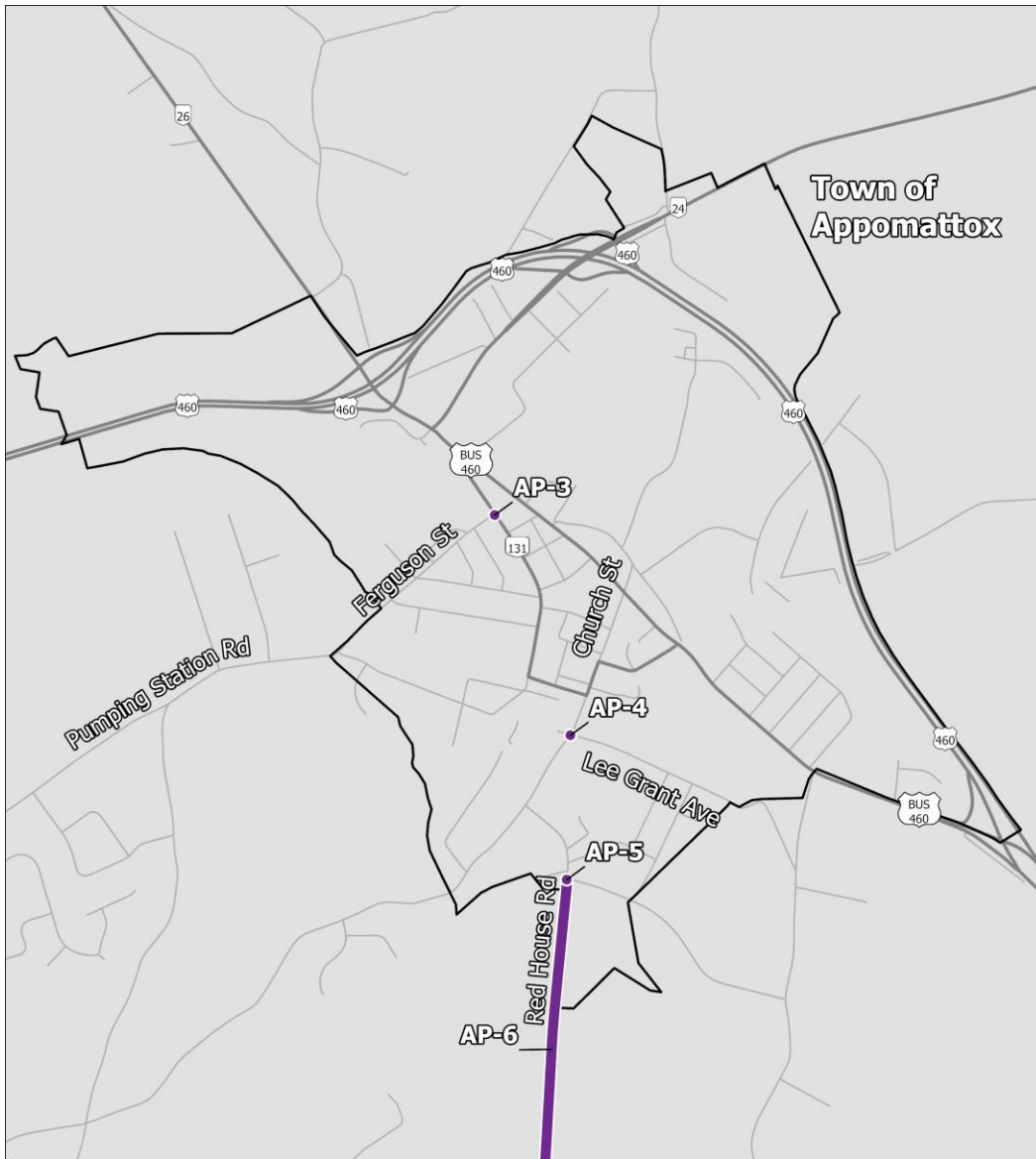
Legend

- Appomattox County Boundary
- Project Location - Intersections
- Project Location - Segments

0 1.5 3 6 Miles



Map 11: Appomattox County – Site-Specific Recommendations



Legend

- Appomattox County Boundary
- Project Location - Intersections
- Project Location - Segments

0 0.15 0.3 0.6 Miles



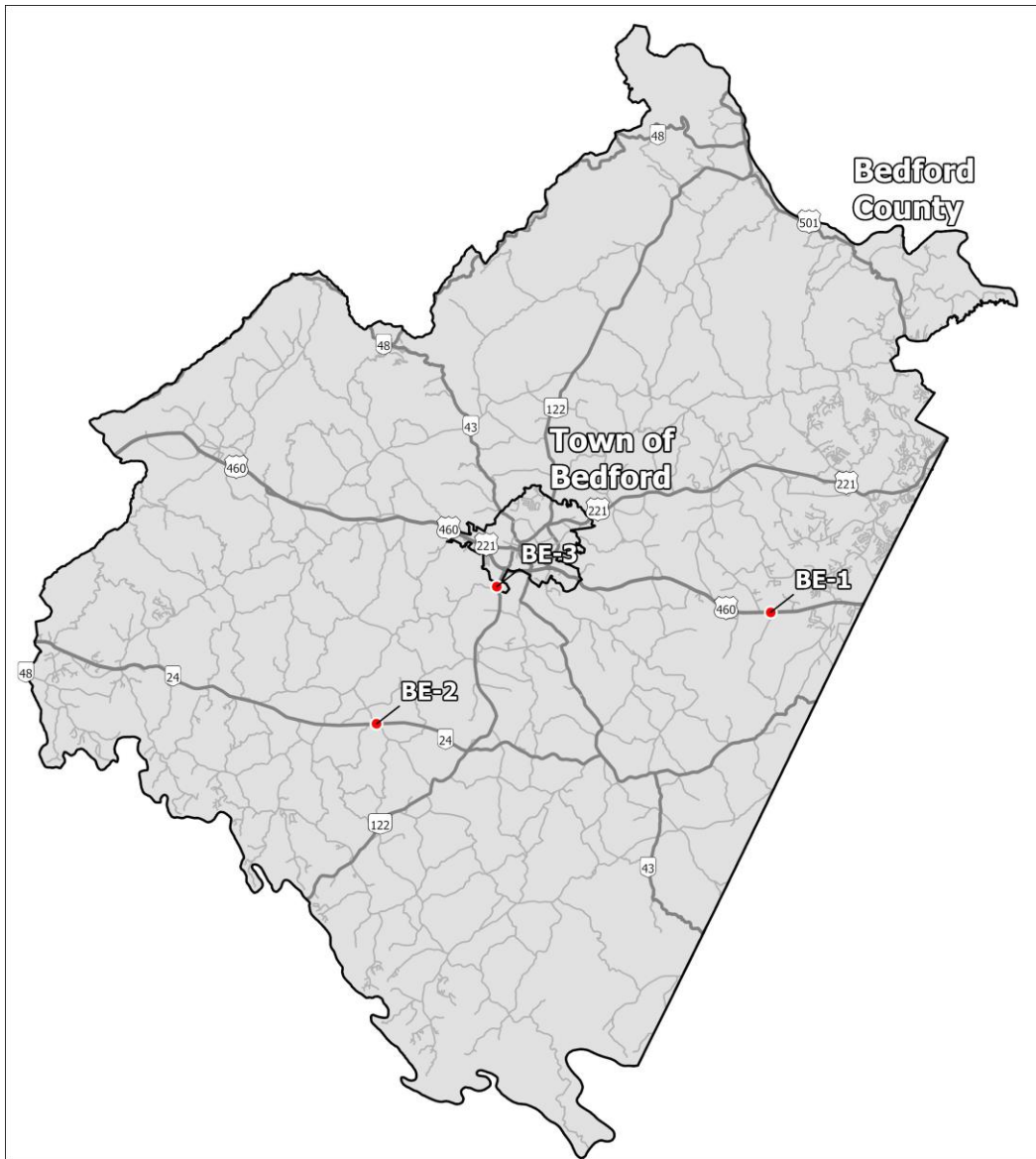
Map 12: Appomattox County – Zoomed In Site-Specific Recommendations






Safety Action Strategies & Countermeasures

Table 13: Bedford County and Town of Bedford – Site-Specific Recommendations

Location	Map ID	Countermeasures	Primary Emphasis Area
US-460 & Blackwater Rd	BE-1	Consolidate gas station entrances	Intersection - Angle crashes
Stewartsville Rd & Flint Hill Rd	BE-2	Add center and edgeline rumble strips along Stewartsville Rd	Roadway departure crashes
		Cut back hill to improve visibility	Intersection - Angle crashes
		Install school zone speed cameras or enforce speeds in school zone	Intersection - Angle crashes
Moneta Rd & Dickerson Mill Rd	BE-3	Add intersection ahead warning sign on south leg	Intersection - Angle crashes
		Add reduced speed limit ahead sign south of intersection or begin reduced speed section south of intersection	Intersection - Angle crashes



Legend

-  Bedford County Boundary
-  Project Location - Intersections
-  Project Location - Segments

0 2.25 4.5 9 Miles

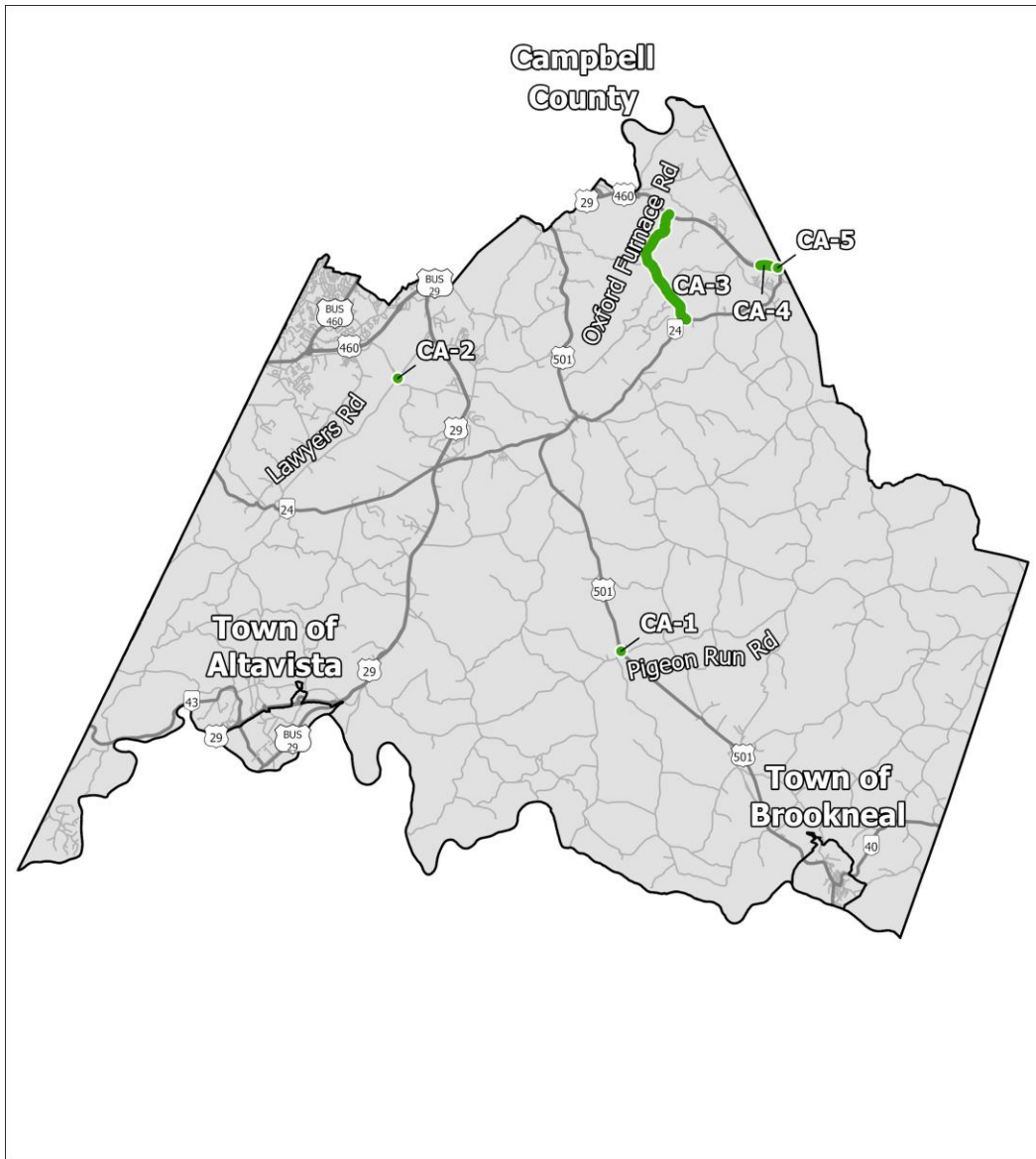


Map 13: Bedford County – Site-Specific Recommendations



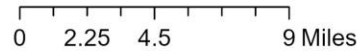
Table 14: Campbell County – Site-Specific Recommendations

Location	Map ID	Countermeasures	Primary Emphasis Area
Brookneal Hwy & Long Island Rd	CA-1	Consolidate gas station entrances	Intersection - Angle crashes
		Improve pavement markings	Intersection - Angle crashes
		Install intersection ahead warning signs	Intersection - Angle crashes
Waterlick Rd & Lawyers Rd	CA-2	Convert to roundabout	Intersection - Angle crashes, rear-end crashes
		Install intersection ahead warning signs on Lawyers Rd	Intersection - Angle crashes
Oxford Furnace Rd	CA-3	Install advanced warning signs and chevrons for curves near Rustic Ln	Roadway departure crashes
Richmond Hwy (near Fire Station/Dollar General)	CA-4	Install acceleration lanes for median turns	Intersection - Angle crashes
		Restrict side street turning movements	Intersection - Angle crashes
Richmond Hwy & Stonewall Rd	CA-5	Convert to protected left-turn phasing	Intersection - Angle crashes

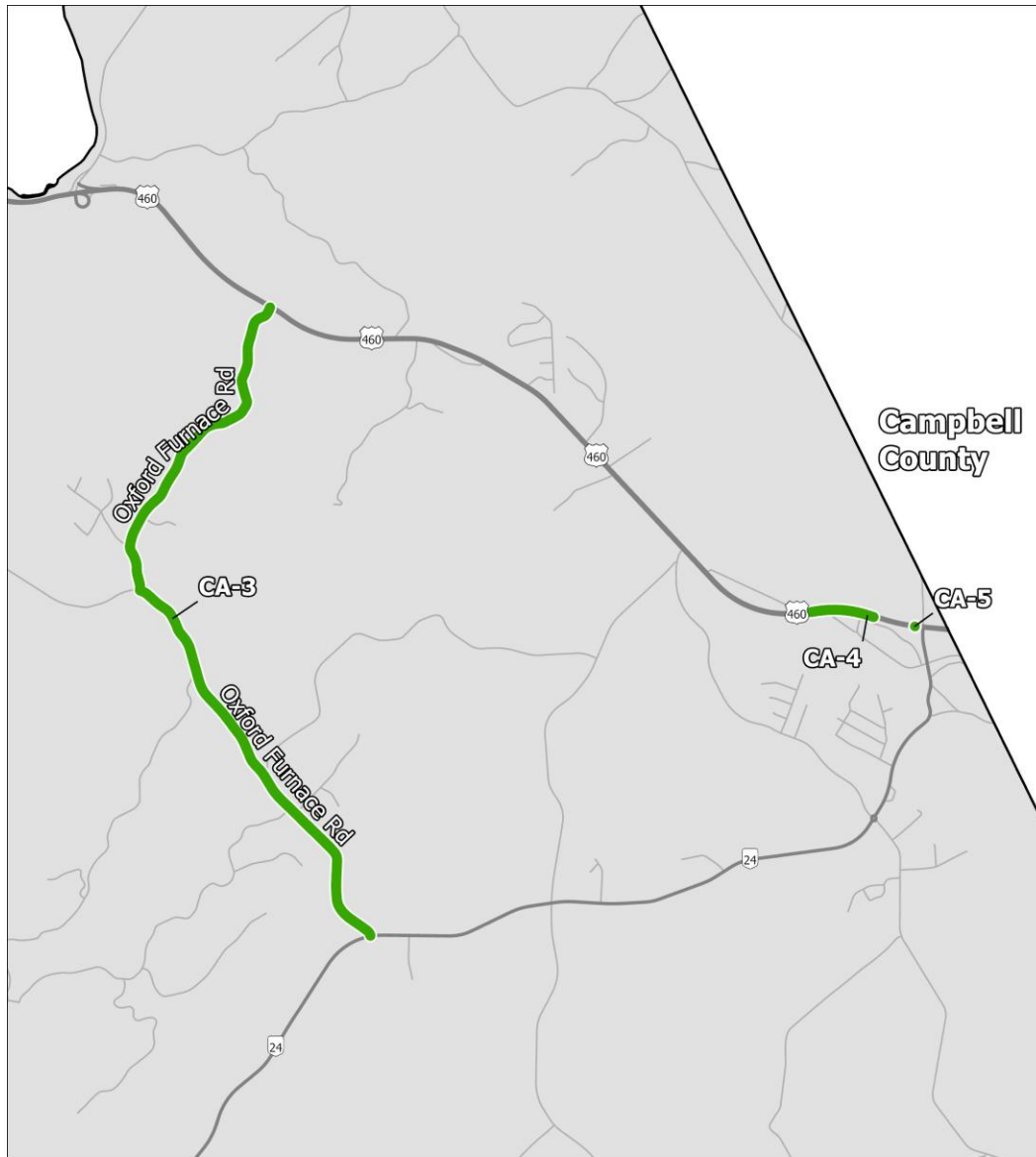


Legend

- Campbell County Boundary
- Project Location - Intersections
- █ Project Location - Segments



Map 14: Campbell County – Site-Specific Recommendations



Legend

- ▭ Campbell County Boundary
- Project Location - Intersections
- █ Project Location - Segments

0 0.35 0.7 1.4 Miles



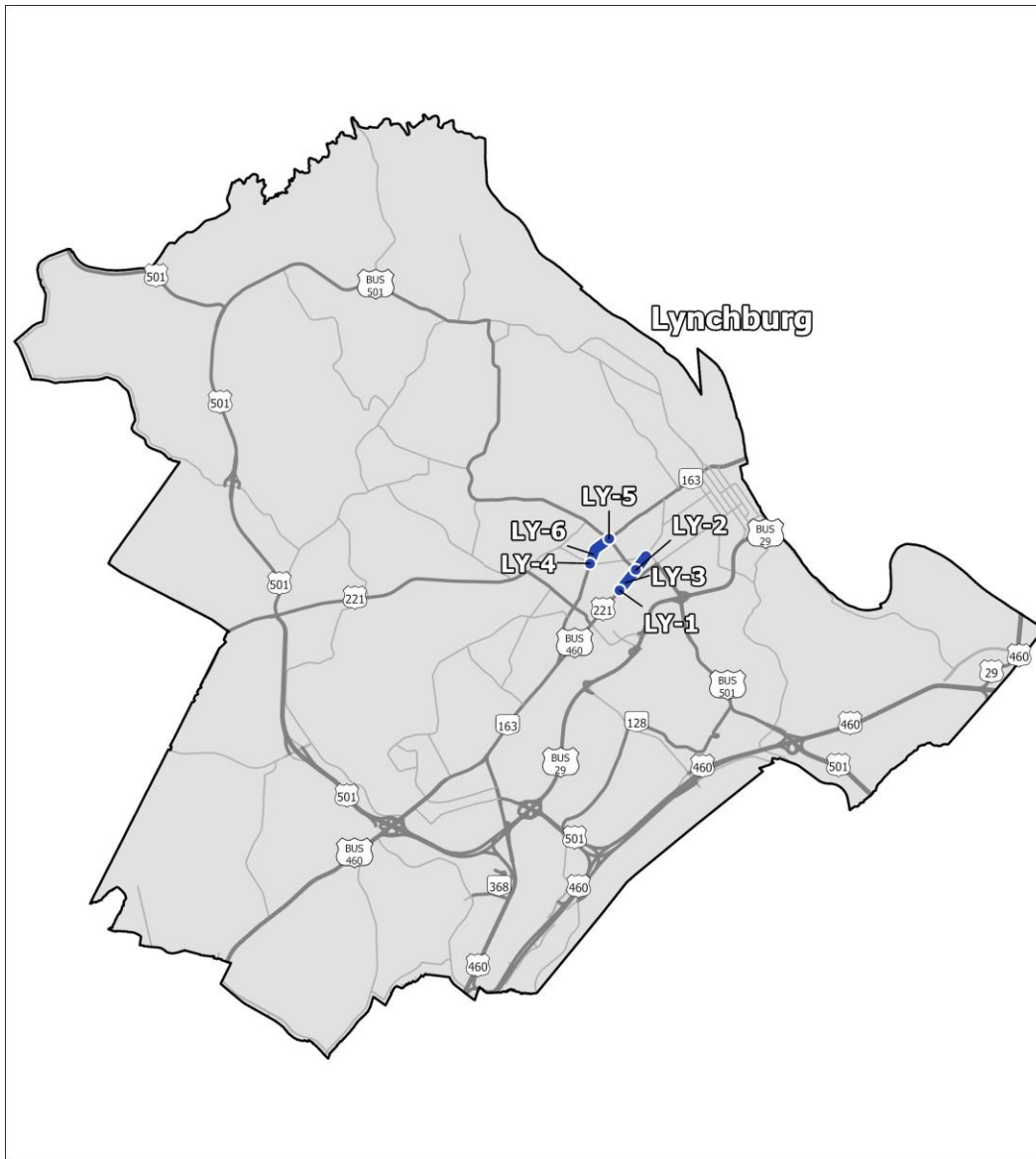
Map 15: Campbell County – Zoomed In Site-Specific Recommendations



Safety Action Strategies & Countermeasures

Table 15: City of Lynchburg – Site-Specific Recommendations

Location	Map ID	Countermeasures	Primary Emphasis Area
Fort Ave & 12 th St	LY-1	Replace signal equipment (including high-visibility backplates, pedestrian features)	Intersection/ Pedestrian
		Realign intersection legs	Intersection
Fort Ave & Campbell Ave	LY-2	Replace signal equipment (including high-visibility backplates, pedestrian features) and add FYA signals to Fort Ave left turns	Intersection/ Pedestrian
Fort Ave – 12 th St to Kemper St	LY-3	Add high-visibility crosswalks	Pedestrian
		Reconfigure lanes to create consistent cross-sections and improve bike lane connectivity	Bicycle
		Improve signal timing and coordination	Intersection
		Improve bus stop accessibility	Pedestrian
Memorial Ave & Park Ave	LY-4	Add high-visibility crosswalks	Pedestrian
		Add high-visibility backplates	Intersection
Memorial Ave & Langhorne Rd	LY-5	Add high-visibility crosswalks	Pedestrian
		Add high-visibility backplates	Intersection
		Study intersection for improvements	Intersection/ Pedestrian
Memorial Ave – Park Ave to Langhorne Rd	LY-6	Consider relocating mid-block crosswalk to front of school.	Pedestrian
		Stripe parking lane	
		Install bulb outs to shorten pedestrian crossing distance	Pedestrian



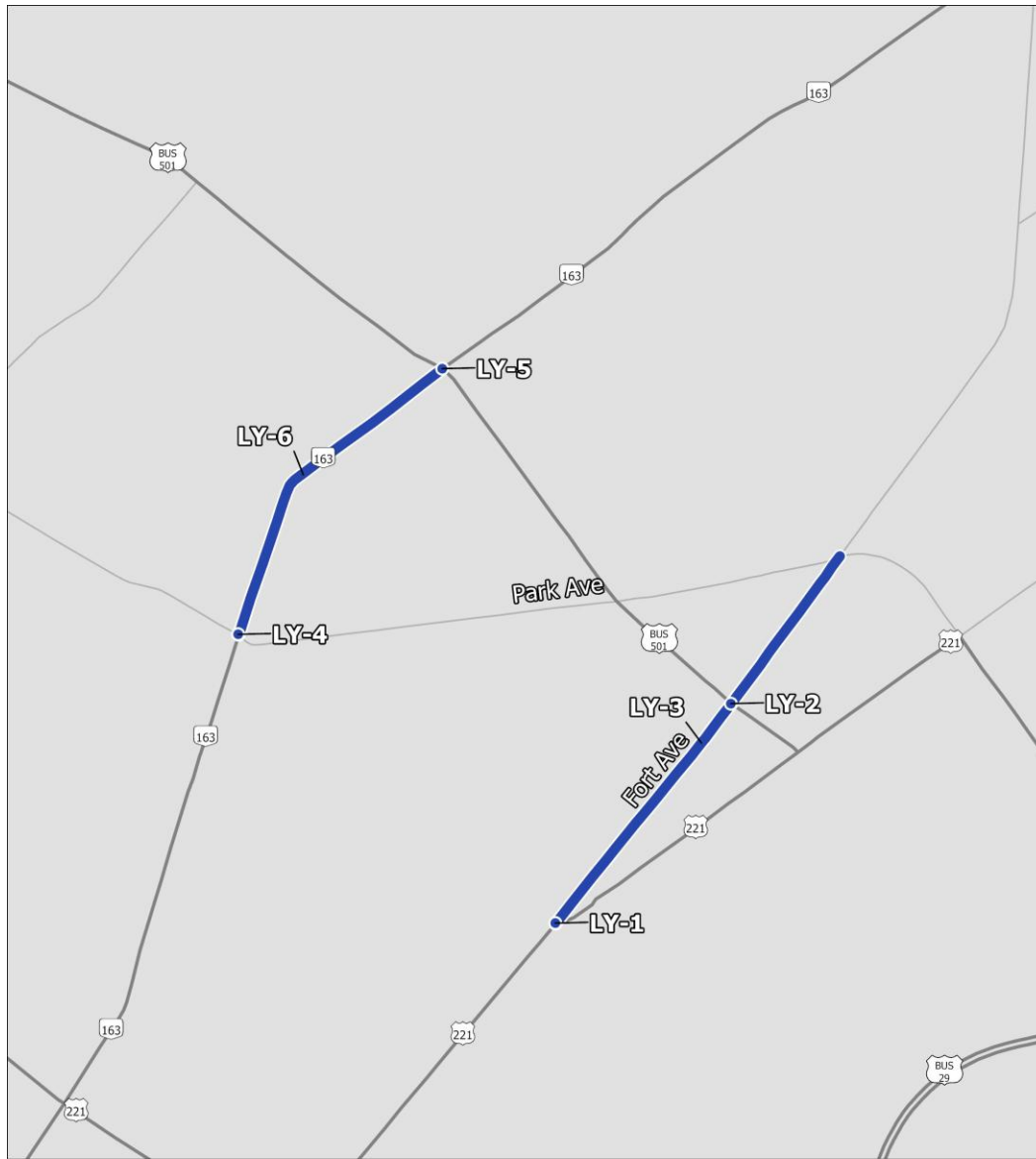
Legend

- Lynchburg City Boundary
- Project Location - Intersections
- Project Location - Segments

0 0.5 1 2 Miles



Map 16: City of Lynchburg – Site-Specific Recommendations



Legend

- Lynchburg City Boundary
- Project Location - Intersections
- Project Location - Segments

0 0.05 0.1 0.2 Miles



Map 17: City of Lynchburg – Zoomed In Site-Specific Recommendations



4.4 Systemic Countermeasures/Toolbox

The following countermeasures are recommended for consideration in addressing the region’s high-risk roadways. The countermeasures include data-driven and proven safety strategies from [Federal Highway Administration \(FHWA\) Proven Safety Countermeasures](#), [FHWA Step Guide for Improving Pedestrian Safety at Uncontrolled Intersections](#), and [Crash Modification Factor Clearinghouse](#) that should be considered on any roadways that meet the criteria described in the following sections.

Roadway Departures

Curve Delineation

Enhanced curve delineation specifically targets roadway departure crashes by alerting drivers of upcoming curves, the direction and sharpness of the curve, and appropriate operating speed. Potential strategies outlined by the FHWA to enhance delineation for horizontal curves can be found in [Error! Reference source not found.](#). Candidate locations for curve delineation improvements include rural roadways with horizontal curves where the curve advisory speed differs from the posted speed limit by 10 miles per hour or more.



Figure 22: Curve Delineation. Source: FHWA

Table 16: Curve Delineation Potential Strategies

Potential Strategies	In Advance of Curve	Within Curve
Pavement markings (standard width or wider)	✓	✓
In-lane curve warning pavement markings	✓	
Retroreflective strips on sign posts	✓	✓
Delineators		✓
Chevron signs		✓



Enhanced conspicuity (larger, fluorescent, and/or retroreflective signs)	✓	✓
Dynamic curve warning signs (including speed radar feedback signs)	✓	
Sequential dynamic chevrons		✓

Edge line and Centerline Treatments

Roadway departure crashes account for a significant number of roadway crashes in the CVPDC region. Edge line and centerline treatments are geared toward keeping vehicles on the roadway, including rumble strips, stripes, and wider pavement markings. Rumble strips and stripes can be installed on the centerline or edge line to alert drivers who drift outside the travel lane. Centerline and edge line rumble strips can be painted with a retroreflective coating to increase pavement edge visibility at night and during extreme weather. Candidate locations for rumble strips or stripes include roads with sufficient shoulder space (edge line only), higher speeds, and higher traffic volumes (see [VDOT IIM-LD-212](#) for more details).

Wider (6-inch) edge lines improve driver visibility of the roadway boundaries and can help reduce the likelihood of roadway departure crashes. Candidate locations include rural roadways with unmarked or standard edge lines.



Figure 23: Edge line and Centerline Treatments. Source: FHWA.

High-Friction Surface Treatment

Pavement friction plays an important role in how vehicles interact with the surface of roadways. Higher-friction roadway surfaces help ensure vehicles have solid contact with the road and reduce the potential for skidding. Installing high-friction surface treatment reduces the potential for roadway departure, intersection, and pedestrian-related crashes at locations where vehicles are frequently turning, slowing, and stopping. Candidate locations include horizontal curves and interchange ramps.



Figure 24: High-Friction Surface Treatment. Source: FHWA

Safety Wedge

Asphalt shoulder edge wedges play a crucial role in road safety, offering a smooth transition from the pavement to the shoulder area. These wedges can significantly reduce vehicle departures and rollover accidents by providing a more forgiving exit path for vehicles that stray off the main roadway. It should be installed on new construction, mill-and-fill, and straight overlay projects that mill or pave to the edge of pavement. Areas where this treatment would be beneficial are:

- Open ditch sections, no curb and gutter
- Paved shoulder widths four feet wide or less
- Speed limits greater than 35 mph
- Specified final asphalt surface lift thickness of at least 1.25 inches

Shoulder Widening

Providing or widening shoulders can improve safety and provide a number of benefits, including:

- Maneuverability where drivers can use the wider shoulder
- Recovery area provides drivers who leave the travel lane with a clear, stable place to recover
- Stopping sight distance can be improved by creating a wider shoulder at horizontal curves
- Vulnerable user accommodations can be enhanced
- Emergency storage can provide space to store disabled vehicles

These shoulder widths vary by road type. Refer to the VDOT Road Design Manual for the requirements, which vary by functional classification and AADT.



Intersections

Advance Warning Signs & Pavement Markings

The following advance warning signs and pavement markings alert drivers of approaching intersections ahead and increase driver awareness and recognition of intersections or potential conflicts.

- Static, flashing, or dynamic intersection warning signs
- Oversized advanced warning signs with supplemental street name plaques
- Oversized stop signs at intersections
- Retroreflective sheeting on signposts
- Enhanced pavement markings (stop bars, edge lines, lane lines)
- Double arrow warning signs at T-intersections

These countermeasures may be implemented on high-speed roads, roads with horizontal curves or steep downgrades, and all unsignalized intersections, and they have the potential to decrease the number of angle crashes.



Figure 25: Advance Warning Signs & Pavement Markings. Source: South Carolina DOT



Signal Timing Improvements

Recommended strategies for improving signal timing include:

- Adaptive signal control technologies to dynamically adjust timings in response to real-time traffic conditions to reduce congestion-related crashes
- Improved 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

Improving signal timing can potentially reduce the number of speeding and intersection-related crashes. Candidate locations for improving signal timings include roadways with more than one signalized intersection.



Figure 26: Signal Timing Improvements. Source: FHWA

High-Visibility Signal Backplates

High-visibility signal backplates (HVSBS) improve the visibility of traffic signals by introducing a 1- to 3-inch retroreflective, controlled-contrast background to a traffic signal head. Signal heads with these backplates are more visible and conspicuous in both daytime and nighttime conditions, which can help reduce the risk of crashes at intersections. Candidate locations for HVSBSs include all signalized intersections without existing HVSBSs.



Figure 27: High-Visibility Signal Backplates. Source: FHWA



Flashing Yellow Arrows

Flashing yellow arrows (FYAs) can be used at traffic signals to mitigate left-turn confusion and enhance safety for left-turning vehicles. Installing FYA in place of permissive or protected-permissive left-turn phasing helps reduce the likelihood of angle crashes at intersections. FYA indications replace the green ball permissive left-turn signal indication, which can be confused by drivers as a protected left-turn, reminding drivers to proceed with caution and wait for a safe gap to make a left turn. Candidate locations include intersections with a permissive or protected-permissive left-turn phase and dedicated left-turn lane.



Figure 28: Flashing Yellow Arrows. Source: Google Maps



Figure 29: Speed Studies. Source: Google Maps

Countermeasures for Vulnerable Road Users

In addition to the countermeasures identified for the region's high injury network, the following measures should be implemented proactively in areas with the potential for people walking, biking, rolling, and taking transit, such as the City of Lynchburg and the Towns and other designated Urban Development Areas, according to their Comprehensive or mode specific plans.



The following countermeasures can enhance visibility of people walking or rolling, provide extra time to cross, and change the overall feel of an area to one that is designed for people, in which drivers feel compelled to drive more slowly and be alert for all road users.

- Sidewalks and shared use paths
- High visibility crosswalks
- Pedestrian Signals at signalized intersections
- Countdown features at signalized pedestrian crossings
- Leading Pedestrian Intervals (LPIS)²
- Pedestrian hybrid beacons at trail and existing heavy pedestrian crossings
- Pedestrian refuge islands at crossings that are three or more lanes and at midblock crossing islands
- Daylighting intersections to increase driver visibility of pedestrians, shorten pedestrian crossing distances, and slow driver speeds
- Lighting to illuminate the crosswalk and the areas where pedestrians wait to cross
- Lower speed limits

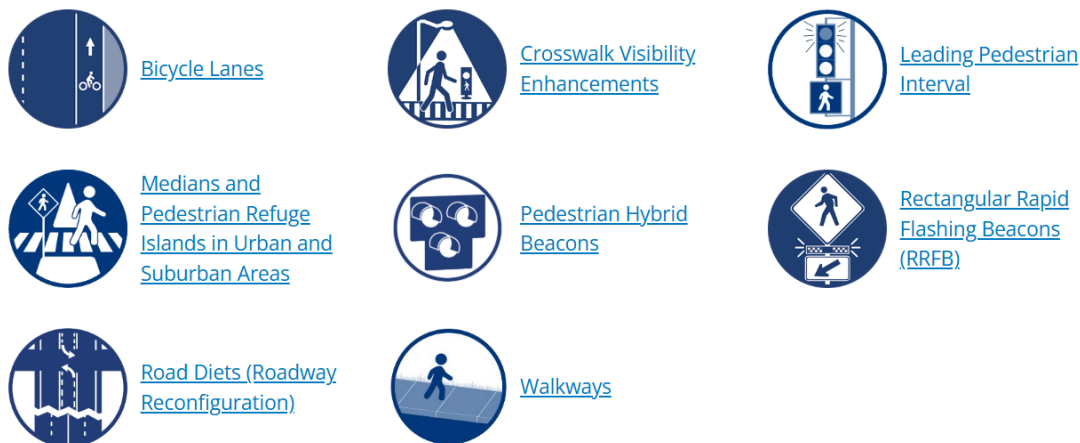


Figure 30: Leading Pedestrian Intervals. Source: FHWA

Speed Studies

Speed control is one of the most important methods for reducing higher-severity crashes. As the speed at which vehicles are driving decreases, so does the likelihood of a crash resulting in fatality or serious injury, especially for crashes involving vulnerable road users. Speed studies evaluate vehicle speeds against the context and design of the roadway to determine if a change in speed limit is warranted. If a reduction in speed limit is warranted, agencies often must implement traffic calming countermeasures in conjunction

² See FHWA Office of Safety, 2023. "Proven Safety Countermeasures: Leading Pedestrian Interval." FHWA-SA-21-032. Accessed October 17, 2024 from <https://highways.dot.gov/safety/proven-safety-countermeasures/leading-pedestrian-interval>.



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with the speed limit change to provide visual cues to drivers that encourage compliance with the new speed limit. Candidate locations for speed studies include locations with a history of speeding or vulnerable road user crashes or where the average operating speed is too high given the roadway geometry, surrounding land use, and mix of user types.



5. Implementation & Funding Plan



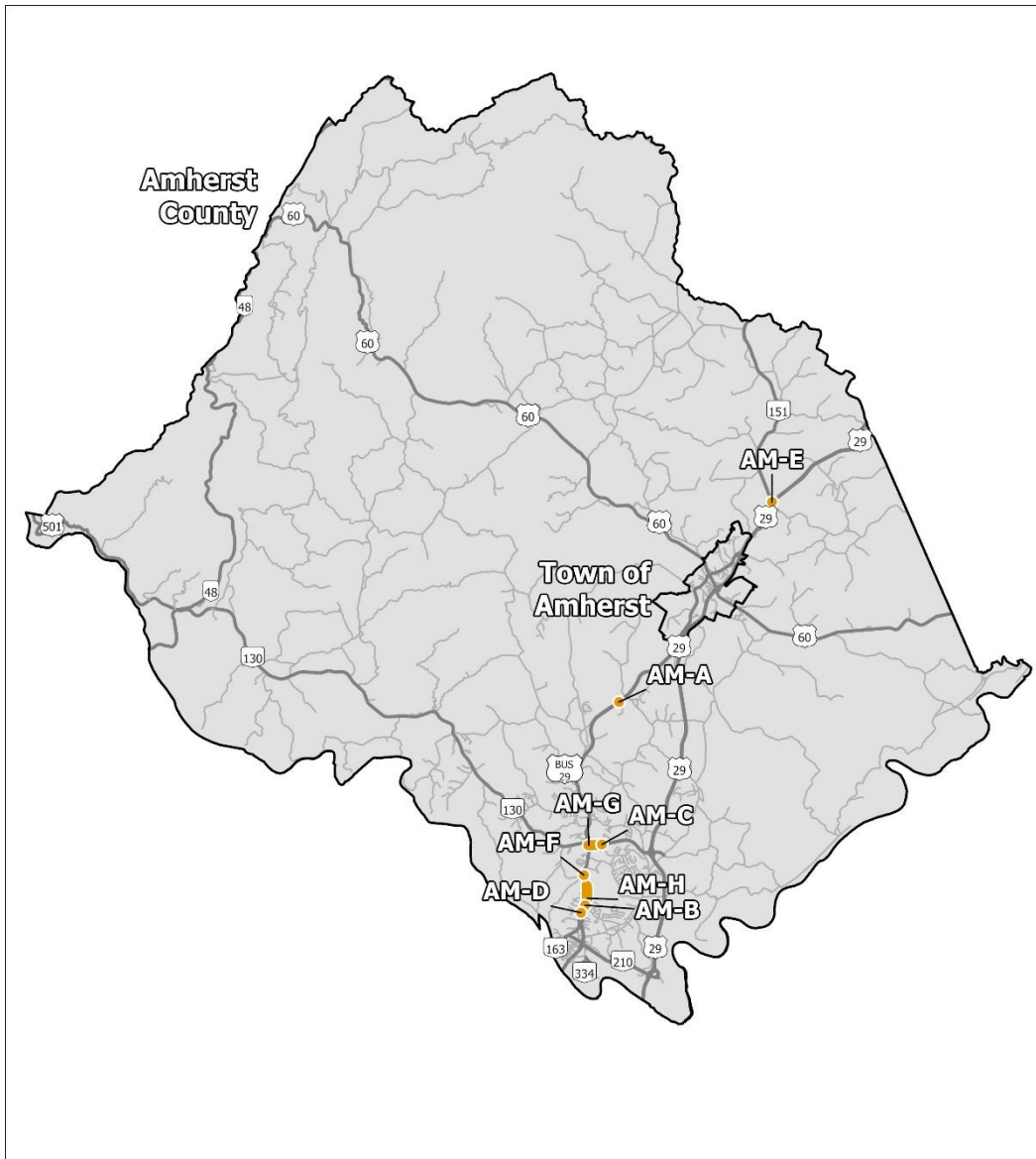


5.1 Previously Identified Safety Projects on the HIN




The project team also coordinated with each jurisdiction and compiled previously identified projects that will improve the safety on the HIN once implemented. The following tables and maps show previously identified projects, the associated HIN segment rank, and the project's funding status as of March 2025; all projects are on a HIN segment or on a high crash intersection.

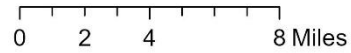
Table 17: Amherst County – Previously Identified Projects

Location	Project ID	Proposed Improvement	HIN Segment Rank	Project Status
S Amherst Hwy (U.S. 29) and Faulconerville Dr/Sprouse Dr*	AM-A	Implement pavement markings in the median and add stop bars to reduce angle collisions	4	Unfunded
S Amherst Hwy (U.S. 29) and Mays St/Seminole Dr	AM-B	Add a right turn lane on US 29	1	Funded
Amelon Expy and Amelon Rd/Amelon Center Pkwy	AM-C	Study feasibility of implementing a roundabout	73	Unfunded
S Amherst Hwy (U.S. 29) and Amherst Hwy/Lyttleton Ln	AM-D	Add right-turn lane on US 29 and restrict through and left-turn movements out of Lyttleton Ln	2	Funded
N Amherst Hwy (U.S. 29) and N Patrick Henry Hwy	AM-E	Convert to RCUT (#SMART20 Route 29)	16	Funded
S Amherst Hwy (U.S. 29) and Dillard Rd	AM-F	Add a right-turn lane on Dillard Rd	13	Funded
Amelon Expy from Amherst Hwy (U.S. 29) to Oakwood Dr*	AM-G	Improve the sidewalk on Route 29	42	Funded
Amherst Hwy (U.S. 29) - Grove Ave to north of Buddys Dr	AM-H	Consolidate driveways and improve pedestrian infrastructure between Dillard Rd and Lakeview Dr	1	Unfunded

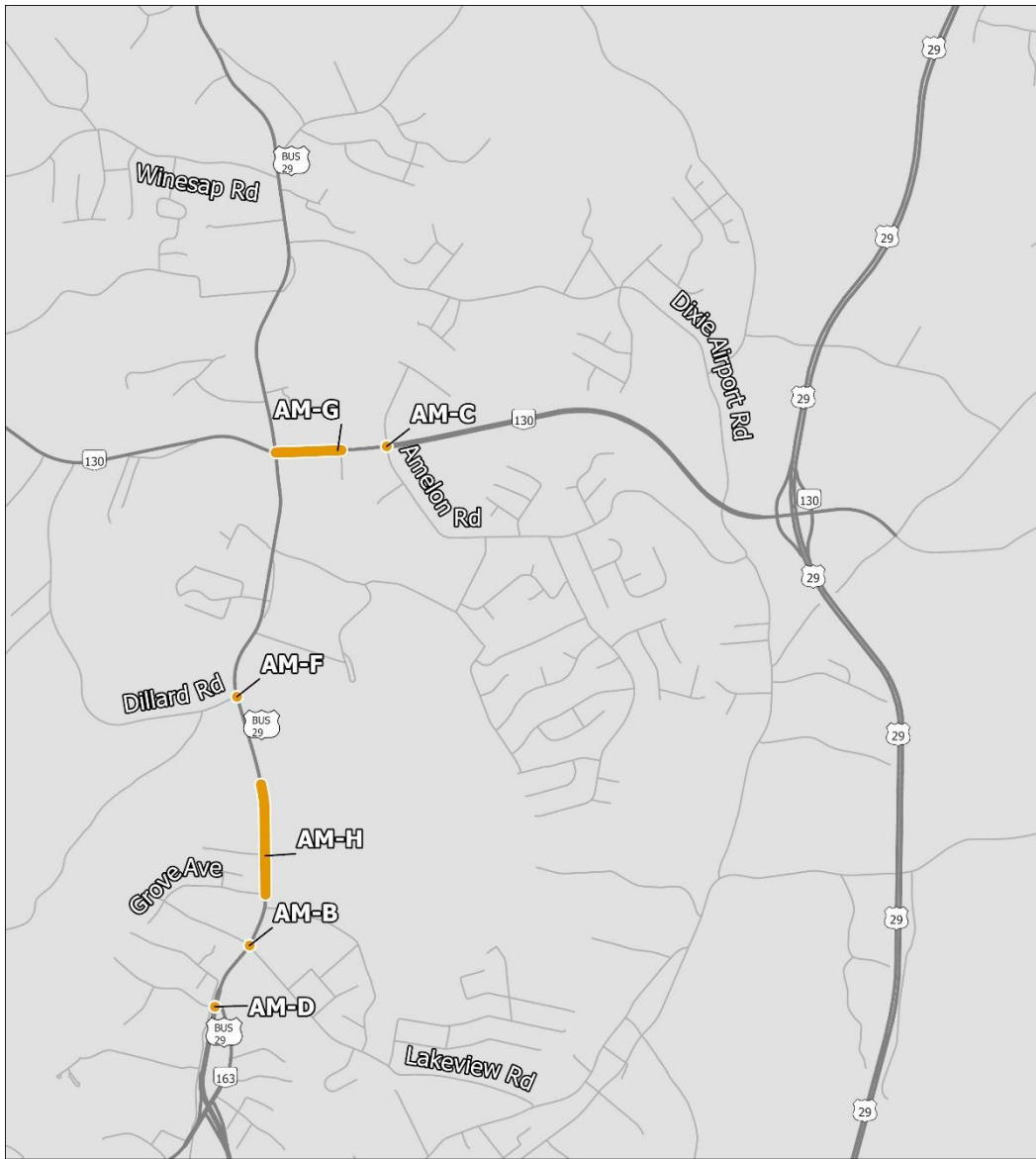


Legend

-  Amherst County Boundary
-  Project Location - Intersection
-  Project Location - Segment

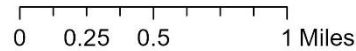


Map 18: Amherst County – Previously Identified Projects



Legend

- Amherst County Boundary
- Project Location - Intersection
- Project Location - Segment

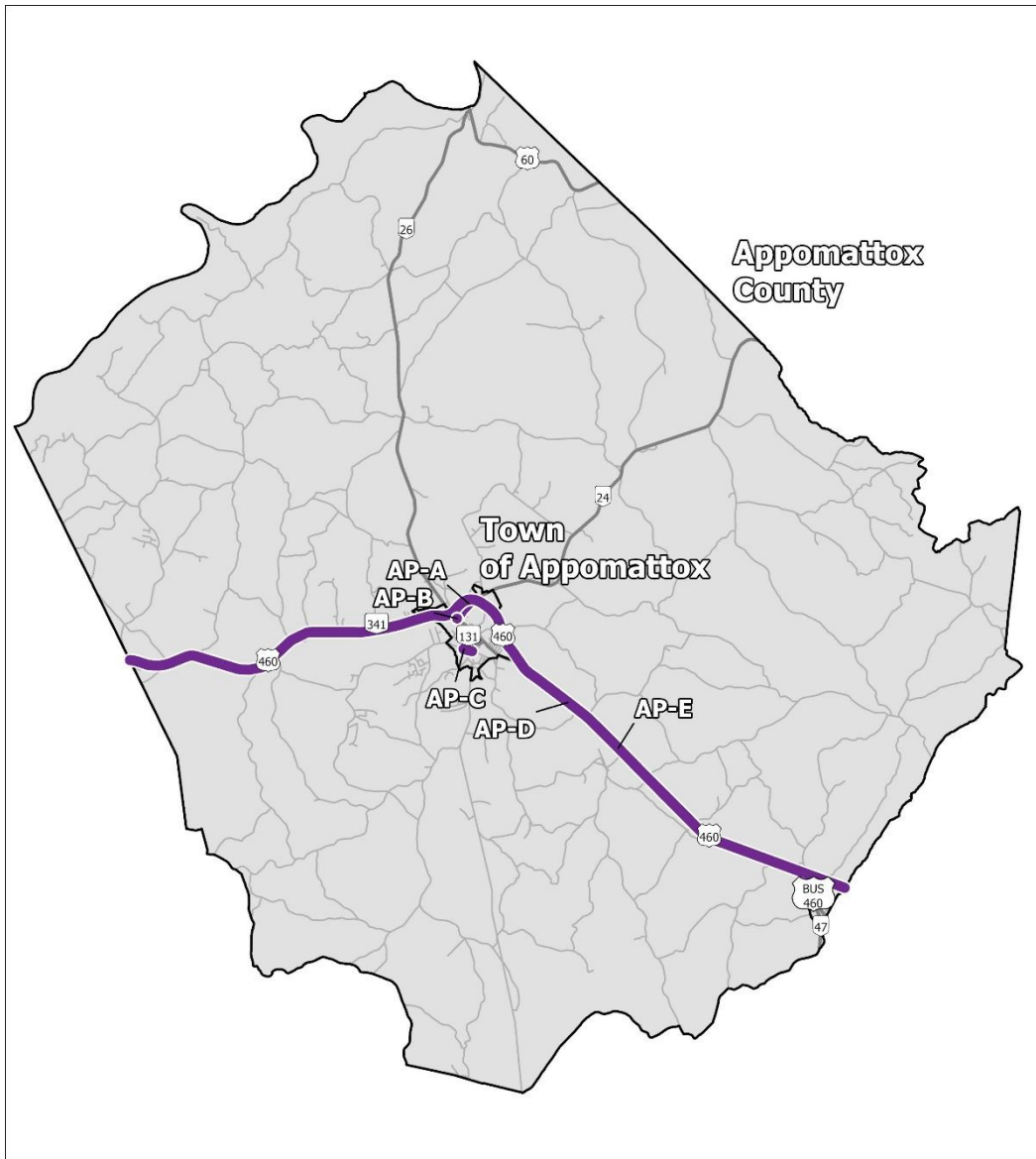


Map 19: Amherst County – Previously Identified Projects Zoomed-In



Table 18: Appomattox County – Previously-Identified Projects

Location	Project ID	Proposed Improvement	HIN Segment Rank	Project Status
Route 131/Old Courthouse Road	AP-A	Shared use path for pedestrian/bicyclist travel and adding lighting and landscaping.	42	Funded
Oakville Rd and Founders Ln and Old Courthouse Rd	AP-B	Old Courthouse Road Improvements. Enhance Advance Warning Notification	11	Funded
Lee Grant Ave and Church St	AP-C	Widen lanes, improve shoulders, construct sidewalk. Enhance advance warning notification	6	Unfunded
US 460 Shoulder Widening and Rumble Strips	AP-D	Widen shoulder and add rumble strips along US 460	1	Funded
Richmond Hwy (US 460) – south of Old Evergreen Rd to north of Honey Bee Ln	AP-E	Construct turn lanes	22	Funded



