

The County of York, Virginia



Transportation Safety Plan

Adopted by the York County Board of Supervisors
November 18, 2008



INTRODUCTION

York County's first Transportation Safety Plan was adopted in 1981. Practically all the goals and objectives set forth in that plan were subsequently accomplished, so the York County Transportation Safety Commission (TSC) developed a new plan to build on those accomplishments. That plan was adopted by the Board of Supervisors in April 1989. Following the adoption of the York County Comprehensive Plan in 1991, the TSC updated the Transportation Safety Plan, which was subsequently adopted by the Board in June 1992. This document, also prepared by the TSC, is an update of the 1992 plan and follows the Board's adoption of the updated Comprehensive Plan in December 2005.

The Transportation Safety Commission was formed by the Board of Supervisors to serve as an advisory group of citizen volunteers working with County officials and representatives of other agencies such as the Virginia Department of Motor Vehicles (DMV), the Virginia Department of Transportation (VDOT), the Virginia State Police, the National Park Service, and the U.S. Coast Guard, to improve the safety of the County's transportation network. Toward that end, the TSC makes legislative recommendations for inclusion in the Board's annual legislative program for the General Assembly, publishes transportation safety information in the Citizen News, reviews County transportation planning documents, and recommends roadway and other transportation safety improvements.

EXISTING CONDITIONS

INTRODUCTION

The traffic accident statistics in this plan come from the *Virginia Traffic Crash Facts* report published annually by the Virginia Department of Motor Vehicles (DMV) and the Virginia Department of Transportation (VDOT). Crash data from the DMV are used to study general accident trends in the County, region, and State over the years while the VDOT data are used to analyze individual intersections and roadways in the County based on crashes and crash rates.

CRASH TRENDS IN YORK COUNTY

Traffic accidents in York County have followed a generally upward trend over the past decade, increasing on average by approximately 2.3% per year (although there were declines in two of the past three years). The number of traffic-related injuries, as shown in Exhibits 1 and 2, followed a similar pattern of general increase followed by declines of 6.2% in 2005, 15.2% in 2006 and 2.8% in 2007. Traffic fatalities, however, tend to fluctuate widely from year to year, exhibiting no pattern whatsoever.

Exhibit 1: York County Crashes

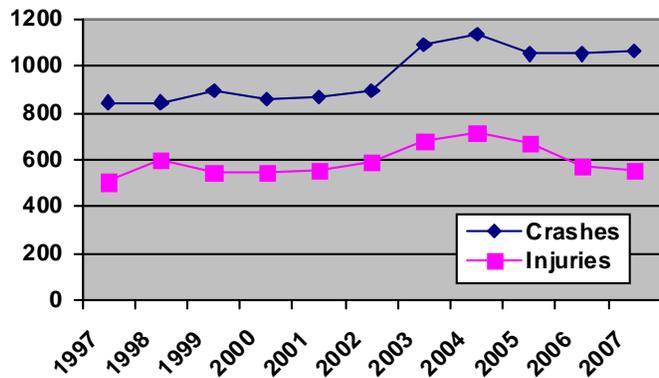


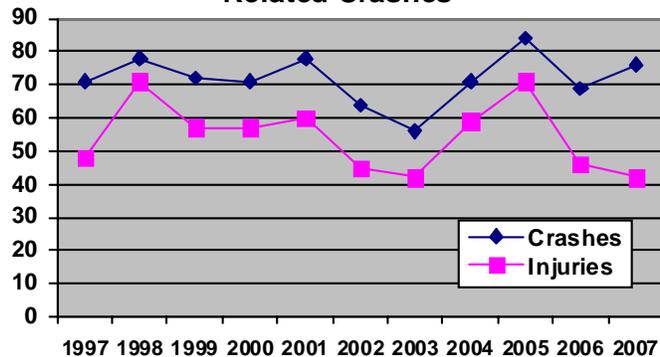
Exhibit 2: York County Crash Statistics

Year	Total			Alcohol-Related		
	Crashes	Injuries	Fatalities	Crashes	Injuries	Fatalities
1997	844	507	6	71	48	3
1998	844	599	8	78	71	3
1999	894	545	3	72	57	2
2000	857	549	9	71	57	3
2001	868	555	10	78	60	3
2002	896	592	9	64	45	3
2003	1,089	677	11	56	42	5
2004	1,137	717	5	71	59	3
2005	1,053	672	12	84	71	6
2006	1,052	570	4	69	46	2
2007	1,063	554	8	76	42	2

