VDOT
Virginia Department of Transportation

UPDATE ON STATEWIDE SAFETY INITIATIVES

VASITE Annual Meeting

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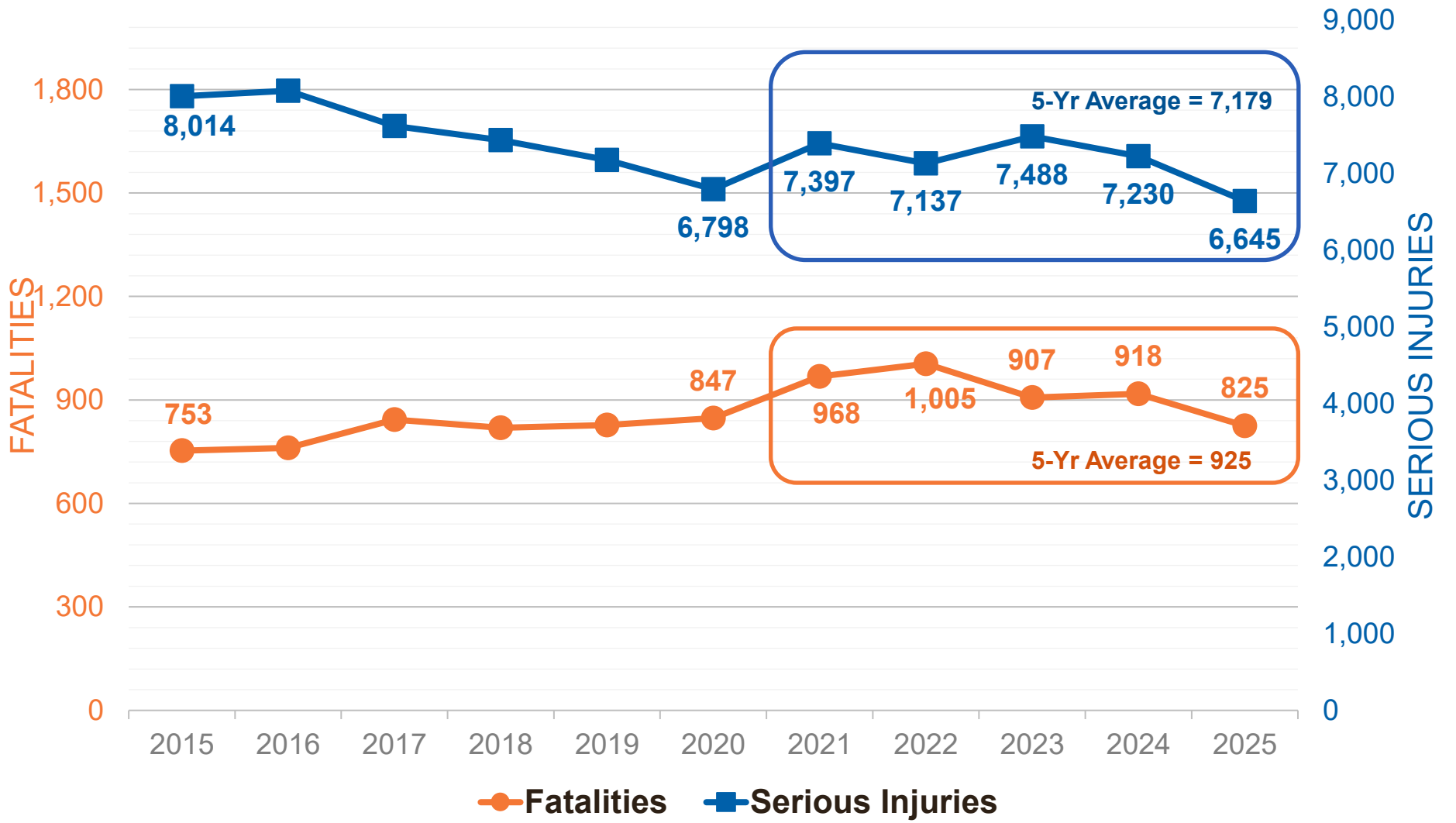
June 2, 2026

