

Virginia Pedestrian CRASH ASSESSMENT

Analysis of Pedestrian
Crashes Occurring
Between 2014 and 2018

Virginia Pedestrian Crash Assessment

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List of Acronyms

DRPT – Virginia Department of Rail and Public Transportation

DMV – Virginia Department of Motor Vehicles

FARS – Fatality Analysis Reporting System

GIS - Geographic information systems

HOI - Health Opportunity Index

LRS - Linear Referencing System

MMUCC Guideline – Model Minimum Uniform Crash Criteria Guideline

MPH - miles per hour

NHTSA – National Highway Traffic Safety Administration

RNS - Roadway Network System

UMIS - Urban Maintenance Inventory System

VCU – Virginia Commonwealth University

VDH - Virginia Department of Health

VDOT – The Virginia Department of Transportation

Introduction

This report is an update of the *Virginia Pedestrian Crash Assessment*, hereafter referred to as the 2019 Update, and provides an analysis of pedestrian crashes across the Commonwealth of Virginia occurring between January 1st, 2014 through December 31st, 2018. The Virginia Department of Transportation (VDOT) will use the assessment to understand the factors that contribute to pedestrian crashes, to identify crash trends over time, and to inform programming and funding decisions that support pedestrian safety in Virginia.

While this analysis is comprehensive, it is important to acknowledge that there are still gaps in understanding of pedestrian crash risks. Research has proven that pedestrian crashes are oftentimes under-reported. This can be due to a variety of reasons, including the minimum criteria for reporting a traffic crash or unwillingness of the road users to report a crash.

Model Minimum Uniform Crash Criteria (MMUCC) Guidelines define a collision event as ‘harmful events that involve the collision of a motor vehicle in transport with another motor vehicle, other property, animal or pedestrian’. Throughout this report, the term *pedestrian crash* will refer to a harmful event(s) that involves a motor vehicle(s) in transport striking a pedestrian(s) resulting in bodily harm and/or property damage.

The Code of Virginia requires that a police crash report be generated for any crash resulting in:

- Injury to a person
- Death of a person
- Over \$1,500 in property damage



Jefferson Park Avenue & Brandon Avenue, Charlottesville, VA

Since this assessment relies on police crash reports, and may not include pedestrian crashes with non-motorized vehicles or crashes that did not result in injury or property damage greater than the reportable threshold, it is expected that the actual number of pedestrian crashes that occurred between 2014 and 2018 is greater than what is shown in the Virginia Department of Motor Vehicles (DMV) data used for this study.

VDOT first published an assessment of pedestrian crashes in 2016. The original report, titled *Virginia Pedestrian Crash Assessment, Analysis of Pedestrian Crashes Occurring Between 2012 and 2014*, reviewed pedestrian fatal and injury crashes in Virginia during the three-year period and identified shared factors among the crashes. In 2017, VDOT published an update to the 2016 evaluation. The 2017 report included a broader study period (2012 to 2016) to show trends across a wider time span. The 2017 assessment was based on all fatal crashes during the five-year period and a sampling of pedestrian injury crashes during the same timeframe.

This analysis builds on the latest Virginia Pedestrian Crash Assessment from 2017 by incorporating the latest available five years crash data (2014 through 2018).

What's new?

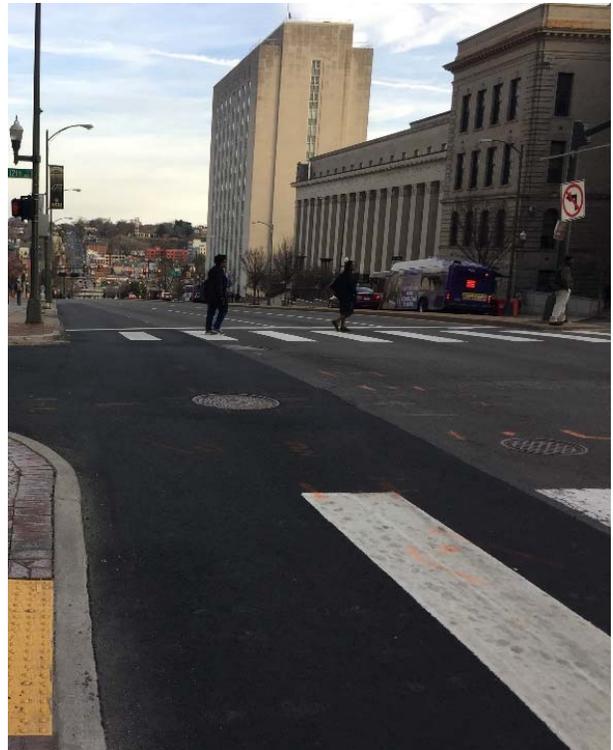
Much of this analysis parallels the 2017 update so that comparisons can be made across time. Some aspects of this report, however, have been added due to the availability of additional datasets, or have been revised to provide a clearer understanding of the data. In addition, it also examines the relationship between crash frequency and several new factors, such as proximity to a bus or rail stop, bus route, hospital, and nursing home. The 2019 Update also evaluates the correlation between pedestrian crashes and the Virginia Department of Health's Health Opportunity Index (HOI) scores. Crash data for this report was provided to VHB by VDOT and to VDOT by DMV. Additional details about data sources can be found in the Methodology section of this report.

Organization of Report

The following analysis examines the frequency of pedestrian crashes across Virginia. The first section on Statewide Findings provides an overview of statewide trends. It is followed by an explanation of the methodology used to collect and analyze the crash data.

Furthermore, the assessment provides a more detailed evaluation of crash outcomes by examining pedestrian fatal and injury crashes relative to various factors. These factors are grouped into four broad categories:

- Who – these factors describe characteristics of the pedestrian or driver, such as age and gender, and provide a profile of those involved in pedestrian crashes.
- What – these factors relate to actions or behaviors undertaken by the driver or pedestrian at the time of the crash (or just prior to the crash) such as drinking. Driver and pedestrian actions, as well as the speed limit, are included in this group.
- When – these factors describe the time and environmental conditions when the crash took place such as time of day, lighting, and weather.
- Where – these factors describe the built environment in which the crash took place. These include the roadway facility type, the land usage surrounding the crash location, the crash location relative to an intersection, etc. This update also includes several new location factors including proximity to a hospital, nursing home, bus or rail stop, and bus route.



E. Broad Street & Governor Street/N. 12th Street, Richmond, VA

Additionally, the 2019 Update features an evaluation of crashes against the HOI score assigned to the community where the crash took place. The HOI is a series of scores developed by the Virginia Department of Health that measures a community’s health using several indicators. Findings from the HOI analysis follow the contributing factors assessment.

The final section of the assessment includes findings specific to each VDOT district.

Statewide Findings

This study examined pedestrian crashes between 2014 and 2018 in Virginia. Over the course of 5 years, 8,202 crashes were reported. To provide consistency with previous reports, the analysis focused on pedestrian fatal and injury crashes only; crashes that resulted in property damage only were included in discussions about general statewide trends but excluded from the more detailed analysis. It is also important to note that the crash total (8,202 crashes) represents a total number of crashes and not a total number of pedestrians involved in crashes. Several crashes involved multiple drivers and pedestrians, so the number of pedestrians involved in crashes during these years is higher. Table 1 shows a summary of the pedestrian fatal and injury crashes over the five-year period. The severity index, known as the KABCO scale, is as follows (with Virginia traffic crash report terms shown in parenthesis):

- K – Fatal Injury (Dead)
- A – Suspected Serious Injury (Serious Injury)
- B – Suspected Minor Injury (Minor/Possible Injury)
- C – Possible Injury (No apparent Injury)
- O – Property Damage Only (PDO) (No Injury).

For more information on the KABCO scale, please refer to the VDOT Crash Data Analysis Manual Version 1.0¹.

During this period, pedestrian fatal crashes comprised 6% of total pedestrian crashes, while pedestrian injury crashes represented the remaining 94% of pedestrian crashes. The majority of those injury crashes are severe (79% are types A and B).

Table 1: Virginia Pedestrian Fatal, Injury and PDO Crash Database Summary, 2014-2018

K (Fatal) Crashes	Type A Injury Crashes	Type B Injury Crashes	Type C Injury Crashes	PDO Crashes	Total Crashes
510	2,140	4,373	1,178	1	8,202
6%	26%	53%	14%	0%	100%

Over the 5 years of this report, the number of total crashes in Virginia has climbed from nearly 121,000 to approximately 132,000, and **increase of 9%**, as illustrated in Figure 1. In contrast, the number of

¹ The VDOT Crash Data Analysis Manual Version 1.0 can be found at: http://www.virginiadot.org/business/VDOT_Crash_Data_Manual_Nov2017.pdf.

pedestrian crashes decreased from 1,560 to 1,517, an overall **decrease of 3%**. It is important to highlight that while the total number of pedestrian crashes decreased, there was a slight increase during 2015.

As a proportion of overall crashes, pedestrian crashes **declined from 1.3% of all crashes in 2014 to 1.1% of all crashes in 2018**.

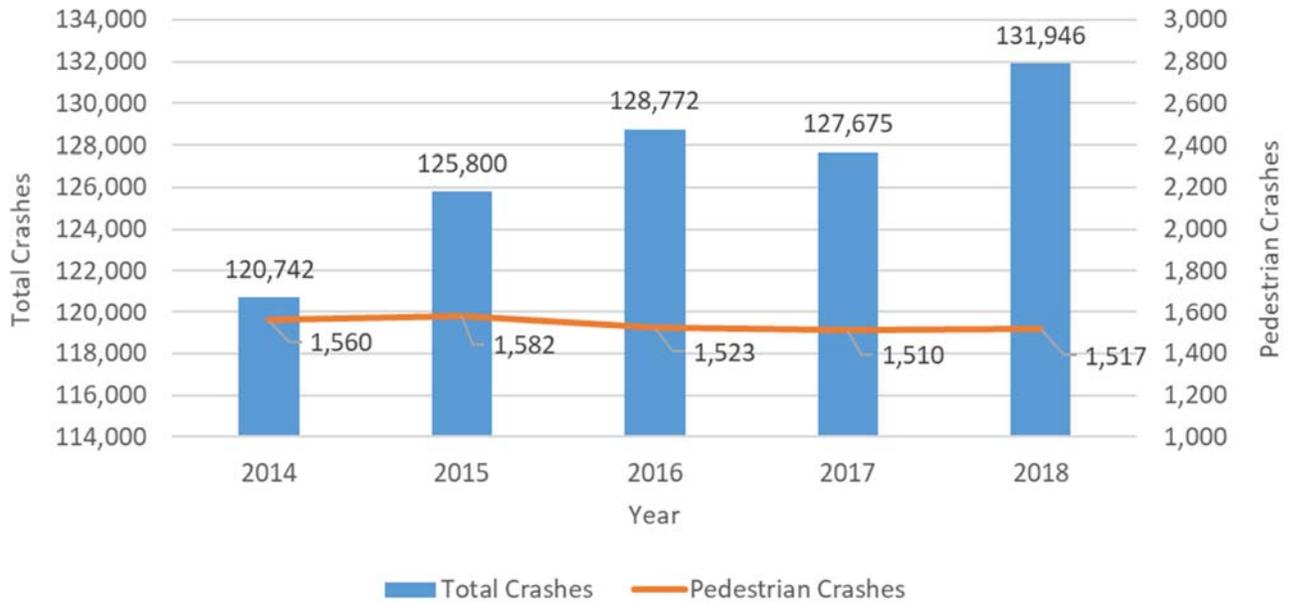


Figure 1: Statewide Total Crashes Compared to Pedestrian Crashes, 2014-2018

As shown in Figure 2, over the five year study period, pedestrian fatal crashes climbed from 89 to 117, an overall increase of about 31.5%, while the total number of pedestrian injury crashes declined from 1,560 to 1,517, and overall decrease of 2.7% (mainly due to the overall decline in Type C crashes).



Virginia Commonwealth University (VCU) Campus, Richmond, VA

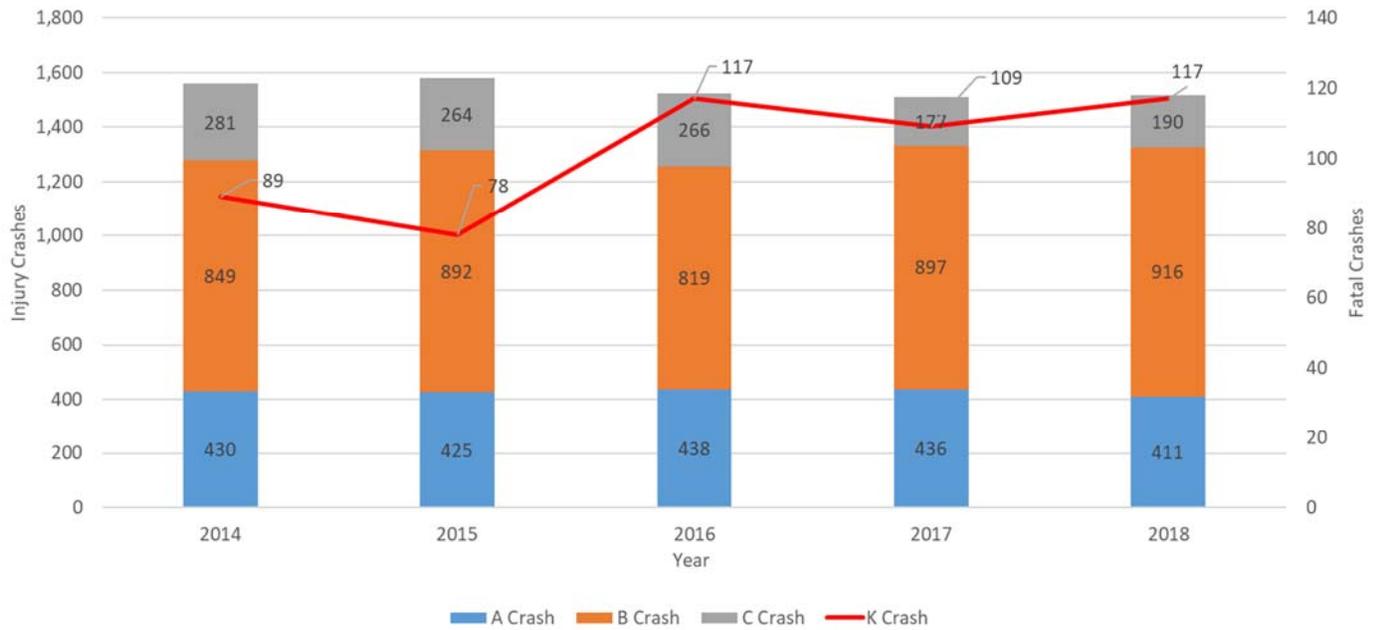


Figure 2: Statewide Pedestrian Crashes by Severity, 2014-2018

Table 2 provides the crash rate and frequency for each jurisdiction in Virginia, as well as the ranking for each jurisdiction across the Commonwealth. The table provides a ranking based on four categories: pedestrian injury rate, pedestrian injury crash frequency, pedestrian fatal rate, and pedestrian fatal crash frequency. The pedestrian injury and fatal rates were calculated based on the number of crashes per 100,000 people. The pedestrian injury and fatal crash frequencies refer to the total number of pedestrian crashes occurring in the jurisdiction during the study period. The City of Charlottesville had the highest pedestrian injury rate, while Fairfax County ranked highest for pedestrian injury crash frequency. Highland County had the highest pedestrian fatal crash rate, while Fairfax County ranked highest for pedestrian fatal crash frequency. Several jurisdictions – Arlington County, City of Emporia, City of Alexandria, City of Norfolk, City of Newport News, Henrico County, City of Virginia Beach, Fairfax County, Prince William County, and Roanoke County – ranked in the top ten in two of the four categories. Only the City of Richmond appeared in the top ten in three of the four categories. The full listing of rankings can be found in Appendix B.

Table 2: Top Ranking Cities and Counties for Pedestrian Injury and Fatal Crashes

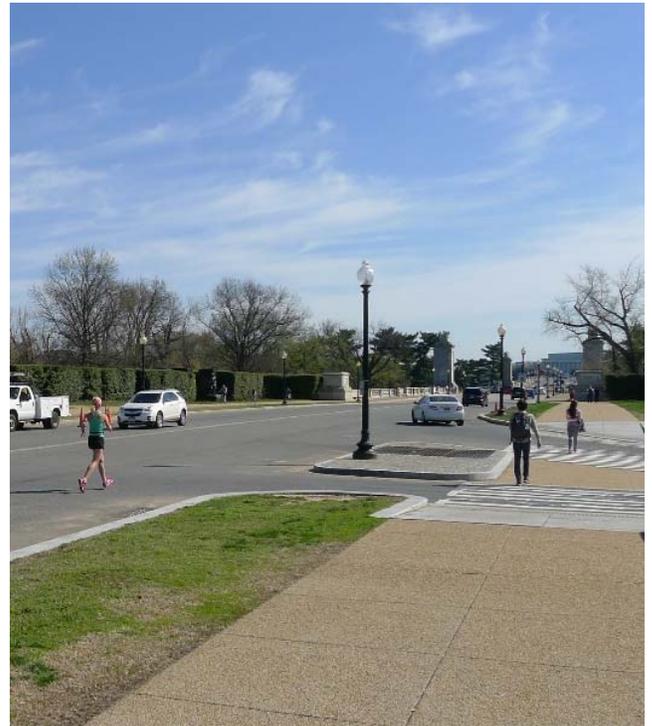
Jurisdiction	2017 Population	Injury Rate (Crashes per 100,000 Population)	Injury Rate Rank	Injury Crash Frequency	Injury Crash Frequency Rank	Fatal Rate (Crashes per 100,000 Population)	Fatal Rate Rank	Fatal Crash Frequency	Fatal Crash Frequency Rank
City of Charlottesville	46487	329	1	153	15	2	22	1	17
City of Richmond	220892	300	2	662	2	11	13	25	3
Arlington County	229534	283	3	650	3	3	21	6	12
City of Emporia	5495	273	4	15	43	36	2	2	16
City of Fairfax	23580	229	5	54	26	0	23	0	18
City of Hopewell	22353	228	6	51	28	0	23	0	18
City of Fredericksburg	28135	220	7	62	22	0	23	0	18
City of Winchester	27516	218	8	60	23	4	20	1	17
City of Petersburg	32037	215	9	69	20	16	8	5	13
City of Alexandria	154710	210	10	325	7	5	19	8	10
City of Portsmouth	95536	175	13	167	13	8	16	8	10
City of Norfolk	245752	170	14	419	4	12	12	29	2
City of Danville	41911	134	21	56	25	17	7	7	11
City of Newport News	180775	129	23	234	9	12	12	21	5
Henrico County	324073	105	26	341	6	9	15	29	2
City of Virginia Beach	450057	90	32	406	5	4	20	17	7
Fairfax County	1142004	83	35	950	1	6	18	64	1
Northampton County	11998	83	35	10	48	17	7	2	16
City of Chesapeake	235410	69	38	163	14	7	17	16	8
Chesterfield County	335594	61	42	205	12	7	17	22	4
Loudoun County	374558	61	42	229	10	3	21	13	9
Prince William County	450763	59	43	268	8	4	20	19	6
Hanover County	103218	56	44	58	24	8	16	8	10
King George County	25564	55	45	14	44	16	8	4	14
Gloucester County	37035	51	48	19	41	19	5	7	11
Goochland County	22148	50	49	11	47	14	10	3	15
Caroline County	29889	47	52	14	44	17	7	5	13
Lunenburg County	12369	40	56	5	53	24	4	3	15
Sussex County	11595	34	62	4	54	26	3	3	15
Greene County	19213	26	70	5	53	16	8	3	15
Amelia County	12802	23	73	3	55	16	8	2	16
Roanoke County	93419	22	74	21	39	18	6	17	7
Northumberland County	12254	16	78	2	56	16	8	2	16
Bland County	6524	15	79	1	57	15	9	1	17
Highland County	2213	0	88	0	58	45	1	1	17
Surry County	6670	0	88	0	58	15	9	1	17

Urban and Rural Findings

This study also examined pedestrian crash patterns in urban and rural areas in Virginia. **The majority of pedestrian crashes (83%) occurred in urban areas, with 75% of pedestrian fatal crashes and 85% of pedestrian injury crashes occurring in urban areas..**

Figure 3 and Figure 4 provide a detailed analysis of urban and rural pedestrian crashes as they relate to the WHO, WHAT, WHEN, and WHERE factors throughout this analysis. In particular, it is noted that:

- The presence of pedestrian facilities varied between rural and urban areas. In rural areas, 93% of pedestrian crashes took place in locations with no crosswalk while in urban areas, this number was 53%. Additionally, 92% of pedestrian crashes in rural areas took place in locations with no sidewalk, where as in urban areas, 45% of crashes were in places with no sidewalk.



Memorial Bridge, Arlington, VA

- Roadway lighting conditions were also different between rural and urban locations. Darkness (no lighting on roadways) was a factor in 46% of pedestrian crashes in rural locations while it was associated with 18% of pedestrian crashes in urban areas.
- Land use was another differentiating factor between rural and urban crashes. While most (76%) urban pedestrian crashes took place in areas with commercial or residential land use, the majority of rural pedestrian crashes took place in agricultural (58%) or residential (20%) areas.
- There was little variance in driver and pedestrian drinking between rural and urban areas: Both urban and rural settings had similar proportions of drivers not drinking (75% to 77%, respectively) and pedestrians not drinking (76% and 71%, respectively).
- The largest proportion of pedestrian crashes occurred in locations where the reported speed was 50 MPH or greater in rural areas (44%), and in urban areas where the reported posted speeds were 25 MPH or less (46%).

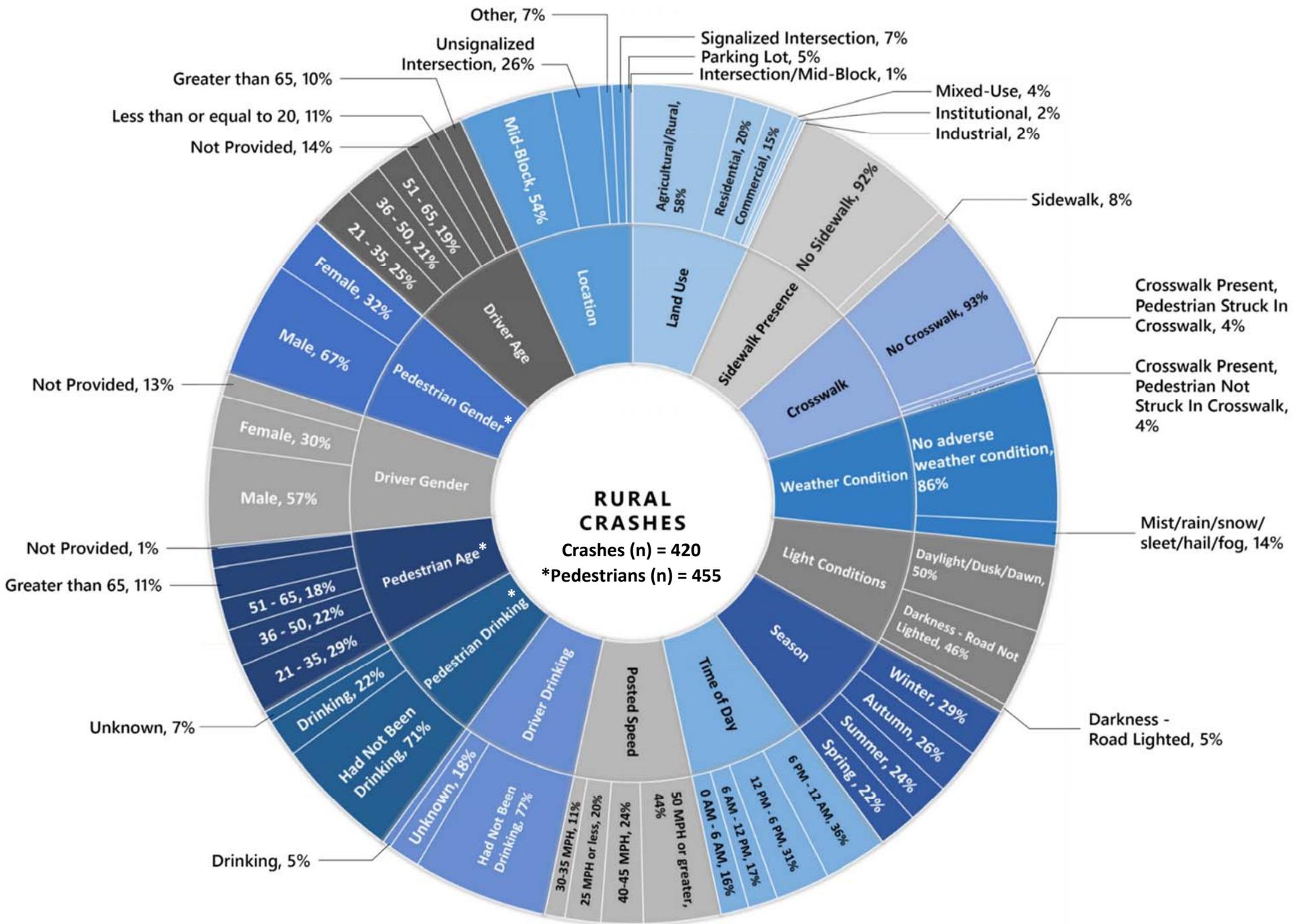


Figure 4: Rural Pedestrian Crash Summary

Key Findings

The following were identified as key findings from the analysis of pedestrian fatal and injury crashes.

Overall Key Findings

Key Finding #1 – According to the 2017 NHTSA FARS Summary Report,² Virginia has the 34th highest pedestrian fatality rate in the nation (number of fatal crashes per 100,000 people). The data examined in this study revealed that between 2014 and 2018, pedestrian crashes accounted for less than 2% of total crashes in Virginia but comprised 14% of the fatalities in the Commonwealth.

Key Finding #2 - Over the 5-year study period, total crashes increased by 9%, while pedestrian crashes decreased by 3%. As a portion of the overall crashes, pedestrian crashes declined from 1.3% of all crashes in 2014 to 1.1% in 2018. During the same period, pedestrian fatal crashes climbed from 89 to 117, an overall increase of 31.5%. The deadliest years for pedestrians were 2016 and 2018, when pedestrian fatal crashes accounted for 16% and 15% of all fatal crashes respectively.

Key Finding #3 – Pedestrian crashes in areas with commercial, residential, and mixed-use land uses comprised 78% of pedestrian fatal crashes and 83% of pedestrian injury crashes.

Key Finding #4 – The majority (83%) of pedestrian crashes occurred in urban areas, accounting for 75% of pedestrian fatal crashes and 85% of pedestrian injury crashes.

Key Finding #5 – Pedestrian crashes occurred in clear weather conditions 85% of the time during the analyzed period.

Key Finding #6 – The largest proportion (35%) of pedestrian fatal crashes occurred at unsignalized intersections. Mid-block (28%) was the second most common crash location.

Key Finding #7 – Nearly half (48%) of fatal crashes occurred in communities with low or very low health opportunities. Among pedestrian injury crashes, 62% of crashes occurred in communities with a very low or low health opportunities.

Key Findings by Factor Categories

- Who – Drivers and pedestrians involved in pedestrian crashes are most likely to be male and between the ages of 21-35 years old. The number of drivers aged 21-35 are overrepresented in pedestrian crashes compared to the general population.
- What – Pedestrian fatal crashes that occurred at speeds of 40 miles per hour (MPH) or higher accounted for more than 60% of all pedestrian fatal crashes. Overall, however, just 32% of all pedestrian crashes (injury or fatal) took place in locations with a speed limit of 40 MPH or higher.
- What - An analysis of driver and pedestrian actions in pedestrian crashes also found that the most prevalent combination of driver and pedestrian maneuvers in both fatal and injury crashes is Driving Straight Ahead (driver action) and Crossing Not at Intersection (pedestrian action). Making a Left Turn (driver action) and Crossing at the Intersection (pedestrian action) were the second most common combination of driver and pedestrian action.
- What - In fatal crashes, driver drinking was a factor in 7% of the crashes, while 36% of the pedestrians involved had consumed alcohol.

² Accessible via: <https://cdan.dot.gov/query> .

- When – Low lighting (i.e., darkness with and without lighting) is a factor in pedestrian crashes, affecting 71% of fatal crashes and 40% of injury crashes.
- Where – Pedestrian fatal crashes are more likely to occur on arterials, typically divided roadways with no control of access, 4 or more lanes, and a speed of 40 or 45 MPH. Along these roadways, pedestrian fatal crashes were most common at unsignalized intersections with no crosswalk. Pedestrian injury crashes were more likely to take place on arterials, typically two-way, non-divided roadways with two or three lanes and with a speed of 25 MPH or less. Along these roadways, pedestrian injury crashes were most common at unsignalized intersections with crosswalks.

Methodology

Sample Size Determination

The pedestrian crash assessment covered the five-year period from January 1, 2014 through December 31, 2018. During this period, there were 510 pedestrian fatal crashes and 7,838 pedestrian injury crashes statewide. To maintain consistency with the previous assessments, and due to the lack of a robust property damage only (PDO) pedestrian crashes, PDO crashes were excluded from this analysis. All 510 pedestrian fatal crashes were included in this study, along with a statistically significant sample of pedestrian injury crashes. The injury sample set selected was a statistically significant sample size from each district, rather than Statewide. This ensured that both the Statewide and district-level analyses were based on a statistically significant sample size. For each district, the sample size was based on a 95-percent confidence interval with results being statistically significant with a ± 5 percent confidence interval.

Pedestrian injury crashes consisted of a mix of type A, type B, and type C for each year. Table 3 provides an overview of the number of crashes occurring in each district by type over the 5-year study period (2014 -2018). The estimated sample for each district was stratified based on the distribution of pedestrian injury crash types by district.



Gallows Road & Iliff Drive, Fairfax, VA

Table 3: Virginia Pedestrian Fatal and Injury Crash Summary Statistics by District, 2014-2018

VDOT District	Total Fatal Crashes	Type A Injury Crashes	Type B Injury Crashes	Type C Injury Crashes	Total Injury Crashes
Bristol	18	54	72	17	143
Culpeper	23	68	200	54	322
Fredericksburg	33	86	156	22	264
Hampton Roads	127	606	905	444	1955
Lynchburg	20	84	113	36	233
Northern Virginia	112	621	1617	371	2609
Richmond	111	412	944	135	1491
Salem	35	148	242	67	457
Staunton	31	114	217	33	364
Statewide	510	2193	4466	1179	7838

Table 4 provides an overview of the estimated minimum sample size required to achieve the 95% confidence level for each district and the sample size proportioned for each injury severity level based on Table 3. Table 4 also provides details on the 2014 – 2016 sample available from the previous pedestrian crash assessment. The final column provides the estimated sample size needed for 2017-2018 injury crashes for the data collection effort. In total, the sample size analysis indicated a need for sampling 1,939 injury crashes. There were 1,141 samples available for 2014 – 2016 which left an

additional sample of 798 injury crashes required from 2017 and 2018. All fatal crashes during the study period were included in the analysis.

Table 4: Required Sample Size of Pedestrian Injury Crashes by District

VDOT District	Estimated Sample	Type A Injury Crash Sample	Type B Injury Crash Sample	Type C Injury Crash Sample	2014-2016 Sample Available	2017-2018 Sample Needed
Bristol	104	39	53	12	60	44
Culpeper	175	37	109	29	106	69
Fredericksburg	157	51	93	13	89	68
Hampton Roads	321	100	148	73	190	131
Lynchburg	145	52	71	22	91	54
Northern Virginia	335	80	207	48	195	140
Richmond	306	85	193	28	170	136
Salem	209	68	110	31	125	84
Staunton	187	59	111	17	115	72
Statewide	1939	571	1095	273	1141	798

Crash Data Collection

As with the previous assessment, the crash data and supporting information were collected using the VDOT Roadway Network System (RNS), police crash reports (FR-300s), Google Street View, and GIS-based data layers. The data collection process resulted in a completed spreadsheet with the pedestrian fatal crashes, sampled pedestrian injury crashes, and compiled data for each crash.

To ensure the consistent interpretation of all data elements, a data dictionary was developed to provide definitions of each of the data categories (See Appendix A: Data Dictionary). During the data collection process, adjustments and additions of the previous assessment’s data categories were made to have more specific data inputs and to include updated data, which was not available previously. For this assessment, comprehensive Statewide transit data, including stops and routes, was provided by the Department of Rail and Public Transportation (DRPT). New data analysis factors were also added, including full-service hospitals and nursing home locations, to analyze the correlation between vulnerable populations and pedestrian crashes. The Virginia Department of Health’s (VDH) HOI data was also incorporated in the 2019 Update to analyze the relationship between pedestrian crashes and health outcomes.

Additional adjustments to the data dictionary included:

- Adjusted the previous definition of what constitutes an intersection, “Intersection - occurred within the functional area (curb return) of an intersection”, to “Occurred where the intersection turn lanes taper off, or if no turn lanes exist, then 250 feet from the center of the intersection.”
- Added “Intersection/Mid-Block” as an option for Crash Location with the definition of “Area that is equidistant from two intersections. Would not be considered if on the outskirts of a single intersection’s 250-foot boundary.” This was to better define crashes that were difficult to distinguish if they should be classified as mid-block or within the intersection.

- Adjusted Crosswalk Present, “Yes” options to “Yes- If on the same leg of crash”, “Yes- If within 500 feet of crash, not on same leg.” Adding to the understanding of the crash setting.
- Added a category to list the type of crosswalk, with the options being: High Visibility, Standard, and Other (art installations, brick crosswalks with no white bordering lines).
- Adjusted the category options for Pedestrian Signal Present to remove “Vehicle Signal Heads” and include “Bicycle Signal Heads.”
- Added to the Pedestrian Countdown Present category an “Unknown” option for when there is a pedestrian signal head, but the study team is unsure if there is a countdown associated with it.
- Adjusted “Pedestrian Refuge Area” definition to be “Describes a built area between travel lanes and is 6 feet or greater.”
 - A dedicated pedestrian refuge island is equal to or greater than 6 feet and is a built area that was designed for pedestrians and cyclists crossing the street. Typically has crosswalks leading up to the waiting area, if it is raised then it would have ramps.
 - Porkchop needs to be equal to or greater than 6 feet.
 - Median is a built area that is equal to or greater than 6 feet and was not intended to be for pedestrians, however, it provides a waiting space for pedestrians to be able to cross the street comfortably. Mid-Block crashes with medians equal to or greater than 6 feet would be considered having a present pedestrian refuge area.
- Adjusted the “Curb Extension/Bump out Present” definition to specify if the curb extension/bump-out was painted or a permanent (built) structure.
- Added options to the Intersection Type category to include a “Free Flow Ramp” option and an “Other” option.
- Added an option to the Innovative Lights category to include “Standard Hybrid Beacon.”
- Added an option to Predominant Land Use to include “Mixed-Use”, which was defined by equal uses of land use surrounding the crash or a mixed-use area with buildings containing multiple types of land uses.

The study team used Google Street View to review each crash location, including the infrastructure and setting of each crash. Google Street View allowed the study team to see if pedestrian infrastructure, including crosswalks, pedestrian push buttons, pedestrian refuge islands, curb extensions, sidewalks, curb ramps, and innovative pedestrian lights (Pedestrian Hybrid Beacon), was present at the crash location. It also allowed the team to view previous years imagery, when available, to have a more accurate understanding of site characteristics at the time of the crash. Google Street View also allowed the study team to view land use and roadway characteristics, including predominant land use adjacent to the crash location and intersection type.

The study team used GIS to import the transit data layers, rail data, hospital and nursing home locations, and the HOI data. The crash location data was also imported as a data layer in GIS, which allowed the team to be able to spatially view the data, join and relate the data, and export the completed data fields to incorporate into the final spreadsheet. To fill in gaps of data, including Functional Classification, the study team used GIS. The gaps were filled by referencing VDOT’s Linear Referencing System (LRS) data, as well as the Urban Maintenance Inventory System (UMIS) when LRS data was not available.



W&OD Trail & Gallows Road, Fairfax, VA



Forest Hill Avenue & 43rd Street, Richmond, VA

Removed Crashes from Analysis

The previous assessment methodology for removing crashes was applied to the 2019 Update. The criteria for removing crashes was determined by analyzing whether the crash involved a pedestrian, was an intentional crash on the part of the driver or the pedestrian, or if the crash had no influence from the surrounding land use, infrastructure, posted speed, or setting. Crashes from 2014-2016 that were removed in the previous assessment were not included in the 2019 Update dataset. The study team reviewed the 2017-2018 FR-300 crash report descriptions and ultimately removed 5 fatal crashes and 30 injury crashes from the dataset. A summary of the crashes removed, and the reason for removal, are shown in Table 5.

Table 5: Summary of Removed Pedestrian Crashes

Reason Removed	Crashes Removed	
	Fatal '14-'18	Injury '14-'18
Bicycle crash	1	79
Pedestrian ran into vehicle	1	10
Pedestrian operating a motorized device	0	8
Health condition (physical or mental)	3	8
Miscoded as a pedestrian crash	1	6
Pedestrian tried to stop vehicle from leaving	0	6
No crash description or image provided	1	0
Pedestrian suicide/suicide attempt	4	7
Pedestrian jumped out of vehicle	0	1
Pedestrian hit by bicyclist	0	1
Pedestrian hit vehicle	0	0
Intentional harm to pedestrian	0	21
Pedestrian hit by own car	0	1
Total	11	148

To maintain the statistically significant pedestrian injury crash sample size, the removed injury crashes were replaced with randomly selected injury crashes of the same severity and from the same district. This was not performed for the fatal crashes because all fatal crashes were included in the analysis.

As with the previous assessment, crashes that *were not* excluded from the 2019 Update dataset included the following:

- Crashes that occurred on a limited-access facility and involved:
 - Police activity
 - A disabled vehicle or previous crash (a crash occurred, and the driver or passenger stepped out of vehicle, which was followed by a secondary crash with the driver/passenger as the pedestrian)
 - Vehicle stopped on shoulder
 - Driver or passenger collecting fallen belongings
- Pedestrian pushing or riding a scooter (Vespa or motorized scooter not included)
- Pedestrian sledding
- Person hit inside a building
- Pedestrian hit by a runaway tire
- Pedestrian skateboarding
- Pedestrian hit by a runaway car with no driver
- Pedestrian pushing a bicycle
- Pedestrian hit by a golf cart

Based on these criteria for including and excluding certain pedestrian crashes, **the final crash total for the 2019 Update dataset included 510 fatal crashes and 1,939 injury crashes, for a total of 2,449 pedestrian crashes.**

Statewide Contributing Factors for Pedestrian Fatal Crashes

Between 2014 and 2018 there were 510 fatal pedestrian crashes, **accounting for 14% of the total fatal crashes in the Commonwealth of Virginia.**³ By comparison, **pedestrian crashes comprised less than 2% of all crashes**, indicating that pedestrian crashes may be more likely to result in a fatality than other crash types. The following section describes the major contributing factors for pedestrian fatal crashes and how they relate to the frequency of fatal crashes in Virginia. Figure 5 provides a summary of these factors. As previously mentioned, this update includes an analysis of crash frequency against HOI factors. This analysis can be found under the Health Opportunity Index and Pedestrian Crashes section of this report.

³ Between 2014 and 2018, there were 3,654 total fatal crashes in Virginia. Sourced from: https://public.tableau.com/profile/tien.simmons#!/vizhome/Crashtools8_2/Main .

WHO Factors

The following section examines pedestrian fatal crashes relative to characteristics of the driver(s) and pedestrian(s) involved in the crash. These include gender and age data collected from police reports. In some instances, the gender or age was recorded as “unknown” or missing from police reports, for the purpose of this assessment those have been categorized as “not provided”. In cases involving multiple vehicles, the profile of the driver of the first vehicle – the one that triggered the crash – was considered. For crashes involving multiple pedestrians, the profiles of all pedestrians involved in the crash were considered.

Among pedestrian fatal crashes:

- Males comprised the majority (66%) of drivers, while females comprised 26% of drivers (see Figure 6).
- Males comprised 71% of pedestrians, while females comprised 29% of pedestrians (see Figure 7).
- **Drivers between the ages of 21-35 represented the largest age group (32%)** (see Figure 8).
- Pedestrians, between the ages of 51-65 comprised the largest age group (29%) (see Figure 9).
- Figure 10 illustrates the ages of licensed drivers across Virginia in 2018. When the statewide demographics are compared to the proportion of drivers involved in pedestrian crashes, **drivers in the 21-35 years age group are overrepresented**: this age group represents approximately 25% of licensed drivers but they are involved in 32% of the pedestrian crashes.

The data indicate that in general, the typical driver involved in a pedestrian fatal crash was male and between the ages of 21-35. In contrast, the typical pedestrian involved in a fatal crash was male and between 51-65 years old, although males between 36-50 years and 21-35 years were also commonly involved in crashes. Figure 11 and Figure 12 illustrate these driver and pedestrian profiles.