Source: Virginia Department of Motor Vehicles, *Virginia Traffic Crash Facts*, published annually

The number of alcohol-related crashes in the County has fluctuated over the past ten years. In 1997, there were 71 alcohol-related accidents in York County, representing 8.4% of all crashes. By 2007, the number of alcohol-related crashes had increased to 76, yet their share of all accidents had shrunk to 7.1%. The seriousness of the drunk driving problem in York County is indicated by the extraordinary severity of alcohol-related crashes in the County as reflected in the number of injuries and deaths resulting from such crashes. In 2007, 7.1% of all crashes were related to alcohol, but these crashes were responsible for 7.6% of all traffic accident injuries and **25%** of all traffic fatalities. Statewide, alcohol-related crashes represented 7.7% of all crashes in 2007, causing 10.4% of all traffic accident injuries and 36.8% of all traffic fatalities.

Exhibit 3: York County Alcohol-Related Crashes



Every year, many more accidents occur on Route 17 than on any other roadway in York County, excluding Interstate 64. Over the 2004-06 period, one quarter of all crashes on County roadways occurred on Route 17. Other high-crash roads include Victory Boulevard (Route 171), Hampton Highway (Route 134), and Merrimac Trail (Route 143).

The crash history on any given roadway only tells part of the story, however, for the high number of accidents on a road may be merely a reflection of high traffic volumes. Similarly, a very dangerous roadway can have relatively few accidents because it is not heavily traveled. A more revealing statistic than the number of crashes is the crash *rate*, which is a particularly useful statistic for identifying dangerous intersections. The crash rate is calculated by VDOT for all roadways and roadway segments under its jurisdiction and is based on each segment's length, the amount of traffic it carries, and the number of accidents. The crash rate is a measure of the relative danger of a roadway. For example, in the 2004-06 period the intersection of Route 17 and Victory Boulevard had more crashes than any other non-Interstate intersection in the County; however, this intersection's crash rate – crashes per million entering vehicles – ranked thirteenth among the County's high crash-rate intersections. Crash severity is another indicator of how dangerous an intersection is. Therefore, the injury rate – the number of traffic-related injuries per million entering vehicles – is a useful statistic to consider when evaluating intersections.

High-crash locations in the County are listed in Exhibits 4 and 5 and shown on the map on page 6. These intersections were selected because of both the number of crashes and the crash rate. High-crash

locations were identified based on the number of crashes during the 2004-2006 period (see Exhibit 4), and the crash rate was then calculated for each intersection based on traffic data published by VDOT (see Exhibit 5). The intersections were then ranked from 1 to 20 in order of crash rate.

Exhibit 4: York County High Crash Locations, 2004-2006 Ranked by Number of Crashes			
Intersection	Crashes	Crashes per Year	AADT
1. Route 17/Victory Boulevard (Route 171)	50	16.67	73,500
2. Victory Boulevard (Route 171)/Hampton Highway (Route 134)	46	15.33	49,500
3. Route 17/Ft. Eustis Boulevard (Route 105)	38	12.67	41,500
4. Route 17/Denbigh Boulevard/Goodwin Neck Road	37	12.33	45,750
5. Mooretown Road/Lightfoot Road	30	10.00	10,950
6. Hampton Highway (Route 134)/Big Bethel Road	30	10.00	66,500
7. Hampton Highway (Route 134)/Yorktown Road	29	9.67	25,135
8. Route 17/Cook Road	29	9.67	30,950
9. Route 17/Wolftrap Road/Amory Lane	27	9.00	39,050
10. Route 17/Lakeside Drive/Oriana Road	25	8.33	59,650
11. Route 143/Penniman Road	23	7.67	14,100
12. Route 17/Washington Square Drive	22	7.33	38,900
13. Victory Boulevard (Route 171)/Kiln Creek Parkway (east)	22	7.33	50,100
14. Route 199/Water Country Parkway	21	7.00	7,785
15. Victory Boulevard (Route 171)/Big Bethel Road	20	6.67	25,950
16. Victory Boulevard (Route 171)/Kiln Creek Parkway (west)	19	6.33	50,100
17. Route 132/Route 143	17	5.67	16,700
18. Route 17/York Crossing Road	16	5.33	35,350
19. Bypass Road/Route 132	15	5.00	32,400
20. Route 17/Goosley Road	14	4.67	29,450
21. Route 105/Richneck Road	13	4.33	17,700
22. Route 17/Grafton Drive	13	4.33	44,750
23. Route 17/Dare Road/Grafton Drive	13	4.33	56,600
24. Victory Blvd (Route 171)/Carys Chapel Road	12	4.00	25,950
Note: AADT is Average Annual Daily Traffic Source: Virginia Department of Transportation			