Recent Trends in Safety Data

What Leaps Out : 2025 Improved, But Not Where We Want To Be

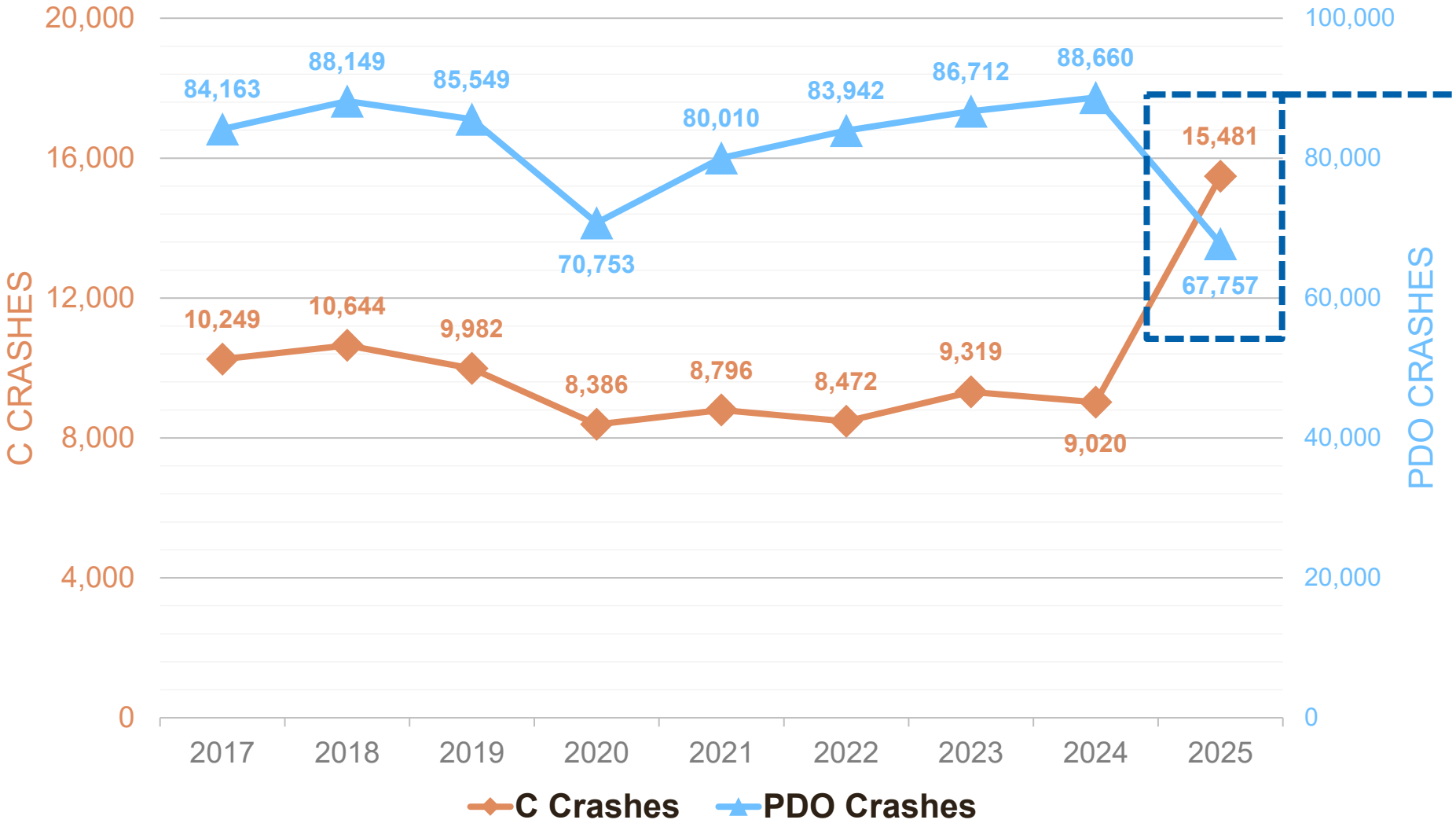


2014 had the fewest fatalities at 700. In 2025 we remain higher, despite recent year over year improvements