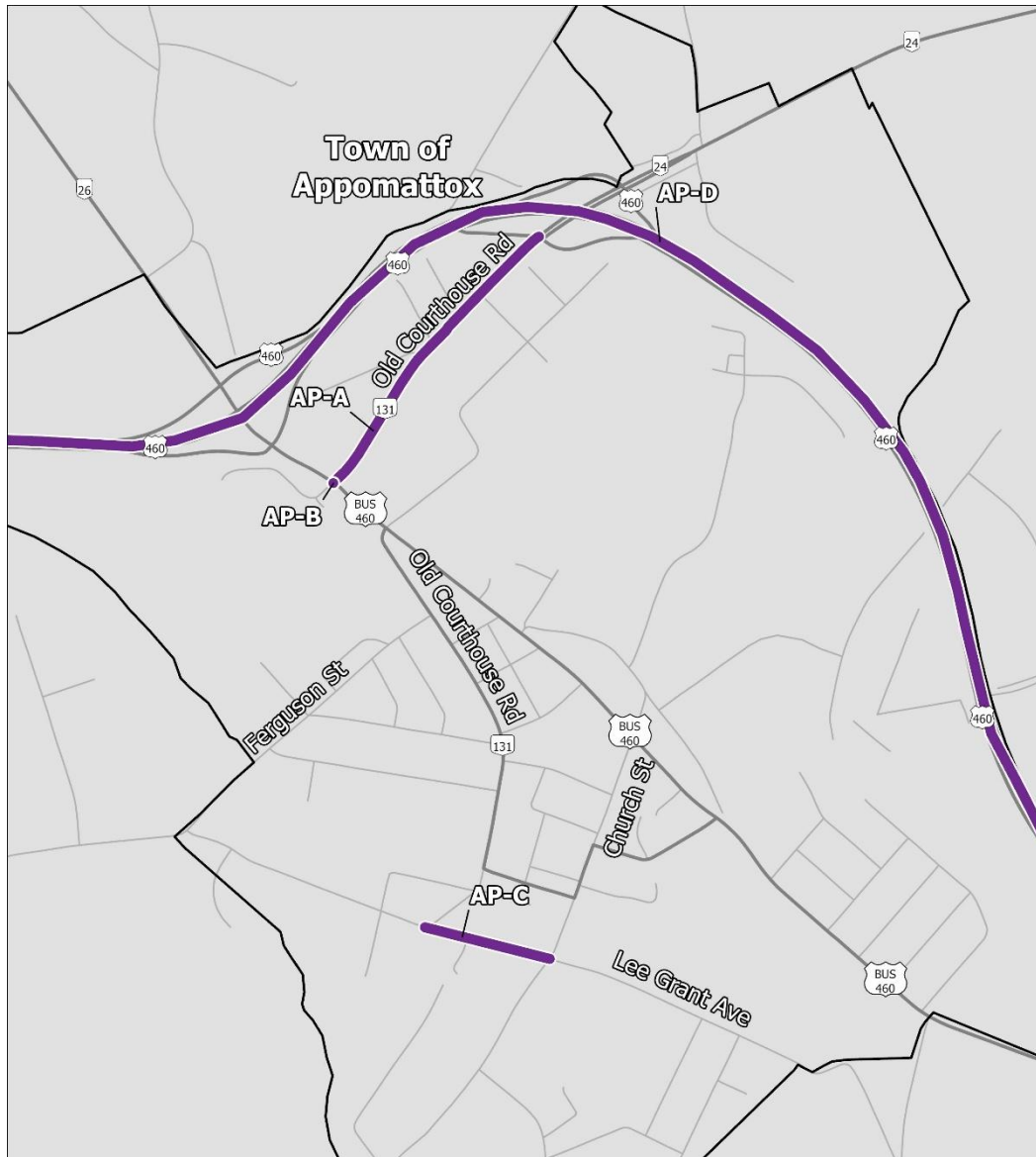
Legend

- Appomattox County Boundary
- Project Location - Intersection
- Project Location - Segment

0 1.5 3 6 Miles

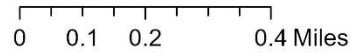


Map 20: Appomattox County – Previously Identified Projects



Legend

- Appomattox County Boundary
- Project Location - Intersection
- Project Location - Segment

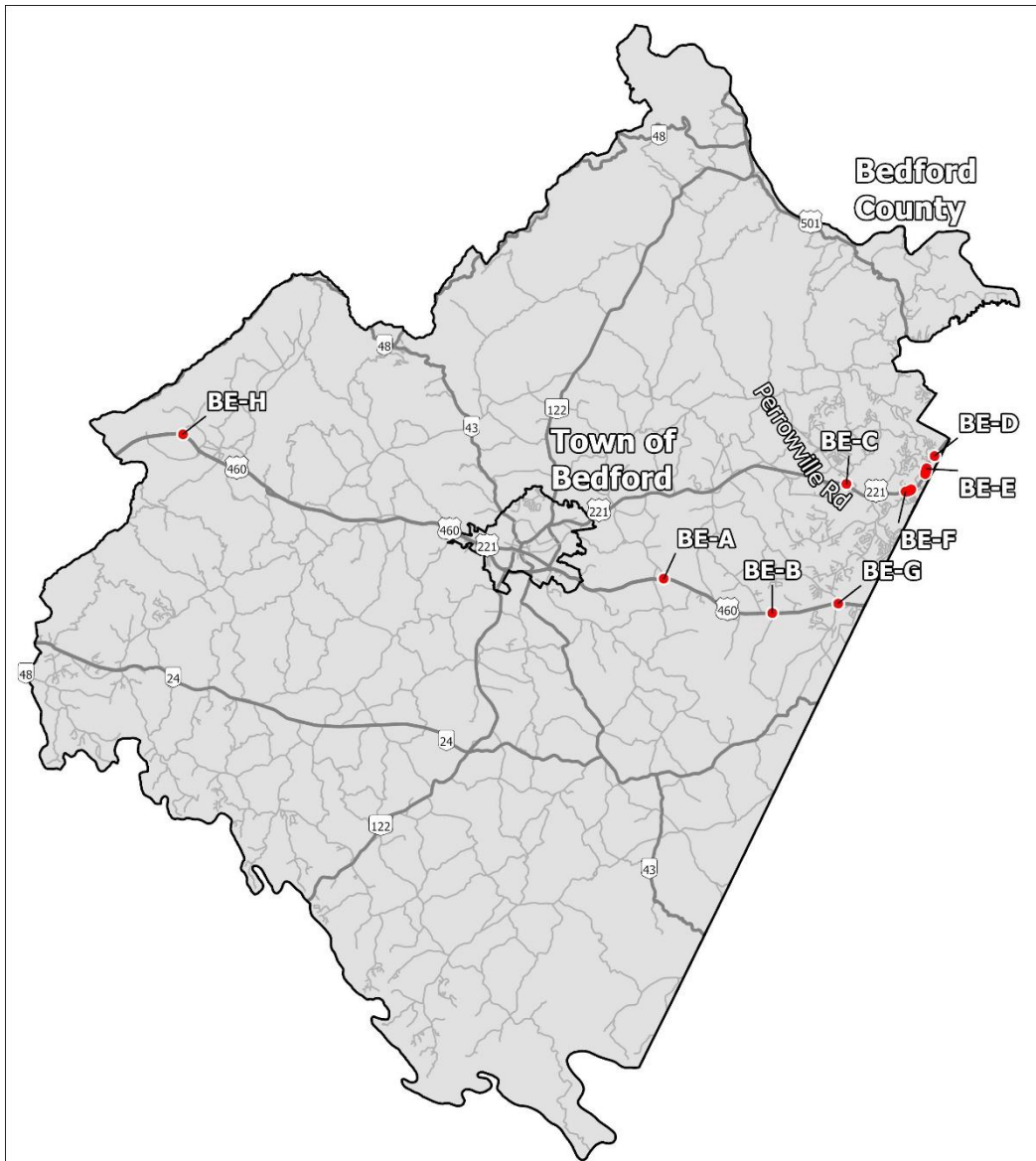


Map 21: Appomattox County – Previously Identified Projects Zoomed-In






Table 19: Bedford County – Previously-Identified Projects

Location	Project ID	Proposed Improvement	HIN Segment Rank	Project Status
E Lynchburg Salem Tpke (US 460) and Timber Ridge Rd	BE-A	Realignment of Timber Ridge Road with US 460, shoulder widening on WB US 460 and WB left turn lane for u-turns	1	Funded
E Lynchburg Salem Tpke (US 460) and Blackwater Rd	BE-B	RCUT, relocation of u-turn, add loon	34	Funded
Forest Rd (US 221) and Perrowville Rd/Ashwood Park Rd	BE-C	Install median at Perrowville Rd/Ashwood Park Rd, Convert Perrowville Rd and Corporate Park Dr to thru-cuts	-	Unfunded
Forest Rd (US 221) and Cottontown Rd	BE-D	Modify the northbound Cottontown Rd approach from permissive/protected left turns to protected-only left turns	53	Study Underway
Forest Rd (US 221) – Gristmill Dr to Graves Mill Rd	BE-E	Route 221 Corridor Study - recommendations pending Board approval 4/28	31	Study Underway
Forest Rd – Independence Blvd to Woodside Ave	-	Route 221 Corridor Study – Roundabout Conversion	-	Study Underway
Forest Rd – Cloverhill Blvd to Ambassador Dr	BE-F	Route 221 Corridor Study - recommendations pending Board approval 4/28	33	Study Underway
US 460 & Route 811 Intersection Improvements	BE-G	Convert intersection to RCUT	-	Unfunded
Camp Jaycee Road & US 460 Intersection Improvements	BE-H	Convert intersection to RCUT, close median openings or convert to u-turn crossover	-	Study Underway



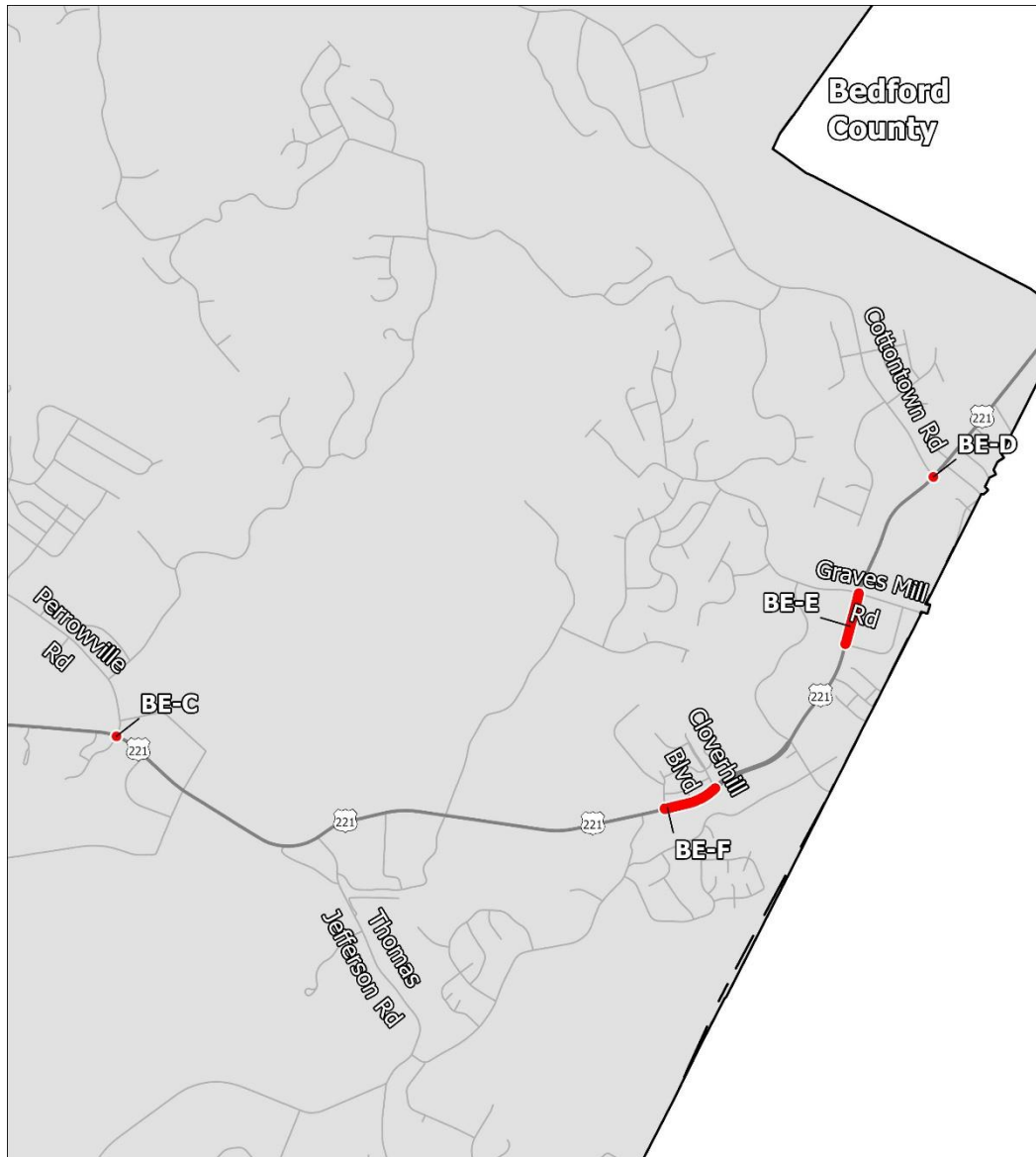
Legend

-  Bedford County Boundary
-  Project Location - Intersection
-  Project Location - Segment




0 2.25 4.5 9 Miles

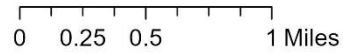


Map 22: Bedford County – Previously Identified Projects



Legend

-  Bedford County Boundary
-  Project Location - Intersection
-  Project Location - Segment



Map 23: Bedford County – Previously Identified Projects Zoomed-In



Table 20: Campbell County – Previously-Identified Projects

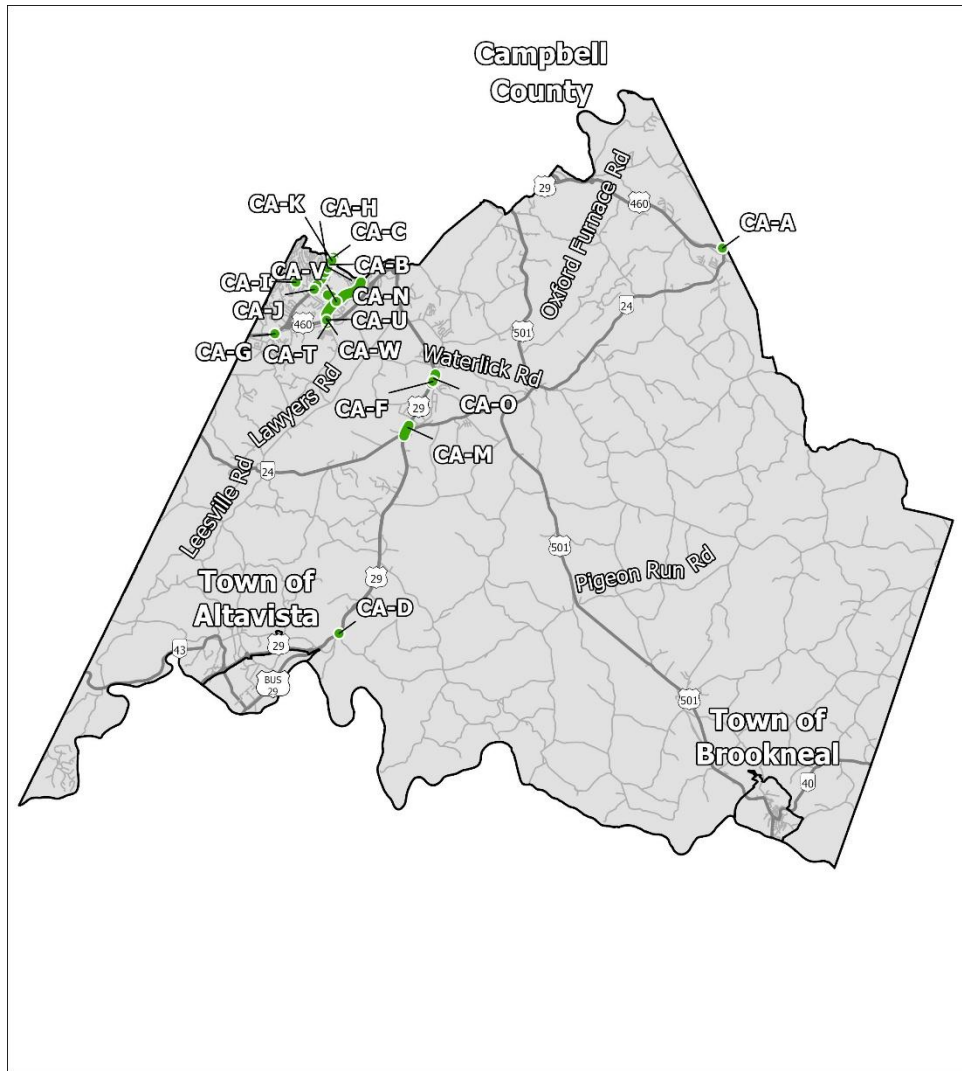
Location	Project ID	Proposed Improvement	HIN Segment Rank	Project Status
Richmond Hwy (US 460) and Stonewall Rd/Village Hwy	CA-A	Install RCUT	19	Unfunded
Timberlake Rd (US 460) and Enterprise Dr/Oakdale Cir	CA-B	Convert to Continuous Green-T, remove Oakdale Cir leg, install new turn lanes, widen roadway, optimize signal	3	Unfunded
Timberlake Rd (US 460) and Laxton Rd	CA-C	Install new turn lanes, extend right-turn lane, consider displaced left-turn (STARS Timberlake Rd Study)	3	Unfunded
Wards Rd (U.S. 29) and Gladys Rd	CA-D	Install RCUT, offset right-turn lane, widen shoulder	5	Funded
Wards Rd (U.S. 29) north of Russell Woods Dr/Fnb Dr	CA-E	Install right-turn lane, improve existing turn lanes	21	Funded
Wards Rd (U.S. 29) and Calohan Rd	CA-F	Improve turn lanes, install flashing yellow arrow	4	Funded
Lynchburg Hwy (US 460) and Hicks Rd/New London Rd	CA-G	Install RCUT	26	Unfunded
Timberlake Rd (US 460) and Beechwood Dr	CA-H	Install RCUT, restrict left turns	1	Unfunded
Waterlick Rd and Mistletoe Dr/Barbour Dr	CA-I	Install left-turn lanes and widen Waterlick Rd (Regional LRTP recommendation)	43	Unfunded
Timberlake Rd (US 460) and Waterlick Rd	CA-J	Improve signal timing, install sidewalks, enhance multimodal access	22	Funded
Timberlake Rd (US 460) and Greenview Dr	CA-K	Install new turn lanes, convert lane to right-turn only, consider innovative intersection design	3	Unfunded
Timberlake Rd (US 460) – Jordan Dr to Beechwood Dr	CA-L	Install RCUTs at Beechwood Dr and Sunny Bank Dr, install median at Shelor Dr, install sidewalks, relocate bus stops	1	Unfunded
Wards Rd (U.S. 29) – Dennis Riddle Dr to north of Anstey Rd	CA-M	Improve turn lanes, install flashing yellow arrow	2	Funded
Timberlake Rd (US 460) – Beechwood Dr to Laxton Rd	CA-N	Install RCUT, install new turn lanes, install sidewalks, relocate transit stops	3	Unfunded
Wards Rd (U.S. 29) – English Tavern Rd to south of Calohan Rd	CA-O	Improve turn lanes, install flashing yellow arrow	4	Funded
Waterlick Rd – Leesville Rd to Crowell Ln	CA-P	Install sidewalks, relocate bus stops	50	Unfunded



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Timberlake Rd (US 460) – Silver Springs Dr to Shelor Dr	CA-Q	Install sidewalks, install bus stops	1	Unfunded
Timberlake Rd (US 460) – Waterlick Rd to Tomahawk Dr	CA-R	Install RCUT at Tomahawk Dr, remove signal, close median, install sidewalks	22	Unfunded
Timberlake Rd (US 460) – Laxton Rd to Take 5 Oil Change	CA-S	Install turn lanes, install sidewalks	3	Unfunded
Leesville Rd and Sunburst Rd/US-460 EB Off-Ramp	CA-T	Install roundabout	-	Unfunded
Leesville Rd and US-460 WB Off-Ramp	CA-U	Install roundabout	-	Unfunded
Leesville Rd and Waterlick Rd	CA-V	Install roundabout	1	Unfunded
Leesville Rd – Wilson Dr to Timberlake Rd*	CA-W	Install shared-use path	16	Unfunded

*Project extends into the City of Lynchburg. Map 24 and 25 show only the segment within Campbell County.



Legend

- Campbell County Boundary
- Project Location - Intersection
- Project Location - Segment

0 2.25 4.5 9 Miles



Map 24: Campbell County – Previously Identified Projects



Legend

- Campbell County Boundary
- Project Location - Intersection
- Project Location - Segment

0 0.23 0.45 0.9 Miles



Map 25: Campbell County – Previously Identified Projects Zoomed-In



Table 21: City of Lynchburg – Previously-Identified Projects

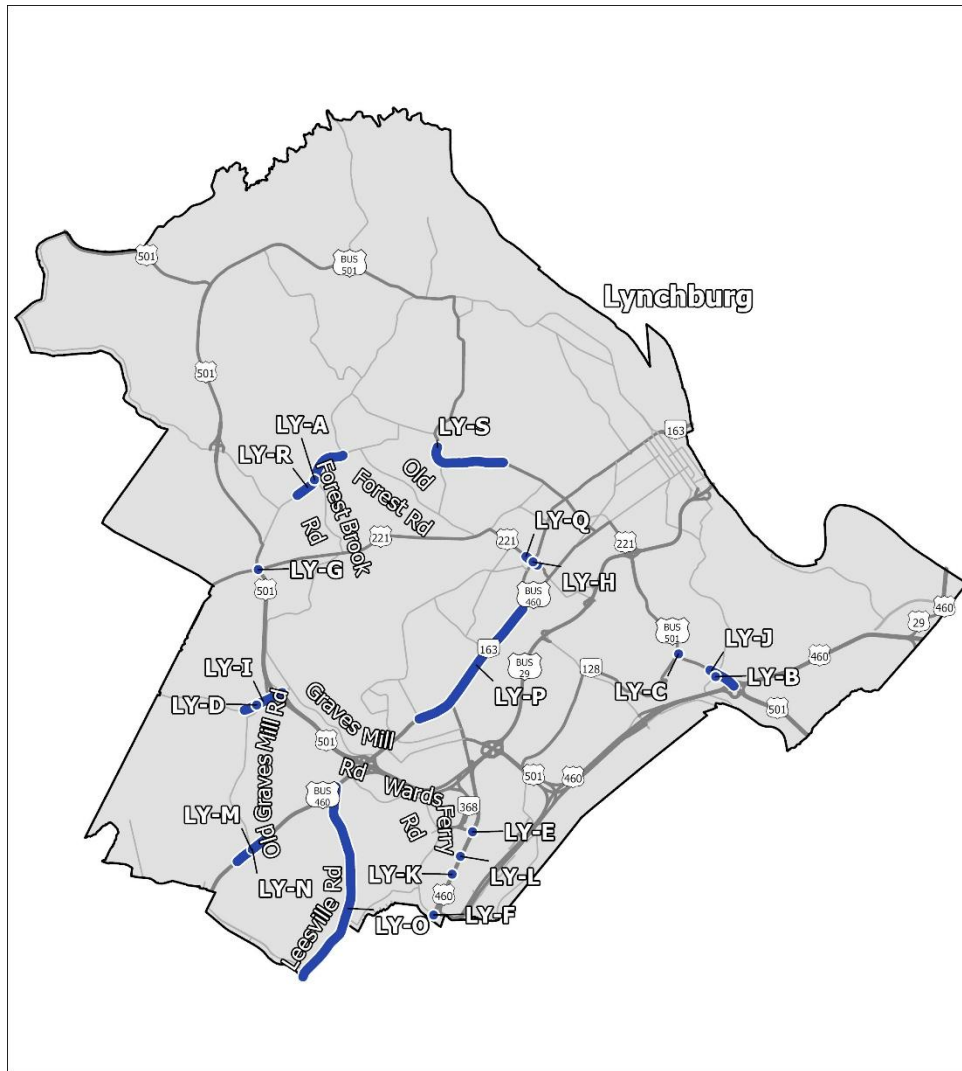
Location	Project ID	Proposed Improvement	HIN Segment Rank	Project Status
Old Forest Rd and Ardmore Dr/Forest Brook Rd	LY-A	Provide sidewalk connectivity on north side of Old Forest Rd Improve bus stops	31	Unfunded
Campbell Ave (US 460) and Martin St/Florida Ave	LY-B	STARS Campbell Ave Study (Active)	5	Still Underway
Campbell Ave (US 460) and Mayflower Dr	LY-C	STARS Campbell Ave Study (Active)	34	Still Underway
Graves Mill Rd and Creekside Dr/Old Graves Mill Rd	LY-D	Graves Mill Corridor Study (Active)	3	Still Underway
Wards Rd (U.S. 29) and Harvard St/Liberty University Dr	LY-E	Convert to displaced left turn intersection	11	Unfunded
Wards Rd (U.S. 29) and Wards Ferry Rd	LY-F	Widen SB Wards Rd to 3 lanes Construct 1 additional NB left turn lane Add sidewalk and crosswalk	16	Unfunded
Lakeside Dr (US 221) and Old Forest Rd/US Hwy 501	LY-G	Construct one-way pair and create separate NB and SB intersections	9	Funded
Oakley Ave and Memorial Ave	LY-H	Install signal backplates	30	Funded
Graves Mill Rd – Old Graves Mill Ext to Lynchburg Expy	LY-I	Graves Mill Corridor Study (Active)	3	Still Underway
Campbell Ave – Woodrow St to Richmond Hwy	LY-J	STARS Campbell Ave Study (Active)	5	Still Underway
Wards Rd (U.S. 29) and Atlanta Ave	LY-K	STARS Wards Rd Study (Active)	11	Still Underway
Wards Rd (U.S. 29) and Wal-Mart/Sam’s Club Entrance	LY-L	Widen SB Wards Rd to 3 lanes Add sidewalk and crosswalk	11	Unfunded
Timberlake Rd (US 460) – Candlewood Ct to Dreaming Creek Dr	LY-M	Construct RCUT at Bojangles entrance	-	Unfunded
Timberlake Rd (US 460) – Old Graves Mill Rd to Oakmont Cir	LY-N	Construct RCUT at Timberlake Station entrance Close median opening at Oakmont Cir	23	Unfunded
Leesville Rd - Sunburst Rd to Timberlake Rd*	LY-O	Install roundabout	16	Unfunded
Timberlake Rd - Sandusky Dr to Memorial Ave†	LY-P (1)	Access management along Timberlake Rd Convert multiple locations along Timberlake Rd to right-in-right-out	26	Unfunded



		Convert the Wards Rd northbound left-turn movement to protected-only Restripe Timberlake Rd east of Wards Rd Improve signage on the westbound approach to Wards Rd		
	LY-P (2)	Convert Chestnut Hill Dr intersection to right-in-right-out Convert access points and minor roads near Memorial Ave along Timberlake Rd to right-in-right-out		
Oakley Ave - Norma St to Euclid Ave	LY-Q (1)	Convert Oakley Ave and Memorial Ave left turns to flashing yellow arrow Construct pedestrian crosswalks on all approaches at Oakley Ave and Memorial Ave Update clearance intervals	42	Unfunded
	LY-Q (2)	Convert Oakley Ave and Memorial Ave to a roundabout		
	LY-Q (3)	Convert Oakley Ave and Memorial Ave to a bowtie configuration, with roundabouts at Norma St and Euclid Ave		
	LY-Q (4)	Convert all left turn phasing at Oakley Ave and Memorial Ave to protected-only Construct pedestrian crosswalks on all approaches at Oakley Ave and Memorial Ave		
Old Forest Rd -Kings Dr to Link Rd	LY-R	Install sidewalk on north side of Old Forest Rd	31	Unfunded
Langhorne Rd - Halsey Rd to Tate Springs Rd	LY-S	Add shared-use path on north side of Langhorne Rd Install traffic signal at Hill St Add EB right-turn lane at Hill St	76	Unfunded

*Project extends into Campbell County. Maps 26 and 27 show only the segment within the City of Lynchburg.

† The study at this location did not identify a preferred improvement. All potential improvements were prioritized.

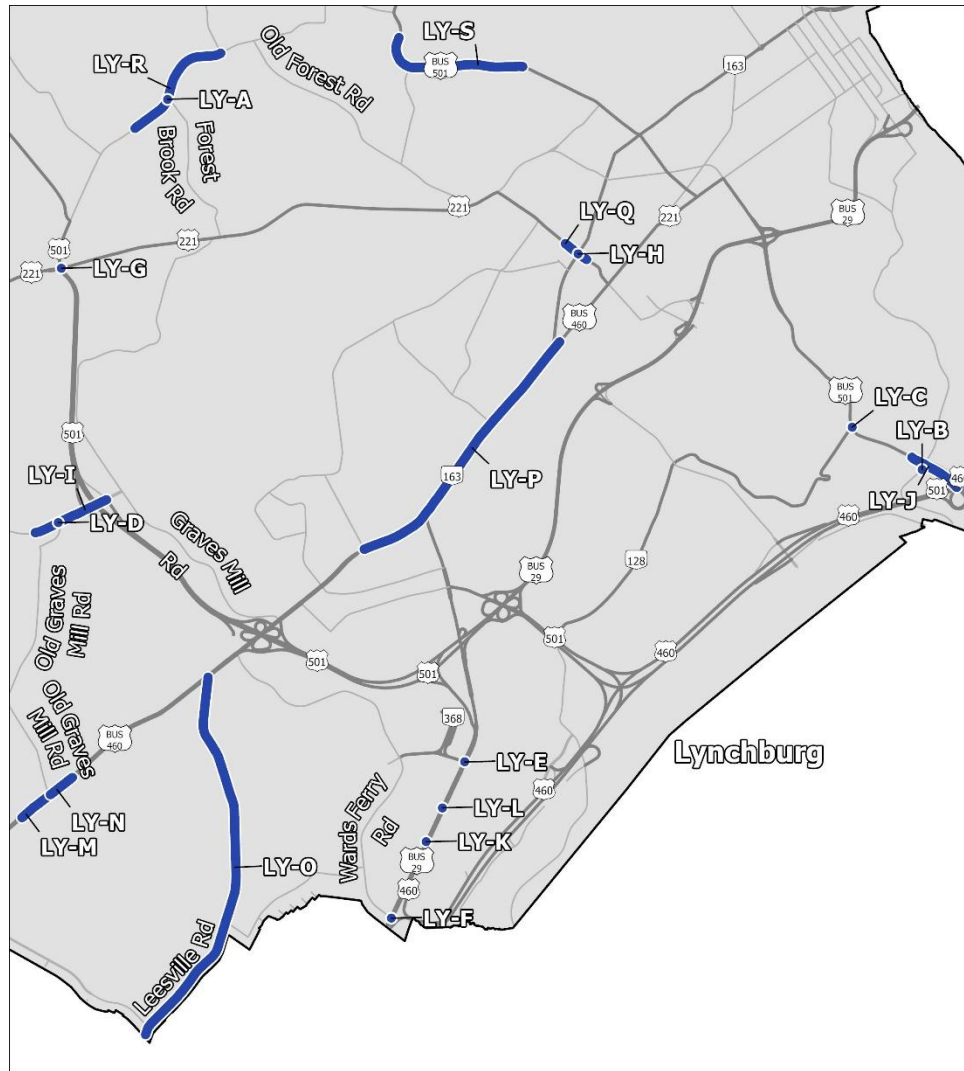


Legend

- Lynchburg City Boundary
- Project Location - Segment
- Project Location - Intersection

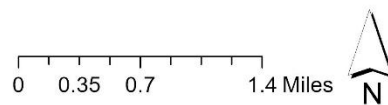


Map 26: City of Lynchburg – Previously Identified Projects



Legend

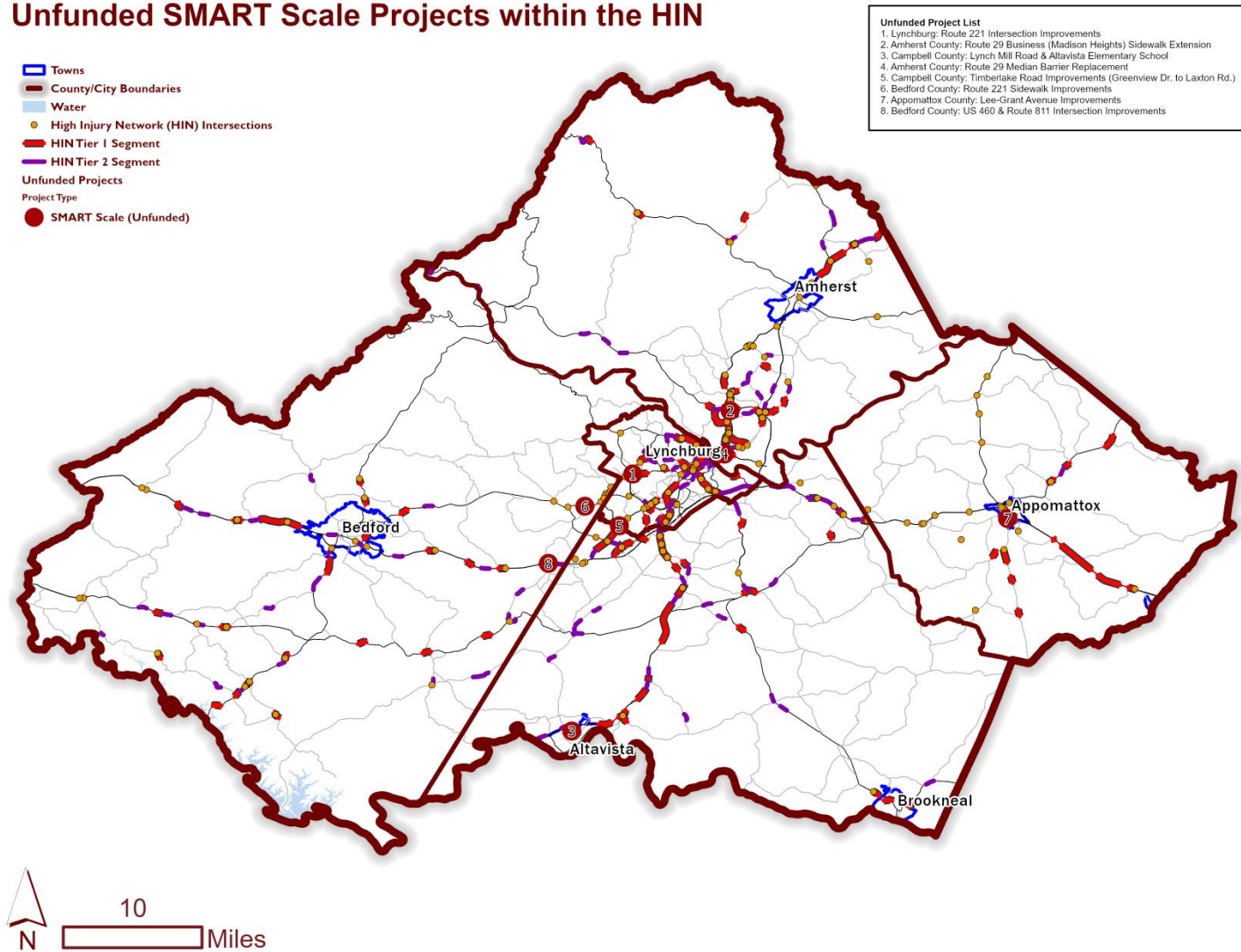
- Lynchburg City Boundary
- Project Location - Segment
- Project Location - Intersection



Map 27: City of Lynchburg – Previously Identified Projects Zoomed-In



Unfunded SMART Scale Projects within the HIN



Map 28: Unfunded SMART Scale Projects within the HIN



5.2 Prioritization of Safety Projects

The project team developed prioritization criteria to rank the proposed projects in Section 4.2 and the unfunded projects listed in Section 5.1. The criteria included the four categories described below and detailed in Table 22.

- **Safety** – allocates points to projects in areas that ranked highly as an existing safety need based on the crash data analysis or that ranked highly in the projected reduction in crashes. The project team considered rankings for the HIN, and PSI for roadway segments and rankings for total crashes, fatal and serious injury crashes, EPDO crashes, and PSI for intersections. This category also allocates points to projects that ranked highly based on the estimated EPDO crash reduction. The project team also calculated the projected reduction in EPDO crashes using crash modification factors (CMFs) associated with the proposed improvements.
- **Demographic** – allocates points to projects proposed in an Area of Persistent Poverty
- **Implementation** – allocates points to projects based on projected cost and timeframe (after funding is secured) to implement a project
- **Vulnerable Users** – allocates points to projects that improve safety for people walking, biking, rolling or taking transit, and were on a PBSAP segment or in an area where the number of vehicles per household were below the jurisdiction median number of vehicles per household.

The two metrics in the safety category are based on rankings within each jurisdiction only. As such, total scores should not be compared across jurisdictions. Proposed projects may not receive any points for the projected reduction in EPDO crashes if there were no CMFs available for the proposed improvements or no crashes applicable to the selected CMF.

The scores for projects in each jurisdiction are shown in **Table 23** through **Table 27**.



Table 22: Countermeasure Priority Scoring Criteria

Category	Weight	Subcategory	Evaluation Metric	Score
Safety	25	Segment or Intersection Safety Need*	Project overlaps with a segment or intersection with a top 3 ranking	25
			Project overlaps with a segment or intersection with highest rank between 4 and 6	15
			Project overlaps with a segment or intersection with highest rank between 7 and 10	5
			Project does not overlap with a segment or intersection with a top 10 ranking	0
	25	EPDO Crash Reduction*	Project ranks in the Top 3 for projected EPDO crash reduction	25
			Project ranks in the Top 4 to 6 for projected EPDO crash reduction	15
			Project ranks in the Top 7 to 10 for projected EPDO crash reduction	5
			Project ranks outside the Top 10 or has no projected EPDO crash reduction	0
			<i>Maximum Points:</i>	50
Implementation	20	Cost	Estimated cost between \$0 – \$100k (\$)	10
			Estimated cost between \$100k – \$500k (\$\$)	5
			Estimated cost > \$500k (\$\$\$)	0
		Timeframe	Estimated completion between 0 – 6 months (short)	10
			Estimated completion between 6 months – 1 year (intermediate)	5
			Estimated completion > 1 year (long)	0
			<i>Maximum Points:</i>	20
Vulnerable Users	20	Vulnerable Users	Project is applicable to vulnerable road users and is either located in an area with a higher percentage of zero-vehicle households than the jurisdiction median or is on a PBSAP segment (✓✓)	20
			Project is applicable to vulnerable road users and is not located in an area with a higher percentage of zero-vehicle households than the jurisdiction median and is not on a PBSAP segment (✓)	10
			Project is not applicable to vulnerable road users (-)	0
			<i>Maximum Points:</i>	20
Demographics	10	Areas of Persistent Poverty (AoPP)	Projected is located in an Area of Persistent Poverty	10
			Project is not located in an Area of Persistent Poverty	0
			<i>Maximum Points:</i>	10



Table 23: Amherst County – Priority Scoring Matrix

Location	Map ID	Safety				Demographic		Implementation				Vulnerable Users		Total Score	Rank
		Segment or Intersection Rank	Score	EPDO Crash Reduction	Score	AoPP	Score	Cost	Score	Timeframe (yr)	Score	Vulnerable Users	Score		
Proposed Projects in Section 4.2															
Amelon Expy & Dixie Airport Rd	AM-1	2	25	191	25	Yes	10	\$	10	Short	10	-	0	80	3
Amelon Expy & US-29 NB Off-Ramp	AM-2	4	15	174	15	Yes	10	\$\$	5	Short	10	-	0	55	8
Amelon Expy & Amelon Center Pkwy	AM-3	5	15	9	0	Yes	10	\$\$	5	Short	10	-	0	40	12
Amherst Hwy – S Coolwell Rd to Winesap Rd	AM-4	3	25	70	15	Yes	10	\$\$	5	Short	10	-	0	65	6
Amherst Hwy & Elon Rd	AM-5	1	25	44	5	Yes	10	\$\$	5	Short	10	-	0	55	8
Amherst Hwy & Dillard Rd	AM-6	1	25	18	5	Yes	10	\$\$	5	Short	10	✓✓	20	75	4
Amherst Hwy & Town Center Apartments	AM-7	1	25	195	25	Yes	10	\$\$\$	0	Intermediate	5	✓✓	20	85	2
Amherst Hwy – Seminole Plz to Lakeview Dr	AM-8	2	25	9	0	Yes	10	\$	10	Short	10	✓✓	20	75	4
Amherst Hwy & Seminole Dr	AM-9	4	15	0	0	Yes	10	\$	10	Short	10	-	0	45	11
Amherst Hwy & Lyttleton Ln	AM-10	2	25	6	0	Yes	10	\$	10	Short	10	-	0	55	8
VA-130 & Mt. Tabor Dr	AM-11	-	0	13	5	Yes	10	\$	10	Short	10	-	0	35	14
US-60 & Union Hill Rd	AM-12	19	0	3	0	No	0	\$	10	Short	10	-	0	20	15
Unfunded Projects in Section 5.1															
Amherst Hwy & Faulconerville Dr/Sprouse Dr	AM-A	2	25	28	5	Yes	10	\$	10	Short	10	-	0	60	7
Amelon Expy & Amelon Center Pkwy	AM-C	5	15	53	15	Yes	10	\$\$\$	0	Long	0	-	0	40	12
Amherst Hwy - Grove Ave to north of Buddys Dr	AM-H	1	25	237	25	Yes	10	\$\$	5	Short	10	✓✓	20	95	1



Table 24: Appomattox County – Priority Scoring Matrix

Location	Map ID	Safety				Demographic		Implementation				Vulnerable Users		Total Score	Rank
		Segment or Intersection Rank	Score	EPDO Crash Reduction	Score	AoPP	Score	Cost	Score	Timeframe (yr)	Score	Vulnerable Users	Score		
Proposed Projects in Section 4.2															
US-460 & Stage Rd	AP-1	10	5	146	25	No	0	\$\$\$	0	Intermediate	5	-	0	35	4
US-460 & Spout Spring Rd	AP-2	1	25	607	25	No	0	\$\$\$	0	Intermediate	5	-	0	55	2
Ferguson St & Court St	AP-3	6	15	0	0	No	0	\$	10	Short	10	-	0	35	4
Lee Grant Ave & Church St	AP-4	6	15	3	15	No	0	\$	10	Short	10	-	0	50	3
VA-727 & Evergreen Ave	AP-5	-	0	0	0	No	0	\$\$	5	Intermediate	5	-	0	10	9
VA-727	AP-6	2	25	173	25	Yes	10	\$\$	5	Short	10	-	0	75	1
Pumping Station Rd & Country Club Rd	AP-7	-	0	1	5	No	0	\$	10	Short	10	-	0	25	8
Oakville Rd & Lime Plant Rd	AP-8	6	15	57	15	No	0	\$\$\$	0	Intermediate	5	-	0	35	4
Unfunded Projects in Section 5.1															
Lee Grant Ave - Court St to Church St	AP-C	60	0	8	15	No	0	\$\$	5	Intermediate	5	✓	10	35	4



Table 25: Bedford County – Priority Scoring Matrix

Location	Map ID	Safety				Demographic		Implementation				Vulnerable Users		Total Score	Rank	
		Segment or Intersection Rank	Score	EPDO Crash Reduction	Score	AoPP	Score	Cost	Score	Timeframe (yr)	Score	Vulnerable Users	Score			
Proposed Projects in Section 4.2																
US-460 & Blackwater Rd	BE-1	3	25	32	15	Yes	10	\$\$	5	Intermediate	5	-	0	60	1	
Stewartville Rd & Flint Hill Rd	BE-2	-	0	32	15	Yes	10	\$\$	5	Short	10	-	0	40	3	
Moneta Rd & Dickerson Mill Rd	BE-3	92	0	3	5	No	0	\$	10	Short	10	-	0	25	95	
Unfunded Projects in Section 5.1																
Forest Rd & Perrowville Rd/Ashwood Park Rd	BE-C	4	15	100	15	No	0	\$\$\$	0	Long	0	-	0	30	4	
E Lynchburg Salem Tpke & Thomas Jefferson Rd	BE-G	2	25	129	25	Yes	10	\$\$\$	0	Long	0	-	0	60	2	



Table 26: Campbell County – Priority Scoring Matrix

Location	Map ID	Safety				Demographic		Implementation				Vulnerable Users		Total Score	Rank	
		Segment or Intersection Rank	Score	EPDO Crash Reduction	Score	AoPP	Score	Cost	Score	Timeframe (yr)	Score	Vulnerable Users	Score			
Proposed Projects in Section 4.2																
Brookneal Hwy & Long Island Rd	CA-1	4	15	20	0	Yes	10	\$\$	5	Intermediate	5	-	0	35	15	
Waterlick Rd & Lawyers Rd	CA-2	-	0	58	5	Yes	10	\$\$\$	0	Long	0	-	0	15	19	
Oxford Furnace Rd	CA-3	-	0	1	0	Yes	10	\$	10	Short	10	-	0	30	17	
Richmond Hwy (near Fire Station/Dollar General)	CA-4	77	0	42	0	Yes	10	\$\$\$	0	Long	0	-	0	10	19	
Richmond Hwy & Stonewall Rd	CA-5	1	25	360	25	Yes	10	\$	10	Short	10	-	0	80	2	
Unfunded Projects in Section 5.1																
Richmond Hwy & Stonewall Rd	CA-A	1	25	183	15	Yes	10	\$\$\$	0	Intermediate	5	-	0	55	7	
Timberlake Rd & Enterprise Dr/Oakdale Cir	CA-B	1	25	273	25	Yes	10	\$\$\$	0	Intermediate	5	-	0	65	5	
Timberlake Rd & Laxton Rd	CA-C	1	25	69	5	Yes	10	\$\$	5	Intermediate	5	-	0	50	9	
Lynchburg Hwy & Hicks Rd/New London Dr	CA-G	5	15	87	15	No	0	\$\$\$	0	Intermediate	5	-	0	35	18	
Timberlake Rd & Beechwood Dr	CA-H	1	25	81	5	Yes	10	\$\$\$	0	Intermediate	5	-	0	45	10	
Waterlick Rd & Mistletoe Dr/Barbour Dr	CA-I	6	15	216	15	No	0	\$\$	5	Intermediate	5	-	0	40	13	
Timberlake Rd & Greenview Dr	CA-K	3	25	47	0	Yes	10	\$\$	5	Intermediate	5	-	0	45	10	
Timberlake Rd - Jordan Dr to Beechwood Dr	CA-L	3	25	295	25	Yes	10	\$\$\$	0	Intermediate	5	✓✓	20	85	1	
Timberlake Rd - Beechwood Dr to Laxton Rd	CA-N	1	25	64	5	Yes	10	\$\$	5	Intermediate	5	✓✓	20	70	3	
Waterlick Rd - Leesville Rd to Crowell Ln	CA-P	1	25	0	0	Yes	10	\$\$	5	Intermediate	5	✓	10	55	7	



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Timberlake Rd - Silver Springs Dr to Shelor Dr	CA-Q	1	25	0	0	Yes	10	\$\$	5	Intermediate	5	✓✓	20	65	5
Timberlake Rd - Waterlick Rd to Tomahawk Dr	CA-R	5	15	46	0	Yes	10	\$\$\$	0	Intermediate	5	✓	10	40	13
Timberlake Rd - Laxton Rd to Take 5 Oil Change	CA-S	3	25	0	0	Yes	10	\$\$	5	Short	10	✓✓	20	70	3
Leesville Rd & Sunburst Rd/US-460 EB Off-Ramp	CA-T	-	0	13	0	Yes	10	\$\$\$	0	Long	0	📁	0	10	19
Leesville Rd & US-460 WB Off-Ramp	CA-U	-	0	2	0	Yes	10	\$\$\$	0	Long	0	📁	0	10	19
Leesville Rd & Waterlick Rd	CA-V	1	25	63	0	Yes	10	\$\$\$	0	Long	0	📁	0	35	15
Leesville Rd – Wilson Dr to Timberlake Rd*	CA-W	16	0	158	15	Yes	10	\$\$\$	0	Long	0	✓✓	20	45	10

*Project score is based off of the entire improvement across Campbell County and the City of Lynchburg.