Exhibit 5: York County High Crash Locations, 2004-2006 Ranked by Crash Rate			
Intersection	Crash Rate	Total Crashes	Injury Rate
1. Mooretown Road/Lightfoot Road	2.50	30	6.76
2. Route 199/Water Country Parkway	2.46	21	6.69
3. Route 143/Penniman Road	1.49	23	2.72
4. Hampton Highway (Route 134)/Yorktown Road	1.05	29	2.18
5. Route 132/Route 143	0.93	17	1.64
6. Route 17/Cook Road	0.86	29	2.12
7. Victory Boulevard (Route 171)/Hampton Highway (Route 134)	0.85	46	1.72
8. Route 17/Ft. Eustis Boulevard (Route 105)	0.84	38	0.86
9. Route 17/Denbigh Boulevard/Goodwin Neck Road	0.74	37	1.74
10. Victory Boulevard (Route 171)/Big Bethel Road	0.70	20	0.32

**Exhibit 5: York County High Crash Locations, 2004-2006
Ranked by Crash Rate**

Intersection	Crash Rate	Total Crashes	Injury Rate
11. Route 105/Richneck Road	0.67	13	0.46
12. Route 17/Wolftrap Road/Amory Lane	0.63	27	0.84
13. Route 17/Victory Boulevard (Route 171)	0.62	50	1.57
14. Route 17/Washington Square Drive	0.52	22	1.27
15. Route 17/Goosley Road	0.43	14	0.74
16. Bypass Road/Route 132	0.42	15	0.76
16. Victory Boulevard (Route 171)/Carys Chapel Road	0.42	12	0.74
18. Route 17/York Crossing Road	0.41	16	0.39
18. Hampton Highway (Route 134)/Big Bethel Road	0.41	30	0.87
20. Victory Boulevard (Route 171)/Kiln Creek Parkway (east)	0.40	22	0.82

Note: Rates are per million entering vehicles.
Sources: Rates calculated by York County Planning Division based on VDOT crash and traffic volume data.

As can be seen in Exhibit 4 above, which lists high accident locations in York County from 2004 to 2006, there are six intersections that have had 10 or more crashes per year. This high crash frequency clearly indicates that some kind of additional safety measures need to be taken at these locations.