In 2025, there was a severe crash every 70 minutes

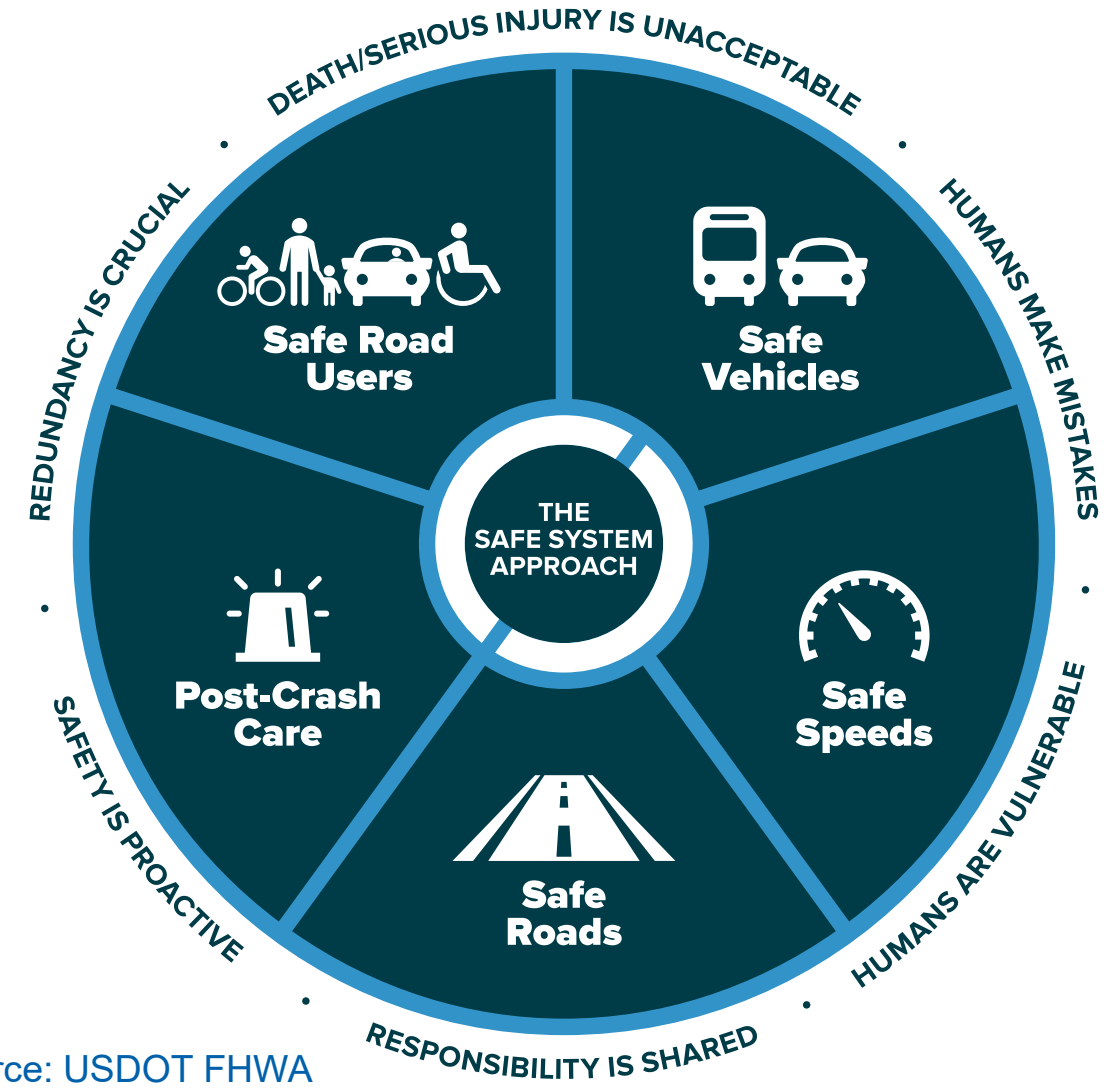
The 2025 societal cost of F and SI was **$20.4B**

What Other Trends Are Notable?



HB2256 increased the minimum property damage threshold for reported crashes from $1,500 to **$3,000** as of July 1, 2025.

The Safe System Approach



Source: USDOT FHWA

LEGEND

Safe System Element

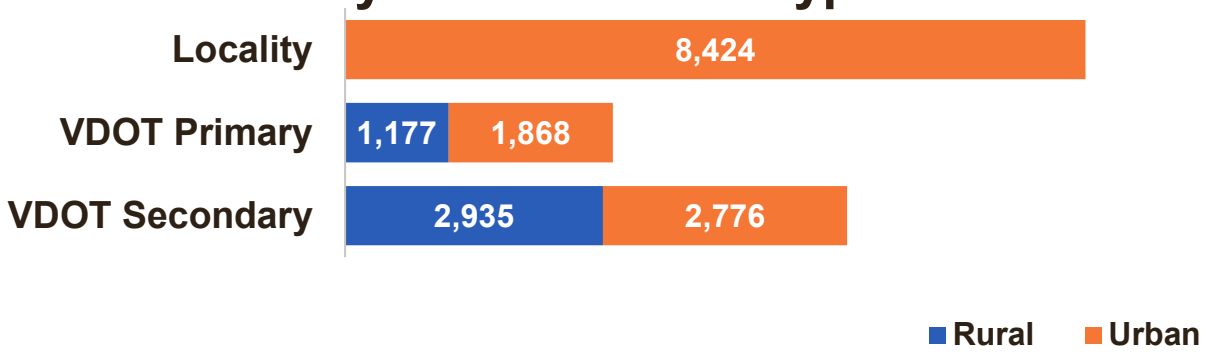
Safe System Guiding Principle

The Virginia SHSP further divides the Safe System elements into emphasis areas for more focused data analysis and strategy identification