Semmes Avenue & 34th Street, Richmond, VA

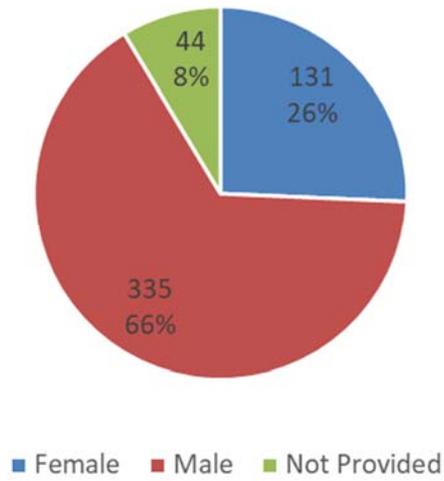


Figure 6: Driver Gender for Pedestrian Fatal Crashes

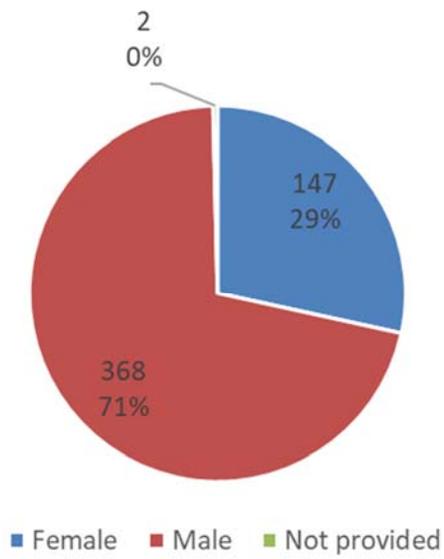


Figure 7: Pedestrian Gender for Pedestrian Fatal Crashes

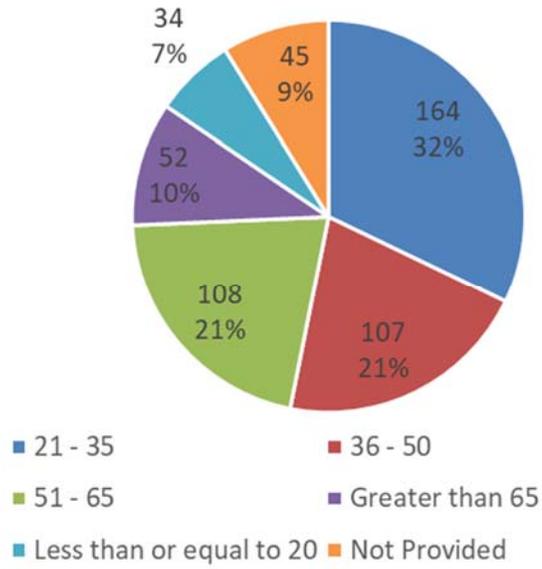


Figure 8: Driver Age for Pedestrian Fatal Crashes

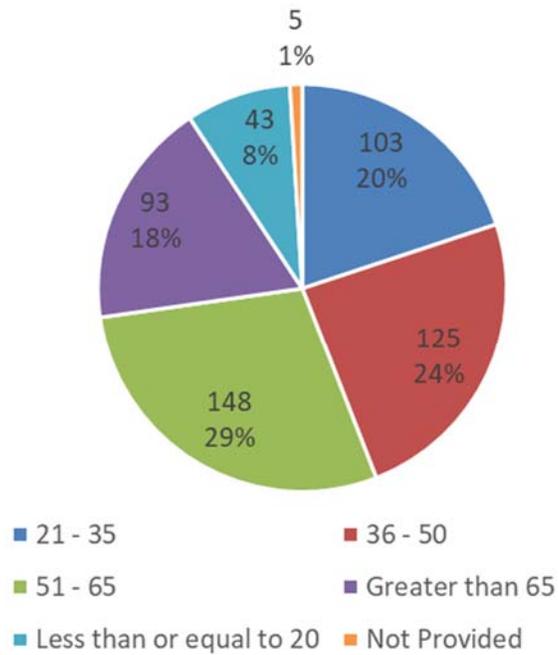


Figure 9: Pedestrian Age for Pedestrian Fatal Crashes

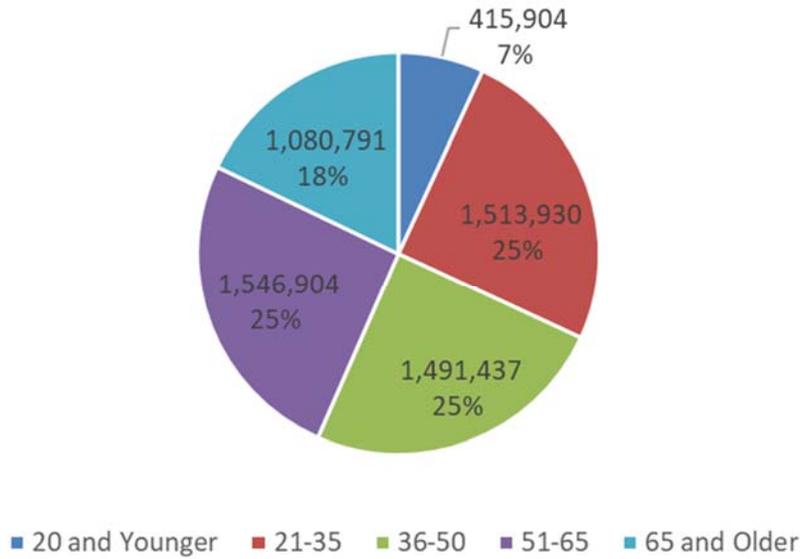
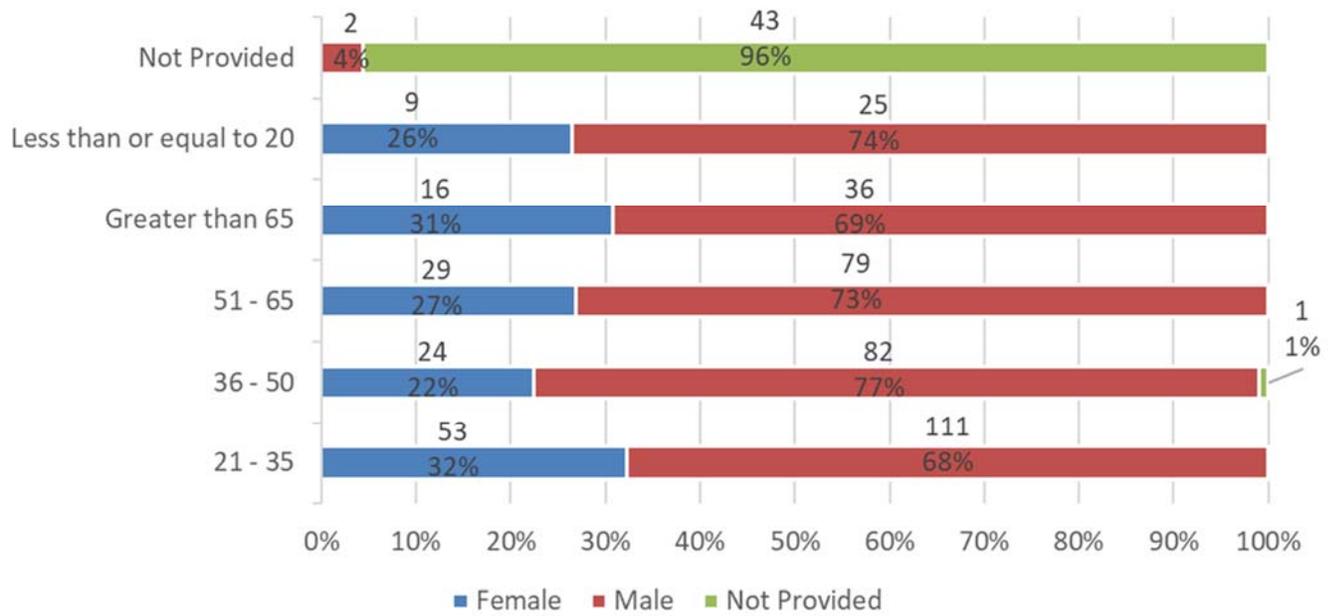
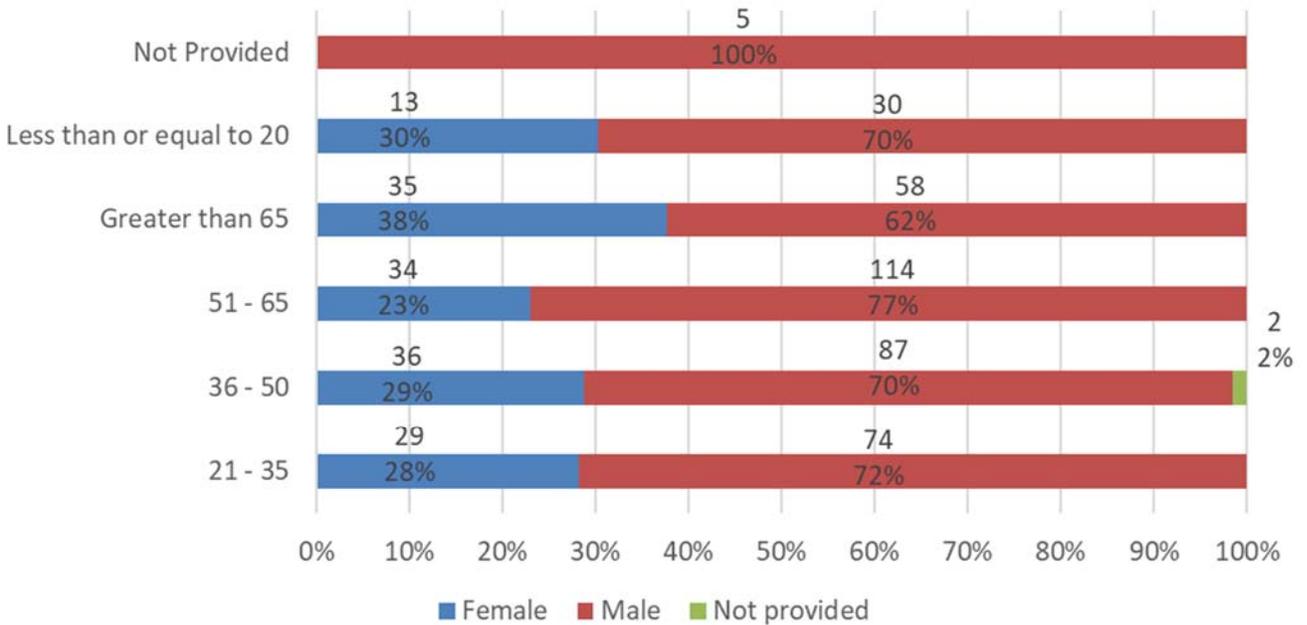


Figure 10 Virginia Licensed Drivers by Age, 2018



* Figures above bars indicate the count of individuals. Percentages within bars indicate the percent of persons in that category.

Figure 11: Driver Gender by Age for Pedestrian Fatal Crashes



* Figures above bars indicate the count of individuals. Percentages within bars indicate the percent of persons in that category.

Figure 12: Pedestrian Gender by Age for Pedestrian Fatal Crashes

Driver vision was also analyzed as part of this analysis. Most fatal crashes did not involve driver vision obstructed (76% did not have vision obscured, see Figure 13). About 18% of fatal crashes involved some form of sight obscurity, either caused by a dynamic source (i.e., snow, rain, etc.), a static object (i.e., a parked vehicle, trees, buildings, embankment, etc.), or an issue related to the vehicle the driver was operating (i.e., something on the windshield). When driver vision was examined by functional classification, driver vision obscurity most affected crashes occurring on other freeways or expressways, as illustrated by Figure 14. This category encompasses roadways identified as “urban freeway or expressway” in LRS.

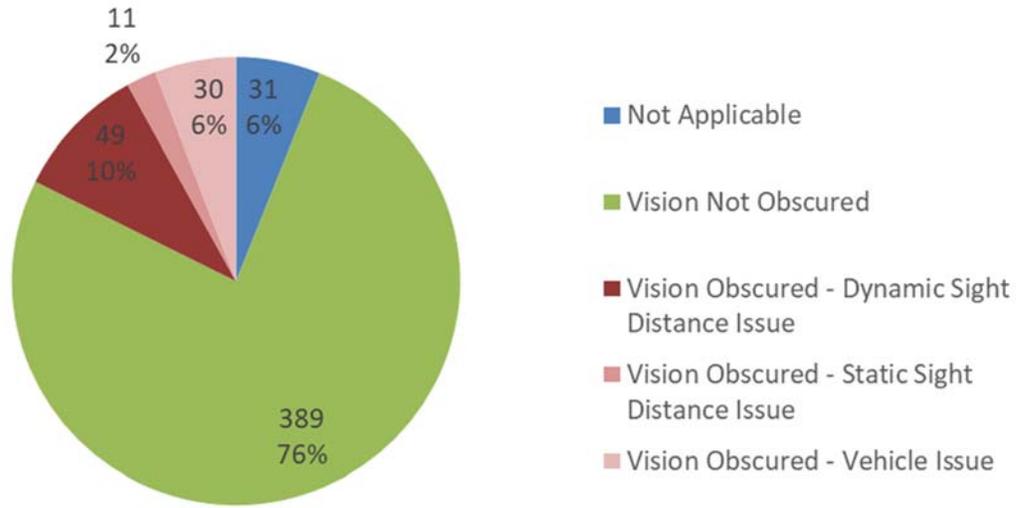
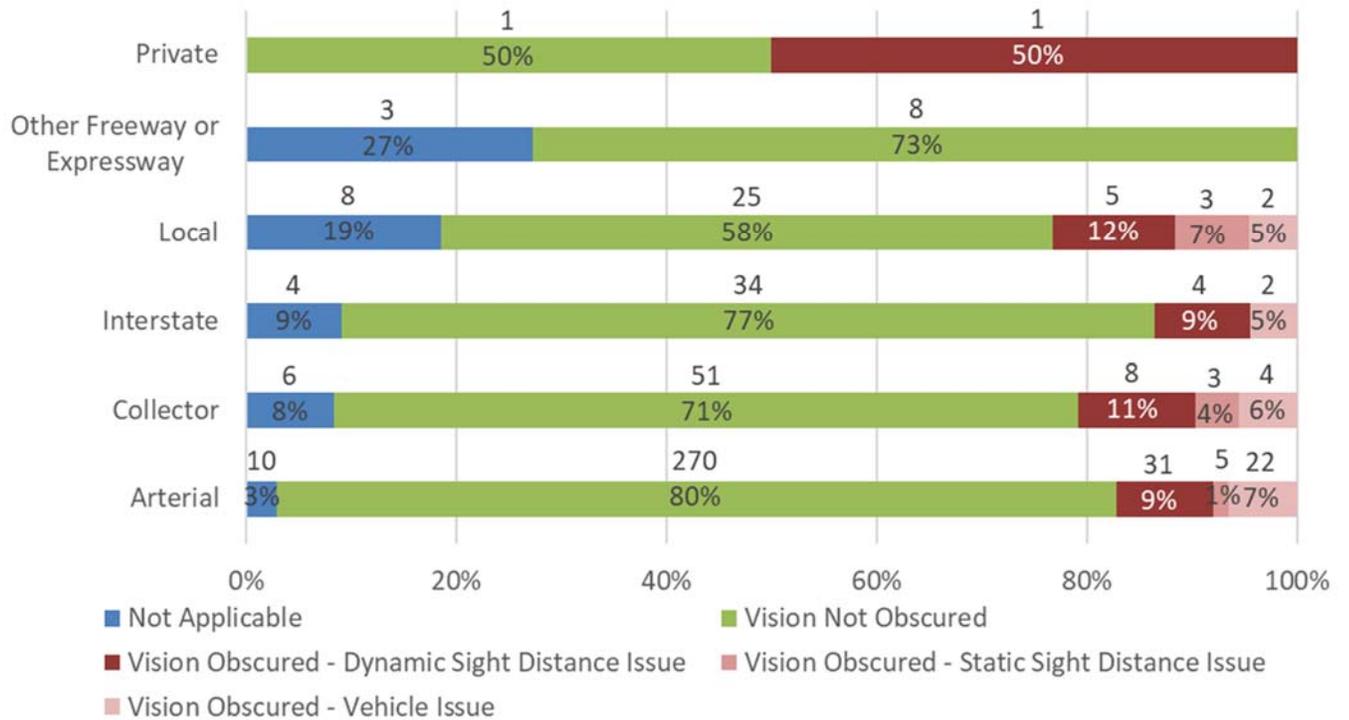


Figure 13: Driver Vision for Pedestrian Fatal Crashes



* Figures above bars indicate the count of individuals. Percentages within bars indicate the percent of persons in that category.

Figure 14: Driver Vision for Pedestrian Fatal Crashes by Functional Classification

WHAT Factors

The analysis also examined factors related to driver and pedestrian behavior and activities at the time of, and just prior to, the crash. These factors include pedestrian and driver drinking, the speed limit at the crash location collected from the police crash report, the vehicle maneuver made by the driver, and pedestrian action. For the purposes of this analysis, it was assumed that drivers involved in pedestrian crashes were traveling at the speed limit at the crash location. In cases involving multiple vehicles, the profile of the driver of the first vehicle – the one that triggered the crash – was considered. For crashes involving multiple pedestrians, the profiles of all pedestrians involved in the crash were considered.

To provide context for the number of crashes that involve alcohol, statewide data on alcohol-related fatal crashes was compiled. This data is sourced from VDOT’s public Tableau Crash Tool and reflects statewide fatal crashes for all modes. It shows that about a quarter of all fatal crashes involved alcohol either with the driver or pedestrian (see Figure 15). However, alcohol is less of a factor when all crashes of all severities are considered (see Figure 16), only 6% of all crashes between 2014 and 2018 involved alcohol use.

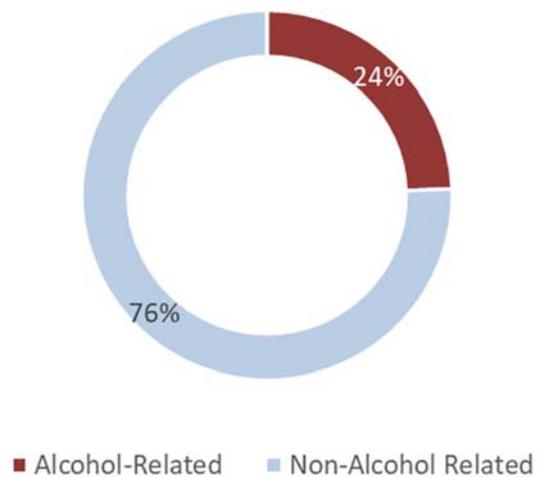


Figure 15: Statewide Alcohol-Related and Non-Alcohol Related Total Fatal Crashes

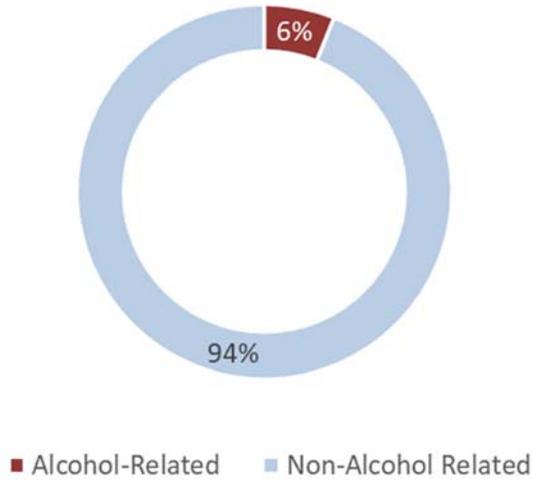


Figure 16: Statewide Alcohol-Related and Non-Alcohol Related Total Crashes

Driver drinking was a factor in 7% of fatal crashes (see Figure 17). As described above, in crashes involving multiple vehicles, only the driver of the first vehicle was analyzed. Police reports show that 49% of pedestrians involved in pedestrian fatal crashes had not been drinking alcohol, while over one-third of **pedestrians (36%) had consumed alcohol** at the time of the crash (see Figure 18). Of pedestrians who had consumed alcohol in a fatal crash, 39% were crossing outside of an intersection at the time of the crash. As indicated earlier, all pedestrians involved in a crash were considered.

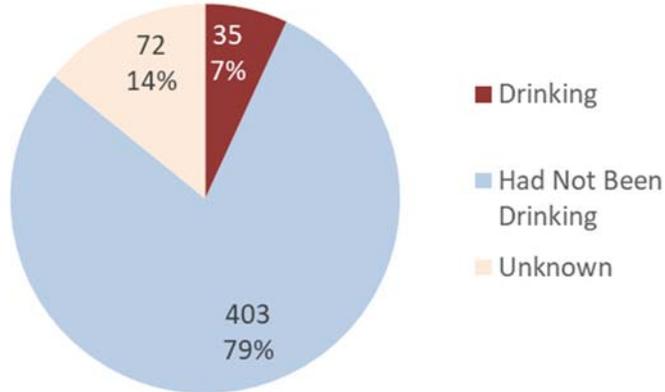


Figure 17: Driver Drinking for Pedestrian Fatal Crashes

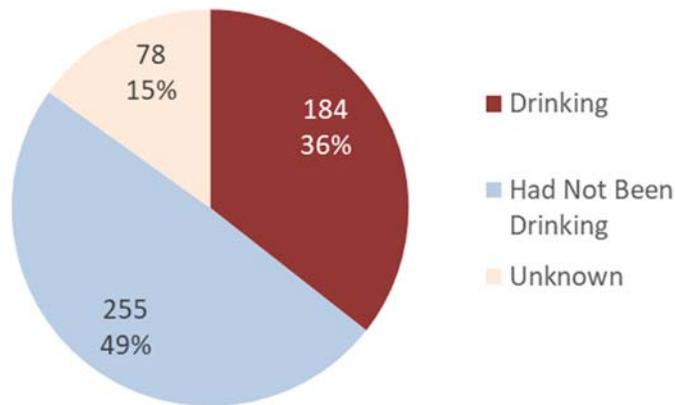


Figure 18: Pedestrian Drinking for Pedestrian Fatal Crashes

The study also reviewed the speed limit of the roadway for each pedestrian crash. These limits were used as an indicator of the speed the driver was traveling at the time of the crash. **Thirty-two percent of all pedestrian crashes (injury and fatal) occurred on roads with speeds of 40 MPH or higher but these roads accounted for more than 60% of all fatal crashes** (see Figure 19).

Figure 20 illustrates the crash severity at each speed limit category. The data shows a relationship between speed and crash severity – as the speed of the crash location increases, so does the risk of fatality. This outcome is consistent with findings from recent research that indicates a negative correlation between vehicular speed and pedestrian survival rates: as vehicular speeds increase, pedestrian survival rates decrease.⁴

⁴ Additional information about the relationship between vehicular speed and pedestrian fatality is available through various studies including: Governors Highway Safety Association (GHSA), *Speeding Away from Zero: Rethinking a Forgotten Traffic Safety Challenge* (2019).

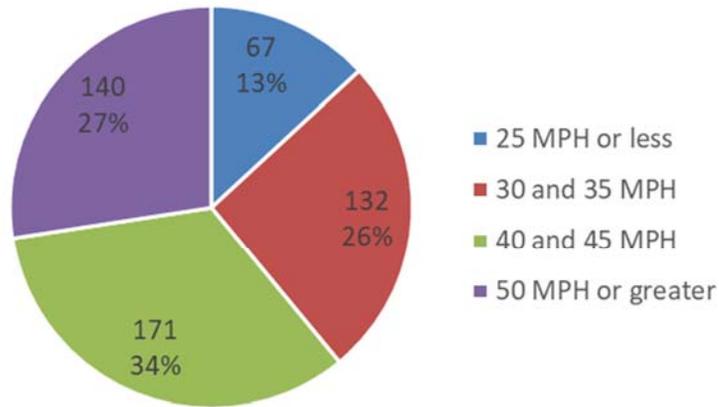


Figure 19: Speed Limit (MPH) at Pedestrian Fatal Crash Locations



Figure 20: Crash Severity by Speed Limit

Figure 21 summarizes the range of driver actions associated with fatal pedestrian crashes to understand both the vehicle and pedestrian maneuvers that were being made during the crash. Both for the 2019 Update and the previous assessment, the most prevalent driver action was Going Straight Ahead (77%),

followed by Making Left Turn (5%), and Run Off Road - Right (5%). While the pedestrian action for these three kinds of crashes were:

- **When the driver action was Going Straight Ahead, 41% of the crashes involved pedestrians not crossing at an intersection**, and for roughly 1/3 of these crashes, crosswalks were available within 500 feet. Some pedestrians were also in the roadway, moving either with or against traffic because sidewalks were not available (17%).
- **When the driver action was Making a Left Turn, 46% of the crashes involved pedestrians crossing at an intersection** (27% at a signalized intersection and 19% at an unsignalized intersection). In 85% of these crashes, a marked crosswalk was present and 15% of these crashes happened within an unmarked crosswalk, which are legal crossing locations. In 23% of the crashes with this driver action, pedestrians were crossing outside of an intersection.
- When the driver action was Run off the Road to the right, pedestrians were most often not in the roadway.



Franklin Street Bike Lane, Richmond, VA

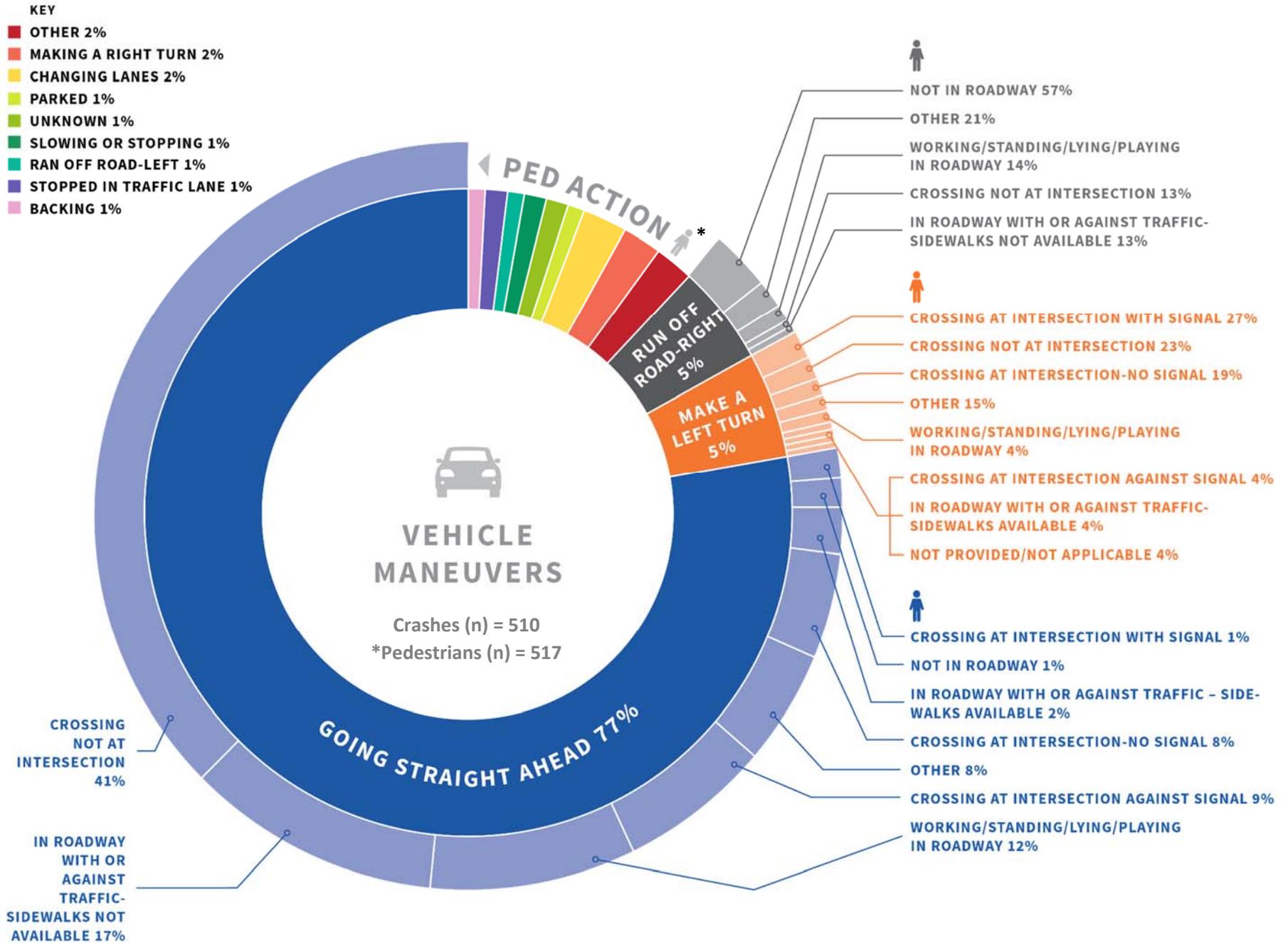


Figure 21: Driver and Pedestrian Action at Pedestrian Fatal Crashes

WHEN Factors

Data associated with *when* crashes occur, such as the hour, season, lighting, and weather condition, were also examined as part of this assessment. Findings from the analysis are illustrated in Figure 22 through Figure 26.

A time-of-day analysis shows that nearly half (49%) of all fatal pedestrian crashes occur in the nighttime hours, between 6:00 PM and 12:00 AM (see Figure 22). And in terms of the time of year, fatal crashes take place more often during the cooler seasons (autumn and winter), with a larger portion of pedestrian fatal crashes occurring during autumn (32%), than during winter (28%) (see Figure 23). When examined by calendar month, October, November, and December had the highest volume of pedestrian fatal crashes (see Figure 24). The weather analysis showed that weather conditions were not a major factor in pedestrian fatal crashes: **just 12% of pedestrian crashes involved some adverse weather condition** such as mist, rain, snow, sleet, hail, and fog, as illustrated in Figure 25. In contrast, lighting conditions were a factor in pedestrian fatal crashes. **The data revealed that most (77%) pedestrian fatal crashes occurred during periods of low lighting (i.e., darkness with and without lighting, dawn, and dusk), as shown in Figure 26.**

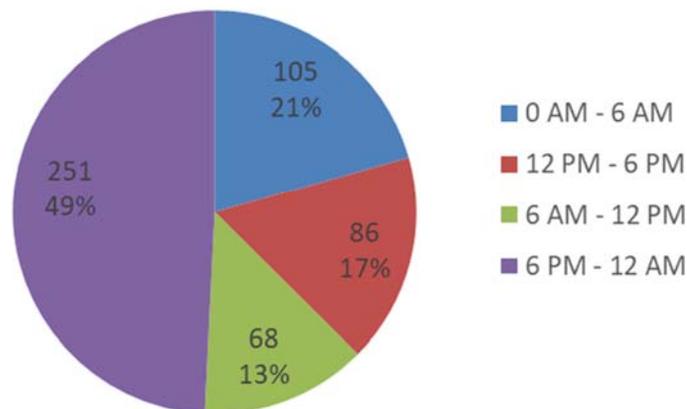


Figure 22: Time of Day for Pedestrian Fatal Crashes

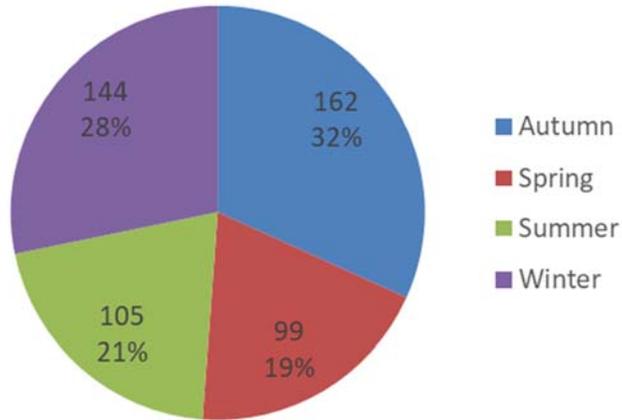


Figure 23: Season for Pedestrian Fatal Crashes

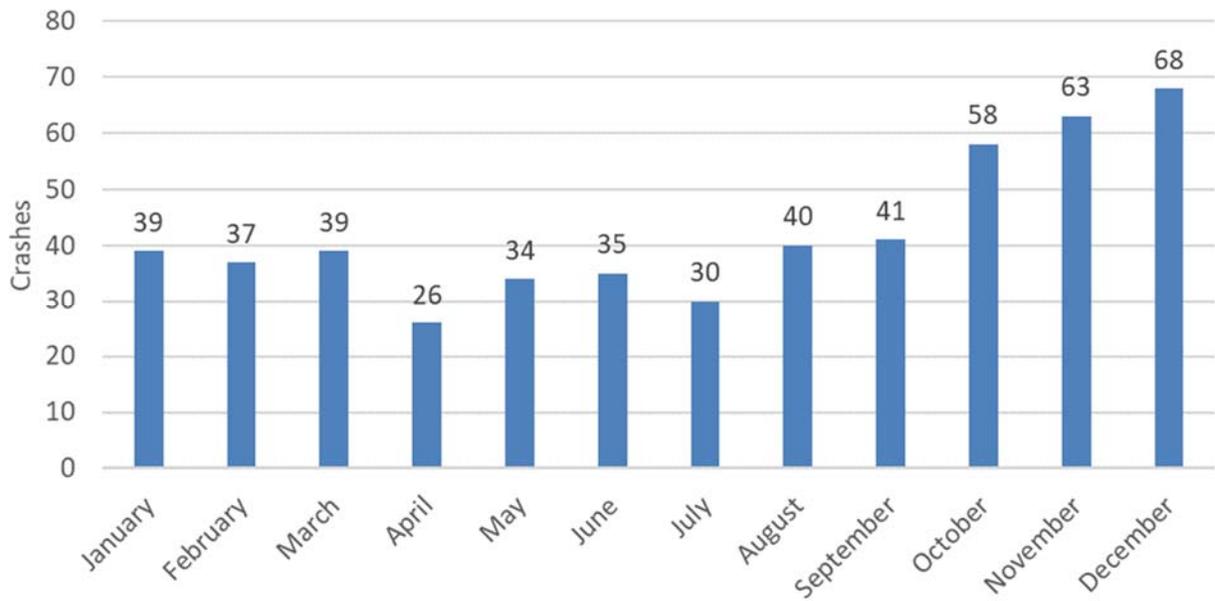


Figure 24: Count of Pedestrian Fatal Crashes by Month

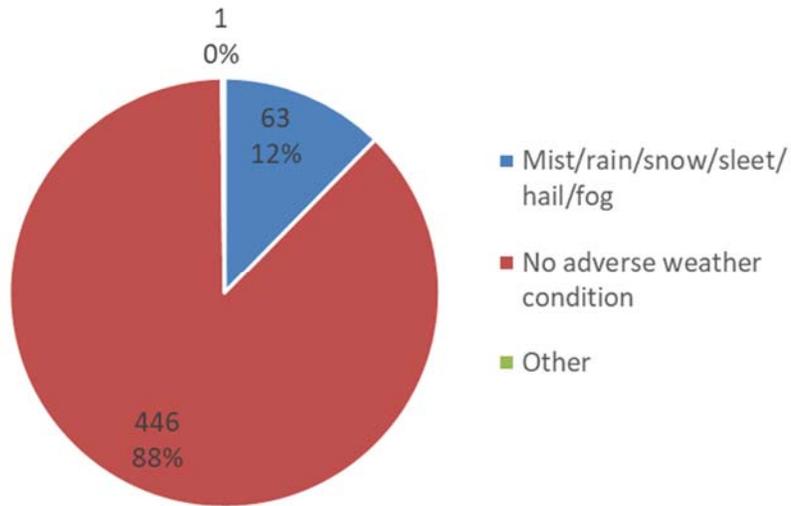


Figure 25: Weather at Pedestrian Fatal Crashes

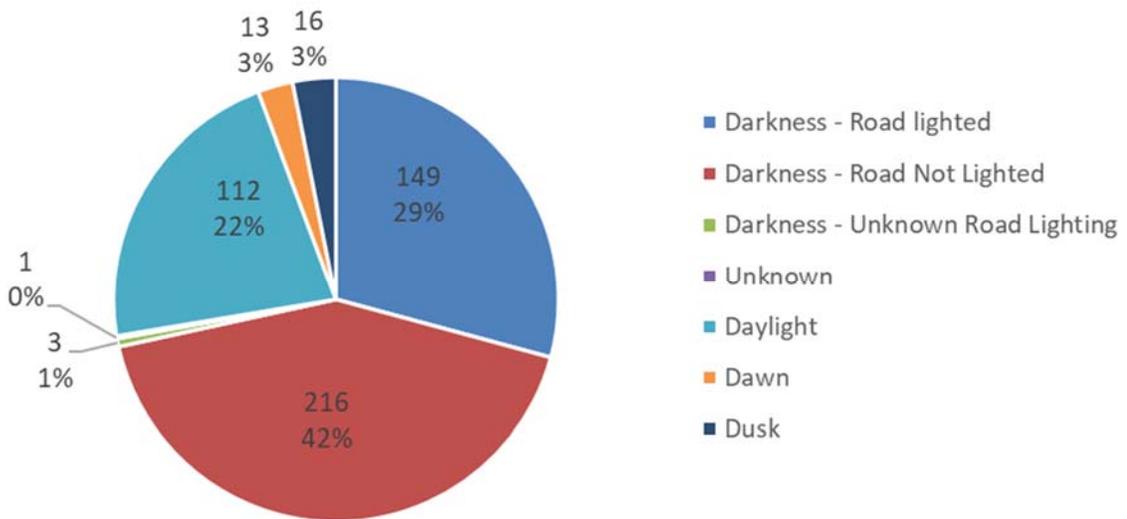


Figure 26: Lighting at Pedestrian Fatal Crashes

WHERE Factors

The following section evaluates the location of pedestrian fatal crashes and examines the built environment associated with pedestrian fatal crash locations. Factors such as the facility type, the presence of a crosswalk, the existence of a sidewalk, and the surrounding land use were examined. The 2019 Update incorporates the following new analysis factors:

- Transit route accessibility, to understand if the pedestrian activity generated by a bus or rail stop and/or bus route are associated with pedestrian crashes.
- Proximity to nursing homes and hospitals, to understand if any correlation exists between these community institutions and pedestrian crashes.

This update also includes an analysis of pedestrian crashes against HOI rating, to understand if factors associated with a crash location's overall level of health (as defined according to specific indicators) correlate with pedestrian crashes. These findings are presented in a separate section.

To understand the relationship between pedestrian crash location and pedestrian fatal crashes, crash location data from police crash reports were sorted into six categories:

- Signalized intersection – crashes occurring within 250 feet of a signalized intersection.
- Unsignalized intersection – crashes occurring within 250 feet of an unsignalized intersection.
- Mid-block – crashes occurring in mid-block location, in between two intersections.
- Intersection/mid-block – this is a new category in this update and describes crashes occurring in short blocks where the middle of the block still falls within 250 feet of an intersection.
- Parking lot – crashes occurring in a parking lot.
- Other – crashes occurring in a location that is not defined in the above categories.

Fatal pedestrian crashes were most likely to occur at unsignalized intersections (35%), followed by mid-block locations (28%), and signalized intersections (22%) (see Figure 27). Pedestrian crash locations were compared with functional classification, ownership, and facility type factors. (Figure 28 through Figure 33). Note that in terms of the roadway ownership for locations where pedestrian fatal crashes occurred, only one crash was located on a “VDOT Other” roadway (a roadway that was not considered VDOT primary, secondary, interstate, or non-VDOT) and is not illustrated as a separate category. The analysis of pedestrian fatal crash locations against functional classification (see Figure 28) revealed that **most pedestrian fatal crashes occurred on arterials, with the highest number occurring at unsignalized intersections**. An analysis of pedestrian fatal crash location against roadway ownership also showed more crashes occurring at intersections (whether signalized or unsignalized) on non-VDOT routes than on VDOT-owned routes (see Figure 29). Figure 30 through Figure 33 illustrate the facility type of pedestrian fatal crash locations along Non-VDOT, as well as VDOT primary, secondary, and interstate routes. For VDOT primary routes, pedestrian fatal crashes on divided roadways with four or more lanes and no control of access were most common.