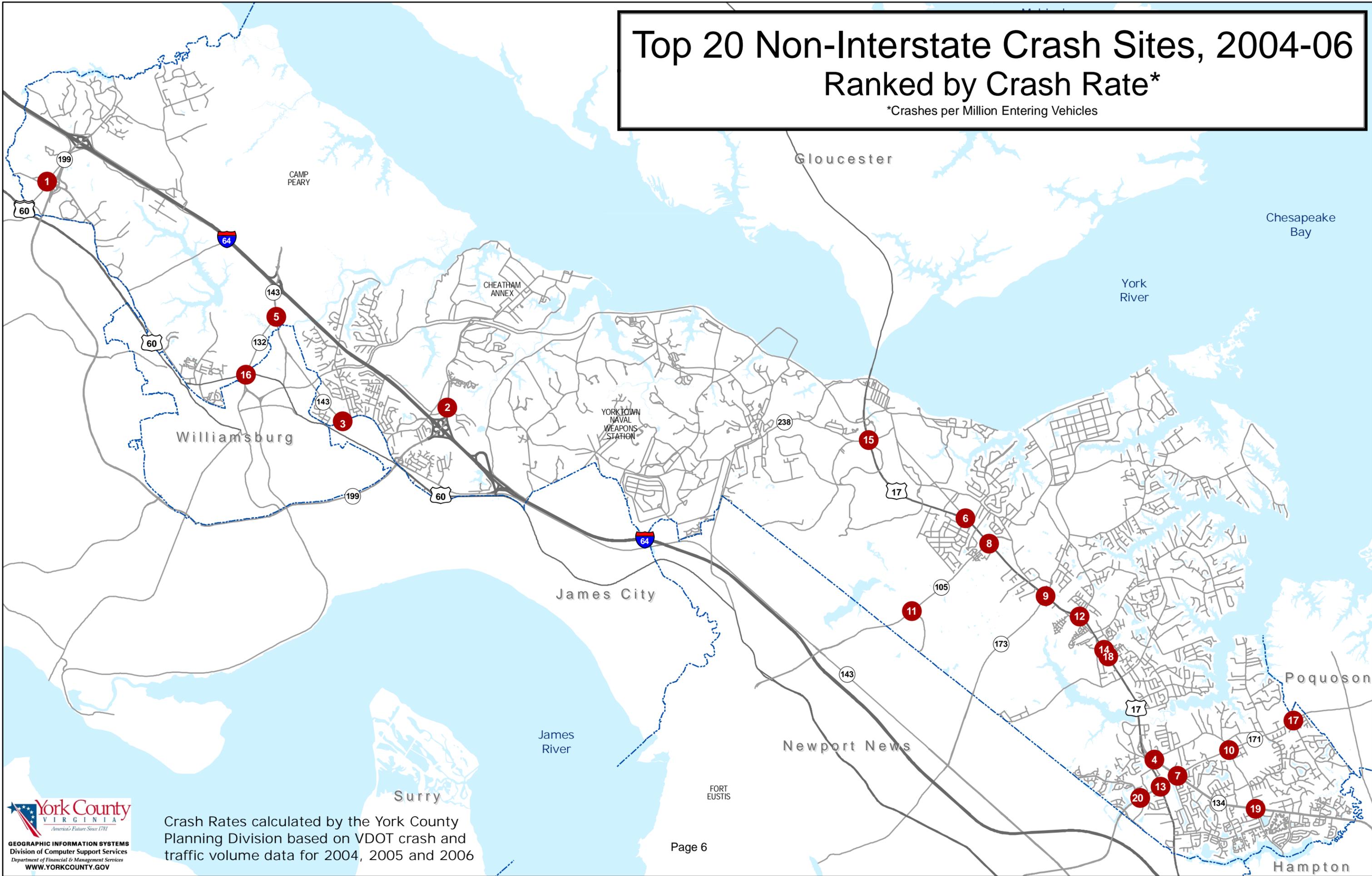
It is apparent that a combination of additional law enforcement and infrastructure improvements would be in order at these locations. Because of the current intersection designs, high traffic volumes, and the number of crashes at the Victory Boulevard/Route 17 and Victory Boulevard/Route 134 (Hampton Highway) intersections, installation of photo red enforcement cameras should be considered as soon as funding can be made available. In the long run these cameras could then be installed at other high crash-rate intersections as needed to assist with enforcing signal compliance. Infrastructure improvements should also be considered at the Route 17/Denbigh Boulevard/Goodwin Neck Road intersection and other major crash locations. Traffic volumes shown in Exhibit 4 indicate that some roadway segments will also need improvement, most notably Route 17 from Hampton Highway to Ft. Eustis Boulevard, which should be considered for widening from four to six lanes. (Widening to six lanes is currently programmed from Hampton Highway to Wolf Trap Road.)



Although crash data is vital in helping to identify dangerous locations, there are some cases where potentially dangerous roadway conditions exist that are not related to crash rates or traffic volumes. At-grade railroad crossings, for example, pose a threat by introducing the potential for extremely severe collisions between trains and cars. Warning lights and gates, which are eligible for VDOT's Highway Safety Improvement Program grants, are typically the solution. In addition, even inactive railroad crossings can create a safety hazard because of the potential for rear-end collisions at inactive crossings where drivers following school buses fail to stop because they are aware that the crossing is inactive and

Top 20 Non-Interstate Crash Sites, 2004-06 Ranked by Crash Rate*

*Crashes per Million Entering Vehicles



assume the bus is not required to stop. The Transportation Safety Commission raised this concern with regard to the abandoned Cheatham Annex spur, which had five at-grade crossings in York County and two in James City County, and brought it to the attention of VDOT and the Board of Supervisors. Although there was no history of any crashes at these crossings, it was deemed to be an unsafe situation, and the Navy removed these crossings in 2008.

It should be noted that in the vast majority of crashes there is no reported defect in the road, and most crashes occur when the weather is clear and the road surface is dry. Indeed, the principal cause of crashes in the County is driver (or pedestrian) inattention or error, which is typically the major factor in more than 80% of the crashes in the County.

