

TRAFFIC SAFETY IN THE 2ND Precinct



CITY OF VIRGINIA BEACH
**Public
Works**

**Traffic
Engineering**

September 9, 2026

TRAFFIC ENGINEERING HAS MOVED!

As of September 2025



New Address:
2509 Princess Anne Rd; Bldg. 33
(old Police Building)

TRAFFIC SAFETY CRASH STATISTICS

2025 SUMMARY OF FATAL CRASHES

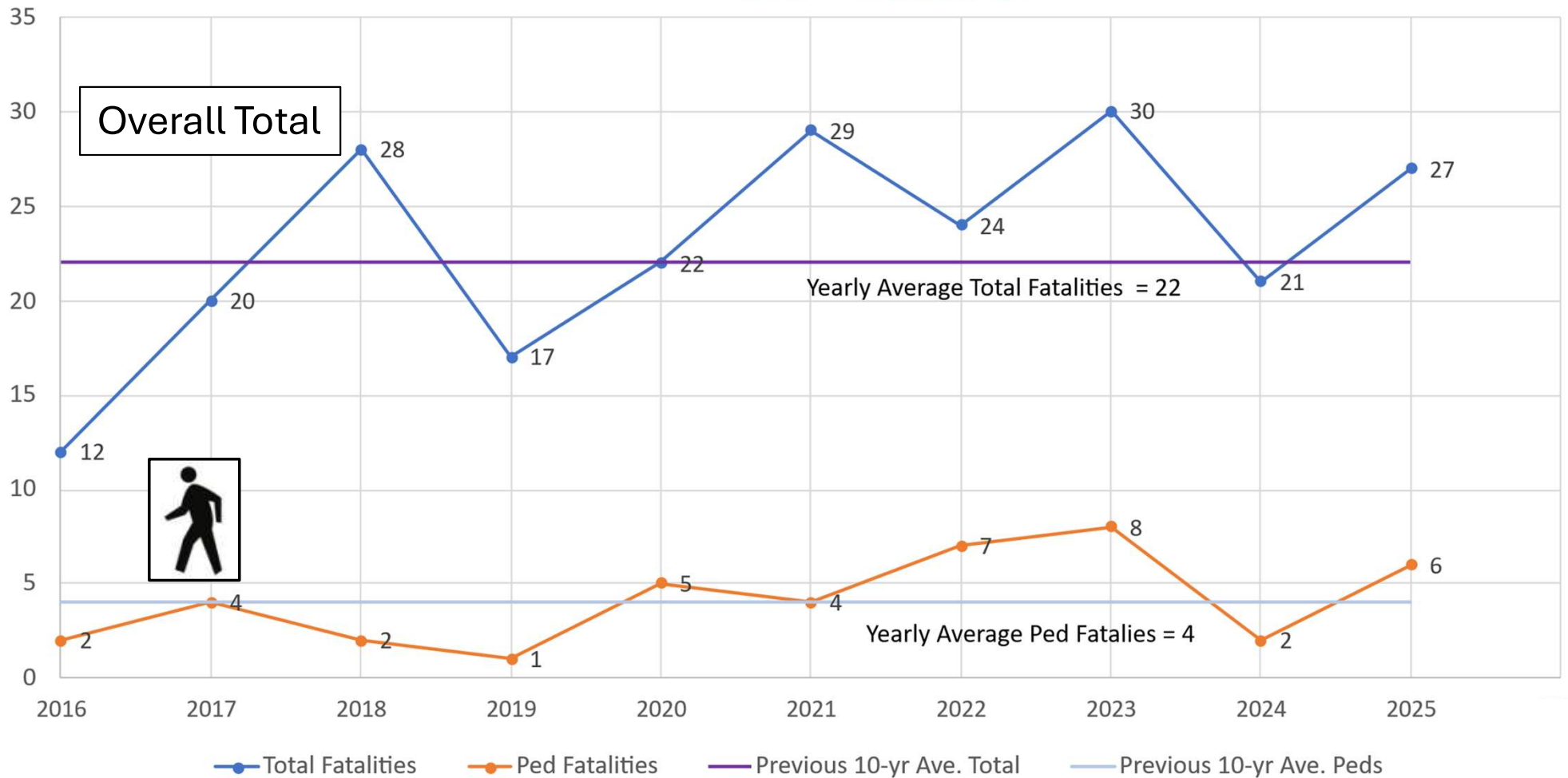
27 Total Fatalities

	<u>Date</u>	<u>Location</u>	<u>Ped</u>	<u>Bike</u>	<u>e Scooter or eBike</u>	<u>Motorcycle</u>	<u>Excessive Speed</u>	<u>Alcohol/ Drugs</u>	<u>ROR</u>
1	01/31/25	3700 blk Bonney Rd	1					1	
2	02/17/25	4100 VA Bch Blvd					1		1
3	03/02/25	4900 VA Bch Blvd						1	1
4	03/11/25	2300 London Bridge Rd				1		1	1
5	04/23/25	Holland Rd & S Plaza Trail	1					1	
6	05/24/25	S Lynnhaven Rd & Bowling Green Dr					1	1	
7	05/29/25	644 S Military Hwy					1		
8	06/01/25	Salem Rd & Lynnhaven Pkwy					1		
9	06/08/25	5200 Northampton Blvd					1	1	1
10	07/19/25	1100 Dam Neck Rd	1					1	
11	07/23/25	4500 Virginia Beach Blvd (near Market St)							
12	07/26/25	3750 VA Beach Blvd				1	1		
13	07/30/25	5700 Northampton Blvd		1					
14	08/21/25	5800 Lynnhaven Pkwy							1
15	08/23/25	600 London Bridge Rd						1	
16	08/27/25	4700 Indian River Rd						1	1
17	09/11/25	5800 Northampton Blvd	1					?	
18	09/21/25	Lynnhaven Pkwy & Pleasant Valley Rd							
19	09/29/25	2400 Virginia Beach Blvd	1					1	
20	10/01/25	400 Independence Blvd							1
21	10/04/25	2700 Indian River Rd							1
22	10/31/25	1000 Cypress Ave			1			?	1
23	11/25/25	Atlantic Ave & 42nd St/Cavalier Dr		1					
24	12/08/25	Damascus Trail at Holland Rd	1						
25	12/27/25	800 Diamond Springs Rd				1	1		
26	12/27/25	1400 Lynnhaven Pkwy					?		1
27	12/29/25	4200 First Court Rd					1	1	1
Total Fatal			6	2	1	3	8	11	11
Percentage of all fatalities			24.0%	8.0%	4.0%	12.0%	32.0%	44.0%	44.0%

NOTE: Only includes fatal crashes on public streets (no parking lot or Interstate)