Table 27: City of Lynchburg – Priority Scoring Matrix

Location	Map ID	Safety				Demographic		Implementation				Vulnerable Users		Total Score	Rank
		Segment or Intersection Rank	Score	EPDO Crash Reduction	Score	AoPP	Score	Cost	Score	Timeframe (yr)	Score	Vulnerable Users	Score		
Proposed Projects in Section 4.2															
Fort Ave & 12th St	LY-1	7	5	5	0	Yes	10	\$\$\$	0	Long	0	✓✓	20	35	17
Fort Ave & Campbell Ave	LY-2	7	5	138	15	Yes	10	\$\$\$	0	Intermediate	5	-	0	35	17
Fort Ave - 12th St to Kemper St	LY-3	7	5	89	0	Yes	10	\$\$	5	Long	0	✓	10	30	21
Memorial Ave & Park Ave	LY-4	8	5	26	0	Yes	10	\$	10	Short	10	✓✓	20	55	4
Memorial Ave & Langhorne Rd	LY-5	8	5	113	5	Yes	10	\$\$\$	0	Long	0	✓✓	20	40	15
Memorial Ave - Park Ave to Langhorne Rd	LY-6	8	5	0	0	Yes	10	\$\$\$	0	Long	0	✓✓	20	35	17
Unfunded Projects in Section 5.1															
Old Forest Rd & Ardmore Dr/Forest Brook Rd	LY-A	1	25	0	0	Yes	10	\$\$	5	Short	10	✓✓	20	70	1
Wards Rd & Harvard St/Liberty University Dr	LY-E	1	25	143	15	Yes	10	\$\$\$	0	Intermediate	5	-	0	55	4
Wards Rd & Wards Ferry Rd	LY-F	5	15	88	0	Yes	10	\$\$	5	Intermediate	5	✓✓	20	55	4
Oakley Ave & Memorial Ave	LY-H	4	15	62	0	Yes	10	\$	10	Short	10	-	0	45	11
Wards Rd & Atlanta Ave	LY-K	1	25	117	5	Yes	10	\$\$	5	Intermediate	5	✓✓	20	70	1
Wards Rd & Wal-Mart/Sam's Club Entrance	LY-L	2	25	26	0	Yes	10	\$\$	5	Intermediate	5	✓✓	20	65	3
Timberlake Rd – Candlewood Ct to Dreaming Creek Dr	LY-M	3	25	162	25	No	0	\$\$\$	0	Intermediate	5	-	0	55	4
Timberlake Rd – Old Graves Mill Rd to Oakmont Cir	LY-N	4	15	243	25	No	0	\$\$\$	0	Intermediate	5	-	0	45	11
Leesville Rd – Wilson Dr to Timberlake Rd	LY-O	16	0	158	15	Yes	10	\$\$\$	0	Long	0	✓✓	20	45	11
Timberlake Rd – Sandusky Dr to Memorial Ave*	LY-P (1)	11	0	385	25	Yes	10	\$\$\$	0	Long	0	-	0	35	17



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Location	Map ID	Safety				Demographic		Implementation				Vulnerable Users		Total Score	Rank
		Segment or Intersection Rank	Score	EPDO Crash Reduction	Score	AoPP	Score	Cost	Score	Timeframe (yr)	Score	Vulnerable Users	Score		
	LY-P (2)	11	0	127	5	Yes	10	\$\$\$	0	Intermediate	5	-	0	20	23
Oakley Ave – Norma St to Euclid Ave*	LY-Q (1)	4	15	85	0	Yes	10	\$\$\$	0	Short	10	✓✓	20	55	4
	LY-Q (2)	4	15	70	0	Yes	10	\$\$\$	0	Long	0	✓✓	20	45	11
	LY-Q (3)	4	15	90	5	Yes	10	\$\$\$	0	Long	0	✓✓	20	50	10
	LY-Q (4)	4	15	85	0	Yes	10	\$\$\$	0	Short	10	✓✓	20	55	4
Old Forest Rd – Kings Dr to Link Rd	LY-R	31	0	0	0	Yes	10	\$\$	5	Intermediate	5	✓✓	20	40	15
Langhorne Rd – Halsey Rd to Tate Springs Rd	LY-S	26	0	33	0	Yes	10	\$\$\$	0	Long	0	✓✓	20	30	21

*The study at this location did not identify a preferred improvement. All potential improvements were prioritized.



5.3 Funding Opportunities

SS4A Grant Implementation Funding

The U.S. Department of Transportation’s Safe Streets and Roads for All (SS4A) program provides discretionary grants to local, regional, and Tribal governments focused on preventing deaths and serious injuries on our local and regional roadway system. The SS4A program helps to implement the U.S. Department of Transportation’s (USDOT) National Roadway Safety Strategy, which focuses on eliminating deaths and serious injuries across the nation’s roadway system. This program provides funding for the planning and implementation (construction) of infrastructure and non-infrastructure initiatives designed to prevent death and serious injury on roads and streets. A community must have a Safety Action Plan (RSAP) before implementation grants can be pursued.

Federal, State, and Local Funding Sources

Federal, state, and local highway and road safety funding sources vary across localities. The following list includes federally- and state-funded programs, some of which are allocated to individual localities. More information can be found on [VDOT’s Funding Page](#).

Table 28: Federal, State, and Local Funding Sources

Funding Source	Description	Eligible Projects	Source
SS4A Planning and Implementation	The U.S. Department of Transportation (USDOT) Safe Streets and Roads for All (SS4A) program provides grants to local, regional, and Tribal communities for implementation, planning, and demonstration activities as part of a systematic approach to prevent deaths and serious injuries on the nation’s roadways.	Developing or updating an Action Plan, conducting supplemental safety planning, and carrying out demonstration activities. Implementation projects may involve pavement marking upgrades, rumble strips, high-friction surface treatments, signage improvements, roadside and pedestrian safety enhancements, bike and shared-use facilities, traffic calming measures, speed safety cameras, education and outreach efforts, and Safe Routes to School and Transit initiatives.	SS4A Grant Program
SMART SCALE	SMART SCALE is a VDOT funding source that ranks transportation projects based on the projected impact on safety, congestion, accessibility, economic development, land use, and the environment. Funding for project prioritization comes from two main sources: the Construction District Grants Program (DGP) and the High-Priority Projects Program (HPPP), both established in 2015 under the Code of Virginia §33.2-358.	Corridor and streetscape improvements, intersection enhancements, pedestrian and bicyclist safety improvements, access management strategies, and road diets.	Smart Scale Program Funding
Virginia Highway Safety Improvement	The VHSIP, administered by VDT, provides funding using a data-driven strategic approach to reduce the	Installation of high-visibility signal backplates (HVSB), flashing yellow arrows (FYA), curve delineation	VHSIP Main Page



Funding Source	Description	Eligible Projects	Source
Program (VHSIP)	motorized and non-motorized fatalities and serious injuries on all public roads (state or locally maintained) in the Commonwealth of Virginia.	treatments, pedestrian crossing enhancements, improvements at unsignalized intersections, shoulder wedge treatments, and centerline and edgeline rumble strips.	
State of Good Repair (SGR)	VDOT's State of Good Repair pavement program provides funding for the reconstruction and rehabilitation of deteriorated pavements on the interstate and primary systems, including primary extensions.	Road diets, the addition of bike lanes, and changes to pavement markings to enhance safety and mobility.	SGR Funds Overview
Revenue Sharing Program	VDOT's Revenue Sharing Program provides funding for use by a county, city, or town to construct, reconstruct, improve, or maintain the highway systems within such county, city, or town, and for eligible rural additions in certain counties of the Commonwealth.	Sidewalks trails, and other facilities that support pedestrian and bicycle access along the highway network; supplemental funding for projects in the adopted Six-Year Improvement Program; and construction, reconstruction, or improvement projects not currently included in the Program.	Virginia Revenue Sharing Program
Transportation Alternatives Program (TA), including Ready, Set, Go!	TA focuses on providing pedestrian and bicycle facilities and other community improvements. TAP is a set-aside from the federal Surface Transportation Block Grant program. In addition, VDOT is providing a second round of Ready, Set, Go!, a grant program that supports local partners with smaller populations in refining projects for future Transportation Alternatives (TA) applications. This program is provided with 100% funding and requires no local match from selected applicants.	Sidewalks trails, and other facilities that accommodate pedestrian and bicycle access, as well as improvements to bicycle and pedestrian crossings.	TA and Ready, Set, Go! Page General Funds Page
DMV Safety Grants	The Virginia Highway Safety Office (VAHSO) administers federal highway funds that promote safety-related initiatives. These grant funds focus on key areas such as motorcycle safety, occupant protection, pedestrian and bicycle safety, speed management, and reducing impaired driving.	Education programs, enforcement initiatives.	DMV Management and Grant Page
Roadway Reconfiguration Planning and Implementation Assistance	VDOT encourages localities and stakeholders to work with the VDOT Resident Administrator and District Traffic Engineer to identify opportunities for roadway reconfigurations that include multimodal facilities on the VDOT roadway network. The VDOT District Office will work with localities through a five-step process to identify and implement roadway reconfigurations through the annual repaving program.	Road diets.	Roadway Reconfiguration Guidance Brochure



5.3 Performance Monitoring & Evaluation

Plan Leadership and Structure

The CVPDC will assume leadership in the monitoring and updating of the Regional Safety Action Plan and the vision to reduce traffic deaths and severe injuries on streets within the region by 2045. Specifically, the CVPDC has identified the TTC to carry out steering the data evaluation and review of the components of the Regional Safety Action Plan. The TTC meets monthly to advise on regional transportation planning matters, including implementation and evaluation of the actions listed in this Regional Safety Action Plan. VDOT and Localities will support the PDC by continuing to participate on the TTC and pursuing transportation projects that improve safety on the HIN.

Annual Reporting & Plan Updates

This Safety Action Plan will be posted online. The CVPDC/TPO will provide an annual update, once the previous year's crash data is available, to report the progress toward the Regional Safety Action Plan's goal to reduce fatal and serious injury crashes. The CVPDC/TPO will also assess the progress of the action strategies listed in this Plan. The yearly reporting will be a part of the federally required performance measures as detailed in the March 2016 FHWA final rulemaking (23 CFR 490) for National Performance Measures for the Highway Safety Improvement Program (HSIP). The safety performance measures include a 5-year rolling average:

- Number of crash fatalities
- Number of serious injuries
- Number of non-motorized fatalities and serious injuries
- Vehicle Miles Traveled (VMT)

The project team developed a [crash data dashboard](#) that shows the location and severity of crashes from 2018 to 2022, the high injury network and other intersection and segment datasets used to define safety needs in this plan. In the future, CVPDC can track progress on fatalities and serious injuries for emphasis areas using [VDOT's Power BI crash tool](#), which contains functionality to filter based on crash year, planning district, crash severity, and various emphasis areas. The crash tool also has various summary tabs to view the total number of crashes and people killed or injured in crashes based on the selected filters.

Local Jurisdiction Integration Opportunities

Examples of additional actions for individual communities to consider include:

- Incorporate safety analysis and project prioritization criteria (such as total crashes, number of fatalities or serious injuries, location on HIN Network) as part of the local Comprehensive Plan.
- Conduct at least one crash assessment, targeted safety analysis or collect speed data at priority locations annually.
- Collaborate with at least one new partner to address traffic safety (such as law enforcement, EMS, school districts, or health departments) in local planning initiatives.

Communities should also consider partnering with the CVPDC and VDOT to work toward implementing these actions. CVPDC will serve as a regional facilitator, fostering local safety advancement by providing potential resources such as funding, collaboration opportunities, and other forms of support.

6. Appendices





6.1 Full List of HIN Corridors

Route Name	From Milepost	To Milepost	RANK	Tier	Jurisdiction
R-VA US00029NBBUS005	8.946599988	9.436599988	1	TIER 1	Amherst County
R-VA US00029NBBUS005	8.456599988	8.946599988	2	TIER 1	Amherst County
R-VA US00029NBBUS005	11.396599999	11.886599999	3	TIER 1	Amherst County
R-VA US00029NBBUS005	15.806599999	16.296599999	4	TIER 1	Amherst County
R-VA US00029NBBUS005	6.496599988	6.986599988	5	TIER 1	Amherst County
R-VA US00029NBBUS005	10.906599999	11.396599999	6	TIER 1	Amherst County
R-VA SR00130EB	30.4576	30.9536	7	TIER 1	Amherst County
R-VA005SC00681EB	1.166	1.749599984	8	TIER 1	Amherst County
R-VA005SC00669EB	3.115599984	3.731599985	9	TIER 1	Amherst County
R-VA US00029NBBUS005	10.416599999	10.906599999	10	TIER 1	Amherst County
R-VA SR00130EB	33.4336	33.9296	11	TIER 1	Amherst County
R-VA US00029NB	95.87960005	96.38360005	12	TIER 1	Amherst County
R-VA US00029NBBUS005	9.436599988	9.926599988	13	TIER 1	Amherst County
R-VA SR00163NB	6.124599987	6.739599988	14	TIER 1	Amherst County
R-VA US00029NBBUS005	9.926599988	10.416599999	15	TIER 1	Amherst County
R-VA US00029NB	92.35160005	92.85560005	16	TIER 1	Amherst County
R-VA SR00130EB	33.9296	34.42960001	17	TIER 1	Amherst County
R-VA US00029NB	91.34360005	91.84760005	18	TIER 1	Amherst County
R-VA US00029NBBUS005	7.476599988	7.966599988	19	TIER 1	Amherst County
R-VA005SC00622EB	1	1.5	20	TIER 1	Amherst County
R-VA US00029NB	91.84760005	92.35160005	21	TIER 1	Amherst County
R-VA US00029NB	92.85560005	93.35960005	22	TIER 1	Amherst County
R-VA US00029NB	93.35960005	93.86360005	23	TIER 1	Amherst County
R-VA US00029NB	94.36760005	94.87160005	24	TIER 1	Amherst County
R-VA SR00210EB	0.528	1.056	25	TIER 1	Amherst County



Route Name	From Milepost	To Milepost	RANK	Tier	Jurisdiction
R-VA005SC00677NB	0.482	0.964	26	TIER 1	Amherst County
R-VA005SC00681EB	0.583	1.166	27	TIER 1	Amherst County
R-VA US00029NBBUS005	6.986599988	7.476599988	28	TIER 1	Amherst County
R-VA005SC00604NB	0	0.52	29	TIER 1	Amherst County
R-VA US00060EB	89.58360005	90.08760005	30	TIER 1	Amherst County
R-VA005SC00766NB	1.06	1.589599984	31	TIER 1	Amherst County
R-VA005SC00670NB	0	0.537	32	TIER 1	Amherst County
R-VA US00029NBBUS005	12.86659999	13.35659999	33	TIER 1	Amherst County
R-VA US00029NBBUS005	7.966599988	8.456599988	34	TIER 1	Amherst County
R-VA US00060EB	85.04760005	85.55160005	35	TIER 1	Amherst County
R-VA SR00130EB	28.4736	28.9696	36	TIER 1	Amherst County
R-VA US00060EB	71.94360005	72.44760005	37	TIER 1	Amherst County
R-VA005SC00622EB	4.5	5	38	TIER 1	Amherst County
R-VA005SC00766NB	0.53	1.06	39	TIER 1	Amherst County
R-VA005SC00677NB	0.964	1.446	40	TIER 1	Amherst County
R-VA US00060EB	91.09560005	91.59960005	41	TIER 1	Amherst County
R-VA SR00130EB	31.4496	31.9456	42	TIER 1	Amherst County
R-VA005SC00670NB	1.074	1.611	43	TIER 1	Amherst County
R-VA US00029NBBUS005	12.37659999	12.86659999	44	TIER 1	Amherst County
R-VA SR00130EB	31.9456	32.4416	45	TIER 1	Amherst County
R-VA005SC00778NB	1.972	2.465	46	TIER 1	Amherst County
R-VA005SC00663NB	6	6.499599988	47	TIER 1	Amherst County
R-VA US00060EB	87.06360005	87.56760005	48	TIER 1	Amherst County
R-VA005SC00766NB	0	0.53	49	TIER 1	Amherst County
R-VA US00060EB	78.99960005	79.50360005	50	TIER 1	Amherst County
R-VA005SC00778NB	0	0.493	51	TIER 2	Amherst County



Route Name	From Milepost	To Milepost	RANK	Tier	Jurisdiction
R-VA005SC00685EB	5.856	6.349599988	52	TIER 2	Amherst County
R-VA US00060EB	98.15160005	98.65560005	53	TIER 2	Amherst County
R-VA005SC00604NB	1.04	1.56	54	TIER 2	Amherst County
R-VA005SC00604NB	3.641599985	4.163599985	55	TIER 2	Amherst County
R-VA SR00163NB	5.509599987	6.124599987	56	TIER 2	Amherst County
R-VA US00029NBBUS006	0	0.534	57	TIER 2	Amherst County
R-VA SR00130EB	26.9856	27.4816	58	TIER 2	Amherst County
R-VA US00029SB	75.71960005	76.21860005	59	TIER 2	Amherst County
R-VA US00060EB	71.43960005	71.94360005	60	TIER 2	Amherst County
R-VA US00060EB	87.56760005	88.07160005	61	TIER 2	Amherst County
R-VA005SC00604NB	1.56	2.08	62	TIER 2	Amherst County
R-VA US00029NB	95.37560005	95.87960005	63	TIER 2	Amherst County
R-VA SR00130EB	30.9536	31.4496	64	TIER 2	Amherst County
R-VA005SC00682EB	0	0.475	65	TIER 2	Amherst County
R-VA SR00210EB	0	0.528	66	TIER 2	Amherst County
R-VA SR00151NB	3.416	3.904	67	TIER 2	Amherst County
R-VA US00029NBBUS006	2.136	2.67	68	TIER 2	Amherst County
R-VA SR00130EB	27.4816	27.9776	69	TIER 2	Amherst County
R-VA SR00130EB	23.5136	24.0096	70	TIER 2	Amherst County
R-VA US00501NB	95.42860007	95.90760007	71	TIER 2	Amherst County
R-VA SR00151NB	2.928	3.416	72	TIER 2	Amherst County
R-VA US00029NBBUS005	17.76659999	18.25659999	73	TIER 2	Amherst County
R-VA005SC00636NB	0.964	1.446	74	TIER 2	Amherst County
R-VA SR00130EB	20.5376	21.0336	75	TIER 2	Amherst County
R-VA005SC00622EB	0.5	1	76	TIER 2	Amherst County
R-VA005SC00663NB	3.5	4	76	TIER 2	Amherst County



Route Name	From Milepost	To Milepost	RANK	Tier	Jurisdiction
R-VA US00060EB	89.07960005	89.58360005	78	TIER 2	Amherst County
R-VA US00060EB	97.64760005	98.15160005	78	TIER 2	Amherst County
R-VA US00060EB	85.55160005	86.05560005	80	TIER 2	Amherst County
R-VA SR00210EB	2.64	3.169599985	81	TIER 2	Amherst County
R-VA FR00622NB	0	0.479599983	82	TIER 2	Amherst County
R-VA005SC00655NB	2.4	2.88	83	TIER 2	Amherst County
R-VA US00029SB	89.19260005	89.69160005	84	TIER 2	Amherst County
R-VA SR00151NB	0.976	1.464	85	TIER 2	Amherst County
R-VA US00029SB	82.20660005	82.70560005	86	TIER 2	Amherst County
R-VA SR00130EB	22.0256	22.5216	87	TIER 2	Amherst County
R-VA005SC00600EB	3.493	3.992	88	TIER 2	Amherst County
R-VA US00029SB	88.19460005	88.69360005	89	TIER 2	Amherst County
R-VA005SC00671NB	0.51	1.02	90	TIER 2	Amherst County
R-VA005SC00669EB	0.583	1.166	91	TIER 2	Amherst County
R-VA US00501NB	99.56760007	100.2596001	92	TIER 2	Amherst County
R-VA US00029NB	88.82360005	89.32760005	93	TIER 2	Amherst County
R-VA US00029SB	90.68960005	91.18860005	94	TIER 2	Amherst County
R-VA US00029SB	94.85760007	95.36960007	95	TIER 2	Amherst County
R-VA US00029NB	80.75960005	81.26360005	96	TIER 2	Amherst County
R-VA US00029NB	86.80760005	87.31160005	97	TIER 2	Amherst County
R-VA US00460EB	232.0236002	232.5246002	1	TIER 1	Appomattox County
R-VA US00460EB	222.9536002	223.4676002	2	TIER 1	Appomattox County
R-VA US00460EB	230.5206002	231.0216002	3	TIER 1	Appomattox County
R-VA006SC00727NB	7.365	7.856	4	TIER 1	Appomattox County
R-VA US00460EB	221.9476002	222.4396002	5	TIER 1	Appomattox County
R-VA006SC00727NB	10.311	10.80959999	6	TIER 1	Appomattox County



Route Name	From Milepost	To Milepost	RANK	Tier	Jurisdiction
R-VA US00460EB	231.0216002	231.5226002	7	TIER 1	Appomattox County
R-VA US00460EB	235.0296002	235.5306002	8	TIER 1	Appomattox County
R-VA US00460EB	219.9716002	220.4656002	9	TIER 1	Appomattox County
R-VA US00460EB	223.9816002	224.4956002	10	TIER 1	Appomattox County
R-VA US00460EBBUS014	0	0.583	11	TIER 1	Appomattox County
R-VA SR00026NB	0	0.493	12	TIER 1	Appomattox County
R-VA US00460EB	228.0156002	228.5166002	13	TIER 1	Appomattox County
R-VA US00460EB	219.4776002	219.9716002	14	TIER 1	Appomattox County
R-VA SR00024EB	75.45960005	75.95960005	15	TIER 1	Appomattox County
R-VA US00460EB	218.9836002	219.4776002	16	TIER 1	Appomattox County
R-VA US00460EB	234.0276002	234.5286002	17	TIER 1	Appomattox County
R-VA US00460EBBUS014	0.583	1.166	18	TIER 1	Appomattox County
R-VA006SC00727NB	7.856	8.347	19	TIER 1	Appomattox County
R-VA US00460EB	229.0176002	229.5186002	20	TIER 1	Appomattox County
R-VA SR00026NB	8.381	8.874	21	TIER 1	Appomattox County
R-VA US00460EB	217.9956002	218.4896002	22	TIER 1	Appomattox County
R-VA006SC00727NB	5.892	6.383	23	TIER 1	Appomattox County
R-VA US00460EB	218.4896002	218.9836002	24	TIER 1	Appomattox County
R-VA US00460EB	220.4656002	220.9596002	24	TIER 1	Appomattox County
R-VA SR00024EB	73.95960005	74.45960005	26	TIER 1	Appomattox County
R-VA006SC00727NB	6.874	7.365	27	TIER 1	Appomattox County
R-VA SR00026NB	6.902	7.395	28	TIER 1	Appomattox County
R-VA US00460EB	231.5226002	232.0236002	29	TIER 1	Appomattox County
R-VA US00460EB	217.0076002	217.5016002	30	TIER 1	Appomattox County
R-VA US00460EB	220.9596002	221.4536002	31	TIER 1	Appomattox County
R-VA006SC00609EB	1.755599982	2.224599982	32	TIER 1	Appomattox County



Route Name	From Milepost	To Milepost	RANK	Tier	Jurisdiction
R-VA US00460EB	230.0196002	230.5206002	33	TIER 1	Appomattox County
R-VA SR00026NB	4.93	5.423	34	TIER 1	Appomattox County
R-VA006SC00613EB	0.978	1.467	35	TIER 1	Appomattox County
R-VA006SC00656NB	4.91	5.399599987	36	TIER 1	Appomattox County
R-VA SR00024EB	78.45960005	78.95960005	37	TIER 1	Appomattox County
R-VA006SC00635NB	3.563	4.072	38	TIER 1	Appomattox County
R-VA SR00024EB	78.95960005	79.45960005	39	TIER 1	Appomattox County
R-VA US00460EB	222.4396002	222.9536002	40	TIER 1	Appomattox County
R-VA006SC00608EB	13.38959998	13.89159998	41	TIER 1	Appomattox County
R-VA SR00131NB	1.159599983	1.649599984	42	TIER 1	Appomattox County
R-VA006SC00604EB	8.084599984	8.599599984	43	TIER 1	Appomattox County
R-VA US00460EB	217.5016002	217.9956002	44	TIER 1	Appomattox County
R-VA006SC00689EB	0	0.399599982	45	TIER 1	Appomattox County
R-VA US00460EB	223.4676002	223.9816002	46	TIER 1	Appomattox County
R-VA SR00026NB	1.479	1.972	47	TIER 1	Appomattox County
R-VA US00460EB	233.0256002	233.5266002	48	TIER 1	Appomattox County
R-VA006SC00727NB	3.437	3.928	49	TIER 1	Appomattox County
R-VA006SC00647NB	4.545	5.05	50	TIER 1	Appomattox County
R-VA US00460EB	233.5266002	234.0276002	51	TIER 1	Appomattox County
R-VA006SC00608EB	0.839599983	1.341599983	52	TIER 2	Appomattox County
R-VA SR00026NB	3.944	4.437	53	TIER 2	Appomattox County
R-VA006SC00616NB	9.405	9.9	54	TIER 2	Appomattox County
R-VA006SC00635NB	3.054	3.563	55	TIER 2	Appomattox County
R-VA006SC00691NB	2.04	2.55	56	TIER 2	Appomattox County
R-VA006SC00691NB	0	0.51	57	TIER 2	Appomattox County
R-VA SR00024EB	74.95960005	75.45960005	58	TIER 2	Appomattox County



Route Name	From Milepost	To Milepost	RANK	Tier	Jurisdiction
R-VA006SC01009NB	0	0.629599983	59	TIER 2	Appomattox County
R-VA006SC01001EB	0	0.739599983	60	TIER 2	Appomattox County
R-VA US00460WB	224.5426002	225.0316002	61	TIER 2	Appomattox County
R-VA US00460EB	224.4956002	225.0096002	62	TIER 2	Appomattox County
R-VA US00460EB	188.5106002	189.0016002	1	TIER 1	Bedford County
R-VA US00460EB	195.3846002	195.8756002	2	TIER 1	Bedford County
R-VA US00460EB	179.7156001	180.2166001	3	TIER 1	Bedford County
R-VA SR00024EB	10.97159999	11.47359999	4	TIER 1	Bedford County
R-VA009SC00757EB	1.016	1.524	5	TIER 1	Bedford County
R-VA US00221NB	144.3036001	144.8056001	6	TIER 1	Bedford County
R-VA SR00024EB	8.461599987	8.963599987	7	TIER 1	Bedford County
R-VA US00221NB	130.7496001	131.2516001	8	TIER 1	Bedford County
R-VA US00460EB	190.9656002	191.4566002	9	TIER 1	Bedford County
R-VA SR00122NB	40.47360002	40.97260002	10	TIER 1	Bedford County
R-VA SR00024EB	17.49759999	17.99959999	11	TIER 1	Bedford County
R-VA SR00024EB	13.48159999	13.98359999	12	TIER 1	Bedford County
R-VA SR00122NB	23.8156	24.3176	13	TIER 1	Bedford County
R-VA SR00122NB	42.46960002	42.96860002	14	TIER 1	Bedford County
R-VA SR00122NB	36.12260002	36.57560002	15	TIER 1	Bedford County
R-VA009SC00608NB	15.23959999	15.74559999	16	TIER 1	Bedford County
R-VA US00460EB	167.1906001	167.6916001	17	TIER 1	Bedford County
R-VA US00460EB	179.2146001	179.7156001	18	TIER 1	Bedford County
R-VA009SC00619EB	0.495	0.99	19	TIER 1	Bedford County
R-VA US00501NB	87.09060006	87.58160006	20	TIER 1	Bedford County
R-VA SR00122NB	31.8476	32.3496	21	TIER 1	Bedford County
R-VA SR00122NB	18.2936	18.7956	22	TIER 1	Bedford County



Route Name	From Milepost	To Milepost	RANK	Tier	Jurisdiction
R-VA SR00122NB	19.7996	20.3016	23	TIER 1	Bedford County
R-VA SR00122NB	32.3496	32.8516	24	TIER 1	Bedford County
R-VA SR00024EB	7.457599987	7.959599987	25	TIER 1	Bedford County
R-VA US00501NB	92.98260006	93.47360006	26	TIER 1	Bedford County
R-VA SR00024EB	30.54959999	31.05159999	27	TIER 1	Bedford County
R-VA SR00024EB	34.56559999	35.06759999	28	TIER 1	Bedford County
R-VA SR00122NB	49.45560002	49.95460002	29	TIER 1	Bedford County
R-VA SR00024EB	26.03159999	26.53359999	30	TIER 1	Bedford County
R-VA US00221NB	143.2996001	143.8016001	31	TIER 1	Bedford County
R-VA US00221NB	143.8016001	144.3036001	32	TIER 1	Bedford County
R-VA US00221NB	142.7976001	143.2996001	33	TIER 1	Bedford County
R-VA US00460EB	192.9296002	193.4206002	34	TIER 1	Bedford County
R-VA US00221NB	142.2956001	142.7976001	35	TIER 1	Bedford County
R-VA US00460EB	178.7136001	179.2146001	36	TIER 1	Bedford County
R-VA US00221NB	140.7896001	141.2916001	37	TIER 1	Bedford County
R-VA009SC00622EB	7.149599988	7.599599989	38	TIER 1	Bedford County
R-VA US00221NB	140.2876001	140.7896001	39	TIER 1	Bedford County
R-VA SR00122NB	38.97660002	39.47560002	40	TIER 1	Bedford County
R-VA US00460EB	170.1966001	170.6976001	41	TIER 1	Bedford County
R-VA US00460EB	170.6976001	171.1986001	42	TIER 1	Bedford County
R-VA SR00122NB	20.8036	21.3056	43	TIER 1	Bedford County
R-VA US00460EB	167.6916001	168.1926001	44	TIER 1	Bedford County
R-VA009SC00634NB	4.489599986	4.979599987	45	TIER 1	Bedford County
R-VA US00460EB	176.2086001	176.7096001	46	TIER 1	Bedford County
R-VA SR00024EB	9.967599987	10.46959999	47	TIER 1	Bedford County
R-VA US00460EB	172.7016001	173.2026001	48	TIER 1	Bedford County



Route Name	From Milepost	To Milepost	RANK	Tier	Jurisdiction
R-VA US00460EB	177.7116001	178.2126001	49	TIER 1	Bedford County
R-VA009SC00653NB	2.435599983	2.929599985	50	TIER 1	Bedford County
R-VA US00460EB	178.2126001	178.7136001	51	TIER 1	Bedford County
R-VA US00460EB	196.3666002	196.8596002	52	TIER 2	Bedford County
R-VA US00221NB	144.8056001	145.3006001	53	TIER 2	Bedford County
R-VA SR00122NB	33.33960001	33.87960001	54	TIER 2	Bedford County
R-VA009SC00634NB	1.5	2	55	TIER 2	Bedford County
R-VA009SC00811NB	6.001599982	6.500599982	56	TIER 2	Bedford County
R-VA US00460EB	169.6956001	170.1966001	57	TIER 2	Bedford County
R-VA US00460EB	168.1926001	168.6936001	58	TIER 2	Bedford County
R-VA US00460EBBUS006	2.159599983	2.619599984	59	TIER 2	Bedford County
R-VA SR00122NB	23.3136	23.8156	60	TIER 2	Bedford County
R-VA SR00024EB	13.98359999	14.48559999	61	TIER 2	Bedford County
R-VA SR00024EB	15.99159999	16.49359999	62	TIER 2	Bedford County
R-VA SR00043NB	14.39959999	14.90859999	63	TIER 2	Bedford County
R-VA009SC00747EB	3.078	3.591	64	TIER 2	Bedford County
R-VA US00221NB	138.7816001	139.2836001	65	TIER 2	Bedford County
R-VA US00460EB	174.2046001	174.7056001	66	TIER 2	Bedford County
R-VA US00221NB	132.2556001	132.7576001	67	TIER 2	Bedford County
R-VA US00460EB	177.2106001	177.7116001	68	TIER 2	Bedford County
R-VA SR00122NB	30.8436	31.3456	69	TIER 2	Bedford County
R-VA SR00024EB	8.963599987	9.465599987	70	TIER 2	Bedford County
R-VA009SC00619EB	3.975599985	4.478599985	71	TIER 2	Bedford County
R-VA SR00024EB	12.47759999	12.97959999	72	TIER 2	Bedford County
R-VA SR00024EB	6.453599987	6.955599987	73	TIER 2	Bedford County
R-VA SR00024EB	36.57359999	37.07559999	74	TIER 2	Bedford County



Route Name	From Milepost	To Milepost	RANK	Tier	Jurisdiction
R-VA009SC00709NB	0	0.529	75	TIER 2	Bedford County
R-VA SR00122NB	20.3016	20.8036	76	TIER 2	Bedford County
R-VA US00221NB	125.8066001	126.2706001	77	TIER 2	Bedford County
R-VA US00460EB	191.9476002	192.4386002	78	TIER 2	Bedford County
R-VA US00460EB	173.2026001	173.7036001	79	TIER 2	Bedford County
R-VA009SC00757EB	0	0.508	80	TIER 2	Bedford County
R-VA009SC00626NB	18.278	18.772	81	TIER 2	Bedford County
R-VA009SC00655EB	4.311599984	4.814599984	82	TIER 2	Bedford County
R-VA US00221NB	138.2796001	138.7816001	83	TIER 2	Bedford County
R-VA US00460EB	186.5436002	187.0346002	84	TIER 2	Bedford County
R-VA SR00122NB	30.3416	30.8436	85	TIER 2	Bedford County
R-VA US00221NB	136.7736001	137.2756001	86	TIER 2	Bedford County
R-VA SR00043NB	33.85560001	34.34960001	87	TIER 2	Bedford County
R-VA009SC00626NB	17.784	18.278	87	TIER 2	Bedford County
R-VA009SC00757EB	2.54	3.048	89	TIER 2	Bedford County
R-VA009SC00709NB	2.116	2.645	90	TIER 2	Bedford County
R-VA009SC00623NB	0.627599982	1.239599983	91	TIER 2	Bedford County
R-VA US00460EBBUS011	2.4	2.88	1	TIER 1	Campbell County
R-VA US00029NB	61.40560004	61.90960004	2	TIER 1	Campbell County
R-VA US00460EBBUS011	2.88	3.358599985	3	TIER 1	Campbell County
R-VA US00029NB	63.42160004	63.92560004	4	TIER 1	Campbell County
R-VA US00029NB	53.38960003	53.88760003	5	TIER 1	Campbell County
R-VA US00501NB	65.50560004	65.99760004	6	TIER 1	Campbell County
R-VA015SC00682NB	13.419	13.916	7	TIER 1	Campbell County
R-VA US00029NB	64.93360004	65.43760004	8	TIER 1	Campbell County
R-VA US00029NB	55.42960003	55.90960003	9	TIER 1	Campbell County



Route Name	From Milepost	To Milepost	RANK	Tier	Jurisdiction
R-VA US00029NB	59.38960004	59.89360004	10	TIER 1	Campbell County
R-VA US00460EB	196.8596002	197.3726002	11	TIER 1	Campbell County
R-VA US00501NB	56.62260002	57.11760002	12	TIER 1	Campbell County
R-VA US00029NB	56.38960003	56.86960004	13	TIER 1	Campbell County
R-VA US00501NB	60.08760002	60.58260002	14	TIER 1	Campbell County
R-VA US00029NB	60.39760004	60.90160004	15	TIER 1	Campbell County
R-VA015SC00682NB	18.389	18.886	16	TIER 1	Campbell County
R-VA US00029SB	53.14960003	53.64960003	17	TIER 1	Campbell County
R-VA US00460EB	215.0256002	215.5216002	18	TIER 1	Campbell County
R-VA US00460WB	216.5076002	217.0096002	19	TIER 1	Campbell County
R-VA US00460EB	213.0416002	213.5376002	20	TIER 1	Campbell County
R-VA US00029NB	66.94960004	67.45360004	21	TIER 1	Campbell County
R-VA US00460EBBUS011	1.92	2.4	22	TIER 1	Campbell County
R-VA US00460WB	197.8856002	198.3986002	23	TIER 1	Campbell County
R-VA US00029NB	51.89560003	52.39360003	24	TIER 1	Campbell County
R-VA US00029NB	67.45360004	67.94960005	25	TIER 1	Campbell County
R-VA US00460EB	197.3726002	197.8856002	26	TIER 1	Campbell County
R-VA015SC00622EB	1.014	1.521	27	TIER 1	Campbell County
R-VA015SC00682NB	19.383	19.88	28	TIER 1	Campbell County
R-VA US00029NB	66.44560004	66.94960004	29	TIER 1	Campbell County
R-VA US00460EBBUS011	1.44	1.92	30	TIER 1	Campbell County
R-VA US00029NB	65.94160004	66.44560004	31	TIER 1	Campbell County
R-VA SR00024EB	52.54960003	53.05160003	32	TIER 1	Campbell County
R-VA US00029NB	60.90160004	61.40560004	33	TIER 1	Campbell County
R-VA US00460EB	216.5136002	217.0076002	34	TIER 1	Campbell County
R-VA US00029NB	61.90960004	62.41360004	35	TIER 1	Campbell County



Route Name	From Milepost	To Milepost	RANK	Tier	Jurisdiction
R-VA US00029NB	59.89360004	60.39760004	36	TIER 1	Campbell County
R-VA US00501NB	40.78260002	41.27760002	37	TIER 1	Campbell County
R-VA US00029NB	54.94960003	55.42960003	38	TIER 1	Campbell County
R-VA015SC00623NB	3.519599985	4.069599986	39	TIER 1	Campbell County
R-VA US00460EBBUS011	0.96	1.44	40	TIER 1	Campbell County
R-VA015SC00678EB	0.043599982	0.588599982	41	TIER 1	Campbell County
R-VA015SC00622EB	0.507	1.014	42	TIER 1	Campbell County
R-VA US00029NB	62.91760004	63.42160004	43	TIER 1	Campbell County
R-VA015SC00699EB	0	0.508	44	TIER 1	Campbell County
R-VA US00501NB	41.77260002	42.26760002	45	TIER 1	Campbell County
R-VA015SC00682NB	18.886	19.383	46	TIER 1	Campbell County
R-VA015SC00615EB	2.964	3.458	47	TIER 1	Campbell County
R-VA015SC00656NB	4.97	5.467	48	TIER 1	Campbell County
R-VA015SC00622EB	2.028	2.535	49	TIER 1	Campbell County
R-VA SR00040EB	92.91760007	93.41660007	50	TIER 1	Campbell County
R-VA015SC00738NB	3.432599985	3.945599985	51	TIER 1	Campbell County
R-VA015SC00622EB	0	0.507	52	TIER 2	Campbell County
R-VA US00501NB	51.17760002	51.67260002	53	TIER 2	Campbell County
R-VA US00501NB	50.18760002	50.68260002	54	TIER 2	Campbell County
R-VA015SC00622EB	1.521	2.028	55	TIER 2	Campbell County
R-VA US00029NBBUS004	3.383599985	3.906599985	56	TIER 2	Campbell County
R-VA US00460EB	210.5616002	211.0576002	57	TIER 2	Campbell County
R-VA SR00024EB	54.05560003	54.55760003	58	TIER 2	Campbell County
R-VA US00501NB	60.58260002	61.07760004	59	TIER 2	Campbell County
R-VA US00029NB	63.92560004	64.42960004	60	TIER 2	Campbell County
R-VA015SC00711NB	0	0.399599982	61	TIER 2	Campbell County



Route Name	From Milepost	To Milepost	RANK	Tier	Jurisdiction
R-VA015SC00682NB	13.916	14.413	62	TIER 2	Campbell County
R-VA US00501NB	66.98160004	67.47760004	63	TIER 2	Campbell County
R-VA015SC00682NB	12.922	13.419	64	TIER 2	Campbell County
R-VA US00501NB	66.48960004	66.98160004	65	TIER 2	Campbell County
R-VA US00029NB	56.86960004	57.37360004	66	TIER 2	Campbell County
R-VA015SC00685EB	3	3.499599985	67	TIER 2	Campbell County
R-VA015SC00682NB	14.91	15.407	68	TIER 2	Campbell County
R-VA015SC00683NB	2.019599984	2.524599984	69	TIER 2	Campbell County
R-VA US00029NBBUS004	4.429599985	4.952599985	70	TIER 2	Campbell County
R-VA US00460EB	211.0576002	211.5536002	71	TIER 2	Campbell County
R-VA US00029NB	55.90960003	56.38960003	72	TIER 2	Campbell County
R-VA US00460EB	213.5376002	214.0336002	73	TIER 2	Campbell County
R-VA015SC00682NB	8.946	9.443	74	TIER 2	Campbell County
R-VA015SC00682NB	11.431	11.928	75	TIER 2	Campbell County
R-VA US00460EBBUS011	0.48	0.96	76	TIER 2	Campbell County
R-VA US00460EB	216.0176002	216.5136002	77	TIER 2	Campbell County
R-VA US00460WB	214.4916002	214.9956002	78	TIER 2	Campbell County
R-VA US00460WB	211.4676002	211.9716002	78	TIER 2	Campbell County
R-VA US00460WB	213.9876002	214.4916002	80	TIER 2	Campbell County
R-VA015SC00726NB	0	0.477	81	TIER 2	Campbell County
R-VA US00029NB	62.41360004	62.91760004	82	TIER 2	Campbell County
R-VA SR00024EB	41.58760002	42.08960002	83	TIER 2	Campbell County
R-VA SR00024EB	49.61960002	50.12160002	84	TIER 2	Campbell County
R-VA015SC00738NB	2.919599985	3.432599985	85	TIER 2	Campbell County
R-VA US00460WB	210.9636002	211.4676002	86	TIER 2	Campbell County
R-VA015SC00696NB	6.513	7.014	87	TIER 2	Campbell County



Route Name	From Milepost	To Milepost	RANK	Tier	Jurisdiction
R-VA015SC00646NB	11.02259999	11.52559999	88	TIER 2	Campbell County
R-VA SR00040EB	94.91360007	95.41260007	88	TIER 2	Campbell County
R-VA015SC00683NB	3.534599984	4.039599984	89	TIER 2	Campbell County
R-VA US00460EB	203.0156002	203.5226002	90	TIER 2	Campbell County
R-VA US00029SB	49.64960003	50.14960003	91	TIER 2	Campbell County
R-VA US00029SB	47.93960003	48.64960003	92	TIER 2	Campbell County
R-VA US00460WB	212.9796002	213.4836002	93	TIER 2	Campbell County
S-VA118PR TWELFTH ST	0.56	1.1196	1	TIER 1	City of Lynchburg
S-VA118PR RIVERMONT AVE	1.506	2.008	2	TIER 1	City of Lynchburg
S-VA118PR GRAVES MILL RD	1.404	1.872	3	TIER 1	City of Lynchburg
S-VA118PR CAMPBELL AVE	0.0696	0.4546	4	TIER 1	City of Lynchburg
R-VA US00501NBBUS001	0	0.494	5	TIER 1	City of Lynchburg
S-VA118PR EIGHTH ST	0.2096	0.7796	6	TIER 1	City of Lynchburg
S-VA118PR FORT AVE	0	0.4336	7	TIER 1	City of Lynchburg
R-VA SR00163NB	3	3.5	8	TIER 1	City of Lynchburg
R-VA US00501NB	75.5666	76.0776	9	TIER 1	City of Lynchburg
R-VA US00501NB	76.0776	76.5886	10	TIER 1	City of Lynchburg
R-VA US00029NBBUS005	0.8296	1.3456	11	TIER 1	City of Lynchburg
S-VA118PR FEDERAL ST	0.4096	0.8796	12	TIER 1	City of Lynchburg
S-VA118PR CARROLL AVE	0	0.504	13	TIER 1	City of Lynchburg
S-VA118PR RIVERMONT AVE	1.004	1.506	14	TIER 1	City of Lynchburg
R-VA US00501NB	77.0996	77.6106	15	TIER 1	City of Lynchburg
R-VA US00029NBBUS005	0.3136	0.8296	16	TIER 1	City of Lynchburg
S-VA118PR CONCORD TPK	1.449	1.932	17	TIER 1	City of Lynchburg
S-VA118PR PARK AVE	0.59	1.1796	18	TIER 1	City of Lynchburg
S-VA118PR LINKHORNE DR	0	0.5896	19	TIER 1	City of Lynchburg



Route Name	From Milepost	To Milepost	RANK	Tier	Jurisdiction
S-VA118PR LEESVILLE RD	0.561	1.122	20	TIER 1	City of Lynchburg
R-VA US00501PA002	2.5996	3.0496	21	TIER 1	City of Lynchburg
S-VA118PR SEVENTH ST	0	0.54	22	TIER 1	City of Lynchburg
R-VA US00460EBBUS011	3.8246	4.2936	23	TIER 1	City of Lynchburg
R-VA US00460EBBUS011	5.2316	5.7006	24	TIER 1	City of Lynchburg
R-VA US00221NB	145.3056	145.8296	25	TIER 1	City of Lynchburg
R-VA SR00163NB	0.5	1	26	TIER 1	City of Lynchburg
R-VA US00501NB RMP071.00B	0	0.1396	27	TIER 1	City of Lynchburg
R-VA SR00163NB	0	0.5	28	TIER 1	City of Lynchburg
R-VA US00029NBBUS005	1.3456	1.8616	29	TIER 1	City of Lynchburg
R-VA SR00163NB	2.5	3	30	TIER 1	City of Lynchburg
S-VA118PR OLD FOREST RD	2.144	2.68	31	TIER 1	City of Lynchburg
R-VA US00501NBBUS001	0.988	1.482	32	TIER 1	City of Lynchburg
S-VA118PR RIVERMONT AVE	2.008	2.51	33	TIER 1	City of Lynchburg
R-VA US00501NBBUS001	0.494	0.988	34	TIER 1	City of Lynchburg
R-VA SR00163NB	1	1.5	35	TIER 1	City of Lynchburg
R-VA US00460EBBUS011	5.7006	6.1696	36	TIER 1	City of Lynchburg
S-VA118PR PARK AVE	0	0.59	37	TIER 1	City of Lynchburg
S-VA118PR OLD FOREST RD	1.608	2.144	38	TIER 1	City of Lynchburg
R-VA US00501NBBUS001	3.1416	3.6336	39	TIER 1	City of Lynchburg
R-VA SR00163NB	1.5	2	40	TIER 1	City of Lynchburg
R-VA US00501NB	71.0546	71.5196	41	TIER 1	City of Lynchburg
R-VA US00221NB	148.4496	148.9736	42	TIER 1	City of Lynchburg
R-VA US00501NBBUS001	1.482	1.9756	43	TIER 1	City of Lynchburg
S-VA118PR WARDS FERRY RD	0.462	0.924	44	TIER 1	City of Lynchburg
S-VA118PR RIVERMONT AVE	0.502	1.004	45	TIER 1	City of Lynchburg



Route Name	From Milepost	To Milepost	RANK	Tier	Jurisdiction
R-VA US00460EBBUS011RMP005.00A	0	0.3196	46	TIER 1	City of Lynchburg
R-VA US00221NB	146.3536	146.8776	47	TIER 1	City of Lynchburg
S-VA118PR FEDERAL ST	0	0.4096	48	TIER 1	City of Lynchburg
S-VA118PR OLD FOREST RD	0	0.536	49	TIER 1	City of Lynchburg
R-VA SR00163NB	4.5	4.9986	50	TIER 1	City of Lynchburg
S-VA118PR WARDS FERRY RD	1.848	2.3106	51	TIER 1	City of Lynchburg
R-VA US00221NB	149.4976	150.0216	52	TIER 2	City of Lynchburg
S-VA118PR WARDS FERRY RD	0	0.462	53	TIER 2	City of Lynchburg
S-VA118PR GREENVIEW DR	0.8106	1.3126	54	TIER 2	City of Lynchburg
S-VA118PR RIVERMONT AVE	0	0.502	55	TIER 2	City of Lynchburg
S-VA118PR LINK RD	1.04	1.56	56	TIER 2	City of Lynchburg
S-VA118PR LAKESIDE DR	0	0.7496	57	TIER 2	City of Lynchburg
S-VA118PR TWELFTH ST	0	0.56	58	TIER 2	City of Lynchburg
S-VA118PR GRAVES MILL RD	0	0.468	59	TIER 2	City of Lynchburg
S-VA118PR RIVERMONT AVE	2.51	3.0096	60	TIER 2	City of Lynchburg
R-VA US00501PA002	2.1496	2.5996	61	TIER 2	City of Lynchburg
R-VA US00221NB	148.9736	149.4976	62	TIER 2	City of Lynchburg
R-VA US00501NBBUS001	6.0936	6.5856	63	TIER 2	City of Lynchburg
R-VA US00501NBBUS001	9.0456	9.5396	64	TIER 2	City of Lynchburg
R-VA US00029NBBUS005	4.4416	4.9576	65	TIER 2	City of Lynchburg
R-VA US00501NB	79.1436	79.6546	66	TIER 2	City of Lynchburg
S-VA118PR OLD FOREST RD	1.072	1.608	67	TIER 2	City of Lynchburg
R-VA US00029NBBUS005	5.9896	6.4996	68	TIER 2	City of Lynchburg
R-VA US00460EB	209.0566	209.5636	69	TIER 2	City of Lynchburg
R-VA US00029NBBUS005	1.8616	2.3776	70	TIER 2	City of Lynchburg
S-VA118PR MCCONVILLE RD	0.445	0.89	71	TIER 2	City of Lynchburg



Route Name	From Milepost	To Milepost	RANK	Tier	Jurisdiction
R-VA US00029SBBUS005	3.5426	4.0336	72	TIER 2	City of Lynchburg
R-VA US00029SBBUS005	4.5246	5.0156	73	TIER 2	City of Lynchburg
R-VA US00501NB	80.1656	80.6766	74	TIER 2	City of Lynchburg
S-VA118PR TAYLOR ST	0.0696	0.5896	75	TIER 2	City of Lynchburg
R-VA US00501NBBUS001	4.1256	4.6176	76	TIER 2	City of Lynchburg
R-VA US00460EB	208.0486	208.5526	77	TIER 2	City of Lynchburg
R-VA US00460EB	208.5526	209.0566	78	TIER 2	City of Lynchburg
R-VA US00501NB	75.0556	75.5666	79	TIER 2	City of Lynchburg
R-VA US00501SB	73.9196	74.4396	80	TIER 2	City of Lynchburg
R-VA US00501NB	74.0336	74.5446	81	TIER 2	City of Lynchburg
S-VA118PR ENTERPRISE DR	0	0.525	81	TIER 2	City of Lynchburg
R-VA US00460WB	204.0306	204.5336	82	TIER 2	City of Lynchburg
R-VA US00460EB	207.5446	208.0486	83	TIER 2	City of Lynchburg



6.2 Public Engagement Summary

Introduction

This Engagement Summary outlines the public and stakeholder engagement process to develop the Central Virginia Safety Action Plan. Through a robust combination of working groups, surveys, outreach events, and stakeholder discussions, the project team collected valuable insights to inform safety priorities, align recommendations with community needs, and ensure equitable input from all jurisdictions in the planning district, as well as a diverse representation of community members. This Engagement Summary documents the engagement activities, which include the Project Working Group, stakeholder discussions, online survey, and pop-events.