EMERGENCY RESPONSE TO VEHICULAR CRASHES

In 2007, as noted earlier, there were 1,063 vehicle crashes – resulting in eight fatalities and 554 injuries – in York County. The speed and efficiency with which victims can be removed from entangling or entrapping vehicle wreckage, receive emergency medical care, and be transported to the appropriate level trauma facility are major determinants of the ultimate survivability of a crash. As the first step in the chain of survivability for these patients, York County provides state-of-the-art emergency medical care to treat the many life-threatening injuries these patients may encounter. The injuries resulting from these vehicle crashes involve damage to major organ/body systems that the body cannot tolerate for a long period of time. A patient has approximately 60 minutes from the time of a crash to be located, rescued, treated, extricated, and transported to a trauma center, stabilized by the emergency department, and delivered to the surgical team. This is known as the “Golden Hour.”



York County is responsible for providing vehicle crash rescue and emergency medical services to the residents, tourists, and the many non-resident commuters using York County roadways. The County employs an integrated rescue system to provide the necessary equipment for the rapid disentanglement and removal of persons from the wreckage of vehicle crashes. Vehicle rescue constitutes the Department of Fire and Life Safety’s most frequent rescue problem. This problem has become more significant because of the inherent design features of new vehicles and the increase in highway speeds. In response to the desire for vehicles to achieve greater fuel efficiency, vehicle manufacturers have begun to employ lighter materials in vehicle construction. To compensate for the lack of mass to protect vehicle occupants, manufacturers have included crash/crumple zones in vehicles intentionally designed to distort and absorb

crash energies, multiple door locking points and high tensile crash bars to create survivable spaces, and multiple electrically triggered/gas-activated air bag systems to cushion vehicle occupants. Although effective in improving crash survivability, these systems create highly technical problems for rescuers attempting to remove victims from the resulting wreckage. The new materials and the lack of standardization in location and type of crash victim protection systems on vehicles require that rescuers maintain a variety of highly specialized tools and rescue systems to meet the challenges presented by new vehicle construction. There is insufficient storage space for these new tools and rescue systems on the County's current rescue trucks. These tools and systems must therefore be carried in parts, requiring assembly before use and thus costing valuable time to be deployed. As the rescue trucks are replaced, the space needs of these new tools and rescue systems will have to be addressed.

The County's current integrated vehicle rescue system employs a tiered approach to the problem. Two specially equipped rescue vehicles are strategically positioned, one in the upper County and one in the lower County, to respond to vehicle crashes. These rescue trucks have specialized tools and equipment necessary for vehicle rescue and are dispatched as part of the initial response to any vehicle crash in which victims are thought to be trapped in the wreckage. When specialized equipment is needed to address the complex extrication situations that occur as a result of multiple vehicle crashes or crashes involving trucks, buses, trains, aircraft, etc., the County will respond with units from its more specialized Technical Rescue Team. The Technical Rescue Team is trained to handle such rescues and maintains the specialized and heavy vehicle extrication tools and equipment on a specially designed truck/trailer and a special rescue pumper.

Ensuring the effective management of incidents that occur on roadways is an important component that affects safety as well as congestion in the County. Often referred to as Traffic Incident Management (TIM) or Highway Incident Management (HIM), this is a process that is used to coordinate all of the functional areas and associated agencies (i.e., VDOT, Law Enforcement, Fire/Rescue, etc.) involved in managing an incident on roadways by using an effective highway (or traffic) incident management system. According to the National Traffic Incident Management Coalition, experience has shown that crashes are reduced, the chances of secondary incidents are reduced, mortality and morbidity are reduced, safety of responders is increased, use of public safety resources is more efficient, and ultimately the traveling public is more satisfied because roadway clearance time is reduced. York County and its agencies involved in managing incidents on our roadways subscribes to a coordinated effort among all agencies involved in incidents on the County's roadways. In Hampton Roads, the Hampton Roads Highway Incident Management Plan has been established to aid in this coordination effort. Further, at the national level, the National Unified Goal (NUG) for traffic incident management has also been established to aid and support this effort.