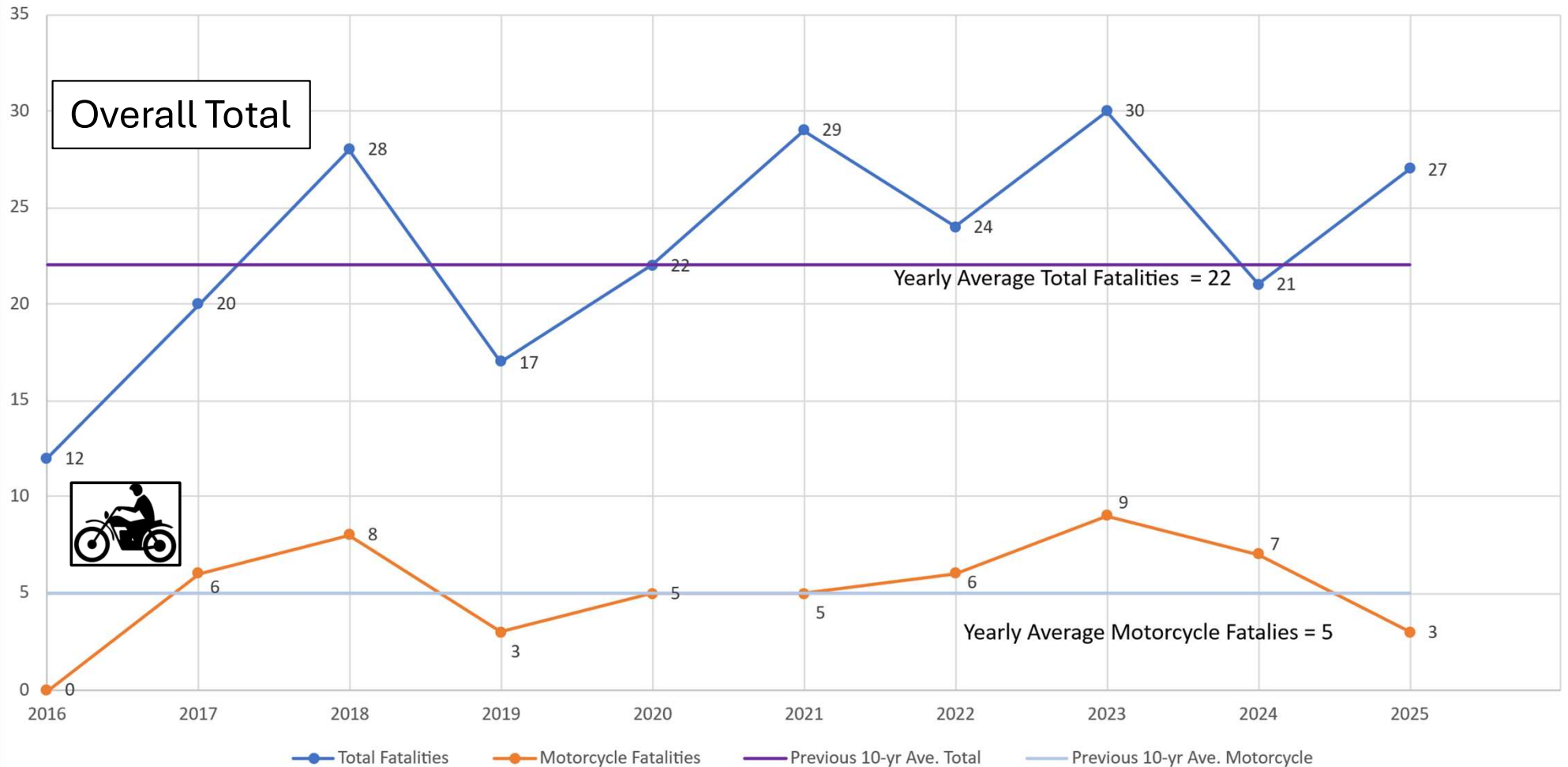
2025 SUMMARY OF FATAL CRASHES

Virginia Beach 10 Year 2016 - 2025
Fatalities: **Total** vs **Pedestrian**



2025 SUMMARY OF FATAL CRASHES

Virginia Beach 10 Year
Fatalities: **Total** vs **Motorcycle**



2025 FATAL CRASHES FACTOIDS

Fatal Crash Frequency

	<u>2023</u>	<u>2024</u>	<u>2025</u>
Average days b/t fatal crashes:	13 days	15 days	13 days

Factors:

Excessive speed: 30% (vs 57% in 2024)

Alcohol: 40% (vs 33.3% in 2024)

Seat belts: 29% were not wearing seatbelts where seatbelts could have been used

Run-Off-Road (ROR): 30% crashes involved excessive speed & 41% involved alcohol

Types:

Motorcycles: 11% (vs 33.3% in 2024)