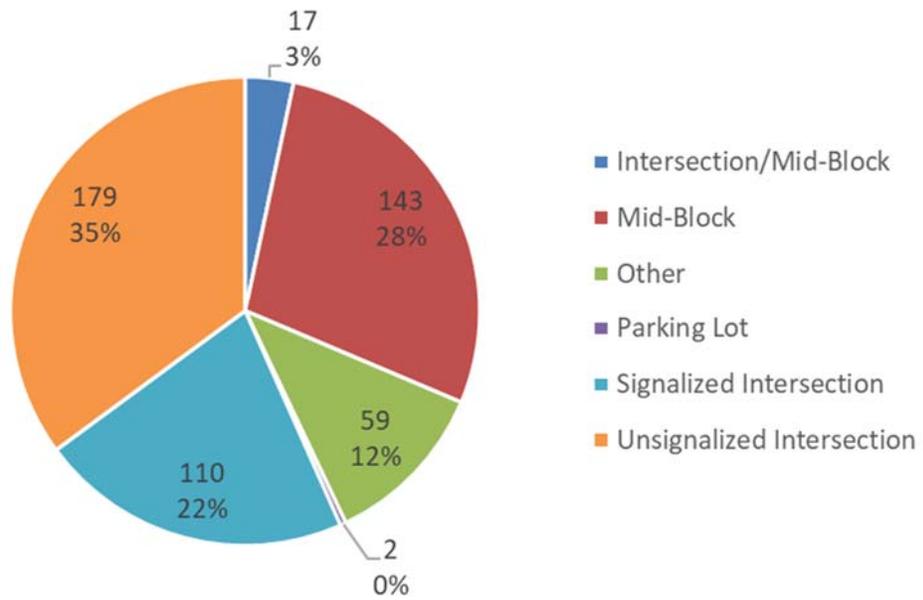


Figure 27: Pedestrian Fatal Crash Locations



Jefferson Park Avenue & Brandon Avenue, Charlottesville, VA

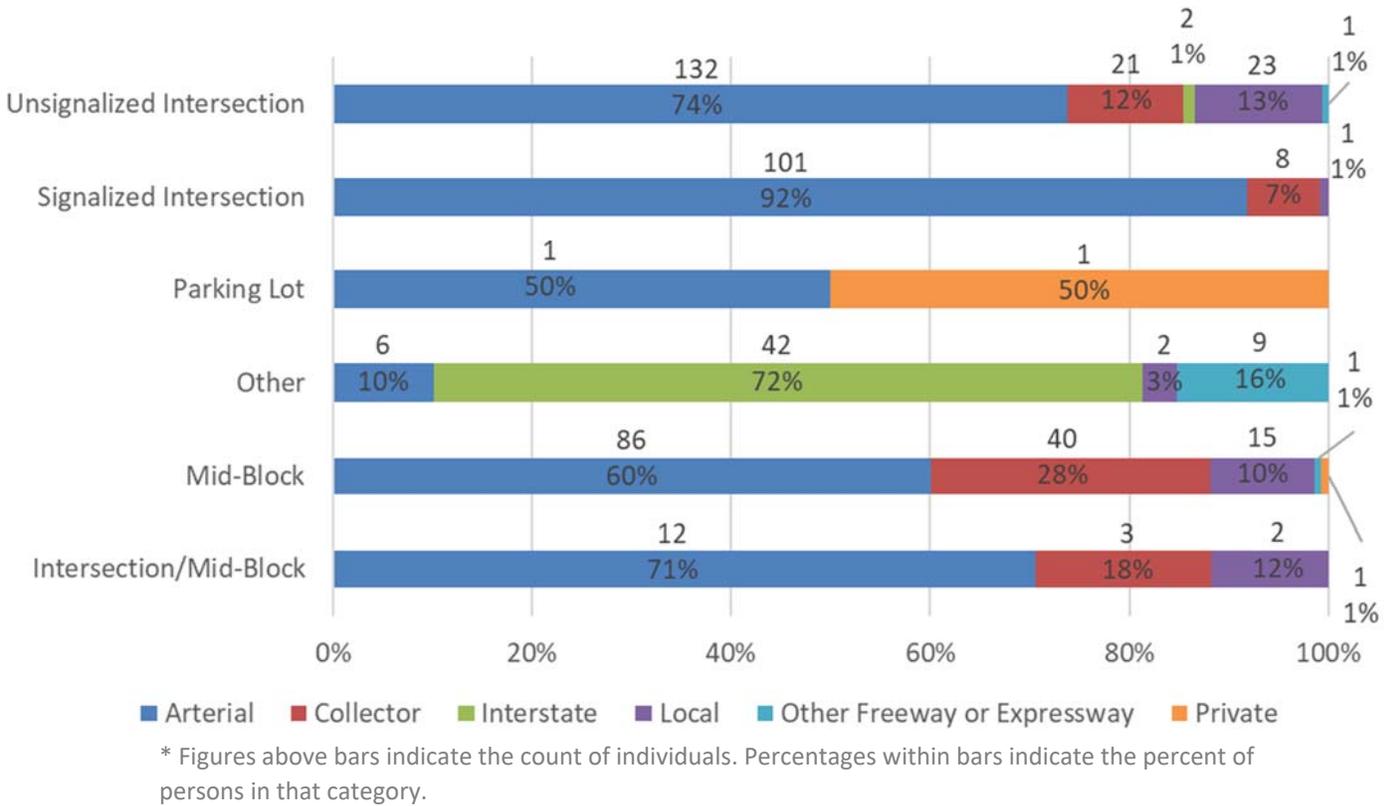


Figure 28: Pedestrian Fatal Crash Locations by Functional Classification

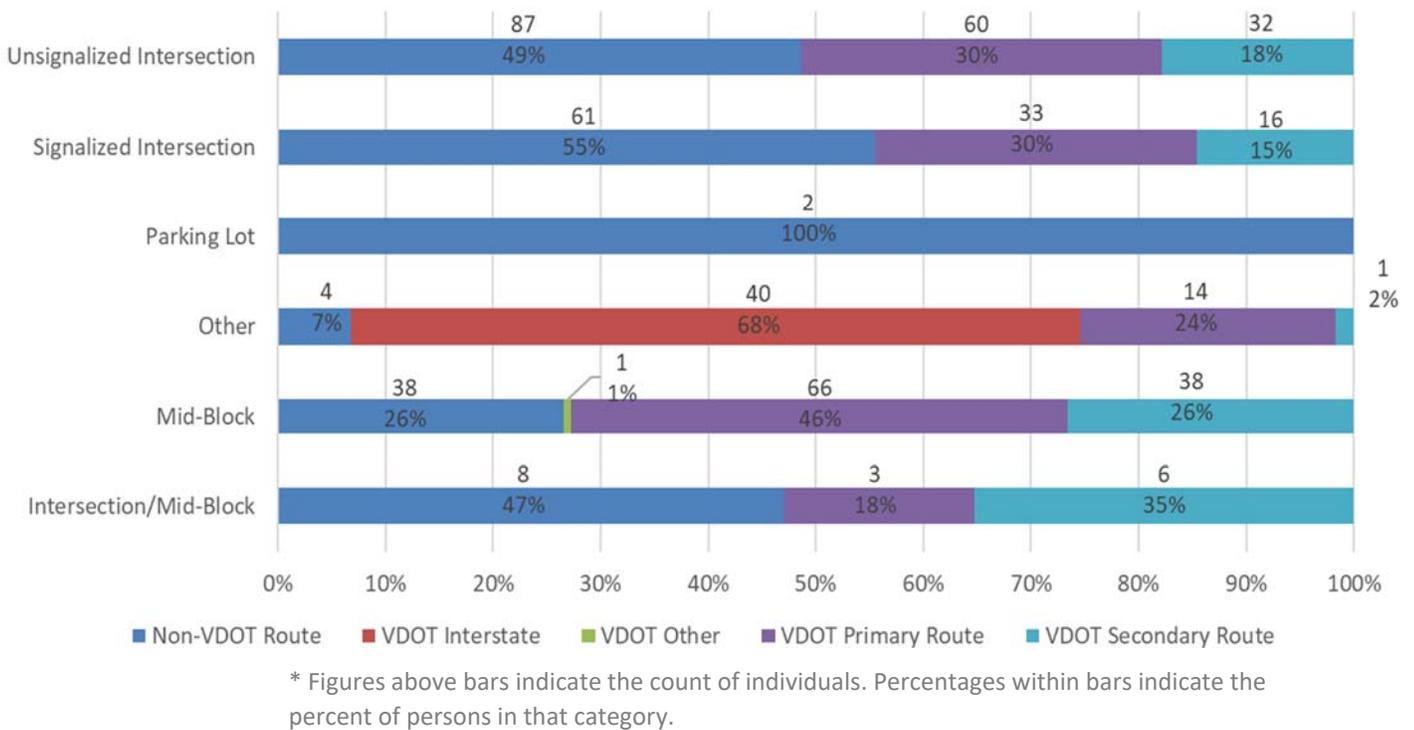


Figure 29: Pedestrian Fatal Crash Locations by Roadway Ownership

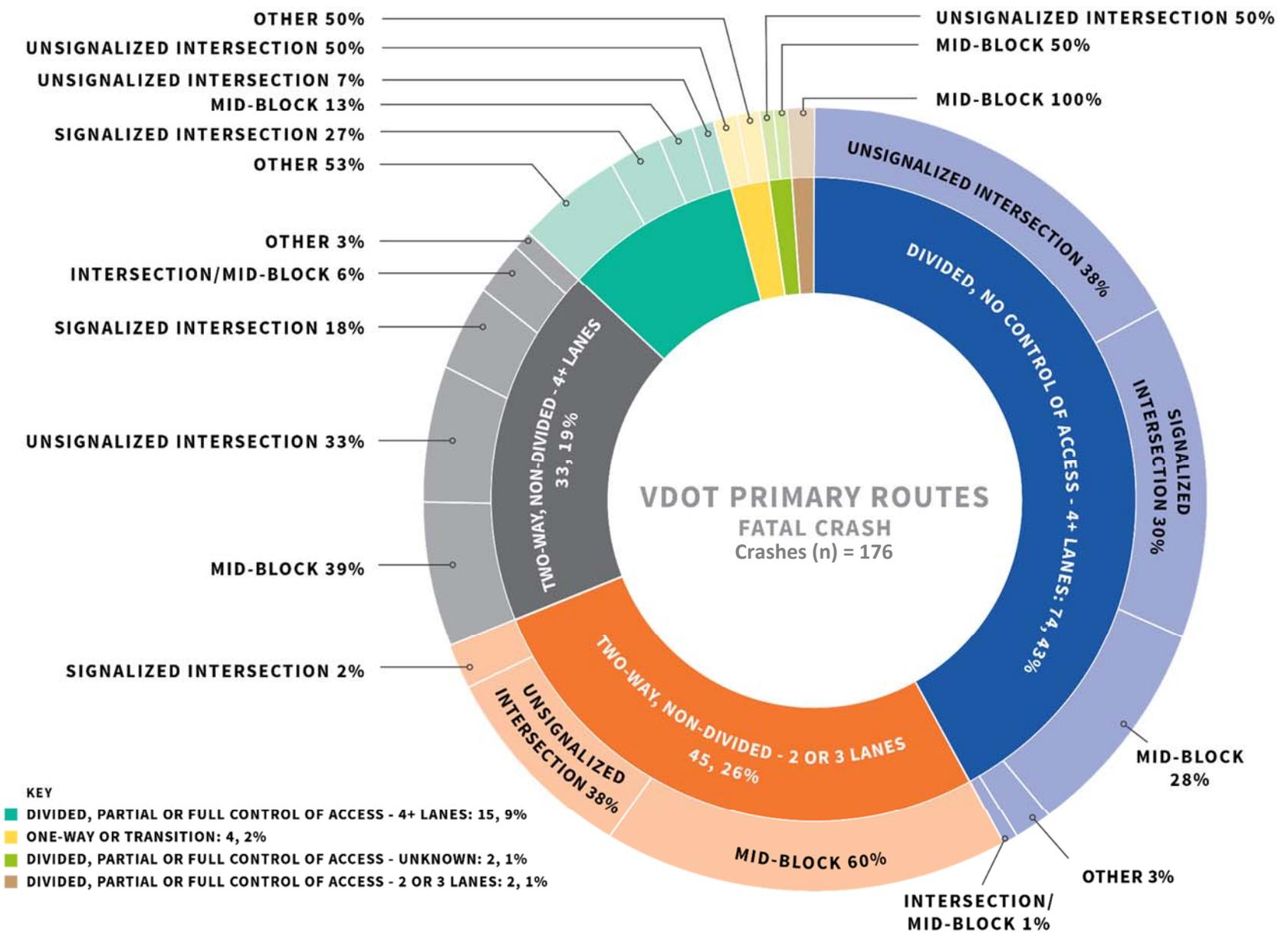


Figure 30: Pedestrian Fatal Crash Locations for VDOT Primary Routes

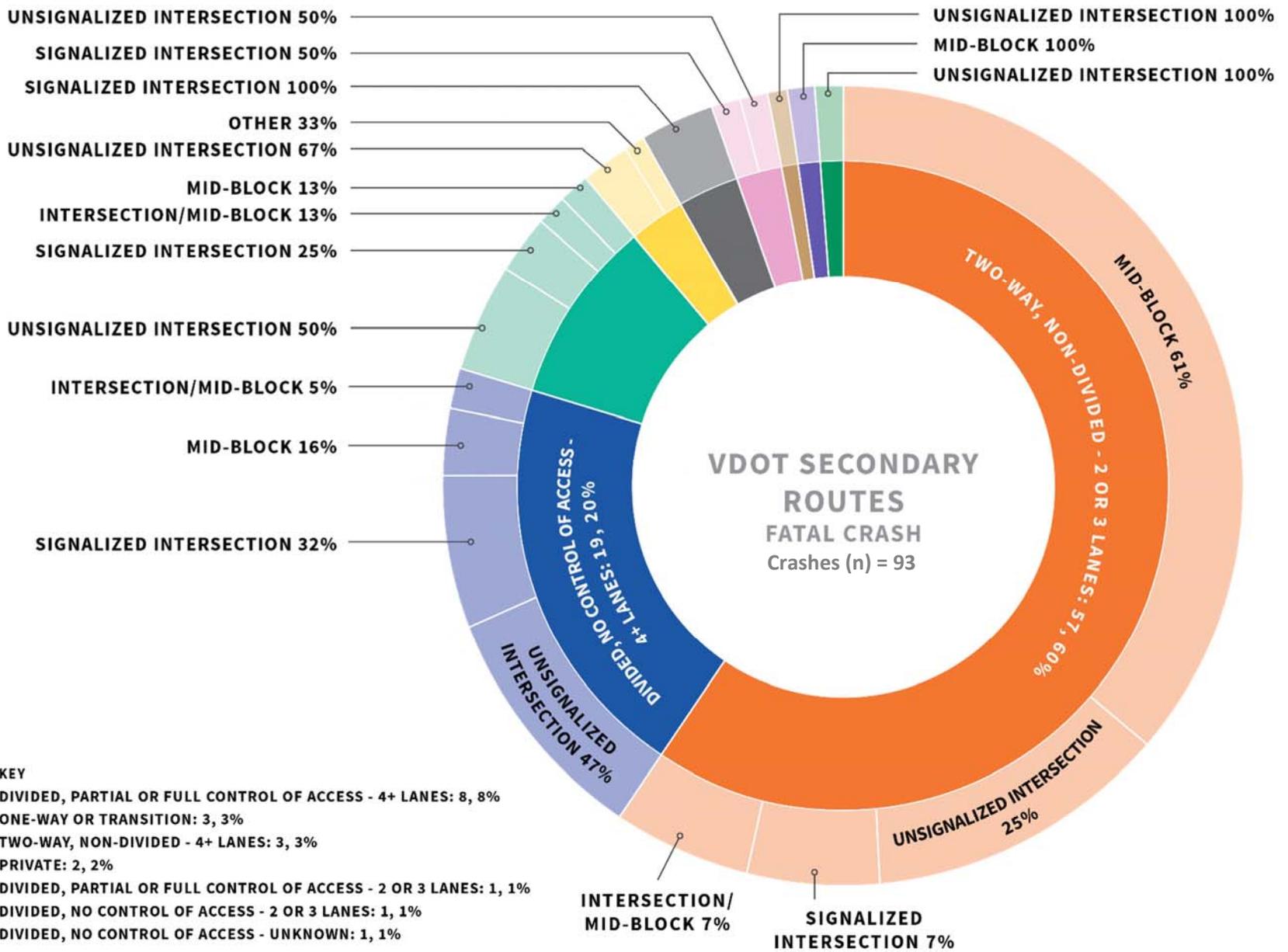


Figure 31: Pedestrian Fatal Crash Locations for VDOT Secondary Route

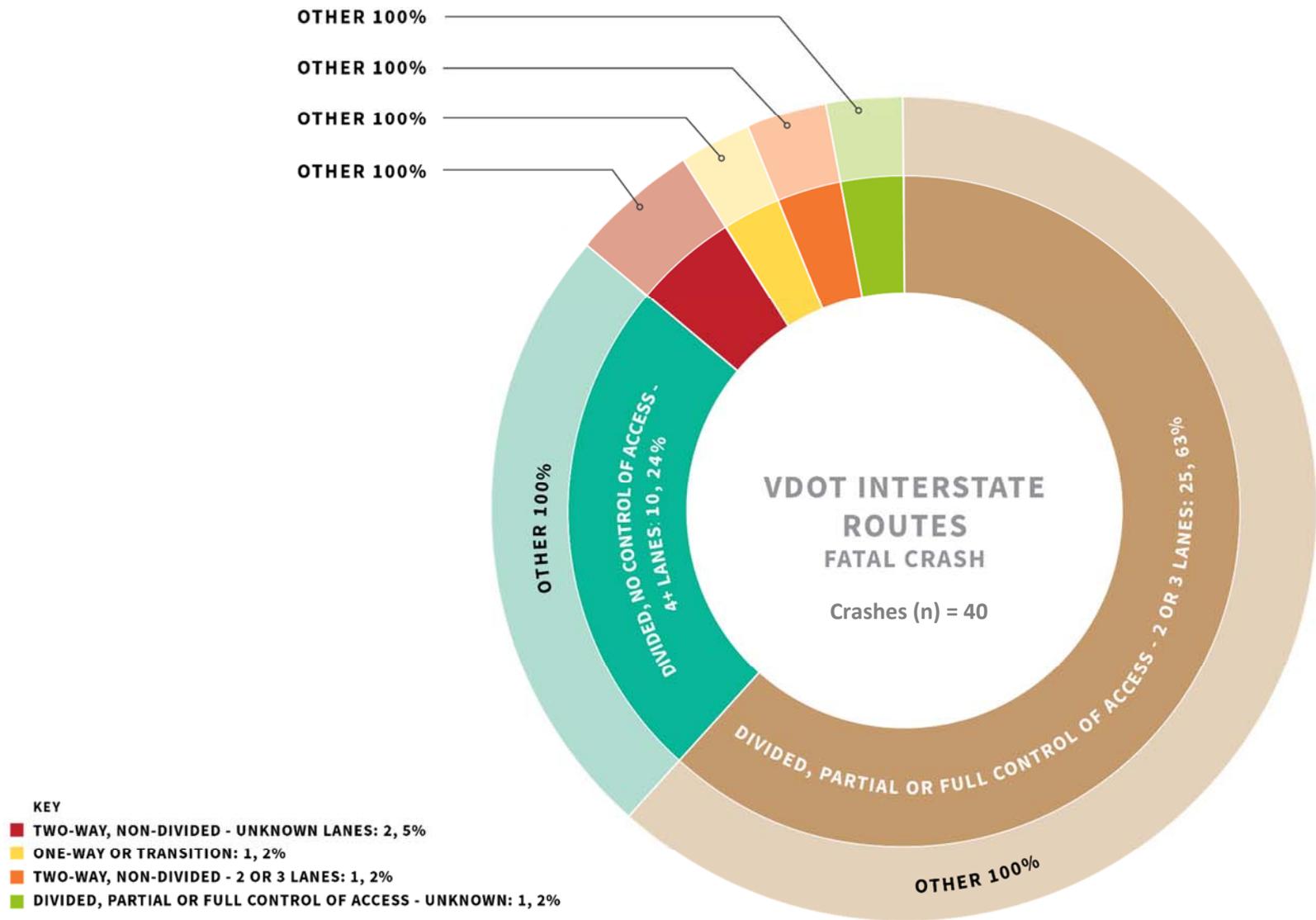


Figure 32: Pedestrian Fatal Crash Locations for VDOT Interstate Routes

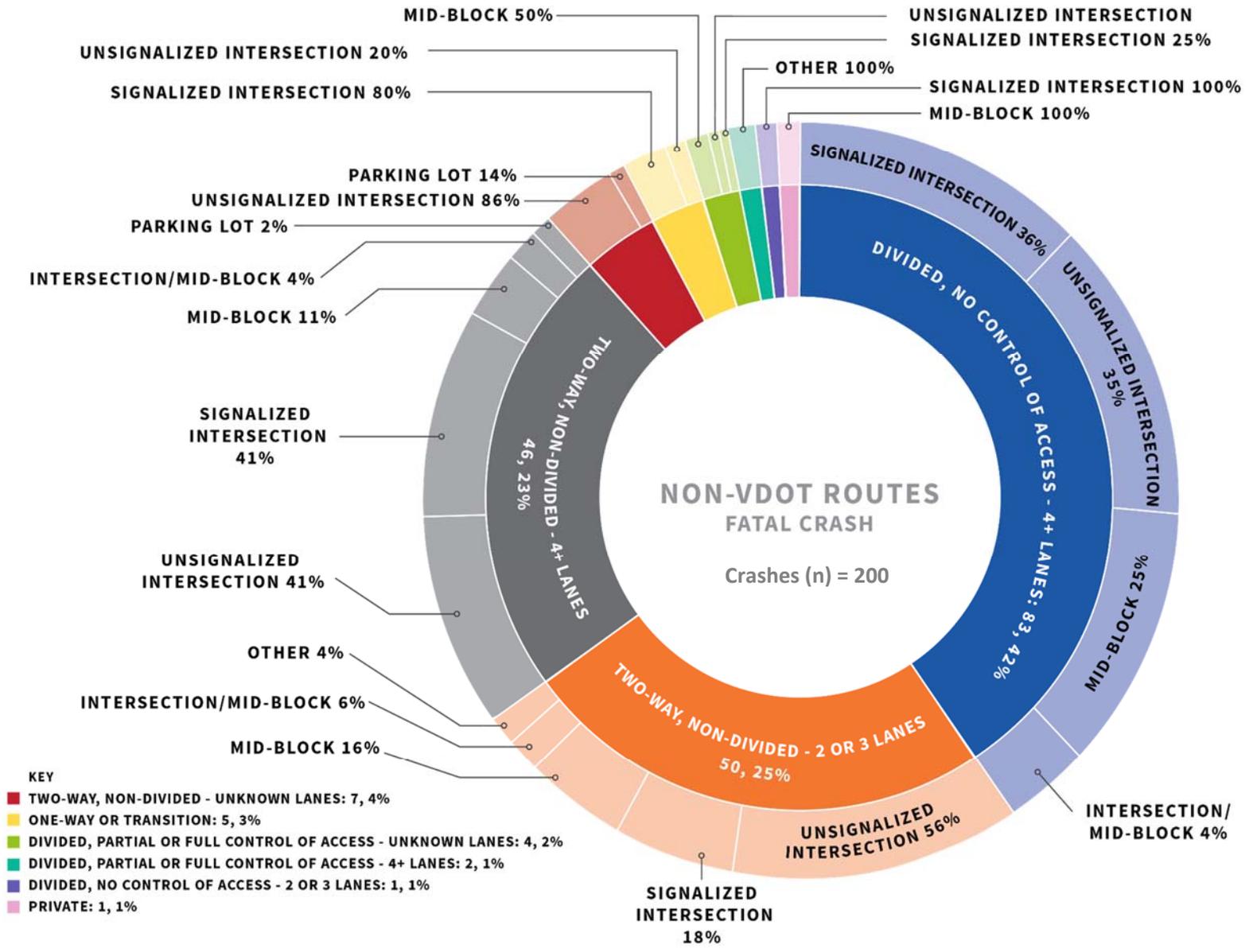


Figure 33: Pedestrian Fatal Crash Locations for Non-VDOT Routes

An analysis of crosswalk presence in pedestrian fatal crashes shows that 68% of crashes took place at locations where no crosswalk was present (see Figure 34). Among crashes where crosswalks were present, more pedestrians were struck outside of the crosswalk than within.

Figure 35 provides a more in-depth analysis of crashes where crosswalks were present. In crashes where pedestrians were struck in a crosswalk, more pedestrians were crossing against the signal than with it, meaning that they crossed the intersection when the traffic signal was red for the direction the pedestrian was traveling in. It is important to note that “other pedestrian action” in Figure 35 describes other pedestrian actions such as working, standing, lying, or playing in the roadway. These other actions were not provided in the police report, or the field was shown as “not applicable” in the report.

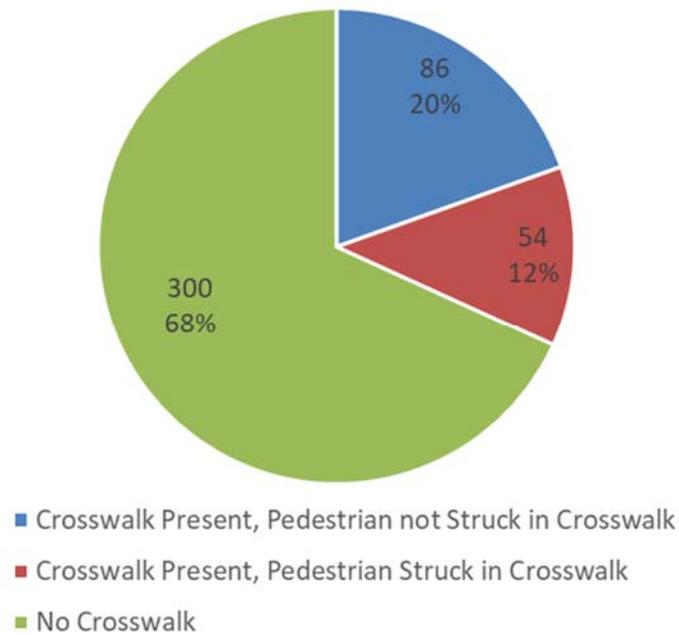
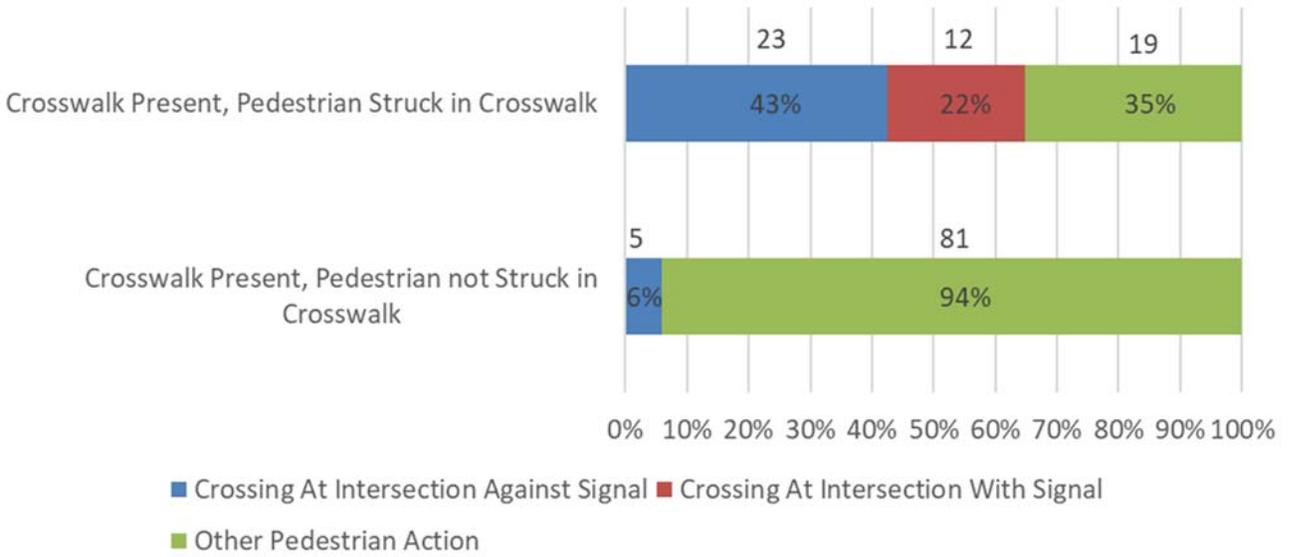


Figure 34: Marked Crosswalk Presence at Pedestrian Fatal Crashes



* Figures above bars indicate the count of individuals. Percentages within bars indicate the percent of persons in that category.

Figure 35: Pedestrian Crossing at Signalized Intersection When a Marked Crosswalk is Present

The data showed that roughly two-thirds of pedestrian fatal crashes took place in locations where no sidewalks were present within 0.25 miles of the crash location (see Figure 36). Presence of sidewalk at pedestrian fatal crash locations was also evaluated against functional classification, ownership, and facility type. Findings from these analyses are summarized in Figure 37 Figure 39. Figure 37 illustrates sidewalk presence against functional classification. An analysis of sidewalk presence against functional classification shows that the majority of fatal crashes occurred on arterials, and over half of these crashes did not have sidewalks present (see Figure 37). As shown in Figure 37, most pedestrian fatal crashes that occurred on arterials, collectors and local roads did not have sidewalk present within 0.25 miles of the crash location. In terms of ownership, as shown in Figure 38, the highest number of crashes (152) occurred on VDOT primary roads with no sidewalks.

Figure 39 illustrates sidewalk presence against facility type. Of all facility types pedestrian fatal crashes were most likely to occur on two-way, non-divided roadways with two or three lanes and no sidewalk. This combination of characteristics accounted for the largest number of fatal crashes (114).

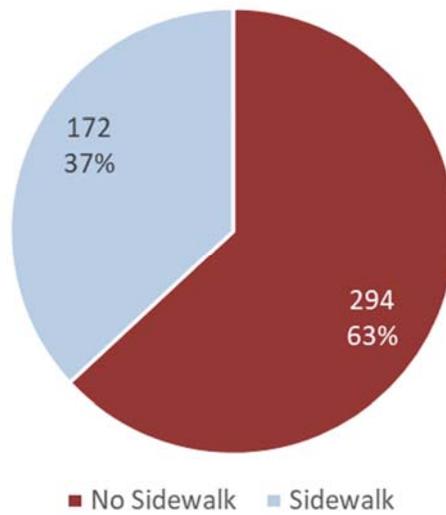
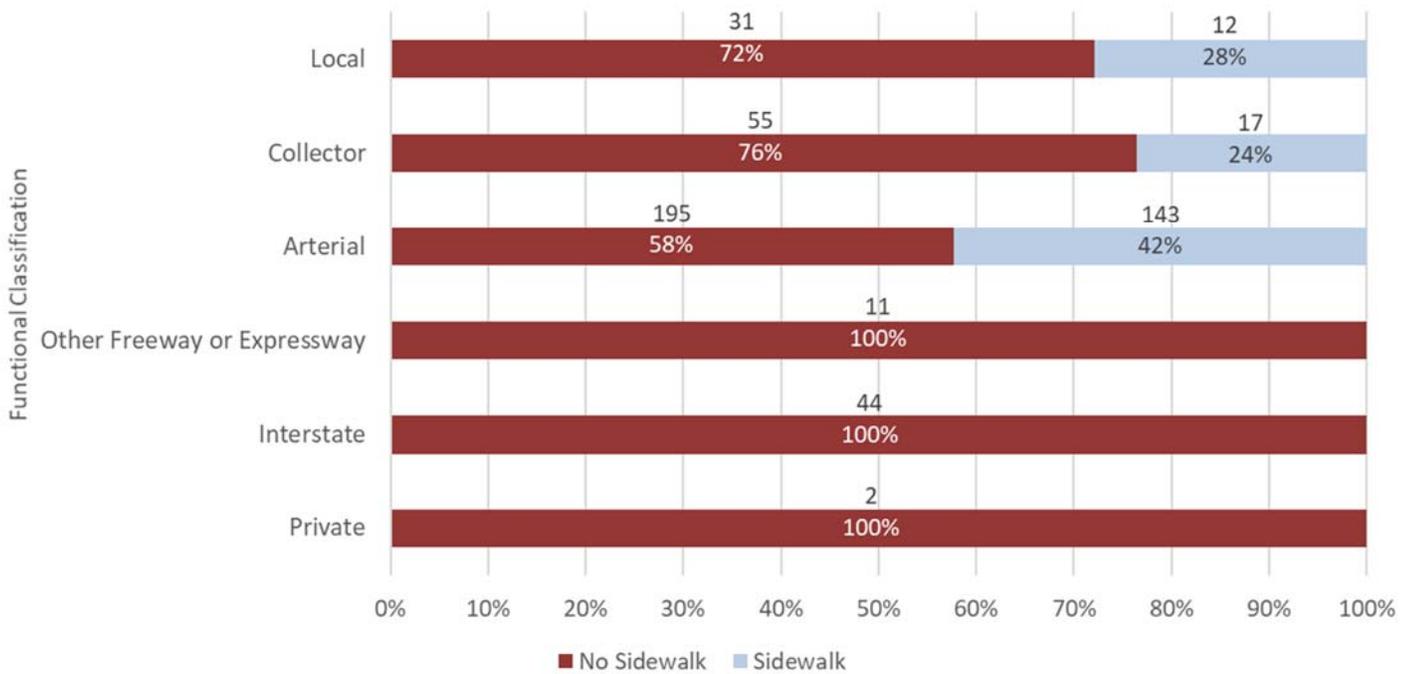
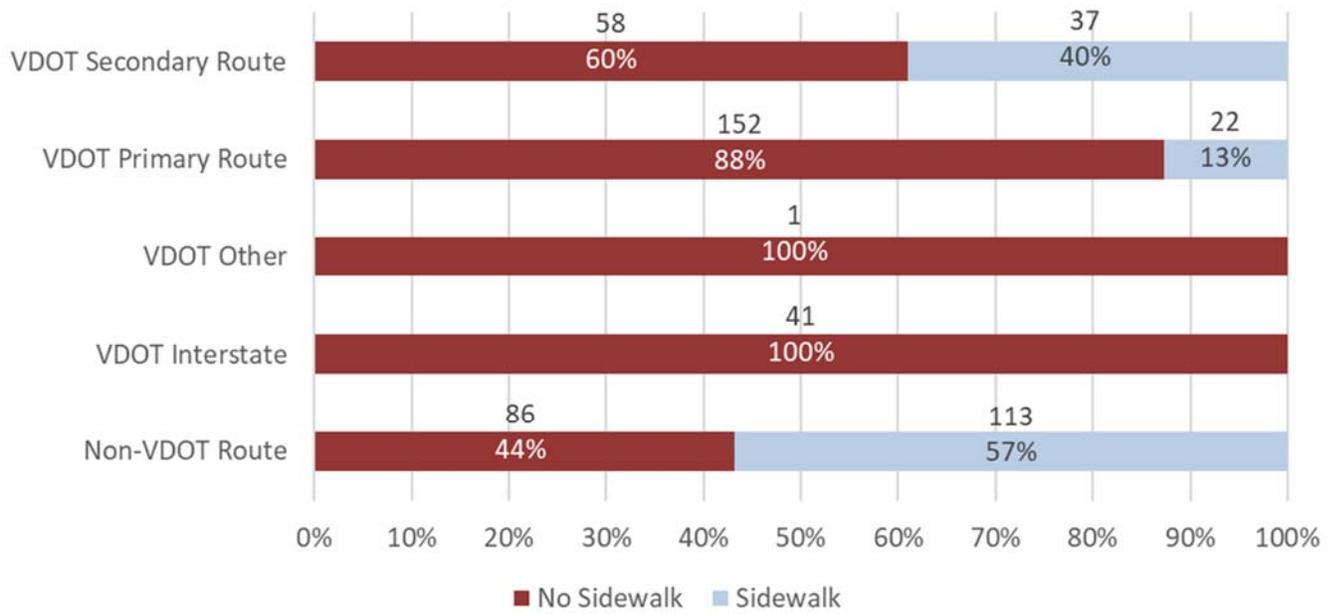


Figure 36: Sidewalk Presence at Pedestrian Fatal Crashes



* Figures above bars indicate the count of individuals. Percentages within bars indicate the percent of persons in that category.

Figure 37: Sidewalk Presence at Pedestrian Fatal Crashes by Functional Classification



* Figures above bars indicate the count of individuals. Percentages within bars indicate the percent of persons in that category.

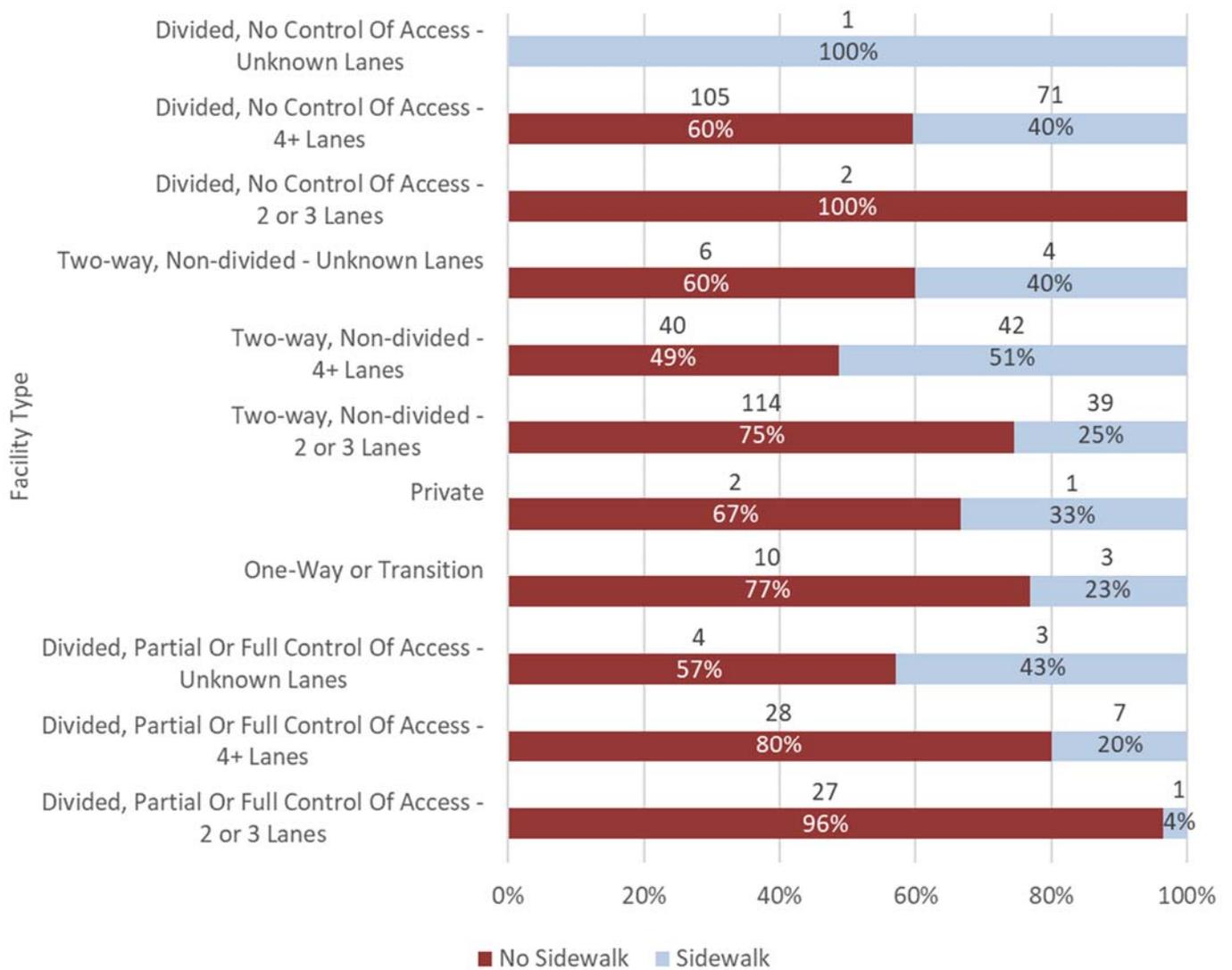
Figure 38: Sidewalk Presence at Pedestrian Fatal Crashes by Ownership



Augusta Drive & Back Water Drive, Sterling VA



Memorial Avenue, Arlington, VA



* Figures above bars indicate the count of individuals. Percentages within bars indicate the percent of persons in that category.

Figure 39: Sidewalk Presence at Pedestrian Fatal Crashes by Facility Type

Figure 40 and Figure 41 summarize findings from an analysis of the land use surrounding the locations where pedestrian fatal crashes occurred between 2014 and 2018. For this update, a new land-use category, “Mixed-Use,” was introduced to capture crash locations where the zoning was a blend of multiple land uses, such as commercial land use on the ground floor and residential on the top floor. The analysis shows that most pedestrian fatal crashes occurred in commercial and residential areas (36% and 29% respectively). Pedestrian fatal crashes that took place in mixed-use areas accounted for 13% of all crashes. **Overall, 78% of pedestrian fatal crashes occurred in these three land uses.** In addition, 20% of all fatal pedestrian crashes occurred in agricultural/rural areas.

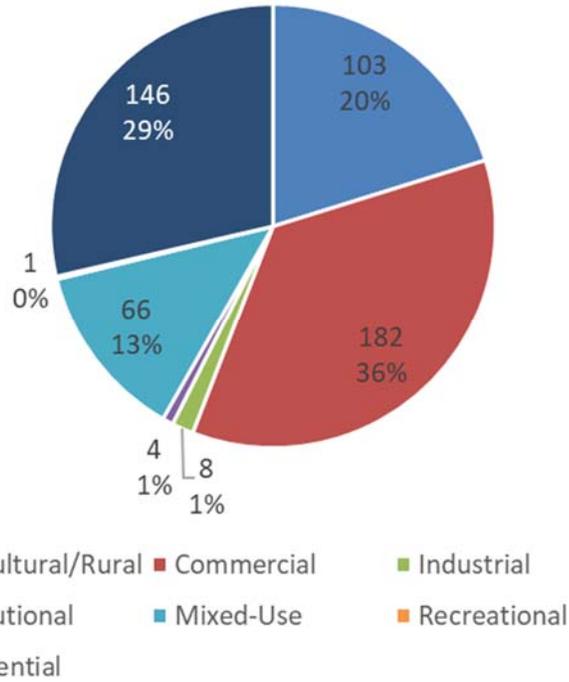


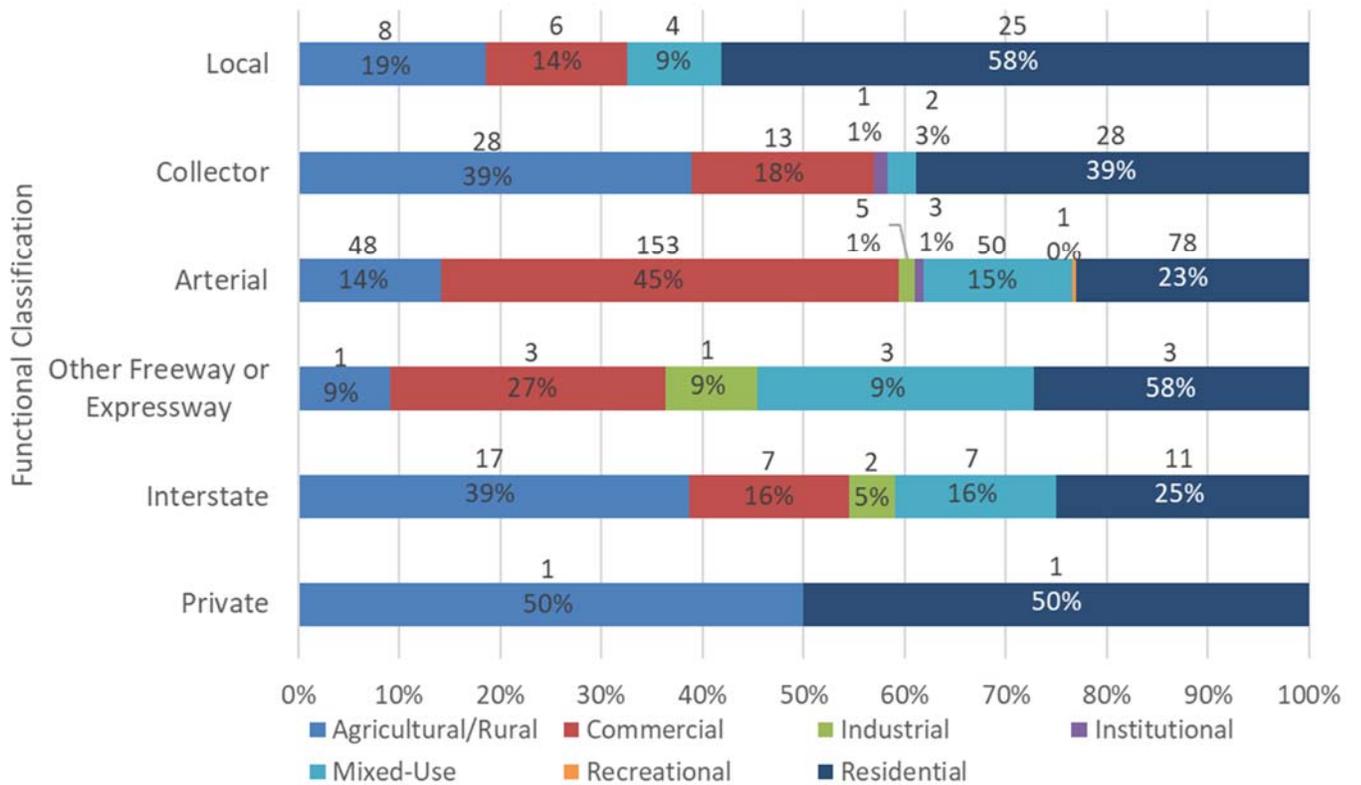
Figure 40: Predominant Land Use Adjacent to Pedestrian Fatal Crashes



Potomac View Road, Sterling, VA



Potomac View Road, Sterling, VA



* Figures above bars indicate the count of individuals. Percentages within bars indicate the percent of persons in that category.

Figure 41: Predominant Land Use Adjacent to Pedestrian Fatal Crashes by Functional Classification

As previously mentioned, this update incorporates several new factors included in the analysis, such as transit access and proximity to hospitals and nursing homes. For the purpose of this assessment, transit access was recorded if a crash occurred within 500 feet of a bus or rail stop, or within a 0.25-mile radius of a bus route. Proximity to a hospital or nursing home was defined as being within 500 feet of a full-service hospital or nursing home.

Figure 42 through Figure 44 illustrate the findings related to transit factors described earlier. Among pedestrian fatal crashes 45% took place near transit stop (38% near a bus stop, and 7% near a rail stop). Roughly 60% of pedestrian fatal crashes occurred near a bus route.

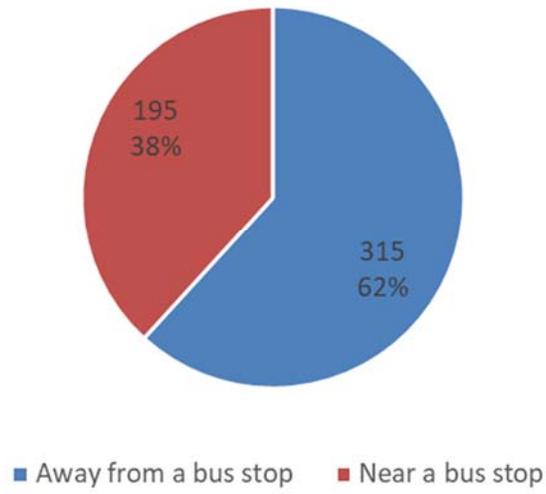


Figure 42: Pedestrian Fatal Crashes and Proximity to Bus Stops

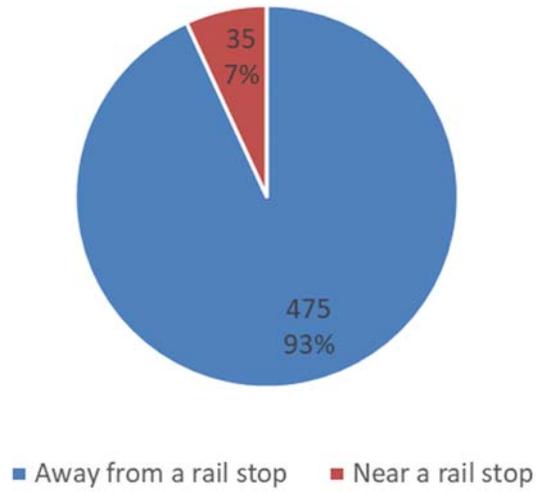


Figure 43: Pedestrian Fatal Crashes and Proximity to Rail Stops

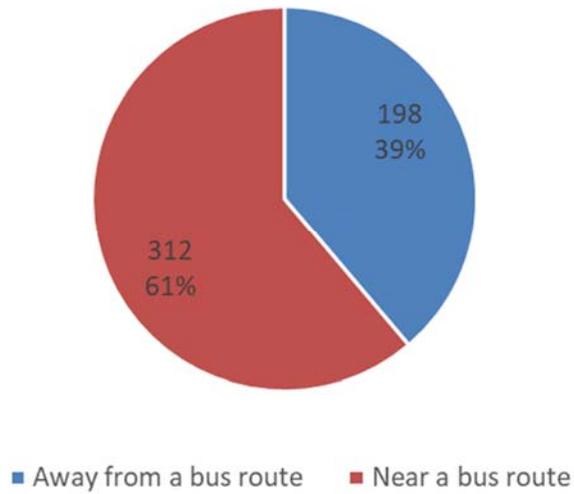


Figure 44: Pedestrian Fatal Crashes and Proximity to a Bus Route

Figure 45 and Figure 46 illustrate the relationship between pedestrian fatal crashes and the proximity to hospitals and nursing homes. It appears that proximity to either type of service is not a factor for pedestrian fatal crashes: only two pedestrian fatal crashes occurred in locations near a hospital, and five pedestrian fatal crashes took place at sites near a nursing home.

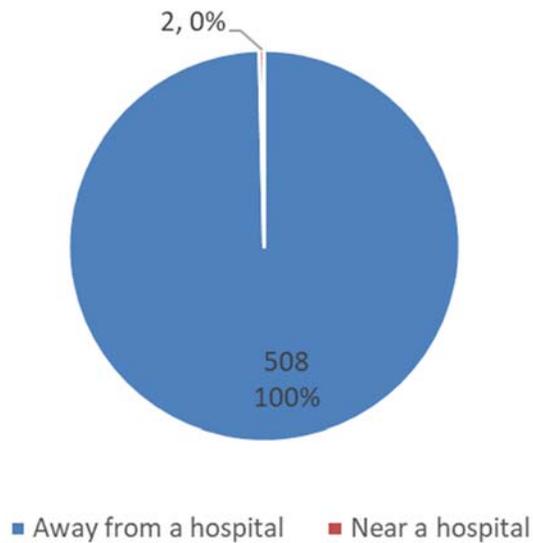


Figure 45: Pedestrian Fatal Crashes and Proximity to Hospitals

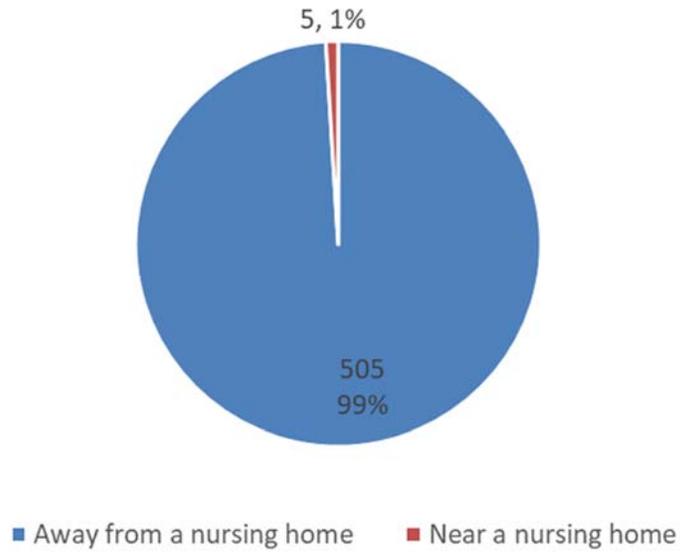


Figure 46: Pedestrian Fatal Crashes and Proximity to Nursing Homes

Table 6 provides an overview of the relationship between the frequency of pedestrian fatal crashes and the various factors described above. The relationship between pedestrian fatal crashes and school zones is a new enhancement added to this update. For pedestrian fatal crashes occurring between 2014 and 2018, the vast majority (99%) of crashes took place outside of a school zone, therefore, the school zone has not been found to increase risk of pedestrian fatalities.