Intersection Fatalities & Serious Injuries

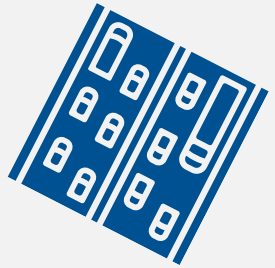
Annual Averages: **310.2** Fatalities; **3,125.8** Serious Injuries

System and Area Type

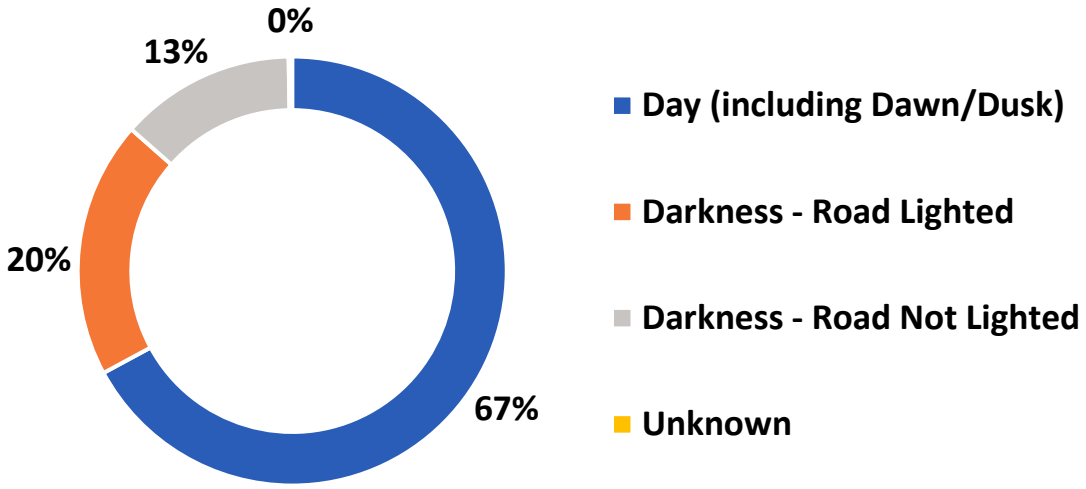


24% occurred in **Rural** areas

76% occurred in **Urban** areas



Time of Day



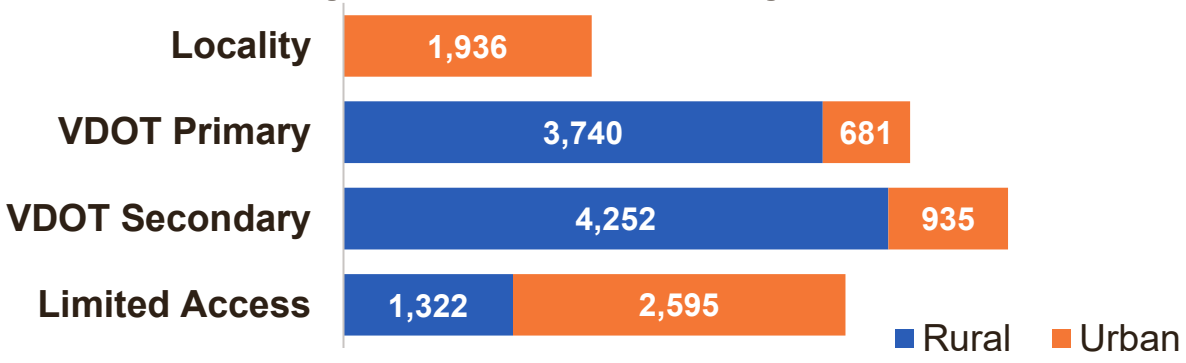
Speed Limit/Lanes	2 or less	4 Lanes	6+ Lanes
<=25 mph	1,742	657	168
<=35 mph	1,489	2,835	526
<=45 mph	1,546	2,988	1,265
<=55 mph	1,630	1,403	93
>55 mph	46	463	6

