

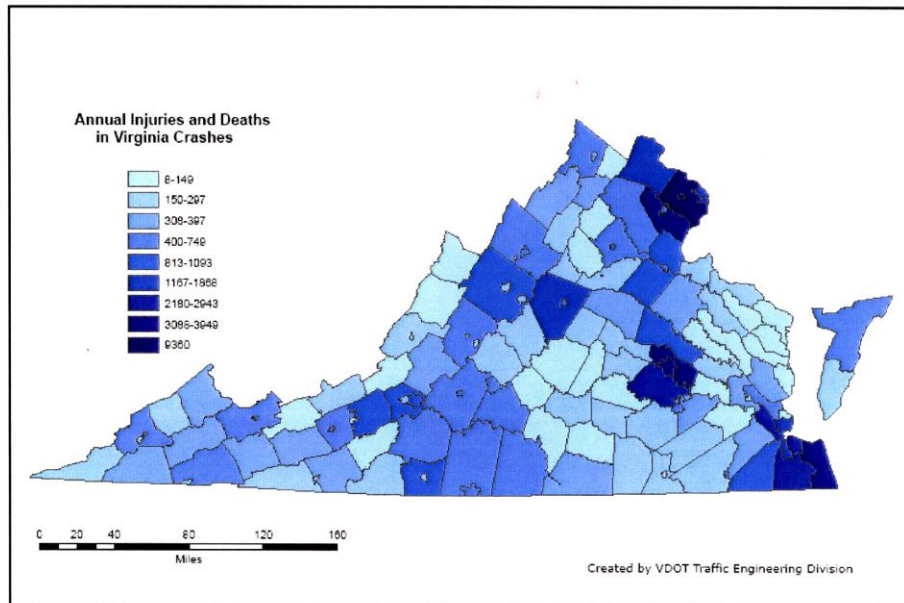


**CHAPTER V: TRANSPORTATION**  
**Safety Plan and Resources**

The following statistics were taken from the Commonwealth of Virginia's Strategic Highway Safety Plan 2006-2010 prepared by VA's Surface Transportation Safety Executive Committee and summarized for this report.

**MOTOR VEHICLES**

*Annual Injuries and Deaths in Virginia Crashes by Jurisdiction (2001-2005 avg.)*



Focus must be made to correct bad driver behavior and provide information about unexpected roadway and traffic conditions ahead. A multi-perspective approach has been adopted to identify problems in three emphasis areas: human factors, environmental and fundamental.

- Human Factors: Driver behavior, special users, pedestrian & bicyclist safety
- Fundamental: Traffic records, transportation safety planning
- Environmental: Intersection safety, roadway departures, work zone safety, pedestrian and bicycle safety

**RECOMMENDATIONS:**

- *Provide nighttime lighting and/or reflective surfaces along the travel route.*
- *Provide gently sloping shoulders or widened curb lanes, where possible, along the route.*
- *Eliminate roadside safety hazards or add safety signage where needed.*
- *Develop traffic-calming measures where appropriate, including:*
  - *At entries to urban areas*
  - *At entries/proximity to residential neighborhoods*
  - *Along county roads with fast-moving traffic*
  - *Where design speeds and/or route direction dramatically shift*



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- Provide well and consistently signed directional routing along the entire route, at intersections and into featured area attractions.
- Do keep in mind, visitors will be traveling on unfamiliar roads and their attention may not always be on the road itself. Therefore, it is very important to have adequate directional signage, dangerous intersections and sharp turns well marked.
- All interpretive signs and wayside exhibit should be placed in locations with ample room for vehicles to park completely off the road and have good sight view when reentering into traffic.

For specific examples, see both Chapter VIII: Addressing the Issues and Chapter IX: Recommendations.