W. Broad Street & N. Harrison Street, Richmond, VA

Table 6: Location Heat Map for Pedestrian Fatal Crashes

Fatal Crashes			Category		Functional Classification							Ownership					Facility Type							Total	
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes		Divided, Partial Or Full Control Of Access - Unknown Lanes
Fatal Crashes			#	44	11	338	72	43	2	41	174	95	1	199	153	82	10	2	176	1	28	35	7	13	3
Pedestrian Action	Category	Factor	#	0	0	12	3	0	0	0	1	5	0	9	4	4	0	0	4	0	0	2	1	0	0
		Crossing At Intersection With Signal	15	0	0	36	1	0	0	0	9	7	0	21	3	12	0	0	18	0	0	2	0	2	0
		Crossing At Intersection Against Signal	37	0	0	32	5	4	0	0	8	8	0	25	14	7	1	0	16	1	0	0	1	1	0
		Crossing At Intersection - No Signal	41	8	3	138	17	12	0	7	64	28	0	79	40	33	2	0	83	0	4	12	0	3	1
		Crossing Not At Intersection	178	1	0	7	2	2	0	1	3	3	0	5	6	1	0	0	3	0	1	0	0	0	1
		In Roadway With or Against Traffic - Sidewalks Available	12	5	1	41	18	8	1	4	38	16	1	15	42	5	2	0	16	0	4	3	1	1	0
		In Roadway With or Against Traffic - Sidewalks Not Available	74	13	3	30	18	9	0	12	28	18	0	15	25	10	1	1	15	0	7	6	4	4	0
		Working/Standing/Lying/Playing In Roadway	73	6	1	17	5	1	0	6	13	7	0	4	9	0	0	0	11	0	5	5	0	0	0
		Not In Roadway	30	11	2	28	6	6	1	11	14	5	0	24	14	9	3	1	11	0	7	6	0	2	1
	Other	54	0	0	2	0	1	0	0	1	0	0	2	1	1	1	0	0	0	0	0	0	0	0	
	Not provided/Not Applicable	3	21	6	230	40	22	0	19	121	48	0	131	88	56	5	2	123	0	12	19	4	9	1	
Driver Action		No Improper Action	319	1	0	6	2	0	0	1	4	2	0	2	2	1	0	0	4	0	1	1	0	0	0
		Avoiding Pedestrian	9	5	1	24	11	8	1	5	15	11	1	18	21	5	1	0	13	0	4	4	0	1	1
		Hit And Run	50	0	0	14	3	3	0	0	2	5	0	13	9	3	1	0	5	0	0	2	0	0	0
		Did Not Have Right-of-Way	20	8	1	18	4	1	0	8	11	8	0	5	6	1	0	0	13	0	5	6	1	0	0
		Fail To Maintain Proper Control	32	8	2	40	10	9	1	7	19	18	0	26	22	15	3	0	16	1	6	1	2	3	1
		Other	70	1	1	6	2	0	0	1	2	3	0	4	5	1	0	0	2	0	0	2	0	0	0
	Not Provided	10	39	9	294	65	37	2	36	149	83	1	177	133	74	8	2	152	1	26	31	6	10	3	
Weather Conditions		No adverse weather condition	446	5	2	43	7	6	0	5	25	12	0	21	20	8	2	0	23	0	2	4	1	3	0
		Mist/rain/snow/sleet/hail/fog	63	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0
Pedestrian Refuge Type		Other	1	32	10	238	66	39	2	29	127	75	1	155	149	71	9	1	99	0	18	21	4	12	3
		None	387	12	1	92	4	2	0	12	42	19	0	38	3	10	0	1	69	1	10	14	2	1	0
		Median	111	0	0	2	0	2	0	0	1	0	0	3	0	1	1	0	2	0	0	0	0	0	0
		Island	4	0	0	6	2	0	0	0	4	1	0	3	1	0	0	0	6	0	0	0	1	0	0
Pedestrian Signal Present		Pork Chop	8	0	0	44	3	1	0	0	6	10	0	32	6	14	1	0	22	0	0	3	1	1	0
		Yes	48	44	11	294	69	42	2	41	168	85	1	167	147	68	9	2	154	1	28	32	6	12	3
		No	462	44	11	294	69	43	2	41	168	85	1	168	147	68	10	2	154	1	28	32	6	12	3
Pedestrian Signal Type		None	463	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Vehicle Signal Heads	0	0	0	36	3	0	0	0	6	10	0	23	6	11	0	0	18	0	0	3	0	1	0
		Walk/Don't Walk - With Pedestrian Countdown	39	0	0	2	0	0	0	0	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0
		Walk/Don't Walk - Without Pedestrian Countdown	2	0	0	6	0	0	0	0	0	0	0	6	0	2	0	0	3	0	0	0	1	0	0
School Zone		Walk/Don't Walk - Pedestrian Countdown Unknown	6	0	0	4	1	0	0	0	1	0	0	4	1	3	0	0	0	0	0	0	0	1	0
		Yes	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Yes With School Activity	0	44	11	334	71	43	2	41	173	95	1	195	152	79	10	2	176	1	28	35	7	12	3	
Transit Route Present (within 1/4 mile)		No	505	24	6	235	25	21	1	22	79	46	0	165	58	68	8	0	127	1	14	20	4	11	1
		Yes	312	20	5	103	47	22	1	19	95	49	1	34	95	14	2	2	49	0	14	15	3	2	2
Bus Stop within 500 Feet		No	198	3	2	162	13	14	1	3	33	32	0	127	34	54	4	0	82	1	3	7	3	6	1
		Yes	195	41	9	176	59	29	1	38	141	63	1	72	119	28	6	2	94	0	25	28	4	7	2
Rail Stops within 500 Feet		No	315	0	1	26	2	6	0	0	15	10	0	10	6	9	2	0	12	0	0	3	0	2	1
		Yes	35	44	10	312	70	37	2	41	159	85	1	189	147	73	8	2	164	1	28	32	7	11	2
Health Opportunity Index		Very Low Health Opportunity	124	9	1	91	10	13	0	8	27	8	0	81	39	25	4	0	40	0	7	4	0	5	0
		Low Health Opportunity	123	8	1	86	17	9	2	7	42	19	1	54	36	24	4	0	41	1	6	5	2	2	2
		Moderate Health Opportunity	103	11	2	68	15	7	0	11	44	19	0	29	27	20	1	0	35	0	8	8	2	2	0
		High Health Opportunity	89	11	4	53	13	8	0	10	37	18	0	24	20	10	1	1	36	0	6	10	2	3	0
		Very High Health Opportunity	70	5	3	39	17	6	0	5	24	31	0	10	30	3	0	1	24	0	1	8	1	1	1
		Not Provided	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
Column Total				510							510					510									

Statewide Contributing Factors for Pedestrian Injury Crashes

Between 2014 and 2018, 7,691 pedestrian injury crashes were reported. For this study, a sample set of 1,939 injury crashes (this number accounts for removed crashes, as described above) was deemed statistically significant and used for analysis. The following section describes the major contributing factors for pedestrian injury crashes and how they relate to the frequency of pedestrian fatal crashes in the state of Virginia. Figure 47 provides a summary of these factors. As previously described, this update includes an analysis of crash frequency against HOI factors. This analysis can be found under the Health Opportunity Index and Pedestrian Crashes section of this report.



9 Mile Road & Newbridge Road, Richmond, VA



9 Mile Road, Richmond, VA

WHO Factors

The following section presents findings from an analysis of characteristics belonging to drivers and pedestrians involved in pedestrian injury crashes. These factors include gender and age data collected from police reports. In some instances, similar to the pedestrian fatal crash analysis, gender or age was recorded as “unknown” or missing from police reports. These cases are captured as “not provided” in the analysis. In cases involving multiple vehicles, the profile of the first vehicle – the one that triggered the crash – was considered and included in the analysis. For crashes involving multiple pedestrians, however, the profiles of **all** pedestrians involved in the crash were considered and included in the analysis.

The data reveals that:

- Forty-nine percent of drivers involved in pedestrian injury crashes from 2014 through 2018 were male; roughly one-third (36%) of drivers were female (Figure 48). There was a similar gender pattern among pedestrians involved in injury crashes – 59% of these pedestrians were male while 40% of pedestrians involved in injury crashes were female (Figure 49).
- In terms of age, **drivers between the ages of 21-35 represented the largest age group**. This pattern was also true for pedestrians, where **individuals between the ages of 21-35 comprised the largest age group** (Figure 50 and Figure 51).

As a consequence of these attributes, the data shows that a driver or pedestrian involved in a pedestrian injury crash is most likely to be male between the ages of 21-35 (Figure 52 and Figure 53).

As part of the analysis, this study also examined the relationship between driver vision obscurity and pedestrian injury crashes. Driver vision obscurity was not found to be a factor in the majority (71%) of pedestrian injury crashes (Figure 54). As illustrated in Figure 55, vision was obscured in 20% of pedestrian injury crashes, with dynamic sight distance issues (such as snow and weather) representing the largest portion (9%) of obscurity.

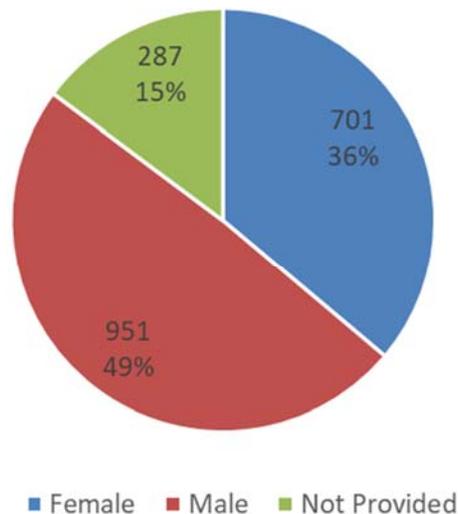


Figure 48: Driver Gender for Pedestrian Injury Crashes

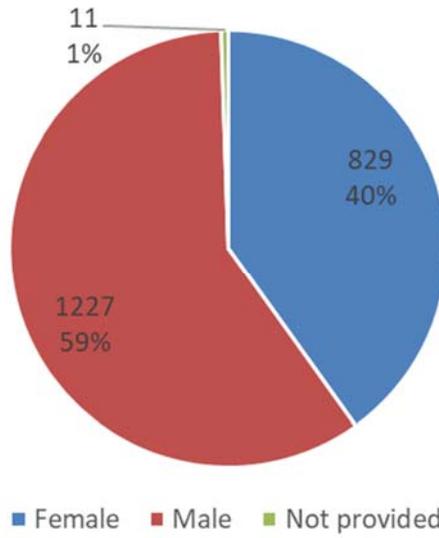


Figure 49: Pedestrian Gender for Pedestrian Injury Crashes

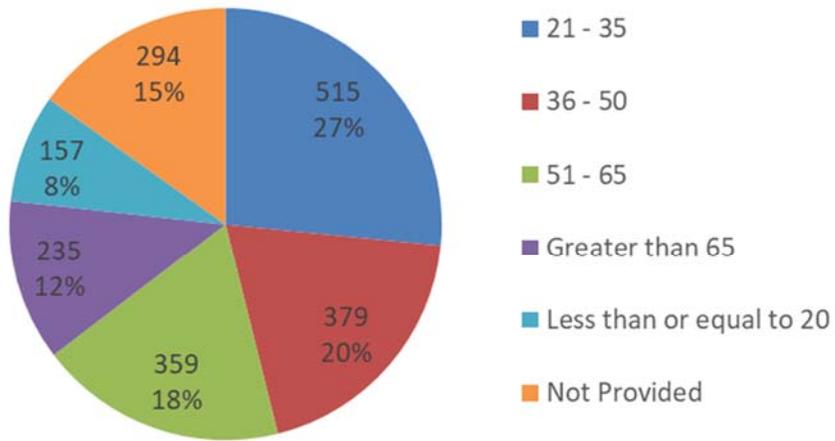


Figure 50: Driver Age for Pedestrian Injury Crashes

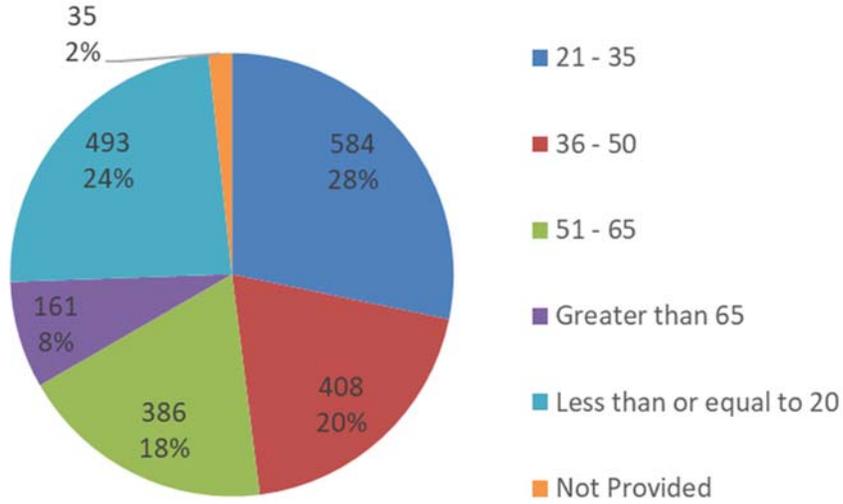
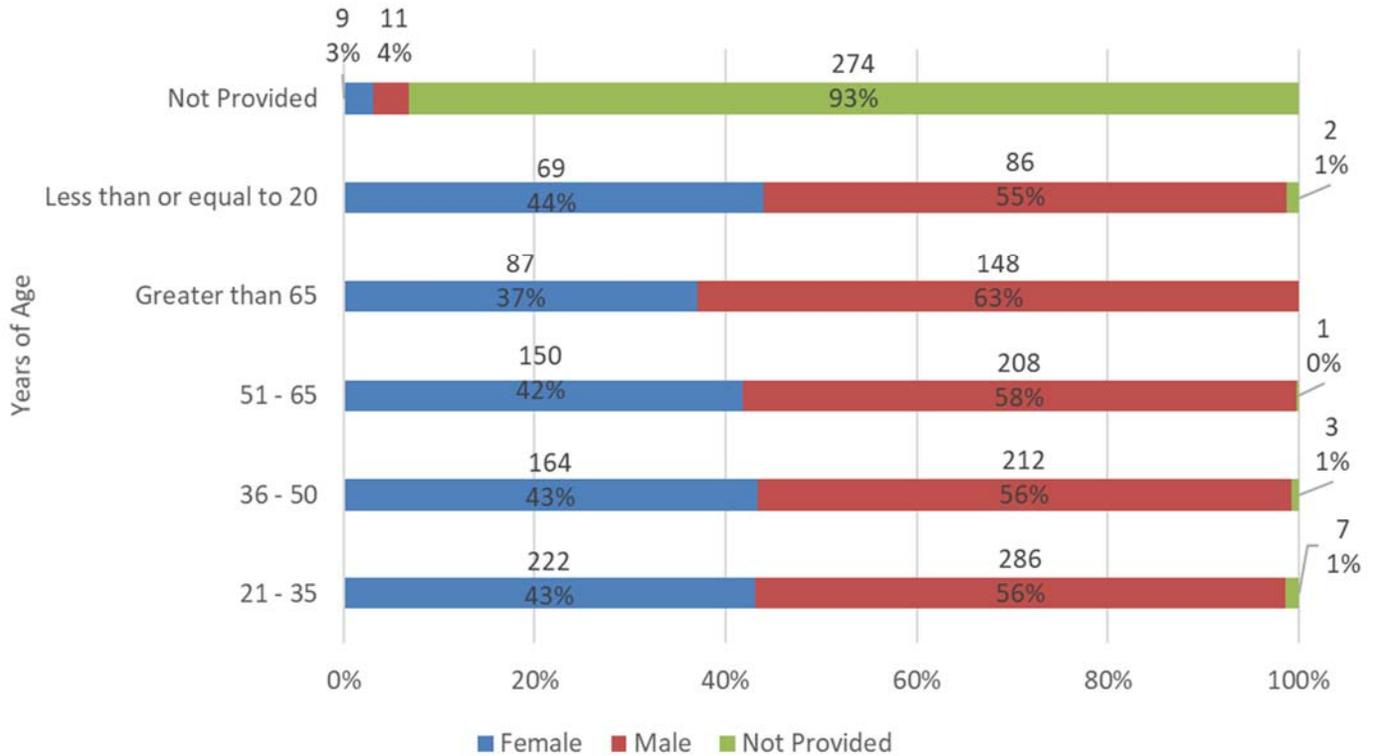
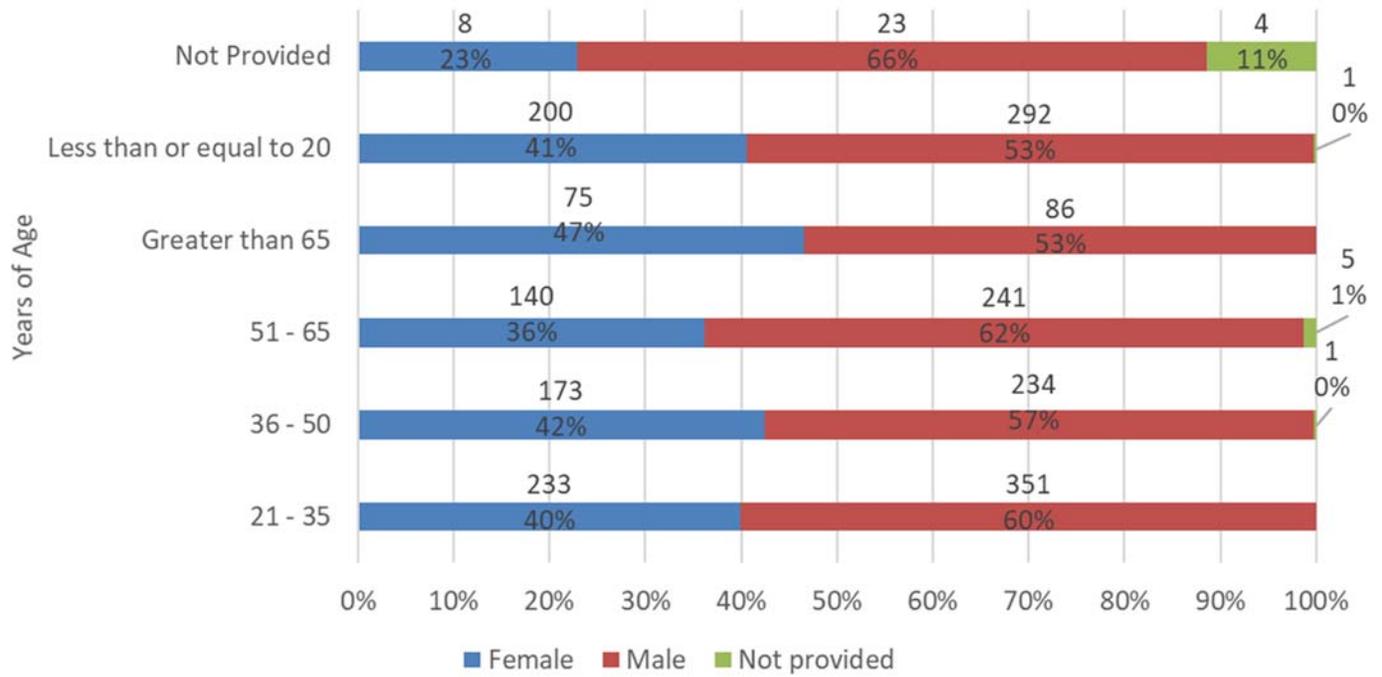


Figure 51: Pedestrian Age for Pedestrian Fatal Crashes



* Figures above bars indicate the count of individuals. Percentages within bars indicate the percent of persons in that category.

Figure 52: Comparison of Driver Gender and Age for Pedestrian Injury Crashes



* Figures above bars indicate the count of individuals. Percentages within bars indicate the percent of persons in that category.

Figure 53: Comparison of Pedestrian Gender and Age for Pedestrian Injury Crashes



Forest Hill Avenue & Semmes Avenue/Dundee Avenue, Richmond, VA

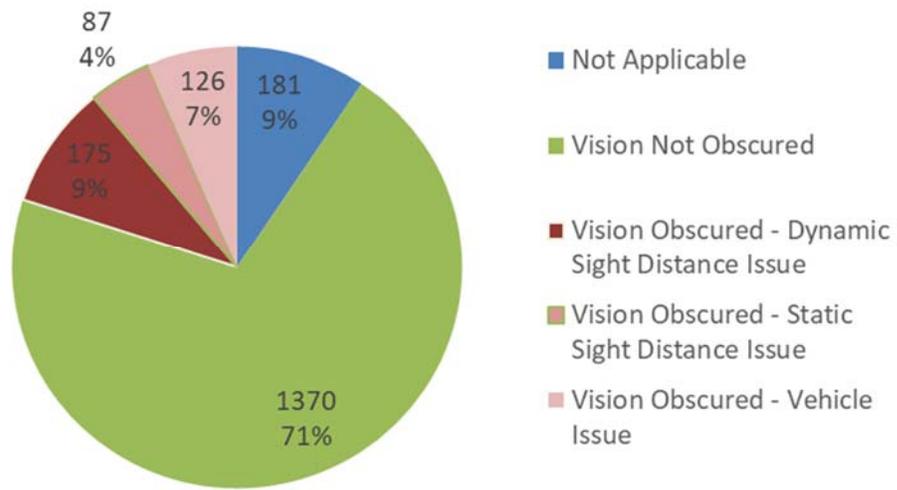
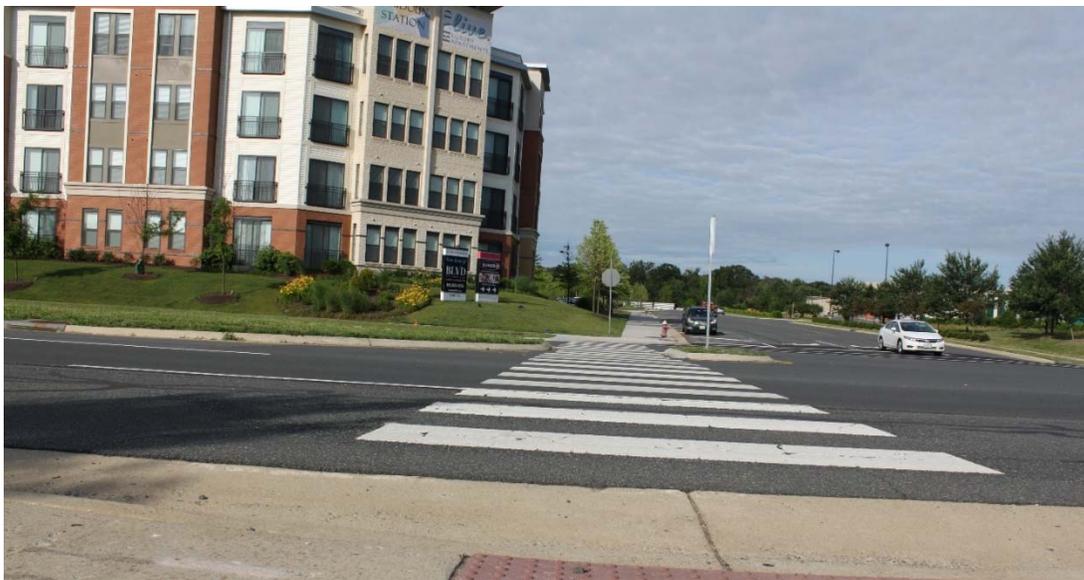


Figure 54: Driver Vision for Pedestrian Injury Crashes



Shellhorn Road & Loudoun Station Drive, Ashburn, VA



* Figures above bars indicate the count of individuals. Percentages within bars indicate the percent of persons in that category.

Figure 55: Driver Vision for Pedestrian Injury Crashes by Functional Classification

WHAT Factors

This assessment also evaluated factors related to driver and pedestrian behaviors. These factors include driver and pedestrian alcohol impairment, the speed limit at the crash location collected from the police crash report, and driver and pedestrian action during the crash. In cases involving multiple vehicles, the profile of the driver of the first vehicle – the one that triggered the crash – was considered. For crashes involving multiple pedestrians, the profiles of all pedestrians involved the crash were considered.

The data reveals that drinking was not a factor in most pedestrian injury crashes. Four percent of pedestrian injury crashes involved driver drinking. Additionally, 12% of pedestrians involved in an injury crash had consumed alcohol (see Figure 56 and Figure 57). Of those crashes where pedestrians reported being under the influence at the time of the crash, the most common pedestrian action was crossing outside of the intersection. The analysis also examined the speed limit of roadways where pedestrian injury crashes occurred. These limits were used as an indicator of the speed the driver was traveling at the time of the crash. Nearly half (49%) of pedestrian injury crashes occurred on roadways where the speed limit was 25 MPH or less, and over a quarter of crashes took place on roadways with a 30 or 35 MPH speed limit (see Figure 58).

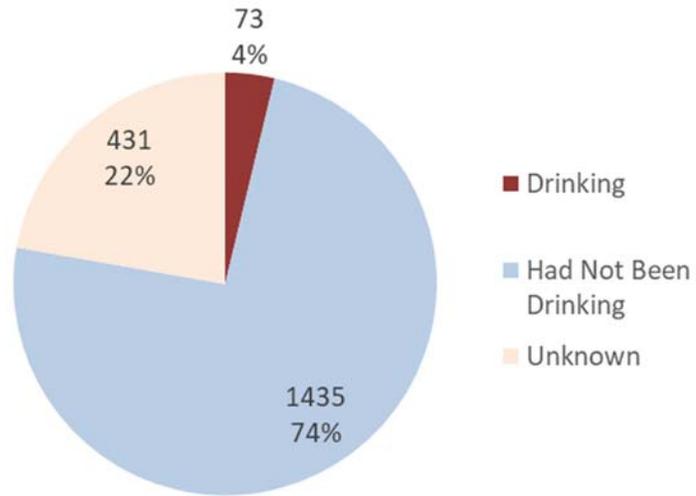


Figure 56: Driver Drinking for Pedestrian Injury Crashes

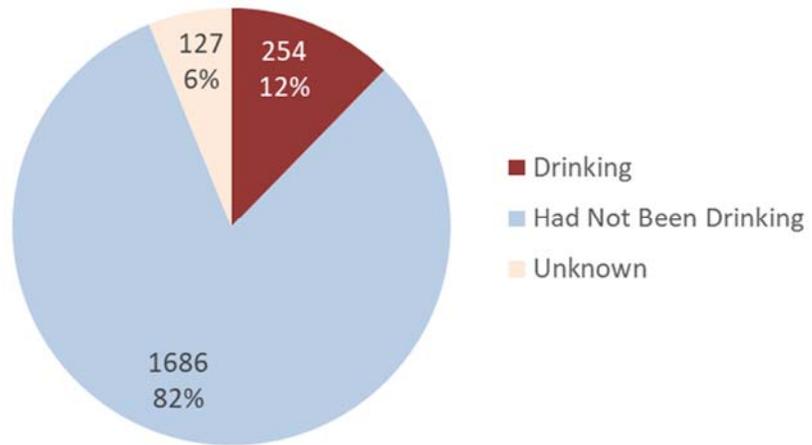


Figure 57: Pedestrian Drinking for Pedestrian Injury Crashes

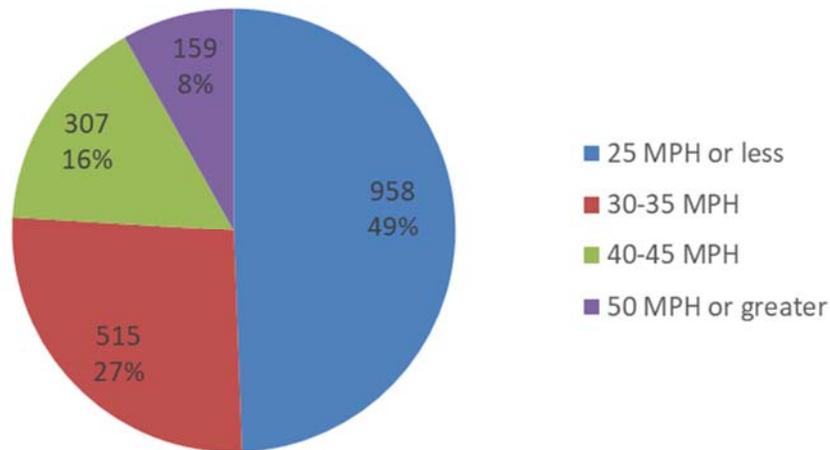


Figure 58: Speed Limit (MPH) at Pedestrian Injury Crash Locations

Figure 59 summarizes the range of driver actions in pedestrian injury crashes to understand the vehicle maneuvers that were being made during the crash. In both, the 2019 Update and the previous assessment, the most prevalent driver action was Going Straight Ahead (56%), followed by Making Left Turn (18%), and Making Right Turn (10%).

An additional analysis was conducted to understand the pedestrian action in crashes with these three driver actions. These findings are summarized below in Figure 59.

- **When the driver action was Going Straight Ahead, pedestrians were not crossing at the intersection (27%).** Sixteen percent of pedestrians were in the roadway because sidewalks were not available (16%).
- **When driver action was Making a Left Turn, pedestrians were crossing at the intersection.** Thirty-nine percent were crossing at the signalized intersection, while 25% were crossing at unsignalized intersection., In 85 % of these crashes, a crosswalk was present. It should be noted that the remaining 15% where pedestrians crossed at an unmarked crosswalk are still considered legal crossings. In addition, 23% of pedestrians were crossing outside of an intersection when drivers were making a left turn.
- **When the driver action was Making a Right Turn, pedestrians were crossing at the intersection.** Crossing at an intersection with a signal accounted for the largest portion (38%) of pedestrian actions in this category, while crossing at an intersection with no signal was the second largest (29%) portion of pedestrian action in this category.

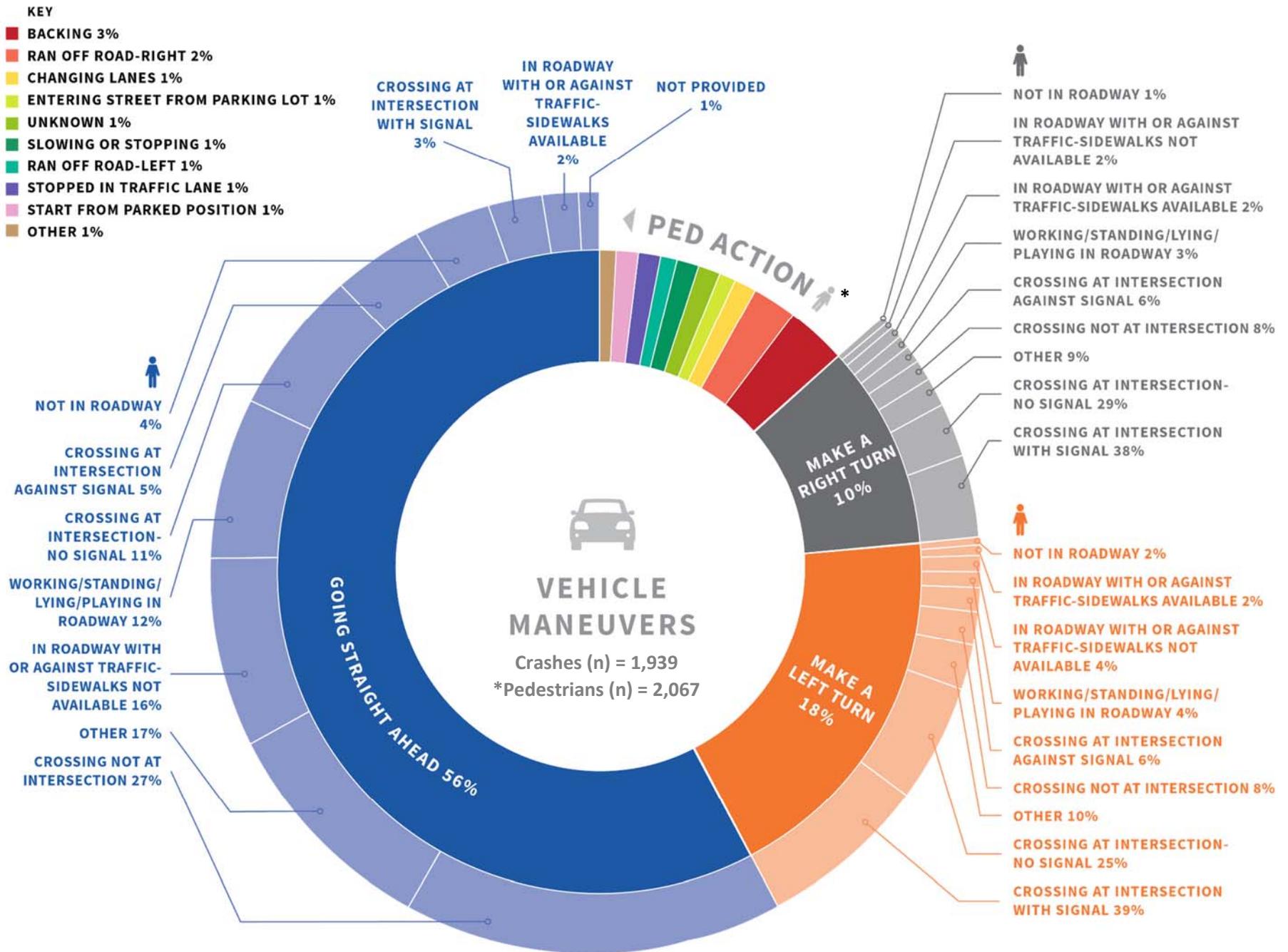


Figure 59: Driver and Pedestrian Action in Pedestrian Injury Crashes

WHEN Factors

This analysis also examined factors related to when an injury crash took place, and the environmental conditions at the time of the crash. These factors included time of day, season, month, lighting and weather.

Unlike fatal crashes, injury crashes take place throughout the day. Nearly the same portion of injury crashes took place between 12 PM and 6 PM (37%) as between 6 PM and 12 AM (34%) (see Figure 60). In addition, 58% of crashes took place during the cooler seasons, with 30% of crashes taking place during Autumn and another 28% taking place during Winter (see Figure 61). When analyzed on a calendar month basis, the month of October had the highest volume of injury crashes, though the number of crashes remained high through January compared to the rest of the year (see Figure 62). **Weather was not a factor in the majority (85%) of pedestrian injury crashes;** adverse weather such as mist, rain, snow, sleet, hail, and fog were a factor in 15% of crashes (see Figure 63). Lighting conditions were also examined as part of this assessment and found to be a factor in pedestrian injury crashes. **The majority of pedestrian injury crashes (54%) occurred during daylight: however, low lighting (i.e. darkness with lighting, darkness without lighting, dusk, and dawn) affected 46% of pedestrian injury crashes.**

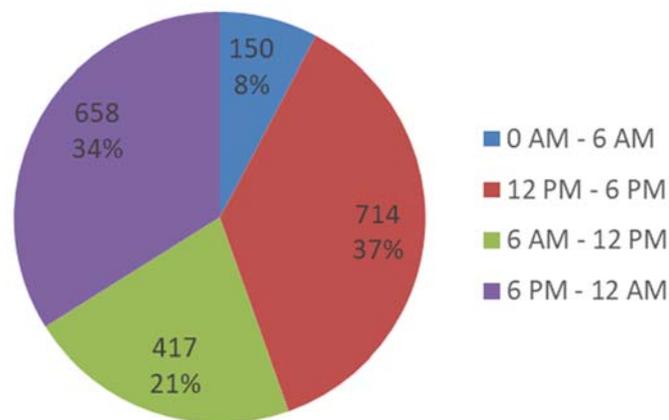


Figure 60: Time of Day for Pedestrian Injury Crashes

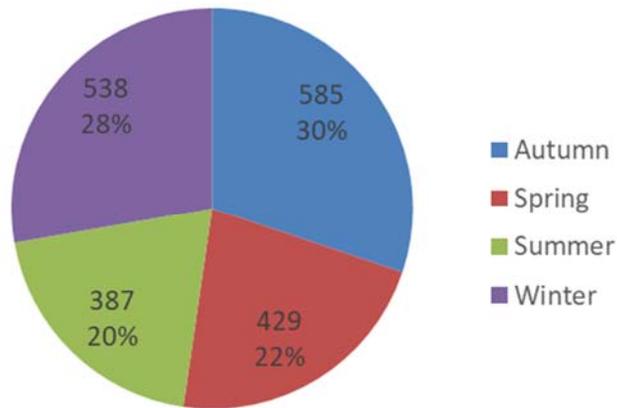


Figure 61: Season for Pedestrian Injury Crashes

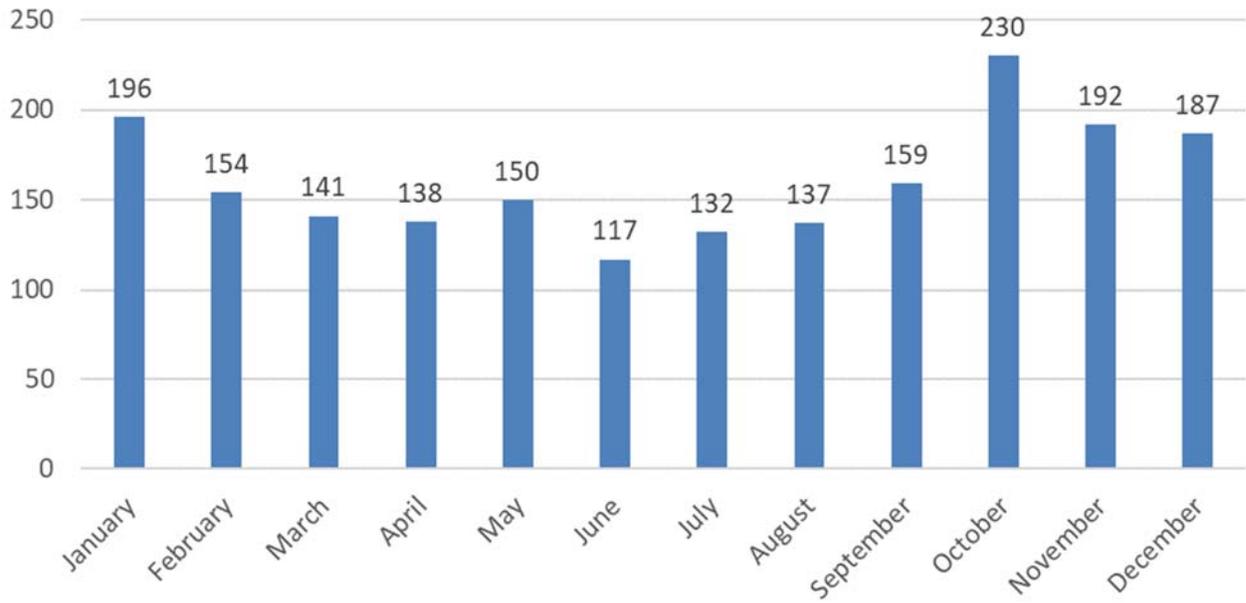


Figure 62: Pedestrian Injury Crashes by Month

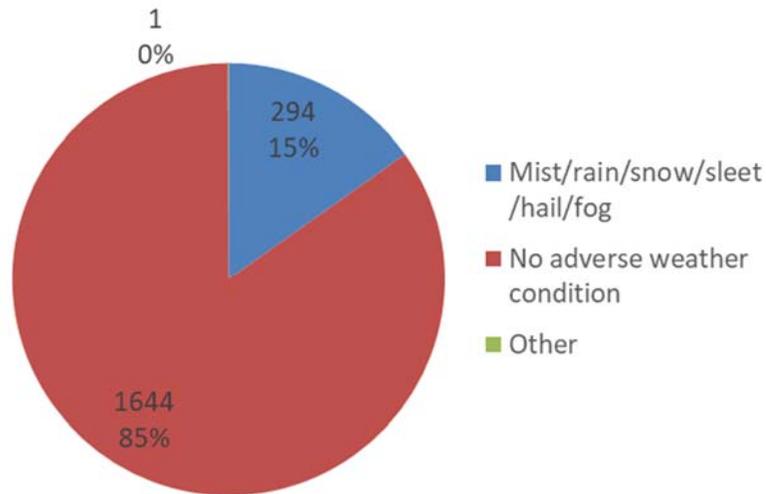


Figure 63: Weather at Pedestrian Injury Crashes

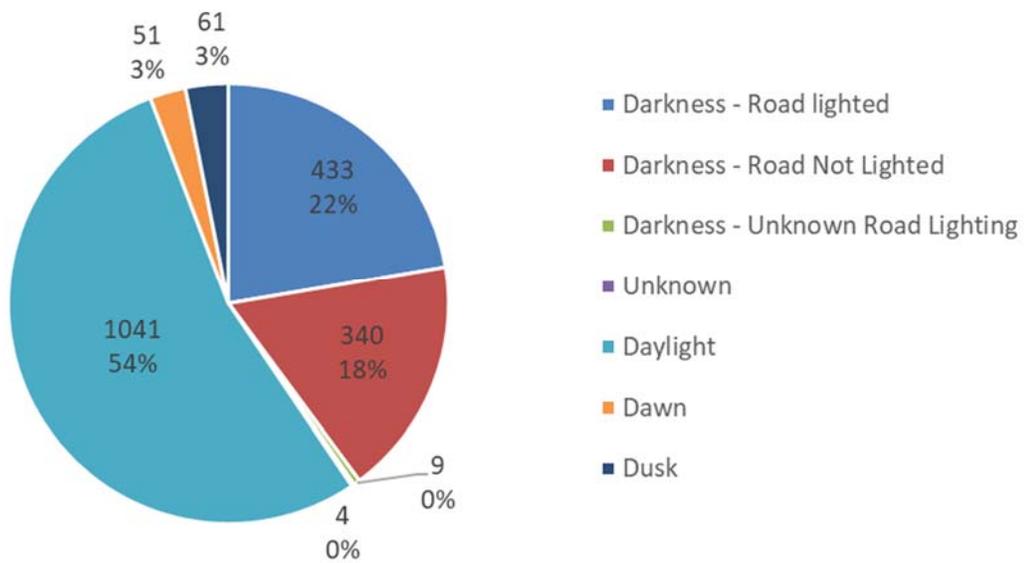


Figure 64: Lighting Conditions in Pedestrian Injury Crashes

WHERE Factors

Factors related to crash location were also examined to identify any relationships between injury crashes and the built environment such as intersections, sidewalks, and land use. As discussed in an earlier section, this update also examines several new factors associated with location such as transit access, proximity to hospitals and nursing homes, and HOI ranking.

Figure 65 illustrates where pedestrian injury crashes were likely to occur. The most common location for pedestrian injury crashes was at an intersection (69%), and more often at an unsignalized intersection

(42% injury crashes) than at a signalized intersection (27% injury crashes). Mid-block was the second most common location for a pedestrian injury crash.

Crash location was also compared to functional classification, ownership, and facility type.

Figure 66 through Figure 72 illustrate the findings from those comparisons. A summary of key findings follows:

- By functional classification – A crash that occurred at either an unsignalized or signalized intersection was most likely to occur on an arterial roadway (see Figure 66).
- By ownership – Regardless of location, crashes occurred most often on non-VDOT roads (see Figure 67).
- By facility type – The majority of crashes take place on two-way, non-divided roadways with two or three lanes. Crashes on this kind of facility type were most likely to be located at unsignalized intersections (see Figure 68 through Figure 72).

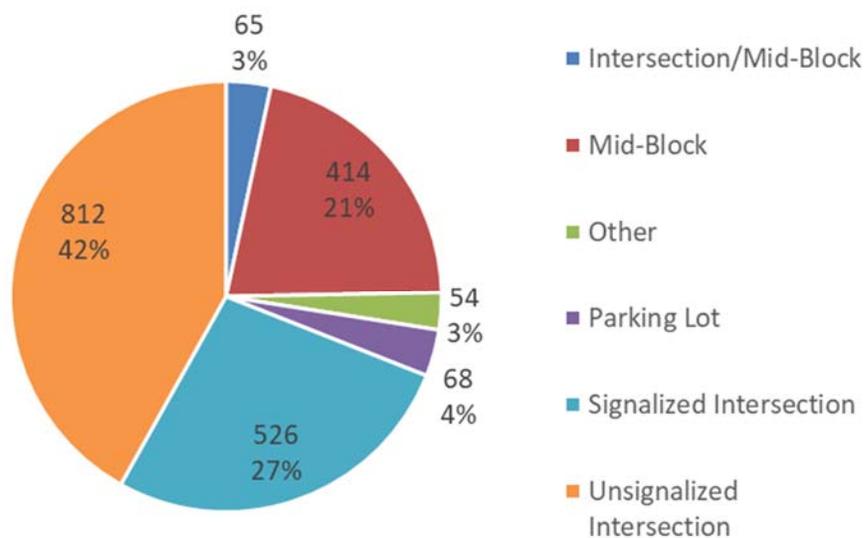
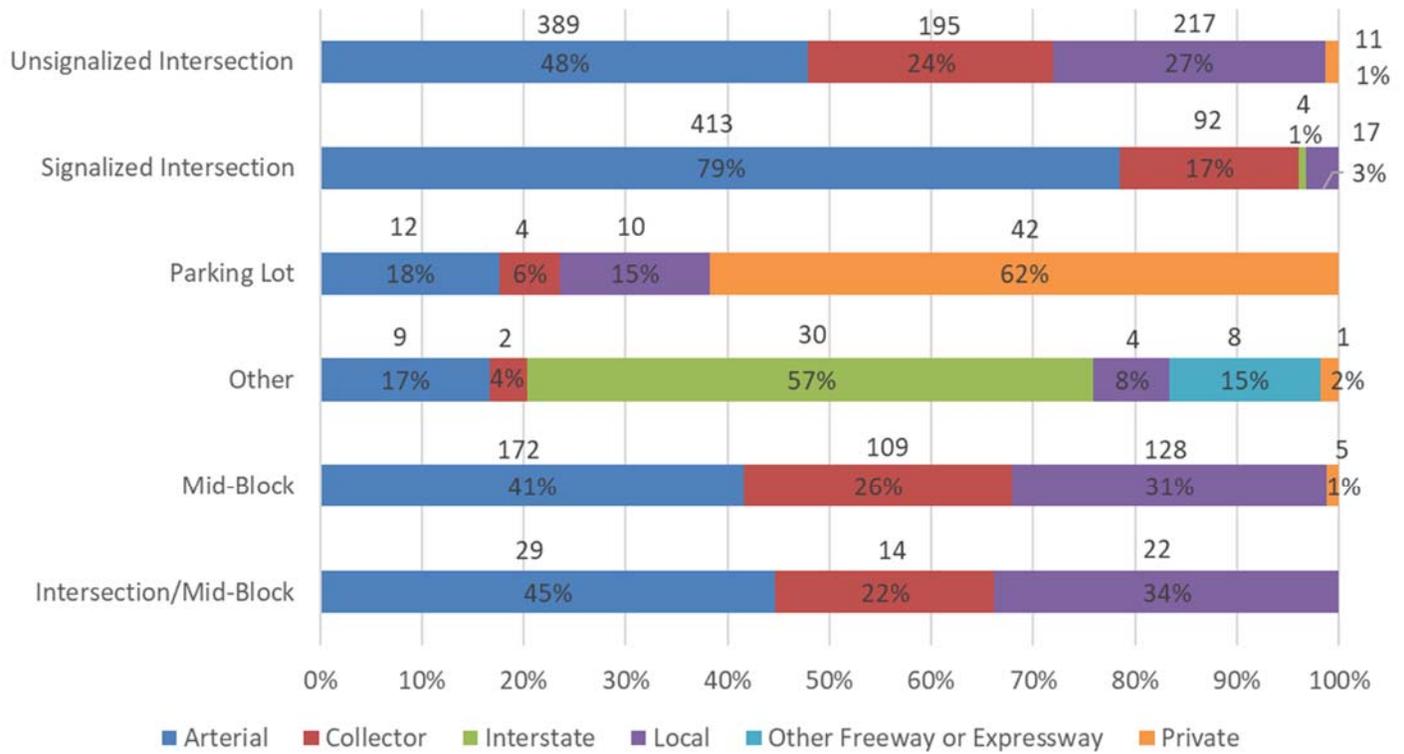


Figure 65: Crash Location for Pedestrian Injury Crashes

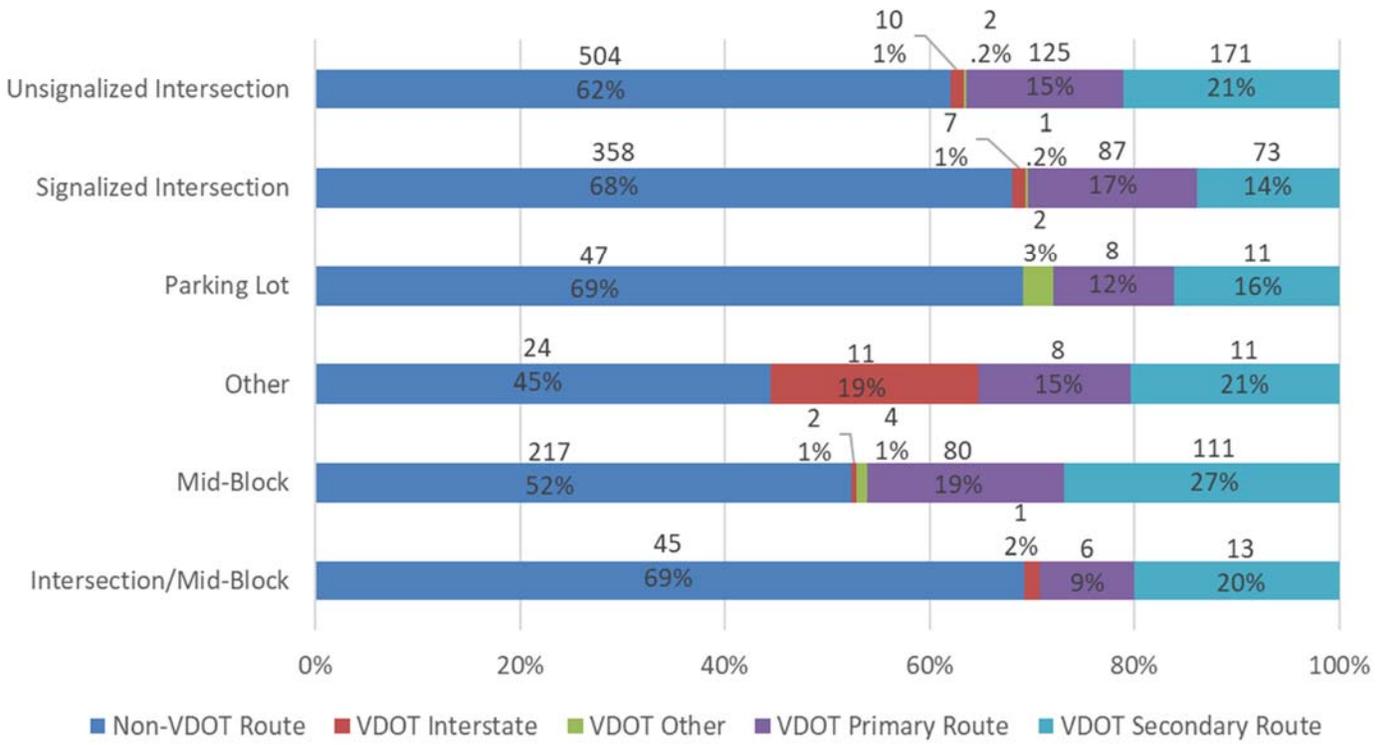


* Figures above bars indicate the count of individuals. Percentages within bars indicate the percent of persons in that category.