The CVPDC initiated the Safety Action Plan as part of its Safe Streets and Roads for All (SS4A) grant program. Public input formed the backbone of this plan, ensuring its recommendations address real and perceived transportation safety concerns. This engagement effort targeted diverse community members through online and in-person formats, focusing on traditionally underrepresented groups and high-risk roadway users.

This document provides a detailed account of the outreach efforts, highlights safety themes derived from the public's input, and identifies actionable priorities to improve regional safety outcomes.

Project Working Group

The Project Working Group, consisting of members of local agencies and organizations, was a critical advisory body throughout the planning process. Working Group members represented the region's public safety, transportation, planning, education, and community organizations (see Table 1).

Role of the Working Group

- Provide guidance on outreach strategy and stakeholder identification.
- Review crash and survey data to identify trends and safety hotspots.
- Assist in refining proposed actions into measurable, implementable steps.

As the planning process progresses, this group will make project and policy recommendations and will be critical for supporting plan implementation.



Name	Organization
Veronica Callahan	Lynchburg Area Center for Independent Living
Charlotte Lester	City of Lynchburg
Josh Moore	GLTC
Michael Bailey	Virginia State Police
John Turner	Virginia State Police
James Rinella	Campbell County Public Schools
Kate Maulbeck	Campbell County Public Schools
Millicent Nash	Campbell County Training School
Jamie Gillespie	Town of Altavista
Erik Smedley	Bedford County
Abby Courington	Bedford County
JP Morris	VDOT
Austin Mitchell	Campbell County
Johnny Rourke	Appomattox County
Tyler Creasy	Amherst County
Linda Baker	Bedford Ride
Jon Glassock	Virginia State Police

Meeting #1: August 21, 2024

The Project Working Group’s first meeting, held on August 21, 2024, brought together project team members, consultants, and stakeholders to discuss the framework and goals for the Safety Action Plan. The meeting introduced the Safe Systems Approach, emphasizing low-cost, systemic safety improvements, and reviewed crash data trends to identify critical intervention areas. Stakeholders highlighted key safety concerns such as pedestrian safety, roadway departure crashes, multimodal access, and school bus safety, shaping the focus for future work.

Key discussion points included the role of the Project Working Group in guiding safety priorities, aligning funding applications with actionable goals, and ensuring solutions are sustainable and maintainable. Public engagement strategies were explored, and potential events and outreach venues were identified. Field visits were discussed, emphasizing their role in narrowing down priority locations based on crash data and time-specific factors.

Key Topics:

- *Safety Concerns:* Addressing multimodal access, pedestrian safety, roadway departure crashes, and school bus safety.
- *Safety Action Plan:* Focus on low-cost systemic measures for maximum impact.
- *Crash Data Trends:* Identified roadway departure crashes as a significant issue.
- *Working Group Role:* Guide project goals and ensure solutions align with funding opportunities.
- *Public Engagement:* Outreach through community events, schools, and local organizations.
- *Field Visits:* Site-specific evaluations to inform safety recommendations.

Meeting #2: December 12, 2024

The Project Working Group’s second meeting, held on December 12, 2024, focused on policy integration, education initiatives, and coordination strategies for advancing the Central Virginia Safety Action Plan. The discussion centered on leveraging existing plans, improving safety infrastructure, and developing



regional partnerships to sustain long-term safety outcomes. Participants highlighted the importance of collaboration among localities and VDOT to streamline safety improvements and maximize funding opportunities.

Key discussions included the potential use of zoning and design standards to enhance roadway safety, the need for improved lighting and visibility in pedestrian zones, and expansion of proven enforcement programs such as school zone photo enforcement. The group also discussed public education strategies, especially for young drivers and emergency response awareness, and explored upcoming engagement opportunities, including the planned Safety Summit.

Key Topics:

- **Policy Integration:** Use of CVSAP as a foundation for inter-jurisdictional coordination and safety-oriented zoning practices.
- **Education and Outreach:** Development of targeted safety campaigns addressing young drivers, emergency vehicle interactions, and bus stop safety.
- **Infrastructure Improvements:** Emphasis on consistent crosswalk visibility, lighting enhancements, and proactive maintenance.
- **Enforcement:** Evaluation of local programs like Altavista's school zone photo enforcement for regional adaptation.
- **Goals and Collaboration:** Shift toward safety-first organizational culture and coordinated local action planning.
- **Upcoming Actions:** Site visits planned in Bedford and Appomattox Counties and the January 31, 2025 Safety Summit to feature data presentations and small group planning sessions.

Meeting #3: March 13, 2025

The Project Working Group's third meeting, held on March 13, 2025, was dedicated to advancing the Safety Action Plan through detailed action planning and collaborative review. Participants engaged in rotating small-group discussions focused on refining goal areas, identifying lead responsibilities, and assessing stakeholder representation to ensure inclusivity across the region. The interactive format allowed participants to evaluate the alignment between goals, implementation capacity, and regional needs.

The group also reviewed recent field visit outcomes and discussed the plan's organizational structure. Feedback emphasized the importance of maintaining clear implementation steps, aligning local priorities with regional objectives, and integrating measurable performance indicators into the final Safety Action Plan. The session concluded with a review of the upcoming drafting schedule and engagement milestones.

Key Topics:

- **Action Planning:** Refinement of proposed strategies and goal areas through rotating group discussions.
- **Stakeholder Roles:** Identification of lead agencies and gaps in representation across safety goal areas.
- **Field Visits:** Review of insights gained from on-site assessments to inform project prioritization.



- **Plan Development:** Feedback on the Safety Action Plan outline and recommendations for practical implementation tracking.
- **Next Steps:** Coordination for final plan drafting and upcoming public engagement opportunities.

Meeting #4: April 10, 2025

The Project Working Group's fourth meeting, held on April 10, 2025, centered on finalizing prioritization criteria, refining project scoring frameworks, and integrating land use considerations into the Safety Action Plan. The discussion emphasized balancing safety importance with implementation feasibility, project cost, and equity factors such as areas of persistent poverty. Members explored how these elements align with federal SS4A and SMART SCALE scoring systems to strengthen funding competitiveness.

The group debated the appropriate weighting of safety, implementation, and demographic factors within the prioritization framework, ultimately agreeing on maintaining a 100-point scale for clarity. Considerations were given to including land use as an additional data layer rather than a core scoring category, ensuring flexibility for localities. Participants also discussed compiling maps of previously identified projects and corridor priorities to support future funding applications.

Key Topics:

- **Prioritization Framework:** Refinement of scoring criteria balancing safety, feasibility, and demographic equity.
- **Data and Mapping:** Integration of local comprehensive plans and corridor maps to support project identification.
- **Land Use Considerations:** Evaluation of residential vs. commercial contexts and their impact on cost and implementation complexity.
- **Funding Alignment:** Coordination with SS4A and SMART SCALE criteria for stronger grant applications.
- **Implementation:** Agreement on maintaining consistent scoring across jurisdictions with flexibility for local prioritization.
- **Next Steps:** Follow-up with localities to provide GIS data and confirm priority corridors for inclusion in final plan materials.

Stakeholder Meetings

In October 2024, the team met with various stakeholder groups to discuss traffic safety issues in the CVPDC. These stakeholder meetings brought together local leaders, transportation experts, and community representatives from Amherst, Appomattox, Bedford, and Campbell Counties to identify key transportation safety challenges and opportunities. These meetings fostered collaboration among stakeholders, including public safety officials, school representatives, and state transportation agencies, to address pressing concerns such as speeding, pedestrian safety, school traffic, and infrastructure gaps. The discussions also emphasized community engagement, education, and the implementation of targeted safety initiatives to reduce crashes and improve mobility across the region.



Amherst County Stakeholder Meeting

The Amherst County stakeholder meeting, held on October 4, 2024, focused on addressing major transportation safety concerns in the region. Key issues identified included speeding, pedestrian safety, and school traffic violations, emphasizing improving bus stop safety and addressing accessibility concerns for pedestrians and individuals with disabilities. High-risk areas along US 29 were highlighted as needing traffic calming measures, improved signal timing, and restriping. Route 60 was noted for speeding concerns, especially over the mountain, with multiple collisions involving logging trucks. Policy discussions centered on pedestrian connections, ADA compliance, and integrating existing Smart Scale projects. Action items included robust community engagement through local events and targeted education campaigns on bus stop safety.

Appomattox County Stakeholder Meeting

On October 4, 2024, Appomattox County stakeholders gathered to discuss transportation safety concerns, focusing on the impacts of speeding, impaired driving, and school traffic violations. Several intersections were identified as high-risk areas requiring improvements such as turn lanes and enhanced pedestrian protections. Route 460 was noted as a significant area of concern, with door-to-door school bus services and high-speed traffic contributing to safety risks. Challenges in providing timely behind-the-wheel driver education and limited law enforcement presence near schools were also discussed. Resistance from long-term residents to new studies and projects contrasted with demands from newer community members for safety improvements. The group proposed solutions, including increased enforcement, traffic calming measures, and public awareness campaigns around school zones. Enhanced collaboration with VDOT to address infrastructure gaps and prioritize critical safety projects was also emphasized.

Bedford County Stakeholder Meeting

On October 10, 2024, the Bedford County stakeholder meeting focused on systemic safety measures to reduce serious injuries and fatalities in transportation. Attendees discussed crash data and safety concerns, emphasizing a desire for rumble strips, pavement widening, and shoulder improvements along key routes like Routes 122, 221, and 460. Specific issues highlighted concerns regarding the visibility of Mennonite and/or Amish buggies along the roadway and the need for bike lanes in high-activity areas such as Route 221/811 and Five Forks. Next steps involve analyzing crash data, expanding road improvement projects, and addressing systemic issues like seat belt use, speeding, and alcohol-related crashes through targeted enforcement and education.

Campbell County Stakeholder Meeting

Held on October 10, 2024, the Campbell County stakeholder meeting focused on addressing road safety challenges and advancing infrastructure projects. Key concerns included high-risk intersections and the lack of shoulders on secondary roads. Stakeholders also discussed ongoing VDOT projects, including roundabout studies and other traffic flow improvements. Community engagement opportunities were highlighted. Action items included clarifying and expanding data collection to incorporate minor injuries, continuing collaboration with VDOT, and launching targeted safety programs.



Public Survey

The study team developed an online interactive map and survey using the Social Pinpoint platform to better understand residents’ safety concerns. A paper copy of the survey was also distributed at in-person engagement events. The survey introduced the public to the project, solicited feedback on safety concerns, and allowed participants to provide demographic information if they chose to do so. Approximately 20 people responded to the online survey, and more than [insert number here] took the survey at pop-up engagement events.

Survey Advertising

The survey was advertised via flyers, posters, and social media posts. The Project Working Group was also asked to promote the survey through their networks and social media accounts. Pop-up events also served as a form of advertising for the online version of the survey. Posters, flyers, and other materials included QR codes and links to the survey and project website.

Pop-up Events

The study team conducted four pop-up events at various regional locations between September 21 and November 16, 2024, to collect additional feedback. These events aimed to promote the online survey and gather feedback in person. Pop-up event locations were identified after the survey had been open for a few weeks to gather input from communities that were less responsive to the online survey.

The study team interacted with over 100 people at these events. While most did not complete the survey on-site, many participants shared at least one regional safety concern. A list of these events can be found in Table 2 below.

Event	Location	Date
Centerfest	Town of Bedford	September 21, 2024
Amherst County Senior Lunch	Amherst County	November 12, 2024
Amherst County High School Football Game	Amherst County	November 15, 2024
Forest Farmers Market	Bedford County	November 16, 2024

Table 2: Pop-up Events

Themes

Themes from the public engagement effort reflect a range of critical issues across speeding, pedestrian safety, intersection functionality, bicycle infrastructure, and visibility. Speeding remains a pervasive problem, with excessive speeds reported on major corridors and near schools, parks, and residential neighborhoods, exacerbating risks for vulnerable road users. Pedestrian safety is compromised by the lack of crosswalks, sidewalks, and infrastructure near key areas such as schools and parks, while some present significant hazards due to poor design and visibility. Bicycle safety is hindered by inadequate lanes and obstructions, forcing cyclists into vehicle traffic, and visibility concerns, such as blocked views and poor lighting, further exacerbate the danger for all road users. Additionally, ineffective traffic light sequencing and insufficient infrastructure for growing populations contribute to congestion and risky driving behaviors, underscoring the need for targeted safety improvements across the region.



Speeding Concerns:

- Excessive speeding in residential and rural areas (e.g., Greenview Drive, Route 501 corridor, Route 460).
- Unsafe speeds near schools, parks, and neighborhoods.
- Persistent speeding along Route 60, particularly near Amherst Middle School, Boxwood Farm Road, and the Lakeview subdivision. .
- Speeding on Route 221 (Forest Road), Route 460, and Route 501, including reckless behaviors like passing stopped school buses.
- Excessive speeding on Dixie Airport Road, especially near the curve at Casey Lane.
- Dangerous speeding conditions along Father Judge Road (655).

Pedestrian Safety Concerns:

- Lack of crosswalks, sidewalks, and safe crossing mechanisms at intersections near schools, parks, and public facilities.
- Drivers not yielding to pedestrians in marked crosswalks (e.g., near historic courthouse, schools).
- Dangerous conditions for pedestrians in areas with high traffic volumes or inadequate infrastructure.
- Lack of sidewalks along S. Coolwell Road and Crescent Lane near Tabernacle Church, despite high foot traffic. .
- Unsafe crossings near the Forest Farmers Market due to missing crosswalks. .

Intersection and Traffic Flow Concerns:

- High-risk intersections needing traffic signals, extended turn lanes, or all-way stops (e.g., Evergreen Lane, Greenview Drive, Route 151 and Route 29, and the roundabout near Lynchburg College).
- Misuse of turn lanes and drivers disregarding “no left turn” signage (e.g., near Walmart gas station).
- Short and hazardous merge/exit lanes on Route 501 near Heritage High School and Fresh Market.
- Frequent accidents and unsafe left turns at Amelon and Route 29 near Sheetz due to short traffic signals.
- Poor visibility and risky merges at intersections such as Leftwich Road and Exit Ramp 29.

Bicycle Safety Concerns:

- Lack of bike lanes and abrupt end of existing bike paths, forcing cyclists into traffic (e.g., Rose Lane, Rivermont Avenue).
- Frequent vehicle parking in bike lanes causes obstructions.
- A need for bike lanes on Waterlick Road.

Visibility Concerns:

- Vegetation blocking views at intersections (e.g., Dollar General, the Monroe Community Center median at Clearview Road), making safe turns difficult.
- Blind hills and curves at various locations, including Harris Road and Monacan Park Road, make seeing oncoming traffic difficult.

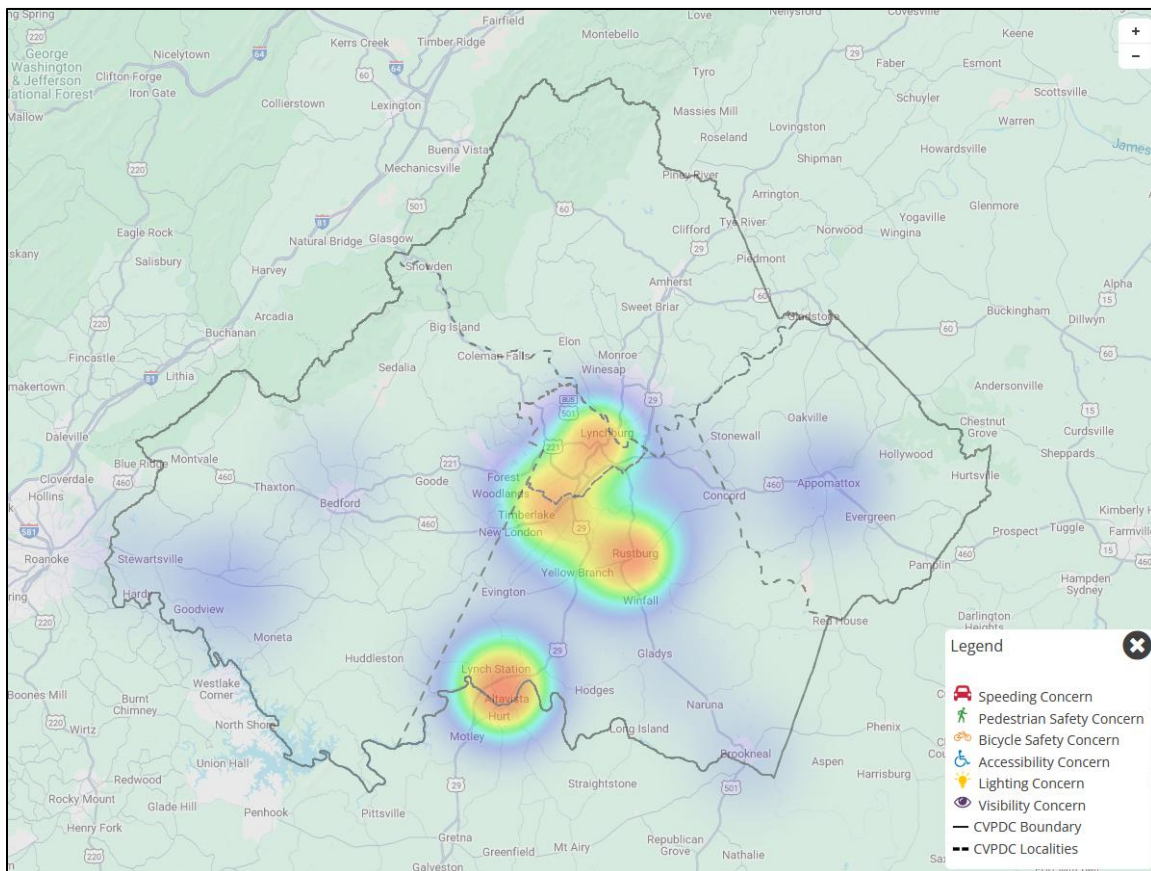
- Poor lighting at night, especially for pedestrian-heavy areas like Bedford Avenue and Dale Avenue. Inadequate lighting on Route 210 Connector and Colony Road was also noted.

Additional Observations:

- Ineffective traffic light sequencing, particularly near Timberlake Road and Waterlick Road, can cause traffic backups.
- Drivers on roads such as Business 29 and Coolwell Road often witness dangerous overtaking and disregard for traffic rules.
- Concerns about increased traffic hazards due to growing populations and infrastructure not keeping up with development, particularly along Route 221.

Social Pinpoint Online Map

The Social Pinpoint online mapping tool captured roadway safety concerns that might not be available via crash data. The marker types indicated speeding, pedestrian safety, bicycle safety, accessibility, lighting, and visibility concerns. The online mapping tool received 106 comments (as of November 26, 2024), and the most common safety concerns were speeding, pedestrian safety, and visibility (see Figure 1). Most comments were placed within Lynchburg, Rustburg, and Altavista (see Map 1).



Map 1: Social Pinpoint Comment Heat Map

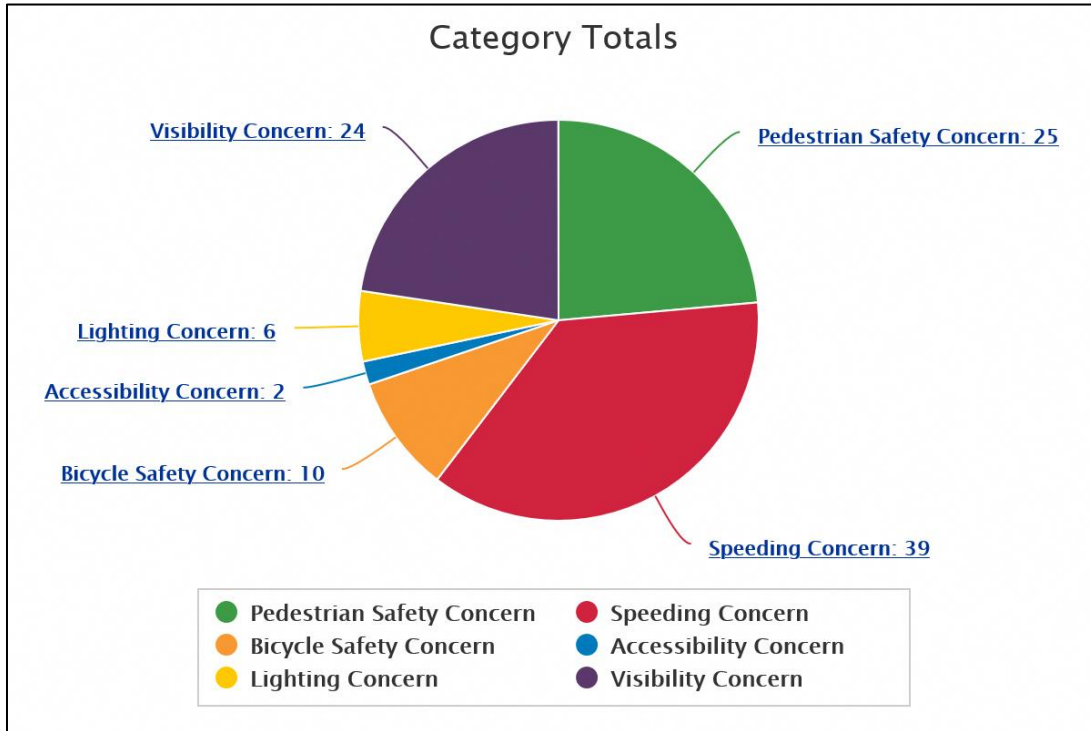
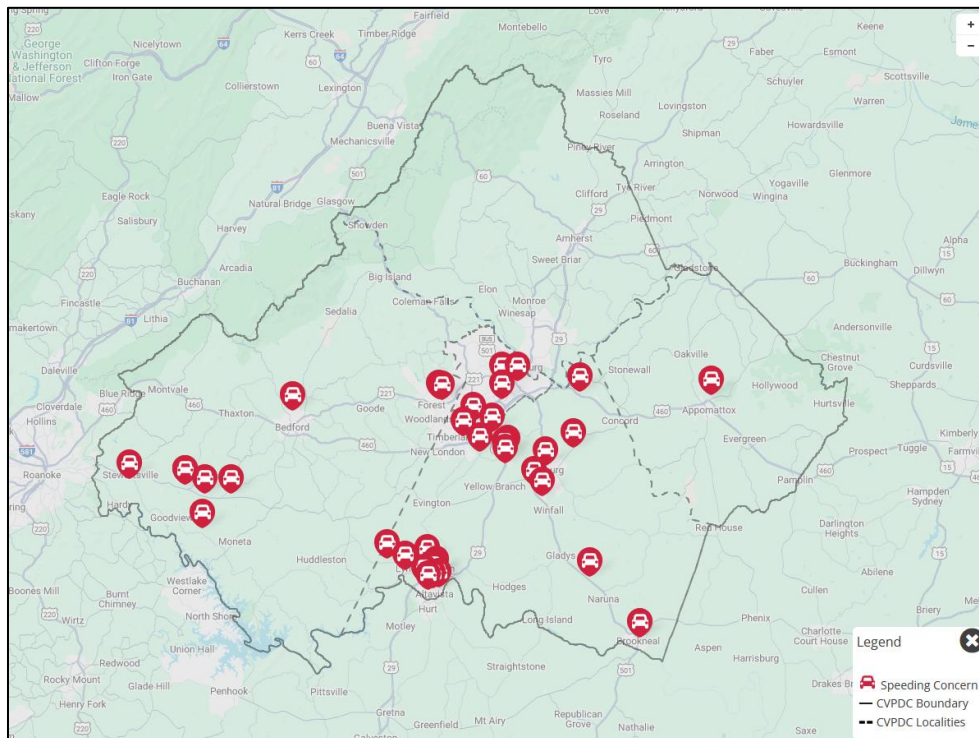


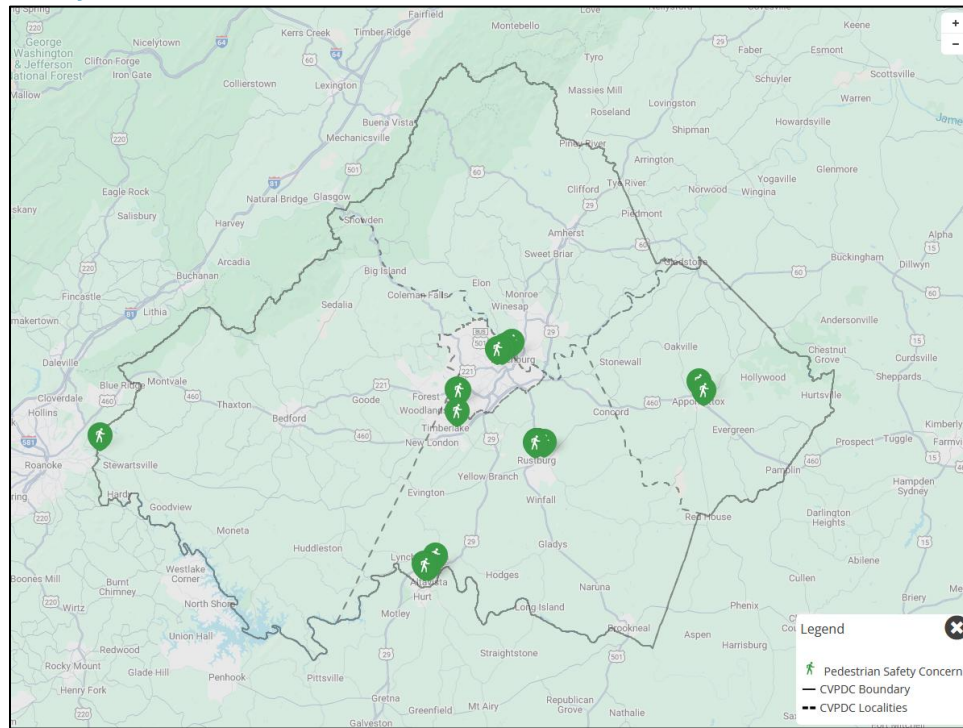
Figure 1: Breakdown of Social Pinpoint Map Comments

Speeding Concerns



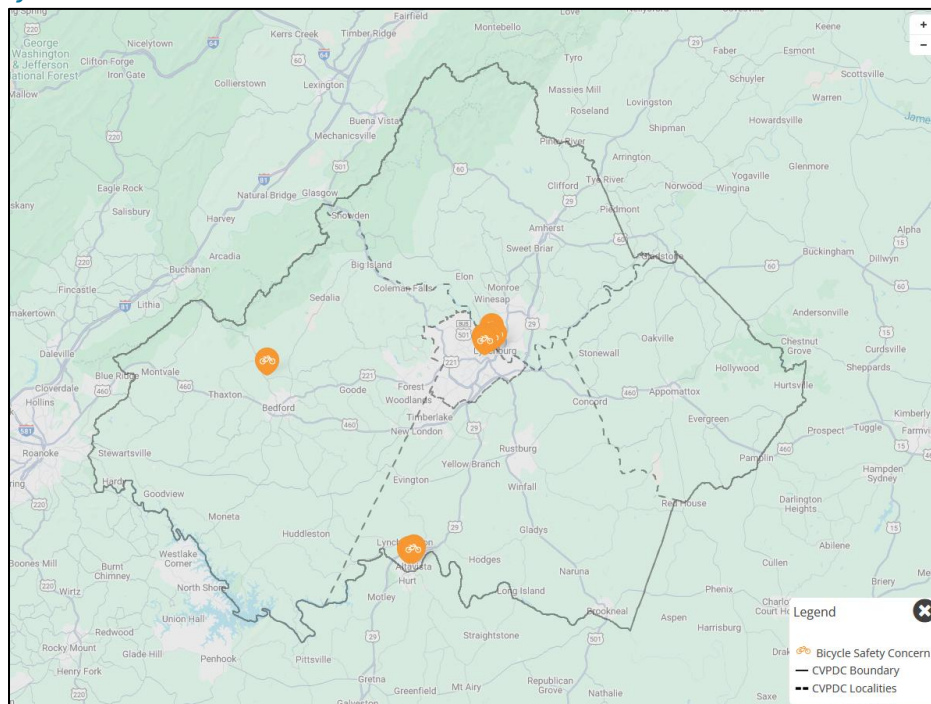
Map 2: Speeding Concern Comments

Pedestrian Safety Concerns



Map 3: Pedestrian Safety Concern Comments

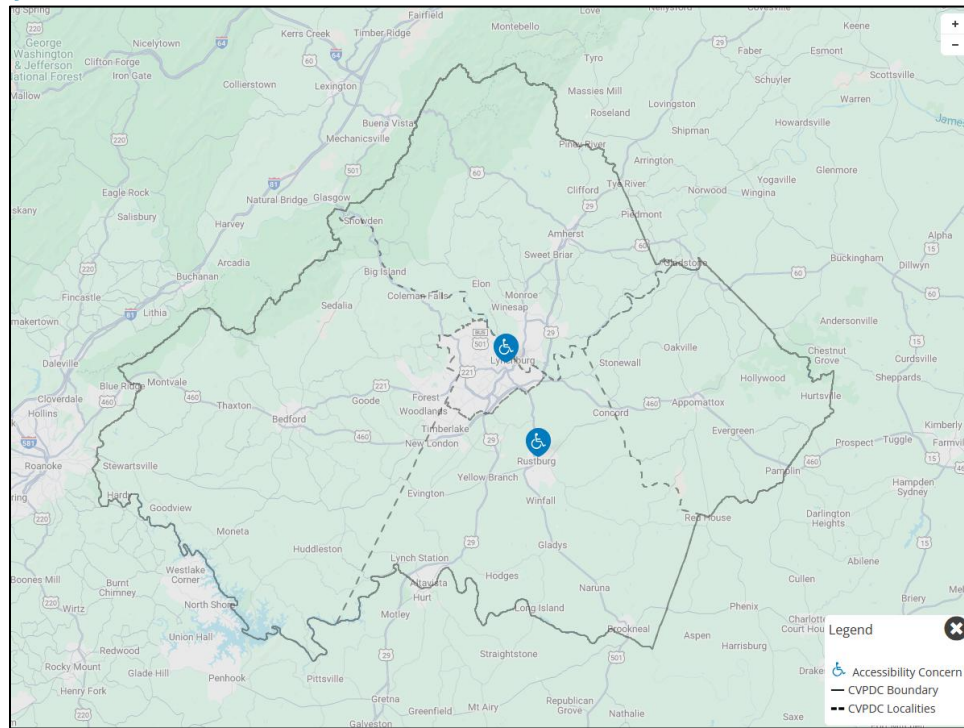
Bicycle Safety Concerns



Map 4: Bicycle Safety Concern Comments

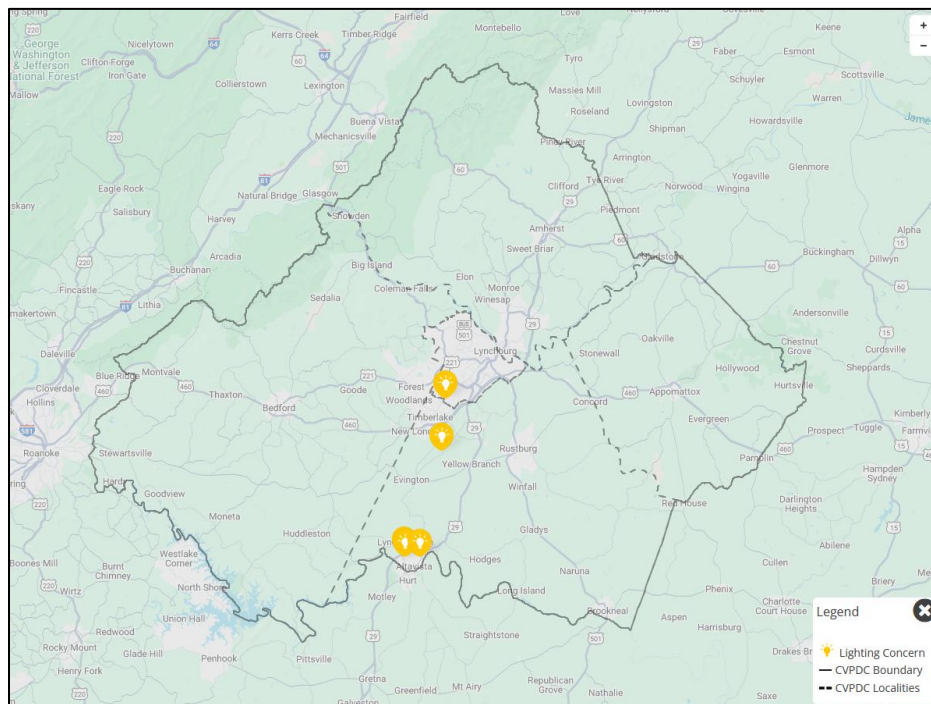


Accessibility Concerns



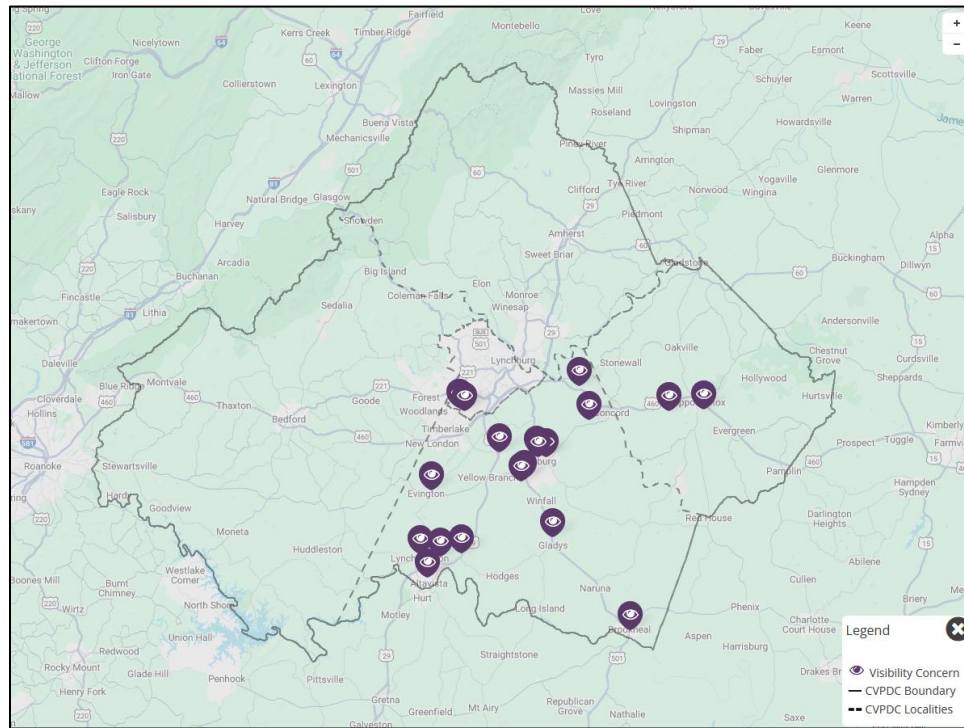
Map 5: Accessibility Concern Comments

Lighting Concerns



Map 6: Lighting Concern Comments

Visibility Concerns



Map 7: Visibility Concern Comments

Social Pinpoint Online Survey

The survey, which received 23 online responses and four in-person responses, revealed several key safety concerns across various modes of transportation and infrastructure. Dangerous intersections emerged as a top issue, with 13 respondents citing navigation and safety challenges at high-risk junctions. Speeding (11 mentions) and pedestrian safety (10 mentions) were also prominent, highlighting concerns about reckless driving and insufficient pedestrian infrastructure. Visibility issues and poor lighting, noted by 8 and 4 respondents, respectively, further impact safety for both drivers and pedestrians. Walking safety concerns grew to 12 mentions with additional feedback on vehicle speeds and inadequate lighting, while bicycling safety concerns expanded to 6, reflecting ongoing visibility and infrastructure gaps issues. Driving safety concerns, including dangerous intersections and speeding, were reinforced with 25 mentions overall. These findings underscore the urgent need for targeted road design, enforcement, and infrastructure improvements to enhance community safety.

Primary Mode of Transportation

Most respondents identified cars as their primary mode of transportation, underscoring the region's car-centric infrastructure. Walking and bicycling were also mentioned as secondary modes, emphasizing the need for multimodal transportation safety measures.



Other Modes of Transportation

Supplementary transportation methods included walking, bicycling, and occasional use of ride-sharing services such as Uber or Lyft. Several respondents noted that they do not regularly use alternative transportation methods, reinforcing the region's dependency on personal vehicles.

Biggest Safety Concerns by Mode of Travel

- *Walking*: The most frequently cited concerns were vehicle speeds and inadequate infrastructure, including lack of sidewalks and poor lighting. Respondents felt unsafe crossing streets due to fast-moving traffic.
- *Bicycling*: Concerns revolved around the lack of dedicated bike lanes, infrastructure gaps, visibility issues, and the absence of safe pathways, forcing cyclists to share space with vehicles, creating hazardous conditions.
- *Cars*: Dangerous intersections and reckless driving behaviors, including speeding and distracted driving, were the dominant themes. Respondents also mentioned visibility challenges at night and poor road conditions.

Safety Concerns Most Important to Respondents

The most prominent safety concerns included:

- *Speeding*: Frequently cited as a primary issue affecting all modes of transportation.
- *Pedestrian Safety*: A lack of safe crossings, sidewalks, and enforcement of crosswalk rules was noted.
- *Dangerous Intersections*: Poorly designed intersections and lack of traffic signals led to frequent mentions.
- *Lighting and Visibility*: Respondents mentioned poor street lighting and obstructions in various areas.
- *Distracted and Aggressive Driving*: Concerns about texting, tailgating, and road rage were repeatedly expressed.

Agreement with Statements About Safety and Infrastructure

Respondents were asked to agree or disagree with statements about the safety of their local streets. Many expressed mixed feelings, with some agreeing that roads are generally safe but citing enforcement and maintenance as areas for improvement.

Car Availability

Most households reported having access to at least one vehicle, with many having two or more. This reflects a heavy reliance on personal transportation in the region.

Demographics (optional)

The following figures summarize responses to the survey's optional demographic questions.

Where do you live?

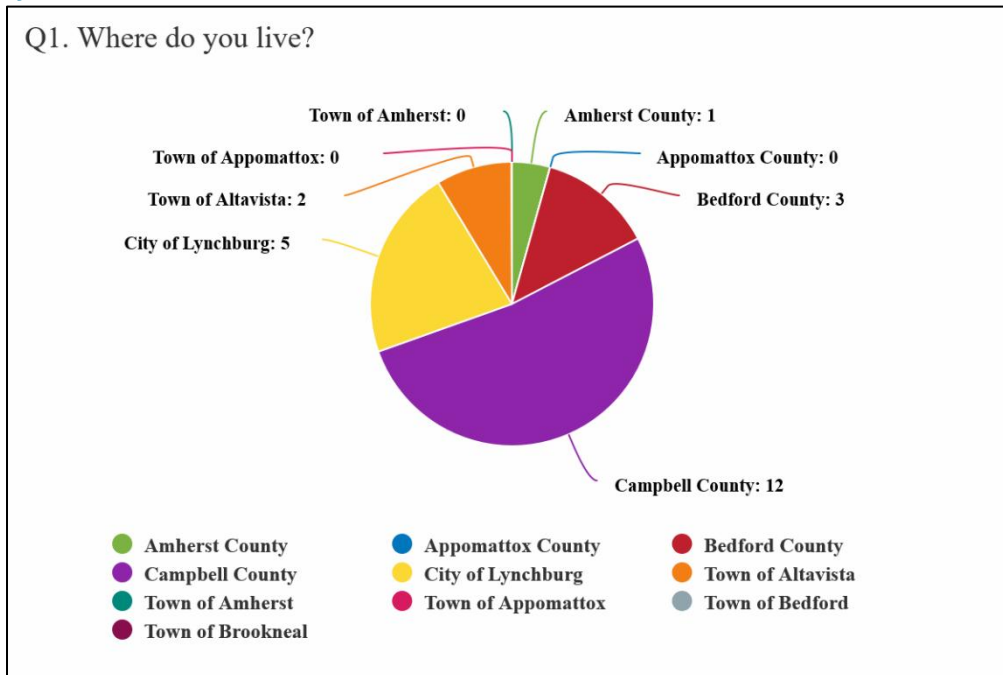


Figure 2: Where do you live?

Age

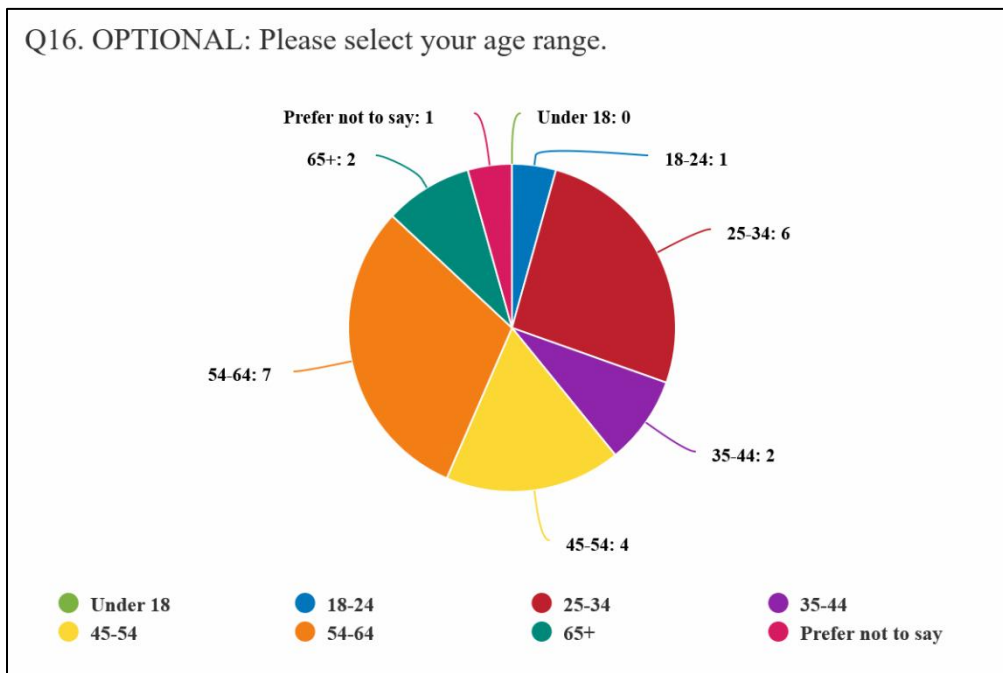


Figure 3: Age

Gender

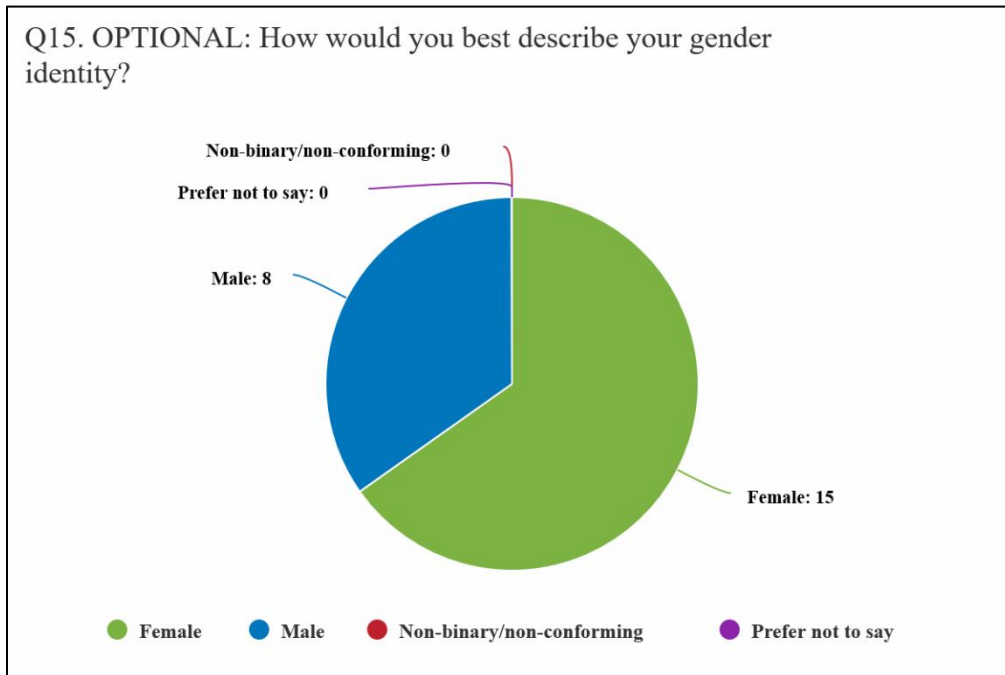


Figure 4: Gender

Race/Ethnicity

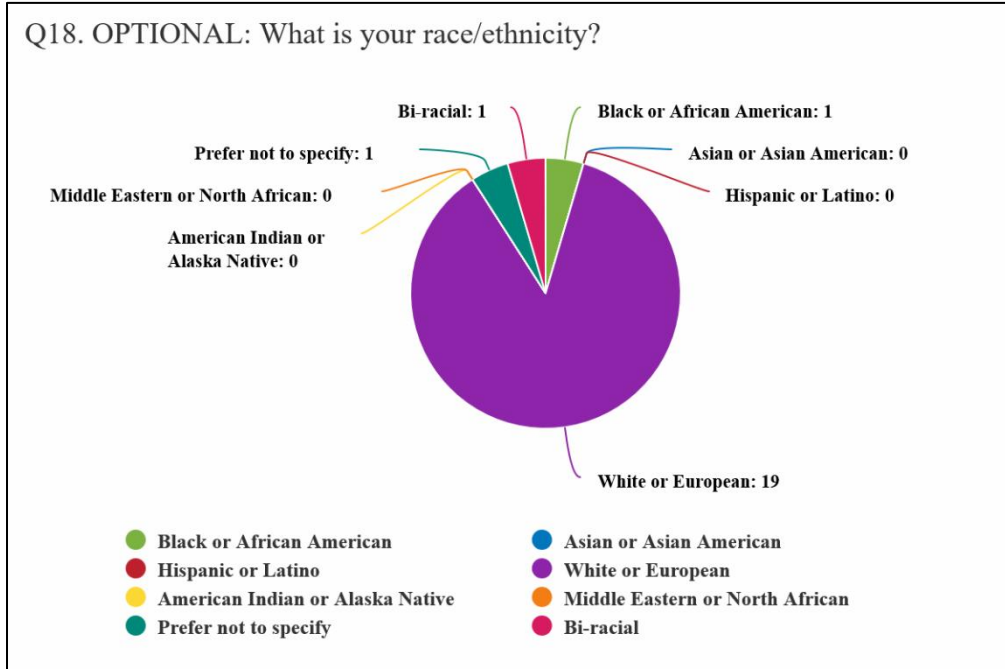


Figure 5: Race/Ethnicity

Car Access

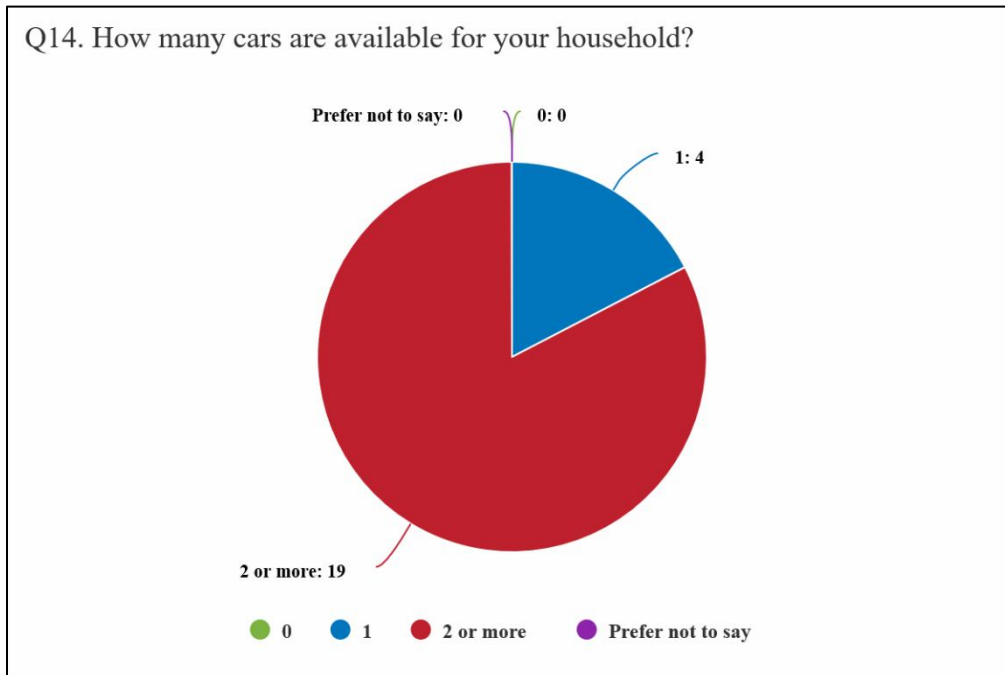


Figure 6: Car Access

Annual Income

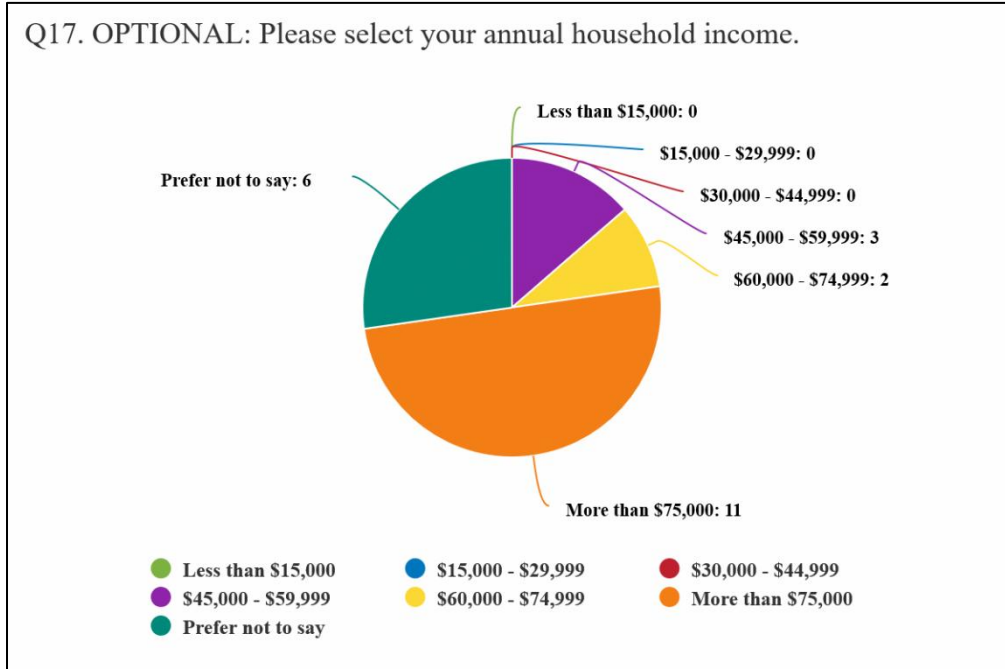


Figure 7: Annual Income



Safety Summit

Overview

The Central Virginia Safety Summit, held on January 31st at the Lynchburg Business Alliance, brought together 43 participants representing local government agencies, transportation professionals, law enforcement, community organizations, and residents. This collaborative event aimed to assess and enhance roadway safety throughout the region by reviewing existing safety data, discussing community concerns, and developing strategic countermeasures.