Vulnerable users: 33%

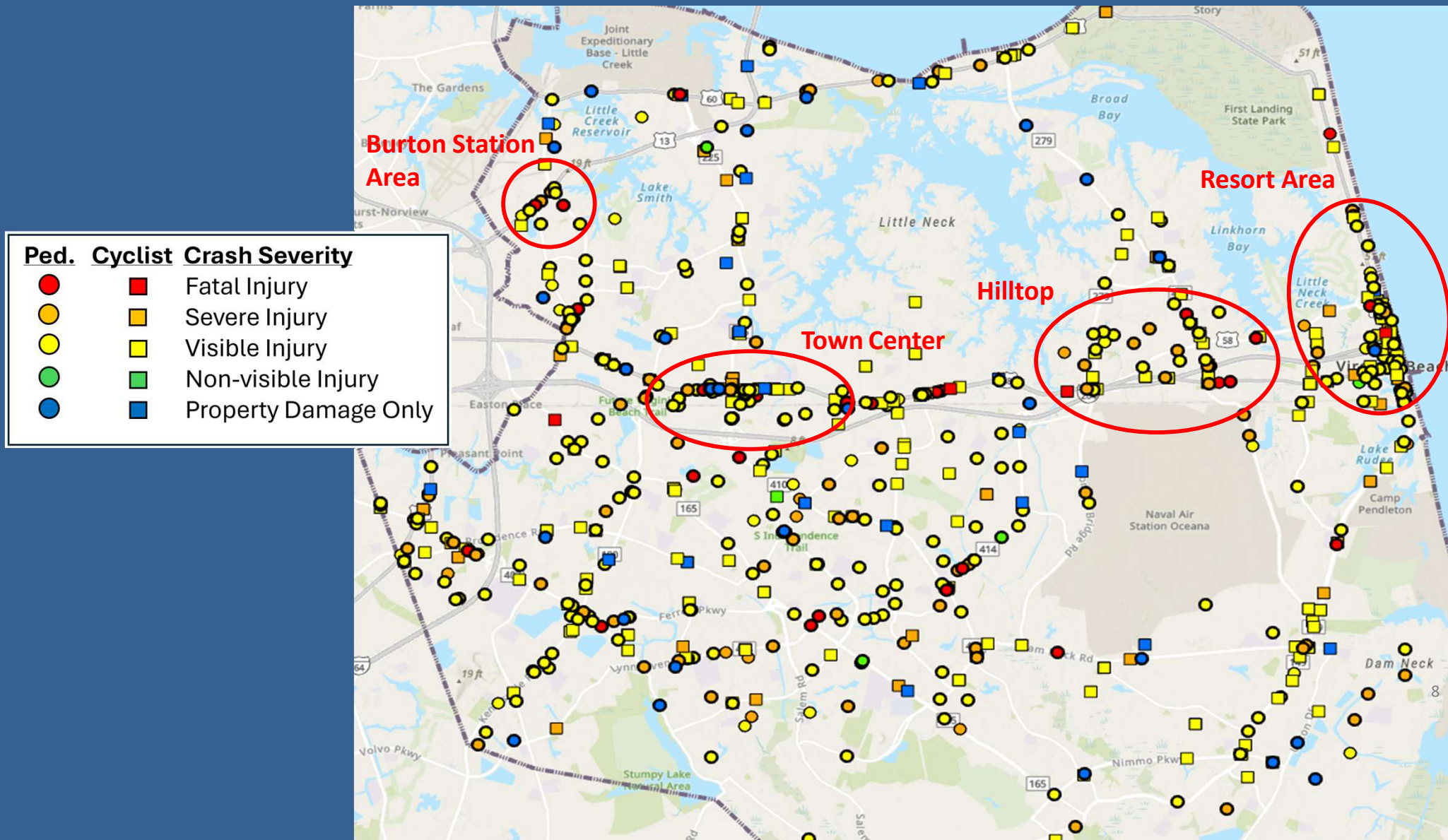
Vulnerable Users Fatal Crashes

	<u>2022</u>	<u>2023</u>	<u>2024</u>	<u>2025</u>
All Vulnerable Users	7	12	9	9
<u>Breakdown:</u>				
Pedestrians	7	8	2	6
All bikes/eThings	0	4	7	3
Traditional bikes	0	3	5	2
eBikes/eScooters	0	1	2	1

Virginia Beach Crashes between Pedestrians or Cyclists & Motorists

5 years, 6 months

1/1/20 to 6/30/25

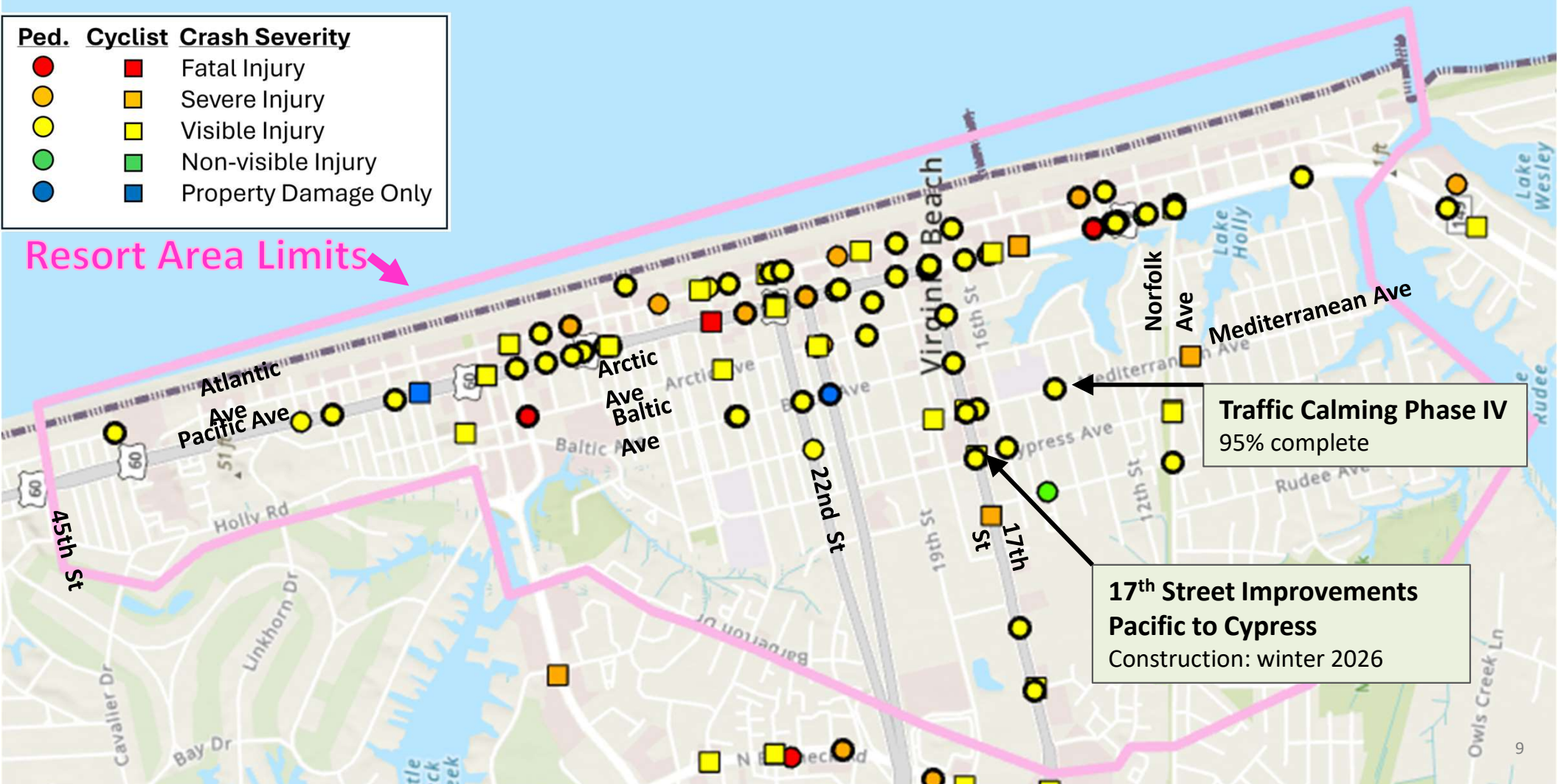


Resort Area Crashes between Pedestrians or Cyclists & Motorists

5 years, 6 months

1/1/20 to 6/30/25

Ped.	Cyclist	Crash Severity
●	■	Fatal Injury
●	■	Severe Injury
●	■	Visible Injury
●	■	Non-visible Injury
●	■	Property Damage Only