HAZARDOUS MATERIALS INCIDENT RESPONSE

The movement of hazardous materials over the County's roadways introduces additional safety concerns. According to the International Association of Fire Chiefs, every year there are approximately 850,000 shipments of hazardous materials across America. These same statistics indicate that there will be over 17,000 hazmat incidents each year and that almost 500 of those incidents will be classified as serious in that they will result in a fatality or major injury. York County, because of its unique geography must maintain the capability to respond to these transportation accidents whether they be on York County's roadways, railways or waterways. In 2007, the Department of Fire and Life safety responded to over 350 hazardous condition reports, requiring the Department to determine the presence or absence of hazardous materials incidents, detect hazardous materials, perform material sampling and/or identification, control leaks or spills, and confine, contain and/or remove hazardous materials. The ability to rapidly assess these situations is critical to protecting citizens and responders as well as the environment from the potentially serious effects of a hazmat incident and, often, to safely restore traffic flow.

The Department of Fire and Life Safety's Hazardous Materials Team works closely with and in cooperation with the Virginia Department of Emergency Management and its Hazardous Materials Response Teams to mitigate larger hazards and more technically complex incidents. All Hazardous Materials Response Team members require specialized training to become initially trained, and to maintain technical proficiency on the many varied aspects of their mission as well as to master the technologies that are required by the sophisticated nature of the threats. It is expected that as both the threats and technologies used to counter the threats continue to evolve, it will require even more training, equipment, and resources in order to continue to keep citizens, responders and the environment safe.

BICYCLE SAFETY

In York County there were 36 bicyclists injured in crashes between 2001 and 2006. Bicycles are involved in less than 1% of reported traffic accidents statewide. Nevertheless, bicycle safety is an area of concern because of the lack of bike paths in the County. In most cases, bicyclists are forced to share the road with cars, and many of the County's roads are either too heavily congested or too narrow and have inadequate shoulders to safely accommodate both automobile and bicycle traffic. Moreover, improper bicycle use – such as riding against traffic – is common in the County. The County has an ordinance – Section 16-39 of the York County Code – that requires bicyclists under the age of fourteen (14) to wear a bicycle helmet whenever riding or being carried on a bicycle on a public road in the County.



In 1993 York County joined with Williamsburg and James City County in developing and adopting a regional bikeway plan for the three localities. A regional approach was taken in recognition of the fact that bikeways, like roadways, should not abruptly end at jurisdictional boundary lines. The three governing bodies also formed the Historic Triangle Bicycle Advisory Committee (HTBAC) comprised of citizen appointees and staff from each locality as well as the National Park Service, the Colonial Williamsburg Foundation, and the College of William and Mary. The HTBAC is responsible for recommending projects and priorities for implementation under the adopted Regional Bikeways Plan and recommending amendments to the Plan. It is also responsible for developing and implementing promotional, informational, and safety initiatives related to bicycling.

PEDESTRIAN SAFETY

Pedestrian safety also is an issue of concern in York County. Although pedestrians typically are involved in very few accidents, when such collisions do occur the consequences are typically quite severe. From 2001 through 2006, there were two pedestrians killed and 33 pedestrians injured in crashes in York County. Pedestrians face much of the same problem as bicyclists. There are not many sidewalks in the County, and it is not safe to walk along many roadways because they are too narrow, have inadequate shoulders, and/or have too much traffic.

To address pedestrian safety concerns, the Transportation Safety Commission developed a County Sidewalk Plan that was adopted by the Board of Supervisors in 1995. That plan was based on two premises: that people should be able to walk safely to nearby schools, shops, parks, churches, and libraries, and that they should be encouraged to do so. To implement this plan, the Board has been setting a relatively small amount of funds aside each year for walkway development through the annual Capital Improvement Programming (CIP) process. Over time these small yearly increments have accumulated into a fund large enough to leverage matching amounts under the VDOT Revenue Sharing Program to accomplish some of the walkway priorities identified in that plan. As a result, sidewalks have been constructed along Merrimac Trail, Second Street, Victory Boulevard, Coachman Drive, and a segment of Yorktown Road. Sidewalks also have been constructed along the extension of Fort Eustis Boulevard from Route 17 to Old York-Hampton Highway in accordance with VDOT policy, by which all highway construction projects are initiated with the presumption that they will accommodate walking and bicycling. Although sidewalks add slightly to the total project cost, it is much cheaper to build sidewalks as part of a road improvement project than as a stand-alone project.



SAFETY ON THE WATER

York County's transportation network includes not just land but water. The many waterways in and around York County are used by residents, non-residents, and businesses for a variety of purposes, including seafood harvesting, recreation, and passive enjoyment. The York River serves also as a transportation artery. Three primary types of cargo are transported by water along the York River: crude oil and refined petroleum products to and from the Western refinery, military supplies to and from the U.S. Navy installations along the river, and both raw materials and finished paper products to and from the Chesapeake Corporation at West Point.