The summit provided an opportunity for participants to engage in a comprehensive dialogue about the region's most pressing road safety issues. The agenda included a review of regional safety trends, a discussion of community-identified safety concerns, and a brainstorming session focused on identifying and prioritizing solutions. The event emphasized data-driven decision-making while incorporating firsthand experiences and local knowledge to identify potential safety improvements that may not be fully captured through traditional crash data analysis.

Attendees participated in interactive mapping activities to pinpoint high-risk locations alongside small group discussions on speeding, intersection safety, pedestrian and bicycle infrastructure, visibility issues, and roadway maintenance challenges. The summit also included a countermeasure planning session, where participants explored practical solutions, including enhanced traffic enforcement, infrastructure upgrades, educational initiatives, and policy recommendations.

Following the potential strategies and countermeasures discussion, attendees participated in a dot-voting exercise. Each participant was given a set number of dots to place on the ideas they felt were most urgent or impactful. This visual ranking method helped identify the most widely supported strategies and provided a clear direction for the next phase of action planning. Next, participants engaged in small group discussions to refine and structure the prioritized actions for each of the five Safety Action Plan goals using action tables. Each group reviewed draft action items and assessed their feasibility, leadership responsibility, and implementation timelines. A key focus of this process was ensuring that actions were clearly defined, measurable, and aligned with regional safety goals.

This summary discusses findings and recommendations by locality and activity to ensure community-specific issues and strategies are documented. The summary includes two primary discussion areas for each locality:

- **Understanding Community Safety Concerns Discussion:** Participants identified key safety challenges, including visibility limitations, high-crash intersections, pedestrian and bicycle safety gaps, and heavy vehicle traffic concerns.
- **Potential Strategies and Countermeasures Discussion:** These sections outline proposed interventions such as improved signage, traffic calming measures, signal adjustments, enforcement strategies, and education campaigns.

The summary also includes action tables for each goal, as well as notes from the dot-voting exercise.

The insights gathered during the Safety Summit will inform the region's future safety initiatives, guiding policy decisions, infrastructure investments, and public awareness campaigns. Through a community-



driven, data-informed approach, this effort aims to reduce serious traffic injuries and fatalities, enhance roadway safety, and foster a safer, more connected transportation network across Central Virginia.

Amherst County Summary

Understanding Community Safety Concerns Discussion

Visibility was discussed as a concern on Route 29, Route 60, Route 151, and Old Stage Rd. Obstructed sight lines and sharp turns were cited as the reason for the lack of visibility.

Route 29

- Visibility and intersection sight distance were concerns on multiple areas of Route 29 with sharp turns and limited or obstructed sight lines for entrance.
- The northbound lane on 29 between Route 151 and Fletchers Level Rd. was identified as the site of multiple heavy truck crashes and observations of speeding trucks.
- Speeding was also cited as a concern at the intersection of Route 29 and North Coldwell Rd.

Route 60

- Limited visibility was a primary concern discussed on Route 60, specifically at the intersection with Buffalo Spring Turnpike and the area east of the intersection with Lowesville Rd.

Route 151

- Speeding and heavy vehicles were cited as concerns north of the intersection of Route 151 and 29, with participants noting multiple tractor-trailer crashes.

Old Stage Rd.

- Emergency vehicles and large truck access were discussed as primary concerns.
- Limited sight distance and right-of-way limitations around the intersection with London Lane were noted as issues.

Madison Heights

- Limited connectivity was a primary concern for participants in the Madison Heights area. Additionally, participants noted that school bus traffic contributes to congestion.

Additional Areas

- Galts Mill Rd. was identified as an area of “heavily used limited roadbed.”
- Multiple tractor-trailer crashes have occurred on Route 29 and Riverville Rd.

Potential Strategies and Countermeasures Discussion

- **Enhanced Education** – Expand VDOT marketing using billboards and other signage
- **Flashing Beacons & Signs**
 - Buffalo Springs and Route 60
 - Flashing highway signs trip when cars approaching
 - Signal drivers to stop across from Hanshill
 - Signage at curves
 - Flashing arrows at curves
- **Speed Cameras at School Zones**
- **Implementation Assistance**

Key Takeaways

- **Visibility (sight distance):** Intersection sight distance was cited as a significant concern in multiple areas in Amherst due to sharp turns, obstructed sight lines at intersections, and speeding.



- **Heavy Vehicle Traffic:** Multiple tractor-trailer crashes and observations of trucks speeding were a high concern for participants, especially along areas of Route 29 and Route 151.
- **Speeding (additional enforcement and speed cameras at schools):** Speeding is a concern for major arterials in the County and school zones.
- **Limited Connectivity:** The Madison Heights area sees significant traffic congestion, particularly around pick-up and drop-off times at schools. Participants cited school buses as a source of backups on roads.

Appomattox County Summary

Understanding Community Safety Concerns Discussion

- Amish buggies are difficult to see.
- Intersection safety concerns include congestion at the intersection of US 460 and Court St.
- Roadway improvements should be prioritized on rural roads that have no markings, making it dangerous to drive at night and during rainy conditions.
- Route 460 was the subject of many concerns, including:
 - School bus traffic
 - Interchange safety
 - Residential development
- Other concerns included a lack of police presence in school zones.

Potential Strategies and Countermeasures Discussion

- Increase the visibility of Amish buggies by installing reflective material or lights.
- Additional police presence should be provided in school zones to prevent speeding.

Key Takeaways

- **Safety Measures for Amish Buggies:** Increasing awareness and visibility of Amish buggies throughout the County was highlighted as a priority.
- **Intersection Safety and Roadway Improvements:** Interchange safety and congestion within the Town of Appomattox were the main roadway concerns.
- **Road Safety Enforcement:** School zone safety could be improved by increasing police presence and addressing concerns about school bus traffic on Route 460.

Bedford County Summary

Understanding Community Safety Concerns Discussion

- **Monitoring Current Projects and Tracking Unfunded Projects**
 - Route 221 Corridor Study.
 - An unfunded SMART SCALE project (roundabout) at the intersection of Forest Rd. (US 221) and Independence Ave.
 - Constructed pedestrian infrastructure on Burks Hill Rd. (road diet).
 - A current SMART SCALE project at the intersection of US 460 and Timber Ridge Rd.
 - VDOT bridge projects on Route 122 over Big Otter River.
 - A speed study was conducted on Batemans Bridge Rd. at Enterprise Dr near Collins Court.
- **Sight Distance** was identified as a concern at the intersection of Waterlick Road and Thomas Jefferson Rd. Trees and shrubs on private property obstruct sight lines at this intersection.
- **Additional Concerns**
 - Speeding concerns on Longwood Ave. and Route 221 at the transition from 45 to 25 mph.



Potential Strategies and Countermeasures Discussion

- **Rumble strips**
- **Measuring the impact of current projects**
- **Speed limit enforcement in the Town of Bedford**
- **Education:**
 - Add a local knowledge component to driver's education curriculum.
 - Seek out additional education programs in addition to driver's education.
 - Work with insurance companies to incentivize classes for older drivers.
 - Create a unifying message between VDOT public relations and County public relations.

Key Takeaways

- **Monitor Current Projects:** Multiple projects have been approved, while others have not been funded.
- **Sight Distance.** Addressing visibility and speeding concerns along main roads in the County.

Campbell County Summary

Understanding Community Safety Concerns Discussion

- **Amish Vehicle Safety**
 - The visibility and safety of Amish Buggies on roads, especially at night and dusk, was a significant concern for specific areas in Campbell County, including:
 - Lewis Ford Rd. and Hickory Creek Rd.
 - Red House Rd. and Sugar Hill Rd.
 - New Chapel Rd. and Bear Creek Rd.
- **Pedestrian Safety:** Main areas of concern for pedestrian safety include Brookville Middle School, Rustburg, and the intersection of 43th and 7th St. in Altavista.
- **Intersection safety and improvements** were identified at the intersections of:
 - Lawyers Rd. and Lynbrook Rd.
 - Route 501 and Poor House Rd.
 - Wards Rd. (US 29) and Gladys Rd.
 - Lawyers Rd. and Colonial Highway (Route 24) – poor sight distance
- **Education**
 - Public campaigns for the safety of roads, traffic, and pedestrians.
 - Educating young and older drivers.

Potential Strategies and Countermeasures Discussion

- **Amish Vehicle Safety**
 - Identify where Amish facilities are and where crashes have occurred to best direct safety measures to areas of increased traffic.
- **Intersection Safety and Improvements**
 - Participants suggested cameras at intersections and school zones in the town of Altavista. Additional concerns included funding for EMS and expanding public transit where feasible.
 - Update older and rural roads to current standards.
 - Introduce more innovative intersections.

Key Takeaways

- **Amish Vehicle Safety:** Increase awareness, implement safety measures for Amish buggies throughout the county, and identify roads most frequently traveled by buggy.



- **Pedestrian Safety:** Primary areas of concern included Altavista, Brookville Middle School, and Rustburg.
- **Intersection Safety and Improvement:** Key intersections were discussed, and some projects are underway. Ideas for innovative intersections to address concerns were discussed.
- **Education:** Provide education to young and older drivers and implement campaigns for the safety of roads, traffic, and pedestrians.

City of Lynchburg Summary

Understanding Community Safety Concerns Discussion

- **Speeding.** Concerns for speeding include the Enterprise Dr. corridor near The Summit Senior Housing. Vehicles have been observed speeding at 45 to 55 mph in this area. Additional areas were identified with speeding concerns:
 - Boonsboro Rd. at the Boonsboro Shopping Center.
 - Due to speeding, Fort Ave. and 12th St. was noted as a dangerous intersection for pedestrians.
 - Enterprise Dr. and Duncraig Road: Traffic calming measures were discussed at this intersection, including introducing stop lights, speed bumps, a traffic circle, and crosswalk flashers.
 - Rivermont Ave. was discussed regarding speeding, pedestrian safety, and potential intersection improvements to reduce the amount of cut-through traffic.
 - 12th St. near Robert S Payne Elementary School.
 - Concorde Turnpike near the wastewater treatment facility, citing pedestrian activity.
- **Pedestrian and Bicycle Safety.** Improving pedestrian and bicycle accessibility and providing more pedestrian infrastructure were the main themes during discussions. In addition, key intersections were identified to address pedestrian safety and implement pedestrian safety measures.
 - Multiple areas of concern were identified on the Enterprise Dr. corridor near The Summit. Intersections with Tradewynd Dr. and Duncraig Dr. were discussed to improve pedestrian safety. Additional concerns in this area include:
 - A need for a four-way pedestrian stop.
 - Leading pedestrian intervals for traffic signals.
 - On-street parking on Enterprise Dr. was cited as a concern.
 - Traffic calming measures for pedestrian safety at the intersection of Enterprise Dr. and Duncraig Dr.
 - Lakeside Dr. was identified as a major street with no sidewalks or bike lanes.
 - Old Forest Road is generally not pedestrian/bicycle friendly, and roadway improvements were discussed to address traffic concerns and improve walkability, including:
 - A road diet to create a two-lane road with traffic circles at intersections and a shared-use path connecting Blackwater Creek Trail and the school complex.
 - Wards Ferry Rd. was identified as an area needing pedestrian improvements between Atlanta Ave. and Harvard St.
 - Memorial Dr. near EC Glass High School was an area that was identified as having high pedestrian activity, especially near the stadium.
 - A dedicated lane for bicyclists and pedestrians was suggested.
 - The intersection with 5th St. was noted to have a dangerous sidewalk/crosswalk.



- The Kemper Station Trail should connect to Miller Dr. for improved accessibility.
- Concorde Turnpike near the wastewater treatment facility is an area of concern for pedestrian safety and speeding vehicles.
- Fort St. and 12th St. was identified as a dangerous intersection to cross.
- **Intersection and Roadway Improvements.** Safety concerns were identified for multiple intersections listed below, including backups and roadway congestion.
 - The Enterprise Dr. corridor near The Summit was a primary area of concern for intersection improvements to improve pedestrian safety.
 - A stoplight is needed at the intersection of Enterprise Dr. and Thistle Dr. and at the intersection of Enterprise Dr. and Duncraig Dr.
 - EC Glass High School: Concerns for this area included improvements to key intersections and increased pedestrian safety.
 - Memorial Highway: students cross this road frequently for school and stadium events.
 - The intersection of Langhorne Road and Murrel Rd. is an area of concern, citing the dual left turn lanes onto Langhorne Road as dangerous for students walking.
 - There is limited sight distance for vehicles turning left onto Langhorne Road from Memorial Highway.
 - Rivermont Ave. and Bedford Ave.
 - Hollins St. and Federal St.: This intersection has poor sight distance.
 - Concord Turnpike and Richmond Highway (US 460)
 - 12th and Florida Ave
 - The Lynchburg Expressway (US 501) was identified as a major contributor to congestion between Wards Road (US 29) and Candler's Mountain Road. Additionally, the exit ramp onto US 29 South is subject to backups onto the expressway. Other areas of congestion within Lynchburg include US 501 and Old Forest Rd.
 - Carpool backups at Link Horn Elementary and Middle Schools
 - Enterprise Dr. sees congestion from vehicles turning into The Summit retirement community.

Potential Strategies and Countermeasures Discussion

Strategies and Countermeasures in Lynchburg were discussed for specific areas of the city based on pedestrian activity, intersection design, and speed limits. Traffic circles and signal timing were common themes in many areas of concern.

- **Overall:**
 - Quick-build demonstration projects.
 - Signal timing.
 - Incorporate fatality and serious injury statistics into ad campaigns.
 - Tactical urbanism (**low-cost, temporary, and scalable urban design interventions** aimed at improving public spaces and street safety).
- **Speeding**
 - Reduce speed limit in areas like Enterprise Dr., 12th St. near Robert S Payne Elementary School, and at the intersection of Fort Ave. and 12th St.
 - Speed bumps could be installed along the corridor of Enterprise Dr. and The Summit.
 - Lower the speed limit to fit the context of the road rather than the function.



- Add more neighborhood speed limit signs.
- **Intersection Improvements**
 - Traffic circles were a big talking point at the following intersections.
 - Rivermont Ave. and Bedford Ave.
 - Enterprise Dr. and Duncraig Dr.
 - Hollins St. and Federal St.
 - Red light cameras were discussed at the intersection of Concord Turnpike with Richmond Highway (US 460).
 - Lighting up road signs in dark zones or areas with no streetlights.
 - LifeSpare could be a potential partner in advocating for safety improvements and reducing congestion.
 - Improve traffic signal timing through the City to address roadway congestion.
- **Pedestrian and Bicycle Safety**
 - Additional lighting on buses and trucks could be installed for improved visibility.
 - Flashing lights at crosswalks were recommended for the intersection of Duncraig Dr. and Tradewynd Dr. with Enterprise Dr.
 - Additional streetlights should be installed across the city, especially around Liberty University.
 - Adjust signal timing to allow more time for pedestrians to cross intersections.
 - Multiple areas for improved accessibility included the James River Heritage Trail, extending bike, pedestrian, and bus services, and identifying safe urban trail routes.
 - Road diets along Enterprise Dr. could allow more room for parallel parked vehicles and intersection safety.
 - Additional road dieting was discussed at Rivermont Bridge on Rivermont Dr. to provide a dedicated bike lane and pedestrian path.
 - A road diet plan was discussed along Old Forest Road to create a two-lane road with traffic circles at intersections and a shared-use path connecting Blackwater Creek Trail and the school complex.

Key Takeaways

- **Speeding:** Multiple locations across the city were identified for speeding concerns, often related to intersection challenges and pedestrian activity.
- **Pedestrian and Bicycle Safety:** Connectivity and increased pedestrian/bicycle access were highlighted in multiple areas in the city, as well as the importance of improving pedestrian safety and infrastructure at key intersections.
- **Intersection Improvements:** Various intersections were identified for potential improvements based on congestion, pedestrian safety, and speeding.

Brainstorming & Action Table Summary for Goal 1: Reduce Speeding and Improve Intersection Safety

Brainstorming

- Install more rumble strips (Not speed related)
- Temporary bike lanes or road diets
- Demo projects could help with public perception
 - Pop-up roundabouts

Lower Speed Limits (Dots: 4)



- Lower speed limits to 25 mph or less on Enterprise Dr.

Install more speed limit signs (Dots: 2)

- Slowing down in all residential communities
- Speed limit signs at the end of each road

Change urban arterial standards to reduce travel lane width (Dots: 2)

- Change urban arterial standard to call for 11 foot lanes (currently 12 feet)

Review signal and sight distance timing to ensure safe pedestrian crossing (Dots: 4)

- Review intersections for sight issues
- Check with Lynchburg City in timing of pedestrian crossings at the intersection of Enterprise Dr. and Tradewynds Dr

Quick-win demonstration projects (Dots: 16)

- Pilots projects: quick, low-cost, temporary installation of intersection improvements
- Experimental, low-cost roach changes.
- Quick install of things like bump-outs, curbs, etc. to slow and change patterns
- Simple bump-outs on 12th street between Monroe and Buchanan streets

Install Roundabouts throughout the city (Dots: 9)

- I would add multiple roundabout circles throughout the city
- Put in traffic circle on Enterprise Dr and Duncraig
- Stop using traffic signals at intersections. Use other solutions (RCUT's) and roundabouts
- I would put more rumble strips on roads that have slow speed limits

Pedestrian/Bicycle Infrastructure and Connectivity (Dots: 19)

- Require development to install sidewalks
- Increasing connectivity between existing trails, bike paths, to major routes and thoroughfares
- Conduct more studies on pedestrian traffic – especially on connecting roads (Hollins Hill, Wards Ferry, etc)
- Provide continuity in crosswalk markings
- Utilize the tunnels under Lynchburg for travel – metro? Biking/Mix use?



Goal 1 Action Table

The goal 1 action table was not filled out.

Goal 1: Reduce Speeding and Improve Intersection Safety		
Specific Actions/Initiatives	Why is this important?	Next Steps
	•	•
	•	
	•	
	•	
	•	•

Brainstorming & Action Table Summary for Goal 2: Improve Road Infrastructure to Promote Safety for All Road Users

Brainstorming

Shoulder Improvements (Dots: 5)

- Edge lines on rural roads to help protect roadway departures
- Widen paved shoulders

Lighting Improvements (Dots: 6)

- Fix streetlights that are down on Enterprise Dr.
- Adding solar panels to lights so when power goes out, lights stay on
 - Major traffic intersections and streets with high foot traffic
 - Fight APCO until they hire more than one streetlamp lineman

Traffic Calming (Dots: 8)

- Small speed bumps – like seen in neighborhoods in forest

Signage (Dots: 1)

- Signage improvements – multi-strategy

Strategy (Dots: 3)

- Proactive instead of reactive



Goal 2 Action Table

Goal 2: Improve Road Infrastructure to Promote Safety for All Road Users		
Specific Actions/Initiatives	Why is this important?	Next Steps
Pedestrian/Bicycle infrastructure and connectivity improvements	•	-Monitor pedestrian traffic at regular intervals to identify areas of need -Be more proactive
Make Direct (no diagonal) crossing ramps standard	•	•
Shoulder Improvements: widening, edge lines, guardrails		
Enhance traffic calming: speed bumps, bulb outs	- People tend to respond to physical driving constraints more than paint and signage	-Roundabout education -Notify public and keep informed about changes
Focus on Areas Around Public Institutions	•	
Promote a Systemic Policy	•	•

Brainstorming & Action Table Summary for Goal 3: Strengthen Enforcement to Address Dangerous Driving

Brainstorming

Increased Enforcement (Dots: 5)

- More police enforcement
- Increase funding for enforcement
- Immediately increase police presence on Enterprise Dr. to ticket speeding drivers

Increased Fines for Speeding (Dots: 5)

- Increased fines for speeding tickets
- I would increase fines for speeding

Automated Enforcement (Dots: 7)

- I would put multiple red light runner cameras around the City
- Pursue opportunities for automated enforcements around school work zones

Data-Driven Enforcement (Dots: 3)

- Ensure law enforcement has data on specific locations and times of day to target enforcement



Goal 3 Action Table

Goal 3: Strengthen Enforcement to Address Dangerous Driving		
Specific Actions/Initiatives	Why is this important?	Next Steps
Increase funding for more enforcement	-Additional Staff -Work zones safety	-Grant opportunities -Career Fairs -Sign-on bonus
Increased fines for speeding	- Balance for accountability - No consequence-points •	-Talk with government/council -Reward good driving behavior -Insurance companies
Automated Enforcement	- Low staff - Concerns about entering this field - Safety to Self - Work zones help police	- Work with government to expand speed enforcement beyond schools
Data Driven Enforcement	- Support Police information - Increase efficiency to better do their job	-ArcGIS active dashboard for crime -Explore if this can be used for specific speed/road violations

Brainstorming & Action Table Summary for Goal 4: Expand Safety Education and Community Engagement

Brainstorming

Partnerships (Dots: 10)

- Increase TV, social media, and billboard and driver education awareness to driving dangers
- Use DriveSmart/DMV materials to create collective message
- Collective mission for education. Not an individual campaign
- Education: collaborate with DMV to educate drivers how to drive safely
- VDOT and County continue coordination of communication
- Education: Seek local partnerships through YOVASO

Community Engagement (Dots: 12)

- Strengthen education
 - Pedestrian Safety
 - Bike Safety
 - EMS Safety
 - Impaired Driving
- Host community workshops on awareness
- Educate to change the way people talk about crashes
 - “Crash” not “accident”
- Rent out large parking spaces and convert then into temporary roundabouts so people can drive then in a safe and controlled environment
- Business survey re: Traffic (of all kinds-vehicle, foot) and any current or potential challenges



- Community engagement for specific solutions
- Utilize neighborhood centers and schools for educational sessions for the public

Incentives/Reinforcement (Dots: 4)

- Incentives for behavior change
 - \$5 gift card for taking bus downtown.
- Require continuing education course every 10 years (non-graded) for licensure
- Incentives: Work with businesses and communities to motivate Safer Streets
- Get the auto industry more involved with rates for good/bad drivers
- Work with insurance companies to incentivize drivers education
- Tax incentives for businesses to install lights on the edges of their trucks.
 - Funding for City of Lynchburg to add lights on public and school buses
- Positive reinforcement for seatbelt and passenger laws at high school (\$5 gift card)
-

Share Data and Examples (Dots: 2)

- Wrecked cars to high schools for example YOVASO
- Report numbers (like smoking ads). Cant change what you don't track or know
 - Numbers, marketing, main stream, social media

Other

- Education on federal and state funding streams
- Develop locality/region-wide app for citizens to report near miss crashes
- Dashcam on school bus



Goal 4 Action Table

Goal 4: Expand Safety Education and Community Engagement		
Specific Actions/Initiatives	Why is this important?	Next Steps
VDOT/County initiative to join efforts with Public Information Offices	-Consistent and timely messaging	-Informal 1-on-1 conversations -Find common message -Set time frame such as safety week, etc.
Use Community Spaces to post meetings and provide existing information	-Support continued education	-Identify spaces, instructors, content -PDC help database resources -12 to 18 months -Libraries
Early Messaging for future/potential projects	- Ensure success and community feedback/involvement/ buy-in	- Identify projects/resources - Coordination with partners
Youth Engagement Education Opportunities	- Keep young drivers informed - Obtain feedback/buy-in	-YOVASO engagement/campaign coordination -School Resource officers -Driver education instructors
Offer Incentives through Insurance Companies (For example)	- People can be motivated by rewards to follow-through and be involved	-Identify business partners -Early Conversations for ideas and what they can provide/contribute: discounts in premiums

Brainstorming & Action Table Summary for Goal 5: Support Emergency Response Systems That Save Lives

Brainstorming

- Trying to blend administrative and operational roles between VDOT localities.
- Utilize car data (Google, StreetLight, Waze) to identify a crash in real time.
- Require automated high impact reporting from cars involved crashing (Dots: 1)
- EMS funding
 - Survivorship improvement measures
- Advocate for our police department’s request for people and equipment (Dots: 9)
 - Be a voice to support public safety requests
- More local EVR’s for accidents (Dots: 8)



Goal 5 Action Table

Goal 5: Support Emergency Response Systems That Save Lives		
Specific Actions/Initiatives	Why is this important?	Next Steps
Purse funding for more local emergency response vehicles	<ul style="list-style-type: none"> - It's important for responder safety and people in crash - Need to keep traffic moving and safe - Response times can be long before VDOT can respond-big district - Reduces train on police/fire to respond (limited resources) 	<ul style="list-style-type: none"> - Clarify what is the criteria for calling VDOT to respond? - Trained volunteer response – city workers “ready + willing) - Make comprehensive list that are already trained and willing (include those on modified work) - Compile a list of potential funded sources; FEMA?, DMV?
Pursue opportunities to develop emergency response workforce	<ul style="list-style-type: none"> - Challenges with workforce - Need to keep and find good people (Physical, emotional requirement) - Mandatory overtime is potential drawback 	<ul style="list-style-type: none">



6.3 List of Stakeholders and Contributors

The project team extends sincere appreciation to all individuals and organizations who contributed to the development of this plan. Your time, insights, and collaboration were invaluable in shaping a plan that reflects the region’s shared commitment to safer, more connected communities.

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Tyler Creasy	Amherst County
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6.4 Safety Analysis Report

Introduction

The Central Virginia Planning District Commission (CVPDC) is developing a Safety Action Plan to improve roadway safety and reduce roadway fatalities and serious injuries. The Safety Action Plan will identify projects and strategies to improve roadway safety for all users, including pedestrians, bicyclists, bus riders, motorists, micro-mobility users, and commercial operators. The development of the Safety Action Plan is being funded through the Safe Streets and Roads for All (SS4A) Federal grant program through the U.S. Department of Transportation (USDOT).

Safety analysis and demographic considerations are two components of a Safety Action Plan. Under USDOT SS4A guidance, the safety analysis should include:

- An analysis of existing conditions and historical trends that provides a baseline level of crashes involving fatalities and serious injuries
- An analysis of locations where there are crashes and the severity of crashes
- Contributing factors and crash types by relevant road users
- An analysis of systemic and specific safety needs
- A geospatial identification of higher-risk locations

Per USDOT SS4A guidance, demographic considerations should identify different communities through data and other analyses in collaboration with appropriate partners. The demographic analysis should include population characteristics and initial assessments of the proposed projects and strategies.

This report documents the analysis conducted, which includes an analysis of crash data, identification of a High Injury Network, and demographic considerations following the Federal SS4A guidance. The outcomes from this analysis will be used in developing and selecting project and strategy recommendations within the Safety Action Plan.

Regional Crash Data Analysis

The study team compiled crash data from the Virginia Department of Transportation (VDOT) to define the safety needs of the Central Virginia Planning District Commission (CVPDC). **Figure 31** summarizes the total number of fatalities and serious injuries within the CVPDC between 2007 and 2023. While serious injuries have declined fairly consistently since 2007, fatalities have fluctuated year to year. Overall, 220 people have died, and 1,680 people have been seriously injured as a result of motor vehicle crashes between 2018 and 2023. **Figure 32** summarizes the types of roadway users killed over that six-year span. While **Figure 31** and **Figure 32** summarize data through 2023, the remaining data analyses were conducted using 2018-2022 crash data.

Figure 31: CVPDC Trends – Fatalities and Serious Injuries

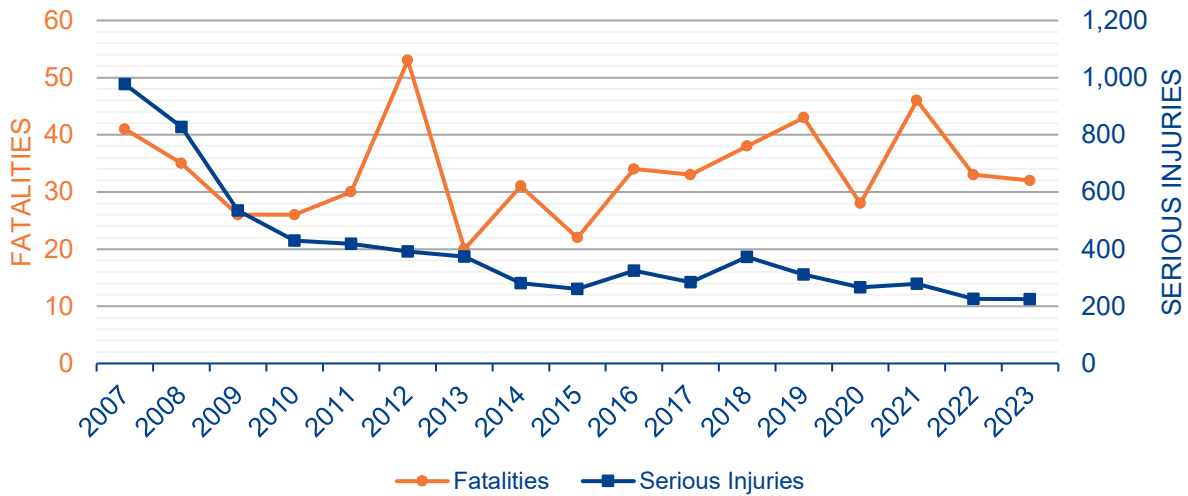
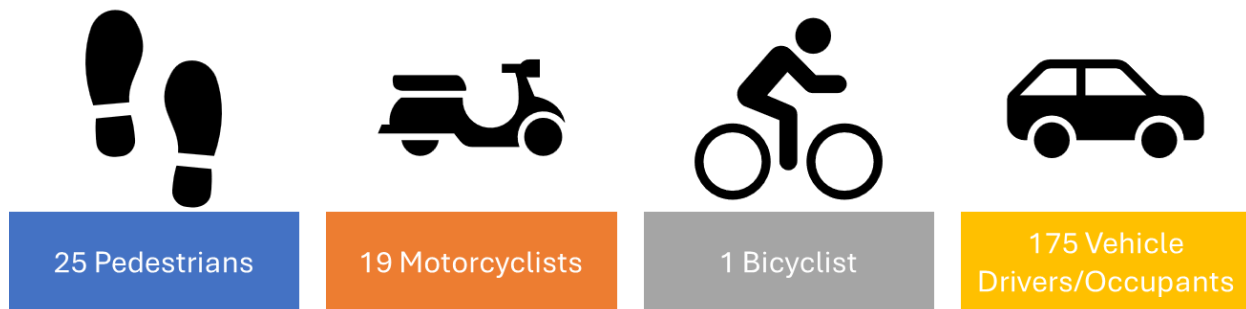


Figure 32: CVPDC Fatalities by Roadway User – 2018-2023



Emphasis Areas

The [Virginia 2022-2026 Strategic Highway Safety Plan \(SHSP\)](#) identifies emphasis areas as predominant factors that contribute to or result in roadway fatalities and serious injuries. An emphasis area-based approach to a safety action plan allows the study team to organize data analysis to understand what behaviors or roadway conditions contribute to crashes and identify solutions for addressing those behaviors or conditions. The study team met with CVPDC stakeholders to discuss emphasis areas for this plan. The study team presented the emphasis areas from the SHSP and asked if any new emphasis areas should be included to better address the needs of the CVPDC. The CVPDC stakeholders decided that all emphasis areas from the SHSP would be included in the analysis and that no additional emphasis areas would be added. **Table 29** documents how fatalities and serious injuries are defined for each emphasis area.

Figure 33 summarizes the number of roadway fatalities and serious injuries within the CVPDC for each emphasis area. **Among all emphasis areas, crashes involving a roadway departure**



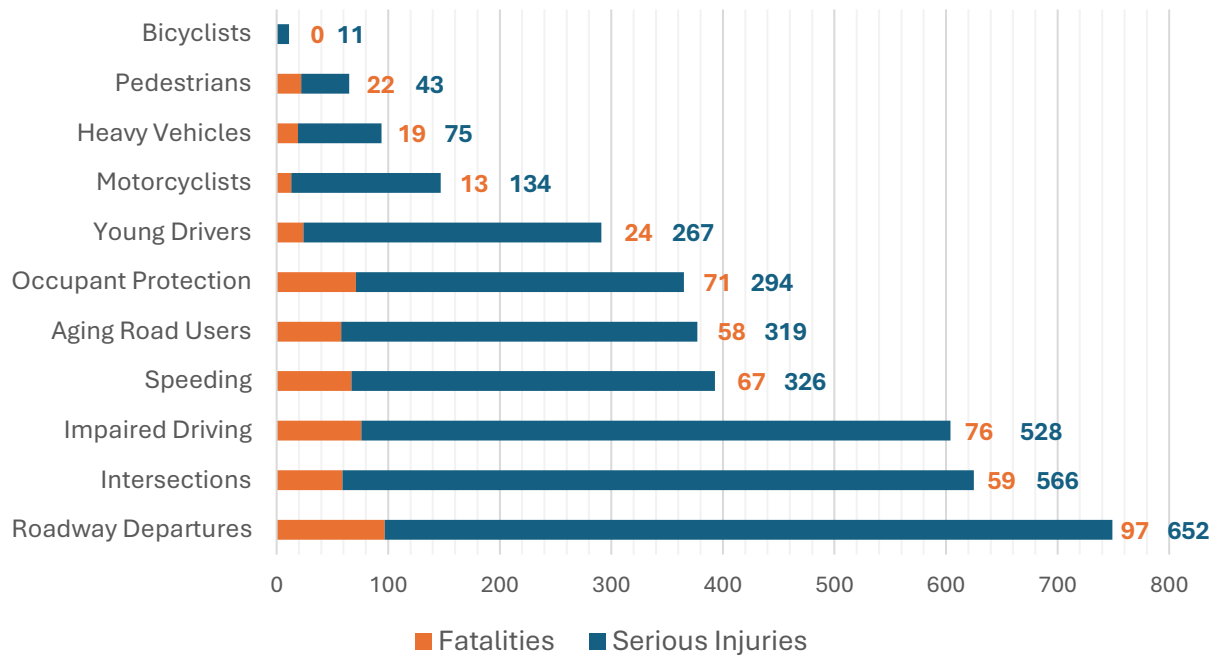
contributed to the most fatalities and serious injuries over the five years. Among the emphasis areas that involve driver behavior, impaired driving, which includes distracted, drunk, drugged, and drowsy driving, contributed to the most fatalities and serious injuries over the five years.

Table 29: 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 where 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 people killed or seriously injured in a crash in a passenger car, pickup, van, 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 was 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 was 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 crosses an edge line or centerline or otherwise leaves the traveled way, excluding intersection crashes.



Figure 33: CVPDC Fatalities and Serious Injuries by Emphasis Area – 2018-2022



While **Figure 33** summarizes the number of fatalities and serious injuries within the CVPDC for each emphasis area, it does not consider that many crashes involve more than one emphasis area. The correlation matrix shown in **Table 30** summarizes how often each emphasis area acts as a contributing factor to another emphasis area (e.g., how often does a roadway departure crash involve a speeding vehicle?). Each column in **Table 30** 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, 340 of the 604 fatalities and serious injuries (56 percent) in impaired driving crashes involved a vehicle leaving the roadway.

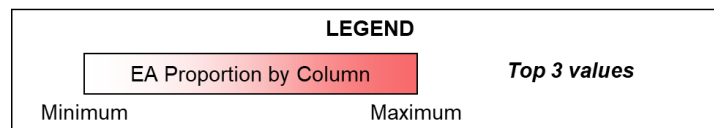
Table 30 summarizes contributing factors on a crash level rather than a vehicle or driver level. For example, a correlation between speeding and impaired driving means that a crash involved a driver who was speeding and a driver (same or different) who was impaired. For that reason, it is easier to draw conclusions between a behavioral emphasis area and a roadway condition emphasis area than it is to draw conclusions between two behavioral emphasis areas. A few key takeaways from the correlation matrix include:

- 192 of 377 fatalities and serious injuries (51 percent) involving aging road users occurred at intersections
- 73 percent of bicyclist fatalities and serious injuries occurred at intersections compared to only 46 percent of pedestrian fatalities and serious injuries
- 56 percent of all impaired driving fatalities and serious injuries and 60 percent of all speeding fatalities and serious injuries involved a vehicle departing the roadway



Table 30: CVPDC Fatalities and Serious Injuries Correlation Matrix – 2018-2022

	Impaired Driving	Speeding	Occupant Protection	Roadway Departure	Intersections	Young Drivers	Bicyclists	Pedestrians	Aging Road Users	Motorcyclists	Heavy Vehicles
Total	604	393	365	749	625	291	11	65	377	147	94
Impaired Driving	-	159	164	340	194	111	2	23	96	18	26
Speeding	159	-	138	236	104	88	0	6	70	39	27
Occupant Protection	164	138	-	228	110	78	0	0	49	0	20
Roadway Departure	340	236	228	-	0	151	1	2	101	47	30
Intersections	194	104	110	0	-	106	8	30	192	55	28
Young Drivers	111	88	78	151	106	-	5	6	23	10	8
Bicyclists	2	0	0	1	8	5	-	0	2	0	0
Pedestrians	23	6	0	2	30	6	0	-	26	0	3
Aging Road Users	96	70	49	101	192	23	2	26	-	27	35
Motorcyclists	19	39	0	48	55	10	0	0	27	-	3
Heavy Vehicles	26	27	20	30	28	8	0	3	35	3	-



High-Crash Intersections

The study team ranked classified intersections as high-crash intersections if the intersection ranked in the top 10 within each jurisdiction across the following categories using 2018-2022 crash data. The study team included any crash that occurred within 250 feet of the center of the intersection while calculating the rankings. **Table 31** summarizes the intersections that rank in the top five within the CVPDC for any of the three categories. The tables within each jurisdiction chapter summarize the intersections that rank in the top five within each jurisdiction for any of the three categories. The locations of high-crash intersections are visualized on **Map 1**.

Total number of crashes

Number of fatal (K) and serious injury (A) crashes

Number of equivalent property damage only (EPDO) crashes for fatal and injury crashes. EPDO crashes are calculated using the following weights:

- K=160
- A=160
- B=20
- C=10



Table 31: CVPDC – High Crash Intersections

Intersection	Jurisdiction	KA Crashes	KA Rank	EPDO Crashes	EPDO Crash Rank	Total Crashes	Total Crash Rank
Timber Ridge Rd and E Lynchburg Salem Tpke (US 460)	Bedford County	7	<u>1</u>	1357	<u>1</u>	35	21
12th St and Campbell Ave	City of Lynchburg	5	<u>2</u>	948	<u>2</u>	23	54
Ardmore Dr/Forest Brook Rd and Old Forest Rd	City of Lynchburg	4	<u>3</u>	880	<u>3</u>	41	11
Stonewall Rd and Richmond Hwy (US 460)	Campbell County	4	<u>3</u>	836	<u>4</u>	29	35
Spout Spring Rd and Richmond Hwy (US 460)	Appomattox County	4	<u>3</u>	755	<u>5</u>	15	87
Enterprise Dr/Oakdale Cir and Timberlake Rd (US 460)	Campbell County	4	<u>3</u>	743	7	31	28
Laxton Rd and Timberlake Rd (US 460)	Campbell County	3	8	684	10	56	<u>3</u>
Harvard St/Liberty University Dr and Wards Rd (U.S. 29)	City of Lynchburg	1	72	558	19	78	<u>1</u>
Lakeside Dr and Lynchburg Expy	City of Lynchburg	1	72	473	33	58	<u>2</u>
Richland Dr/Leesville Rd and Timberlake Rd (US 460)	City of Lynchburg	1	72	465	36	56	<u>3</u>
Waterlick Rd and Timberlake Rd (US 460)	Campbell County	1	72	365	59	54	<u>5</u>



High-Injury Network

The high-injury network (HIN) represents a subset of the roadway network that contains the highest concentration of fatal or serious injury crashes. The study team developed the high-injury network by dividing each roadway into equal length, approximately 0.5-mile segments. The study team then met with each jurisdiction to determine the minimum crash criteria that must be met using 2018-2022 crash data for a segment to be included in the HIN (e.g., a 0.5-mile segment must have a minimum of 2 fatal (K) or serious injury (A) crashes to be included in HIN). 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 county, the study team selected a minimum crash criterion that also considered minor injury (B) crashes.

The selected criteria for each jurisdiction are summarized in **Table 32**. **Table 32** also summarizes the number and percentage of roadway mileage included in the HIN (i.e., total length of segments that met the minimum criteria) and the number and percentage of crashes associated with those segments. For example, 70 percent of fatal (K) and serious injury (A) crashes in the City of Lynchburg occurred on 9 percent of the roadway mileage. For each jurisdiction, more than 50 percent of the subject crashes occur on less than 10 percent of roadway mileage.

Table 32: Criteria for HIN by Jurisdiction

Jurisdiction	Minimum Crash Criteria	Segment Miles	% Miles	Crashes	% Crashes
Amherst County	2 KAB Crashes	45.6	5%	392	66%
Appomattox County	2 KAB Crashes	30.8	5%	190	67%
Bedford County	2 KA Crashes	45.6	2%	247	52%
Campbell County	3 KAB Crashes	42.3	4%	493	54%
City of Lynchburg	2 KA Crashes	38.6	9%	243	70%

The study team calculated the crash cost per mile for each segment included in the HIN by using the Virginia 2023 comprehensive crash unit costs shown in **Table 33**. The study team calculated the crash cost per mile based on all crashes that occurred in each segment, regardless of which crash severities were used in the minimum crash criterion for that jurisdiction.

The study team then ranked HIN segments within each jurisdiction and categorized segments into two tiers. Tier 1 HIN segments include the highest-ranking segments based on crash cost per mile until the cumulative length of those segments reaches 25 miles. Tier 2 HIN segments include any segments that meet the jurisdiction-specific minimum criteria but fall outside the top 25 miles. The high-injury network segments are visualized below on **Map 1**.

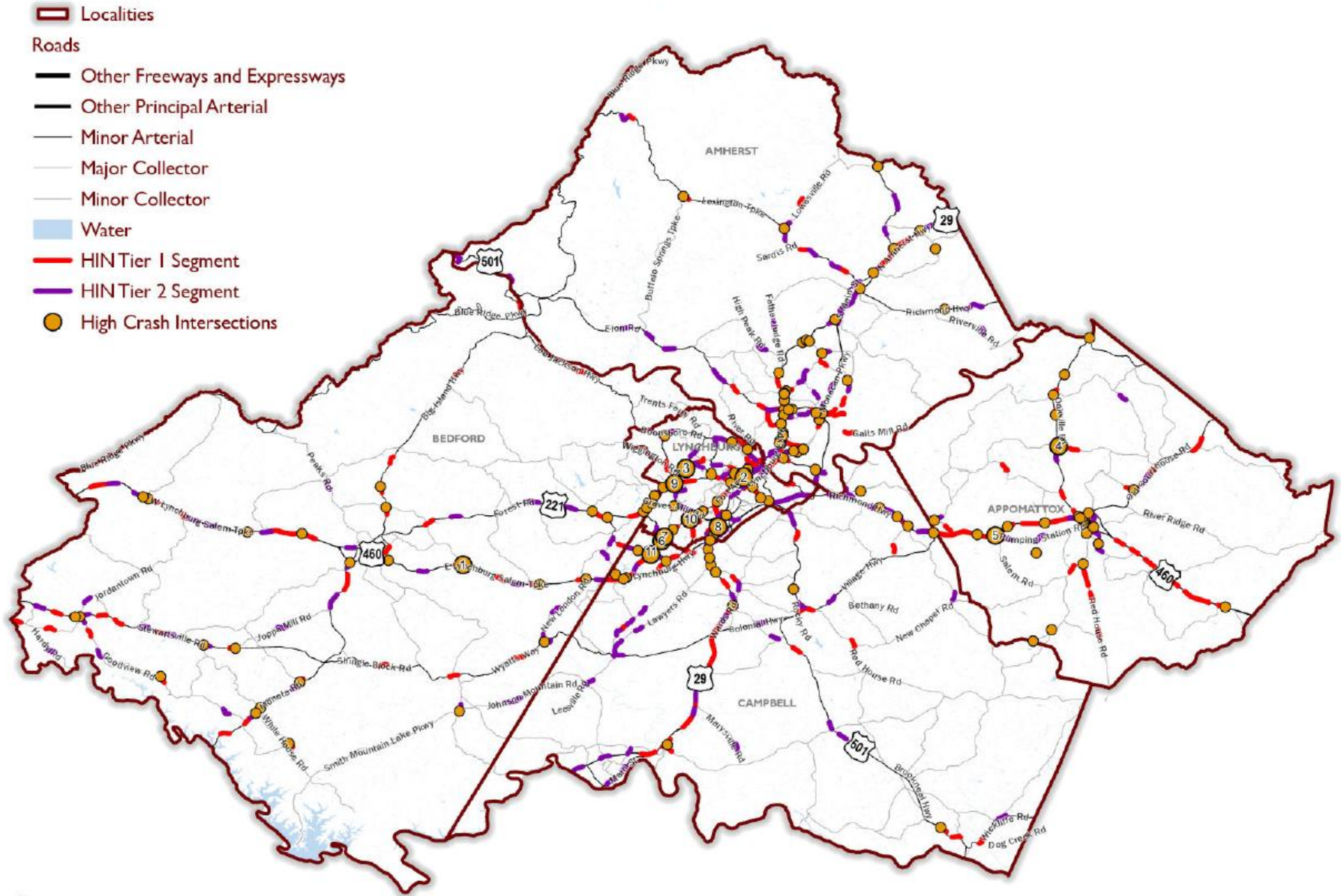


Table 33: Crash Unit Cost by Severity

Crash Severity	Comprehensive Crash Cost
Fatality (K)	\$15,446,715
Suspected Serious Injury (A)	\$903,948
Suspected Minor Injury (B)	\$297,620
Possible Injury (C)	\$170,636
Property Damage Only (O)	\$16,203



High Injury Network (HIN) Segments & High Crash Intersections



Map 1



Potential for Safety Improvement

VDOT conducts a statewide network screening-level analysis annually to identify roadway segments and intersections that rank in the top 100 intersections or the top 100 miles of segment with potential for safety improvement (PSI) within each VDOT district. PSI indicates an intersection or segment that experienced more crashes than expected for a site of the same type (e.g., four-legged signalized intersection, six-lane arterial) and similar volumes. **Table 34** indicates the number of intersections and the total number of segment miles within each jurisdiction that ranked within the top 100 intersections or segment miles within Lynchburg District based on 2018-2022 crash data. This data is visualized below in **Map 2**.