2nd PRECINCT

TRAFFIC SAFETY INITIATIVES

Norfolk Ave & Mediterranean Ave

All-way Stop Installation

Operational May 28, 2025



Norfolk Ave

Mediterranean Ave

NEW
TRAFFIC
PATTERN
AHEAD



POTTERS ROAD

Curve West of First Colonial Road Thermoplastic Rumble Strips

Before



Installed Sept 9, 2025



NEW STREETLIGHTS

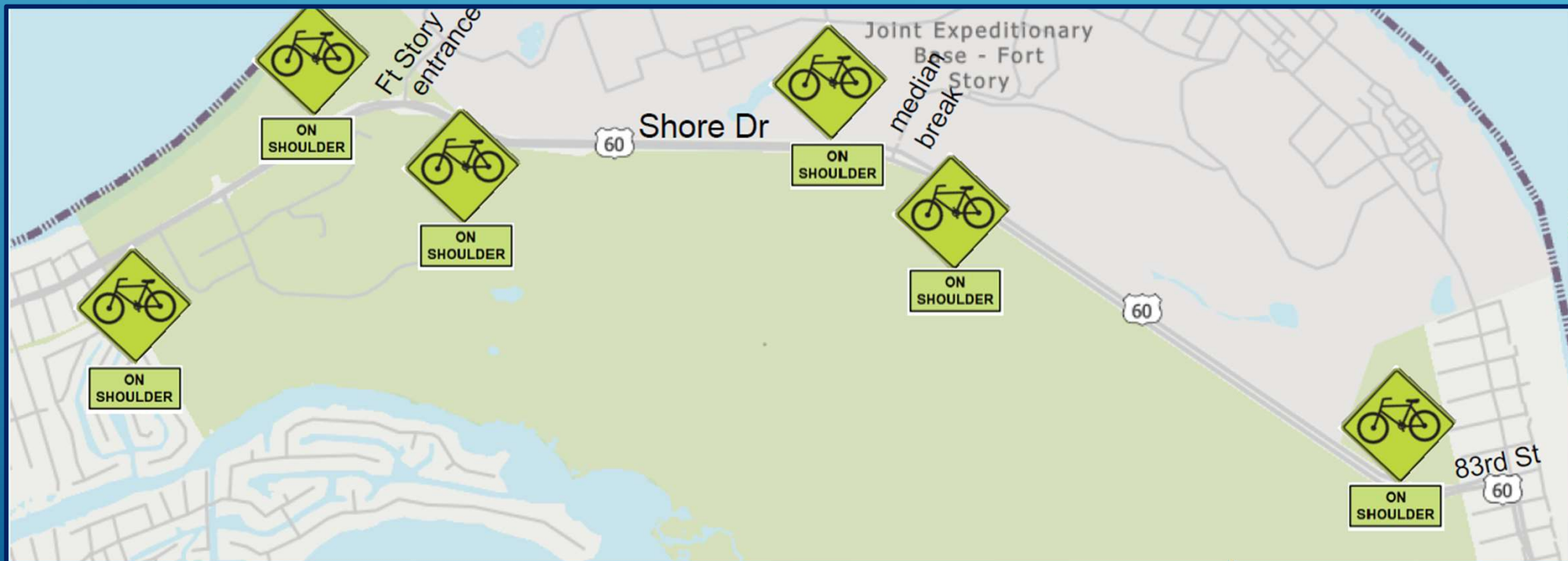
Great Neck Rd at Wellington Woods Entrances

- Great Neck Rd at N Plantation Rd
- Great Neck Rd at N Wolfsnare Rd



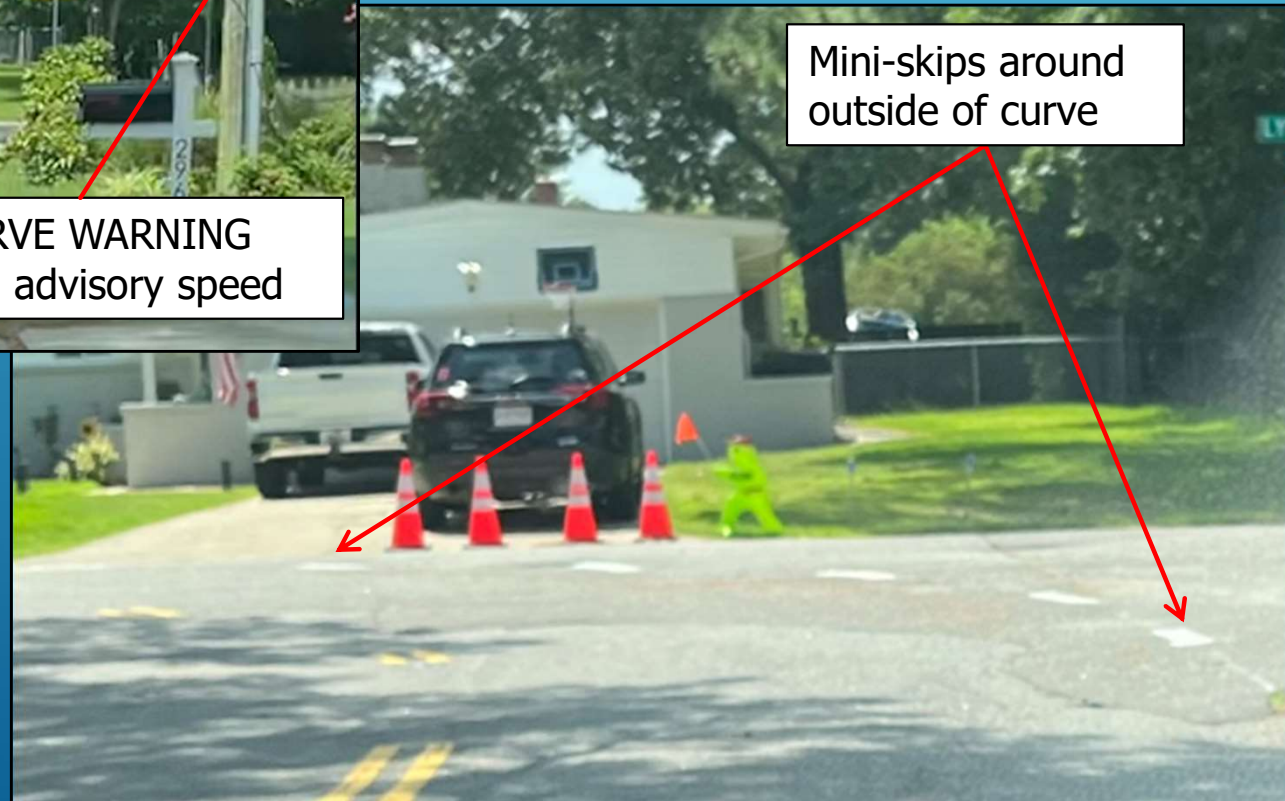
SHORE DRIVE: KENDALL ST to 83RD ST

Bikes on Shoulder Signs



LYNNHAVEN DRIVE AT LYNN ROAD

Curve Improvements



PEDESTRIAN HYBRID BEACON (PHB) (Also called a HAWK signal)