All summaries based on 2020-2024 Crash Data

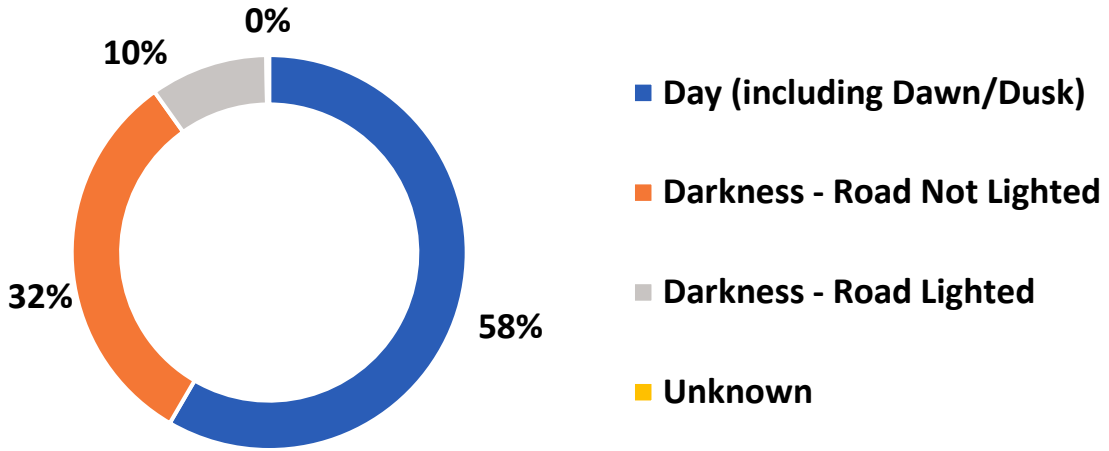
Roadway Departure Fatalities & Serious Injuries

Annual Averages: **453.8** Fatalities; **2,638.4** Serious Injuries

System and Area Type

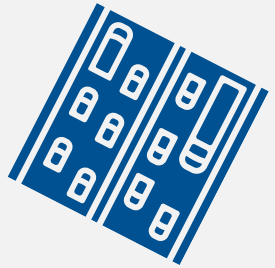


Time of Day



68% occurred in **Rural** areas

32% occurred in **Urban** areas



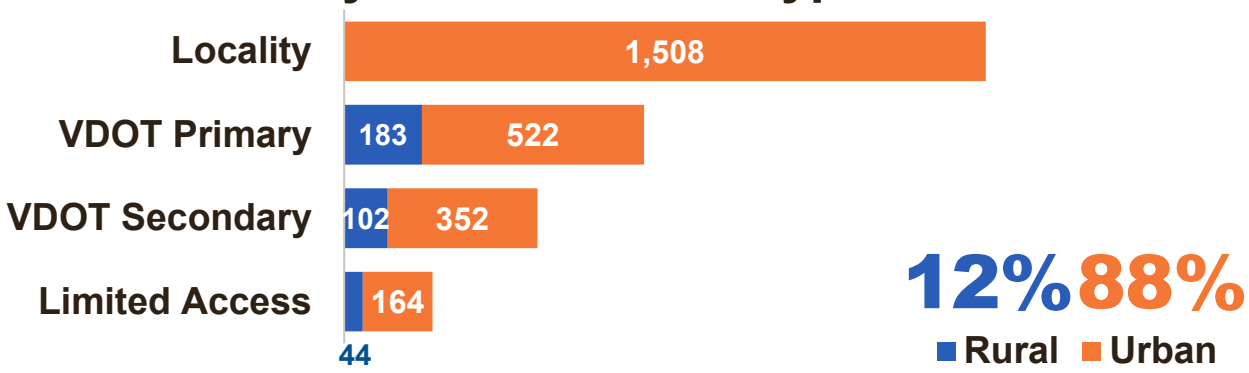
Speed Limit/Lanes	2 or less	4 Lanes	6+ Lanes
<=25 mph	891	47	11
<=35 mph	1,285	359	47
<=45 mph	2,664	498	126
<=55 mph	4,194	1,294	594
>55 mph	167	2,124	985