In addition to cargo transport along the river, Yorktown has served as a port-of-call for passenger cruise ship lines of various sizes. With the recent construction of docking facilities at Riverwalk Landing, Yorktown is now capable of hosting recreational vessels for short-term dockage, tall ships, regional passenger cruise lines, and dinner and sightseeing cruise vessels, thus effectively making it the port-of-call for the Historic Triangle.

From 2001 through 2007, there were nine boating accidents on the York River, resulting in three fatalities and nine persons injured. It should be noted, however, that the American Red Cross estimates that two thirds of all boating accidents do not get reported, so the problem is likely more serious than these statistics indicate. Most boating accidents are collisions – either with another boat or with other objects – and the major cause of them is failure to maintain a lookout. Most deaths are caused by falling overboard from boats 21 feet and under and not wearing a life jacket. Boating under the influence of alcohol also is a serious problem; alcohol is involved in over half of all boating fatalities, according to the Virginia Department of Game and Inland Fisheries.

As use of the waterways continues to increase, so does the likelihood of a serious accident, spill, or other serious water-borne emergency. Primary emergency response for water-borne disasters and hazardous materials spills lies with the U.S. Coast Guard, but there may be things that the County can or should do to prepare for such an incident. For example, administrative support and media exposure can be given to enhance the public's awareness of and compliance with the Boating Education Law that went into effect on July 1, 2008. Further, the County can publicize the courtesy Recreational Vessel Safety Checks conducted by the USCG Auxiliary and United States Power Squadrons. In addition, boat fires can be particularly difficult to control or extinguish, and providing additional firefighting capability (e.g., hydrants and fire boats) in the vicinity of piers and on the waterways may be advantageous.

RECOMMENDATIONS

The recommendations set forth in this plan follow a structure consisting of three levels. First, a broad, overall goal for transportation safety was defined. This goal was then divided into several clearly defined objectives that stem from the goal. Finally, the implementation strategies are specific actions that should be taken to achieve each of the objectives. These are divided into five categories: Education and Public Awareness, Enforcement and Emergency Services, Legislative Policy, Planning, and Youth Activities. Each implementation strategy is assigned to one or more “responsible agencies,” such as the TSC, the Sheriff’s Office, the SADD chapters, etc.

GOAL

Reduce the number and severity of crashes on York County’s transportation network.

OBJECTIVES

1. Encourage safer motor vehicle operation
2. Ensure adequate emergency response capability to vehicle crashes and other transportation incidents
3. Protect emergency responders and other personnel working incidents on or adjacent to roadways
4. Improve roadway design safety
5. Increase use of safety belts, child safety seats, motorcycle helmets, and bicycle helmets
6. Provide for safer bicycle and pedestrian circulation
7. Reduce drunk and drugged driving and boating
8. Strengthen laws to promote transportation safety
9. Improve boating safety

IMPLEMENTATION STRATEGIES

1. Education and Public Awareness
 - 1.1. The TSC Legislative Policy and Publicity Committee should continue to work with the York County Public Information Office to publicize dangerous roadway segments and intersections in the County, as well as provide general transportation safety information, through the local press, the *Citizen News*, and the York County community access cable channel 46 (WYCG).
 - 1.2. The TSC should work with the Department of Fire and Life Safety and other entities in support of child safety seat programs throughout the County for the purpose of educating County residents in the proper installation and use of child safety seats.

- 1.3. The Sheriff's Office should work with York County schools and local bicycle clubs and shops to provide a program for bicycle law and safety education, including an emphasis on the importance of bicycle helmets.
- 1.4. The TSC, the Department of Fire and Life Safety, and the Sheriff's Office should serve as a conduit for providing transportation safety information, education, and instruction to County residents.
- 1.5. York County's Division of Parks and Recreation should continue to offer the AARP Driver Safety Program to help older citizens drive safely while earning discounts on their automobile insurance. This course should be publicized by the TSC Legislative Policy and Publicity Committee and the York County Public Information Office.
- 1.6. The TSC should support and work with the U. S. Coast Guard Auxiliary, U.S. Power Squadron, and the Virginia Department of Game and Inland Fisheries in their teaching of boating safety classes, to include the Auxiliary Personal Watercraft Course.
- 1.7. The TSC should publicize the "Slow Down/Move Over" law, which requires the driver of any motor vehicle, upon approaching a stationary emergency vehicle that is displaying a flashing, blinking, or alternating emergency light or lights to change lanes and proceed with caution or, if changing lanes would be unreasonable or unsafe, proceed with due caution and maintain a safe speed for highway conditions.