Project Manager: Ryan Dixon rmdixon@vbgov.com

Atlantic Ave at Marriott/Cavalier Hotel

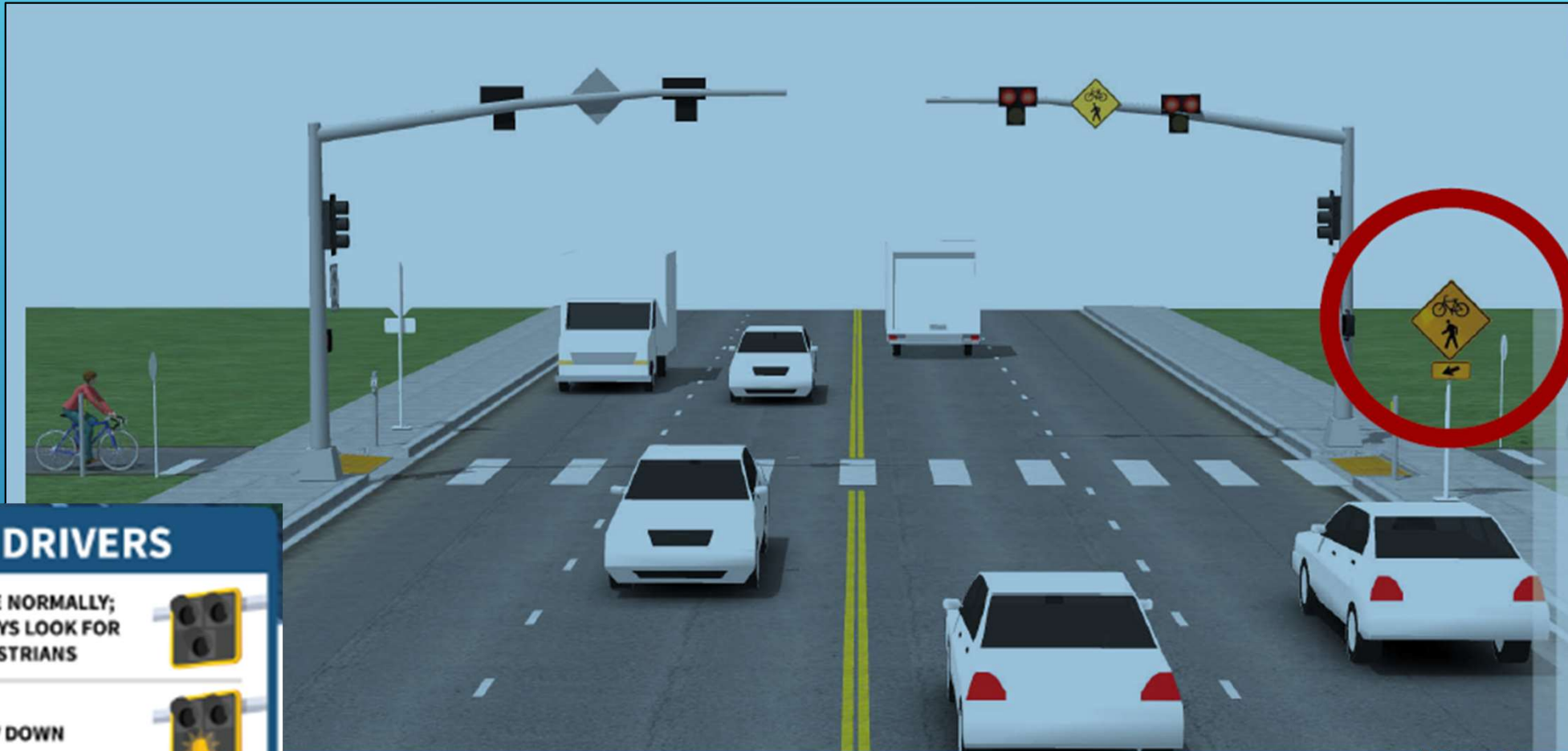


Great Neck Rd at Cape Henry Trail



Construction underway – completion in 2027 (contact PM for specifics)

PEDESTRIAN HYBRID BEACON (PHB)



DRIVERS

DRIVE NORMALLY;
ALWAYS LOOK FOR
PEDESTRIANS



SLOW DOWN



PREPARE TO STOP



STOP FOR
PEDESTRIAN



STOP AND
PROCEED,
IF CLEAR



PHB is a special traffic signal for high volume pedestrian crossings on higher volume streets:

- there are explicit MUTCD warrants that require certain volume of pedestrians and vehicles
- lowest threshold of pedestrians requires at least 20 peds in 1-hour, but could be more with lower volume of vehicles

N ATLANTIC AVENUE

Pedestrian Improvements

Project Manager: Oneil Clark oclarke@vbgov.com

4 Blinking Pedestrian Warning Signs:

- 49th Street
- 56th Street
- 57th Street
- 63rd Street

1 Rapid Rectangular Flashing Beacon (RRFB)

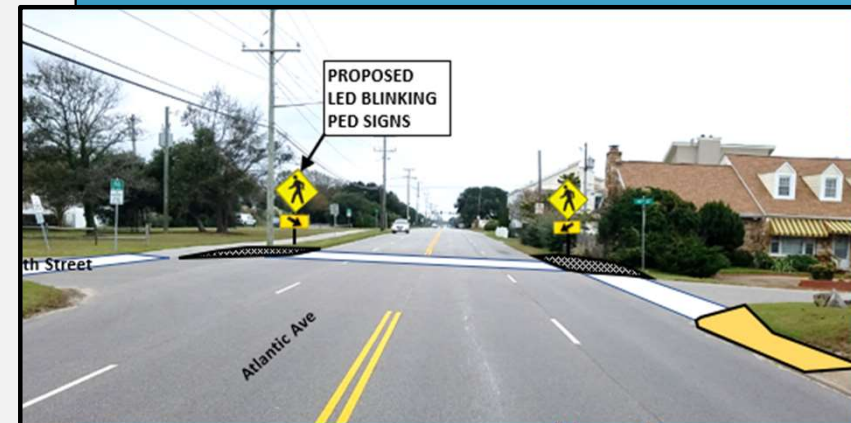
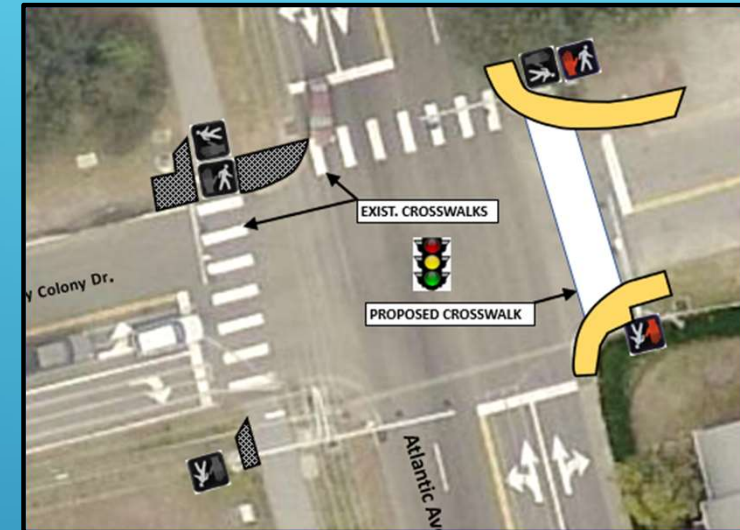
- At bike trail crossing b/t 80th & 81st Street

18 intersections with ADA Improvements

1 Traffic Signal Major Upgrade

- 77th Street

7 Traffic Signal Pedestrian Crosswalk Enhancements



Notice to Proceed September 9, 2026 (Today!)