All summaries based on 2020-2024 Crash Data

Pedestrian Fatalities & Serious Injuries

Annual Averages: **133.8** Fatalities; **441.2** Serious Injuries

System and Area Type



12% **88%**

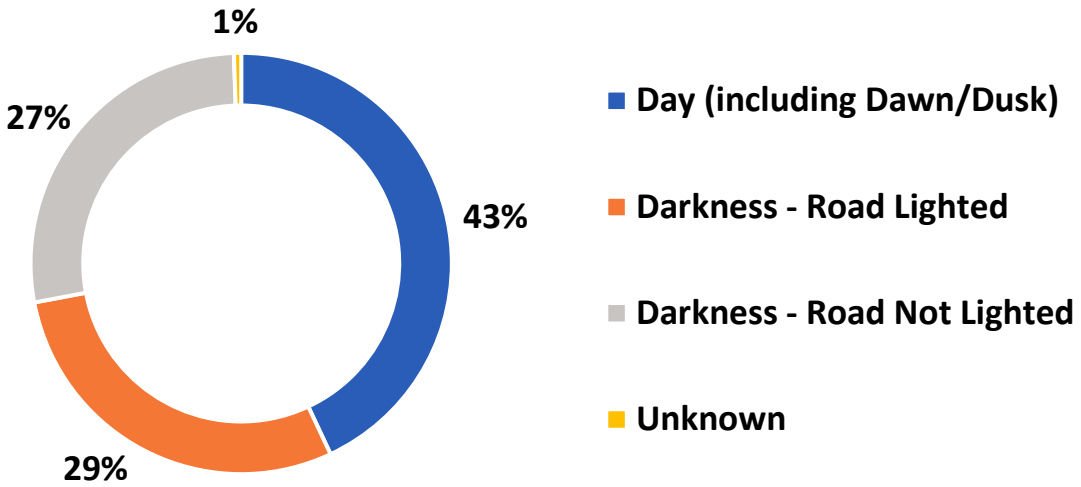
Rural Urban

7% | **29%** occurred between **rural** or **urban** intersections

4% | **60%** occurred at or within 150 ft of **rural** or **urban** intersections

Excludes crashes on limited access facilities or in work zones

Time of Day



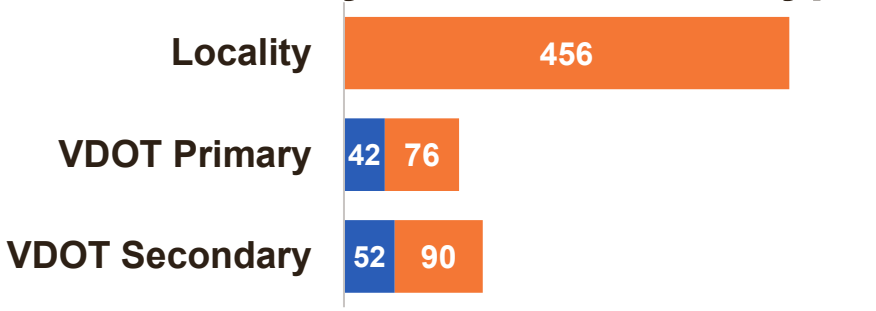
Speed Limit/Lanes	2 or less	4 Lanes	6+ Lanes
<=25 mph	569	181	49
<=35 mph	217	465	125
<=45 mph	162	347	266
<=55 mph	106	98	60
>55 mph	9	77	58

All summaries based on 2020-2024 Crash Data

Bicyclist Fatalities & Serious Injuries

Annual Averages: **15.0** Fatalities; **128.2** Serious Injuries

System and Area Type



14% | **86%**

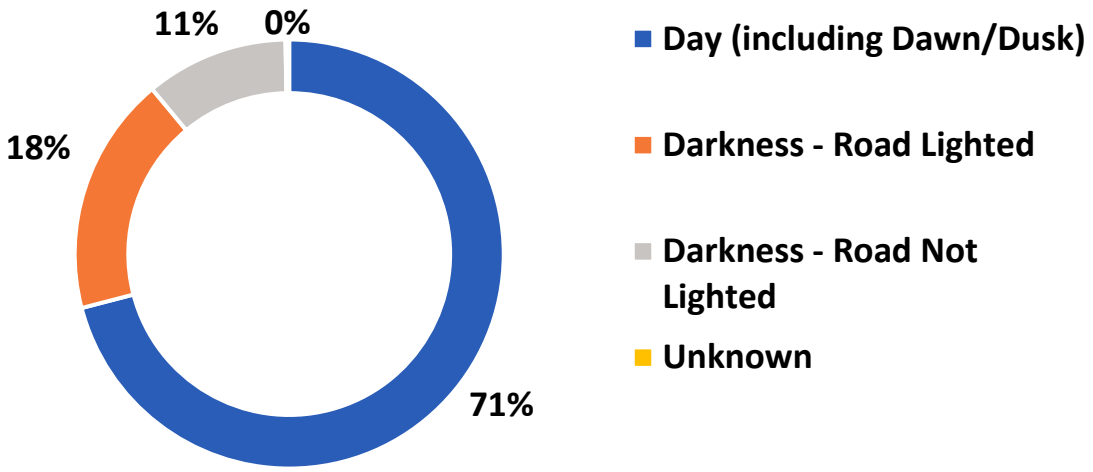
Rural Urban

9% | **23%** occurred between **rural** or **urban** intersections

5% | **63%** occurred at or within 150 ft of **rural** or **urban** intersections