Figure 66: Crash Location for Pedestrian Injury Crashes by Functional Classification



Massie Road, Charlottesville, VA



* Figures above bars indicate the count of individuals. Percentages within bars indicate the percent of persons in that category.

Figure 67: Crash Location for Pedestrian Injury Crashes by Ownership



University Avenue & Rugby Road, Charlottesville, VA

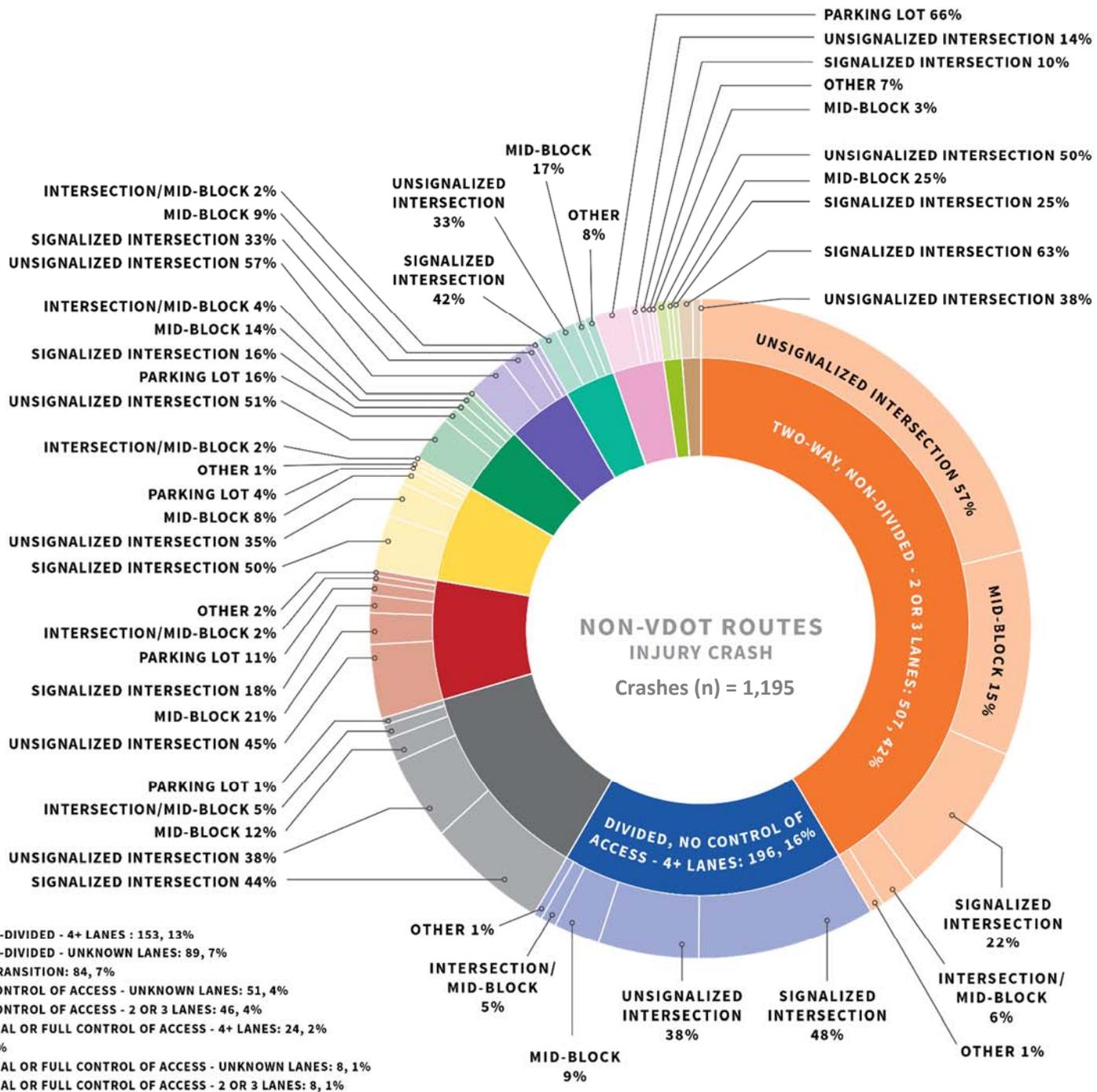


Figure 68: Crash Location for Pedestrian Injury Crashes by Facility Type

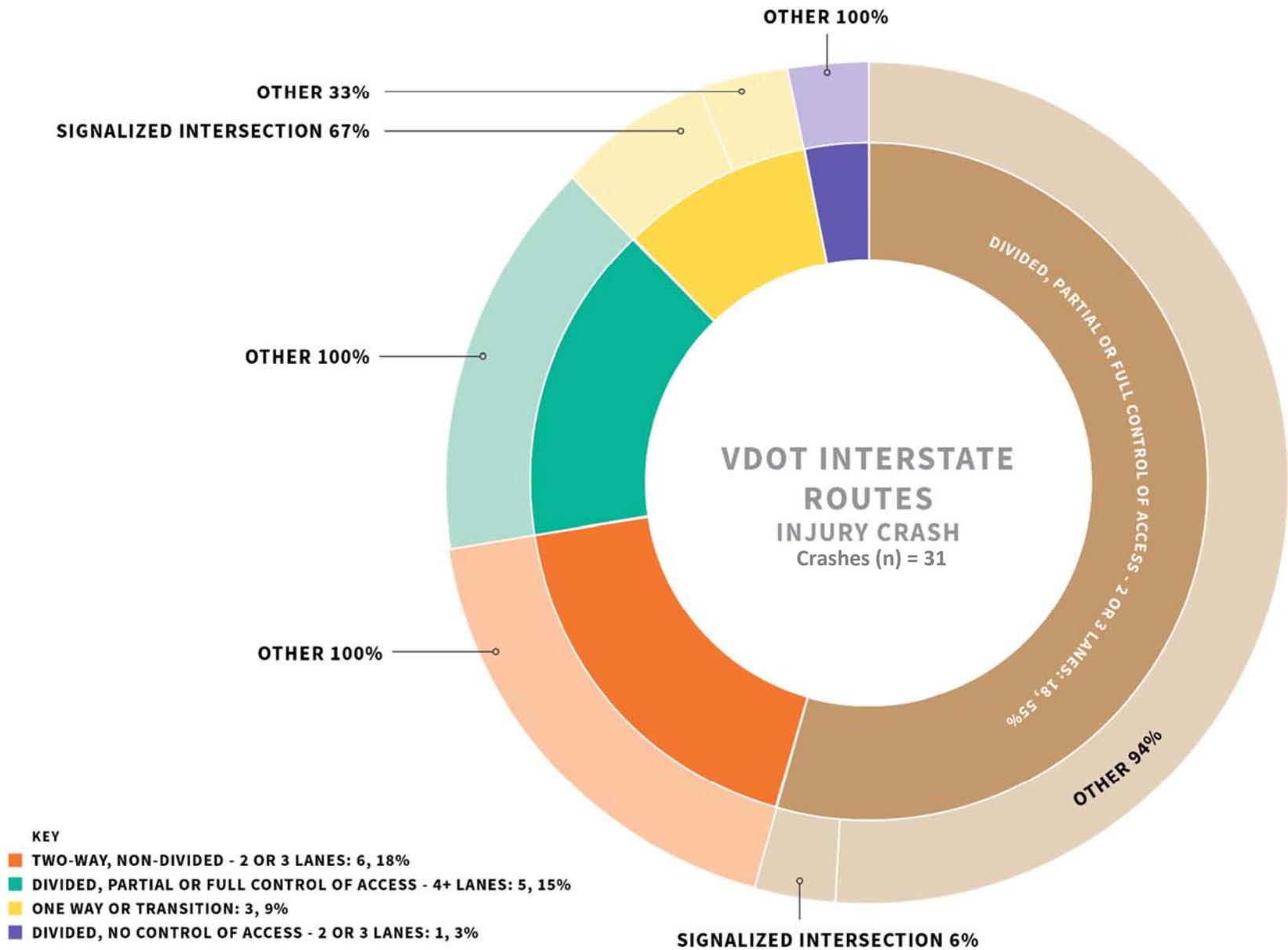


Figure 69: Crash Location for Pedestrian Injury Crashes by VDOT Interstate Routes

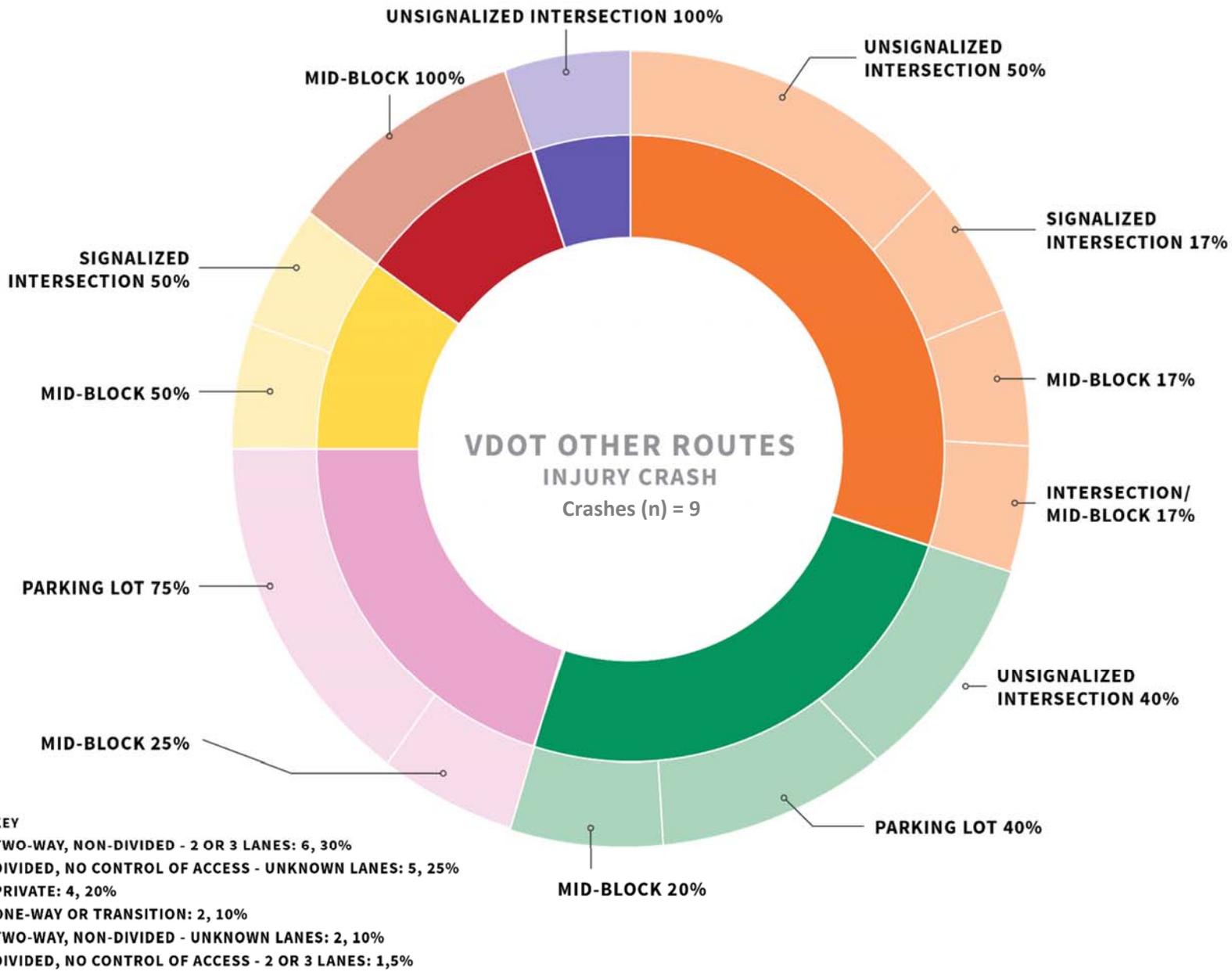


Figure 70: Crash Location for Pedestrian Injury Crashes by VDOT Other Routes

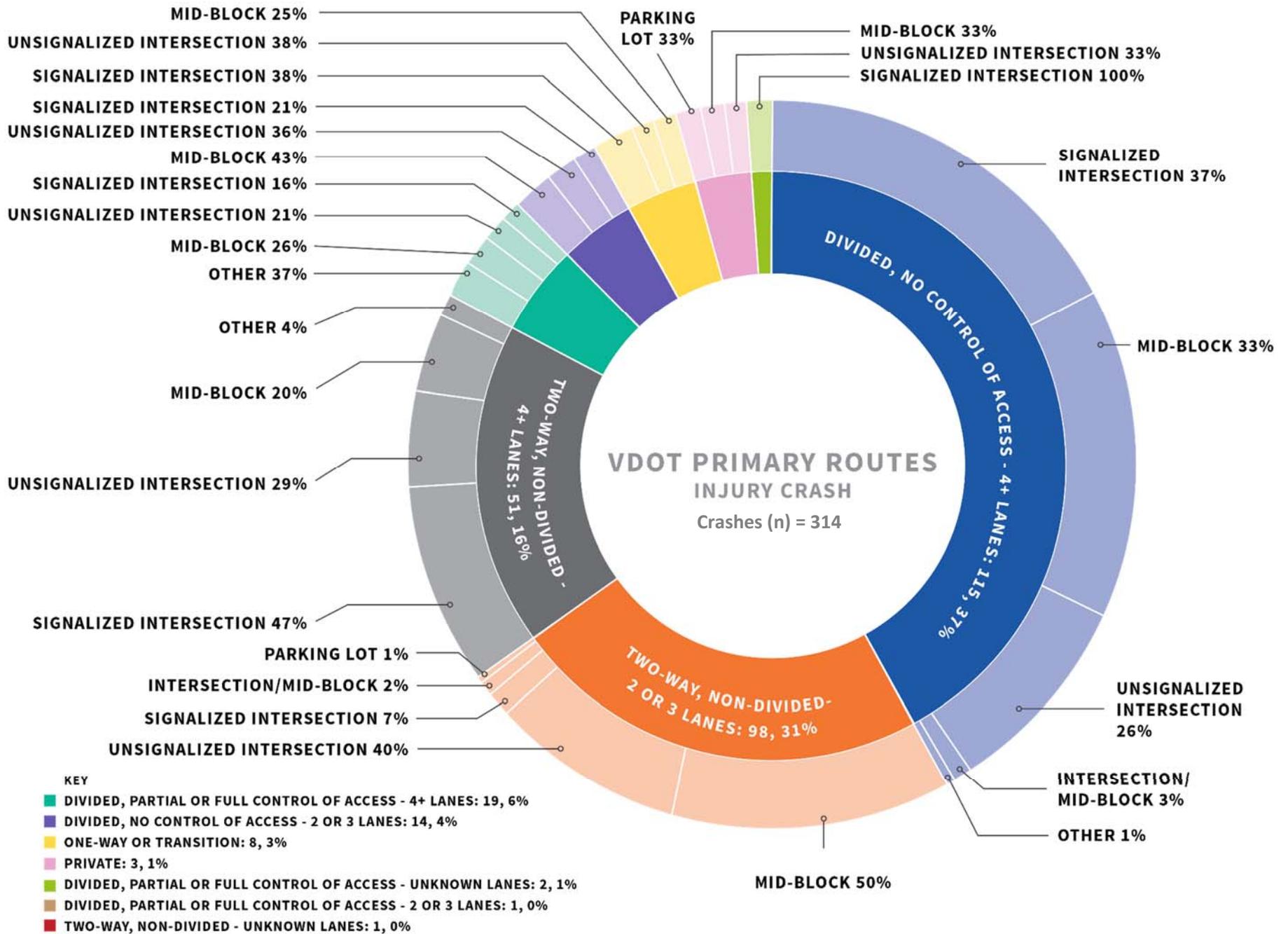


Figure 71: Crash Location for Pedestrian Injury Crashes by VDOT Primary Routes

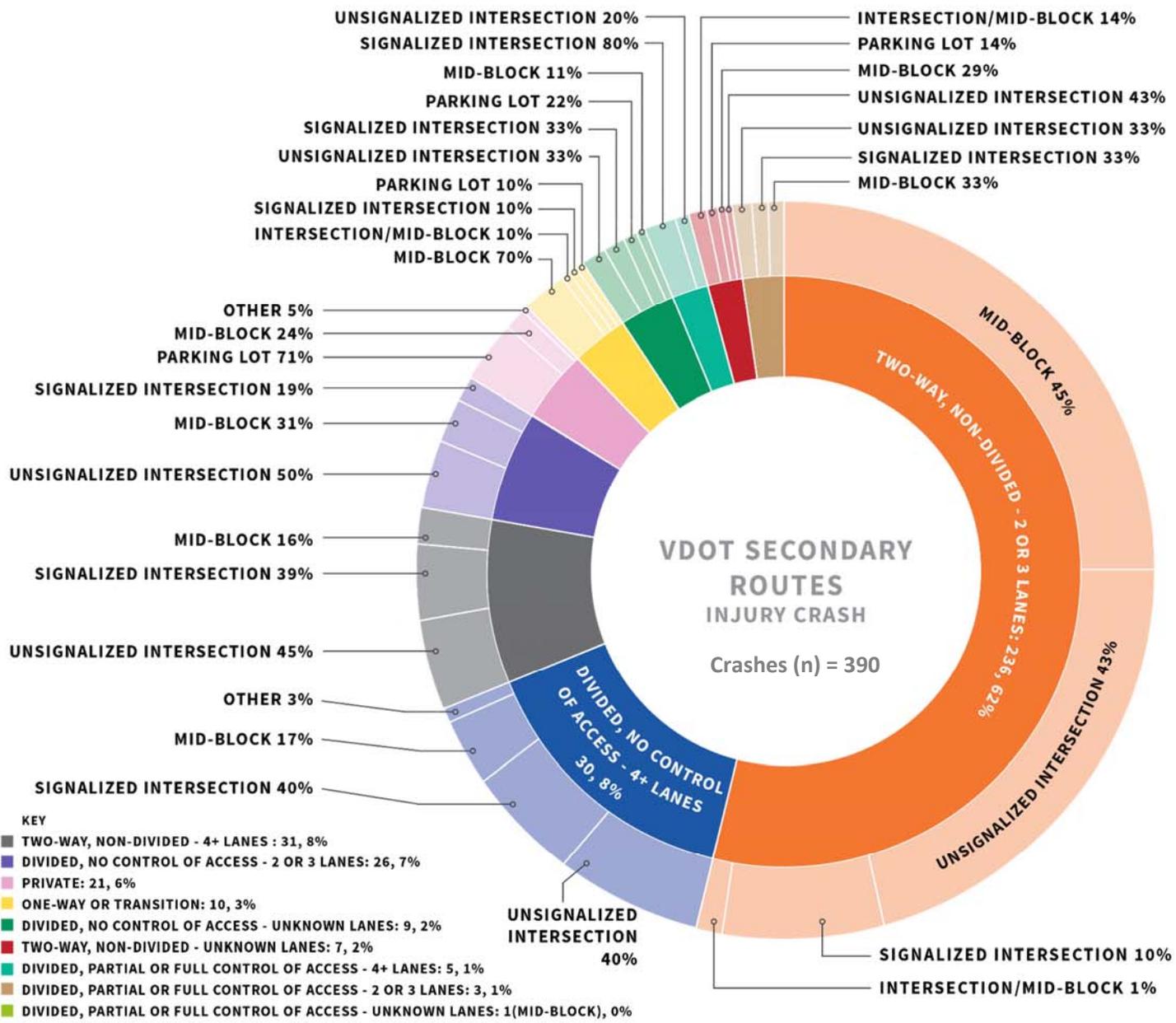


Figure 72: Crash Location for Pedestrian Injury Crashes by VDOT Secondary Routes

The analysis also evaluated the presence of crosswalks in pedestrian injury crashes. The data revealed that most of pedestrian injury crashes (57%) took place in a location with no crosswalk (see Figure 73). Where crosswalks were present, pedestrians were more likely to be struck in the crosswalk (25%) than outside of the crosswalk (18%) (see Figure 73). In pedestrian injury crashes where pedestrians were struck in the crosswalk, three times as many pedestrians were crossing with the signal (meaning that they crossed the intersection when the pedestrian signal was green for the direction the pedestrian was traveling in) than against it (see Figure 74).

It is important to note that “other pedestrian action” describes actions such as working, standing, lying, or playing in the roadway. These other actions were not provided in the police report or were recorded as “not applicable” in the report.

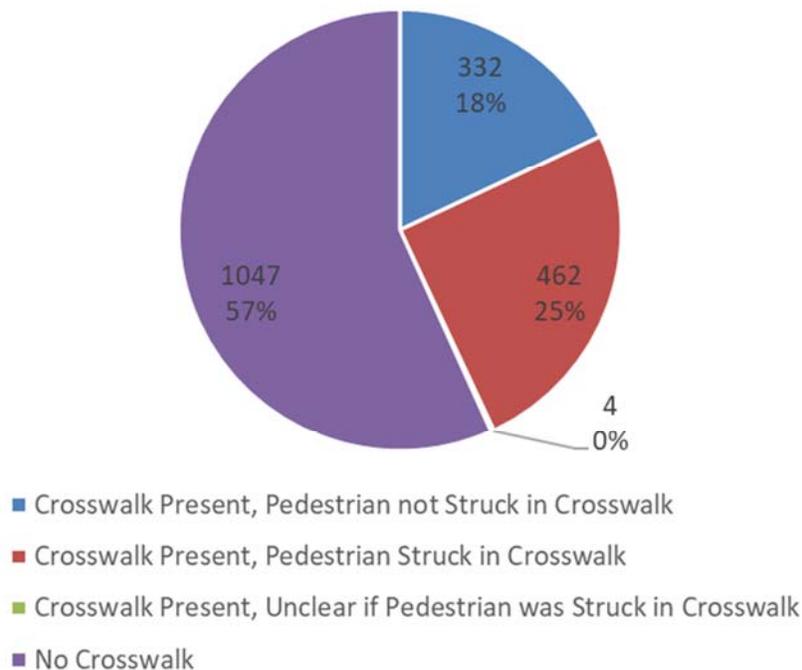
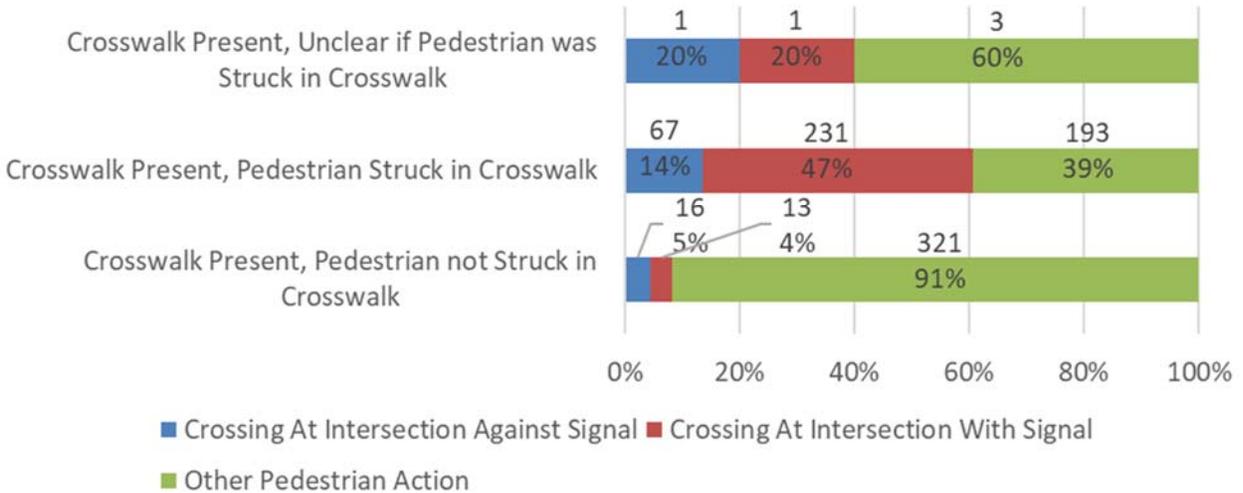


Figure 73: Marked Crosswalk Presence at Pedestrian Injury Crashes



* Figures above bars indicate the count of individuals. Percentages within bars indicate the percent of persons in that category.

Figure 74: Pedestrian Crossing at Signalized Intersection when a Marked Crosswalk is Present

The assessment also reviewed sidewalk presence at pedestrian injury crash locations. Half (50%) of pedestrian injury crashes occurred in locations with sidewalks, while the remaining half took place in locations without sidewalks, (see Figure 75). For this study, the presence of a sidewalk was accounted for if the pedestrian was crossing a street and a continuous sidewalk was present on both sides of the road and extended for 0.25 mile centered from the crash site. If the pedestrian was not crossing the street at the time of crash, a sidewalk was deemed present if it was present on the side of the street where the pedestrian was hit and extended 0.25 mile centered at the location of the crash, regardless of direction where pedestrian was going. Sidewalk presence was also compared to functional classification, ownership, and facility type. The comparison showed that for nearly all functional classification types, apart from arterials, crashes were more likely to occur on roadways with no sidewalk. Additional findings from these comparisons can be found in Figure 76 through Figure 78.

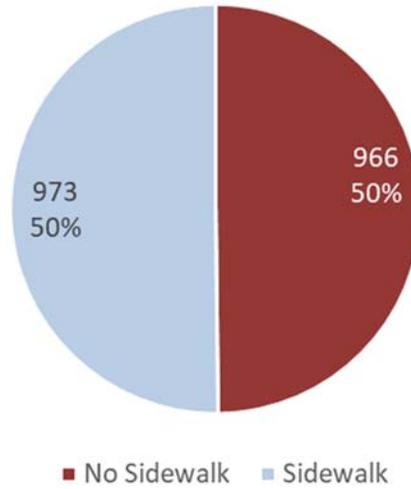
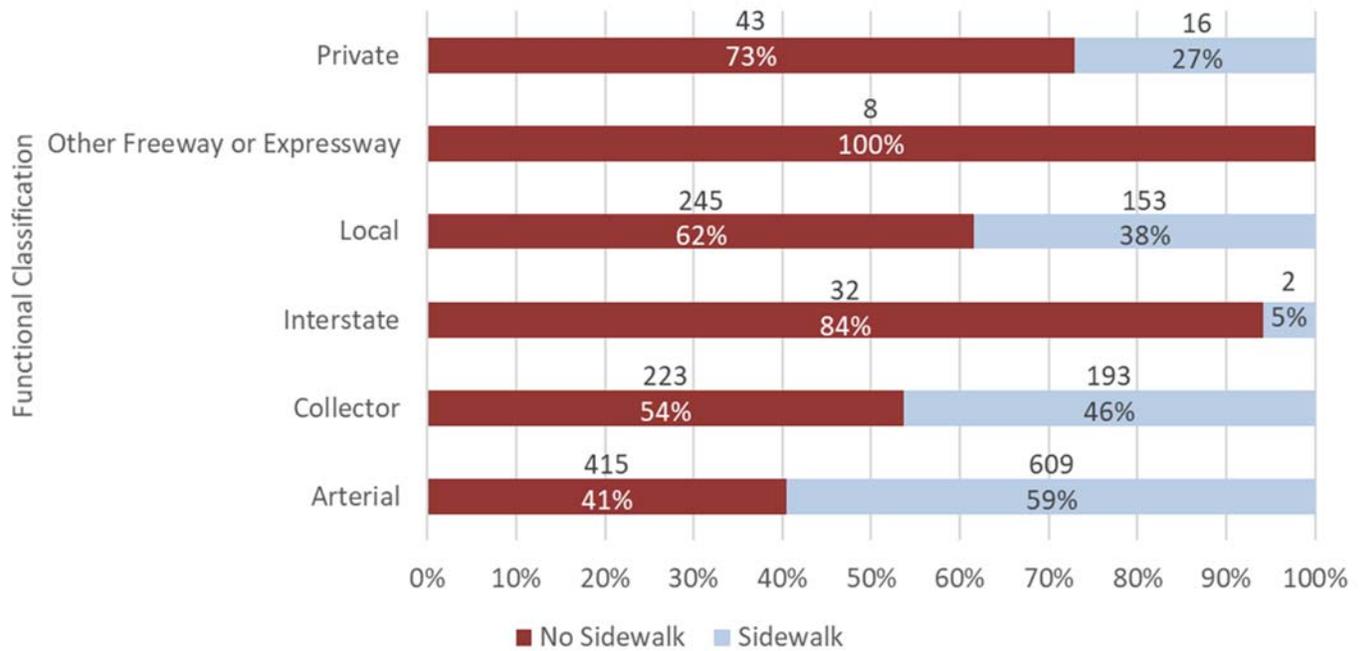
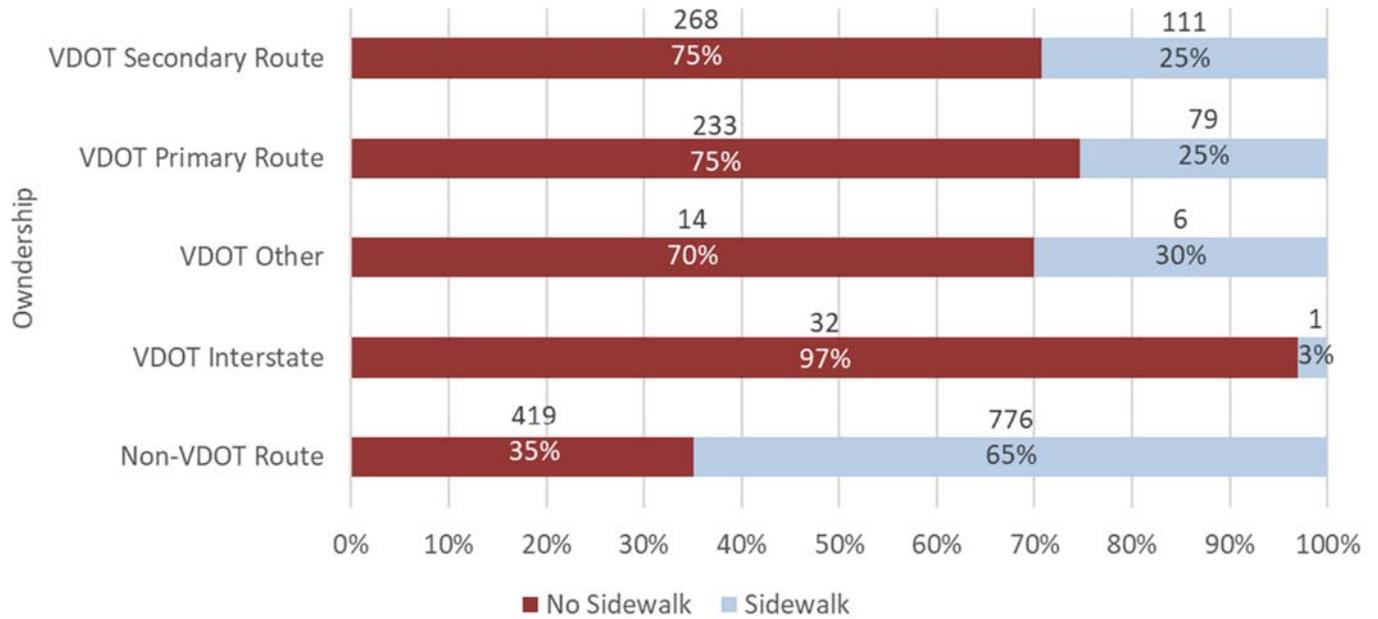


Figure 75: Sidewalk Presence at Pedestrian Injury Crashes



* Figures above bars indicate the count of individuals. Percentages within bars indicate the percent of persons in that category.

Figure 76: Sidewalk Presence at Pedestrian Injury Crashes by Functional Classification

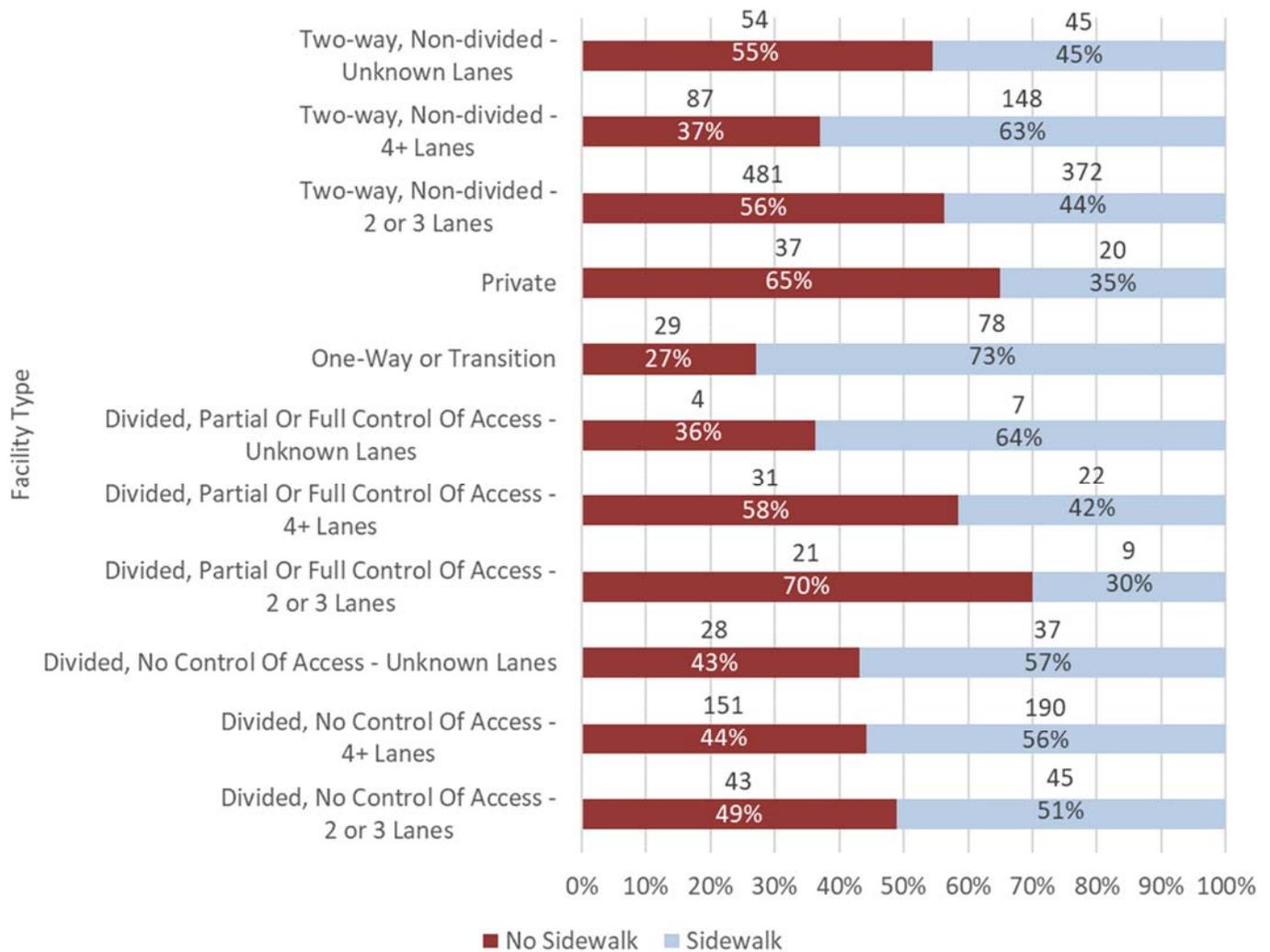


* Figures above bars indicate the count of individuals. Percentages within bars indicate the percent of persons in that category.

Figure 77: Sidewalk Presence at Pedestrian Injury Crashes by Ownership



Augusta Drive, Sterling, VA



* Figures above bars indicate the count of individuals. Percentages within bars indicate the percent of persons in that category.

Figure 78: Sidewalk Presence at Pedestrian Injury Crashes by Facility Type

Figure 79 and Figure 80 summarize findings from an analysis of the land use surrounding the locations where pedestrian injury crashes occurred between 2014 and 2018. For this update, a new land-use category, “Mixed-Use,” was introduced to capture areas with a blend of multiple land uses, such as an area with commercial land use on the ground floor and residential uses on the upper floors. In terms of land use, pedestrian injury crashes were almost as likely to occur in residential areas (36%) as in commercial areas (34%). **Pedestrian crashes in areas with commercial, residential, and mixed-use land uses comprised 83% of pedestrian injury crashes.** In addition, 10% of all injury crashes occurred in mixed-use land use and 13% in agricultural/rural areas.

Figure 80 provides additional details on the relationship between land use, functional classification, and pedestrian injury crashes. Arterials in commercial areas had the largest number of pedestrian injury crashes (476 crashes).

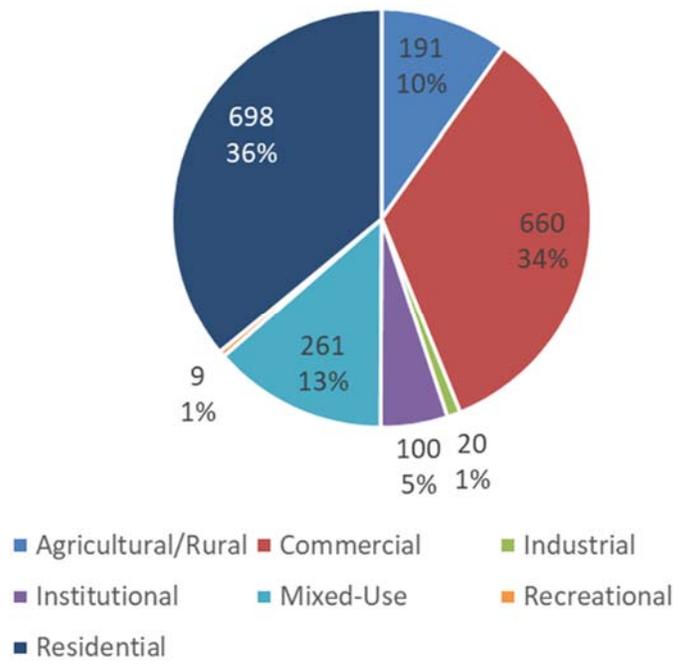
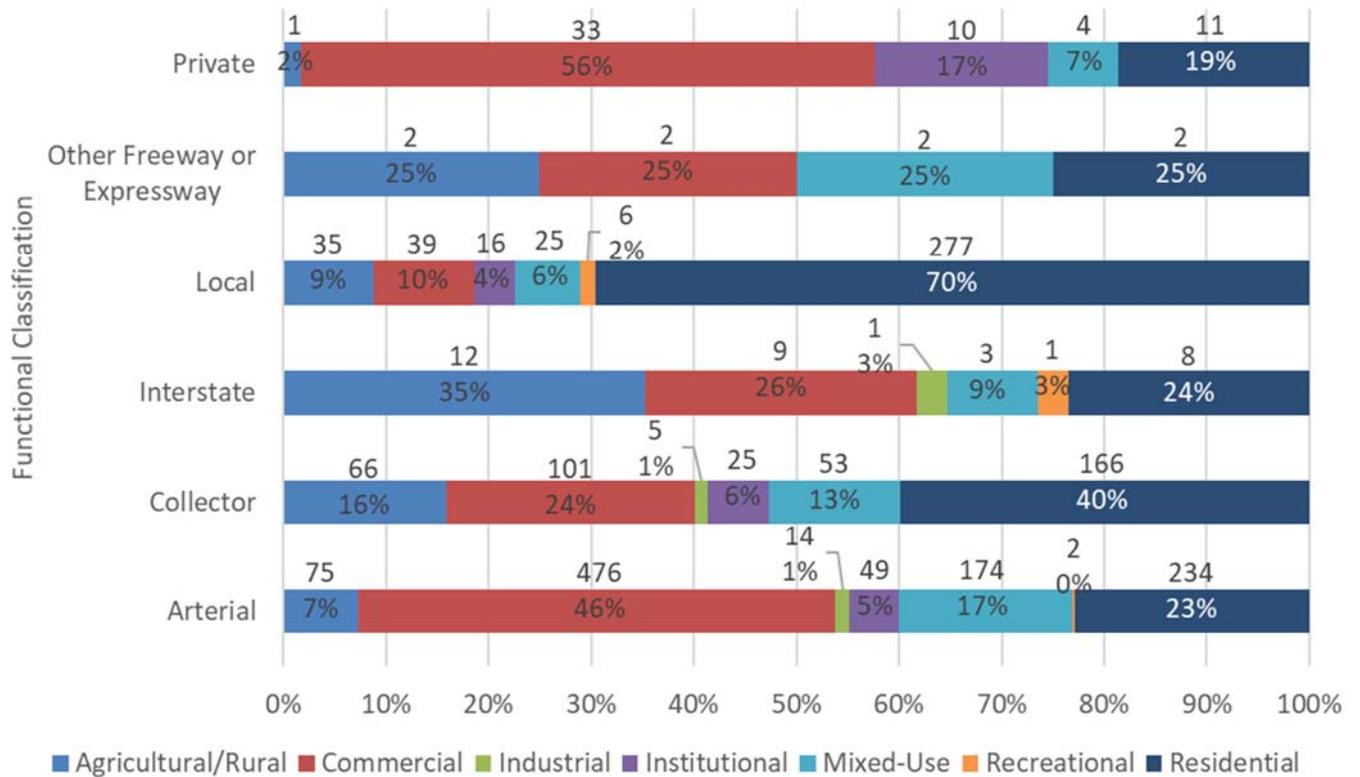


Figure 79: Predominant Land Use Adjacent to Pedestrian Injury Crashes



* Figures above bars indicate the count of individuals. Percentages within bars indicate the percent of persons in that category.

Figure 80: Predominant Land Use Adjacent to Pedestrian Injury Crashes by Functional Classification

As previously mentioned, this update incorporates several new factors for analysis, including transit access, and proximity to hospitals and nursing homes. For this study, transit access was defined as a crash occurring within 500 feet of a bus or rail stop, or within a 0.25-mile radius of a bus route. Proximity to a hospital or nursing home was defined as being within 500 feet of a full-service hospital or nursing home.

Figure 81 through Figure 83 illustrate the relationship between pedestrian injury crashes and proximity to bus stops, rail stops, and bus routes. The data shows that 50% of injury crashes occurred near a bus stop. However, proximity to a rail stop was not a factor for most injury crashes; 93% of injury crashes were not located near a rail stop. The majority of injury crashes (over 70%) occurred within 0.25-mile radius of a bus route.