Traffic Calming Program



TRAFFIC CALMING PROGRAM (TCP)

Objectives:

- Reduce speeds on residential streets
- Minimize non-neighborhood traffic
- Improve neighborhood quality of life

TRAFFIC CALMING PROGRAM (TCP)

The street **MUST:**

- 1) Have a posted speed limit of **25 mph**,
- 2) Predominantly **residential**, with residences facing the street,
- 3) Have at least **12 dwellings** fronting street **per 1,000** feet of roadway,
- 4) Have an Average Daily Traffic of **at least 600 vpd** and no more than 5,000 vpd,

AND

- 5) An 85th percentile speed* of **at least 33 mph**

(*the 85th percentile speed is the speed at which 85% of the motorists are traveling at or below and the standard for evaluating speeds & setting speed limits)

TRAFFIC CALMING PROGRAM (TCP)

PHASE 1 - Community Engagement

PHASE 2 - Selective Police Enforcement

PHASE 3 - Additional \$200 Fine (by petition)

PHASE 4 - Physical Devices (by petition)

****A street must progress through each phase to be considered for the next phase****

Only one street per neighborhood

TRAFFIC CALMING PROGRAM (TCP)

PHASE 2 - Selective Police Enforcement

If a Street qualifies for the TCP:

- ☐ Required public meeting to review TCP
- ☐ Scheduled Police Enforcement in the Spring and Fall



PHASE 3 - Additional \$200 Fine (by petition)

- ☐ **Requires:**
 - A petition signed by 75% of affected street property owners
 - City provides petition
 - Neighborhood responsible for acquiring signatures
 - Approval by City Council to be added to the ordinance



TRAFFIC CALMING PROGRAM (TCP)

PHASE 4 - Physical Devices (by petition)

☐ **Requires:**

- A petition signed by 75% of affected street property owners
 - City provides petition
 - Neighborhood responsible for acquiring signatures

☐ The primary physical device is the speed table, but other devices could be considered

☐ Required public meeting to review of Phase 4 plan

- ☐ Property owners that have primary dwelling space within 100 feet of a table are required to sign an agreement to keep the table in place for at least one year.



TRAFFIC CALMING PROGRAM (TCP)

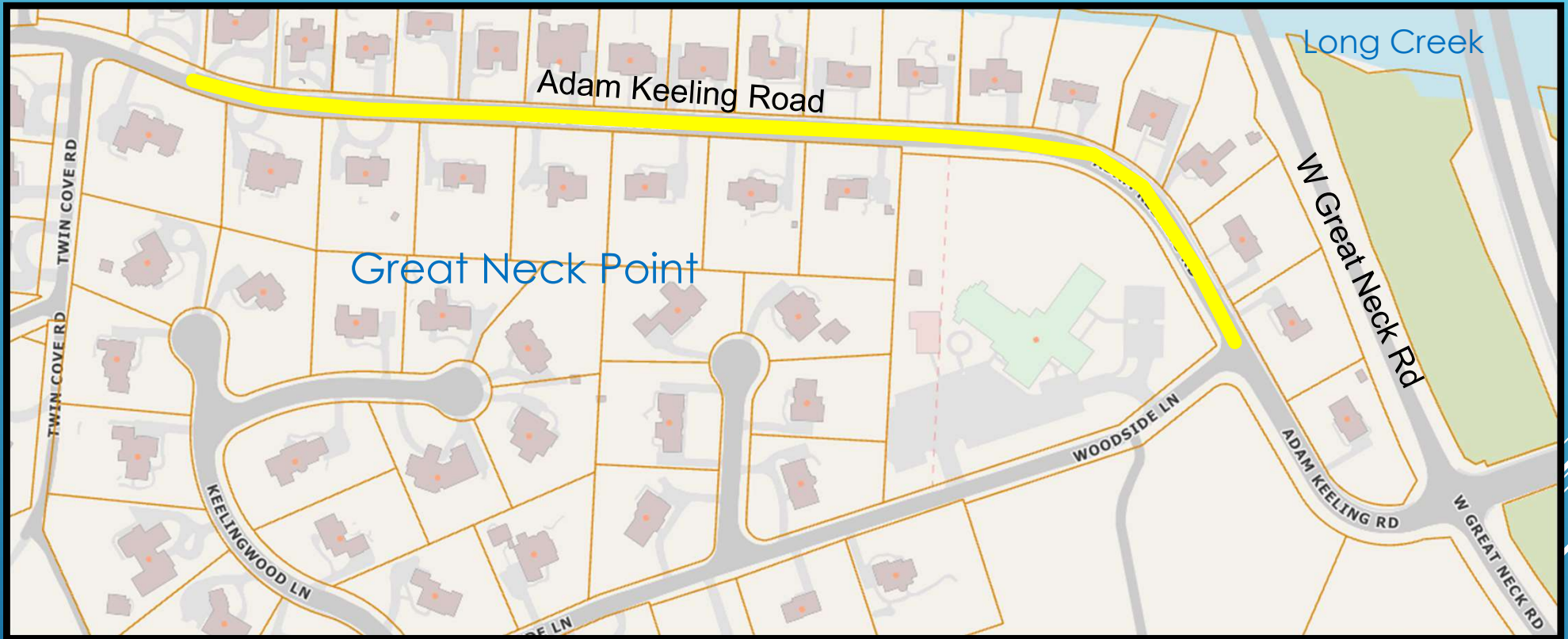
DON'T QUALIFY: WHAT WE CAN WE DO?



Speed Trailer can be utilized even if a street does not qualify for TCP to bring drivers awareness to their speed