Excludes crashes on limited access facilities or in work zones

Time of Day



Speed Limit/Lanes	2 or less	4 Lanes	6+ Lanes
<=25 mph	189	54	13
<=35 mph	76	97	14
<=45 mph	44	88	43
<=55 mph	51	23	1
>55 mph		2	1

All summaries based on 2020-2024 Crash Data

Safety Legislation Updates

General Assembly Actions

- **ASE/SSC Bills** that passed: **HB994, HB1220, SB84, SB219, SB436, SB832**
  - Within Planning District 8 (NoVA), expands ASE to safety red zones (high-risk ped corridors)
  - Guardrails – 30-day warning, social media, revenue goes towards safety projects
  - Study of VRU zones, development of methodology
- **AV Legislation**
  - HB582 & SB320: VDOT can conduct pilot program to test ATMAs within mobile work zones
  - HB1142: expands scope of ongoing AV legislative study
- **Active Transportation**
  - HB812: establishes rules for bicycle signals at an intersection
  - HB1120: requires a DMV study to improve safety of micro-mobility devices and mopeds
  - HB819: permits pedestrians to keep to the right regardless of the direction of traffic they face under certain conditions

Safety Priorities of New Administration

Safety Emphasis

- Although F and SI have decreased recently, F are still higher than 10 years ago, and we are not meeting short-term objectives and long-term goals
- A Safe System multi-modal approach is needed to improve mobility options, improve affordability, and to reduce trauma from crashes
- Transportation directorate leaders from VDOT, DRPT, and DMV are collaborating on developing strategies and actions to influence reduction outcomes

Safe Roads and Users:
Virginia Highway Safety Improvement Program (VHSIP)

VHSIP Phase I Countermeasures

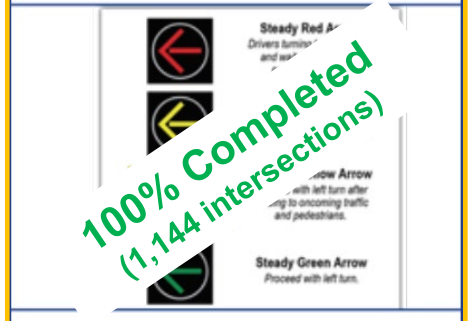
Completed 2021

High-visibility Backplates

Up to 15% crash reduction

Completed 2021

Flashing Yellow Arrow



Up to 20% crash reduction

Complete By 2024

Curve Signs

Up to 40% crash reduction

Complete By 2024

Unsignalized Intersections

Up to 10% crash reduction

Complete By 2025

Pedestrian Crossings

Up to 56% crash reduction

Resurfacing Cycle -15Yr

Shoulder Wedge

Up to 20% crash reduction

Complete By 2030

Centerline Rumble Stripes

Up to 60% crash reduction

Complete By 2030

Edgeline Rumble Strips

Up to 50% crash reduction

VHSIP Phase II Countermeasures

VHSIP Phase III Possible Countermeasures

Vulnerable Road Users

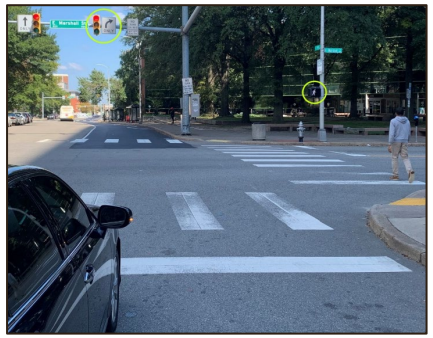
- Pedestrian and bicyclist signal enhancements
- Unsignalized crossing TCDs (RRFB & PHB)
- Crossing lighting

Intersections

- All-way stops
- Dynamic all-red extension

Roadway Departures

- Roadway delineation (signs and lines)
- Rumble strips and stripes
- Pavement friction treatments



Update to Strategic Highway Safety Plan (SHSP) and Vulnerable Road User Safety Assessment (VRUSA)