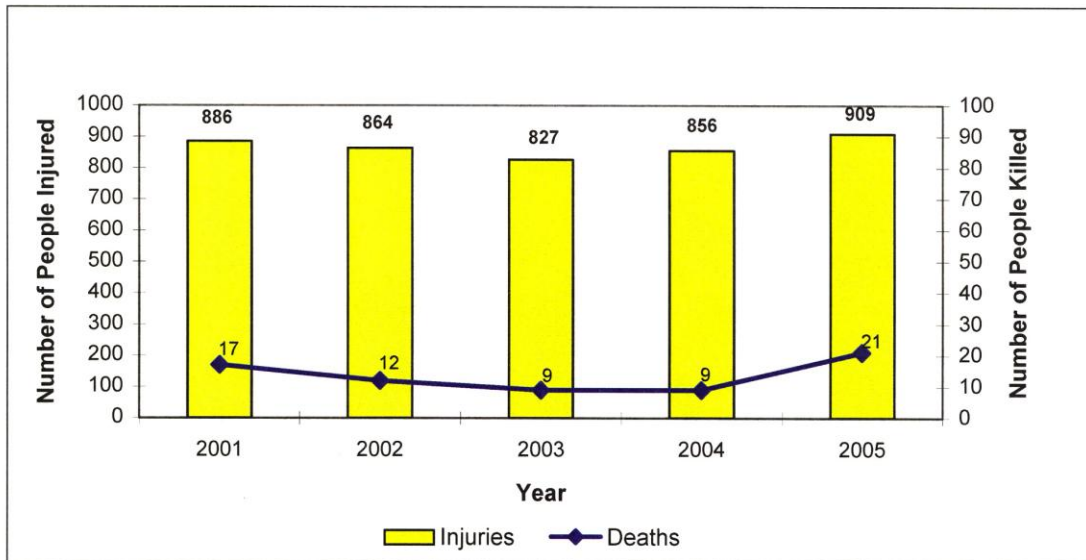
### BICYCLISTS:

- Bicycle-involved crashes in Virginia average around 900 annual injuries and 14 deaths
- People ages 10-20, particularly males, are the most prone to vehicle-bicycle crashes accounting for 26 percent. People between 25-34 appear to have fewer bicycle crashes; however, those 35-45 are involved in more.



### Injuries and Deaths Targeted

Figure 19: Annual Bicyclist Injuries and Deaths from Crashes in Virginia



Reducing bicyclist and pedestrian-involved targeted crashes must incorporate both human factors and environmental strategies.

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### Strategies for both bicyclists and pedestrians

*A portion of the Virginia Coal Heritage Trail is located along the 76 Bicentennial Bike Route across the United States. Other roads along the byway offer excellent opportunity for bicyclists. Implementing the above strategies and educating the riders to wear proper attire and obey the traffic laws will help accidents to be avoided.*



*Creating both bicycle friendly communities and roadways are highly recommended by:*

- Install and maintain wide shoulders in rural areas to accommodate bicycles, joggers and pedestrians.
- Installation of biking or walking related equipment such as racks or crosswalks.
- Standardizing bike and pedestrian signing and marking
- Provide direct and accessible connections to local destinations (schools, parks, retail)
- Provide well-maintained sidewalks, trails, and bike lanes or wide outside lanes
- Provide smooth transition from pedestrian and bicycle trails to local sidewalks
- Provide alternate signed routes for bicyclists to lessen conflicts and make accessible greater scenic variety.
- Installing or upgrading traffic and pedestrian signals
- Educate non-motorized users in the use of lighting, helmets, visible and/or reflective clothing, proper crossings and right of ways
- Establish a “Share the road” campaign that educates residents, visitors, bus drivers and others about bicyclists (as well as pedestrians, motorcyclists and others) who share the road with motorists.
- Provide Educational/encouragement programs, website and media campaign to get people active through walking and/or biking.
- Start a foundation or non-profit organization to improve biking or walking in your area.



### **GRANT OPPORTUNITIES:**

FHWA's Transportation Enhancement Grant Program is an excellent source for funding.

Eligible Activities include:

1. Provision of pedestrian and bicycle facilities
2. Provision of pedestrian and bicycle safety and education activities
3. Acquisition of scenic or historic easements and sites



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4. Scenic or historic highway programs including tourist and welcome centers
5. Landscaping and scenic beautification
6. Historic Preservation
7. Rehabilitation and operation of historic transportation buildings, structures, or facilities
8. Conversion of abandoned railway corridors to trails
9. Control and removal of outdoor advertising
10. Archaeological planning and research
11. Environmental mitigation of highway runoff pollution, reduce vehicle-caused wildlife mortality, maintain habitat connectivity
12. Establishment of transportation museums

Additional sources of funding possibilities include:

- National Scenic Byway Grant Program  
<http://www.bywaysonline.org/grants/>
- REI/Bicycle Friendly Communities Grant Program  
<http://www.bikesbelong.org/what-we-do/bikes-belong-foundation/reibicycle-friendly-communities-grant-program/>
- Safe Routes to School Grant Program  
<http://www.saferoutespartnership.org/state/network/virginia>

See Chapter XI for additional funding sources.