PHASE 2 - SELECTIVE ENFORCEMENT

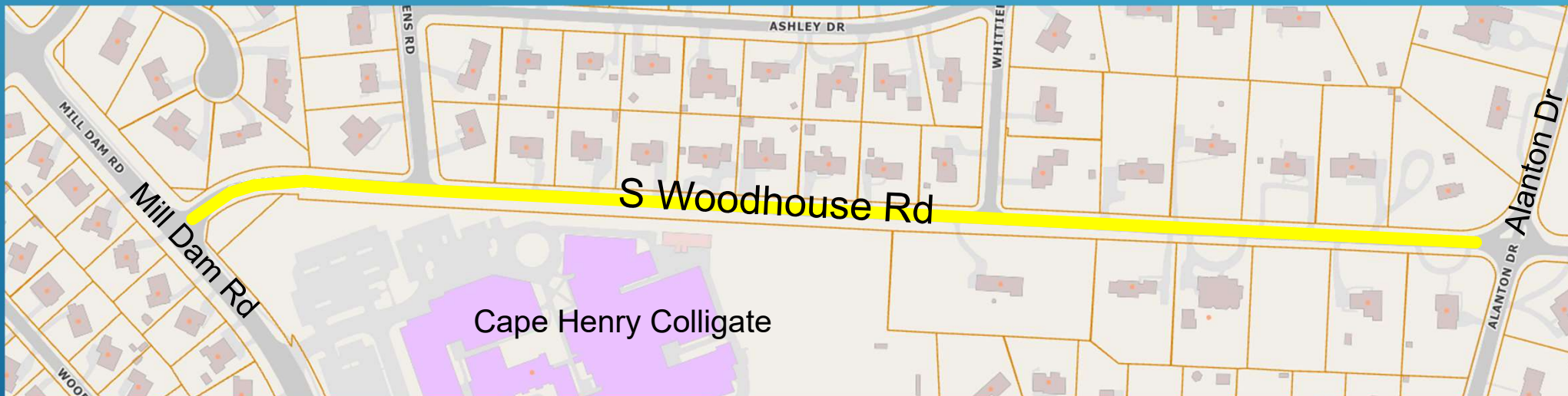
New Street: Adam Keeling Road



PHASE 3 - \$200 ADDITIONAL FINE

New Street: S Woodhouse Road

Approved 2/17/2026



MEDITERRANEAN AVENUE

PHASE 4 – PHYSICAL DEVICES

Cooke Elementary students painted the traffic islands 5/2/2026



PINEWOOD ROAD

PHASE IV – SPEED TABLES

Installation completed 5/29/26



PINEWOOD ROAD

PHASE IV – SPEED TABLES

BEFORE in JUNE 2025

Week of: 6/10/25		Volume	EB		WB	
			85th	Average	85th	Average
108 Pinewood	Willow Dr	2544	36.0	32.6	33.0	29.8
115 Pinewood	119 Pinewood	2105	28.0	25.8	33.0	29.5
123 Pinewood	125 Pinewood	2144	32.0	29.0	29.0	26.6
Average:			32.0	29.1	31.7	28.6

AFTER in JULY 2026

Week of: 7/14/26		Volume	EB		WB	
			85th	Average	85th	Average
108 Pinewood	Willow Dr	2161	23.0	18.9	22.0	17.0
113 Pinewood	115 Pinewood	1286	27.0	24.2	27.0	24.6
123 Pinewood	125 Pinewood	1721	22.0	20.3	27.0	29.0
Average:			24.0	21.1	25.3	23.5

Reduction in speeds
from 5 mph to 8 mph

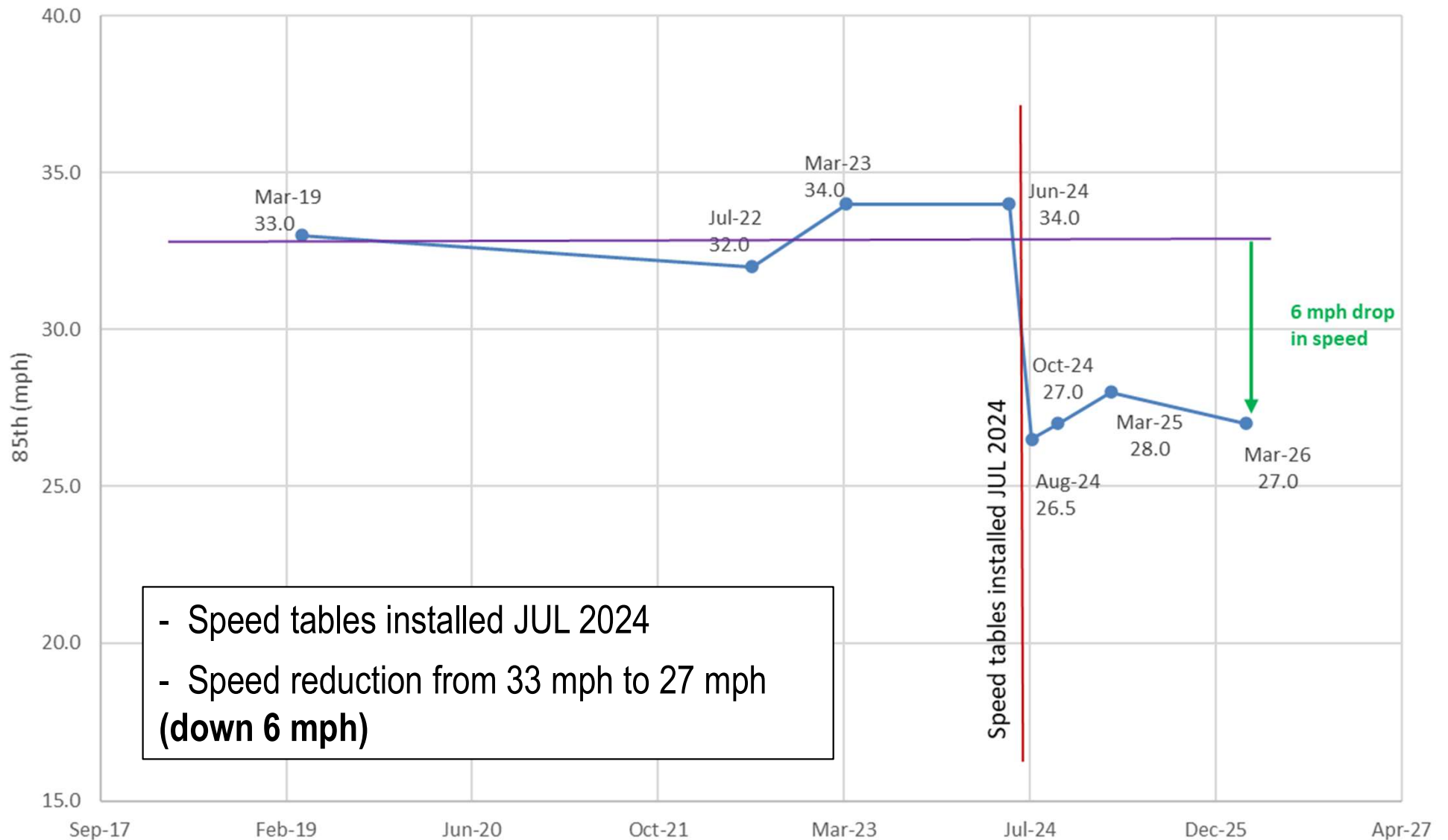
CHANGE

EB		WB	
85th	Average	85th	Average
-13.0	-13.7	-11.0	-12.8
-1.0	-1.6	-6.0	-4.9
-10.0	8.7	2.0	2.4
-8.0	-8.0	-6.3	-5.1