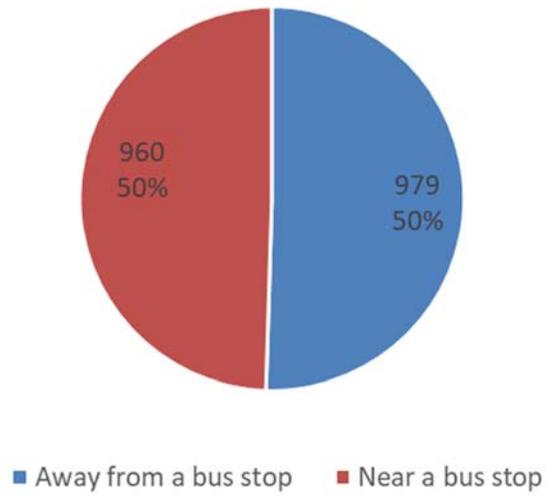


Figure 81: Pedestrian Injury Crashes and Proximity to Bus Stops

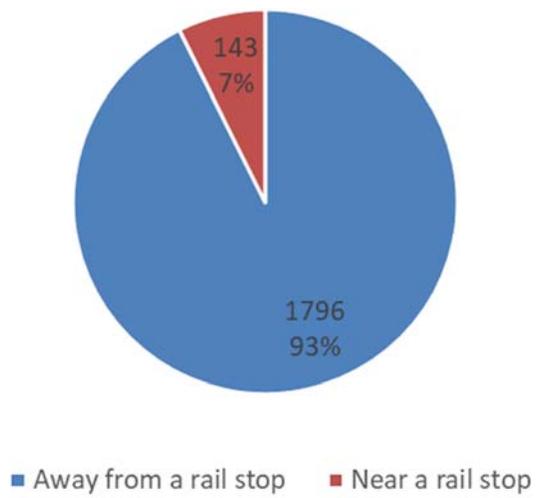


Figure 82: Pedestrian Injury Crashes and Proximity to Rail Stops

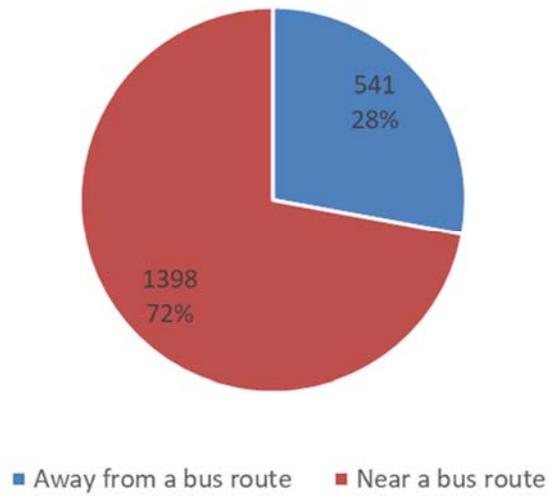


Figure 83: Pedestrian Injury Crashes and Proximity to Bus Routes

Figure 84 and Figure 85 illustrate the correlation between hospitals, nursing homes, and pedestrian injury crashes. Proximity to hospitals and nursing homes do not appear to be major factors for injury crashes.

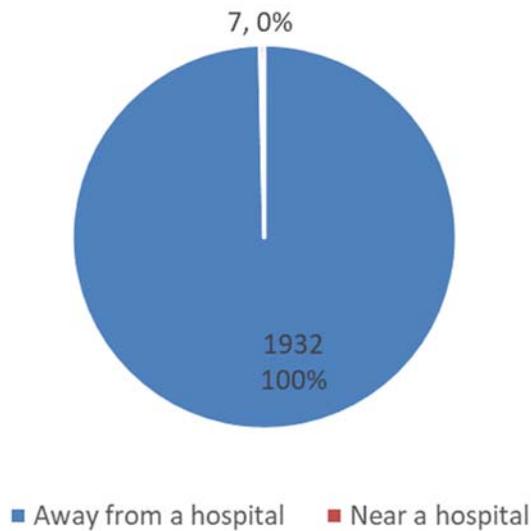


Figure 84: Pedestrian Injury Crashes and Proximity to Hospitals

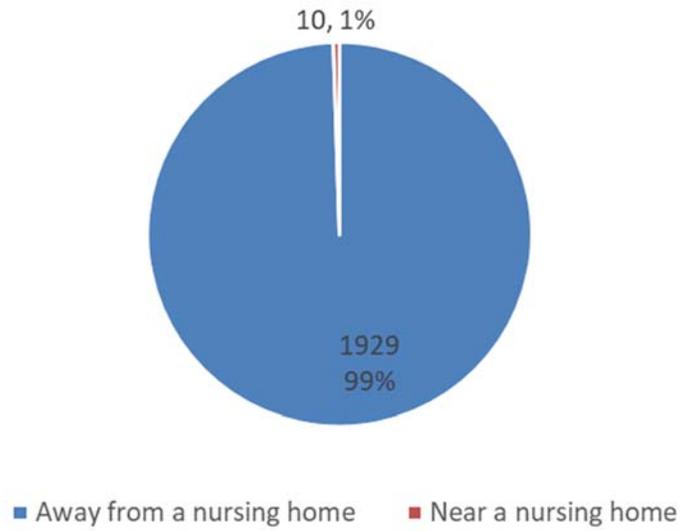


Figure 85: Pedestrian Injury Crashes and Proximity to Nursing Homes



Forest Hill Avenue, Richmond, VA

Table 7 provides an overview of the relationship between the frequency of pedestrian fatal crashes and the various factors described earlier.

Table 7: Location Heat Map for Pedestrian Injury Type Crashes

Injury Crashes	Factor	#	Functional Classification						Ownership				Facility Type										Total			
			Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes		One-way or Transition	Private	
			34	8	1024	416	398	59	33	312	379	20	1195	853	235	99	88	341	65	30	53	11		107	57	
Category	Factor	#																								
Pedestrian Action	Crossing At Intersection With Signal	271	1	0	202	56	11	1	1	30	39	0	201	93	47	8	13	57	10	4	6	2	31	0	2067	
	Crossing At Intersection Against Signal	102	0	0	80	19	3	0	0	16	9	1	76	22	20	4	4	36	1	1	4	1	9	0		
	Crossing At Intersection - No Signal	303	2	0	164	64	66	7	1	37	52	5	208	131	37	21	15	52	13	3	6	4	18	3		
	Crossing Not At Intersection	397	0	3	252	76	62	4	0	80	67	2	248	158	72	11	19	95	10	0	16	2	10	4		
	In Roadway With or Against Traffic - Sidewalks Available	47	0	0	28	9	10	0	0	5	5	0	37	23	9	1	1	10	2	0	0	0	1	0		
	In Roadway With or Against Traffic - Sidewalks Not Available	243	3	2	82	80	69	7	3	52	90	2	96	152	10	12	15	29	6	2	5	0	9	3		
	Working/Standing/Lying/Playing In Roadway	223	17	3	77	39	83	4	17	46	63	2	95	119	14	9	8	25	7	13	8	4	10	6		
	Not In Roadway	111	6	4	57	21	18	5	6	32	17	0	56	44	4	7	6	22	2	5	6	1	3	11		
Other	354	10	2	149	67	95	31	10	40	66	7	231	154	33	29	11	39	16	5	14	1	17	35			
Not provided/Not Applicable	16	0	0	5	8	2	1	0	4	1	1	10	9	1	0	0	2	1	0	0	0	2	1			
Driver Action	No Improper Action	904	8	3	519	189	166	19	8	175	173	7	541	388	122	41	39	192	25	6	28	6	41	16	1989	
	Avoiding Pedestrian	51	0	0	26	12	9	4	0	9	9	2	31	22	5	5	2	14	2	0	0	0	1	0		
	Hit And Run	254	5	3	108	66	67	5	5	41	51	2	155	131	29	13	11	33	7	4	4	0	14	8		
	Did Not Have Right-of-Way	265	2	0	172	50	35	6	1	24	40	3	197	95	33	15	14	45	11	4	8	4	33	3		
	Fail To Maintain Proper Control	89	8	2	34	16	23	6	8	19	19	0	43	32	9	6	3	12	6	7	2	0	2	10		
	Other	332	9	0	146	69	90	18	9	40	78	6	199	166	28	19	18	37	14	8	9	1	13	19		
	Not Provided	44	2	0	19	14	8	1	2	4	9	0	29	19	9	0	1	8	0	1	2	0	3	1		
Weather Conditions	No adverse weather condition	1644	27	7	849	355	356	50	26	256	334	18	1010	727	205	86	75	277	59	23	42	9	88	53	1989	
	Mist/rain/snow/sleet/hail/fog	294	7	1	175	61	41	9	7	56	45	2	184	126	30	12	13	64	6	7	11	2	19	4		
Other	1	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0		
Pedestrian Refuge Type	None	1652	22	7	799	381	384	59	21	228	345	19	1039	824	192	92	72	197	60	18	35	9	98	55	1939	
	Median	224	12	1	181	24	6	0	12	76	22	0	114	16	28	4	12	123	5	10	17	1	6	2		
	Island	20	0	0	11	3	6	0	0	4	4	1	11	4	4	0	3	7	0	1	1	0	0	0		
	Pork Chop	43	0	0	33	8	2	0	0	4	8	0	31	9	11	3	1	14	0	1	0	1	3	0		
Pedestrian Signal Present	Yes	330	1	0	259	60	10	0	1	29	41	0	259	96	61	11	13	86	9	4	10	3	37	0	1939	
	No	1609	33	8	765	356	388	59	32	283	338	20	936	757	174	88	75	255	56	26	43	8	70	57		
	None	1617	33	8	770	359	388	59	32	283	338	20	944	759	176	88	76	258	56	26	43	8	70	57		
Pedestrian Signal Type	Vehicle Signal Heads	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1989	
	Walk/Don't Walk - With Pedestrian Countdown	245	1	0	195	41	8	0	1	28	38	0	178	67	41	8	9	70	6	4	7	2	31	0		
	Walk/Don't Walk - Without Pedestrian Countdown	38	0	0	31	5	2	0	0	0	0	0	38	10	12	2	1	8	0	0	1	0	4	0		
	Walk/Don't Walk - Pedestrian Countdown Unknown	39	0	0	28	11	0	0	0	1	3	0	35	17	6	1	2	5	3	0	2	1	2	0		
School Zone	Yes	34	0	0	16	14	4	0	0	6	8	1	19	20	2	0	2	7	0	2	1	0	0	0	1939	
	Yes With School Activity	32	0	0	16	4	8	4	0	3	10	0	19	15	4	1	1	5	2	0	0	0	0	4		
Other	1873	34	8	992	398	386	55	33	303	361	19	1157	818	229	98	85	329	63	28	52	11	107	53			
Transit Route Present (within 1/4 mile)	Yes	1398	21	4	817	269	248	39	20	156	159	8	1055	534	201	76	62	275	53	21	39	10	93	34	1939	
	No	541	13	4	207	147	150	20	13	156	220	12	140	319	34	23	26	66	12	9	14	1	14	23		
Bus Stop within 500 Feet	Yes	960	3	1	613	188	134	21	3	79	83	2	793	352	146	49	40	206	32	12	19	8	72	24	1939	
	No	979	31	7	411	228	264	38	30	233	296	18	402	501	89	50	48	135	33	18	34	3	35	33		
Rail Stops within 500 Feet	Yes	143	0	0	104	25	14	0	0	34	40	2	67	46	26	6	5	38	4	0	5	2	9	2	1939	
	No	1796	34	8	920	391	384	59	33	278	339	18	1128	807	209	93	83	303	61	30	48	9	98	55		
Health Opportunity Index	Very Low Health Opportunity	791	6	0	445	158	160	22	5	57	39	1	689	356	98	50	29	116	25	7	14	3	70	23	1939	
	Low Health Opportunity	409	9	4	210	100	79	7	9	75	78	3	244	172	52	18	15	85	16	9	14	2	15	11		
	Moderate Health Opportunity	337	7	1	178	71	72	8	7	83	111	6	130	148	48	15	16	71	9	4	8	2	8	8		
	High Health Opportunity	244	5	3	127	50	43	16	5	70	77	4	88	93	25	10	15	52	9	6	11	2	11	10		
	Very High Health Opportunity	147	7	0	57	33	44	6	7	27	74	6	33	75	12	6	11	17	6	4	6	2	3	5		
Not Provided	11	0	0	7	4	0	0	0	0	0	0	11	9	0	0	2	0	0	0	0	0	0	0	0		
Column Total			1939						1939						1939											

Health Opportunity Index and Pedestrian Crashes

This update includes an assessment of pedestrian crashes against the Virginia Department of Health's HOI ranking of census tracts. Transportation agencies have historically measured crash data against roadway design elements such as annual average daily traffic (AADT) or intersection control. More recently, roadway safety research has demonstrated the value of also considering contextual factors such as demographic, socioeconomic, and behavioral indicators in predicting safety outcomes. The inclusion of HOI rankings in this update is motivated by a desire to gain a more complete understanding of pedestrian crash frequencies in Virginia, and to improve roadway safety.

The HOI is a composite index comprised of 13 factors related to public health:

Affordability Index: *The affordability index is developed to measure the proportion of income spent on housing and transportation. The index of affordability is calculated by combining housing and transportation costs in a neighborhood and dividing that number by income.*

Income Inequality (GINI) Index: *GINI coefficient measures income inequality.*

Townsend Deprivation Index: *Townsend deprivation index is a measure of material deprivation. According to Townsend, "Material deprivation entails the lack of goods, services, resources, amenities and physical environment which are customary, or at least widely approved in the society under consideration." This considers unemployment, car ownership, home ownership, and private households with more than one person per room.*

Job Participation Index: *Job Participation Rate is the percentage of individuals 16-64 years of age in the active labor force. The job participation rate is often used by economics as an indicator for economic development and growth.*

Employment Access Index: *Poor job access leads to difficulties in job search or job retention and, consequently, to poverty and socioeconomic disadvantages.*

Education Index: *The majority of empirical literature uses average years of education as a proxy for human capital stock, as higher level of human capital stock leads to faster technological development and ultimately higher growth rates.*

Population Churning Index: *Population churning rates relate the combined inflow and outflow for an area to the resident population. The rates can provide a useful measure of the potential disruption to local services caused by migration into and out of the Census tract.*

Population-Weighted Density Index: *Weighted density intended to capture the density at which the average person lives.*

Segregation Index (Spatial Dissimilarity): *An index that calculates a segregation or dissimilarity index that measures how different the population composition of a subarea (Census tract) is from the population composition of the State as a whole.*

Food Accessibility Index: *Low access was measured as living far from a supermarket, where 1 mile was used in urban areas and 10 miles was used in rural areas to demarcate those who are far from a supermarket.*

Walkability Index (4Ds): *An index that considers transit accessibility, density and diversity of land uses, and residential and employment density.*

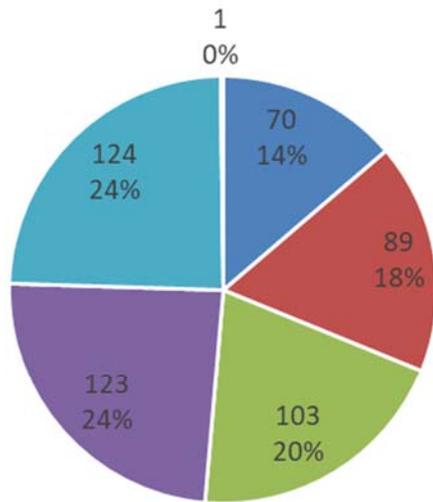
Access to Care: *It first assesses “physician availability” at the physicians' (supply) locations as the ratio of physicians to their surrounding population (i.e., within a threshold travel time from the physicians); it then sums up the ratios (i.e., physician availability derived in the first step) around (i.e., within the same threshold travel time from) each residential (demand) location. Based on Population-weighted centroid.*

Environmental Quality Index: *National-Scale Air Toxics Assessment (NATA) provides estimates of the risk of cancer and other serious health effects from breathing (inhaling) air toxics in order to inform both national and more localized efforts to identify and prioritize air toxics, emission source types and locations which are of greatest potential concern in terms of contributing to population risk.*

Many of the 13 components of the HOI encompass factors traditionally considered in pedestrian safety analysis (i.e., population and employment density, income inequality, walkable neighborhoods, and access to a motor vehicle). However, these individual factors are bundled and reformatted to produce a unique HOI value that can be used as a proxy for pedestrian safety. In a preliminary analysis of the correlation between the HOI and pedestrian crashes, the HOI, along with other contextual variables, was found to be significantly correlated with an increased frequency of pedestrian crashes at the Census tract-level.

This study evaluated crash frequencies against HOI scores, which were categorized into different levels of health opportunities – very low, low, moderate, high, very high, and not provided. Communities with a low or very low health opportunity score have comparatively poorer health outcomes (as measured by the 13 indicators) than communities with high or very high health opportunities. Figure 86 and Figure 87 illustrate the findings for the HOI analysis of pedestrian fatal and injury crashes respectively. The data reveals that **nearly half (48%) of fatal crashes take place in communities with low or very low health opportunities**. Among injury crashes, this trend is more pronounced: **62% of injury crashes occur in communities with low or very low health opportunity**.

More information on Virginia HOI can be find at the following link: <http://www.vdh.virginia.gov/health-equity/virginia-health-opportunity-index-hoi/>.



- Very High Health Opportunity ■ High Health Opportunity
- Moderate Health Opportunity ■ Low Health Opportunity
- Very Low Health Opportunity ■ Not Provided

Figure 86: Pedestrian Fatal Crashes and Health Opportunity Index Scores



Forest Hill Avenue & W. 41st Street, Richmond, VA

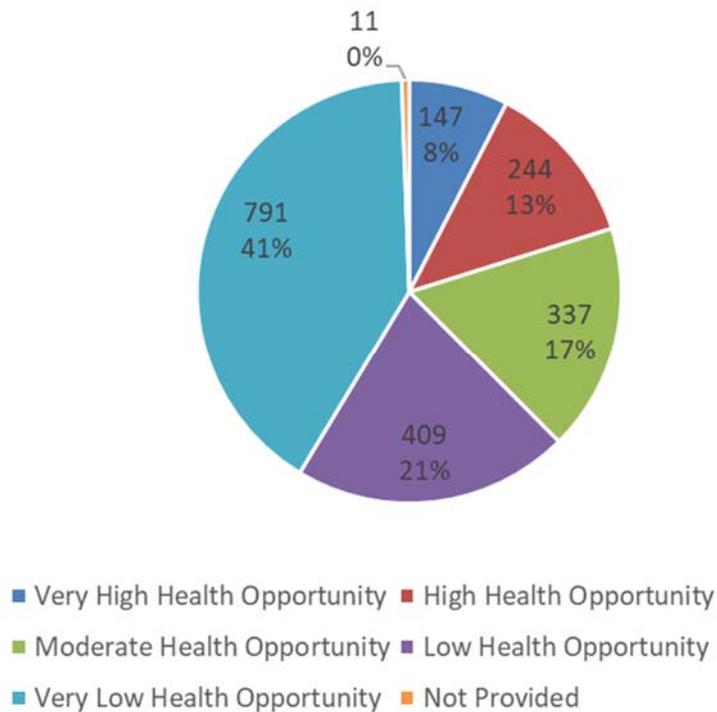


Figure 87: Pedestrian Injury Crashes and Health Opportunity Index Scores

District Findings

This study also conducted a crash analysis at the VDOT district level to provide a comparison between districts, and to understand the state of each district along each of the crash factors. Table 8 provides a comparison of each of the VDOT districts based on the number of pedestrian fatal and injury crashes. Between 2014 and 2018, the Hampton Roads district had the highest number (127) of fatal crashes in Virginia. This number represents the highest proportion (25%) of fatal crashes among all districts. The Northern Virginia district had the highest number of pedestrian injury crashes among districts with total of 2,580 crashes in five years. This represents 34% of the total number of injury crashes in Virginia the highest percentage of all districts. The Northern Virginia, Hampton Roads, and Richmond districts comprised 69% of all fatal crashes across the Commonwealth between 2014 and 2018. The same three districts also constituted 78% of injury crashes across the state during the same period. When the population of each district is considered, Hampton Roads and Richmond are overrepresented for both pedestrian fatal and injury crashes; Northern Virginia is overrepresented for pedestrian injury crashes but not fatal crashes.

Table 8: District Share of Statewide Pedestrian Crashes

	2017 Population		Pedestrian Fatal Crashes, 2014-2018		Pedestrian Injury Crashes, 2014-2018		Pedestrian Injury Sample Used in this Study, 2014-2018	
	District Total	Percent of Virginia	District Total	Percent of Virginia	District Total	Percent of Virginia	Existing District Sample Size	Percent of Statewide Sample
Bristol	352,618	4%	18	4%	132	2%	122	5%
Culpeper	405,660	5%	23	5%	309	4%	198	8%
Fredericksburg	495,516	6%	33	6%	250	3%	190	8%
Hampton Roads	1,741,622	21%	127	25%	1,924	25%	448	18%
Lynchburg	397,374	5%	20	4%	226	3%	165	7%
Northern Virginia	2,446,488	29%	112	22%	2,580	34%	447	18%
Richmond	1,287,645	15%	111	22%	1,470	19%	417	17%
Salem	691,976	8%	35	7%	451	6%	244	10%
Staunton	547,053	7%	31	6%	350	5%	218	9%
Total	8,365,952	100%	510	100%	7,692	100%	2,449	100%

An in-depth comparison of the crashes in each district against each of the WHO, WHAT, WHEN, and WHERE factors is summarized in Figure 88 through Figure 96.



Forest Hill Avenue & W. 41st Street, Richmond, VA

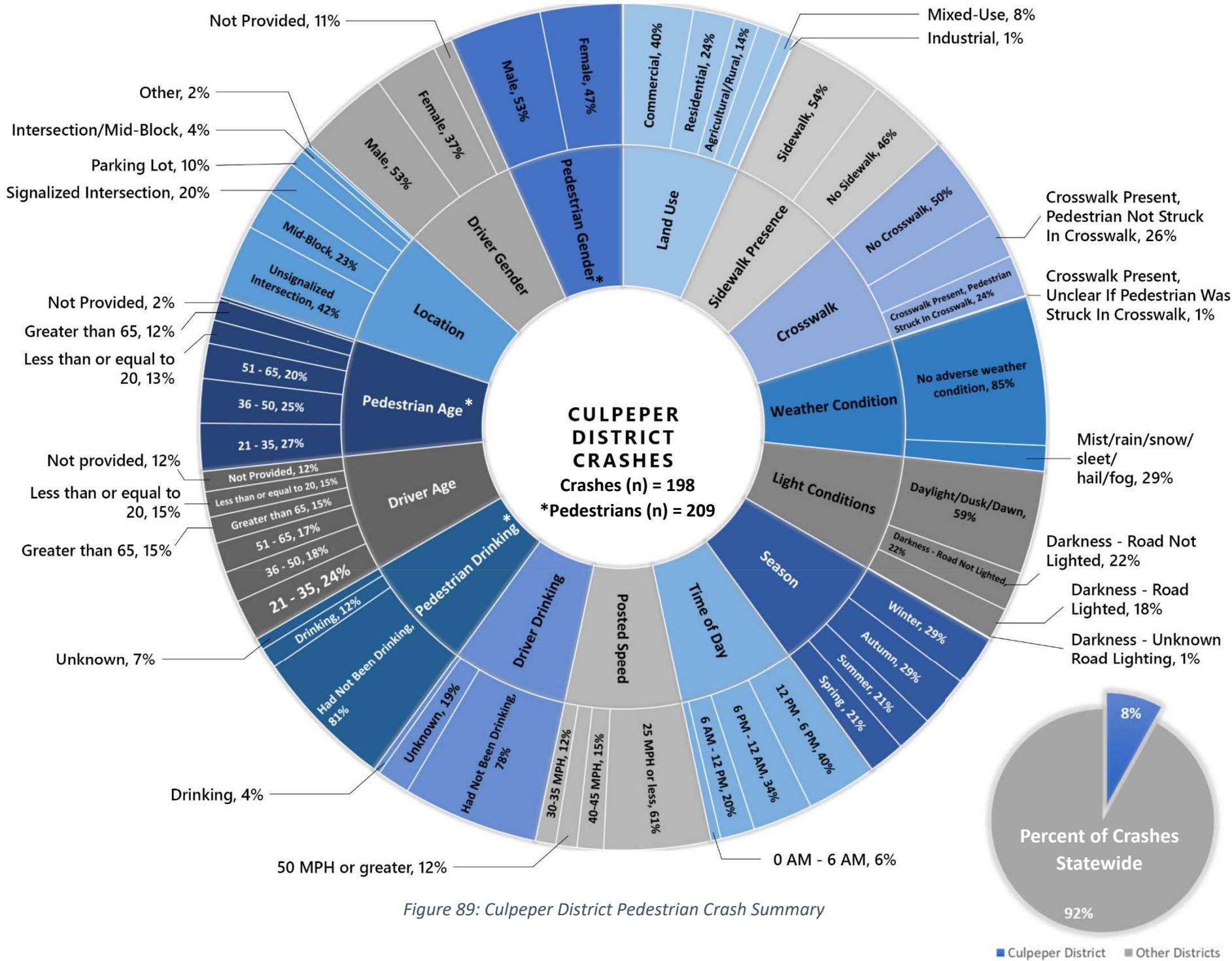


Figure 89: Culpeper District Pedestrian Crash Summary

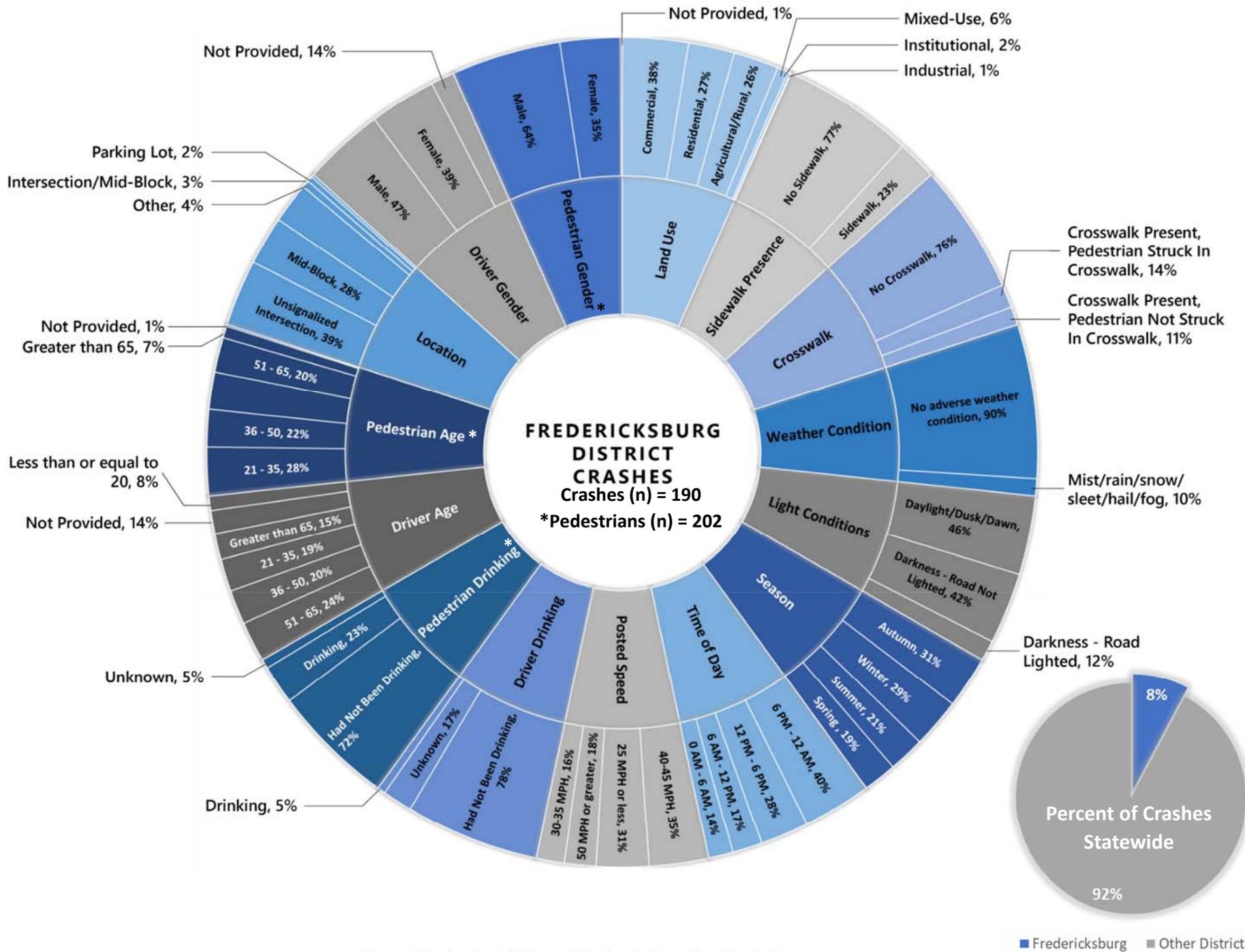


Figure 90: Fredericksburg District Pedestrian Crash Summary

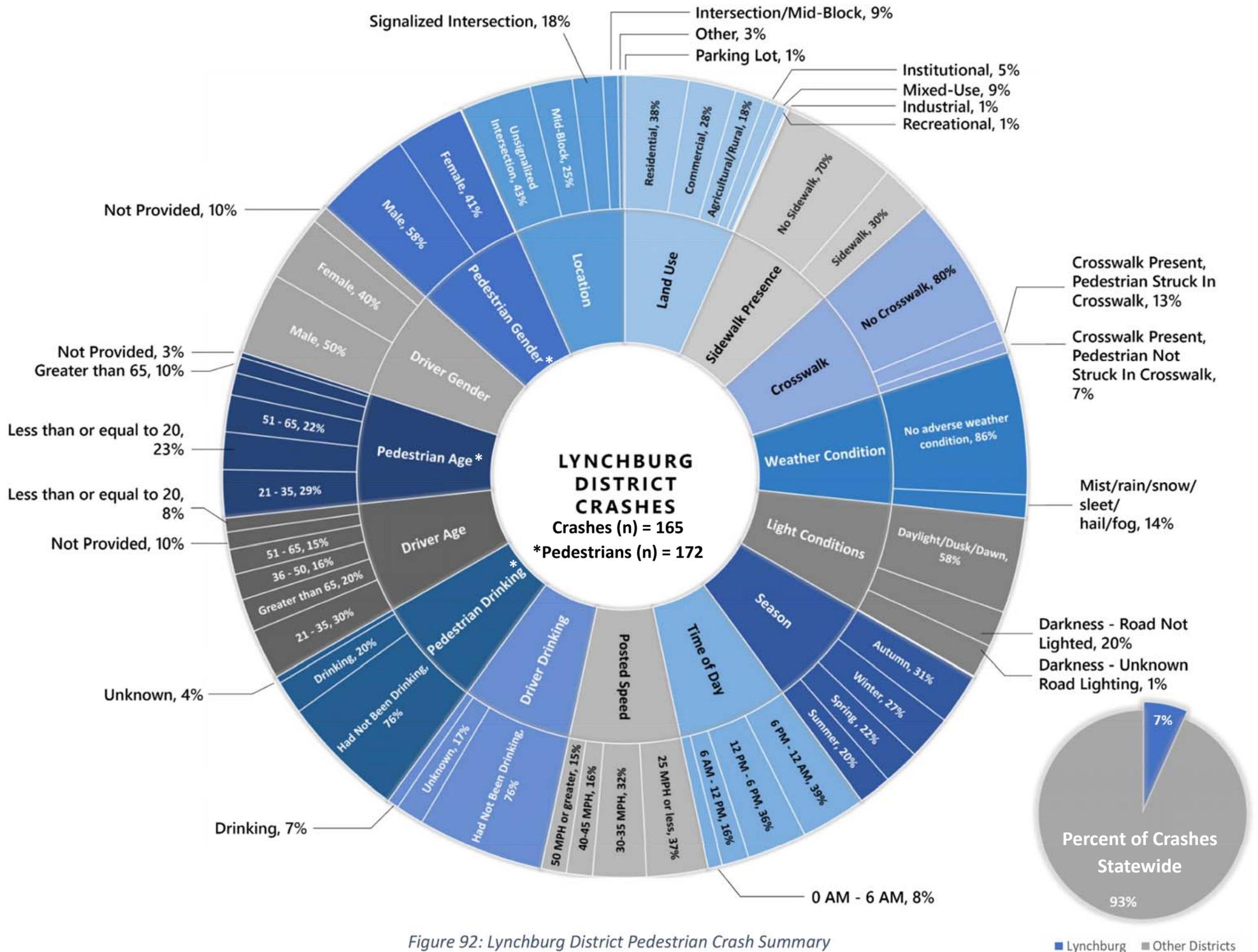


Figure 92: Lynchburg District Pedestrian Crash Summary

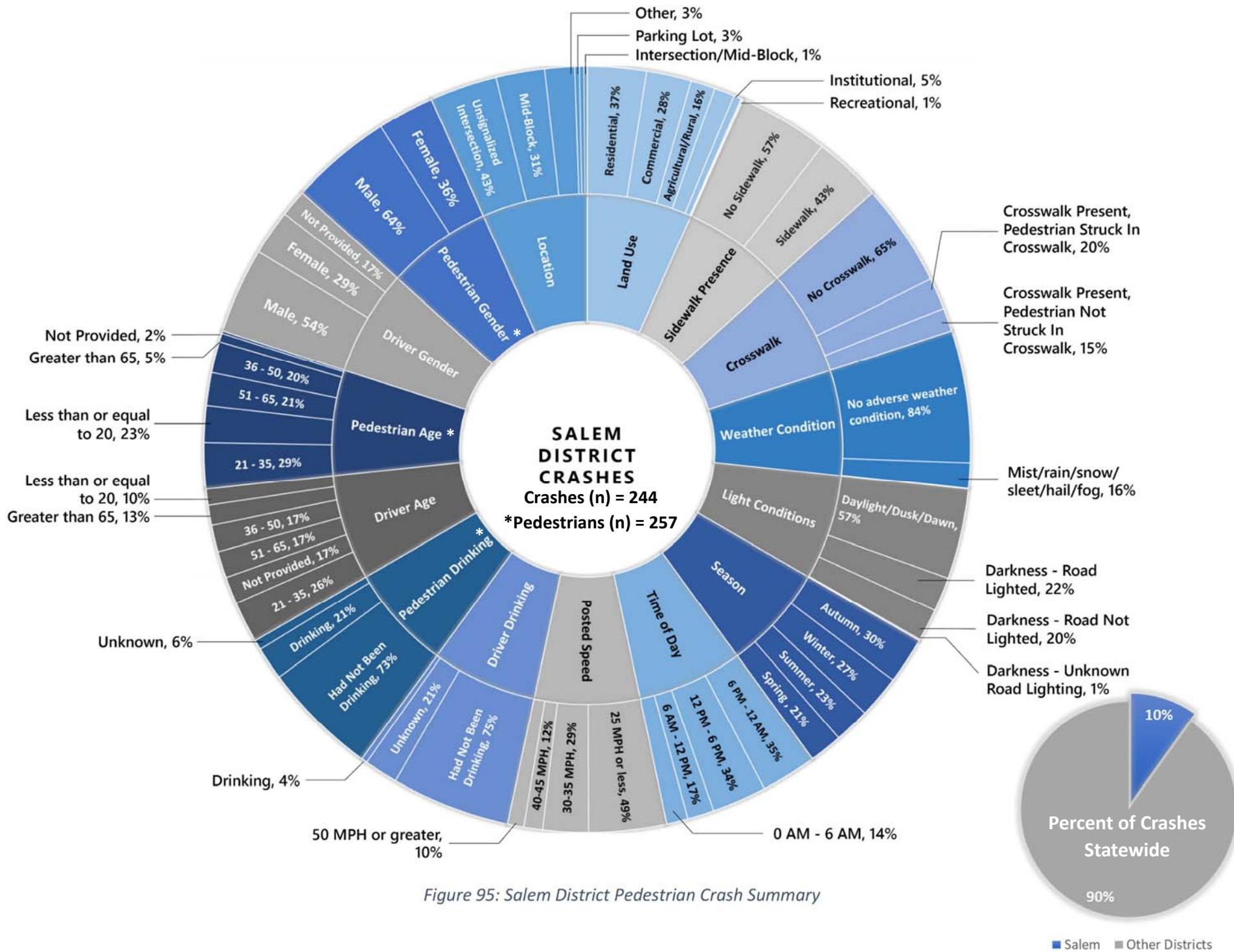


Figure 95: Salem District Pedestrian Crash Summary

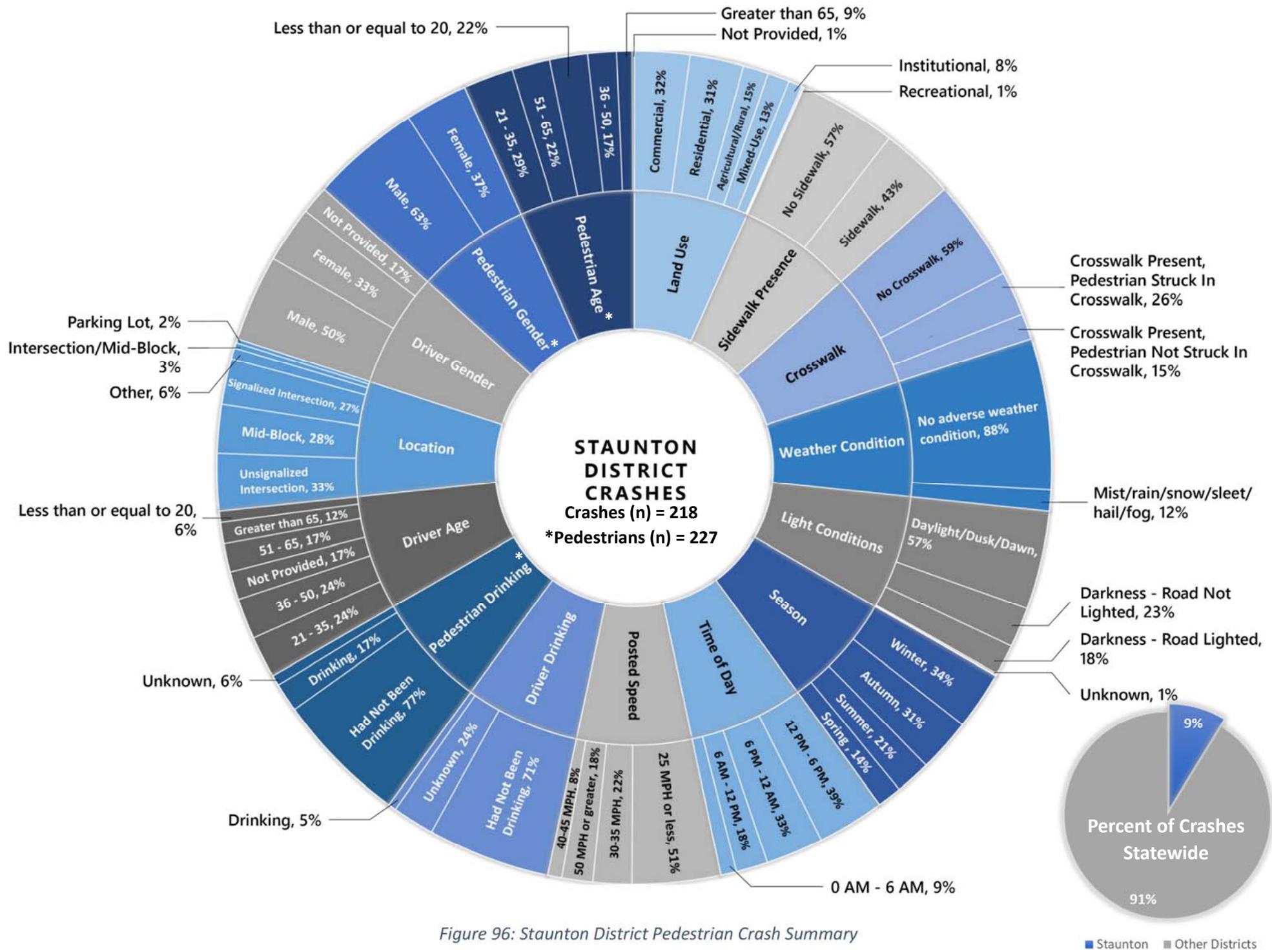


Figure 96: Staunton District Pedestrian Crash Summary

Appendix A: Data Dictionary

DOCUMENT NBR	Crash Number
JURNAME	Jurisdiction Name
VDOT_DISTRICT_CD	VDOT District
CRASH DT	Crash Date
DAY_OF_WEEK	Day of week
Time	Military Time
TIME_SLICING	Range of Time of day (3-hour increments)
CRASH YEAR	Year of crash
POSTED SPEED	Posted Statutory Speed
Intersection Analysis	Crash either at an intersection or not an intersection
Offset-Ft	Distance from the nearest intersection
DRIVER AGE	Age of driver
DRIVER GEN	Gender of driver
DRIVER ACTION TYPE_P1. No Improper Action	Action of driver which contributed to the crash
DRIVER CONDITION TYPE_P2	Driver's condition which contributed to the crash
DRIVER VIS OBSCURED TYPE_P3	Describes driver's obscured vision
DRIVER DISTRACTION TYPE_P4	Describes driver's distraction
FUNC	<p>Functional Classification</p> <ul style="list-style-type: none"> - Interstate <ul style="list-style-type: none"> 1. Rural Interstate A. Urban Interstate - Arterial <ul style="list-style-type: none"> 2. Rural Other Principal Arterial 3. Rural Minor Arterial B. Urban Freeways and Expressways; Connecting Links of Rural Principal Arterial C. Urban Freeways and Expressways; Connecting Links of Rural Minor Arterial, D. Urban Freeways and Expressways; Other E. Urban Other Principal Arterials; Connecting Links of Rural Principal Arterial F. Urban Other Principal Arterials; Connecting Links of Rural Minor Arterial G. Urban Other Principal Arterials; Other - Collector <ul style="list-style-type: none"> 4. Rural Major Collector 5. Rural Minor Collector I. Urban Collector - Local <ul style="list-style-type: none"> 6. Rural Local J. Urban Local - Parking Lot <ul style="list-style-type: none"> Crashes that occurred in a residential or commercial parking lot Crashes that occurred on the street of a private subdivision

WEATHER_CONDITION_C2	Describes weather condition
LIGHT_CONDITION_C3	Describes the light conditions
ROADWAY_ALIGNMENT_C6	Geometric or layout and inclination characteristics of the roadway for the crash at the crash site
ROADWAY_SURFACE_COND_C7	roadway surface condition at the location of crash
ROADWAY_DESCRIPTION_C9	<p>Describes roadway at location of crash. Positive median barrier: is any device such as guard rail, jersey barrier, cable, etc. that would prevent a vehicle from leaving the roadway and possibly crossing into on-coming traffic or any such device that redirects a vehicle back onto the travel way. Curbs are not barriers.</p> <ul style="list-style-type: none"> - Two-way, non-divided <ul style="list-style-type: none"> 0. Two-way, non-divided - Divided, No Control of Access <ul style="list-style-type: none"> 1. Divided, no control of access - Divided, Partial or Full Control of Access <ul style="list-style-type: none"> 2. Divided, partial control of access 3. Divided, full control of access - One-way or Transition <ul style="list-style-type: none"> 4. One-way, part of a one-way system 5. Two-way, part of a one-way system 7. Transition - Other, Private <ul style="list-style-type: none"> Parking Lot Subdivision
RELATION_TO_ROADWAY_C11	Describes the location of the crash in relation to the roadway.
INTERSECTION_TYPE_C12	Describes type of intersection
WORK_ZONE_RELATED_C13	Indicates if the crash occurred in a work zone.
WORK_ZONE_TYPE_C16	Description of the type of work zone
SCHOOL_ZONE_C17	Indicates if the crash occurred in a school zone. A school zone should be considered from the warning sign (with or without flashing lights) to the end school zone sign. Where there are no signs then the school zone should be from the preceding intersection to the school to the following intersection, or where cross walks may be applied to the pavement.
COLLISION_TYPE_C18	Describes the type of collision
Crash Severity	Severity of crash on the KABCO Injury classification Scale
NUMBER OF LANE	Number of travel lanes
PEDAGE	Age of pedestrian
PED KILLED	Number of pedestrians killed
PEDGEN	Gender of pedestrian(s) involved in crash