Table 34: CVPDC PSI Intersections and Segments

Jurisdiction	# PSI Intersections	# Miles of PSI Segments
Amherst County	14	18
Appomattox County	2	4
Bedford County	15	10
Campbell County	25	16
City of Lynchburg	40	33



2018 - 2022 Top Potential Safety Improvements

Localities

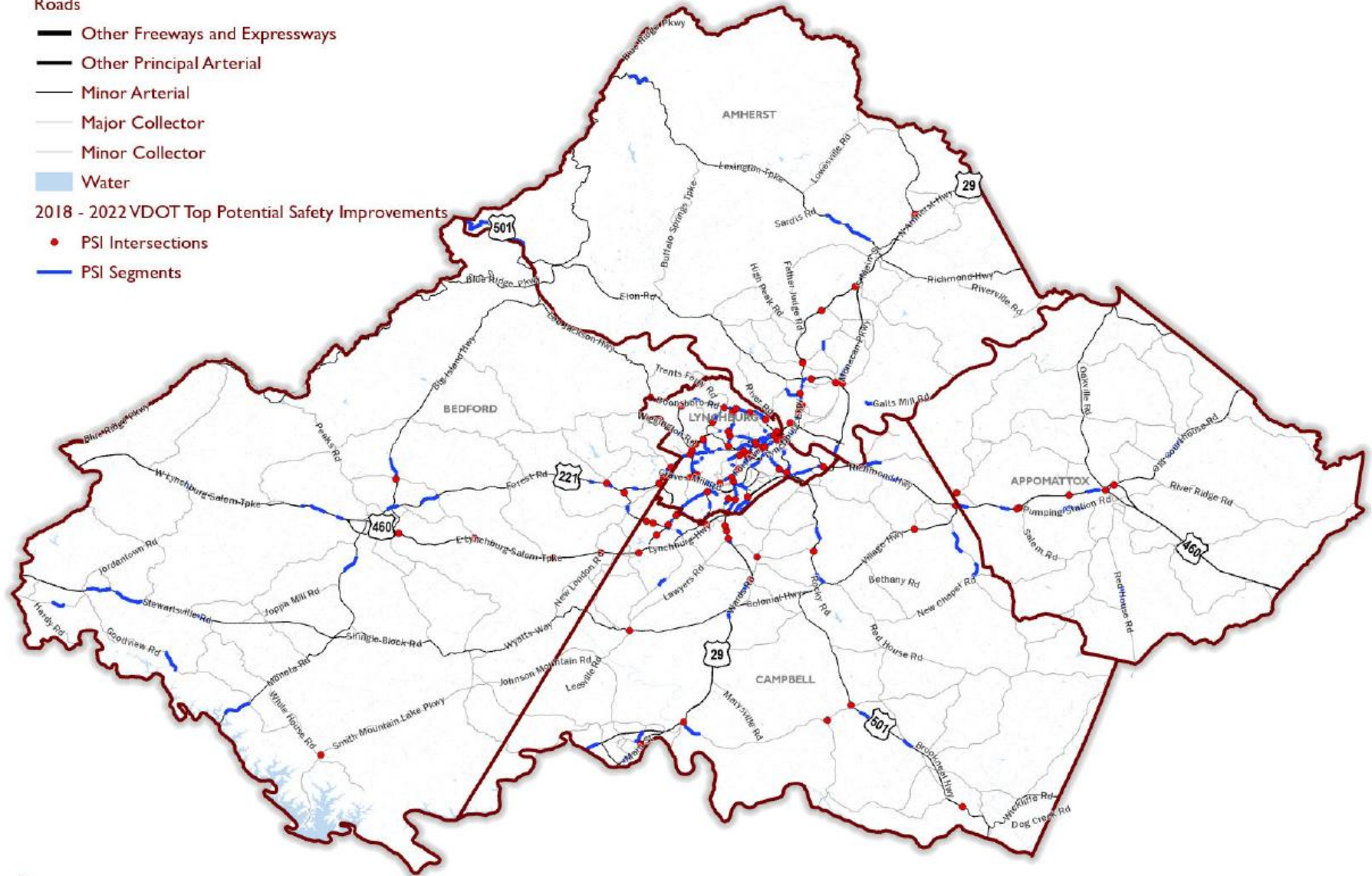
Roads

- Other Freeways and Expressways
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector

Water

2018 - 2022 VDOT Top Potential Safety Improvements

- PSI Intersections
- PSI Segments



Map 2



Pedestrian and Bicyclist Safety Action Plan Priority Corridors

In support of its Pedestrian and Bicyclist Safety Action Plan (PBSAP), VDOT conducts a network screening-level analysis to identify roadways throughout the state in need of pedestrian or bicycle improvements. The analysis considers pedestrian and bicyclist crash history (2018-2022) as well as additional factors that contribute to the risk of pedestrian and bicyclist crashes, such as traffic volume, speed limit, census-tract level information such as the proportion of zero-vehicle households and employment density, and pedestrian generators such as parks and schools. The resulting priority corridors represent roadway segments ranked in the top 1 and 5 percent of segments statewide. The Pedestrian and Bicyclists Safety Action Plan is visualized below in **Map 3**.

For this safety action plan, the PBSAP analysis was reanalyzed to identify roadway segments that ranked in the top 1 and top 5 percent of segments within the CVPDC. **Table 35** documents the total number of segment miles in each jurisdiction ranked in the top 1 and 5 percent of all segment miles based on the statewide and regional analyses.

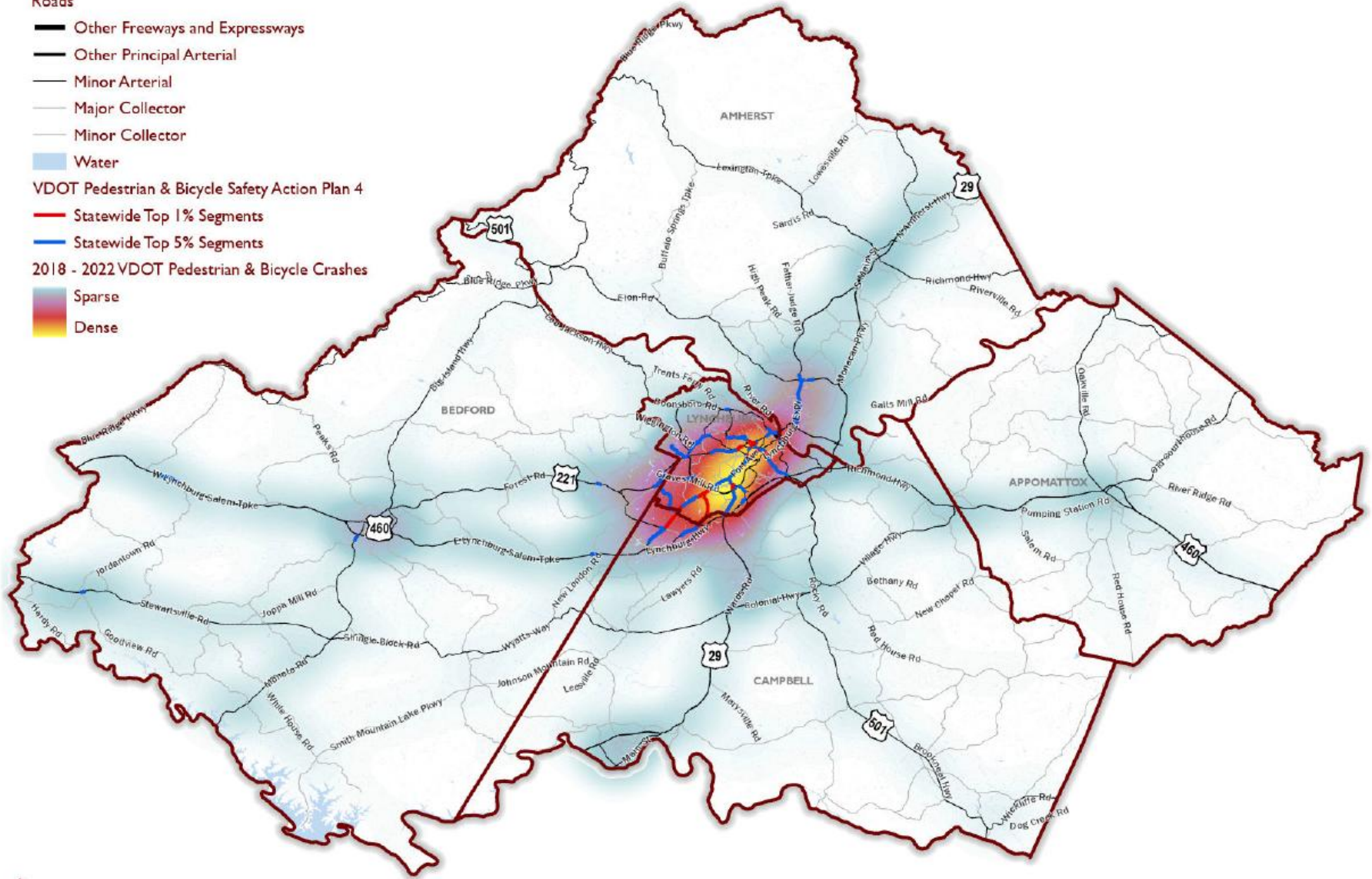
Table 35: PBSAP Statewide vs. Regional Comparison

Jurisdiction	Statewide		Region	
	Top 1%	Top 5%	Top 1%	Top 5%
Amherst County	0	6	2	16
Appomattox County	0	0	0	4
Bedford County	0	4	1	24
Campbell County	1	6	2	18
City of Lynchburg	5	29	16	25



Pedestrian & Bicycle Safety Action Plan

- Localities
- Roads**
 - Other Freeways and Expressways
 - Other Principal Arterial
 - Minor Arterial
 - Major Collector
 - Minor Collector
- Water
- VDOT Pedestrian & Bicycle Safety Action Plan 4**
 - Statewide Top 1% Segments
 - Statewide Top 5% Segments
- 2018 - 2022 VDOT Pedestrian & Bicycle Crashes**
 - Sparse
 - Dense



Map 3



Demographic Analysis

The study team looked at serious and fatal crashes in various communities and compared these incidents with demographic data from the area. The demographic data is from the 2023 American Community Survey, organized by census tract for each community. About 50 data sets were used, grouped into five main categories: transportation, environment, health, social characteristics, and climate and disaster risk. Each category helps us understand transportation safety in relation to communities that may experience other issues on top of unsafe roads. By combining the safety analysis with demographic data, our team can focus on areas that need safety improvements.

Vulnerability Methodology

Data sets were divided into five main categories in our demographic analysis. This analysis highlights the following five categories by census tract, identifying the following areas:

- ▶ **Transportation issues:** 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:** future and current risks to residents from climate and natural disasters
- ▶ **Environmental:** residents' exposure to pollution and other harmful elements caused by the built environment.
- ▶ **Health:** prevalence of health conditions (e.g., asthma, cancer)
- ▶ **Social Characteristics:** characteristics of social factors such as poverty and crowded housing.

Each set was given a percentage score based on its findings. The percentage score is based on the number of residents reporting to experience a given factor. Additionally, an overall score was assigned to each of the five categories, which considered all the individual scores from these five categories. A census tract is considered vulnerable if the overall index score ranks in the 65th or higher percentile of census tracts nationwide. The overlap of communities facing transportation vulnerabilities and the high-injury network can be viewed below in **Map 4**.

Crashes in Vulnerable Census Tracts

The study team processed 2018-2022 fatalities and serious injuries within each jurisdiction to determine how many fatalities and serious injuries occurred in vulnerable census tracts using the demographic analysis. **Table 8** displays the number and percentage of fatalities and serious injuries that occurred within the identified vulnerable census tracts. **Map 4** displays vulnerable census tracts based on the demographic analysis. A higher number and percentage of crashes in all jurisdictions occurred in communities defined as vulnerable.



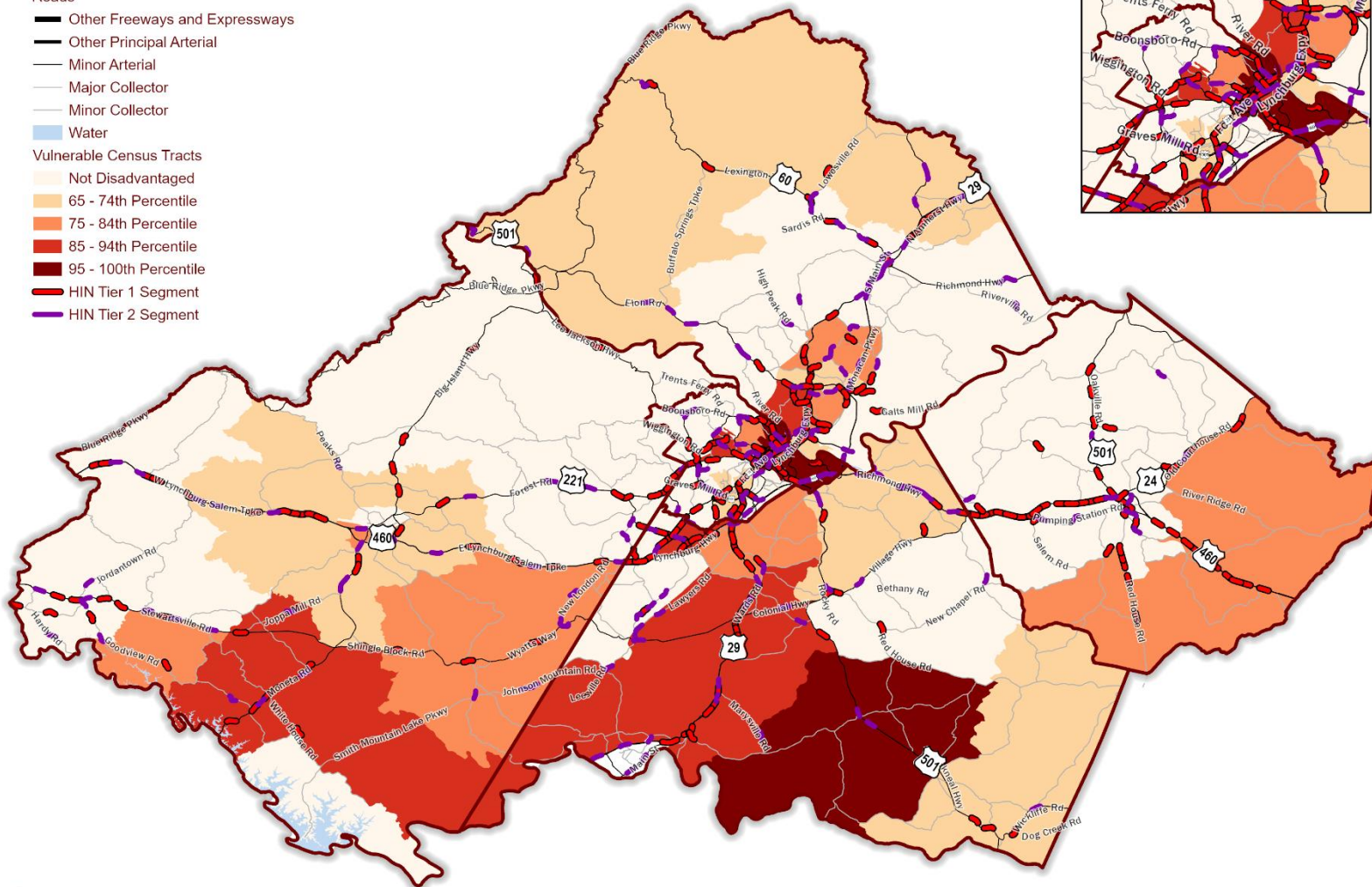
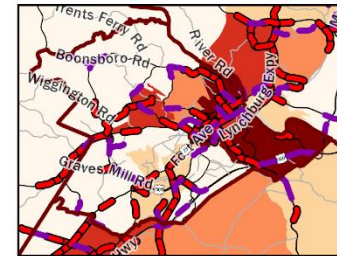
Table 8. Fatalities and Serious Injuries in Vulnerable Census Tracts

	Amherst County	Appomattox County	Bedford County	Campbell County	City of Lynchburg	Planning District Commission
Fatalities and Serious Injuries	123	40	333	264	260	1020
Percentage of All Fatalities and Serious Injuries	68%	34%	55%	78%	65%	62%



Vulnerable Census Tracts & HIN Injury Network

- Localities
- Roads**
- Other Freeways and Expressways
- Other Principal Arterial
- Minor Arterial
- Major Collector
- Minor Collector
- Water
- Vulnerable Census Tracts**
- Not Disadvantaged
- 65 - 74th Percentile
- 75 - 84th Percentile
- 85 - 94th Percentile
- 95 - 100th Percentile
- HIN Tier 1 Segment
- HIN Tier 2 Segment

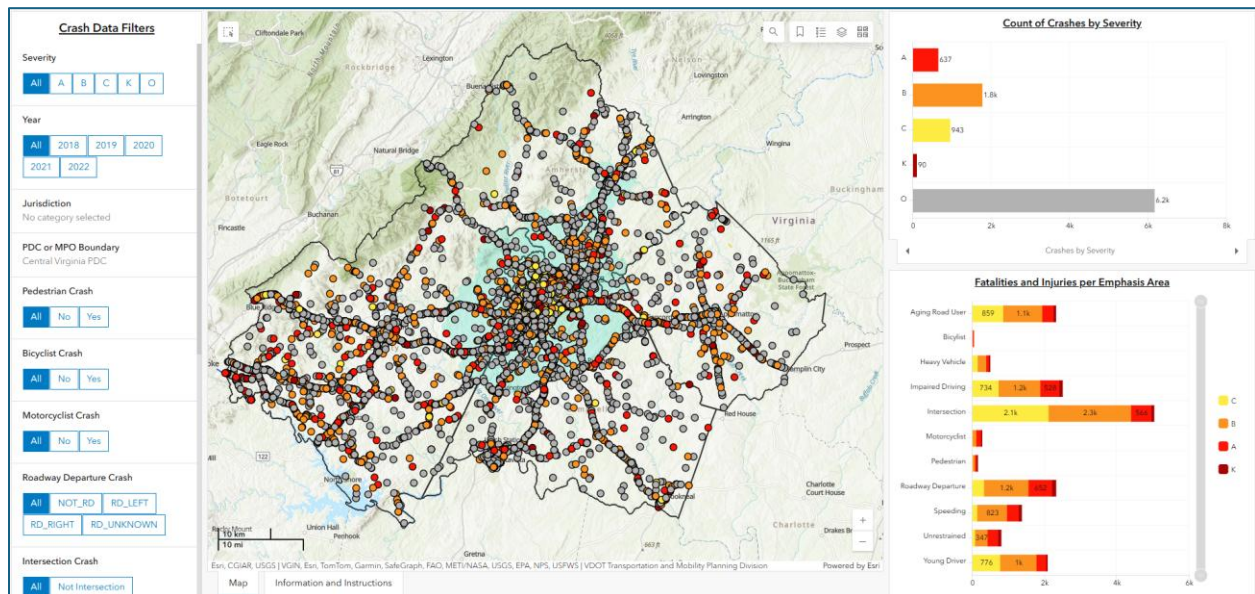


Map 4

Crash Data and Demographics Analysis Dashboard

The study team compiled all data sources described in this section into an [ArcGIS Online dashboard](#), shown in **Figure 34**, to help visualize safety needs. The study team prioritized locations that ranked highly in any individual dataset and locations that ranked highly or moderately in multiple datasets for location-specific safety improvements. The dashboard contains charts that summarize the number of crashes by severity, the number of people killed or injured, the number of crashes by collision type, and the number of fatalities and serious injuries by emphasis area, and that will update based on user filters or selection.

Figure 34: CVPDC Crash Data Analysis Dashboard



Jurisdiction Crash Data Analysis

Amherst County

Figure 35 summarizes the total number of fatalities and serious injuries within Amherst County between 2018 and 2023. Fatalities have slowly declined from 2018 to 2023, with a peak in 2021 at six fatalities. Both fatalities and serious injuries reached a high point for the six-year period in 2021. This trend for fatalities matches the regional trend, shown in **Figure 31**; however, the trend in serious injuries differs from the regional trend, where serious injuries have declined fairly consistently since 2018. Overall, 25 people have died, and 191 people have been seriously injured as a result of motor vehicle crashes between 2018 and 2023. **Figure 36** summarizes the types of roadway users killed over that six-year span. While **Figure 35** and **Figure 36** summarize data through 2023, the remaining data analyses were conducted using 2018-2022 crash data. All data presented for Amherst County includes crashes in the Town of Amherst.

Figure 35: Amherst County Trends – Fatalities and Serious Injuries

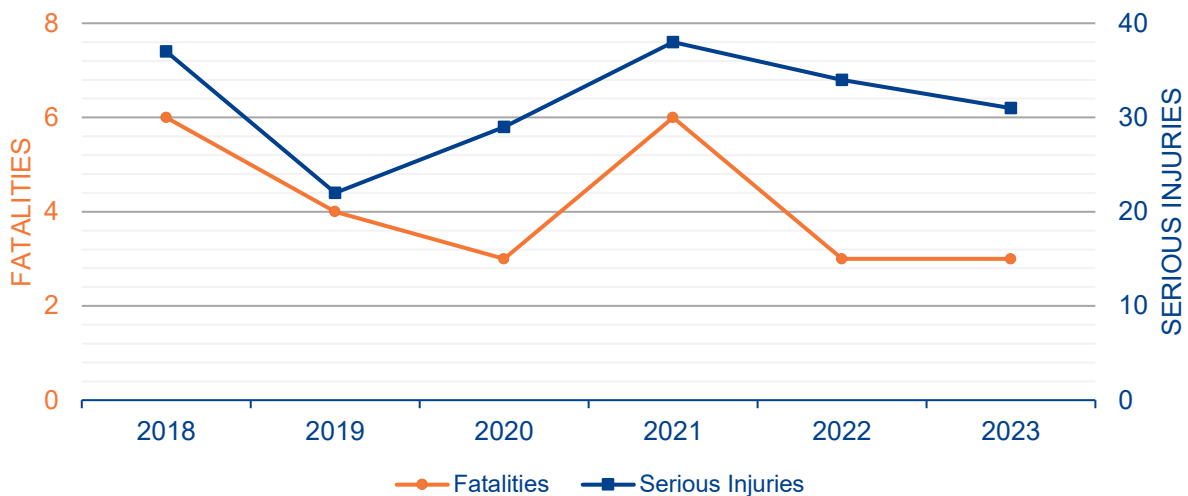
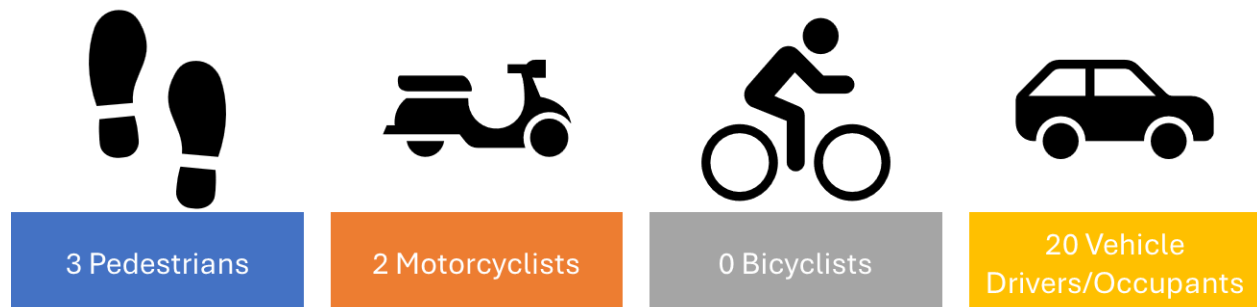


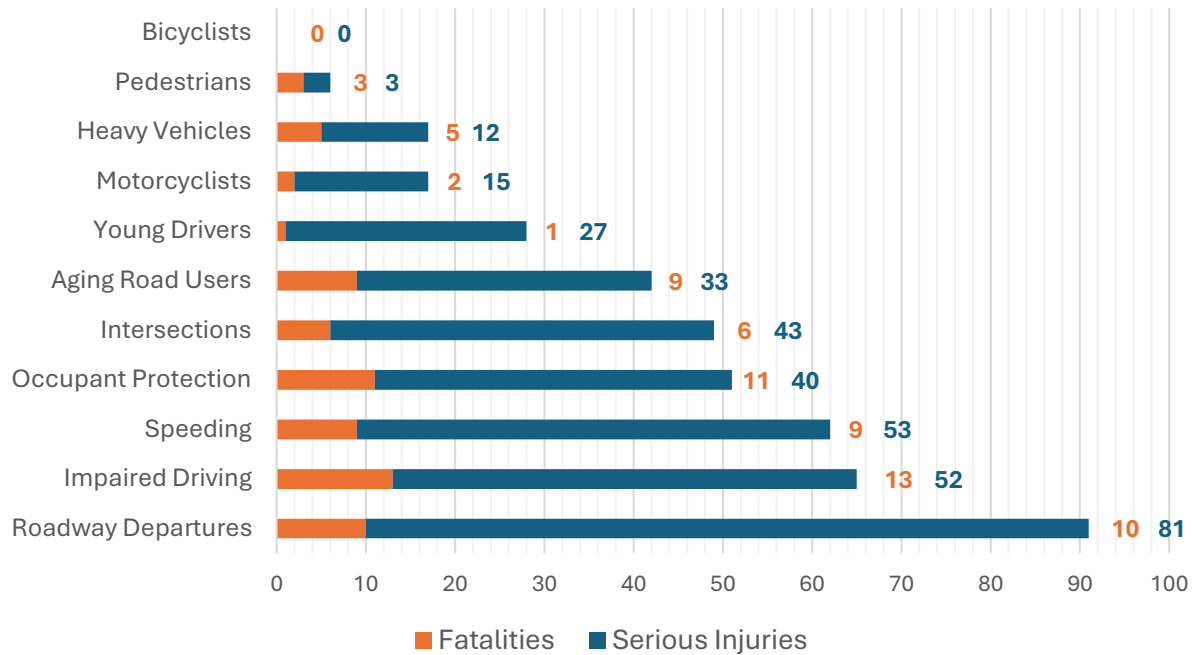
Figure 36: Amherst County Fatalities by Roadway User – 2018-2023



Emphasis Areas

Figure 37 summarizes the number of fatalities and serious injuries within Amherst County for each emphasis area. Roadway departure crashes contributed to the highest number of fatalities and serious injuries; however, crashes involving an impaired driver contributed to the most fatalities. No bicyclists were killed or seriously injured in crashes in Amherst County from 2018-2022.

Figure 37: Amherst County Fatalities by Emphasis Area – 2018-2022



Refer to the **Emphasis Areas** section for instructions on interpreting data presented in the correlation matrix. A few key takeaways from the correlation matrix include:

- 19 of 28 fatalities and serious injuries (68 percent) involving young drivers involved a vehicle departing the roadway
- 18 of 42 fatalities and serious injuries (43 percent) involving aging roadway users occurred at intersections
- 57 percent of all impaired driving fatalities and serious injuries, 58 percent of all speeding fatalities and serious injuries, and 61 percent of all unrestrained fatalities and serious injuries involved a vehicle departing the roadway
- 4 of 6 pedestrian fatalities and serious injuries involved an aging road user. In 3 of the 4 instances, the aging road user involved was the pedestrian killed or injured.
- Zero pedestrian fatalities occurred at intersections.



Table 37: Amherst County Fatalities and Serious Injuries by Month – 2018-2022

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Motorcyclists	1	0	1	3	2	2	2	3	0	1	1	1	17
Pedestrians	1	0	0	0	0	1	0	1	0	2	0	1	6
Bicyclists	0	0	0	0	0	0	0	0	0	0	0	0	0
Young Drivers	1	0	2	6	3	1	7	0	2	2	4	0	28
Aging Road Users	4	1	0	3	1	5	2	6	3	8	5	4	42
Occupant Protection	8	0	2	9	3	4	7	5	2	3	4	4	51
Impaired Driving	7	3	4	5	3	4	16	5	3	5	8	2	65
Speeding	2	2	0	11	2	9	9	9	1	6	7	4	62
Heavy Vehicles	3	0	1	0	2	2	1	3	2	2	0	1	17
Roadway Departures	12	3	2	11	3	10	15	9	5	4	13	4	91
Intersections	1	3	2	6	4	3	9	3	3	6	7	2	49

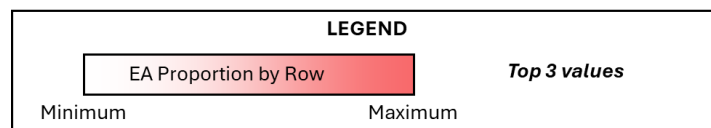


Table 38 summarizes the number of fatalities and serious injuries within Amherst County for each emphasis area by the time of day. The time intervals were divided into three-hour segments to capture similar driving patterns. For example, the 6:00 AM – 8:59 AM timeframe aims to capture the morning peak period. The most fatalities and serious injuries for all emphasis areas occurred between 3:00 PM and 5:59 PM except for those involving motorcyclists and pedestrians, which occurred between 6:00 PM and 8:59 PM, and aging road users, which occurred between 12:00 PM and 2:59 PM.



Table 38: Amherst County Fatalities and Serious Injuries by Time of Day – 2018-2022

	6:00 AM - 8:59 AM	9:00 AM - 11:59 AM	12:00 PM - 2:59 PM	3:00 PM - 5:59 PM	6:00 PM - 8:59 PM	9:00 PM - 11:59 PM	12:00 PM - 2:59 AM	3:00 AM - 5:59 AM	Total
Motorcyclists	1	1	2	4	7	2	0	0	17
Pedestrians	1	2	0	0	2	1	0	0	6
Bicyclists	0	0	0	0	0	0	0	0	0
Young Drivers	0	0	3	13	4	4	1	3	28
Aging Road Users	3	10	12	10	6	1	0	0	42
Occupant Protection	3	9	2	12	4	10	6	5	51
Impaired Driving	8	4	8	15	12	8	8	2	65
Speeding	0	8	13	15	10	8	6	2	62
Heavy Vehicles	1	2	6	6	0	1	1	0	17
Roadway Departures	5	5	16	20	14	17	9	5	91
Intersections	8	6	8	16	5	1	2	3	49

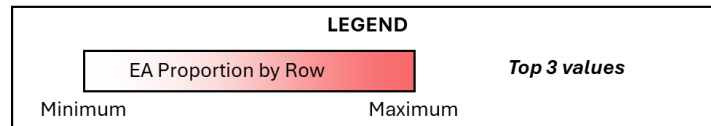




Table 39 summarizes the number of fatalities and serious injuries within Amherst County for each emphasis area by pavement condition. Almost 90 percent of fatalities and serious injuries for each emphasis area occurred on dry roadways, except for those involving pedestrians, where 50 percent occurred on wet roadways.

Table 39: Amherst County Fatalities and Serious Injuries by Pavement Condition
- 2018-2022

	1. Dry	2. Wet	3. Snowy	4. Icy	5. Muddy	6. Oil/Other Fluids	7. Other	8. Natural Debris	9. Water (Standing, Moving)	10. Slush	11. Sand, Dirt, Gravel	Total
Motorcyclists	16	0	0	1	0	0	0	0	0	0	0	17
Pedestrians	3	3	0	0	0	0	0	0	0	0	0	6
Bicyclists	0	0	0	0	0	0	0	0	0	0	0	0
Young Drivers	28	0	0	0	0	0	0	0	0	0	0	28
Aging Road Users	38	4	0	0	0	0	0	0	0	0	0	42
Occupant Protection	47	2	0	2	0	0	0	0	0	0	0	51
Impaired Driving	58	5	0	2	0	0	0	0	0	0	0	65
Speeding	59	2	0	1	0	0	0	0	0	0	0	62
Heavy Vehicles	17	0	0	0	0	0	0	0	0	0	0	17
Roadway Departures	80	8	0	3	0	0	0	0	0	0	0	91
Intersections	48	1	0	0	0	0	0	0	0	0	0	49

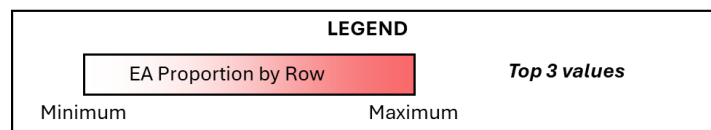
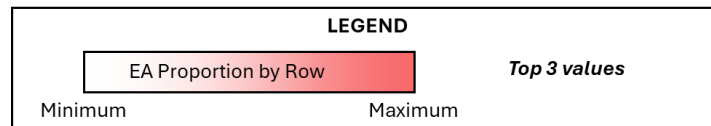


Table 40 summarizes the number of fatalities and serious injuries within Amherst County for each emphasis area by lighting condition. The highest number of fatalities and serious injuries for all emphasis areas occurred during the daylight except for those involving pedestrians, which occurred most in the dark on roads that were not lighted (4 fatalities and serious injuries).



Table 40: Amherst County Fatalities and Serious Injuries by Light Condition – 2018-2022

	1. Dawn	2. Daylight	3. Dusk	4. Darkness - Road Lighted	5. Darkness - Road Not Lighted	6. Darkness - Unknown Road	7. Unknown	Total
Motorcyclists	0	11	1	0	5	0	0	17
Pedestrians	0	2	0	0	4	0	0	6
Bicyclists	0	0	0	0	0	0	0	0
Young Drivers	0	16	0	1	11	0	0	28
Aging Road Users	0	35	0	0	7	0	0	42
Occupant Protection	0	26	1	0	24	0	0	51
Impaired Driving	2	33	3	0	27	0	0	65
Speeding	0	39	2	0	21	0	0	62
Heavy Vehicles	0	15	0	0	2	0	0	17
Roadway Departures	1	50	3	0	37	0	0	91
Intersections	1	37	2	1	8	0	0	49



High-Crash Locations

Table 41 summarizes intersections within Amherst County that ranked in the top five for any of the following metrics: PSI, total crashes, fatal (**K**) and serious injury (**A**) crashes, or EPDO crashes. Refer to the High-Crash Intersections and Potential for Safety Improvement intersections for descriptions of these measures. No intersections ranked in the top five across all four measures, but the following intersections ranked in the top five for three measures, indicating a higher need for safety improvements.

- S Amherst Hwy (U.S. 29) and S Coolwell Rd
- S Amherst Hwy (U.S. 29) and Elon Rd/Amelon Expy
- S Amherst Hwy (U.S. 29) and Mays St/Seminole Dr

Table 42 summarizes segments within Amherst County that ranked in the top five in the HIN, PSI, or regional PBSAP segments. Refer to the High Injury Network, Potential for Safety Improvement, and Pedestrian and Bicyclist Safety Action Plan Priority Corridors sections for descriptions of these measures. The locations identified in **Table 15** and **Table 16** are visualized on **Map 6**.



Table 41: Amherst County – Intersection Safety Needs

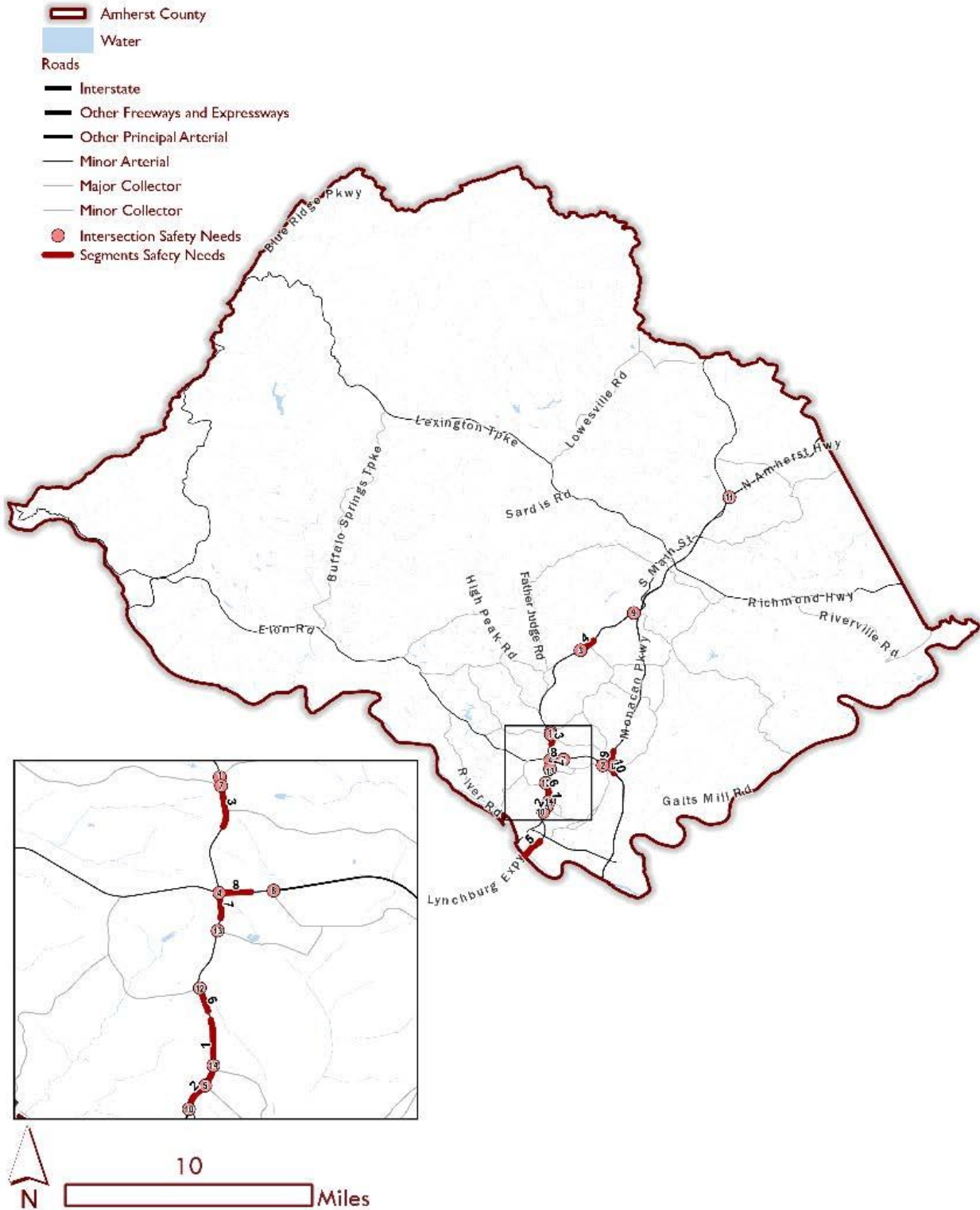
Intersection	KA Crashes	KA Rank	EPDO Crashes	EPDO Crash Rank	Total Crashes	Total Crash Rank	District PSI Rank	Locality PSI Rank
1. S Amherst Hwy (U.S. 29) and S Coolwell Rd	3	<u>1</u>	594	<u>1</u>	22	6	33	<u>3</u>
2. Amelon Expy and Dixie Airport Rd	2	<u>2</u>	346	<u>3</u>	9	16	187	12
3. S Amherst Hwy (U.S. 29) and Faulconerville Dr/Sprouse Dr	2	<u>2</u>	344	<u>4</u>	7	22	127	11
4. S Amherst Hwy (U.S. 29) and Elon Rd/Amelon Expy	1	<u>4</u>	361	<u>2</u>	41	<u>1</u>	-	-
5. S Amherst Hwy (U.S. 29) and Mays St/Seminole Dr	1	<u>4</u>	296	<u>5</u>	23	<u>5</u>	96	8
6. U.S. 29 and Amelon Expy NB Off-Ramp	1	<u>4</u>	266	6	12	13	81	6
7. S Amherst Hwy (U.S. 29) and Winesap Rd	1	<u>4</u>	248	7	13	11	102	9
8. Amelon Expy and Amelon Rd/Amelon Center Pkwy	1	<u>4</u>	245	8	10	14	94	7
9. S Amherst Hwy (U.S. 29) and Sweet Briar Rd	1	<u>4</u>	195	12	8	17	109	10
10. S Amherst Hwy (US BUS 29) and Amherst Hwy/Lyttleton Ln	0	-	202	11	31	<u>2</u>	44	<u>4</u>
11. N Patrick Henry Hwy and N Amherst Hwy (U.S. 29)	0	-	173	17	21	7	30	<u>2</u>
12. Dillard Rd and S Amherst Hwy (U.S. 29)	0	-	159	37	26	<u>3</u>	69	<u>5</u>
13. S Amherst Hwy (U.S. 29) and Great Oaks Dr/Woodys Lake Rd	0	-	119	39	24	<u>4</u>	-	-
14. Grove Ave and S Amherst Hwy (U.S. 29)	0	-	95	40	19	8	28	<u>1</u>



Table 42: Amherst County – Segment Safety Needs

Segment	HIN Rank	PSI Rank – Jurisdiction	PSI Rank – District	PBSAP Rank – Jurisdiction	PBSAP Rank – Region
1. Amherst Hwy (U.S. 29) - Grove Ave to the north of Buddys Dr	<u>1</u>	<u>2</u>	65	<u>2</u>	129
2. Lynchburg Expy (U.S. 29) - Lyttleton Ln to Grove Ave	<u>2</u>	<u>3</u>	66	12	233
3. Amherst Hwy (U.S. 29) - S Coolwell Rd to the north of Oak Grove Dr	<u>3</u>	-	-	47	470
4. S Amherst Hwy (U.S. 29) - Sprouse Dr to the north of Smokey Hollow Rd	<u>4</u>	-	-	97	715
5. Amherst Hwy (U.S. 29) - Concord Tpke to 3rd St	<u>5</u>	6	122	-	-
6. S Amherst Hwy (U.S. 29) - Stowaway Ln to Dillard Rd	13	<u>1</u>	57	<u>2</u>	129
7. Amherst Hwy (U.S. 29) - Madison Heights Sq to Elon Rd	10	<u>4</u>	72	<u>1</u>	125
8. Amelon Expy - Amherst Hwy (U.S. 29) to Oakwood Dr	42	<u>5</u>	86	16	258
9. Lynchburg Expy (U.S. 29) - south of S Amherst Hwy NB Off-Ramp	19	-	-	<u>3</u>	136
10. Lynchburg Expy (U.S. 29) - north of S Amherst Hwy NB Off-Ramp	19	-	-	<u>4</u>	137

Identified Intersection & Segment Safety Needs



Map 6

Appomattox County

Figure 38 summarizes the total number of fatalities and serious injuries within Appomattox County between 2018 and 2023. Fatalities have fluctuated year to year, with a peak in 2019 at seven fatalities. Serious injuries also peaked in 2019 at 29 but have declined since then. Overall, 21 people have died, and 121 have been seriously injured as a result of motor vehicle crashes between 2018 and 2023. **Figure 39** summarizes the types of roadway users killed over that six-year span. While **Figure 38** and **Figure 39** summarize data through 2023, the remaining data analyses were conducted using 2018-2022 crash data. All data presented for Appomattox County includes crashes in the Town of Appomattox.

Figure 38: Appomattox County Trends – Fatalities and Serious Injuries

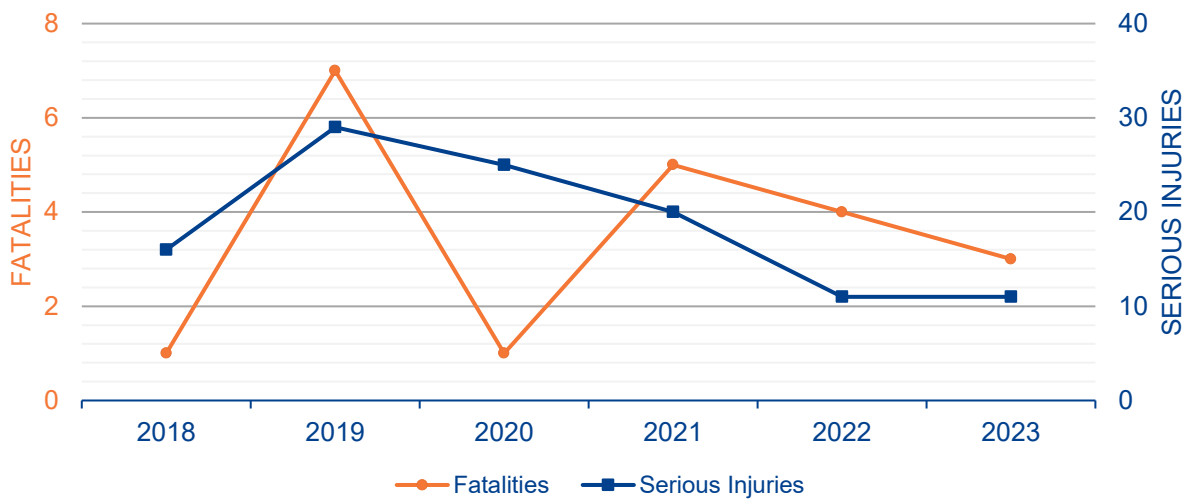
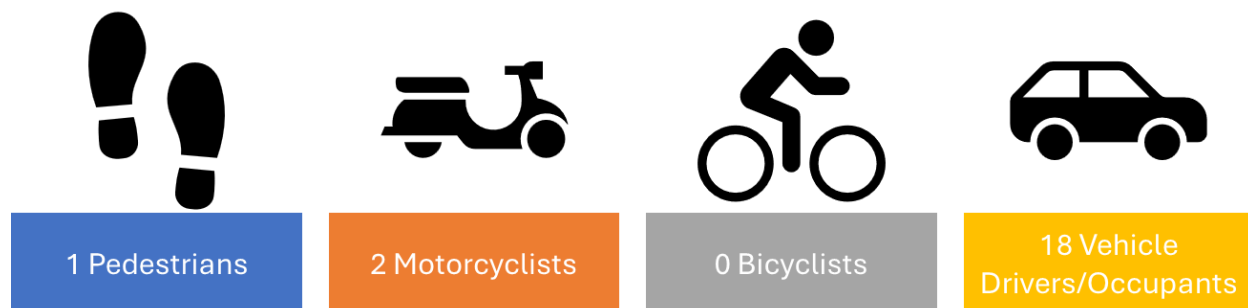


Figure 39: Appomattox County Fatalities by Roadway User – 2018-2023



Emphasis Areas

Figure 10 summarizes the number of fatalities and serious injuries within Appomattox County for each emphasis area. Roadway departure crashes contributed to the highest number of fatalities and serious injuries and amounted to almost double the number of fatalities and serious injuries for



the next highest emphasis area. No bicyclists were killed or seriously injured in crashes in Appomattox County from 2018-2022.

Figure 40: Appomattox County Fatalities by Emphasis Area – 2018-2022

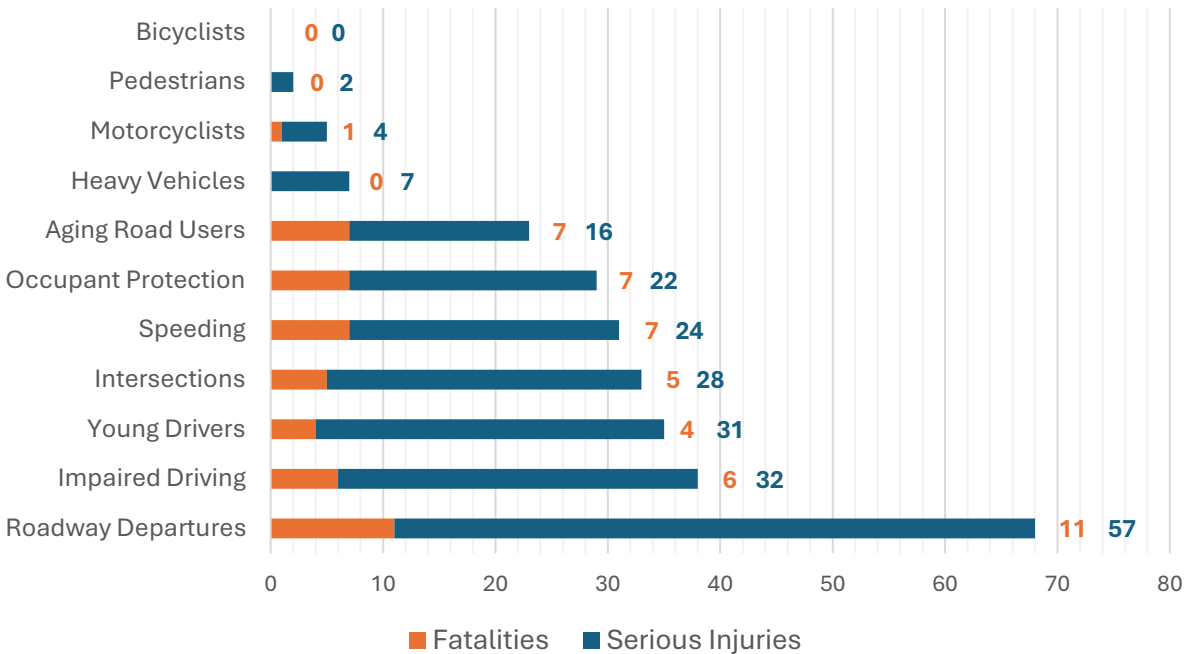


Table 15 summarizes how often each emphasis area acts as a contributing factor to another emphasis area. Refer to the **Emphasis Areas** section for instructions on interpreting data presented in the correlation matrix. A few key takeaways from the correlation matrix include:

21 of 35 fatalities and serious injuries (60 percent) involving young drivers involved a vehicle departing the roadway

Only 9 of 23 fatalities and serious injuries (39 percent) involving an aging road user occurred at an intersection. This trend is lower than the regional trend, where 51 percent occurred at intersections.

Nearly one-third of fatalities and serious injuries that occurred at an intersection involved a young driver. This trend is higher than the regional trend, where 17 percent involved a young driver.

68 percent of all impaired driving fatalities and serious injuries, 68 percent of all speeding fatalities and serious injuries, and 69 percent of all unrestrained fatalities and serious injuries involved a vehicle departing the roadway

Neither of the two pedestrian fatalities or serious injuries occurred at an intersection.



Table 43: Appomattox County Fatalities and Serious Injuries Correlation Matrix
 – 2018-2022

	Impaired Driving	Speeding	Occupant Protection	Roadway Departure	Intersections	Young Drivers	Bicyclists	Pedestrians	Aging Road Users	Motorcyclists	Heavy Vehicles
Total	38	31	29	68	33	35	0	2	23	5	7
Impaired Driving	-	11	10	26	9	13	0	0	4	2	1
Speeding	11	-	8	21	5	9	0	1	6	2	2
Occupant Protection	10	8	-	20	5	5	0	0	4	0	1
Roadway Departure	26	21	20	-	0	21	0	1	5	2	1
Intersections	9	5	5	0	-	10	0	0	9	2	2
Young Drivers	13	9	5	21	10	-	0	2	3	0	2
Bicyclists	0	0	0	0	0	0	-	0	0	0	0
Pedestrians	0	1	0	1	0	2	0	-	2	0	0
Aging Road Users	4	6	4	5	9	3	0	2	-	1	3
Motorcyclists	2	2	0	2	2	0	0	0	1	-	0
Heavy Vehicles	1	2	1	1	2	2	0	0	3	0	-

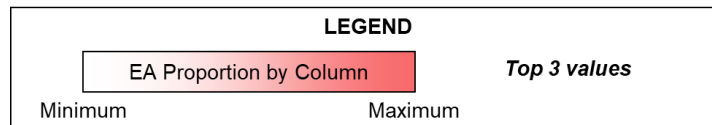


Table 44 summarizes the number of fatalities and serious injuries within Appomattox County for each emphasis area by the month of the year. The highest number of fatalities and serious injuries involving young drivers and drivers who were impaired occurred in September, with nine and seven fatalities and serious injuries, respectively. The highest number of fatalities and serious injuries for vehicles that left the roadway occurred in November (12 fatalities and serious injuries).