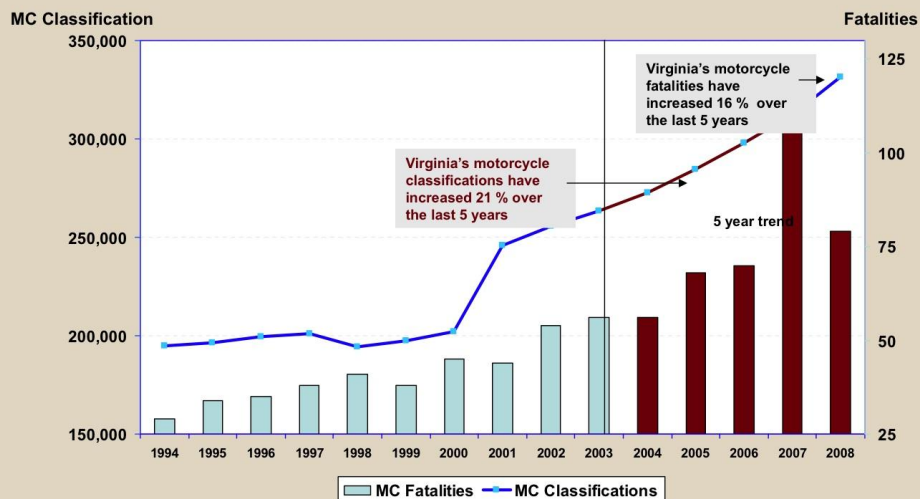
### MOTORCYCLES:

In Virginia in 2009, there were:

- 71 motorcycle riders killed
- 1,938 motorcycle riders injured
- 2,115 motorcycle crashes



### MOTORCYCLE CLASSIFICATIONS AND FATALITIES IN VIRGINIA CALENDAR YEARS 1994 - 2008



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Below is a list of the motorcycle crashes within the seven counties and City of Norton:

- Buchanan County had 5 motorcycles crashes in 2009 down from 11 in 2008.
- Dickenson County had 3 in 2009 down from 8 in 2008.
- Lee County had 5 in 2009 and 8 in 2008.
- Russell County had 3 in 2009 and 4 in 2008.
- Scott County had 3 in 2009 and 14 in 2008
- Tazewell County had 8 in 2009 and 9 in 2008
- Wise County had 1 in 2009 and 15 in 2008
- City of Norton had 69 in 2009 up from 2007 by 1



### **RECOMMENDATION:**

*Breaks Interstate Park is very popular with motorcyclists and a number of motorcycle clubs meet there each year and ride the back roads throughout both southwest Virginia which is known for its curvy, twisty roads which bikers enjoy. Other portions of the byway are ideal for both motorcycles and bicyclists. Efforts need to be taken to mark the roads well and encourage safe driving by the riders but also by motorists who share the same roads.*

### **ADDITIONAL RECOMMENDATIONS**

Many of those traveling the Virginia Coal Heritage Trail may not be familiar with the roads in the area. Therefore, it is important that easy-to-follow maps are available. Each of the counties along the route are working on brochures that include detailed maps of the routes through their counties.

Clear, easy to understand scenic byway signage will also help reduce confusion on the roadway and lessen potential conflicts. See *CHAPTER VII: Issues to Address* for a list of locations where additional byway signage is needed. Other recommendations include:

- Providing roadside pull-offs to view the surrounding landscape and special features so that those wishing to linger longer may do so safely without impeding thru traffic.
- Providing clear directional and informational signage in locations to allow adequate reaction time. Review *APPENDIX A: "Mile by Mile" Inventory* that notes a few locations where specific signs are needed to warn travelers of sharp curves or other road safety concerns.
- Providing easy and well-signed access to local tourism bureaus, visitor centers and attractions.