BROAD BAY ROAD

PHASE IV – SPEED TABLES

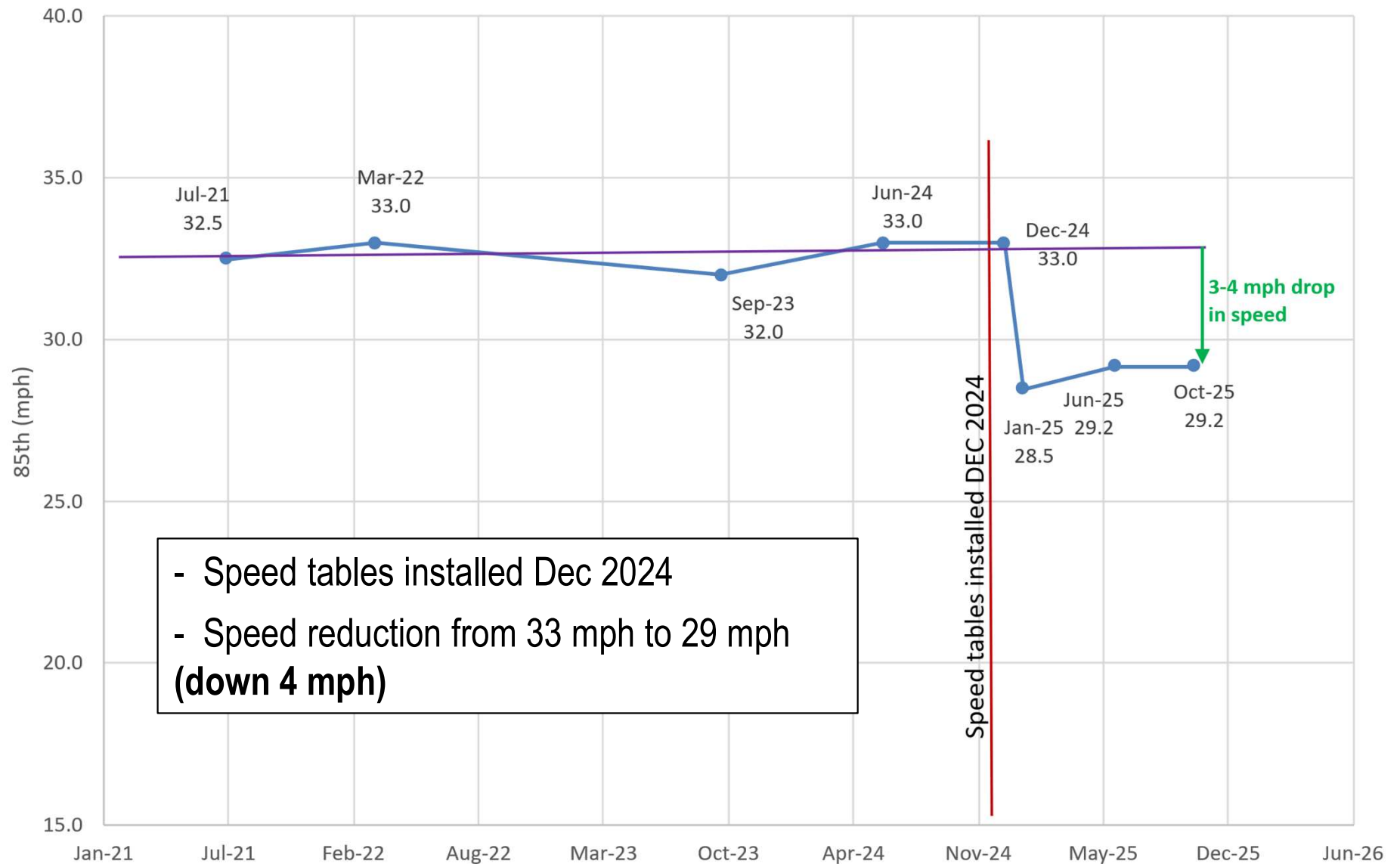
Broad Bay Road Speed Table Results
Overall Average 85th Percentile (mph)



CARDINAL ROAD

PHASE IV – SPEED TABLES

Cardinal Road Speed Table Results
Overall Average 85th Percentile



GOLF CART VS LOW SPEED VEHICLE

Golf Cart



A golf cart is designed for use on a golf course

- Vehicle only reaches a maximum speed of 20 miles per hour.
- Can not be driven on roads that exceed 25 mph in Virginia Beach
- Can be driven between sunrise and sunset, but no operation at night.
- Driver must be 16 years old with a valid driver's license
- Can not be driven on public streets in Virginia Beach unless the area is designated a "Golf Cart Neighborhood"

Low Speed Vehicle (LSV)



A Low Speed Vehicle (LSV):

- Four wheels with maximum speed of 25 miles per hour.
- Driver must be 16 years old with a valid driver's license
- Cannot drive on roads where the speed limit exceeds 35 miles per hour.
- Registration and proof of insurance are required to be in the vehicle.
- A license plate must also be mounted and visible.

Low Speed Vehicle (LSV)



LSVs must have:

- Headlights
- Turn Signals
- Seat Belts
- Rearview Mirror
- VIN (Vehicle Identification Number)
- Brake lights
- Parking Brake
- Windshield
- Red Reflex Reflectors

GOLF CART NEIGHBORHOOD

THE PROCESS

More information: Brian Proctor bproctor@vbgov.com



Golf Cart Neighborhood Process

- 1) The limits of the golf cart area needs to be determined:
 - a) No golf carts will be allowed on streets with a speed limit greater than 25 mph
 - b) No Traffic Calming Program streets
 - c) No streets that exceed 1,000 vehicles per day



Golf Cart Neighborhood Process

- 2) Once streets approved by City Traffic Engineering, you are provided a petition form for each street
- 3) Neighborhood solicits signatures for the petition
- 4) 75% of the affected property owners in the petition area need to sign
- 5) Completed petition submitted to Traffic Engineering



Golf Cart Neighborhood Process

- 6) Traffic Engineering verifies signatures
- 7) If the 75% threshold is verified, an ordinance is prepared for City Council approval to add the street to the ordinance of approved streets.
- 8) After Council approval, golf cart signs are installed & the neighborhood pays for the signs.
- 9) No person shall operate a golf cart on any bike path or sidewalk.

PEDESTRIAN SAFETY

SEE AND BE SEEN

VISIBILITY = SAFETY



#BEVISIBLE

#COEXIST

#ILLUMINATE

#RESPECT

#SHARETHEROAD



"Let's Be Careful Out There"



Pedestrian Safety

Virginia is a “STOP to Pedestrian” state

Va. St. § 46.2-924:

- **Driver** of vehicle must yield the right of way to pedestrian crossing in crosswalk, any regular pedestrian crossing, any intersection where the speed limit is **not more than 35 mph**.
- When a vehicle is stopped in a travel lane for a pedestrian, the driver of any other vehicle approaching from an adjacent lane or from behind the stopped vehicle shall not overtake and pass such stopped vehicle.
- However, Pedestrians **may not** enter traffic without regard for oncoming vehicles.

Case Law:

- **Pedestrian must exercise reasonable** care in crossing street even where they have the right-of-way. *McManama v. Wilhelm*
- If a **pedestrian has a duty to look** and fails to do so, he is guilty of negligence as a matter of law. *Hopson v. Goolsby*

SEE

❖ Don't be distracted



❖ Be patient



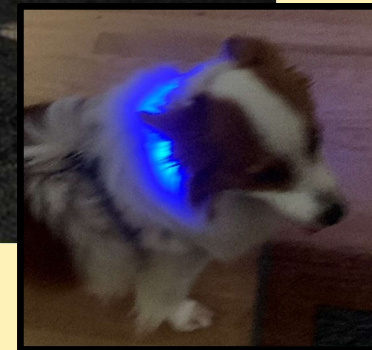
❖ Be aware of vehicles blind spots
(e.g. vehicle "A" pillar can block view of pedestrians)

BE SEEN

❖ Walk facing traffic



❖ Wear reflectorized clothing (collars?)



❖ Don't do anything unpredictable



Alcohol & Pedestrians

- In Virginia, greater approximately **50%** of pedestrian casualties involve drug/alcohol consumption on the part of the pedestrian
- In 2025, **67%** pedestrian fatalities in Virginia Beach involved drug/alcohol consumption on the part of the pedestrian.