PEDNUMBER	Number of pedestrians involved in crash (not necessarily killed)
DRIVER_DRINKING_P5	Describes the driver's alcohol use
WORK_ZONE_WORKERS_PRESENT_C14	Describes the presence of work zone personnel
WORK_ZONE_LOCATION_C15	Describes the location of the location of the crash in relation to the work zone
PEDACTION_P10	Describes action of pedestrian
PED_DRINKING_P11	Describes pedestrian(s) alcohol use
PED_COND_P12	Condition of pedestrian involved in crash. Drinking/drug use not considered here.
PED_REFLECTIVE_CLOTHING_P15	Describes if pedestrian was wearing reflective clothing or not.
TRAFFIC_CONTROL_TYPE_C5	Describes any mechanical or non-mechanical traffic control device. The type of control should be the most relevant control based on the crash location. Traffic signal, stop sign, yield sign or marked crosswalk <ul style="list-style-type: none"> - Crash occurred within the functional area of an intersection Traffic lanes marked <ul style="list-style-type: none"> - Multiple lanes, including turning lanes, in at least one direction at the location of the crash No passing lines - one lane in each direction, no turning lanes present, at the location of the crash
VERIFY_TRAFFIC_CONTROL	Working status of traffic control device
INTERSECTION_MIDBLOCK	Describes if crash occurred within the intersection, midblock, intersection/mid-block or other Intersection - Occurred where the intersection turn lanes tapered off, or if no turn lanes exist then 250' from the center of the intersection. Mid-Block- occurred on a non-limited access facility outside of the functional area of an intersection. Intersection/Mid-Block - Area that is equidistant from two intersections. Would not be considered if on the outskirts of a single intersection's 250' boundary. Can only be considered if there are two intersections and the crash occurred roughly in the middle of them. Parking lot - occurred in a residential or commercial parking lot. Other - occurred in an intersection, mid-block, or a parking lot. Roadway location was classified as "other", on a limited access facility, Interstates/highways, crashes that involved a pedestrian outside of the roadway, or crashes

	where the roadway location could not be determined.
XWALK_PRESENT	Describes if crash occurred where a marked crosswalk is present within an intersection or within 500 feet upstream or downstream from the crash location. Would not be considered if a crosswalk was present on a distant side street, but still within 500'.
XWALK_TYPE	Type of crosswalk at location of crash. Standard, high visibility, other (art installation) (Fill in "none" if crash did not occur in a crosswalk)
PED_STRUCK_IN_XWALK	Describes if crash occurred while pedestrian crash occurred while the pedestrian was in the crosswalk
SIGNALIZED_INT	Describes if the intersection, in which the crash occurred, was signalized or not. If crash was determined to be an Intersection/Mid-Block - choose the intersection the pedestrian was heading or if that information is not available or relevant, then the closest intersection to describe if it was signalized or not
PED_SIG_PRESENT	Describes if the intersection, in which the crash occurred, was signalized or not. If crash was determined to be an Intersection/Mid-Block - choose the intersection the pedestrian was heading or if that information is not available or relevant, then the closest intersection to describe if it was signalized or not Describes if there was a pedestrian signal (Walk/Don't Walk) at the location of the crash
PED_SIG_TYPE	Describes the type of pedestrian signal at the crash site. Bicycle signal head - signal for a bike to proceed through intersection Walk/Don't Walk – walk/don't walk signals, with or without a countdown display, at the intersection. A countdown signal head is grouped into Walk/Don't Walk. Priority rank if more than one ped signal present: Bicycle Signal Head, Walk/Don't Walk
PED_COUNTDOWN_PRESENT	Describes the type of pedestrian signal at the crash site. Bicycle signal head - signal for a bike to proceed through intersection Walk/Don't Walk – walk/don't walk signals, with or without a countdown display, at the intersection. A countdown signal head is grouped into Walk/Don't Walk. Priority rank if more than one ped signal present:

	<p>Bicycle Signal Head, Walk/Don't Walk Describes if the pedestrian signal had a countdown to indicate time for safe crossing.</p> <p>Yes – countdown display that accompanies the pedestrian signal.</p> <p>Unknown – unclear whether the pedestrian signal includes a countdown display</p>
PED_PUSH_BUTTONS_PRESENT	<p>Describes if a push button to alert of pedestrian needing to cross street was present</p>
PED_REFUGE_AREA	<p>Describes a built area between travel lanes that is 6' or greater.</p> <p>Dedicated Ped refuge island (<=6') (Built area that was designed to be for pedestrians. Typically has crosswalks leading up to the waiting area, if it is raised then it would have ramps, and it needs to be 6' or greater. If an island is less than 6', then it do not mark it as a ped refuge area because it is not up to date and is not adequate to be a pedestrian refuge area.</p> <p>Porkchop (<=6')</p> <p>Median (Built area that was not intended to be for pedestrians, but pedestrians are able to comfortably stand in the median to wait for a gap in traffic. <=6')</p> <p>None (nothing there, painted features, built objects less than 6' in width)</p> <p>If crash occurred mid-block and a median is present, then that would be considered a Ped Refuge Area. The median needs to be 6' or greater.</p>
CURB_RAMP_PRESENT	<p>Describes a built area between travel lanes that is 6' or greater.</p> <p>Dedicated Ped refuge island (<=6') (Built area that was designed to be for pedestrians. Typically has crosswalks leading up to the waiting area, if it is raised then it would have ramps, and it needs to be 6' or greater. If an island is less than 6', then it do not mark it as a ped refuge area because it is not up to date and is not adequate to be a pedestrian refuge area.</p> <p>Porkchop (<=6')</p> <p>Median (Built area that was not intended to be for pedestrians, but pedestrians are able to comfortably stand in the median to wait for a gap in traffic. <=6')</p> <p>None (nothing there, painted features, built objects less than 6' in width)</p> <p>If crash occurred mid-block and a median is present, then that would be considered a Ped Refuge</p>

	Area. The median needs to be 6' or greater. Yes- if curb ramps were present along the path of travel of the pedestrian. (need two)
CURBEXTENSION_BUMPOUTS	Describes if a curb extension was present at the ends of a crosswalk to shorten crossing distance and increase pedestrian visibility. Either painted or permanent structure.
INTERSECTION_TYPE	Describes if a curb extension was present at the ends of a crosswalk to shorten crossing distance and increase pedestrian visibility. Either painted or permanent structure. Describes the type of intersection in terms of how many legs of the intersection there are. Free Flow Ramp intersection - where a ramp and a street meet. Other - any intersection with more than 5 legs, or anything else that does not fit in the provided categories.
PED_SIGNAGE	Describes if there was pedestrian signage present at crash site - in the driver's direction of travel or before the location of the crash
INNOVATIVE_LIGHTS	Type: HAWK (Pedestrian Hybrid Beacon (PHB)), in-pavement lights, Rectangular Rapid Flashing Beacons (RRFB), standard beacon
PREDOMINATE_LANDUSE	Type: HAWK (Pedestrian Hybrid Beacon (PHB)), in-pavement lights, Rectangular Rapid Flashing Beacons (RRFB), standard beacon Describes the land use of the crash location - Agricultural/Rural – categorized by agricultural uses, such as farming, horticulture, forestry and logging. The agricultural/rural land use category also included low density residential dwellings in rural settings - Commercial – categorized by commercial retail sales and services establishments, such as shopping centers, offices, hotels, and restaurants - Residential – categorized by single-family dwellings, multi-family dwellings, group homes, or community residential homes. - Industrial – categorized by industrial sites, such as manufacturing plants and warehouses - Recreational – categorized by public parks, beaches, swimming pools, playgrounds, sports fields, and camping sites - Institutional – categorized by a university or a

	<p>major school, church, government buildings, hospital</p> <ul style="list-style-type: none"> - Mixed-Use -- equal representation of multiple land uses. Area with commercial on the ground floor and residential on the top floor(s)
<p>PED_LANDUSE_.25MI</p>	<p>Describes the land use of the crash location</p> <ul style="list-style-type: none"> - Agricultural/Rural – categorized by agricultural uses, such as farming, horticulture, forestry and logging. The agricultural/rural land use category also included low density residential dwellings in rural settings - Commercial – categorized by commercial retail sales and services establishments, such as shopping centers, offices, hotels, and restaurants - Residential – categorized by single-family dwellings, multi-family dwellings, group homes, or community residential homes. - Industrial – categorized by industrial sites, such as manufacturing plants and warehouses - Recreational – categorized by public parks, beaches, swimming pools, playgrounds, sports fields, and camping sites - Institutional – categorized by a university or a major school, church, government buildings, hospital - Mixed-Use -- equal representation of multiple land uses. Area with commercial on the ground floor and residential on the top floor(s) <p>Describes if there is pedestrian land use (sidewalks, crosswalks) extending .25 miles from the crash site. (regardless of direction of travel of pedestrian)</p>
<p>SIDEWALK_EXTEND_.25MI</p>	<p>Describes if there is pedestrian land use (sidewalks, crosswalks) extending .25 miles from the crash site. (regardless of direction of travel of pedestrian). Describes if the sidewalk continues for .25miles from the crash site to show adequate pedestrian infrastructure.</p> <p>Yes</p> <ul style="list-style-type: none"> - Pedestrian was crossing the street <ul style="list-style-type: none"> - Sidewalk is present on both sides of the road and extends for .25 miles centered at the location of the crash - Pedestrian was not crossing the street <ul style="list-style-type: none"> - Sidewalk is present on the side of the street where the pedestrian was hit and extends for .25 miles centered at the location of the crash <p>Look at the path of travel (police report) of the</p>

	pedestrian to base if sidewalk extended before or after the crash.
Urban Area Description	<p>Describes if the sidewalk continues for .25miles from the crash site to show adequate pedestrian infrastructure.</p> <p>Yes</p> <ul style="list-style-type: none"> - Pedestrian was crossing the street <ul style="list-style-type: none"> - Sidewalk is present on both sides of the road and extends for .25 miles centered at the location of the crash - Pedestrian was not crossing the street <ul style="list-style-type: none"> - Sidewalk is present on the side of the street where the pedestrian was hit and extends for .25 miles centered at the location of the crash <p>Look at the path of travel (police report) of the pedestrian to base if sidewalk extended before or after the crash. Describes name of urban area</p>
Urban/Rural	Lists if crash site occurred in a rural or urban location
Driver Age (First)	Age of the driver
Pedestrian Age (First)	Age of the first pedestrian listed in prior listing of pedestrian ages
Month	Month the crash took place
ROADWAY_DE	<p>Categorized into type of travel lanes and type of division of the travel lanes.</p> <ul style="list-style-type: none"> - Two-way, non-divided <ul style="list-style-type: none"> 0. Two-way, non-divided - Divided, No Control of Access <ul style="list-style-type: none"> 1. Divided, no control of access - Divided, Partial or Full Control of Access <ul style="list-style-type: none"> 2. Divided, partial control of access 3. Divided, full control of access - One-way or Transition <ul style="list-style-type: none"> 4. One-way, part of a one-way system 5. Two-way, part of a one-way system 7. Transition - Other, Private <ul style="list-style-type: none"> Parking Lot Subdivision
RTE_NM	Route number
AREA_TYPE1	Urban or rural (based on 2010 Census urban area layer)
OWNERSHIP	<p>Owner/maintainer of roadway</p> <p>VDOT Interstate</p> <ul style="list-style-type: none"> - VDOT_IS <p>VDOT Primary Route</p> <ul style="list-style-type: none"> - VDOT_PRI

	<p>VDOT Secondary Route - VDOT_SEC Non-VDOT Route - Blank - OTHER_URBAN - PRI_URBAN -SEC_URBAN</p>
NUMBEROFLA	Number of lanes
MEDIANTYPE	Description of the type of median
PAVEMENTCONDITIONVALUE	Pavement condition value
Rail	Yes - If crash occurred within 500 feet of a metro station or passenger rail station
Bus_Route	If crash occurred within .25 miles of a route
Bus_Stop	If crash occurred within 500 feet of a bus stop
Full_Serv_Hospital	<p>Yes - If crash occurred within 500 feet of a full-service hospital No - If crash occurred outside of 500 feet of Full-Service Hospital or if center is an urgent care or not a full-service hospital</p>
Senior_Center	<p>Yes - If crash occurred within 500 feet of a full-service hospital No - If crash occurred outside of 500 feet of full-service Hospital or if center is an urgent care or not a full-service hospital Yes - If crash occurred within 500 feet of a senior care facility</p>
HOI	<p>The Opportunity Index, and the indicators that comprise it, aim to measure what opportunity looks like in the United States. Because the Opportunity Index is multidimensional, it paints a broad picture of opportunity that goes beyond economics alone. The 2017 Index includes indicators within four dimensions of community well-being: Economy, Education, Health, Community.</p>

Appendix B: Pedestrian Injury and Fatal Crashes by Cities and Counties

Jurisdiction	Population '17 Census ACS 5 Yr	Injury Rate (Crashes per 100,000 Population)	Injury Crash Frequency	Fatal Rate (Crashes per 100,000 Population)	Fatal Crash Frequency
Accomack County	32840	49	16	6	2
Albemarle County	105105	49	51	3	3
Alleghany County	15489	65	10	6	1
Amelia County	12802	23	3	16	2
Amherst County	31819	28	9	3	1
Appomattox County	15462	45	7	6	1
Arlington County	229534	283	650	3	6
Augusta County	74390	39	29	5	4
Bath County	4458	45	2	0	0
Bedford County	77319	19	15	3	2
Bland County	6524	15	1	15	1
Botetourt County	33149	24	8	9	3
Brunswick County	16435	24	4	12	2
Buchanan County	22611	35	8	0	0
Buckingham County	17048	18	3	12	2
Campbell County	55158	29	16	2	1
Caroline County	29889	47	14	17	5
Carroll County	29767	34	10	0	0
Charles City County	7022	0	0	0	0
Charlotte County	12176	8	1	0	0
Chesterfield County	335594	61	205	7	22
City of Alexandria	154710	210	325	5	8
City of Bedford	6615	121	8	0	0
City of Bristol	17077	88	15	6	1
City of Charlottesville	46487	329	153	2	1
City of Chesapeake	235410	69	163	7	16
City of Colonial Heights	17582	68	12	11	2
City of Covington	5675	88	5	0	0
City of Danville	41911	134	56	17	7
City of Emporia	5495	273	15	36	2
City of Fairfax	23580	229	54	0	0
City of Falls Church	13843	202	28	0	0
City of Franklin	8334	144	12	0	0
City of Fredericksburg	28135	220	62	0	0
City of Galax	6788	59	4	0	0

Jurisdiction	Population '17 Census ACS 5 Yr	Injury Rate (Crashes per 100,000 Population)	Injury Crash Frequency	Fatal Rate (Crashes per 100,000 Population)	Fatal Crash Frequency
City of Hampton	136255	166	226	5	7
City of Harrisonburg	53064	147	78	9	5
City of Hopewell	22353	228	51	0	0
City of Lexington	7113	98	7	0	0
City of Lynchburg	79237	97	77	3	2
City of Manassas	41379	162	67	5	2
City of Manassas Park	16117	56	9	0	0
City of Martinsville	13256	98	13	0	0
City of Newport News	180775	129	234	12	21
City of Norfolk	245752	170	419	12	29
City of Norton	4043	99	4	0	0
City of Petersburg	32037	215	69	16	5
City of Poquoson	12022	83	10	0	0
City of Portsmouth	95536	175	167	8	8
City of Radford	17380	138	24	6	1
City of Richmond	220892	300	662	11	25
City of Roanoke	99572	154	153	0	0
City of Salem	25521	106	27	0	0
City of Staunton	24273	99	24	0	0
City of Suffolk	88057	131	115	5	4
City of Virginia Beach	450057	90	406	4	17
City of Waynesboro	21620	93	20	0	0
City of Williamsburg	14817	209	31	0	0
City of Winchester	27516	218	60	4	1
Clarke County	14331	14	2	0	0
Craig County	5131	39	2	0	0
Culpeper County	49795	76	38	12	6
Cumberland County	9797	10	1	0	0
Dickenson County	15181	20	3	0	0
Dinwiddie County	28033	39	11	4	1
Essex County	11083	54	6	9	1
Fairfax County	1142004	83	950	6	64
Fauquier County	68406	53	36	3	2
Floyd County	15594	19	3	6	1
Fluvanna County	26109	23	6	11	3
Franklin County	56277	20	11	7	4
Frederick County	83784	33	28	5	4

Jurisdiction	Population '17 Census ACS 5 Yr	Injury Rate (Crashes per 100,000 Population)	Injury Crash Frequency	Fatal Rate (Crashes per 100,000 Population)	Fatal Crash Frequency
Giles County	16867	24	4	0	0
Gloucester County	37035	51	19	19	7
Goochland County	22148	50	11	14	3
Grayson County	15708	25	4	6	1
Greene County	19213	26	5	16	3
Greensville County	11606	43	5	9	1
Halifax County	35030	54	19	3	1
Hanover County	103218	56	58	8	8
Henrico County	324073	105	341	9	29
Henry County	51956	50	26	10	5
Highland County	2213	0	0	45	1
Isle of Wight County	36090	33	12	8	3
James City County	73028	73	53	5	4
King & Queen County	7052	28	2	0	0
King George County	25564	55	14	16	4
King William County	16329	43	7	0	0
Lancaster County	10848	37	4	0	0
Lee County	24428	25	6	12	3
Loudoun County	374558	61	229	3	13
Louisa County	34813	32	11	11	4
Lunenburg County	12369	40	5	24	3
Madison County	13108	0	0	8	1
Mathews County	8830	0	0	11	1
Mecklenburg County	30959	32	10	0	0
Middlesex County	10710	9	1	9	1
Montgomery County	97692	102	100	2	2
Nelson County	14863	7	1	7	1
New Kent County	20523	29	6	10	2
Northampton County	11998	83	10	17	2
Northumberland County	12254	16	2	16	2
Nottoway County	15537	39	6	13	2
Orange County	35265	20	7	3	1
Page County	23694	34	8	0	0
Patrick County	17958	6	1	6	1
Pittsylvania County	61970	26	16	5	3
Powhatan County	28364	7	2	4	1
Prince Edward County	22903	87	20	4	1

Jurisdiction	Population '17 Census ACS 5 Yr	Injury Rate (Crashes per 100,000 Population)	Injury Crash Frequency	Fatal Rate (Crashes per 100,000 Population)	Fatal Crash Frequency
Prince George County	37704	32	12	8	3
Prince William County	450763	59	268	4	19
Pulaski County	34330	55	19	0	0
Rappahannock County	7359	27	2	0	0
Richmond County	8873	11	1	0	0
Roanoke County	93419	22	21	18	17
Rockbridge County	22440	27	6	9	2
Rockingham County	78653	31	24	6	5
Russell County	27725	36	10	4	1
Scott County	22290	13	3	4	1
Shenandoah County	42854	49	21	5	2
Smyth County	31298	32	10	10	3
Southampton County	18089	33	6	6	1
Spotsylvania County	130159	46	60	4	5
Stafford County	141159	38	53	5	7
Surry County	6670	0	0	15	1
Sussex County	11595	34	4	26	3
Tazewell County	42689	30	13	0	0
Warren County	38991	67	26	13	5
Washington County	54457	46	25	9	5
Westmoreland County	17596	28	5	0	0
Wise County	39539	48	19	5	2
Wythe County	29048	34	10	3	1
York County	67196	33	22	7	5

Appendix C: Hot Spot Diagrams

Contributing Factors for All Statewide Pedestrian Crashes

CATEGORICAL HEAT MAP Pedestrian Crashes (2014-2018)			Total Crashes	Category		Severity			District								Total		
				Factor	Urban	Rural	Fatal (K)	Serious Injury (A)	Minor/Possible Injury (B)	No Apparent Injury (C)	Bristol	Culpeper	Fredericksburg	Hampton Roads	Lynchburg	Northern Virginia		Richmond	Salem
Total Crashes			#	2029	420	510	604	1049	286	122	198	190	448	165	447	417	244	218	
Category	Factor	#																	
Year	2014	504	436	68	89	120	224	71	25	43	36	98	36	96	77	52	41	2449	
	2015	429	358	71	78	124	175	52	27	37	36	78	27	73	66	40	45		
	2016	492	414	78	117	110	201	64	18	42	38	91	37	93	79	51	43		
	2017	501	406	95	109	121	230	41	32	34	41	86	38	91	98	48	33		
	2018	523	415	108	117	129	219	58	20	42	39	95	27	94	97	53	56		
Area Type	Urban	2029			384	485	899	261	64	146	110	420	122	424	373	199	171	2449	
	Rural	420			126	119	150	25	58	52	80	28	43	23	44	45	47		
Severity	Fatal (K)	510	384	126					18	23	33	127	20	112	111	35	31	2449	
	Serious Injury (A)	604	485	119					48	42	62	103	47	84	91	68	59		
	Minor/Possible Injury (B)	1049	899	150					44	97	80	139	74	204	185	115	111		
	No Apparent Injury (C)	286	261	25					12	36	15	79	24	47	30	26	17		
Location	Signalized Intersection	636	605	31	110	136	309	81	10	39	45	125	30	177	106	46	58	2449	
	Unsignalized Intersection	991	880	111	179	250	430	132	44	84	74	197	71	168	176	104	73		
	Mid-Block	557	330	227	143	162	210	42	62	45	54	82	42	54	82	75	61		
	Intersection/Mid-Block	82	79	3	17	19	34	12	0	8	6	14	15	16	11	5	7		
	Parking Lot	70	51	19	2	8	45	15	3	19	3	13	2	9	9	7	5		
	Other	113	84	29	59	29	21	4	3	3	8	17	5	23	33	7	14		
Column Total			2449	2449				2449											

CATEGORICAL HEAT MAP Pedestrian Crashes (2014-2018)			Total Crashes	Category		Area Type		Severity			District							Total
				Factor	Urban	Rural	Fatal (K)	Serious Injury (A)	Minor/Possible Injury (B)	No Apparent Injury (C)	Bristol	Culpeper	Fredericksburg	Hampton Roads	Lynchburg	Northern Virginia	Richmond	
Total Crashes			#	2029	420	510	604	1049	286	122	198	190	448	165	447	417	244	218
Category	Factor	#																
Posted Speed	25 MPH or less	1025	939	86	67	213	576	169	42	121	58	152	61	182	177	120	112	2449
	30-35 MPH	647	599	48	132	171	265	79	26	23	31	148	53	148	99	70	49	
	40-45 MPH	478	377	101	171	141	139	27	14	30	66	114	26	86	95	29	18	
	50 MPH or greater	299	114	185	140	79	69	11	40	24	35	34	25	31	46	25	39	
Functional Classification	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2449
	Interstate	78	53	25	44	20	11	3	2	3	6	10	0	18	19	5	15	
	Other Freeway or Expressway	19	19	0	11	5	3	0	1	1	0	0	1	4	9	2	1	
	Arterial	1362	1192	170	338	337	538	149	65	102	104	271	91	251	258	122	98	
	Collector	488	354	134	72	121	238	57	30	45	50	68	31	93	53	51	67	
Facility Type	Local	441	371	70	43	116	218	64	23	32	26	92	40	71	67	57	33	2449
	Private	61	40	21	2	5	41	13	1	15	4	7	2	10	11	7	4	
	Two-way, Non-divided - 2 or 3 Lanes	1006	768	238	153	241	475	137	83	100	81	125	100	139	134	124	120	
	Two-way, Non-divided - 4+ Lanes	317	298	19	82	71	124	40	2	11	27	80	20	69	45	34	29	
	Two-way, Non-divided - Unknown Lanes	109	97	12	10	17	68	14	4	6	3	24	9	15	25	14	9	
	Divided, No Control Of Access - 2 or 3 Lanes	90	71	19	2	40	39	9	4	14	10	14	5	14	12	8	9	
	Divided, No Control Of Access - 4+ Lanes	517	459	58	176	135	162	44	19	23	37	142	15	116	118	33	14	
	Divided, No Control Of Access - Unknown Lanes	66	47	19	1	17	36	12	0	10	4	19	1	13	10	4	5	
	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	58	42	16	28	13	14	3	1	3	5	8	2	7	13	8	11	
	Divided, Partial Or Full Control Of Access - 4+ Lanes	88	81	7	35	27	21	5	1	5	5	13	7	35	14	6	2	
Pedestrian Gender	Divided, Partial Or Full Control Of Access - Unknown Lanes	18	12	6	7	3	6	2	0	2	2	2	0	6	6	0	0	2584
	One-way or Transition	120	108	12	13	34	64	9	4	9	12	14	2	23	32	9	15	
	Private	60	46	14	3	6	40	11	4	15	4	7	4	10	8	4	4	
Pedestrian Gender	Female	976	829	147	147	221	474	134	46	98	71	155	71	185	175	92	83	2584
	Male	1595	1289	306	368	423	630	174	89	110	129	311	100	282	265	165	144	
	Not Provided	13	11	2	2	3	5	3	0	1	2	2	1	4	3	0	0	
Column Total			2449	2449			2449											

CATEGORICAL HEAT MAP Pedestrian Crashes (2014-2018)			Total Crashes	Category		Area Type			Severity			District						Total
				Factor	Urban	Rural	Fatal (K)	Serious Injury (A)	Minor/Possible Injury (B)	No Apparent Injury (C)	Bristol	Culpeper	Fredericksburg	Hampton Roads	Lynchburg	Northern Virginia	Richmond	
Total Crashes			#	2029	420	510	604	1049	286	122	198	190	448	165	447	417	244	218
Category	Factor	#																
Pedestrian Action	Crossing At Intersection With Signal	286	279	7	15	37	188	46	2	19	18	34	10	104	55	18	26	2584
	Crossing At Intersection Against Signal	139	128	11	37	43	43	16	0	6	9	41	3	39	18	11	12	
	Crossing At Intersection - No Signal	344	323	21	41	70	177	56	15	36	20	52	23	81	50	44	23	
	Crossing Not At Intersection	575	513	62	178	167	185	45	11	40	43	128	36	115	104	50	48	
	In Roadway With or Against Traffic - Sidewalks Available	59	54	5	12	11	22	14	2	6	6	19	6	6	8	2	4	
	In Roadway With or Against Traffic - Sidewalks Not Available	317	187	130	74	90	120	33	35	22	41	56	29	12	55	37	30	
	Working/Standing/Lying/Playing In Roadway	296	189	107	73	86	111	26	30	27	21	37	27	35	52	30	37	
	Not In Roadway	141	95	46	30	39	58	14	16	13	13	16	8	13	27	25	10	
	Other	408	348	60	54	99	199	56	22	38	29	80	30	66	71	37	35	
Not provided/Not Applicable	19	13	6	3	5	6	5	2	2	2	5	0	0	3	3	2		
Pedestrian Drinking Type	Had Not Been Drinking	1941	1616	325	255	478	950	258	111	170	145	315	130	389	319	187	175	2584
	Drinking	438	338	100	184	124	95	35	18	25	46	93	35	50	79	54	38	
	Unknown	205	175	30	78	45	64	18	6	14	11	60	7	32	45	16	14	
Driver Action	No Improper Action	1223	1004	219	319	326	454	124	68	82	98	257	89	199	212	110	108	2449
	Avoiding Pedestrian	60	46	14	9	15	27	9	5	6	9	11	9	10	8	1	1	
	Hit And Run	304	248	56	50	68	146	40	10	15	18	53	17	41	69	43	38	
	Did Not Have Right-of-Way	285	271	14	20	43	176	46	10	36	14	33	10	85	39	32	26	
	Fail To Maintain Proper Control	121	86	35	32	34	44	11	5	7	12	18	8	24	20	19	8	
	Other	402	324	78	70	102	187	43	23	44	33	65	30	71	63	38	35	
	Not Provided	54	50	4	10	16	15	13	1	8	6	11	2	17	6	1	2	
Driver Distraction	No Driver Distraction	1407	1110	297	301	344	647	115	70	118	112	165	124	218	274	170	156	2449
	Cell Phone	16	14	2	8	4	2	2	0	1	1	3	0	4	3	1	3	
	Eyes Not On the Road	64	47	17	17	11	27	9	5	6	6	12	3	13	8	7	4	
	Other	268	227	41	43	70	123	32	14	23	19	48	11	49	44	38	22	
	Not Provided	694	631	63	141	175	250	128	33	50	52	220	27	163	88	28	33	
Column Total			2449	2449			2449											

CATEGORICAL HEAT MAP Pedestrian Crashes (2014-2018)			Total Crashes	Category		Severity			District								Total	
				Factor	Urban	Rural	Fatal (K)	Serious Injury (A)	Minor/Possible Injury (B)	No Apparent Injury (C)	Bristol	Culpeper	Fredericksburg	Hampton Roads	Lynchburg	Northern Virginia		Richmond
Total Crashes			#	2029	420	510	604	1049	286	122	198	190	448	165	447	417	244	218
Category	Factor	#																
Driver Drinking Type	Had Not Been Drinking	1838	1515	323	403	446	783	206	98	154	148	327	126	343	304	183	155	2449
	Drinking	108	88	20	35	38	31	4	4	7	9	26	11	17	15	9	10	
	Unknown	503	426	77	72	120	235	76	20	37	33	95	28	87	98	52	53	
Driver Vision Obscured Type	Vision Not Obscured	1759	1439	320	389	449	718	203	96	131	144	327	116	311	313	166	155	2449
	Vision Obscured - Static Sight Distance Issue	98	80	18	11	29	51	7	3	12	9	20	9	12	12	12	9	
	Vision Obscured - Vehicle Issue	156	135	21	30	22	85	19	4	17	6	23	14	42	18	13	19	
	Vision Obscured - Dynamic Sight Distance Issue	224	186	38	49	53	100	22	10	22	17	33	13	44	33	34	18	
Ownership	Not Applicable	212	189	23	31	51	95	35	9	16	14	45	13	38	41	19	17	2449
	VDOT Interstate	74	50	24	41	20	11	2	2	3	6	8	0	18	17	5	15	
	VDOT Primary Route	486	295	191	174	131	153	28	41	38	73	31	26	92	104	44	37	
	VDOT Secondary Route	474	302	172	95	127	205	47	32	37	66	11	27	185	45	36	35	
	VDOT Other	21	8	13	1	5	10	5	0	5	3	0	0	10	3	0	0	
Time of Day	Non-VDOT Route	1394	1374	20	199	321	670	204	47	115	42	398	112	142	248	159	131	2449
	0 AM - 6 AM	255	188	67	105	76	61	13	10	11	27	53	14	40	47	33	20	
	6 AM - 12 PM	485	414	71	68	106	250	61	18	39	33	90	27	121	76	41	40	
	12 PM - 6 PM	800	670	130	86	191	414	109	44	80	54	137	59	122	135	84	85	
Light Condition	6 PM - 12 AM	909	757	152	251	231	324	103	50	68	76	168	65	164	159	86	73	2449
	Daylight/Dusk/Dawn	1294	1086	208	141	300	684	169	68	117	88	231	95	227	204	139	125	
	Darkness - Road Lighted	582	562	20	149	147	204	82	23	36	23	149	36	145	78	53	39	
	Darkness - Road Not Lighted	556	364	192	216	154	153	33	31	44	79	65	33	72	131	50	51	
	Darkness - Unknown Road Lighting	12	12	0	3	2	6	1	0	1	0	3	1	2	2	2	1	
Unknown	5	5	0	1	1	2	1	0	0	0	0	0	1	2	0	2		
Column Total			2449	2449				2449										

CATEGORICAL HEAT MAP Pedestrian Crashes (2014-2018)			Total Crashes	Category		Severity			District								Total	
				Factor	Urban	Rural	Fatal (K)	Serious Injury (A)	Minor/Possible Injury (B)	No Apparent Injury (C)	Bristol	Culpeper	Fredericksburg	Hampton Roads	Lynchburg	Northern Virginia		Richmond
Total Crashes			#	2029	420	510	604	1049	286	122	198	190	448	165	447	417	244	218
Category	Factor	#	Urban	Rural	Fatal (K)	Serious Injury (A)	Minor/Possible Injury (B)	No Apparent Injury (C)	Bristol	Culpeper	Fredericksburg	Hampton Roads	Lynchburg	Northern Virginia	Richmond	Salem	Staunton	Total
Weather Conditions	No adverse weather condition	2090	1729	361	446	518	883	243	99	169	171	395	142	367	352	204	191	2449
	Mist/rain/snow/sleet/hail/fog	357	298	59	63	86	165	43	23	29	19	53	23	79	65	39	27	
	Other	2	2	0	1	0	1	0	0	0	0	0	0	0	1	0	1	
Predominant Land Use	Residential	844	761	83	146	202	386	110	31	47	51	166	63	185	142	91	68	2449
	Commercial	842	781	61	182	207	360	93	29	79	73	165	47	168	142	69	70	
	Industrial	28	21	7	8	9	7	4	2	1	1	11	2	1	8	1	1	
	Recreational	10	9	1	1	3	6	0	0	0	0	4	1	0	1	2	2	
	Institutional	104	95	9	4	18	64	18	1	27	3	12	8	8	16	12	17	
	Mixed-Use	327	312	15	66	77	136	48	14	16	12	65	15	73	73	31	28	
Agricultural/Rural	294	50	244	103	88	90	13	45	28	50	25	29	12	35	38	32		
Pedestrian Signal Type	None	2080	1667	413	463	533	842	242	122	179	169	392	151	314	350	217	186	2449
	Vehicle Signal Heads	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Walk/Don't Walk - With Pedestrian Countdown	284	278	6	39	49	161	35	0	18	11	32	5	125	55	15	23	
	Walk/Don't Walk - Without Pedestrian Countdown	40	40	0	2	12	21	5	0	0	1	15	5	0	7	7	5	
	Walk/Don't Walk - Pedestrian Countdown Unknown	45	44	1	6	10	25	4	0	1	9	9	4	8	5	5	4	
Push Button Presence	Push Buttons	318	311	7	43	66	167	42	0	24	15	55	14	116	38	23	33	2449
	No Push Buttons	2131	1718	413	467	538	882	244	122	174	175	393	151	331	379	221	185	
Sidewalk Presence	Sidewalk	1145	1112	33	172	251	565	157	23	106	44	250	50	309	165	104	94	2449
	No Sidewalk	1304	917	387	338	353	484	129	99	92	146	198	115	138	252	140	124	
Column Total			2449	2449				2449										

CATEGORICAL HEAT MAP Pedestrian Crashes (2014-2018)			Total Crashes	Category		Severity			District								Total		
				Factor	Urban	Rural	Fatal (K)	Serious Injury (A)	Minor/Possible Injury (B)	No Apparent Injury (C)	Bristol	Culpeper	Fredericksburg	Hampton Roads	Lynchburg	Northern Virginia		Richmond	Salem
Total Crashes			#	2029	420	510	604	1049	286	122	198	190	448	165	447	417	244	218	
Category	Factor	#																	
Crosswalk Presence	Crosswalk Present, Pedestrian Struck In Crosswalk	540	525	15	58	94	309	79	11	47	26	80	22	170	79	49	56	2449	
	Crosswalk Present, Pedestrian Not Struck In Crosswalk	441	425	16	91	103	189	58	11	51	20	112	11	123	44	36	33		
	Crosswalk Present, Unclear If Pedestrian Was Struck In Crosswalk	4	4	0	0	3	1	0	0	1	0	2	0	1	0	0	0		
Curb Ramp Presence	No Crosswalk	1464	1075	389	361	404	550	149	100	99	144	254	132	153	294	159	129	2449	
	Curb Ramp	741	717	24	86	149	400	106	13	60	36	150	32	218	103	61	68		
	No Curb Ramp	1708	1312	396	424	455	649	180	109	138	154	298	133	229	314	183	150		
	None	2039	1676	363	387	486	915	251	111	172	153	354	152	332	347	215	203	2449	
Pedestrian Refuge Type	Median	335	280	55	111	106	94	24	10	22	36	75	13	78	69	18	14		
	Island	24	24	0	4	4	14	2	0	0	1	4	0	17	0	2	0		
	Pork Chop	51	49	2	8	8	26	9	1	4	0	15	0	20	1	9	1		
Pedestrian Signal Present	Yes	378	371	7	48	73	212	45	0	19	21	60	15	134	68	28	33	2449	
	No	2071	1658	413	462	531	837	241	122	179	169	388	150	313	349	216	185		
Column Total			2449	2449				2449											

CATEGORICAL HEAT MAP Pedestrian Crashes (2014-2018)			Total Crashes	Category		Severity			District								Total			
				Factor	Urban	Rural	Fatal (K)	Serious Injury (A)	Minor/Possible Injury (B)	No Apparent Injury (C)	Bristol	Culpeper	Fredericksburg	Hampton Roads	Lynchburg	Northern Virginia		Richmond	Salem	Staunton
Total Crashes			#	2029	420	510	604	1049	286	122	198	190	448	165	447	417	244	218		
Category	Factor	#																	Total	
Transit Route Present (within 1/4 mile)	Yes	1710	1626	84	312	401	770	227	31	135	113	370	108	376	266	181	130		2449	
	No	739	403	336	198	203	279	59	91	63	77	78	57	71	151	63	88		2449	
Bus Stop within 500 Feet	Yes	1155	1136	19	195	249	550	161	21	93	50	244	81	256	201	125	84		2449	
	No	1294	893	401	315	355	499	125	101	105	140	204	84	191	216	119	134		2449	
Rail Stops within 500 Feet	Yes	178	176	2	35	29	96	18	0	0	2	1	0	174	0	0	1		2449	
	No	2271	1853	418	475	575	953	268	122	198	188	447	165	273	417	244	217		2449	
Health Opportunity Index	Very Low Health Opportunity	915	859	56	124	221	437	133	60	69	48	172	91	98	175	105	97		2449	
	Low Health Opportunity	532	432	100	123	141	206	62	40	50	33	125	29	96	74	50	35		2449	
	Moderate Health Opportunity	440	309	131	103	107	197	33	18	24	53	74	32	93	72	38	36		2449	
	High Health Opportunity	333	261	72	89	87	120	37	2	21	42	57	10	77	63	22	39		2449	
	Very High Health Opportunity	217	156	61	70	47	82	18	2	25	14	20	3	82	33	27	11		2449	
	Not Provided	12	12	0	1	1	7	3	0	9	0	0	0	0	1	0	2	0		2449
Column Total			2449	2449			2449													

Contributing Factors for Statewide Pedestrian Fatal Crashes

<p style="text-align: center;">CATEGORICAL HEAT MAP Pedestrian Fatal Crashes (2014-2018)</p>			<p style="text-align: center;">Fatal Crashes</p>		<p style="text-align: center;"><i>Functional Classification</i></p>							<p style="text-align: center;"><i>Ownership</i></p>				<p style="text-align: center;"><i>Facility Type</i></p>								<p style="text-align: center;">Total</p>											
					<p style="text-align: center;">Factor</p>	<p style="text-align: center;">Category</p>	<p style="text-align: center;">Interstate</p>	<p style="text-align: center;">Other Freeway or Expressway</p>	<p style="text-align: center;">Arterial</p>	<p style="text-align: center;">Collector</p>	<p style="text-align: center;">Local</p>	<p style="text-align: center;">Private</p>	<p style="text-align: center;">VDOT Interstate</p>	<p style="text-align: center;">VDOT Primary Route</p>	<p style="text-align: center;">VDOT Secondary Route</p>	<p style="text-align: center;">VDOT Other</p>	<p style="text-align: center;">Non-VDOT Route</p>	<p style="text-align: center;">Two-way, Non-divided - 2 or 3 Lanes</p>		<p style="text-align: center;">Two-way, Non-divided - 4+ Lanes</p>		<p style="text-align: center;">Two-way, Non-divided - Unknown Lanes</p>			<p style="text-align: center;">Divided, No Control Of Access - 2 or 3 Lanes</p>		<p style="text-align: center;">Divided, No Control Of Access - 4+ Lanes</p>		<p style="text-align: center;">Divided, No Control Of Access - Unknown Lanes</p>		<p style="text-align: center;">Divided, Partial Or Full Control Of Access - 2 or 3 Lanes</p>		<p style="text-align: center;">Divided, Partial Or Full Control Of Access - 4+ Lanes</p>		<p style="text-align: center;">Divided, Partial Or Full Control Of Access - Unknown Lanes</p>
Fatal Crashes			#	44	11	338	72	43	2	41	174	95	1	199	153	82	10	2	176	1	28	35	7	13	3										
<i>Category</i>	<i>Factor</i>		<i>#</i>																							517									
<i>Pedestrian Action</i>	Crossing At Intersection With Signal		15	0	0	12	3	0	0	0	1	5	0	9	4	4	0	0	4	0	0	2	1	0	0			517							
	Crossing At Intersection Against Signal		37	0	0	36	1	0	0	0	9	7	0	21	3	12	0	0	18	0	0	2	0	2	0										
	Crossing At Intersection - No Signal		41	0	0	32	5	4	0	0	8	8	0	25	14	7	1	0	16	1	0	0	1	1	0										
	Crossing Not At Intersection		178	8	3	138	17	12	0	7	64	28	0	79	40	33	2	0	83	0	4	12	0	3	1										
	In Roadway With or Against Traffic - Sidewalks Available		12	1	0	7	2	2	0	1	3	3	0	5	6	1	0	0	3	0	1	0	0	0	1										
	In Roadway With or Against Traffic - Sidewalks Not Available		74	5	1	41	18	8	1	4	38	16	1	15	42	5	2	0	16	0	4	3	1	1	0										
	Working/Standing/Lying/Playing In Roadway		73	13	3	30	18	9	0	12	28	18	0	15	25	10	1	1	15	0	7	6	4	4	0										
	Not In Roadway		30	6	1	17	5	1	0	6	13	7	0	4	9	0	0	0	11	0	5	5	0	0	0										
	Other		54	11	2	28	6	6	1	11	14	5	0	24	14	9	3	1	11	0	7	6	0	2	1										
Not provided/Not Applicable		3	0	0	2	0	1	0	0	1	0	0	2	1	1	1	0	0	0	0	0	0	0	0											
<i>Driver Action</i>	No Improper Action		319	21	6	230	40	22	0	19	121	48	0	131	88	56	5	2	123	0	12	19	4	9	1			510							
	Avoiding Pedestrian		9	1	0	6	2	0	0	1	4	2	0	2	2	1	0	0	4	0	1	1	0	0	0										
	Hit And Run		50	5	1	24	11	8	1	5	15	11	1	18	21	5	1	0	13	0	4	4	0	1	1										
	Did Not Have Right-of-Way		20	0	0	14	3	3	0	0	2	5	0	13	9	3	1	0	5	0	0	2	0	0	0										
	Fail To Maintain Proper Control		32	8	1	18	4	1	0	8	11	8	0	5	6	1	0	0	13	0	5	6	1	0	0										
	Other		70	8	2	40	10	9	1	7	19	18	0	26	22	15	3	0	16	1	6	1	2	3	1										
	Not Provided		10	1	1	6	2	0	0	1	2	3	0	4	5	1	0	0	2	0	0	2	0	0	0										
<i>Weather Conditions</i>	No adverse weather condition		446	39	9	294	65	37	2	36	149	83	1	177	133	74	8	2	152	1	26	31	6	10	3			510							
	Mist/rain/snow/sleet/hail/fog		63	5	2	43	7	6	0	5	25	12	0	21	20	8	2	0	23	0	2	4	1	3	0										
	Other		1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0										
Column Total				510							510							510																	

CATEGORICAL HEAT MAP Pedestrian Fatal Crashes (2014-2018)		Fatal Crashes		Functional Classification							Ownership				Facility Type								Total			
		Factor	Category	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes		Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private
		#	#	44	11	338	72	43	2	41	174	95	1	199	153	82	10	2	176	1	28	35		7	13	3
Category	Factor	#	32	10	238	66	39	2	29	127	75	1	155	149	71	9	1	99	0	18	21	4	12	3	510	
Pedestrian Refuge Type	None	387	12	1	92	4	2	0	12	42	19	0	38	3	10	0	1	69	1	10	14	2	1	0	510	
	Median	111	0	0	2	0	2	0	0	1	0	0	3	0	1	1	0	2	0	0	0	0	0	0	510	
	Island	4	0	0	6	2	0	0	0	4	1	0	3	1	0	0	0	6	0	0	0	1	0	0	510	
Pedestrian Signal Present	Pork Chop	8	0	0	44	3	1	0	0	6	10	0	32	6	14	1	0	22	0	0	3	1	1	0	510	
	Yes	48	44	11	294	69	42	2	41	168	85	1	167	147	68	9	2	154	1	28	32	6	12	3	510	
Pedestrian Signal Type	No	462	44	11	294	69	43	2	41	168	85	1	168	147	68	10	2	154	1	28	32	6	12	3	510	
	None	463	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	510	
	Vehicle Signal Heads	0	0	0	36	3	0	0	0	6	10	0	23	6	11	0	0	18	0	0	3	0	1	0	510	
	Walk/Don't Walk - With Pedestrian Countdown	39	0	0	2	0	0	0	0	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	510	
	Walk/Don't Walk - Without Pedestrian Countdown	2	0	0	6	0	0	0	0	0	0	0	6	0	2	0	0	3	0	0	0	1	0	0	510	
School Zone	Walk/Don't Walk - Pedestrian Countdown Unknown	6	0	0	4	1	0	0	0	1	0	0	4	1	3	0	0	0	0	0	0	0	1	0	510	
	Yes	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	510	
	Yes With School Activity	0	44	11	334	71	43	2	41	173	95	1	195	152	79	10	2	176	1	28	35	7	12	3	510	
No		505	510							510				510												
Column Total			510							510				510												

CATEGORICAL HEAT MAP Pedestrian Fatal Crashes (2014-2018)		Fatal Crashes		Functional Classification													Ownership					Facility Type										Total																																																																																																																																																																																																																																																																																																																						
		Factor	Category	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private	Total																																																																																																																																																																																																																																																																																																																												
		#	#	44	11	338	72	43	2	41	174	95	1	199	153	82	10	2	176	1	28	35	7	13	3																																																																																																																																																																																																																																																																																																																													
Category	Factor	#	10	3	68	11	7	0	9	39	17	0	34	21	16	0	1	42	0	8	6	1	3	1	5	2	68	19	11	0	5	39	18	0	43	35	14	1	0	39	0	4	7	2	2	1	17	4	110	20	10	1	17	50	28	1	66	46	36	5	1	40	1	10	15	3	4	1	12	2	92	22	15	1	10	46	32	0	56	51	16	4	0	55	0	6	7	1	4	0	0	0	101	8	1	0	0	33	16	0	61	14	28	0	1	58	0	0	6	1	1	1	2	1	132	21	23	0	0	60	32	0	87	59	30	6	0	66	1	1	5	2	8	1	0	1	86	40	15	1	0	65	40	1	37	70	18	1	1	45	0	1	3	3	0	1	0	0	12	3	2	0	0	3	6	0	8	7	4	0	0	5	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	42	9	6	0	2	0	41	13	1	0	4	3	1	2	0	2	0	26	20	1	4	0	0	0	45	7	6	0	0	8	15	0	35	12	15	3	0	21	1	*SEE NOTE					2	0	0	2	75	8	6	0	0	15	20	0	56	20	22	1	0	40	0	*SEE NOTE					2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*SEE NOTE					0	0	44	9	218	57	31	2	41	151	60	1	108	121	45	6	2	115	0	*SEE NOTE					9	2	Column Total			510					510					510										510

*NOTE: This portion has been excluded from this analysis as crosswalks at roadways with partial or full control of access are not relevant to this analysis