Table 44: Appomattox County Fatalities and Serious Injuries by Month – 2018-2022

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Motorcyclists	0	0	0	1	2	1	0	1	0	0	0	0	5
Pedestrians	0	1	0	0	0	0	0	0	0	0	0	1	2
Bicyclists	0	0	0	0	0	0	0	0	0	0	0	0	0
Young Drivers	1	1	3	1	5	1	5	3	9	0	2	4	35
Aging Road Users	1	1	0	0	5	5	0	3	2	3	1	2	23
Occupant Protection	2	0	1	3	4	3	5	1	2	1	5	2	29
Impaired Driving	3	1	1	3	2	3	4	4	7	0	4	6	38
Speeding	1	1	1	0	7	2	1	4	3	3	5	3	31
Heavy Vehicles	0	0	1	0	2	0	0	1	0	1	0	2	7
Roadway Departures	4	0	3	10	8	1	5	5	10	3	12	7	68
Intersections	1	1	2	1	3	11	4	4	1	1	3	1	33

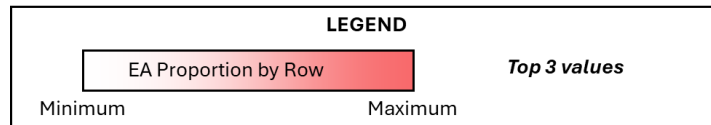


Table 45 summarizes the number of fatalities and serious injuries within Appomattox County for each emphasis area by the time of day. The time intervals were divided into three-hour segments to capture similar driving patterns. For example, the 6:00 AM – 8:59 AM timeframe aims to capture the morning peak period. The highest number of fatalities and serious injuries involving young drivers, road users who were not wearing a seatbelt, impaired driving, and vehicles that left the roadway occurred between 3:00 PM and 5:59 PM. The highest number involving aging road users occurred between 12:00 PM and 2:59 PM, with nine fatalities and serious injuries.



Table 45: Appomattox County Fatalities and Serious Injuries by Time of Day – 2018-2022

	6:00 AM - 8:59 AM	9:00 AM - 11:59 AM	12:00 PM - 2:59 PM	3:00 PM - 5:59 PM	6:00 PM - 8:59 PM	9:00 PM - 11:59 PM	12:00 PM - 2:59 AM	3:00 AM - 5:59 AM	Total
Motorcyclists	1	0	1	2	1	0	0	0	5
Pedestrians	0	1	0	0	1	0	0	0	2
Bicyclists	0	0	0	0	0	0	0	0	0
Young Drivers	3	4	4	10	7	3	1	3	35
Aging Road Users	3	4	9	3	4	0	0	0	23
Occupant Protection	1	3	3	8	5	4	3	2	29
Impaired Driving	1	3	3	12	10	4	0	5	38
Speeding	3	3	5	6	6	2	3	3	31
Heavy Vehicles	0	1	4	1	1	0	0	0	7
Roadway Departures	6	6	4	20	13	8	5	6	68
Intersections	4	7	9	3	8	0	1	1	33

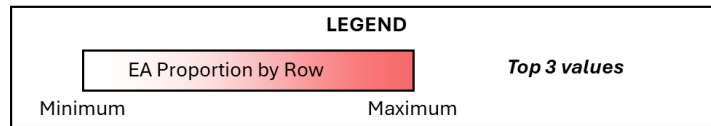




Table 46 summarizes the number of fatalities and serious injuries within Appomattox County for each emphasis area by pavement condition. Almost 90 percent of fatalities and serious injuries for each emphasis area occurred on dry roadways, except for those involving pedestrians, where 50 percent occurred on wet roadways.

Table 46: Appomattox County Fatalities and Serious Injuries by Pavement Condition – 2018-2022

	1. Dry	2. Wet	3. Snowy	4. Icy	5. Muddy	6. Oil/Other Fluids	7. Other	8. Natural Debris	9. Water (Standing, Moving)	10. Slush	11. Sand, Dirt, Gravel	Total
Motorcyclists	5	0	0	0	0	0	0	0	0	0	0	5
Pedestrians	1	1	0	0	0	0	0	0	0	0	0	2
Bicyclists	0	0	0	0	0	0	0	0	0	0	0	0
Young Drivers	33	2	0	0	0	0	0	0	0	0	0	35
Aging Road Users	21	2	0	0	0	0	0	0	0	0	0	23
Occupant Protection	27	2	0	0	0	0	0	0	0	0	0	29
Impaired Driving	37	1	0	0	0	0	0	0	0	0	0	38
Speeding	28	3	0	0	0	0	0	0	0	0	0	31
Heavy Vehicles	6	1	0	0	0	0	0	0	0	0	0	7
Roadway Departures	63	5	0	0	0	0	0	0	0	0	0	68
Intersections	30	3	0	0	0	0	0	0	0	0	0	33

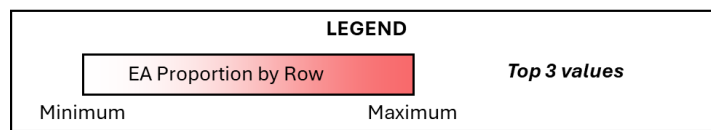
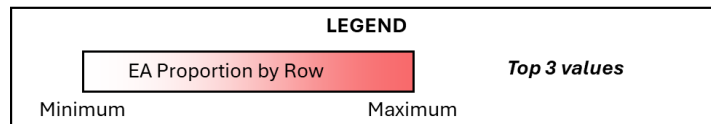


Table 47 summarizes the number of fatalities and serious injuries within Appomattox County for each emphasis area by lighting condition. The highest number of fatalities and serious injuries for all emphasis areas occurred during the daylight except for those involving pedestrians, where there was an equal amount between those that occurred in the daylight and in the dark on roads that were not lighted.



Table 47: Appomattox County Fatalities and Serious Injuries by Light Condition
 – 2018-2022

	1. Dawn	2. Daylight	3. Dusk	4. Darkness - Road Lighted	5. Darkness - Road Not Lighted	6. Darkness - Unknown Road Lighting	7. Unknown	Total
Motorcyclists	0	4	0	0	1	0	0	5
Pedestrians	0	1	0	0	1	0	0	2
Bicyclists	0	0	0	0	0	0	0	0
Young Drivers	0	22	4	0	9	0	0	35
Aging Road Users	0	19	0	0	4	0	0	23
Occupant Protection	0	14	2	0	13	0	0	29
Impaired Driving	1	21	0	2	14	0	0	38
Speeding	1	17	2	0	11	0	0	31
Heavy Vehicles	0	5	0	0	2	0	0	7
Roadway Departures	1	35	3	0	29	0	0	68
Intersections	0	24	3	1	5	0	0	33



High-Crash Locations

Table 48 summarizes intersections within Appomattox County that ranked in the top five for any of the following metrics: PSI, total crashes, fatal (K) and serious injury (A) crashes, or EPDO crashes. Refer to the **High-Crash Intersections, High Injury Network, and Potential for Safety Improvement** sections for descriptions of these measures. The following intersections rank in the top five across all measures, indicating a higher need for safety improvements.

- Richmond Hwy (US 460) and Spout Spring Rd
- Richmond Hwy (US 460) and Police Tower Road

Table 493 summarizes segments within Appomattox County that ranked in the top five in the HIN, PSI, or regional PBSAP segments. Refer to the **High-Crash Intersections, High Injury Network, Potential for Safety Improvement, and Pedestrian and Bicyclist Safety Action Plan Priority Corridors** sections for descriptions of these measures. The locations identified in **Table 22** and **Table 23** are visualized on **Map 7**.



Table 48: Appomattox County – Intersection Safety Needs

Intersection	KA Crashes	KA Rank	EPDO Crashes	EPDO Crash Rank	Total Crashes	Total Crash Rank	District PSI Rank	Locality PSI Rank
1. Richmond Hwy (US 460) and Spout Spring Rd	4	<u>1</u>	755	<u>1</u>	15	<u>1</u>	106	<u>1</u>
2. Richmond Hwy (US 460) and Police Tower Rd	3	<u>2</u>	523	<u>2</u>	8	<u>3</u>	163	<u>3</u>
3. Oakleigh Ave and Confederate Blvd	1	<u>3</u>	222	<u>3</u>	6	<u>5</u>	-	-
4. Richmond Hwy (US 460) and Tonawanda Lake Rd/Reedy Spring Rd	1	<u>3</u>	202	<u>4</u>	5	9	167	6
5. Horseshoe Rd and Old Courthouse Rd	1	<u>3</u>	202	<u>4</u>	5	9	-	-
6. Oakville Rd (US BUS 460) and Richmond Hwy (US 460) EB Off-Ramp	1	<u>3</u>	195	7	8	<u>3</u>	164	<u>4</u>
7. Richmond Hwy (US 460) and Old Courthouse Rd EB Off-Ramp	1	<u>3</u>	193	8	6	<u>5</u>	162	<u>2</u>
8. Oakville Rd and Founders Ln and Old Courthouse Rd	0	-	76	24	10	<u>2</u>	-	-
9. Stage Rd and Stonewall Rd	0	-	62	25	5	9	165	<u>5</u>

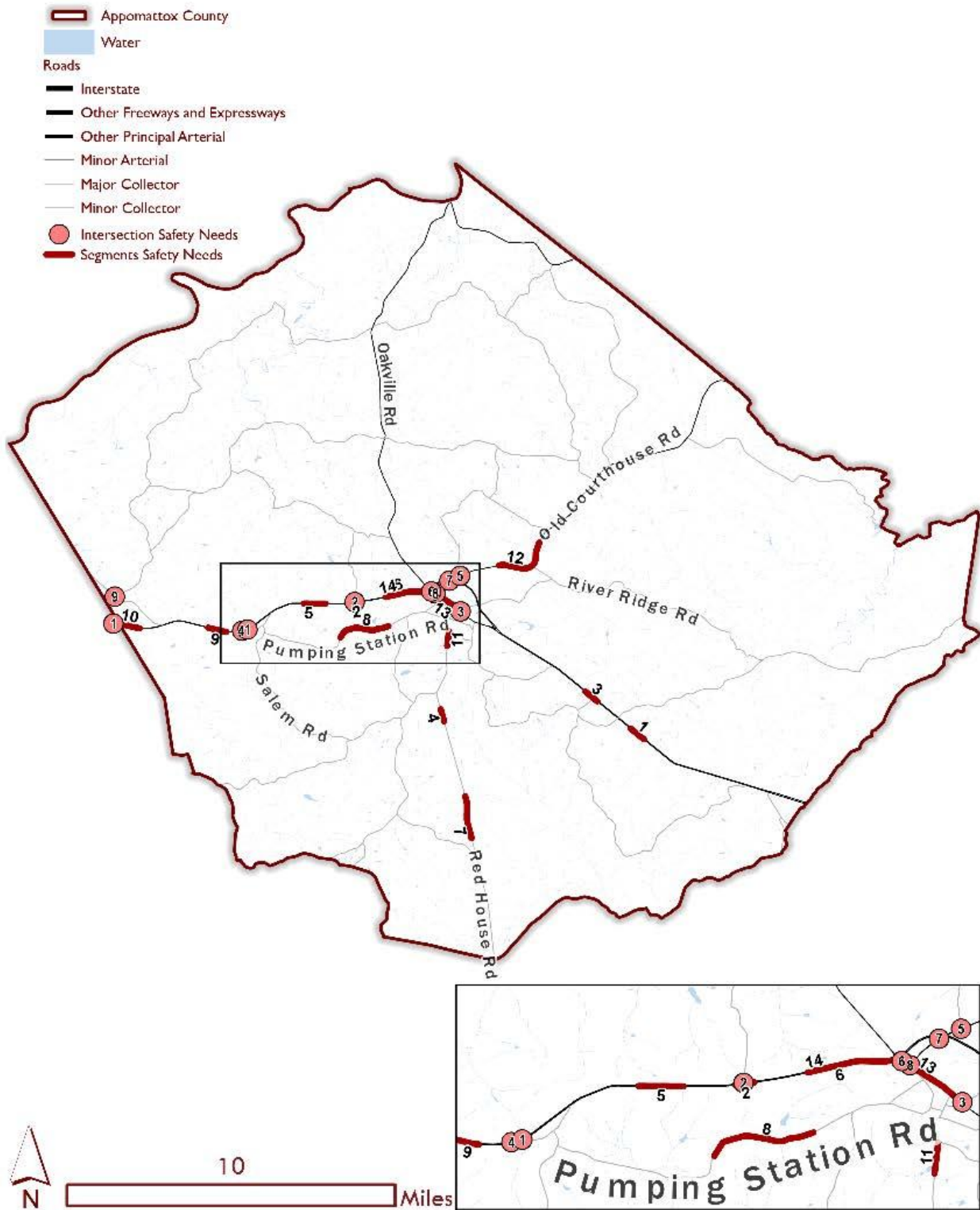


Table 49: Appomattox County – Segment Safety Needs

Segment	HIN Rank	PSI Rank – Jurisdiction	PSI Rank – District	PBSAP Rank – Jurisdiction	PBSAP Rank – Region
1. Richmond Hwy (US 460) at Hooks Landing Ln	<u>1</u>	-	-	-	-
2. Richmond Hwy (US 460) at Police Tower Rd	<u>2</u>	-	-	-	-
3. Richmond Hwy (US 460) - south of Old Evergreen Rd to north of Honey Bee Ln	<u>3</u>	-	-	-	-
4. Red House Road - south of Jack Rabbit Ln	<u>4</u>	-	-	-	-
5. Richmond Hwy (US 460) - Sleepy Hollow Dr to Peaceful Meadow Rd	<u>5</u>	-	-	-	-
6. Richmond Hwy (US 460) - Matthews Rd to Oakville Rd	10	<u>1</u>	102	<u>4</u>	724
7. Red House Rd - Maple Spring Ln to Cub Creek Rd	49	<u>2</u>	262	-	-
8. Pumping Station Rd - Spring Dr to Cone St	56	<u>3</u>	327	-	-
9. Richmond Hwy (US 460) - Ruritan Ln to Woodbridge Ln	14	<u>4</u>	347	-	-
10. Richmond Hwy (US 460) - Stonewall Rd to Stratford Rd	30	<u>5</u>	359	-	-
11. Red House Rd - south of Evergreen Ave	-	-	-	<u>1</u>	578
12. Old Courthouse Rd - west of Gordon Dr to Joel Sweeney Ln	-	-	-	<u>2</u>	634
13. Richmond Hwy (US 460) - Old Courthouse Rd to Oakleigh Ave	-	-	-	<u>3</u>	647
14. Richmond Hwy (US 460) at Matthews Rd	10	<u>1</u>	102	<u>5</u>	725

Map 7

Identified Intersection & Segment Safety Needs



Bedford County

Figure 41 summarizes the total number of fatalities and serious injuries within Bedford County between 2018 and 2023. Fatalities have fluctuated year to year, with a steady decline since 2021. The most fatalities occurred in 2021, with 19 fatalities. Serious injuries stayed predominately flat across all six years. Overall, 71 people have died, and 640 have been seriously injured as a result of motor vehicle crashes between 2018 and 2023. **Figure 42** summarizes the types of roadway users killed over that six-year span. While Bedford County had lower pedestrian and motorcyclist fatalities than other jurisdictions, Bedford County had the most vehicle driver/occupant fatalities. While **Figure 41** and **Figure 42** summarize data through 2023, the remaining data analyses were conducted using 2018-2022 crash data. All data presented for Bedford County includes crashes in the Town of Bedford.

Figure 41: Bedford County Trends – Fatalities and Serious Injuries

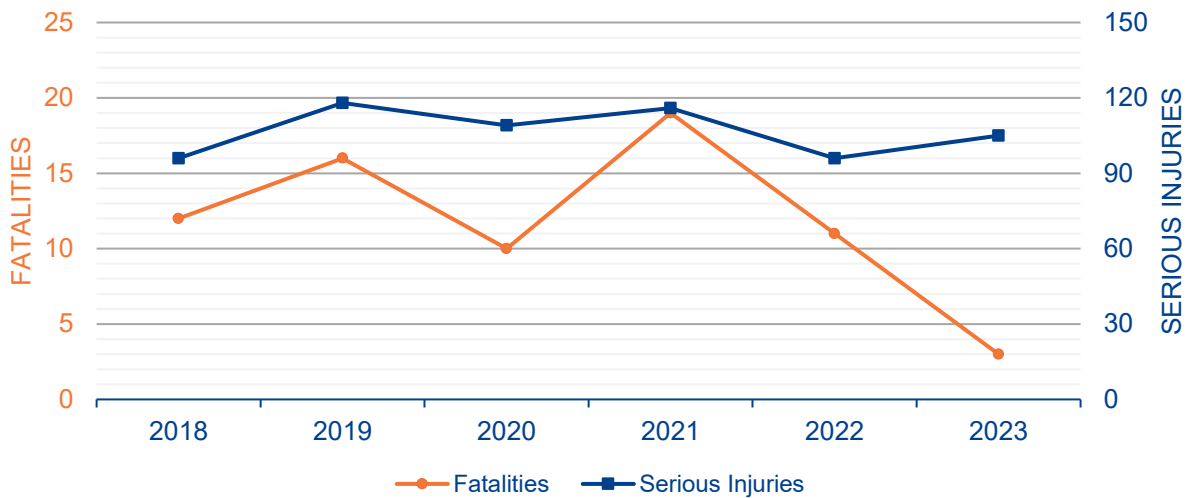
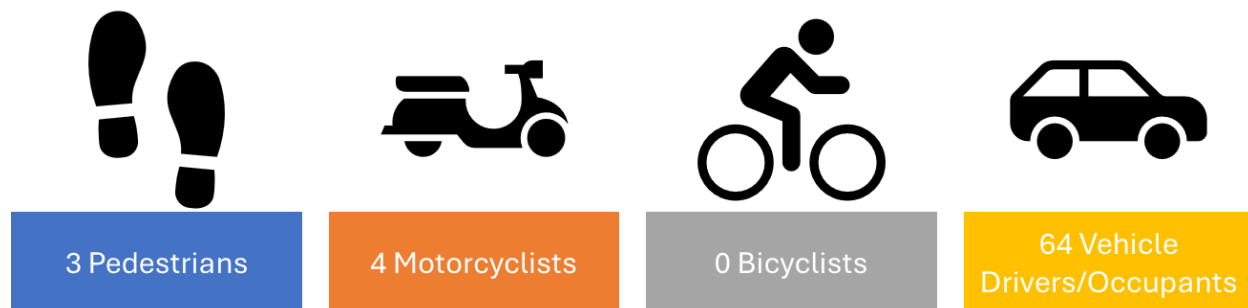


Figure 42: Bedford County Fatalities by Roadway User – 2018-2023



Emphasis Areas

Figure 43 summarizes the number of fatalities and serious injuries within Bedford County for each emphasis area. Roadway departure crashes contributed to the highest number of fatalities and serious injuries.

Figure 43: Bedford County Fatalities by Emphasis Area – 2018-2022

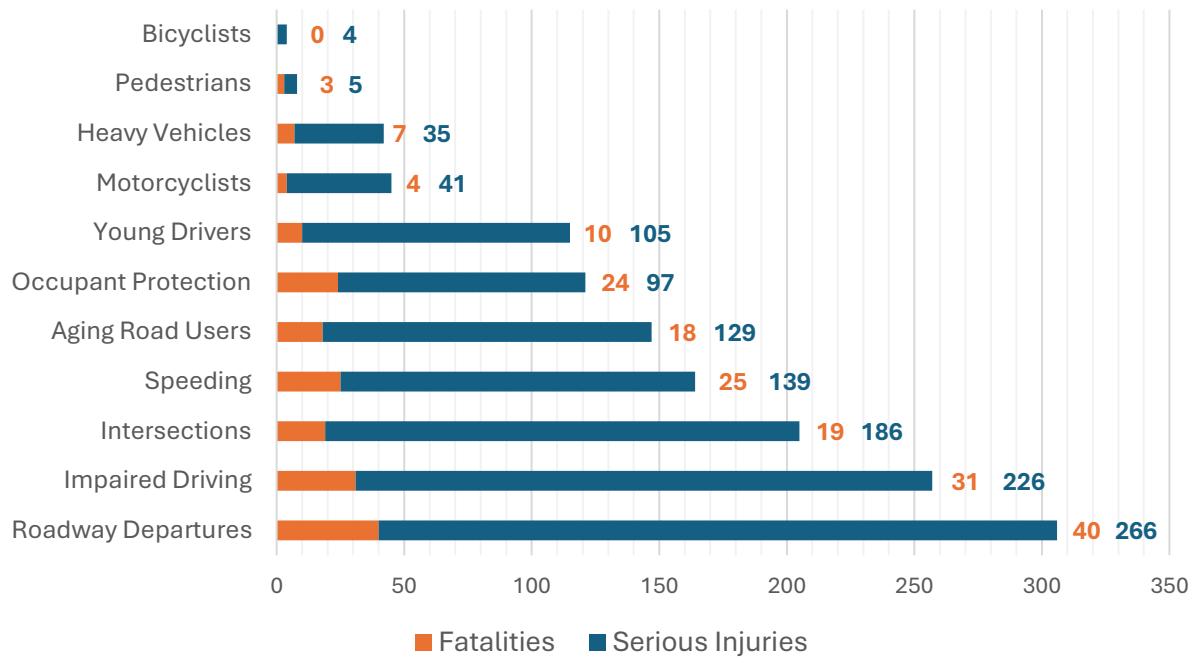


Table 50 summarizes how often each emphasis area acts as a contributing factor to another emphasis area. Refer to the **Emphasis Areas** section for instructions on interpreting data presented in the correlation matrix. A few key takeaways from the correlation matrix include:

- 60 of 115 fatalities and serious injuries (52 percent) involving young drivers involved a vehicle departing the roadway
- 66 of 147 fatalities and serious injuries (45 percent) involving an aging road user occurred at an intersection
- 60 percent of all impaired driving fatalities and serious injuries, 63 percent of all speeding fatalities and serious injuries, and 69 percent of all unrestrained fatalities and serious injuries involved a vehicle departing the roadway
- Only 1 of 8 pedestrian fatalities or serious injuries occurred at an intersection.



Table 50: Bedford County Fatalities and Serious Injuries Correlation Matrix – 2018-2022

	Impaired Driving	Speeding	Occupant Protection	Roadway Departure	Intersections	Young Drivers	Bicyclists	Pedestrians	Aging Road Users	Motorcyclists	Heavy Vehicles
Total	257	164	121	306	205	115	4	8	147	45	42
Impaired Driving	-	75	64	154	75	51	0	3	46	8	12
Speeding	75	-	51	104	46	46	0	3	24	11	11
Occupant Protection	64	51	-	83	36	33	0	0	13	0	5
Roadway Departure	154	104	83	-	0	60	1	0	55	13	15
Intersections	75	46	36	0	-	41	3	1	66	15	10
Young Drivers	51	46	33	60	41	-	1	1	6	5	4
Bicyclists	0	0	0	1	3	1	-	0	1	0	0
Pedestrians	3	3	0	0	1	1	0	-	3	0	2
Aging Road Users	46	24	13	55	66	6	1	3	-	11	17
Motorcyclists	9	11	0	14	15	5	0	0	11	-	1
Heavy Vehicles	12	11	5	15	10	4	0	2	17	1	-

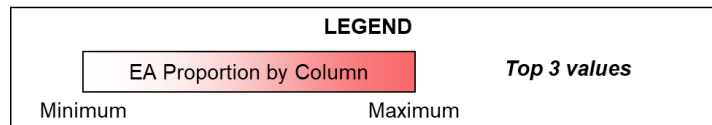


Table 51 summarizes the number of fatalities and serious injuries within Bedford County for each emphasis area by the month of the year. The highest number of fatalities and serious injuries involving young drivers (21 fatalities and serious injuries), speeding (21 fatalities and serious injuries), and vehicles that left the roadway (42 fatalities and serious injuries) occurred in May. The highest number involving impaired driving (39 fatalities and serious injuries) occurred in June. April and May were the most dangerous months for aging road users, with 19 fatalities and serious injuries each month.



Table 51: Bedford County Fatalities and Serious Injuries by Month – 2018-2022

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Motorcyclists	1	0	1	3	4	7	10	9	3	6	1	0	45
Pedestrians	1	0	0	1	0	1	0	1	2	0	2	0	8
Bicyclists	0	1	0	0	0	1	0	0	1	1	0	0	4
Young Drivers	4	12	3	4	21	16	12	6	10	8	16	3	115
Aging Road Users	8	10	6	19	19	12	11	14	5	17	10	16	147
Occupant Protection	7	7	10	12	16	14	8	4	6	9	19	9	121
Impaired Driving	15	21	17	17	35	39	20	22	10	19	29	13	257
Speeding	11	12	17	13	21	20	11	19	6	9	19	6	164
Heavy Vehicles	4	3	1	5	3	4	5	7	3	4	2	1	42
Roadway Departures	20	21	17	24	42	39	29	34	17	15	35	13	306
Intersections	16	20	13	13	16	20	22	11	20	24	14	16	205

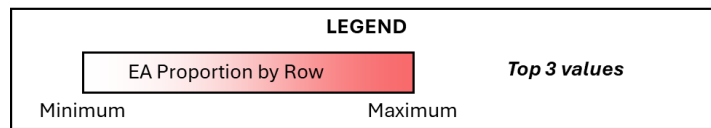


Table 52 summarizes the number of fatalities and serious injuries within Bedford County for each emphasis area by the time of day. The time intervals were divided into three-hour segments to capture similar driving patterns. For example, the 6:00 AM – 8:59 AM timeframe aims to capture the morning peak period. The highest number of fatalities and serious injuries for all emphasis areas except for those involving pedestrians and impaired driving occurred between 3:00 PM and 5:59 PM. The highest number involving an impaired driver and pedestrians occurred between 6:00 PM and 8:59 PM.



Table 52: Bedford County Fatalities and Serious Injuries by Time of Day – 2018-2022

	6:00 AM - 8:59 AM	9:00 AM - 11:59 AM	12:00 PM - 2:59 PM	3:00 PM - 5:59 PM	6:00 PM - 8:59 PM	9:00 PM - 11:59 PM	12:00 PM - 2:59 AM	3:00 AM - 5:59 AM	Total
Motorcyclists	4	9	8	15	6	3	0	0	45
Pedestrians	2	0	0	1	3	0	1	1	8
Bicyclists	1	0	1	1	1	0	0	0	4
Young Drivers	11	2	16	31	21	15	13	6	115
Aging Road Users	15	32	30	51	10	1	5	3	147
Occupant Protection	8	7	11	29	16	18	22	10	121
Impaired Driving	30	29	35	43	44	38	23	15	257
Speeding	12	16	27	29	26	22	18	14	164
Heavy Vehicles	10	5	7	10	5	3	0	2	42
Roadway Departures	29	34	42	66	43	34	37	21	306
Intersections	28	25	37	51	35	15	10	4	205

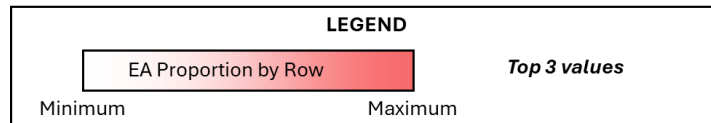




Table 53 summarizes the number of fatalities and serious injuries within Bedford County for each emphasis area by pavement condition. Over 75 percent of fatalities and serious injuries for each emphasis area occurred on dry roadways. This is slightly lower than in other jurisdictions, with a higher percentage occurring on dry roads.

Table 53: Bedford County Fatalities and Serious Injuries by Pavement Condition
- 2018-2022

	1. Dry	2. Wet	3. Snowy	4. Icy	5. Muddy	6. Oil/Other Fluids	7. Other	8. Natural Debris	9. Water (Standing, Moving)	10. Slush	11. Sand, Dirt, Gravel	Total
Motorcyclists	42	3	0	0	0	0	0	0	0	0	0	45
Pedestrians	8	0	0	0	0	0	0	0	0	0	0	8
Bicyclists	3	1	0	0	0	0	0	0	0	0	0	4
Young Drivers	94	19	0	2	0	0	0	0	0	0	0	115
Aging Road Users	130	11	0	3	0	1	0	0	2	0	0	147
Occupant Protection	100	21	0	0	0	0	0	0	0	0	0	121
Impaired Driving	224	32	0	1	0	0	0	0	0	0	0	257
Speeding	134	21	1	6	0	1	0	0	1	0	0	164
Heavy Vehicles	36	3	0	1	0	1	0	0	1	0	0	42
Roadway Departures	250	45	1	7	0	0	0	0	2	0	1	306
Intersections	167	34	0	4	0	0	0	0	0	0	0	205

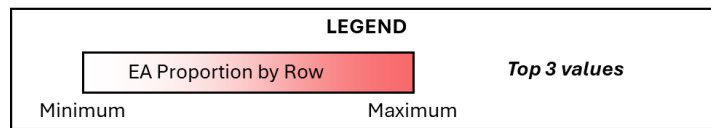
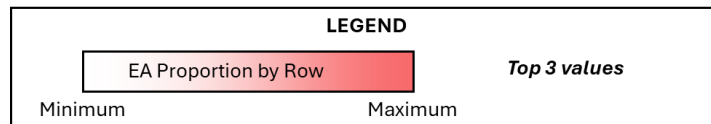


Table 54 summarizes the number of fatalities and serious injuries within Bedford County for each emphasis area by lighting condition. The highest number of fatalities and serious injuries for all emphasis areas occurred during the daylight, except for those involving pedestrians and road users not wearing a seatbelt, which occurred in the dark on roads that were not lighted.



Table 54: Bedford County Fatalities and Serious Injuries by Light Condition – 2018-2022

	1. Dawn	2. Daylight	3. Dusk	4. Darkness - Road Lighted	5. Darkness - Road Not Lighted	6. Darkness - Unknown Road Lighting	7. Unknown	Total
Motorcyclists	0	37	2	0	6	0	0	45
Pedestrians	1	1	1	0	5	0	0	8
Bicyclists	0	3	0	0	1	0	0	4
Young Drivers	3	71	1	2	38	0	0	115
Aging Road Users	2	115	4	1	25	0	0	147
Occupant Protection	2	57	3	0	59	0	0	121
Impaired Driving	3	150	7	2	95	0	0	257
Speeding	4	85	8	2	65	0	0	164
Heavy Vehicles	0	36	0	0	6	0	0	42
Roadway Departures	5	177	8	0	116	0	0	306
Intersections	2	145	6	4	48	0	0	205



High-Crash Locations

Table 55 summarizes intersections within Bedford County that ranked in the top five for any of the following metrics: PSI, total crashes, fatal (K) and serious injury (A) crashes, or EPDO crashes. Refer to the **High-Crash Intersections** and **Potential for Safety Improvement** sections for descriptions of these measures. The following intersections rank in the top five across all measures, indicating a higher need for safety improvements.

- E Lynchburg Salem Tpke (US 460) and Timber Ridge Rd
- Forest Rd (US 221) and Vista Centre Dr/Enterprise Dr

Table 28 summarizes segments within Bedford County that ranked in the top five in the HIN, PSI, or regional PBSAP segments. Refer to the **High Injury Network, Potential for Safety Improvement, and Pedestrian and Bicyclist Safety Action Plan Priority Corridors** sections for descriptions of these measures. The locations identified in **Table 29** and **Table 30** are visualized on **Map 8**.



Table 55: Bedford County – Intersection Safety Needs

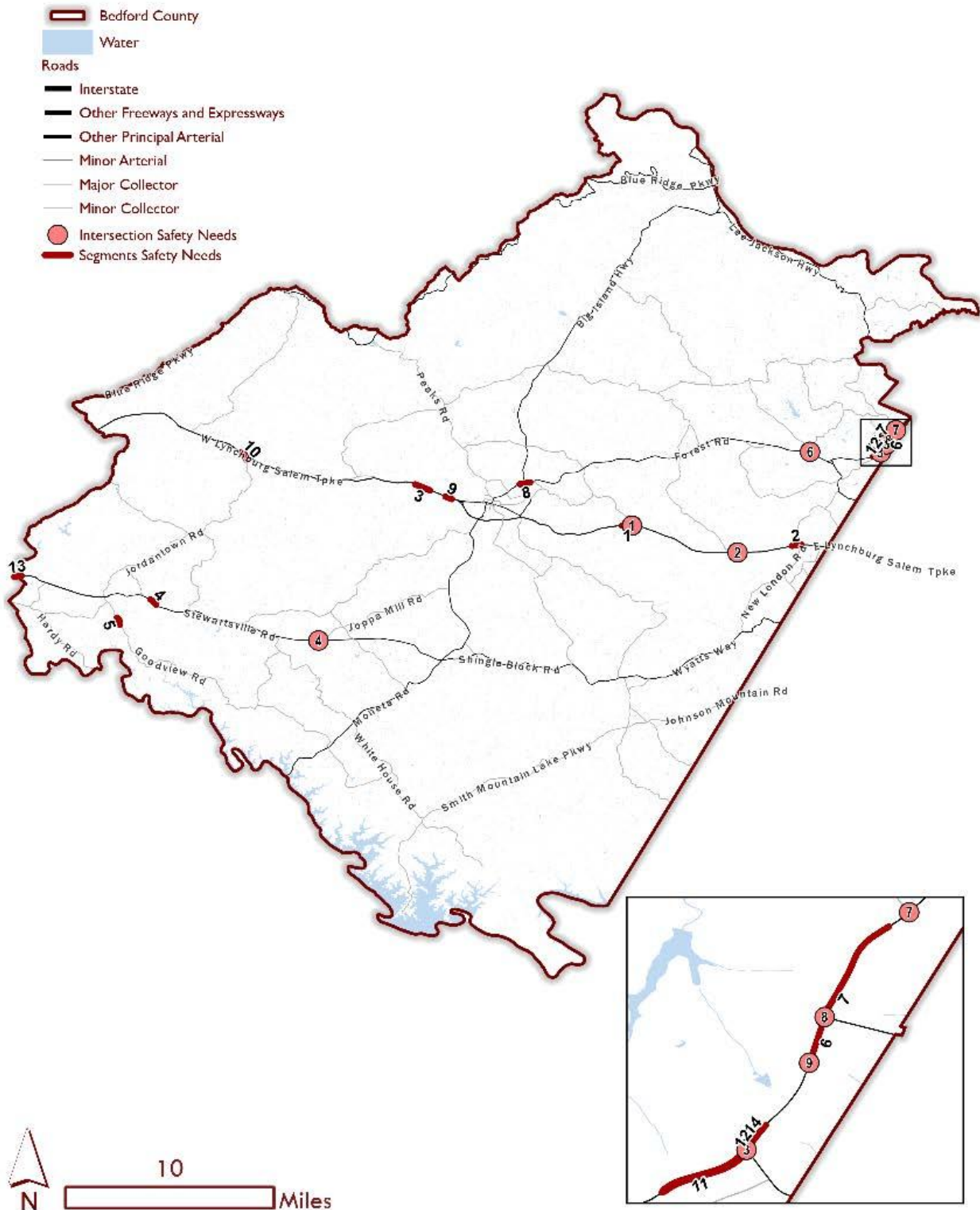
Intersection	KA Crashes	KA Rank	EPDO Crashes	EPDO Crash Rank	Total Crashes	Total Crash Rank	District PSI Rank	Locality PSI Rank
1. E Lynchburg Salem Tpke (US 460) and Timber Ridge Rd	7	<u>1</u>	1357	<u>1</u>	35	<u>4</u>	21	<u>2</u>
2. E Lynchburg Salem Tpke (US 460) and Blackwater Rd	4	<u>2</u>	748	<u>2</u>	17	11	93	<u>4</u>
3. Forest Rd (US 221) and Vista Centre Dr/Enterprise Dr	3	<u>3</u>	735	<u>3</u>	51	<u>1</u>	10	<u>1</u>
4. Stewartville Rd and Joppa Mill Rd	3	<u>3</u>	535	7	11	27	-	-
5. Big Island Hwy and Forbes Mill Rd	3	<u>3</u>	524	8	9	35	-	-
6. Forest Rd (US 221) and Perrowville Rd/Ashwood Park Rd	2	7	566	<u>4</u>	30	6	48	<u>3</u>
7. Forest Rd (US 221) and Cottontown Rd	2	7	558	<u>5</u>	31	<u>5</u>	68	-
8. Forest Rd (US 221) and Graves Mill Rd	2	7	540	6	42	<u>2</u>	-	-
9. Forest Rd (US 221) and Gristmill Dr	1	28	347	23	36	<u>3</u>	43	-



Table 56: Bedford County – Segment Safety Needs

Segment	HIN Rank	PSI Rank – Jurisdiction	PSI Rank – District	PBSAP Rank – Jurisdiction	PBSAP Rank – Region
1. E Lynchburg Salem Tpke - Krantz Corner Rd to Timber Ridge Rd	<u>1</u>	-	-	-	-
2. E Lynchburg Salem Tpke - west of Thomas Jefferson Rd	<u>2</u>	-	-	17	347
3. W Lynchburg Salem Tpke - Bishop Way to Wheatland Rd	<u>3</u>	8	245	-	-
4. Stewartville Rd at Spradlin Rd	<u>4</u>	18	327	-	-
5. Goodview Rd at Dickerson Rd	<u>5</u>	-	-	-	-
6. Forest Rd - Gristmill Dr to Graves Mill Rd	31	<u>1</u>	45	<u>1</u>	127
7. Forest Rd - Graves Mill Rd to Duke Ln	32	<u>2</u>	84	<u>1</u>	127
8. Forest Rd - Independence Blvd to Woodside Ave	-	<u>3</u>	143	-	-
9. Blue Ridge Ave - Baldwin St to Ole Turnpike Dr	-	<u>4</u>	159	38	384
10. W Lynchburg Salem Tpke - Overhill Tr to Witkerson Mill Rd	48	<u>5</u>	203	-	-
11. Forest Rd - Cloverhill Blvd to Enterprise Dr	33	-	-	<u>2</u>	184
12. Forest Rd - Dollar General to Enterprise Dr	33	-	-	<u>3</u>	185
13. Washington Ave - Stonebridge Dr to Chestnut Mountain Dr	-	-	-	<u>4</u>	204
14. Forest Rd - north of Dollar General	33	-	-	<u>5</u>	210

Map 8 Identified Intersection & Segment Safety Needs



Campbell County

Figure 44 summarizes the total number of fatalities and serious injuries within Campbell County between 2018 and 2023. Fatalities were steady from 2018 to 2021 but increased from 2021 to 2023. However, serious injuries decreased annually from 2018 to 2023. Overall, 71 people have died, and 320 have been seriously injured as a result of motor vehicle crashes between 2018 and 2023.

Figure 45 summarizes the types of roadway users killed over that six-year span. Of the five jurisdictions in CVPDC, Campbell County had the highest number of pedestrian, motorcyclist, and bicyclist fatalities among all jurisdictions. While **Figure 44** and **Figure 45** summarize data through 2023, the remaining data analyses were conducted using 2018-2022 crash data. All data presented for Campbell County includes crashes in the Town of Altavista and the Town of Brookneal.

Figure 44: Campbell County Trends – Fatalities and Serious Injuries

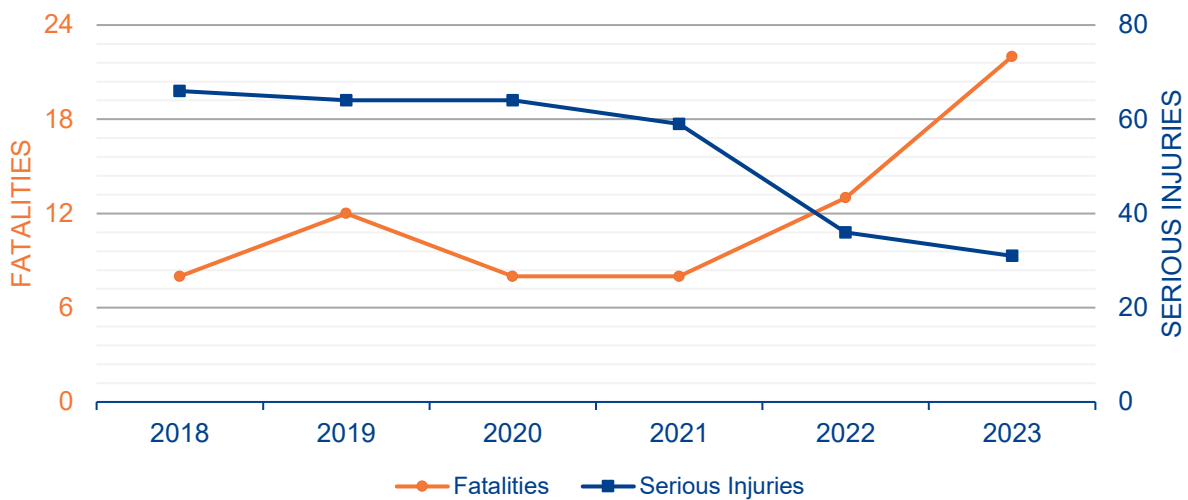
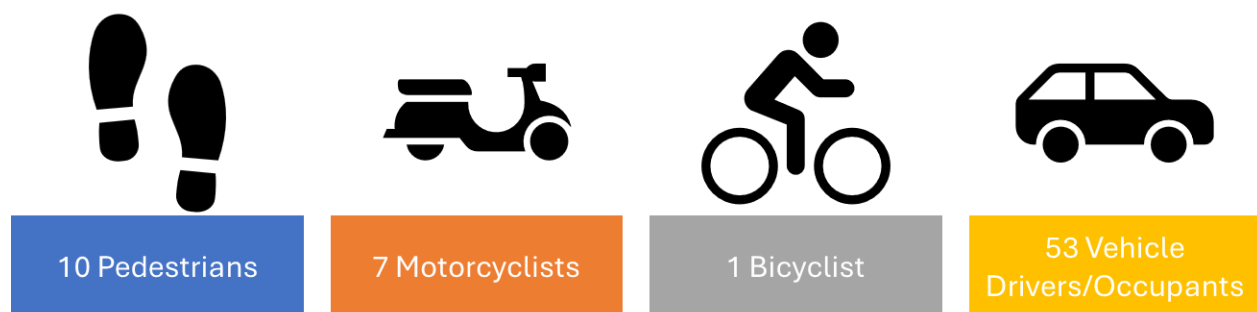


Figure 45: Campbell County Fatalities by Roadway User – 2018-2023



Emphasis Areas

Figure 46 summarizes the number of fatalities and serious injuries within Campbell County for each emphasis area. Roadway departure crashes contributed to the highest number of fatalities and serious injuries. No bicyclists were killed or seriously injured in crashes in Campbell County



from 2018-2022. There was one bicycle fatality in 2023. Campbell County is the only jurisdiction in the CVPDC where impaired driving is not the emphasis area that contributes to the second-most fatalities and serious injuries, as more fatalities and serious injuries occur in crashes at intersections or where speeding is involved.

Figure 46: Campbell County Fatalities by Emphasis Area – 2018-2022

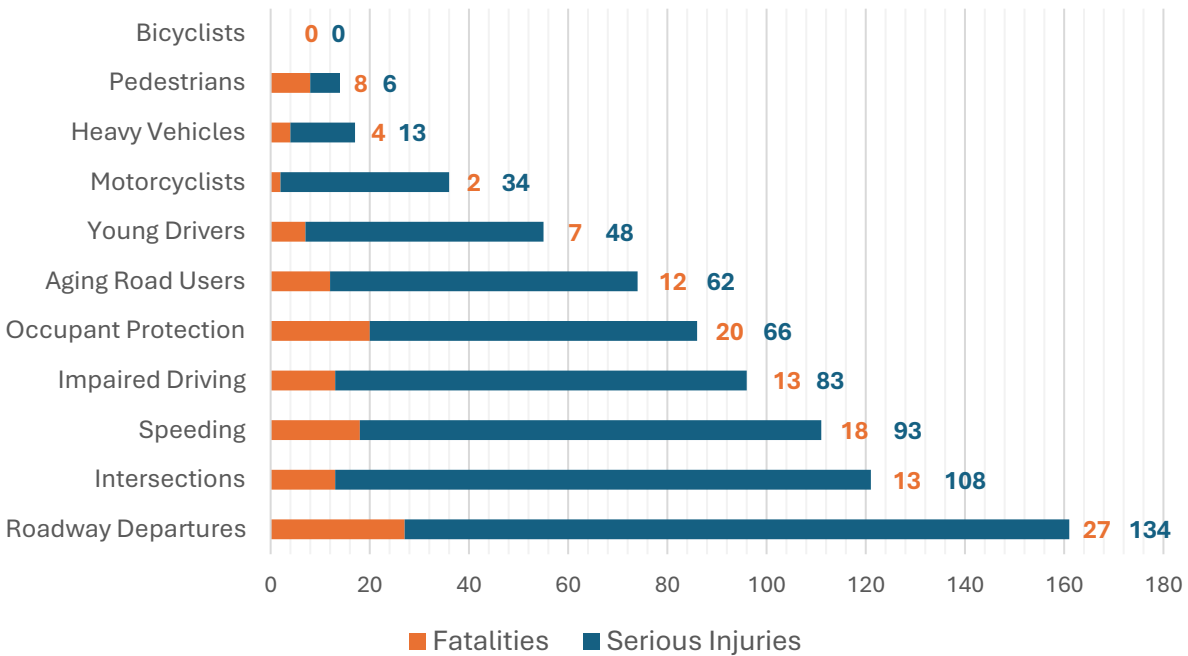


Table 57 summarizes how often each emphasis area acts as a contributing factor to another emphasis area. Refer to the **Emphasis Areas** section for instructions on interpreting data presented in the correlation matrix. A few key takeaways from the correlation matrix include:

- 30 of 55 fatalities and serious injuries (55 percent) involving young drivers involved a vehicle departing the roadway

- 41 of 74 fatalities and serious injuries (55 percent) involving an aging road user occurred at an intersection

- 65 percent of all impaired driving fatalities and serious injuries, 59 percent of all speeding fatalities and serious injuries, and 65 percent of all unrestrained fatalities and serious injuries involved a vehicle departing the roadway

- 8 of 14 pedestrian fatalities (57 percent) occurred at intersections. This trend is higher than the regional trend, where 40 percent occurred at intersections, as shown in **Table 30**.



Table 57: Campbell County Fatalities and Serious Injuries Correlation Matrix – 2018-2022

	Impaired Driving	Speeding	Occupant Protection	Roadway Departure	Intersections	Young Drivers	Bicyclists	Pedestrians	Aging Road Users	Motorcyclists	Heavy Vehicles
Total	96	111	86	161	121	55	0	14	74	36	17
Impaired Driving	-	36	31	62	23	21	0	3	12	3	5
Speeding	36	-	39	66	26	20	0	1	18	14	3
Occupant Protection	31	39	-	56	24	19	0	0	7	0	5
Roadway Departure	62	66	56	-	0	30	0	1	17	14	7
Intersections	23	26	24	0	-	20	0	8	41	9	6
Young Drivers	21	20	19	30	20	-	0	0	7	0	1
Bicyclists	0	0	0	0	0	0	-	0	0	0	0
Pedestrians	3	1	0	1	8	0	0	-	3	0	1
Aging Road Users	12	18	7	17	41	7	0	3	-	5	5
Motorcyclists	3	14	0	14	9	0	0	0	5	-	0
Heavy Vehicles	5	3	5	7	6	1	0	1	5	0	-

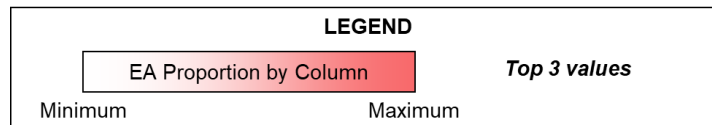


Table 58 summarizes the number of fatalities and serious injuries within Campbell County for each emphasis area by the month of the year. The highest number of fatalities and serious injuries involving motorcyclists (10 fatalities and serious injuries), young drivers (9 fatalities and serious injuries), and vehicles that were speeding (18 fatalities and serious injuries) occurred in July. The most dangerous month for aging road users was November, with 11 fatalities and serious injuries, while the most involving an impaired driver (14 fatalities and serious injuries) occurred in August.



Table 58: Campbell County Fatalities and Serious Injuries by Month – 2018-2022

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Motorcyclists	1	0	2	2	7	3	10	2	4	2	2	1	36
Pedestrians	1	1	0	0	0	0	1	3	0	4	1	3	14
Bicyclists	0	0	0	0	0	0	0	0	0	0	0	0	0
Young Drivers	2	2	4	4	5	5	9	6	3	6	4	5	55
Aging Road Users	4	7	4	6	8	6	5	7	2	9	11	5	74
Occupant Protection	6	6	10	6	9	7	9	8	10	8	2	5	86
Impaired Driving	4	8	8	11	8	6	9	14	11	5	3	9	96
Speeding	5	8	9	6	16	8	18	12	11	9	4	5	111
Heavy Vehicles	3	1	2	2	2	1	0	0	1	1	2	2	17
Roadway Departures	11	17	15	5	17	14	16	20	22	12	5	7	161
Intersections	6	3	10	7	11	8	17	19	2	8	16	14	121

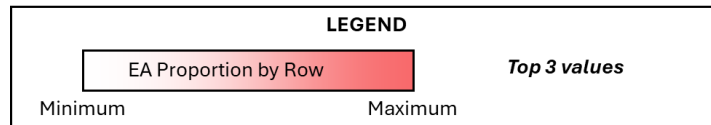


Table 59 summarizes the number of fatalities and serious injuries within Campbell County for each emphasis area by the time of day. The time intervals were divided into three-hour segments to capture similar driving patterns. For example, the 6:00 AM – 8:59 AM timeframe aims to capture the morning peak period. The highest number of fatalities and serious injuries occurred more evenly between the timeframes of 3:00 PM to 5:59 PM and 6:00 PM to 8:59 PM, unlike other jurisdictions where most occurred between 3:00 PM and 5:59 PM. However, the most involving aging road users occurred between 12:00 PM and 2:59 PM, similar to other jurisdictions.