There are a few areas along the route in which pull-offs are recommended or where signs such as "sharp turn up" ahead are needed to insure driver safety. There are also noted areas where interpretive signs would add to the traveler's overall experience. These recommendations are noted in **purple** in *APPENDIX A: Snapshot Inventory* of the CMP.

Highlighting and providing attractions and trails accessible by both walking and cycling encourages travelers to park their vehicles and further explore the area. The added benefit is that they also get a little exercise. The development of downtown historic walking tours is also highly recommended in many of the communities along the route to encourage visitors to stop and stay in an area longer. See *CHAPTER VII: Downtown Walking & Driving Tours* for more on this.



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**The following contacts are provided so that the Coal Heritage Trail Byway Advisory Committee can begin planning, and coordination of the roadway-related aspects of the CMP addressing safety, signage, marketing, etc.**

VDOT Bristol District primary contact for roadway-related questions:

Steve Buston, VDOT Bristol District Transportation and Land Use Director  
870 Bonham Road  
Bristol, VA 24201-2002  
(276)669-9959  
[Steven.Buston@VDOT.Virginia.gov](mailto:Steven.Buston@VDOT.Virginia.gov)

VDOT Bristol District Administrator

Michael A. Russell, P.E. VDOT Bristol District Administrator  
870 Bonham Road  
Bristol, VA 24201-2001  
(276)669-9902  
[Michael.Russell@VDOT.Virginia.gov](mailto:Michael.Russell@VDOT.Virginia.gov)

VDOT Bristol District contact for issues related to outdoor advertising, billboards, etc.

Dave Sims, VDOT Outdoor Advertising Agent  
870 Bonham Road  
Bristol, VA 24201-2001  
(276)642-2507 ext 614  
[Dave.Sims@VDOT.Virginia.gov](mailto:Dave.Sims@VDOT.Virginia.gov)

Central Office contact for byway-wide signage questions (designs, guidelines, etc.)

Rick Burgess, VDOT Directional and Service Signage Program Manager  
1401 East Broad Street  
Richmond, VA 23219  
(804)255-4903  
[RM.Burgess@VDOT.Virginia.gov](mailto:RM.Burgess@VDOT.Virginia.gov)

Central Office contact for Virginia Byway, National Scenic Byway and Transportation Enhancement programs:

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Virginia Tourism Corporation

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**Safety Partners**

AAA Mid-Atlantic  
Alliance for Community Choice in Transportation (ACCT)  
American Traffic Safety Services Association (ATSSA)  
Bike Walk Virginia  
Commonwealth Transportation Board (CTB)  
DriveSmart Virginia  
Federal Highway Administration (FHWA)  
Federal Motor Carrier Safety Administration (FMCSA)  
Mothers Against Drunk Driving (MADD)  
National Highway Transportation Safety Administration (NHTSA)  
Supreme Court of Virginia  
Traffic Records Coordinating Committee (TRCC)  
Transportation Safety Board (TSB)  
Virginia Alcohol Safety Action Program (VA SAP)  
Virginia Alcoholic Beverage Control Board (VA ABC)  
Virginia Association of Chiefs of Police (VACP)  
Virginia Department for the Aging (VDA)  
Virginia Department of Education (DOE)  
Virginia Department of Health (VDH)  
Virginia Department of Motor Vehicles (DMV)  
Virginia Department of Rail and Public Transportation (VDRPT)  
Virginia Department of Transportation (VDOT)  
Virginia Safe Kids  
Virginia Sheriffs' Association  
Virginia State Police (VSP)  
Virginia Transportation Research Council (VTRC)  
Virginia Trucking Association (VTA)  
Virginia's Smart, Safe, & Sober Partnership

**HIGHER EDUCATION IN SOUTHWEST VIRGINIA:**

Appalachian School of Law – Grundy  
Bluefield College – Bluefield  
Mountain Empire Community College – Big Stone Gap  
Southwest Virginia Community College – Richlands  
University of Virginia Colleges at Wise – Wise

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## **CHAPTER V: TRANSPORTATION** **Safety Plan and Resources**

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