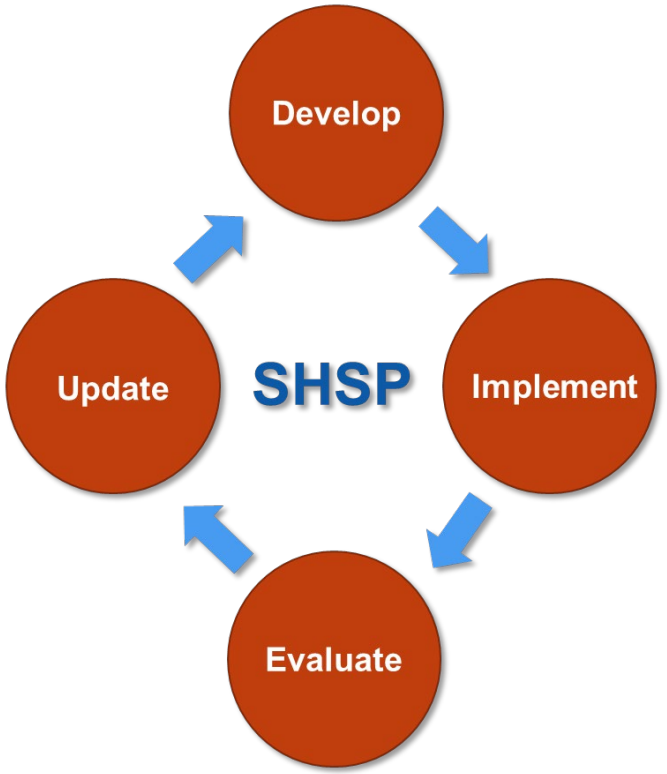
What is the SHSP?

Data-Driven Safety Framework
SHSP uses crash data analysis and risk identification to set priorities for reducing fatalities and injuries.

Multimodal Safety Approach
SHSP ensures safety improvements for all road users, including drivers, pedestrians, bicyclists, and motorcyclists.

Collaborative Coordination
SHSP coordinates actions and investments across federal, state, regional, and local agencies for maximum impact.

Long-Term Safety Vision
SHSP provides strategic direction focused on eliminating deaths and serious injuries statewide with accountability.



https://bit.ly/VASHSP

What is the VRUSA*?

Focus on Vulnerable Road Users
Targets improving safety for pedestrians, bicyclists, and other micro-mobility users.

Impact of Land Use and Design
Evaluates land use, roadway design, and demographics to help identify risk factors that contribute to VRU crashes.

Safety Through Policy and Countermeasures
Policies like speed management and reduced conflicts intersection design reduce crash risk and severity.

Safety Outcomes for All
Prioritizing VRUs promotes fair and equitable safety benefits across all communities.

*VRUSA to be incorporated into SHSP with current update

Shared Responsibility for SHSP Emphasis Areas

SAFE ROAD USERS

Pedestrians

Bicyclists

Motorcyclists

Impaired Driving

Occupant Protection

Aging Road Users

Young Drivers

SAFE ROADS

Intersections

Roadway Departures

SAFE VEHICLES

CAV

Heavy Vehicles

SAFE SPEEDS

Speeding

POST-CRASH CARE

Emergency Response and Medical Services

SUPPORTING

Data & Analytics

Primary Responsibility

- Engineering (VDOT)
- Education (DMV, DOE, VDH & Others)
- Enforcement & EMS (VSP, VDH & Others)

State and Federal Partners

Federal Highway Administration

Engaging Partners and the Public

SHSP Steering Committee

SHSP Executive Leaders

Regional In-Person Meetings

Statewide Attitudinal Public Survey

Virtual Stakeholder Meetings

Regional In-Person Meetings

Purpose

- Gather feedback on local or regional issues, priorities, or countermeasures that may inform SHSP development
- Discuss challenges in implementing safety countermeasures
- Discuss lessons learned from safety planning efforts

Invitees

- Public agencies that completed or are currently working on local or regional safety action plans (self-funded or funded through SS4A)

Schedule

- July through early August

If you work for a public agency and are interested in participating, please let us know!

Change Continues....

Traffic Operations Division Initiatives

- Updating policies to align with the Virginia MUTCD
- Promoting speed management through speed limits and design speeds
- Developing new guidance on the appropriate level of safety analysis based on project type
- Completing the Model Inventory of Roadway Elements (MIRE)
- Supporting DMV update to crash data collection form
- Supporting local agencies with safety action plan development