Table 59: Campbell County Fatalities and Serious Injuries by Time of Day – 2018-2022

	6:00 AM - 8:59 AM	9:00 AM - 11:59 AM	12:00 PM - 2:59 PM	3:00 PM - 5:59 PM	6:00 PM - 8:59 PM	9:00 PM - 11:59 PM	12:00 PM - 2:59 AM	3:00 AM - 5:59 AM	Total
Motorcyclists	6	3	6	8	7	6	0	0	36
Pedestrians	1	0	1	2	5	2	3	0	14
Bicyclists	0	0	0	0	0	0	0	0	0
Young Drivers	2	6	9	12	12	6	4	4	55
Aging Road Users	5	15	22	19	8	2	3	0	74
Occupant Protection	10	10	8	15	20	8	6	9	86
Impaired Driving	8	9	13	20	19	8	9	10	96
Speeding	9	9	14	20	29	13	12	5	111
Heavy Vehicles	3	2	3	4	3	0	1	1	17
Roadway Departures	18	15	28	28	28	20	15	9	161
Intersections	10	21	20	36	22	5	3	4	121

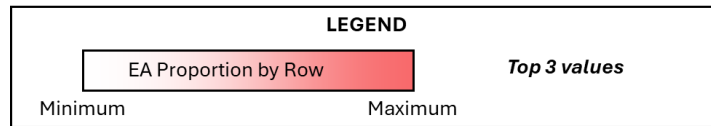




Table 60 summarizes the number of fatalities and serious injuries within Campbell County for each emphasis area by pavement condition. Almost 90 percent of fatalities and serious injuries for each emphasis area occurred on dry roadways.

Table 60: Campbell County Fatalities and Serious Injuries by Pavement Condition – 2018-2022

	1. Dry	2. Wet	3. Snowy	4. Icy	5. Muddy	6. Oil/Other Fluids	7. Other	8. Natural Debris	9. Water (Standing, Moving)	10. Slush	11. Sand, Dirt, Gravel	Total
Motorcyclists	34	1	0	0	0	0	0	0	0	0	1	36
Pedestrians	12	2	0	0	0	0	0	0	0	0	0	14
Bicyclists	0	0	0	0	0	0	0	0	0	0	0	0
Young Drivers	49	6	0	0	0	0	0	0	0	0	0	55
Aging Road Users	67	7	0	0	0	0	0	0	0	0	0	74
Occupant Protection	75	11	0	0	0	0	0	0	0	0	0	86
Impaired Driving	88	7	0	1	0	0	0	0	0	0	0	96
Speeding	94	16	0	1	0	0	0	0	0	0	0	111
Heavy Vehicles	15	2	0	0	0	0	0	0	0	0	0	17
Roadway Departures	136	22	0	2	0	0	0	0	0	0	1	161
Intersections	112	9	0	0	0	0	0	0	0	0	0	121

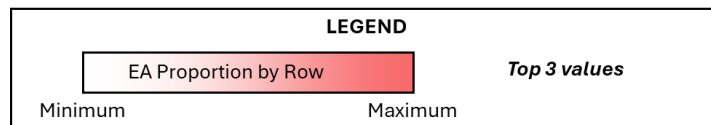
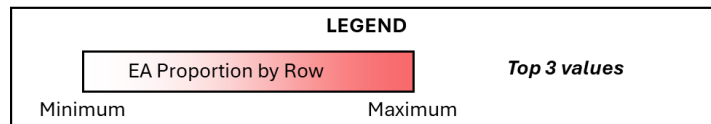


Table 61 summarizes the number of fatalities and serious injuries within Campbell County for each emphasis area by lighting condition. The highest number of fatalities and serious injuries for all emphasis areas occurred in the daylight, except for those involving pedestrians, which occurred in the dark on roads that were not lighted.



Table 61: Campbell County Fatalities and Serious Injuries by Light Condition – 2018-2022

	1. Dawn	2. Daylight	3. Dusk	4. Darkness - Road Lighted	5. Darkness - Road Not Lighted	6. Darkness - Unknown Road Lighting	7. Unknown	Total
Motorcyclists	1	21	1	2	10	0	1	36
Pedestrians	1	3	0	1	9	0	0	14
Bicyclists	0	0	0	0	0	0	0	0
Young Drivers	0	34	0	1	20	0	0	55
Aging Road Users	0	61	1	2	10	0	0	74
Occupant Protection	1	48	2	1	34	0	0	86
Impaired Driving	1	52	3	4	36	0	0	96
Speeding	1	62	3	2	43	0	0	111
Heavy Vehicles	0	12	0	0	5	0	0	17
Roadway Departures	1	97	5	2	56	0	0	161
Intersections	1	91	0	4	24	0	1	121



High-Crash Locations

Table 62 summarizes intersections within Campbell County that ranked in the top five for any of the following metrics: PSI, total crashes, fatal (K) and serious injury (A) crashes, or EPDO crashes. Refer to the **High-Crash Intersections** and Potential for Safety Improvement sections

sections for descriptions of these measures. The following intersections rank in the top five across all measures, indicating a higher need for safety improvements.

- Wards Rd (U.S. 29) north of Russell Woods Dr/Fnb Dr

Table 637 summarizes segments within Campbell County that ranked in the top five in the HIN, PSI, or regional PBSAP segments. Refer to the **High Injury Network, Pedestrian and Bicyclist Safety Action Plan Priority Corridors**, and **Potential for Safety Improvement** sections for descriptions of these measures. The locations identified in **Table 36** and **Table 37** are visualized on **Map 9**.



Table 62: Campbell County – Intersection Safety Needs

Intersection	KA Crashes	KA Rank	EPDO Crashes	EPDO Crash Rank	Total Crashes	Total Crash Rank	District PSI Rank	Locality PSI Rank
1. Richmond Hwy (US 460) and Stonewall Rd/Village Hwy	4	<u>1</u>	836	<u>1</u>	29	7	29	<u>2</u>
2. Timberlake Rd (US 460) and Enterprise Dr/Oakdale Cir	4	<u>1</u>	743	<u>2</u>	31	6	41	<u>3</u>
3. Timberlake Rd (US 460) and Laxton Rd	3	<u>3</u>	673	<u>3</u>	54	<u>1</u>	-	-
4. Wards Rd (U.S. 29) and Gladys Rd	3	<u>3</u>	638	<u>4</u>	19	14	87	<u>4</u>
5. Wards Rd (U.S. 29) north of Russell Woods Dr/Fnb Dr	2	<u>5</u>	528	<u>5</u>	39	<u>4</u>	13	<u>1</u>
6. Wards Rd (U.S. 29) and Calohan Rd	2	<u>5</u>	518	6	39	<u>4</u>	26	-
7. Lynchburg Hwy (US 460) and Hicks Rd/New London Dr	2	<u>5</u>	394	9	19	14	50	-
8. Timberlake Rd (US 460) and Beechwood Dr	2	<u>5</u>	388	10	13	19	124	-
9. Waterlick Rd and Mistletoe Dr/Barbour Dr	2	<u>5</u>	343	14	6	60	148	-
10. Brookneal Hwy (US 501) and Price Ave	2	<u>5</u>	342	15	5	72	158	-
11. Timberlake Rd (US 460) and Waterlick Rd	1	20	365	12	54	<u>1</u>	-	-
12. Timberlake Rd (US 460) and Greenview Dr	1	20	246	23	49	<u>3</u>	-	-



Table 63: Campbell County – Segment Safety Needs

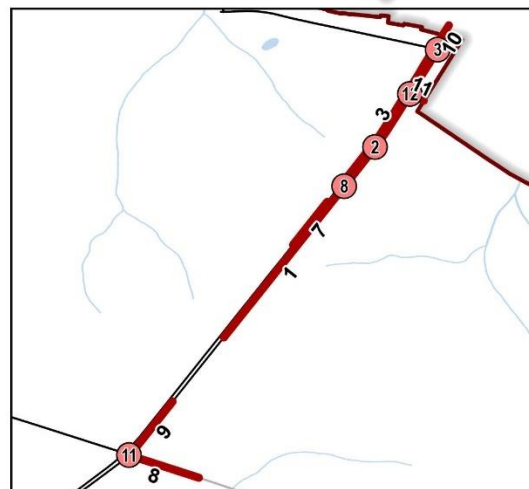
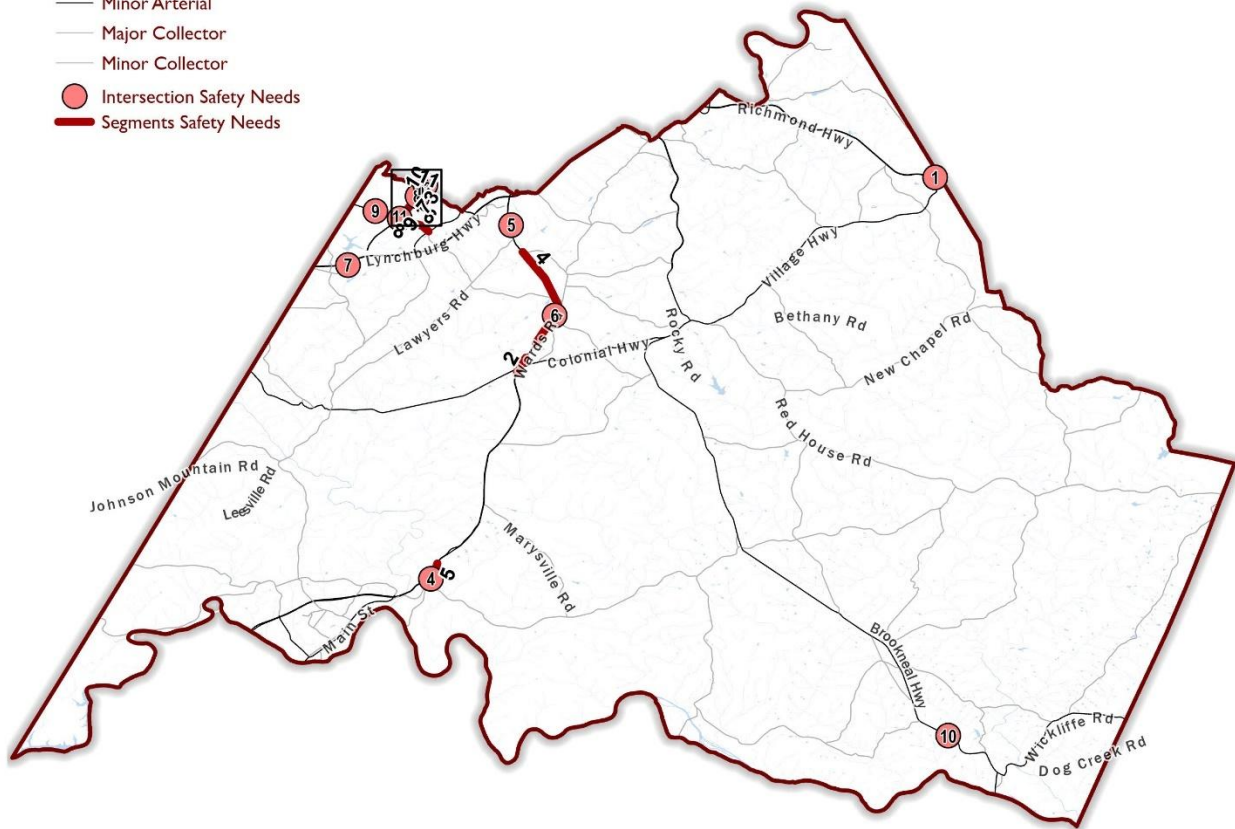
Segment	HIN Rank	PSI Rank – Jurisdiction	PSI Rank – District	PBSAP Rank – Jurisdiction	PBSAP Rank – Region
1. Timberlake Rd (US 460) - Jordan Dr to Beechwood Dr	<u>1</u>	<u>2</u>	74	<u>1</u>	12
2. Wards Rd (U.S. 29) - Dennis Riddle Rd to the north of Anstey Rd	<u>2</u>	16	242	33	300
3. Timberlake Rd (US 460) - Beechwood Dr to Laxton Rd	<u>3</u>	6	109	<u>2</u>	19
4. Wards Rd (U.S. 29) - English Tavern Rd to the south of Calohan Rd	<u>4</u>	12	191	40	370
5. Wards Rd (U.S. 29) - Gladys Rd to the north of Woodrow Ln	<u>5</u>	-	-	-	-
6. Waterlick Rd - Leesville Rd to Crowell Ln	50	<u>1</u>	53	-	-
7. Timberlake Rd (US 460) - Silver Springs Dr to Shelor Dr	<u>1</u>	<u>3</u>	77	<u>1</u>	12
8. Waterlick Rd - Timberlake Rd (US 460) to Brooklawn Dr	27	<u>4</u>	79	77	459
9. Timberlake Rd (US 460) - Waterlick Rd to Tomahawk Dr	22	<u>5</u>	81	<u>1</u>	12
10. Timberlake Rd (US 460) - Laxton Rd to Take 5 Oil Change	<u>3</u>	19	324	<u>3</u>	21
11. Greenview Dr - east of Timberlake Rd (US 460)	-	-	-	<u>4</u>	23
12. Timberlake Rd (US 460) - south of Enterprise Dr	<u>3</u>	-	-	<u>5</u>	44



Map 9

Identified Intersection & Segment Safety Needs

- Campbell County
- Water
- Roads
 - Interstate
 - Other Freeways and Expressways
 - Other Principal Arterial
 - Minor Arterial
 - Major Collector
 - Minor Collector
- Intersection Safety Needs
- Segments Safety Needs



City of Lynchburg

Figure 47 summarizes the total number of fatalities and serious injuries within the City of Lynchburg between 2018 and 2023. Fatalities have fluctuated, reaching as high as 11 in 2018 and as low as one in 2023. Serious injuries decreased considerably between 2018 and 2020 but slightly increased from 2020 to 2023. Overall, 32 people have died, and 417 have been seriously injured as a result of motor vehicle crashes between 2018 and 2023. **Figure 48** summarizes the types of roadway users killed over that six-year span. Of the five jurisdictions in CVPDC, the City of Lynchburg had the second-highest number of pedestrian fatalities but the third-lowest number of vehicle driver/occupant fatalities. While **Figure 47** and **Figure 48** summarize data through 2023, the remaining data analyses were conducted using 2018-2022 crash data.

Figure 47: City of Lynchburg Trends – Fatalities and Serious Injuries

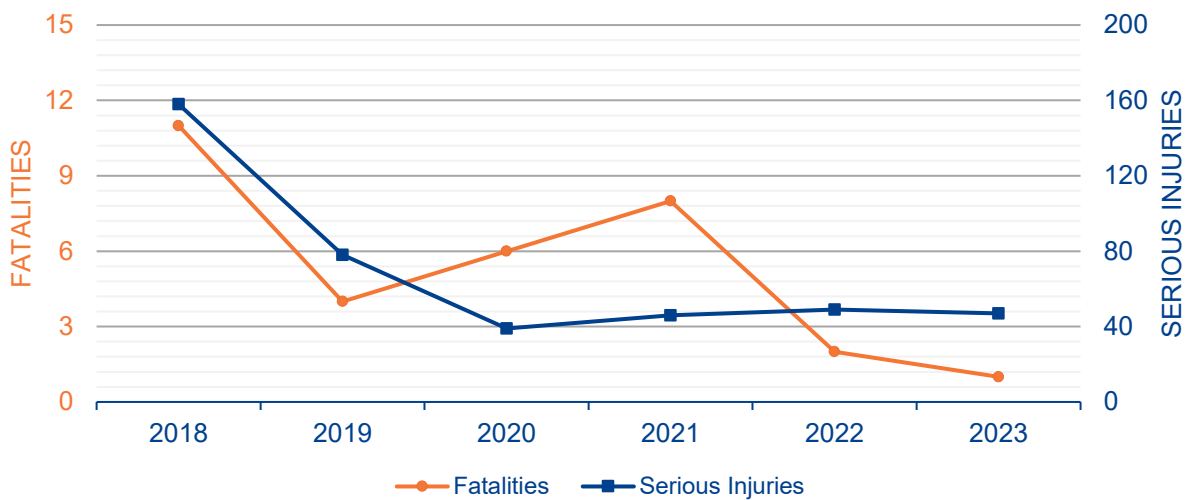
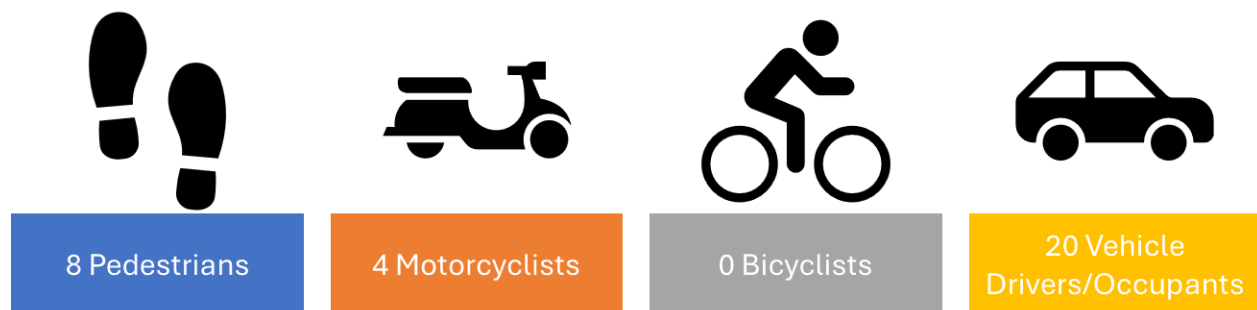


Figure 48: City of Lynchburg Fatalities by Roadway User – 2018-2023



Emphasis Areas

Figure 49 summarizes the number of fatalities and serious injuries within the City of Lynchburg for each emphasis area. Crashes at intersections contributed to the highest number of fatalities and serious injuries. This trend differs from all other jurisdictions where roadway departures



contributed to the highest number of fatalities and serious injuries. Fatalities and serious injuries involving speeding were the third lowest among all emphasis areas. This trend differs from all other jurisdictions. Thirty-five of the 65 pedestrian fatalities and serious injuries in the CVPDC occurred in the City of Lynchburg.

Figure 49: City of Lynchburg Fatalities by Emphasis Area – 2018-2022

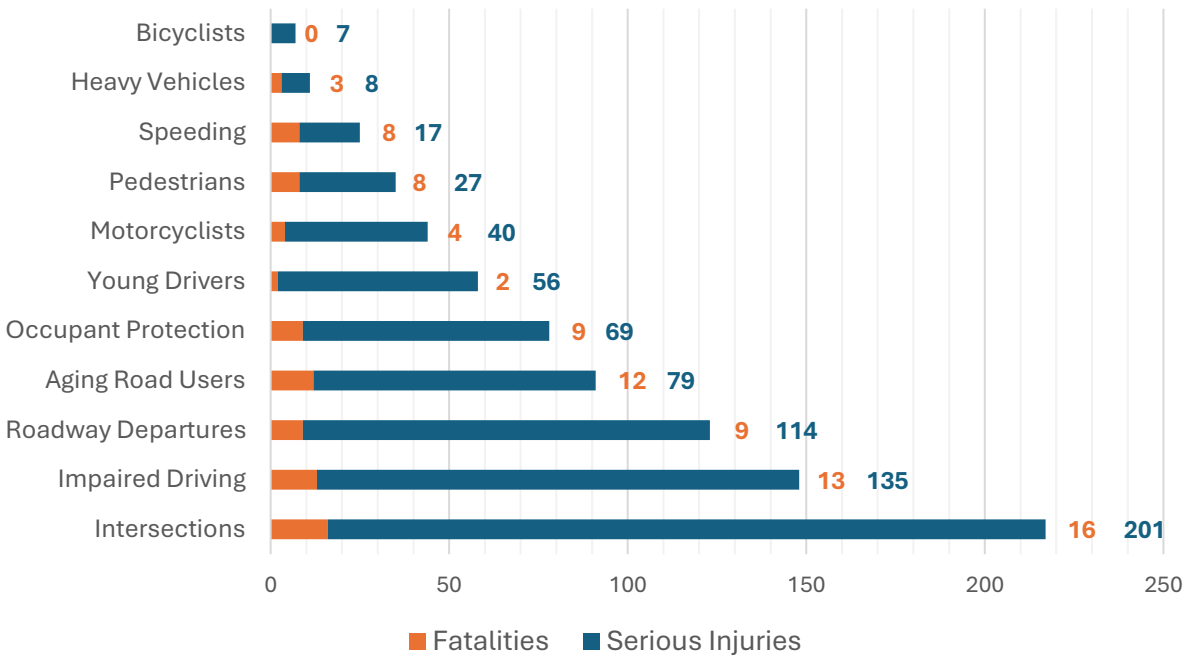


Table 64 summarizes how often each emphasis area acts as a contributing factor to another emphasis area. Refer to the **Emphasis Areas** section for instructions on interpreting data presented in the correlation matrix. A few key takeaways from the correlation matrix include:

30 of 58 fatalities and serious injuries (52 percent) involving young drivers occurred at an intersection. This trend differs from the rest of the region, where more fatalities and serious injuries involving young drivers involved a vehicle departing the roadway.

Of the 25 fatalities and serious injuries involving speeding, 60 percent involved an unrestrained driver/occupant, and 56 percent occurred at an intersection. This trend differs from the region, where only 27 percent of speeding fatalities and serious injuries occurred at intersections, as shown in **Table 30**.

70 of 148 fatalities and serious injuries (47 percent) involving an impaired driver occurred at an intersection. This trend differs from the region, where only 32 percent occurred at intersections, as shown in **Table 30**.



Table 64: City of Lynchburg Fatalities and Serious Injuries Correlation Matrix – 2018-2022

	Impaired Driving	Speeding	Occupant Protection	Roadway Departure	Intersections	Young Drivers	Bicyclists	Pedestrians	Aging Road Users	Motorcyclists	Heavy Vehicles
Total	148	25	78	123	217	58	7	35	91	44	11
Impaired Driving	-	12	34	61	70	14	2	14	22	3	3
Speeding	12	-	15	9	14	3	0	1	9	4	4
Occupant Protection	34	15	-	38	32	10	0	0	15	0	4
Roadway Departure	61	9	38	-	0	21	0	0	13	11	1
Intersections	70	14	32	0	-	30	5	21	58	27	6
Young Drivers	14	3	10	21	30	-	4	3	5	5	0
Bicyclists	2	0	0	0	5	4	-	0	1	0	0
Pedestrians	14	1	0	0	21	3	0	-	14	0	0
Aging Road Users	22	9	15	13	58	5	1	14	-	10	4
Motorcyclists	3	4	0	11	27	5	0	0	10	-	0
Heavy Vehicles	3	4	4	1	6	0	0	0	4	0	-

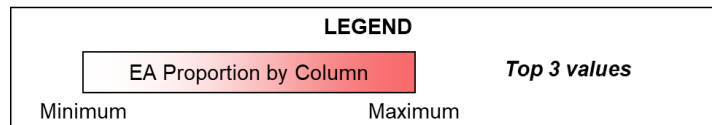


Table 65 summarizes the number of fatalities and serious injuries within the City of Lynchburg for each emphasis area by the month of the year. The highest number of fatalities and serious injuries involving motorcyclists (10 fatalities and serious injuries) and aging road users (18 fatalities and serious injuries) occurred in May. The highest number involving road users who weren't wearing a seatbelt (16 fatalities and serious injuries), impaired driving (22 fatalities and serious injuries), and vehicles that were speeding (seven fatalities and serious injuries) occurred in October. However, March through May were the most dangerous months for young drivers, with a total of 26 fatalities and serious injuries.



Table 65: City of Lynchburg Fatalities and Serious Injuries by Month – 2018-2022

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Motorcyclists	1	0	6	4	10	6	1	5	4	3	2	2	44
Pedestrians	0	4	1	4	0	5	4	1	4	2	4	6	35
Bicyclists	0	0	0	1	0	1	2	0	1	2	0	0	7
Young Drivers	1	2	8	10	8	5	4	2	2	6	4	6	58
Aging Road Users	4	9	5	7	18	10	5	9	4	8	5	7	91
Occupant Protection	6	5	4	7	12	8	2	5	4	16	5	4	78
Impaired Driving	6	16	10	16	19	12	16	11	7	22	8	5	148
Speeding	0	1	1	0	1	2	2	4	2	7	2	3	25
Heavy Vehicles	3	1	0	0	0	0	0	3	1	0	3	0	11
Roadway Departures	4	17	12	10	16	10	7	8	9	11	10	9	123
Intersections	10	12	19	21	33	26	16	19	15	20	13	13	217

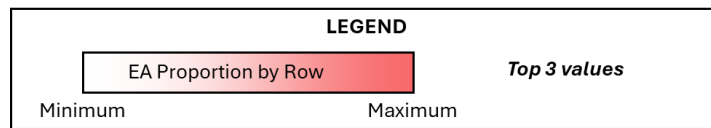


Table 66 summarizes the number of fatalities and serious injuries within the City of Lynchburg for each emphasis area by the time of day. The time intervals were divided into three-hour segments to capture similar driving patterns. For example, the 6:00 AM – 8:59 AM timeframe aims to capture the morning peak period. The highest number of fatalities and serious injuries occurred more evenly between the timeframes of 3:00 PM to 5:59 PM and 6:00 PM to 8:59 PM, unlike other jurisdictions where most occurred between 3:00 PM and 5:59 PM. Unlike all other jurisdictions, the most fatalities and serious injuries involving speeding and a vehicle that left the roadway occurred between 9:00 PM and 11:59 PM. Similarly, the most involving an aging road user occurred between 3:00 PM and 5:59 PM, whereas they occurred between 12:00 PM and 2:59 PM for all other jurisdictions.



Table 66: City of Lynchburg Fatalities and Serious Injuries by Time of Day – 2018-2022

	6:00 AM - 8:59 AM	9:00 AM - 11:59 AM	12:00 PM - 2:59 PM	3:00 PM - 5:59 PM	6:00 PM - 8:59 PM	9:00 PM - 11:59 PM	12:00 PM - 2:59 AM	3:00 AM - 5:59 AM	Total
Motorcyclists	4	7	8	11	10	2	1	1	44
Pedestrians	1	3	3	10	10	5	1	2	35
Bicyclists	1	1	0	1	2	1	1	0	7
Young Drivers	7	6	12	8	15	8	1	1	58
Aging Road Users	5	19	23	25	13	5	0	1	91
Occupant Protection	6	9	8	13	17	12	6	7	78
Impaired Driving	13	6	15	25	33	24	21	11	148
Speeding	1	1	3	4	4	7	0	5	25
Heavy Vehicles	4	1	1	2	1	2	0	0	11
Roadway Departures	16	11	15	17	14	20	18	12	123
Intersections	21	28	30	51	49	23	10	5	217

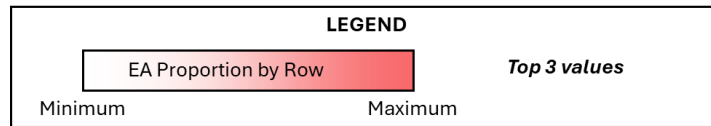




Table 39 summarizes the number of fatalities and serious injuries within the City of Lynchburg for each emphasis area by pavement condition. Over 75 percent of fatalities and serious injuries for each emphasis area occurred on dry roadways. This is slightly lower than in other jurisdictions, with a higher percentage occurring on dry roads. The proportion of fatalities and serious injuries involving speeding and vehicles that left the roadway on wet roads was higher for the City of Lynchburg than other jurisdictions.

Table 67: City of Lynchburg Fatalities and Serious Injuries by Pavement Condition – 2018-2022

	1. Dry	2. Wet	3. Snowy	4. Icy	5. Muddy	6. Oil/Other Fluids	7. Other	8. Natural Debris	9. Water (Standing, Moving)	10. Slush	11. Sand, Dirt, Gravel	Total
Motorcyclists	41	2	0	0	0	0	0	0	0	0	1	44
Pedestrians	31	4	0	0	0	0	0	0	0	0	0	35
Bicyclists	6	1	0	0	0	0	0	0	0	0	0	7
Young Drivers	44	13	0	1	0	0	0	0	0	0	0	58
Aging Road Users	71	18	0	1	0	0	0	0	1	0	0	91
Occupant Protection	60	18	0	0	0	0	0	0	0	0	0	78
Impaired Driving	119	27	1	1	0	0	0	0	0	0	0	148
Speeding	16	9	0	0	0	0	0	0	0	0	0	25
Heavy Vehicles	8	3	0	0	0	0	0	0	0	0	0	11
Roadway Departures	84	31	1	5	0	0	0	0	1	0	1	123
Intersections	184	33	0	0	0	0	0	0	0	0	0	217

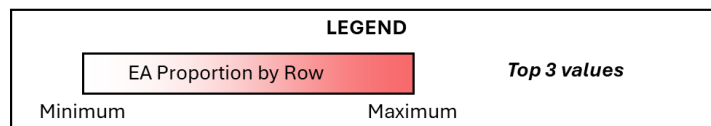
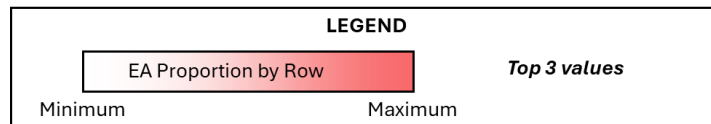


Table 40 summarizes the number of fatalities and serious injuries within the City of Lynchburg for each emphasis area by lighting condition. Unlike all other jurisdictions, most fatalities and serious injuries occurred in the daylight and in the dark on roads that were lighted. The highest number of fatalities and serious injuries for all emphasis areas occurred during the daylight, except for those involving pedestrians, bicyclists, and vehicles that were speeding, which occurred in the dark on roads that were lighted.



Table 68: City of Lynchburg Fatalities and Serious Injuries by Light Condition – 2018-2022

	1. Dawn	2. Daylight	3. Dusk	4. Darkness - Road Lighted	5. Darkness - Road Not Lighted	6. Darkness - Unknown Road Lighting	7. Unknown	Total
Motorcyclists	0	35	2	7	0	0	0	44
Pedestrians	1	13	2	14	5	0	0	35
Bicyclists	0	3	0	4	0	0	0	7
Young Drivers	1	35	4	15	1	2	0	58
Aging Road Users	2	72	3	12	2	0	0	91
Occupant Protection	1	40	1	27	6	3	0	78
Impaired Driving	4	65	5	62	10	2	0	148
Speeding	0	9	0	12	2	2	0	25
Heavy Vehicles	0	8	0	2	1	0	0	11
Roadway Departures	4	57	3	44	11	4	0	123
Intersections	5	143	7	53	9	0	0	217



High-Crash Locations

Table 6943 summarizes intersections within the City of Lynchburg that ranked in the top five for any of the following metrics: PSI, total crashes, fatal (K) and serious injury (A) crashes, or EPDO crashes. Refer to the **High-Crash Intersections** and **Potential for Safety Improvement** sections for descriptions of these measures. No intersections ranked in the top five across all four measures, but the following intersections ranked in the top five for three measures, indicating a higher need for safety improvements.

- Old Forest Rd and Ardmore Dr/Forest Brook Rd
- Graves Mill Rd and Creekside Dr/Old Graves Mill Rd

Table 704 summarizes segments within the City of Lynchburg that ranked in the top five in the HIN, PSI, or regional PBSAP segments. Refer to the **High-Injury Network**, **Potential for Safety Improvement**, and **Pedestrian and Bicyclist Safety Action Plan Priority Corridors** sections for descriptions of these measures. The locations identified in **Table 42** and **Table 44** are visualized on **Map 10**.



Table 69: City of Lynchburg – Intersection Safety Needs

Intersection	KA Crashes	KA Rank	EPDO Crashes	EPDO Crash Rank	Total Crashes	Total Crash Rank	District PSI Rank	Locality PSI Rank
1. Campbell Ave (US 501) and 12th St (US 221)	5	<u>1</u>	948	<u>1</u>	23	29	32	6
2. Old Forest Rd and Ardmore Dr/Forest Brook Rd	4	<u>2</u>	880	<u>2</u>	41	6	17	<u>3</u>
3. Lakeside Dr (US 221) and Jefferson Ridge Pkwy/Breezewood Dr	3	<u>3</u>	668	<u>4</u>	34	13	-	-
4. Fort Ave (US 460) and Long Meadows Dr/Edgewood Ave	3	<u>3</u>	649	<u>5</u>	23	29	45	8
5. Campbell Ave (US 460) and Martin St/Florida Ave	3	<u>3</u>	624	6	37	9	19	<u>5</u>
6. Old Forest Rd and Moormans Rd/Hill St	3	<u>3</u>	589	7	18	41	34	7
7. Lynchburg Hwy (US 501)/Boonsboro Rd and Irvington Springs Rd	3	<u>3</u>	580	8	20	35	155	10
8. Campbell Ave (US 460) and Mayflower Dr	3	<u>3</u>	553	10	11	73	140	9
9. Graves Mill Rd and Creekside Dr/Old Graves Mill Rd	2	9	692	<u>3</u>	47	<u>4</u>	8	<u>2</u>
10. Wards Rd (U.S. 29) and Harvard St/Liberty University Dr	1	21	558	9	78	<u>1</u>	1	<u>1</u>
11. Wards Rd (U.S. 29) and Wards Ferry Rd	1	21	527	11	45	<u>5</u>	18	<u>4</u>
12. Lakeside Dr (US 221) and Old Forest Rd/US Hwy 501	1	21	473	15	58	<u>2</u>	21	-
13. Timberlake Rd (US 460) and Richland Dr/Leesville Rd	1	21	465	17	56	<u>3</u>	5	-
14. Oakley Ave and Memorial Ave	1	21	392	23	39	8	10	-
15. Wards Rd and Edgewood Ave	1	21	272	43	32	16	11	-



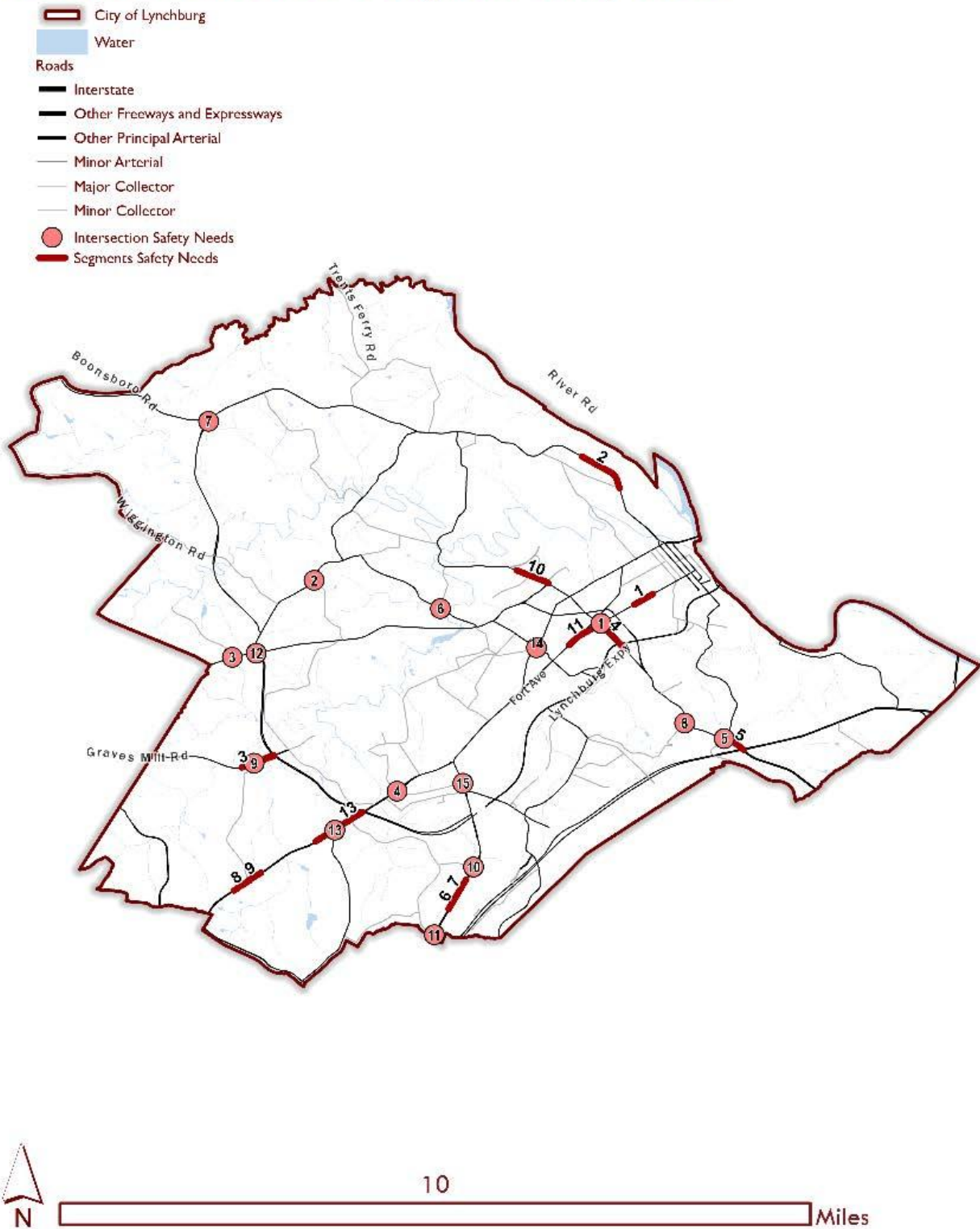
Table 70: City of Lynchburg – Segment Safety Needs

Segment	HIN Rank	PSI Rank – Jurisdiction	PSI Rank – District	PBSAP Rank – Jurisdiction	PBSAP Rank – Region
1. 12th St - Floyd St to Polk St	<u>1</u>	76	171	299	643
2. Rivermont Ave - Bedford Ave to Irvington St	<u>2</u>	147	387	-	-
3. Graves Mill Rd - Old Graves Mill Ext to Lynchburg Expy	<u>3</u>	48	110	205	246
4. Campbell Ave - 12th St to Abattoir St	<u>4</u>	-	-	-	-
5. Campbell Ave - Woodrow St to Richmond Hwy	<u>5</u>	47	108	114	142
6. Wards Rd (U.S. 29) at Atlanta Ave	11	<u>1</u>	1	79	95
7. Wards Rd (U.S. 29) at Wal-Mart/Sam's Club Entrances	11	<u>2</u>	2	81	97
8. Timberlake Rd (US 460) - Candlewood Ct to Dreaming Creek Dr	23	<u>3</u>	5	42	56
9. Timberlake Rd (US 460) - Old Graves Mill Rd to Oakmont Cir	23	<u>4</u>	6	43	57
10. Langhorne Rd - Lansdown Pl to Murrell Rd	39	<u>5</u>	9	76	92
11. Fort Ave - Saint Augustine St to 12th St; 12th St - Fort Ave to Garfield Ave	52	71	159	<u>1</u>	1
12. Timberlake Rd (US 460) EB - Leesville Rd to the west of Middleview St	-	13	22	<u>2</u>	2
13. Timberlake Rd (US 460) EB - Richland Dr to Lynchburg Expy	24	10	17	<u>3</u>	3



Map 10

Identified Intersection & Segment Safety Needs





Key Takeaways

The analysis presented in this report provides enlightening insights on common contributing factors in crashes resulting in fatalities and serious injuries. Key takeaways from the crash analysis include:

- Among all emphasis areas, crashes involving a roadway departure contributed to the region's most fatalities and serious injuries over the five-year period.
- Roadway departures contributed to the greatest number of fatal and serious injury crashes in each jurisdiction in the PDC, except for Lynchburg, where intersection crashes resulted in the most fatal and severe crashes.
- Among the emphasis areas that involve driver behavior, impaired driving, which includes distracted, drunk, drugged, and drowsy driving, contributed to the most fatalities and serious injuries over the five years.
- Fifty-six percent of all impaired driving fatalities and serious injuries and 60 percent of all speeding fatalities and serious injuries involved a vehicle departing the roadway.
- Vulnerable Road Users (people walking, biking, and riding a motorcycle) are overrepresented in intersection crashes, with 73 percent of bicyclists, 46 percent of pedestrians, and 37 percent of motorcyclists serious injuries and fatalities occurring at intersections.
- Fifty-one percent of fatal and serious crashes involving aging road users occurred at intersections.
- Lynchburg trends differ from those in the region, with higher percentages of young drivers, speeding, and impaired driving crashes occurring at intersections.

The High Injury Network identified in this safety analysis represents **49.04%** of fatal and serious injury crashes and **36.52%** of all crashes in the Central Virginia Planning District Commission on less than **7.67%** of the area's roadways.

The demographic analysis showed various facets of vulnerability across the region. Overall, between 37 and 66 percent of the High Injury Network is located in vulnerable areas, depending on the various screening methodologies.

Next Steps

The analysis presented in this report examined existing crash data to identify high crash locations and area-wide safety issues, including driver behaviors and crash characteristics. This information will be combined with the community engagement results to develop goals and identify potential recommendations for projects and strategies in the Safety Action Plan.

As part of the development of recommendations, further examination of crash characteristics may be conducted to identify countermeasures for systemic application to address the most prevalent



crash types. Systemic application can involve installing low-cost countermeasures at locations where the characteristics of a roadway indicate potential for certain types of crashes, even if a specific roadway does not have a history of crashes occurring. This proactive approach to safety countermeasure application does not require a crash to occur before a safety issue can be addressed.



6.5 Policy Review

Introduction

This technical memorandum reviews existing plans related to the transportation network. This includes comprehensive plans, safety plans, pedestrian and bicyclist plans, and capital improvement plans on the state, region, county, and city/town levels. The framework matrix presented captures key information for each of the plans, including the following:

- Framework for the plan's vision, goals, and policies.
- Travel modes focused on by the plan.
- Strategy for assessing existing conditions.
- Other relevant plans in support of or working with the plan of interest.

Additionally, the framework emphasizes the role of the existing plans in the Safe System Approach by answering the following questions:

- Does the plan include a safety analysis?
- Does the plan refer to public input as a source supporting the plan's development?
- Does the plan provide a project list?
- Does the plan prioritize the agency's needs? This prioritization should provide one of the following: a method for prioritizing projects, a prioritized list of projects, issues, locations, or crash types/factors.
- Does the plan present performance targets? These targets should be for zero fatal and serious injuries, progress toward zero fatal and serious injuries, or other performance metrics identified in the plan.
- Does the plan identify performance measures? Measures may be provided for safety outcomes (e.g., number or percent reduction of fatal and serious injuries) or project progress (e.g., number of quick-build projects implemented).

Consistent Themes and Gaps

The project team reviewed the current practices and policy framework to identify common themes among the plans and existing gaps and to help inform critical roles to be filled by the RSAP.

- **Safety Analysis.** Few studies addressed safety directly for any mode of travel (car, bicycle, or pedestrian). However, many plans conducted a Level of Service analysis, which is a measure of congestion, not a safety measure in and of itself. Poor levels of service and congestion can create safety problems for people traveling in vehicles.
- **Public Input.** Results from public engagement were often used to influence plan development. All comprehensive plans included public engagement, and attached are survey results and public meeting notes. Many referenced transportation safety issues within the community.
- **Project Needs and Priorities.** In most cases, plans identify a current or future project list, while some specify priority and funding or opportunities for funding. Some plans categorized project lists by municipality, offering a more directed approach to address specific areas of need, although not all were related to safety deficiencies.



- **Performance Targets and Measures.** Overall, these are not identified. However, the LRTP and CVTIP set performance targets and measures for road surface improvements.

Current Practices and Policies Framework

This framework analyzed regional and county/city plans. Across these plans, a black check mark indicates the element is present in the document, while an open circle indicates the element is missing or not fully described.

Connect Central Virginia 2045 Central Virginia Transportation Planning Organization					
<ul style="list-style-type: none"> • Performance measures were established in five categories: Economy, Safety, Mobility & Accessibility, Community & Nature, and Efficiency. • This plan addresses the Safety Vision by analyzing the Level of Service (LOS), Potential for Safety Improvements (PSI) ratio, and Volume-to-capacity (V/C) for the CVPDC. These do not address reducing death or serious injury for vulnerable road users. Additionally, an inventory of bike and pedestrian facilities is mapped across the district. • This plan also highlights the Middle James Segment Plan, which targets two areas within the Central Virginia Region, setting recommendations for an overall trail vision. • The long-range plan sets performance targets for each municipality within the CVPDC by listing long-term recommendations and a long-range vision list for specific roads and project recommendations. • The Short-Range Transportation plan is an appendix to this plan and lists 150 short-term projects, each assigned a safety score. 					
Safety Analysis	Public Input	Project List	Prioritize Needs	Performance Targets	Performance Measures
○	✓	✓	✓	○	✓
Central Virginia Transportation Improvement Program 2024-2027 (CVTIP)					
<p>The CVTIP allocates transportation resources to the various areas which need assistance. The plan comprises the current project list to be addressed and projects for the following three years.</p> <ul style="list-style-type: none"> • The plan addresses existing projects from the previous four-year period (2018-2021) and the upcoming four years (2024-2027). • Defines safety performance measures, setting annual targets for road surface and traffic safety improvement set by the Highway Safety Improvement Program 					
Safety Analysis	Public Input	Project List	Prioritize Needs	Performance Targets	Performance Measures
○	○	✓	○	✓	✓



Region 2000 Bicycle Plan					
<p>This plan sets goals to provide a safe and efficient bicycle travel network.</p> <ul style="list-style-type: none"> • This plan analyzed bicycle comfort and safety by evaluating the level of service throughout the district, giving a letter grade to major roads for cyclists. Bicycle injuries and fatalities in crashes were provided and sorted by jurisdiction. A priority accommodation list addresses the areas of low service for cyclists. However, there was nothing specific related to reducing death or serious injury for vulnerable road users. • Public engagement allowed members of the community the opportunity to respond to surveys and participate in workshops where areas of concern were identified and key routes to include for a regional network. • A Region 2000 Bike Plan is proposed with a table of recommended projects, prioritizing specific road segments to increase bicycle safety. 					
Safety Analysis	Public Input	Project List	Prioritize Needs	Performance Targets	Performance Measures
✓	✓	✓	✓	○	○
Region 2000 Greenways, Blueways, and Trail Plan - 2012 Connection Vision					
<ul style="list-style-type: none"> • This plan identifies priority corridors with an implementation schedule for the next 10 years, including off-road, on-road right-of-way, sidewalk or on-road bicycle facilities, or waterway trail facility types. • The plan created an implementation strategy with seven goals to create a connected series of trails, greenways, waterways, and on-road bicycle facilities. These goals are organized in an action plan matrix, which sets near-term action items, assigning priority and designating the primary organizations involved. 					
Safety Analysis	Public Input	Project List	Prioritize Needs	Performance Targets	Performance Measures
○	○	✓	✓	○	○



Bedford County Comprehensive Plan (2007, Updated 2015)					
<ul style="list-style-type: none"> The transportation chapter prioritized road improvements, providing access to a new middle school and a bridge replacement. The comprehensive plan update process involved multiple public engagement events and sessions to discuss the County's vision and how transportation plays a role. 					
Safety Analysis	Public Input	Project List	Prioritize Needs	Performance Targets	Performance Measures
○	✓	✓	✓	○	○
Town of Bedford Comprehensive Plan: Transportation Chapter (2017)					
<p>Prioritizes direct access to Amtrak passenger rail service and allocates resources to construct and maintain sidewalks on every public street. The transportation chapter highlights the established sidewalk infrastructure and street closure for public events and seeks to add sidewalks to all streets. Recommended actions prioritize pedestrian infrastructure by redesigning North Bridge Street as a design philosophy for future projects. An updated Comprehensive Plan is under development. The town worked with members of the public to draft goals, objectives, and policies in each chapter of the comprehensive plan, including transportation.</p>					
Safety Analysis	Public Input	Project List	Prioritize Needs	Performance Targets	Performance Measures
○	✓	○	✓	○	○
Lynchburg Comprehensive Plan: Transportation Chapter (2014)					
<p>The transportation goals include supporting the region's Long-Range Transportation Plans and Short-Term Work Program, guiding transportation improvements for the next six years. The plan sets the goal of meeting the needs of residents and businesses by developing Better Streets and transportation options.</p> <p>The transportation chapter includes:</p> <ul style="list-style-type: none"> A mapped inventory of existing streets, sidewalks, bus routes, bike facilities, and multi-use trails Functional classification changes with VDOT and CVMPO comments A transportation improvements list and map showing the funding status for each project. Multimodal System Design Guidelines created by the Virginia Department of Rail and Public Transportation 					
Safety Analysis	Public Input	Project List	Prioritize Needs	Performance Targets	Performance Measures
○	✓	✓	○	○	○



Appomattox County Comprehensive Plan (2016)					
<ul style="list-style-type: none"> • Mapped crashed data, Planned and recommended transportation projects • The County held multiple public meetings and conducted a community survey to hear feedback from the public about transportation needs and how they may tie in to the comprehensive plan • The transportation chapter lists project recommendations from existing plans, including the Region 2000 RL RTP • Automobile crash data over 5 years is documented and mapped over the County but does not include bicycle or pedestrian safety analysis 					
Safety Analysis	Public Input	Project List	Prioritize Needs	Performance Targets	Performance Measures
○	✓	✓	○	○	○
Campbell County Comprehensive Plan (2023)					
<p>The transportation chapter addresses safety concerns and prioritizes needs for the County, including VTrans Mid-term Needs, and lists the needs by priority. This plan also includes AADT traffic counts for every route in the County. Additionally, they list the total number of fatal and injury crashes per year for the last five years. The final sections of this chapter analyze the conditions of pedestrian and bicycle facilities, noting access and concerns for safety.</p>					
Safety Analysis	Public Input	Project List	Prioritize Needs	Performance Targets	Performance Measures
✓	✓	○	✓	○	○
Amherst County Comprehensive Plan (2007, Updated 2022)					
<p>The transportation chapter provides the following traffic analysis to understand congestion and capacity:</p> <ul style="list-style-type: none"> • Current and forecasted Levels of Service (LOS) analysis to determine road congestion • Existing and projected volume to-capacity ratio for major roads in the County. • Existing and forecasted AADT traffic count for all major roads in the County. • Maps and a summary of all collisions categorized by collision type • Potential for Safety Improvement (PSI) locations 					
Safety Analysis	Public Input	Project List	Prioritize Needs	Performance Targets	Performance Measures
✓	✓	○	✓	○	○



The Town of Appomattox Comprehensive Plan (2007, Updated 2022)					
<ul style="list-style-type: none">The transportation chapter identifies a table of road recommendations to address infrastructure needs and improvements.					
Safety Analysis	Public Input	Project List	Prioritize Needs	Performance Targets	Performance Measures
<input type="radio"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>