2. Enforcement and Emergency Services

- 2.1. The Sheriff's Office and State Police should increase their selective enforcement activities, particularly for DUI, targeted to identified problem areas and time periods. Toward this end, the Sheriff's Office should annually apply for DMV grants to fund additional selective enforcement, including time (labor) and equipment (breathalyzers, alco-sensors, vehicle use and maintenance, etc.).
- 2.2. The County should continue its efforts to acquire and maintain adequate resources, including appropriately configured response vehicles, capabilities for responding to emergencies on waterways, and the necessary equipment, staff, and training. Furthermore, support and training should continue to be provided for the special technical rescue, maritime incident response, hazardous materials, and emergency medical trauma care, and mass casualty response functions of the Department of Fire and Life Safety.

- 2.3. The Department of Fire and Life Safety should continue to implement effective practices to ensure adequate safety of all responders on incidents that occur on or adjacent to roadways. Fire and life safety equipment, apparatus, vehicles, etc. should be configured to support effective incident management and safe roadway incident practices. The TSC should support efforts for effective highway incident management and the safety of responders to such incidents.
- 2.4. The TSC should encourage the Virginia Department of Game and Inland Fisheries and the U.S. Coast Guard to increase enforcement of boating laws – particularly boating under the influence – along the York River and its tributaries.
- 2.5. The County should work with VDOT to utilize “photo red” cameras, at least on a trial basis, for red light enforcement at major crash locations in the County. Action should only be taken after considering the potential for greater numbers of rear-end crashes while reducing right-angle crashes and the net effect on injuries and severity. As required by law, alternative measures or other improvements – such as traffic signal timing adjustments, pavement markings, etc. – should be investigated and tested before such implementation.

3. Legislative Policy

- 3.1. Prior to each session of the Virginia General Assembly, the TSC Legislative Policy and Publicity Committee should report to the TSC on proposed transportation safety-regulated legislation and, following each session, provide a summary to the TSC on the outcome.
- 3.2. The TSC Legislative Policy and Publicity Committee should annually develop a legislative priority package for the TSC to advise the Board of Supervisors on recommended transportation safety legislation to be included in the Board’s legislative package. Primary seat belt enforcement and the “open container bill” should continue to be priorities.

4. Planning

- 4.1. The TSC Planning and Public Safety Committees should work together with the Planning Division to analyze crash data to identify the County’s major crash locations and any other significant accident trends and recommend possible solutions to the TSC, which should then recommend corrective action, where needed, to the Board of Supervisors and VDOT.

- 4.2. The TSC should assess the County's roadway safety needs and recommend potential road construction/improvement projects to the Board of Supervisors for inclusion in the annual six-year primary and secondary road plans.
- 4.3. The County should continue to work closely with VDOT in evaluating proposed subdivision and commercial/industrial development and proposed road construction and improvement projects.
- 4.4. The County should require consideration of bikeway construction as part of road construction or reconstruction/widening projects.
- 4.5. The TSC should work with federal agencies and military installations in the County, such as the National Park Service, the Coast Guard Training Center, and the Naval Weapons Station, to identify and try to address their off-base transportation safety needs and problems.
- 4.6. The County should implement the adopted sidewalk plan to determine the ultimate locations for sidewalks in the County and to require development that occurs along designated corridors to include sidewalks.
- 4.7. In assessing future transportation needs, the County should continue to monitor and plan for changes in regional traffic trends and patterns caused by external events, and recent and likely future changes in military and commercial enterprise manpower levels.
- 4.8. The County and VDOT should work together to expedite the widening of Route 17 to three lanes in each direction from Hampton Highway to Wolf Trap Road.
- 4.9. The County should work with VDOT and the Virginia Department of Rail and Public Transportation to identify needed railroad crossing safety improvements and pursue Highway Safety Improvement Program grants and other funding sources to implement such improvements.

5. Youth Activities

- 5.1. The TSC should continue to encourage, support, and promote transportation safety-oriented projects conducted by youth groups in the County.
- 5.2. The TSC should provide support and assistance to the "Get it Together" program at York County's high schools to promote seat belt use among teenagers.

5.3. The TSC should support the ongoing efforts of the County's Safety Town program, which includes a bicycle safety component for rising kindergartners.