<p style="text-align: center;">CATEGORICAL HEAT MAP Pedestrian Fatal Crashes (2014-2018)</p>		<p style="text-align: center;">Fatal Crashes</p>		<p style="text-align: center;">Category</p>	<p style="text-align: center;"><i>Functional Classification</i></p>						<p style="text-align: center;"><i>Ownership</i></p>				<p style="text-align: center;"><i>Facility Type</i></p>												
					<p style="text-align: center;">Factor</p>	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private
				#	44	11	338	72	43	2	41	174	95	1	199	153	82	10	2	176	1	28	35	7	13	3	
Fatal Crashes		#	44	11	338	72	43	2	41	174	95	1	199	153	82	10	2	176	1	28	35	7	13	3			
<i>Land Use</i>	Residential	146	11	3	78	28	25	1	11	26	41	0	68	58	21	6	0	35	0	8	13	0	3	2	510		
	Commercial	182	7	3	153	13	6	0	5	72	15	0	90	25	45	1	0	88	1	1	9	4	7	1			
	Industrial	8	2	1	5	0	0	0	2	3	0	0	3	1	1	0	0	3	0	1	1	0	1	0			
	Recreational	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0			
	Institutional	4	0	0	3	1	0	0	0	1	2	0	1	0	0	0	0	2	0	0	2	0	0	0			
	Mixed-Use	66	7	3	50	2	4	0	7	18	9	0	32	14	10	1	1	29	0	6	4	1	0	0			
Agricultural/Rural		103	17	1	48	28	8	1	16	54	28	1	4	55	5	2	1	18	0	12	6	2	2	0			
<i>Posted Speed</i>	25 MPH or less	67	0	0	28	12	25	2	0	8	13	1	45	33	11	7	0	9	0	0	0	0	4	3	510		
	30-35 MPH	132	0	1	108	18	5	0	0	21	21	0	90	37	37	1	0	48	0	2	4	1	2	0			
	40-45 MPH	171	1	2	141	21	6	0	0	71	41	0	59	36	29	0	1	89	1	0	9	4	2	0			
	50 MPH or greater	140	43	8	61	21	7	0	41	74	20	0	5	47	5	2	1	30	0	26	22	2	5	0			
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
<i>Driver Vision</i>	Vision Not Obscured	389	34	8	270	51	25	1	31	145	69	0	144	114	59	5	1	146	0	20	29	4	11	0	510		
	Vision Obscured - Static Sight Distance Issue	11	0	0	5	3	3	0	0	4	4	0	3	6	3	1	0	1	0	0	0	0	0	0			
	Vision Obscured - Vehicle Issue	30	2	0	22	4	2	0	2	10	4	0	14	8	6	0	0	12	0	1	0	2	0	1			
	Vision Obscured - Dynamic Sight Distance Issue	49	4	0	31	8	5	1	4	10	10	1	24	14	10	3	1	14	1	3	2	1	0	0			
Not Applicable		31	4	3	10	6	8	0	4	5	8	0	14	11	4	1	0	3	0	4	4	0	2	2			
<i>Driver Drinking</i>	Had Not Been Drinking	403	29	9	281	53	30	1	27	152	68	0	156	115	72	9	2	144	1	18	26	7	8	1	510		
	Drinking	35	5	0	24	3	3	0	4	6	9	0	16	11	3	0	0	15	0	1	3	0	2	0			
	Unknown	72	10	2	33	16	10	1	10	16	18	1	27	27	7	1	0	17	0	9	6	0	3	2			
Column Total			510						510						510												

<p style="text-align: center;">CATEGORICAL HEAT MAP Pedestrian Fatal Crashes (2014-2018)</p>		<p style="text-align: center;">Fatal Crashes</p>		<p style="text-align: center;">Category</p>	<p style="text-align: center;"><i>Functional Classification</i></p>						<p style="text-align: center;"><i>Ownership</i></p>				<p style="text-align: center;"><i>Facility Type</i></p>												
					<p style="text-align: center;">Factor</p>	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private
				#	44	11	338	72	43	2	41	174	95	1	199	153	82	10	2	176	1	28	35	7	13	3	
Fatal Crashes		#	44	11	338	72	43	2	41	174	95	1	199	153	82	10	2	176	1	28	35	7	13	3			
<i>Category</i>	<i>Factor</i>	#	21	5	156	42	30	1	21	80	62	0	92	88	32	7	2	78	1	14	20	4	7	2	517		
Pedestrian Drinking	Had Not Been Drinking	255	15	4	136	21	7	1	12	80	24	1	67	49	32	2	0	74	0	10	12	1	4	0			
	Drinking	184	8	1	51	12	6	0	8	19	11	0	40	21	18	1	0	25	0	4	4	2	2	1			
	Unknown	78	0	0	143	17	12	0	0	22	37	0	113	39	42	4	0	71	1	1	7	3	3	1			
Sidewalk Presence	Sidewalk	172	44	11	195	55	31	2	41	152	58	1	86	114	40	6	2	105	0	27	28	4	10	2	510		
	No Sidewalk	338	18	1	68	11	6	1	18	43	12	1	31	28	14	3	1	34	0	12	11	0	2	0			
Time of Day	0 AM - 6 AM	105	4	4	39	14	7	0	4	18	19	0	27	25	11	2	0	19	1	2	3	1	4	0	510		
	6 AM - 12 PM	68	5	2	49	15	14	1	5	20	20	0	41	34	8	2	0	31	0	4	4	2	1	0			
	12 PM - 6 PM	86	17	4	182	32	16	0	14	93	44	0	100	66	49	3	1	92	0	10	17	4	6	3			
	6 PM - 12 AM	251	0	0	25	4	5	0	0	17	5	0	12	16	5	0	0	12	0	0	1	0	0	0			
Driver Age	Less than or equal to 20	34	13	1	120	14	16	0	12	57	26	0	69	41	35	4	1	60	0	7	12	2	2	0	510		
	21 - 35	164	11	5	68	17	6	0	10	33	25	0	39	31	14	3	1	35	0	6	9	2	5	1			
	36 - 50	107	7	2	74	20	5	0	6	41	21	0	40	29	17	0	0	45	1	5	6	2	3	0			
	51 - 65	108	2	0	35	9	5	1	2	14	8	0	28	23	9	2	0	14	0	2	1	1	0	0			
	Greater than 65	52	11	3	16	8	6	1	11	12	10	1	11	13	2	1	0	10	0	8	6	0	3	2			
	Not Provided	45																									
Column Total			510						510				510														

<p style="text-align: center;">CATEGORICAL HEAT MAP Pedestrian Fatal Crashes (2014-2018)</p>			<p style="text-align: center;">Fatal Crashes</p>		<p style="text-align: center;">Category</p>	<p style="text-align: center;"><i>Functional Classification</i></p>						<p style="text-align: center;"><i>Ownership</i></p>				<p style="text-align: center;"><i>Facility Type</i></p>																																																																																																																																																																																																																																																																																																																																																																											
						<p style="text-align: center;">Factor</p>	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private	Total																																																																																																																																																																																																																																																																																																																																																														
Fatal Crashes			#	44	11	338	72	43	2	41	174	95	1	199	153	82	10	2	176	1	28	35	7	13	3																																																																																																																																																																																																																																																																																																																																																																		
Category	Factor	#	1	0	23	11	8	0	1	14	12	0	16	24	3	2	0	10	0	0	3	0	0	1	16	2	66	12	6	1	15	36	16	1	35	24	17	4	1	30	0	9	12	2	3	1	14	6	81	13	11	0	13	55	18	0	39	42	16	1	0	41	0	8	11	1	4	1	11	2	103	22	10	0	10	50	25	0	63	33	33	1	0	59	0	9	8	2	3	0	2	0	66	16	8	1	2	23	25	0	43	34	12	2	1	34	1	2	2	2	3	0	0	0	4	1	0	0	0	1	1	0	3	1	1	0	0	3	0	0	0	0	0	0	0	10	2	98	19	17	1	8	55	35	1	48	56	18	2	0	46	0	7	13	1	3	1	34	8	243	56	26	1	33	124	62	0	149	101	64	8	2	130	1	21	23	6	10	2	0	0	2	0	0	0	0	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	6	5	89	19	12	0	6	51	18	0	56	45	26	1	1	42	0	6	8	1	1	0	28	3	233	45	25	1	25	111	68	0	131	96	54	8	1	123	1	15	21	6	9	1	10	3	16	8	6	1	10	12	9	1	12	12	2	1	0	11	0	7	6	0	3	2	8	4	82	25	21	1	8	35	31	0	67	55	19	5	0	39	1	6	9	2	5	0	12	1	118	11	7	0	11	25	19	0	94	32	32	1	0	65	0	5	10	1	2	1	24	6	136	36	13	1	22	113	44	1	36	65	31	4	2	70	0	17	16	4	6	1	0	0	1	0	2	0	0	1	1	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
Column Total				510						510				510																																																																																																																																																																																																																																																																																																																																																																													

<p style="text-align: center;">CATEGORICAL HEAT MAP Pedestrian Fatal Crashes (2014-2018)</p>			<p style="text-align: center;">Fatal Crashes</p>		<p style="text-align: center;">Category</p>	<p style="text-align: center;"><i>Functional Classification</i></p>						<p style="text-align: center;"><i>Ownership</i></p>				<p style="text-align: center;"><i>Facility Type</i></p>											
						<p style="text-align: center;">Factor</p>	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
			#	44	11	338	72	43	2	41	174	95	1	199	153	82	10	2	176	1	28	35	7	13	3		
Fatal Crashes			#	44	11	338	72	43	2	41	174	95	1	199	153	82	10	2	176	1	28	35	7	13	3		
Category	Factor	#																									
Transit Route Present (within 1/4 mile)	Yes	312	24	6	235	25	21	1	22	79	46	0	165	58	68	8	0	127	1	14	20	4	11	1			510
	No	198	20	5	103	47	22	1	19	95	49	1	34	95	14	2	2	49	0	14	15	3	2	2			510
Bus Stop within 500 Feet	Yes	195	3	2	162	13	14	1	3	33	32	0	127	34	54	4	0	82	1	3	7	3	6	1			510
	No	315	41	9	176	59	29	1	38	141	63	1	72	119	28	6	2	94	0	25	28	4	7	2			510
Rail Stops within 500 Feet	Yes	35	0	1	26	2	6	0	0	15	10	0	10	6	9	2	0	12	0	0	3	0	2	1			510
	No	475	44	10	312	70	37	2	41	159	85	1	189	147	73	8	2	164	1	28	32	7	11	2			510
Health Opportunity Index	Very Low Health Opportunity	124	9	1	91	10	13	0	8	27	8	0	81	39	25	4	0	40	0	7	4	0	5	0			510
	Low Health Opportunity	123	8	1	86	17	9	2	7	42	19	1	54	36	24	4	0	41	1	6	5	2	2	2			510
	Moderate Health Opportunity	103	11	2	68	15	7	0	11	44	19	0	29	27	20	1	0	35	0	8	8	2	2	0			510
	High Health Opportunity	89	11	4	53	13	8	0	10	37	18	0	24	20	10	1	1	36	0	6	10	2	3	0			510
	Very High Health Opportunity	70	5	3	39	17	6	0	5	24	31	0	10	30	3	0	1	24	0	1	8	1	1	1			510
	Not Provided	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0		
Column Total				510						510				510													

Contributing Factors for Statewide Pedestrian Injury Crashes

CATEGORICAL HEAT MAP Pedestrian Injury Crashes (2014-2018)		Injury Crashes	Category		Functional Classification						Ownership				Facility Type										Total				
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes		One-way or Transition	Private		
																												#	34
Category	Factor	#																											
Pedestrian Action	Crossing At Intersection With Signal	271	1	0	202	56	11	1	1	30	39	0	201	93	47	8	13	57	10	4	6	2	31	0	2067				
	Crossing At Intersection Against Signal	102	0	0	80	19	3	0	0	16	9	1	76	22	20	4	4	36	1	1	4	1	9	0					
	Crossing At Intersection - No Signal	303	2	0	164	64	66	7	1	37	52	5	208	131	37	21	15	52	13	3	6	4	18	3					
	Crossing Not At Intersection	397	0	3	252	76	62	4	0	80	67	2	248	158	72	11	19	95	10	0	16	2	10	4					
	In Roadway With or Against Traffic - Sidewalks Available	47	0	0	28	9	10	0	0	5	5	0	37	23	9	1	1	10	2	0	0	0	1	0					
	In Roadway With or Against Traffic - Sidewalks Not Available	243	3	2	82	80	69	7	3	52	90	2	96	152	10	12	15	29	6	2	5	0	9	3					
	Working/Standing/Lying/Playing In Roadway	223	17	3	77	39	83	4	17	46	63	2	95	119	14	9	8	25	7	13	8	4	10	6					
	Not In Roadway	111	6	4	57	21	18	5	6	32	17	0	56	44	4	7	6	22	2	5	6	1	3	11					
	Other	354	10	2	149	67	95	31	10	40	66	7	231	154	33	29	11	39	16	5	14	1	17	35					
Not provided/Not Applicable	16	0	0	5	8	2	1	0	4	1	1	10	9	1	0	0	2	1	0	0	0	2	1						
Driver Action	No Improper Action	904	8	3	519	189	166	19	8	175	173	7	541	388	122	41	39	192	25	6	28	6	41	16	1939				
	Avoiding Pedestrian	51	0	0	26	12	9	4	0	9	9	2	31	22	5	5	2	14	2	0	0	0	1	0					
	Hit And Run	254	5	3	108	66	67	5	5	41	51	2	155	131	29	13	11	33	7	4	4	0	14	8					
	Did Not Have Right-of-Way	265	2	0	172	50	35	6	1	24	40	3	197	95	33	15	14	45	11	4	8	4	33	3					
	Fail To Maintain Proper Control	89	8	2	34	16	23	6	8	19	19	0	43	32	9	6	3	12	6	7	2	0	2	10					
	Other	332	9	0	146	69	90	18	9	40	78	6	199	166	28	19	18	37	14	8	9	1	13	19					
Not Provided	44	2	0	19	14	8	1	2	4	9	0	29	19	9	0	1	8	0	1	2	0	3	1						
Weather Conditions	No adverse weather condition	1644	27	7	849	355	356	50	26	256	334	18	1010	727	205	86	75	277	59	23	42	9	88	53	1939				
	Mist/rain/snow/sleet/hail/fog	294	7	1	175	61	41	9	7	56	45	2	184	126	30	12	13	64	6	7	11	2	19	4					
	Other	1	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0					
Column Total			1939						1939				1939																

CATEGORICAL HEAT MAP Pedestrian Injury Crashes (2014-2018)		Injury Crashes		Functional Classification							Ownership				Facility Type							Total						
				Factor		Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes		Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private
				#																								
Injury Crashes		#		34	8	1024	416	398	59	33	312	379	20	1195	853	235	99	88	341	65	30	53	11	107	57			
Category	Factor	#	22	7	799	381	384	59	21	228	345	19	1039	824	192	92	72	197	60	18	35	9	98	55				
Pedestrian Refuge Type	None	1652	12	1	181	24	6	0	12	76	22	0	114	16	28	4	12	123	5	10	17	1	6	2		1939		
	Median	224	0	0	11	3	6	0	0	4	4	1	11	4	4	0	3	7	0	1	1	0	0	0				
	Island	20	0	0	33	8	2	0	0	4	8	0	31	9	11	3	1	14	0	1	0	1	3	0				
Pedestrian Signal Present	Pork Chop	43	1	0	259	60	10	0	1	29	41	0	259	96	61	11	13	86	9	4	10	3	37	0		1939		
	Yes	330	33	8	765	356	388	59	32	283	338	20	936	757	174	88	75	255	56	26	43	8	70	57				
Pedestrian Signal Type	No	1609	33	8	770	359	388	59	32	283	338	20	944	759	176	88	76	258	56	26	43	8	70	57		1939		
	None	1617	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Vehicle Signal Heads	0	1	0	195	41	8	0	1	28	38	0	178	67	41	8	9	70	6	4	7	2	31	0				
	Walk/Don't Walk - With Pedestrian Countdown	245	0	0	31	5	2	0	0	0	0	0	38	10	12	2	1	8	0	0	1	0	4	0				
	Walk/Don't Walk - Without Pedestrian Countdown	38	0	0	28	11	0	0	0	1	3	0	35	17	6	1	2	5	3	0	2	1	2	0				
School Zone	Walk/Don't Walk - Pedestrian Countdown Unknown	39	0	0	16	14	4	0	0	6	8	1	19	20	2	0	2	7	0	2	1	0	0	0		1939		
	Yes	34	0	0	16	4	8	4	0	3	10	0	19	15	4	1	1	5	2	0	0	0	0	4				
	Yes With School Activity	32	34	8	992	398	386	55	33	303	361	19	1157	818	229	98	85	329	63	28	52	11	107	53				
No		1873																										
Column Total			1939							1939				1939														

CATEGORICAL HEAT MAP Pedestrian Injury Crashes (2014-2018)		Injury Crashes		Functional Classification													Ownership					Facility Type										Total
				Factor																												
				Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private							
#	34	8	1024	416	398	59	33	312	379	20	1195	853	235	99	88	341	65	30	53	11	107	57										
Category	Factor	#																					1939									
Season	Spring	429	9	2	217	91	98	12	9	64	95	3	258	190	47	27	13	83	14	7	10	0	24	14	1939							
	Summer	387	9	2	204	75	85	12	9	66	75	2	235	187	48	14	8	63	13	7	7	4	22	14	1939							
	Autumn	585	7	3	308	140	108	19	6	90	119	8	362	240	70	34	50	94	17	7	19	3	32	19	1939							
	Winter	538	9	1	295	110	107	16	9	92	90	7	340	236	70	24	17	101	21	9	17	4	29	10	1939							
Location	Signalized Intersection	526	4	0	413	92	17	0	3	86	62	2	373	142	104	17	23	149	11	7	17	4	49	3	1939							
	Unsignalized Intersection	812	0	0	389	195	217	11	0	98	149	6	559	431	87	43	45	116	31	5	13	4	32	5	1939							
	Mid-Block	414	0	0	172	109	128	5	0	111	141	6	156	232	34	23	18	60	9	1	9	3	17	8	1939							
	Intersection/Mid-Block	65	0	0	29	14	22	0	0	5	5	1	54	36	7	3	1	13	2	0	0	0	3	0	1939							
	Parking Lot	68	0	0	12	4	10	42	0	2	19	5	42	2	1	11	0	0	12	0	0	0	4	38	1939							
	Other	54	30	8	9	2	4	1	30	10	3	0	11	10	2	2	1	3	0	17	14	0	2	3	1939							
Crosswalk	Crosswalk Present, Pedestrian Struck In Crosswalk	482	1	0	322	113	41	5	1	41	55	3	382	191	64	14	26	97	15	*SEE NOTE				55	0	1939						
	Crosswalk Present, Pedestrian Not Struck In Crosswalk	350	0	0	214	69	49	18	0	38	44	2	266	131	57	17	15	69	16					13	14	1939						
	Crosswalk Present, Unclear If Pedestrian Was Struck In Crosswalk	4	0	0	3	1	0	0	0	0	1	0	3	0	1	0	1	2	0					0	0	1939						
	No Crosswalk	1103	33	8	485	233	308	36	32	233	279	15	544	531	113	68	46	173	34					39	43	1939						
Column Total			1939													1939					1939											

*NOTE: This portion has been excluded from this analysis as crosswalks at roadways with partial or full control of access are not relevant to this analysis

CATEGORICAL HEAT MAP Pedestrian Injury Crashes (2014-2018)		Injury Crashes		Category	Functional Classification						Ownership				Facility Type										Total		
				Factor	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes		One-way or Transition	Private
Category	Factor	#	1939																								1939
Land Use	Residential	698	8	2	234	166	277	11	8	56	181	15	438	409	47	52	34	72	30	8	7	3	24	12	1939		
	Commercial	660	9	2	476	101	39	33	9	117	73	4	457	171	129	19	23	182	24	7	25	4	46	30			
	Industrial	20	1	0	14	5	0	0	0	5	2	0	13	7	6	0	0	4	0	0	0	0	3	0			
	Recreational	9	1	0	2	0	6	0	1	1	1	0	6	4	1	1	0	1	0	1	0	0	1	0			
	Institutional	100	0	0	49	25	16	10	0	12	9	0	79	50	7	8	6	9	5	2	2	1	4	6			
	Mixed-Use	261	3	2	174	53	25	4	3	37	28	0	193	85	42	19	13	50	6	4	11	3	25	3			
	Agricultural/Rural	191	12	2	75	66	35	1	12	84	85	1	9	127	3	0	12	23	0	8	8	0	4	6			
Posted Speed	25 MPH or less	958	1	0	347	225	330	55	0	32	152	18	756	499	69	91	46	54	51	8	10	6	75	49	1939		
	30-35 MPH	515	2	0	364	111	35	3	2	71	112	2	328	205	108	7	16	125	10	4	13	2	21	4			
	40-45 MPH	307	2	0	230	56	19	0	2	118	84	0	103	80	49	1	16	131	4	1	13	2	10	0			
	50 MPH or greater	159	29	8	83	24	14	1	29	91	31	0	8	69	9	0	10	31	0	17	17	1	1	4			
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Driver Vision	Vision Not Obscured	1370	22	4	762	277	272	33	22	245	268	13	822	595	170	67	57	262	42	22	37	9	74	35	1939		
	Vision Obscured - Static Sight Distance Issue	87	1	0	32	23	28	3	1	8	11	2	65	39	7	9	5	7	6	1	3	0	7	3			
	Vision Obscured - Vehicle Issue	126	2	1	58	33	21	11	1	15	26	3	81	58	8	6	7	18	4	1	4	1	14	5			
	Vision Obscured - Dynamic Sight Distance Issue	175	3	0	88	42	39	3	3	26	39	2	105	75	22	9	15	30	8	3	3	0	5	5			
	Not Applicable	181	6	3	84	41	38	9	6	18	35	0	122	86	28	8	4	24	5	3	6	1	7	9			
Driver Drinking	Had Not Been Drinking	1435	25	5	792	290	279	44	24	257	275	17	862	611	181	69	65	268	49	23	39	10	79	41	1939		
	Drinking	73	0	0	40	16	14	3	0	12	16	0	45	31	11	5	3	7	2	2	4	0	4	4			
	Unknown	431	9	3	192	110	105	12	9	43	88	3	288	211	43	25	20	66	14	5	10	1	24	12			
Column Total			1939						1939				1939														

CATEGORICAL HEAT MAP Pedestrian Injury Crashes (2014-2018)		Injury Crashes		Functional Classification													Ownership					Facility Type							Total
				Factor													Ownership					Facility Type							
				Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private				
#	34	8	1024	416	398	59	33	312	379	20	1195	853	235	99	88	341	65	30	53	11	107	57							
Category	Factor	#	37	13	871	356	351	58	36	266	332	17	1035	750	201	86	76	278	59	27	49	13	90	57	2067				
Pedestrian Drinking	Had Not Been Drinking	1686	2	1	166	47	37	1	2	67	51	1	133	108	35	5	6	64	5	4	13	1	11	2					
	Drinking	254	0	0	59	36	31	1	0	9	26	2	90	47	11	11	10	25	4	2	3	1	9	4					
	Unknown	127	2	0	609	193	153	16	1	79	111	6	776	372	148	45	45	190	37	9	22	7	78	20					
Sidewalk Presence	Sidewalk	973	32	8	415	223	245	43	32	233	268	14	419	481	87	54	43	151	28	21	31	4	29	37	1939				
	No Sidewalk	966	9	2	82	26	27	4	9	36	24	1	80	58	17	7	5	31	4	8	8	1	7	4					
Time of Day	0 AM - 6 AM	150	5	3	220	79	95	15	4	51	90	7	265	159	64	30	25	64	18	4	11	3	25	14	1939				
	6 AM - 12 PM	417	12	1	351	171	153	26	12	97	127	7	471	337	77	33	28	107	28	11	13	5	48	27					
	12 PM - 6 PM	714	8	2	371	140	123	14	8	128	138	5	379	299	77	29	30	139	15	7	21	2	27	12					
	6 PM - 12 AM	658	0	0	84	33	33	7	0	20	38	3	96	76	10	8	6	30	4	2	6	0	6	9					
Driver Age	Less than or equal to 20	157	11	0	284	98	104	18	10	65	98	5	337	201	72	37	28	89	16	12	9	4	34	13	1939				
	21 - 35	515	6	2	201	85	76	9	6	70	79	4	220	162	46	15	18	70	16	3	13	2	25	9					
	36 - 50	379	4	0	200	72	74	9	4	74	66	2	213	159	48	14	14	70	12	3	9	2	16	12					
	51 - 65	359	3	2	133	49	41	7	3	46	41	4	141	102	29	9	10	43	8	4	9	2	13	6					
	Greater than 65	235	10	4	122	79	70	9	10	37	57	2	188	153	30	16	12	39	9	6	7	1	13	8					
Not Provided	294	1939			1939			1939																					
Column Total			1939			1939			1939																				

CATEGORICAL HEAT MAP Pedestrian Injury Crashes (2014-2018)			Injury Crashes		Functional Classification												Ownership					Facility Type										Total																																																																																																																																																																																																																																																																																																																																																										
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private																																																																																																																																																																																																																																																																																																																																																																
Injury Crashes			#	34	8	1024	416	398	59	33	312	379	20	1195	853	235	99	88	341	65	30	53	11	107	57																																																																																																																																																																																																																																																																																																																																																																	
Category	Factor	#	1939												1939					1939																																																																																																																																																																																																																																																																																																																																																																						
Pedestrian Age	Less than or equal to 20	493	4	1	221	113	142	12	4	61	104	4	320	265	49	28	19	70	20	2	7	6	19	8	15	3	311	149	90	16	15	95	110	4	360	254	62	27	22	120	18	16	22	3	27	13	11	4	244	63	71	15	10	92	84	6	216	152	57	17	20	80	11	7	19	3	23	19	6	5	216	77	75	7	6	64	64	1	251	158	55	18	18	66	12	7	13	1	26	12	1	0	83	34	36	7	1	20	44	4	92	64	19	10	10	24	7	0	3	1	13	10	2	1	21	3	5	3	2	10	3	1	19	12	5	2	3	7	0	1	1	1	2	1	7	1	465	172	154	30	7	115	152	6	549	360	102	39	39	151	32	7	16	6	46	31	32	13	624	267	261	30	31	223	256	13	704	542	144	63	53	213	35	26	49	8	62	32	0	0	7	0	4	0	0	4	1	1	5	3	1	0	0	3	1	0	0	1	2	0	4	1	366	146	154	30	4	99	145	8	445	308	84	49	33	118	23	3	13	4	40	26	20	3	536	191	180	21	19	176	179	10	567	397	125	33	43	182	33	21	33	7	54	23	10	4	122	79	64	8	10	37	55	2	183	148	26	17	12	41	9	6	7	0	13	8	17	4	566	251	273	42	16	140	222	13	762	525	141	70	51	161	46	14	23	7	71	44	8	1	267	82	63	12	8	53	42	2	328	159	60	20	16	101	11	9	21	3	25	8	9	3	184	82	58	4	9	118	114	5	94	163	32	7	21	77	8	7	9	1	11	4	0	0	4	1	3	1	0	1	1	0	7	5	0	1	0	2	0	0	0	0	0	0	1	0	0	3	0	1	0	0	0	0	0	4	1	2	1	0	0	0	0	0	0	0	0	0
	Pedestrian Gender	Female	829	7	1	465	172	154	30	7	115	152	6	549	360	102	39	39	151	32	7	16	6	46	31	32	13	624	267	261	30	31	223	256	13	704	542	144	63	53	213	35	26	49	8	62	32	0	0	7	0	4	0	0	4	1	1	5	3	1	0	0	3	1	0	0	1	2	0	4	1	366	146	154	30	4	99	145	8	445	308	84	49	33	118	23	3	13	4	40	26	20	3	536	191	180	21	19	176	179	10	567	397	125	33	43	182	33	21	33	7	54	23	10	4	122	79	64	8	10	37	55	2	183	148	26	17	12	41	9	6	7	0	13	8	17	4	566	251	273	42	16	140	222	13	762	525	141	70	51	161	46	14	23	7	71	44	8	1	267	82	63	12	8	53	42	2	328	159	60	20	16	101	11	9	21	3	25	8	9	3	184	82	58	4	9	118	114	5	94	163	32	7	21	77	8	7	9	1	11	4	0	0	4	1	3	1	0	1	1	0	7	5	0	1	0	2	0	0	0	0	0	0	1	0	0	3	0	1	0	0	0	0	0	4	1	2	1	0	0	0	0	0	0	0	0	0																																																																																																																																			
		Male	1227	32	13	624	267	261	30	31	223	256	13	704	542	144	63	53	213	35	26	49	8	62	32	0	0	7	0	4	0	0	4	1	1	5	3	1	0	0	3	1	0	0	1	2	0	4	1	366	146	154	30	4	99	145	8	445	308	84	49	33	118	23	3	13	4	40	26	20	3	536	191	180	21	19	176	179	10	567	397	125	33	43	182	33	21	33	7	54	23	10	4	122	79	64	8	10	37	55	2	183	148	26	17	12	41	9	6	7	0	13	8	17	4	566	251	273	42	16	140	222	13	762	525	141	70	51	161	46	14	23	7	71	44	8	1	267	82	63	12	8	53	42	2	328	159	60	20	16	101	11	9	21	3	25	8	9	3	184	82	58	4	9	118	114	5	94	163	32	7	21	77	8	7	9	1	11	4	0	0	4	1	3	1	0	1	1	0	7	5	0	1	0	2	0	0	0	0	0	0	1	0	0	3	0	1	0	0	0	0	0	4	1	2	1	0	0	0	0	0	0	0	0	0																																																																																																																																																									
		Not Provided	11	0	0	7	0	4	0	0	4	1	1	5	3	1	0	0	3	1	0	0	1	2	0	4	1	366	146	154	30	4	99	145	8	445	308	84	49	33	118	23	3	13	4	40	26	20	3	536	191	180	21	19	176	179	10	567	397	125	33	43	182	33	21	33	7	54	23	10	4	122	79	64	8	10	37	55	2	183	148	26	17	12	41	9	6	7	0	13	8	17	4	566	251	273	42	16	140	222	13	762	525	141	70	51	161	46	14	23	7	71	44	8	1	267	82	63	12	8	53	42	2	328	159	60	20	16	101	11	9	21	3	25	8	9	3	184	82	58	4	9	118	114	5	94	163	32	7	21	77	8	7	9	1	11	4	0	0	4	1	3	1	0	1	1	0	7	5	0	1	0	2	0	0	0	0	0	0	1	0	0	3	0	1	0	0	0	0	0	4	1	2	1	0	0	0	0	0	0	0	0	0																																																																																																																																																																															
	Driver Gender	Female	701	4	1	366	146	154	30	4	99	145	8	445	308	84	49	33	118	23	3	13	4	40	26	20	3	536	191	180	21	19	176	179	10	567	397	125	33	43	182	33	21	33	7	54	23	10	4	122	79	64	8	10	37	55	2	183	148	26	17	12	41	9	6	7	0	13	8	17	4	566	251	273	42	16	140	222	13	762	525	141	70	51	161	46	14	23	7	71	44	8	1	267	82	63	12	8	53	42	2	328	159	60	20	16	101	11	9	21	3	25	8	9	3	184	82	58	4	9	118	114	5	94	163	32	7	21	77	8	7	9	1	11	4	0	0	4	1	3	1	0	1	1	0	7	5	0	1	0	2	0	0	0	0	0	0	1	0	0	3	0	1	0	0	0	0	0	4	1	2	1	0	0	0	0	0	0	0	0	0																																																																																																																																																																																																					
		Male	951	20	3	536	191	180	21	19	176	179	10	567	397	125	33	43	182	33	21	33	7	54	23	10	4	122	79	64	8	10	37	55	2	183	148	26	17	12	41	9	6	7	0	13	8	17	4	566	251	273	42	16	140	222	13	762	525	141	70	51	161	46	14	23	7	71	44	8	1	267	82	63	12	8	53	42	2	328	159	60	20	16	101	11	9	21	3	25	8	9	3	184	82	58	4	9	118	114	5	94	163	32	7	21	77	8	7	9	1	11	4	0	0	4	1	3	1	0	1	1	0	7	5	0	1	0	2	0	0	0	0	0	0	1	0	0	3	0	1	0	0	0	0	0	4	1	2	1	0	0	0	0	0	0	0	0	0																																																																																																																																																																																																																											
Not Provided		287	10	4	122	79	64	8	10	37	55	2	183	148	26	17	12	41	9	6	7	0	13	8	17	4	566	251	273	42	16	140	222	13	762	525	141	70	51	161	46	14	23	7	71	44	8	1	267	82	63	12	8	53	42	2	328	159	60	20	16	101	11	9	21	3	25	8	9	3	184	82	58	4	9	118	114	5	94	163	32	7	21	77	8	7	9	1	11	4	0	0	4	1	3	1	0	1	1	0	7	5	0	1	0	2	0	0	0	0	0	0	1	0	0	3	0	1	0	0	0	0	0	4	1	2	1	0	0	0	0	0	0	0	0	0																																																																																																																																																																																																																																																		
Unknown		4	0	0	3	0	1	0	0	0	0	0	4	1	2	1	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	4	1	2	1	0	0	0	0	0	0	0	0	0	0	3	0	1	0	0	0	0	0	4	1	2	1	0	0	0	0	0	0	0	0	0																																																																																																																																																																																																																																																																																																																					
Column Total				1939												1939					1939																																																																																																																																																																																																																																																																																																																																																																					

CATEGORICAL HEAT MAP Pedestrian Injury Crashes (2014-2018)			Injury Crashes		Category		Functional Classification						Ownership				Facility Type								Total			
					Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes		Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
			#	34	8	1024	416	398	59	33	312	379	20	1195	853	235	99	88	341	65	30	53	11	107	57			
Injury Crashes			#	34	8	1024	416	398	59	33	312	379	20	1195	853	235	99	88	341	65	30	53	11	107	57			
Category	Factor	#																										
Transit Route Present (within 1/4 mile)	Yes	1398	21	4	817	269	248	39	20	156	159	8	1055	534	201	76	62	275	53	21	39	10	93	34				
	No	541	13	4	207	147	150	20	13	156	220	12	140	319	34	23	26	66	12	9	14	1	14	23				
Bus Stop within 500 Feet	Yes	960	3	1	613	188	134	21	3	79	83	2	793	352	146	49	40	206	32	12	19	8	72	24				
	No	979	31	7	411	228	264	38	30	233	296	18	402	501	89	50	48	135	33	18	34	3	35	33				
Rail Stops within 500 Feet	Yes	143	0	0	104	25	14	0	0	34	40	2	67	46	26	6	5	38	4	0	5	2	9	2				
	No	1796	34	8	920	391	384	59	33	278	339	18	1128	807	209	93	83	303	61	30	48	9	98	55				
Health Opportunity Index	Very Low Health Opportunity	791	6	0	445	158	160	22	5	57	39	1	689	356	98	50	29	116	25	7	14	3	70	23				
	Low Health Opportunity	409	9	4	210	100	79	7	9	75	78	3	244	172	52	18	15	85	16	9	14	2	15	11				
	Moderate Health Opportunity	337	7	1	178	71	72	8	7	83	111	6	130	148	48	15	16	71	9	4	8	2	8	8				
	High Health Opportunity	244	5	3	127	50	43	16	5	70	77	4	88	93	25	10	15	52	9	6	11	2	11	10				
	Very High Health Opportunity	147	7	0	57	33	44	6	7	27	74	6	33	75	12	6	11	17	6	4	6	2	3	5				
	Not Provided	11	0	0	7	4	0	0	0	0	0	0	11	9	0	0	2	0	0	0	0	0	0	0				
Column Total				1939						1939				1939														

Contributing Factors for Statewide Pedestrian Fatal Crashes in Urban Areas

CATEGORICAL HEAT MAP Urban Pedestrian Fatal Crashes (2014-2018)				Total Crashes		Functional Classification						Ownership				Facility Type								Total			
						Factor	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes		Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes
Total Crashes				#	30	11	275	35	32	1	28	101	59	0	196	82	74	8	1	150	1	18	32	4	11	3	
Category	Factor	#																									Total
Pedestrian Action	Crossing At Intersection With Signal	14	0	0	11	3	0	0	0	0	5	0	9	3	4	0	0	4	0	0	2	1	0	0	384		
	Crossing At Intersection Against Signal	33	0	0	32	1	0	0	0	5	7	0	21	3	11	0	0	15	0	0	2	0	2	0	384		
	Crossing At Intersection - No Signal	39	0	0	30	5	4	0	0	6	8	0	25	13	7	1	0	15	1	0	0	1	1	0	384		
	Crossing Not At Intersection	155	6	3	127	9	10	0	5	50	21	0	79	24	32	2	0	79	0	2	12	0	3	1	384		
	In Roadway With or Against Traffic - Sidewalks Available	11	1	0	6	2	2	0	1	2	3	0	5	5	1	0	0	3	0	1	0	0	0	1	384		
	In Roadway With or Against Traffic - Sidewalks Not Available	34	5	1	19	6	3	0	4	14	4	0	12	11	4	1	0	10	0	4	2	1	1	0	384		
	Working/Standing/Lying/Playing In Roadway	35	7	3	16	4	5	0	7	9	4	0	15	8	7	1	0	7	0	4	5	1	2	0	384		
	Not In Roadway	13	3	1	7	1	1	0	3	3	3	0	4	3	0	0	0	6	0	2	2	0	0	0	384		
	Other	48	8	2	27	4	6	1	8	12	4	0	24	12	8	2	1	11	0	5	6	0	2	1	384		
Not provided/Not Applicable	2	0	0	1	0	1	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	384			
Driver Action	No Improper Action	244	17	6	188	16	17	0	15	73	28	0	128	40	51	5	1	107	0	9	18	3	9	1	384		
	Avoiding Pedestrian	7	1	0	5	1	0	0	1	3	1	0	2	1	1	0	0	3	0	1	1	0	0	0	384		
	Hit And Run	34	4	1	20	5	4	0	4	8	4	0	18	11	4	0	0	12	0	3	3	0	0	1	384		
	Did Not Have Right-of-Way	19	0	0	13	3	3	0	0	1	5	0	13	8	3	1	0	5	0	0	2	0	0	0	384		
	Fail To Maintain Proper Control	19	5	1	10	2	1	0	5	3	6	0	5	3	1	0	0	7	0	3	5	0	0	0	384		
	Other	52	2	2	34	6	7	1	2	12	12	0	26	15	13	2	0	14	1	2	1	1	2	1	384		
	Not Provided	9	1	1	5	2	0	0	1	1	3	0	4	4	1	0	0	2	0	0	2	0	0	0	384		
Weather Conditions	No adverse weather condition	334	27	9	239	30	28	1	25	84	51	0	174	72	66	6	1	127	1	17	28	4	9	3	384		
	Mist/rain/snow/sleet/hail/fog	49	3	2	35	5	4	0	3	17	8	0	21	10	8	2	0	22	0	1	4	0	2	0	384		
	Other	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	384		
Column Total				384						384						384											

CATEGORICAL HEAT MAP Urban Pedestrian Fatal Crashes (2014-2018)		Total Crashes	Category		Functional Classification						Ownership				Facility Type								Total				
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes		Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private
Total Crashes		#	30	11	275	35	32	1	28	101	59	0	196	82	74	8	1	150	1	18	32	4	11	3			
Category	Factor	#	25	10	194	29	28	1	23	72	39	0	153	79	65	7	0	86	0	14	21	2	10	3	384		
Pedestrian Refuge Type	None	287	5	1	73	4	2	0	5	24	19	0	37	2	8	0	1	56	1	4	11	1	1	0			
	Median	85	0	0	2	0	2	0	0	1	0	0	3	0	1	1	0	2	0	0	0	0	0	0			
	Island	4	0	0	6	2	0	0	0	4	1	0	3	1	0	0	0	6	0	0	0	1	0	0			
Pedestrian Signal Present	Pork Chop	8	0	0	43	3	1	0	0	5	10	0	32	6	13	1	0	22	0	0	3	1	1	0	384		
	Yes	47	30	11	232	32	31	1	28	96	49	0	164	76	61	7	1	128	1	18	29	3	10	3			
Pedestrian Signal Type	No	337	30	11	232	32	32	1	28	96	49	0	165	76	61	8	1	128	1	18	29	3	10	3	384		
	None	338	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Vehicle Signal Heads	0	0	0	35	3	0	0	0	5	10	0	23	6	10	0	0	18	0	0	3	0	1	0			
	Walk/Don't Walk - With Pedestrian Countdown	38	0	0	2	0	0	0	0	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0			
	Walk/Don't Walk - Without Pedestrian Countdown	2	0	0	6	0	0	0	0	0	0	0	6	0	2	0	0	3	0	0	0	1	0	0			
School Zone	Walk/Don't Walk - Pedestrian Countdown Unknown	6	0	0	3	1	0	0	0	0	0	4	1	2	0	0	0	0	0	0	0	0	1	0	384		
	Yes	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Yes With School Activity	0	30	11	272	34	32	1	28	101	59	0	192	81	72	8	1	150	1	18	32	4	10	3			
No		380																									
Column Total			384						384						384												

CATEGORICAL HEAT MAP Urban Pedestrian Fatal Crashes (2014-2018)		Total Crashes	Category		Functional Classification							Ownership				Facility Type										
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private
Total Crashes		#	30	11	275	35	32	1	28	101	59	0	196	82	74	8	1	150	1	18	32	4	11	3		
Category	Factor	#	5	3	54	6	5	0	5	24	10	0	34	9	15	0	1	34	0	4	6	1	2	1	384	
Season	Spring	73	3	2	54	10	11	0	3	22	12	0	43	22	13	1	0	33	0	2	6	0	2	1	384	
	Summer	80	11	4	93	11	8	0	11	30	21	0	65	31	32	3	0	34	1	7	13	2	3	1	384	
	Autumn	127	11	2	74	8	8	1	9	25	16	0	54	20	14	4	0	49	0	5	7	1	4	0	384	
	Winter	104	0	0	92	6	1	0	0	23	15	0	61	12	25	0	1	52	0	0	6	1	1	1	384	
Location	Signalized Intersection	99	2	1	114	14	21	0	0	41	25	0	86	40	28	6	0	62	1	1	5	1	7	1	384	
	Unsignalized Intersection	152	0	1	53	12	6	0	0	24	13	0	35	21	15	0	0	30	0	1	2	2	0	1	384	
	Mid-Block	72	0	0	12	3	2	0	0	3	6	0	8	7	4	0	0	5	0	0	1	0	0	0	384	
	Intersection/Mid-Block	17	0	0	1	0	0	1	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	384	
	Parking Lot	2	28	9	3	0	2	0	28	10	0	0	4	2	1	1	0	1	0	16	18	0	3	0	384	
	Other	42	0	0	43	7	6	0	0	6	15	0	35	11	14	3	0	21	1					2	0	384
Crosswalk	Crosswalk Present, Pedestrian Struck In Crosswalk	56	0	2	74	7	6	0	0	14	19	0	56	19	22	1	0	40	0					2	1	384
	Crosswalk Present, Pedestrian Not Struck In Crosswalk	89	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0	384	
	Crosswalk Present, Unclear If Pedestrian Was Struck In Crosswalk	0	30	9	158	21	20	1	28	81	25	0	105	52	38	4	1	89	0					7	2	384
	No Crosswalk	239																								384
Column Total			384							384				384												

*NOTE: This portion has been excluded from this analysis as crosswalks at roadways with partial or full control of access are not relevant to this analysis

CATEGORICAL HEAT MAP Urban Pedestrian Fatal Crashes (2014-2018)		Total Crashes		Functional Classification							Ownership					Facility Type							Total		
				Factor							Ownership					Facility Type									
				Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes		Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
#	30	11	275	35	32	1	28	101	59	0	196	82	74	8	1	150	1	18	32	4	11	3			
Category	Factor	#	11	3	71	21	22	1	11	18	32	0	68	44	20	6	0	33	0	8	13	0	3	2	384
Land Use	Residential	129	7	3	142	9	6	0	5	58	14	0	90	19	42	1	0	83	1	1	9	3	7	1	
	Commercial	167	2	1	3	0	0	0	2	1	0	0	3	1	0	0	0	2	0	1	1	0	1	0	
	Industrial	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Recreational	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Institutional	4	0	0	3	1	0	0	0	1	2	0	1	0	0	0	0	2	0	0	2	0	0	0	
	Mixed-Use	63	7	3	47	2	4	0	7	15	9	0	32	14	10	1	1	26	0	6	4	1	0	0	
Agricultural/Rural	15	3	1	9	2	0	0	3	8	2	0	2	4	2	0	0	4	0	2	3	0	0	0		
Posted Speed	25 MPH or less	63	0	0	27	10	25	1	0	6	12	0	45	30	11	6	0	9	0	0	0	0	4	3	384
	30-35 MPH	125	0	1	105	14	5	0	0	18	19	0	88	32	36	1	0	47	0	2	4	1	2	0	
	40-45 MPH	140	1	2	125	10	2	0	0	54	27	0	59	17	24	0	1	84	1	0	9	3	1	0	
	50 MPH or greater	56	29	8	18	1	0	0	28	23	1	0	4	3	3	1	0	10	0	16	19	0	4	0	
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Driver Vision	Vision Not Obscured	292	24	8	218	25	16	1	22	87	42	0	141	59	53	4	1	124	0	13	26	2	10	0	384
	Vision Obscured - Static Sight Distance Issue	5	0	0	3	0	2	0	0	1	1	0	3	1	2	1	0	1	0	0	0	0	0	0	
	Vision Obscured - Vehicle Issue	25	1	0	19	3	2	0	1	6	4	0	14	7	6	0	0	9	0	1	0	1	0	1	
	Vision Obscured - Dynamic Sight Distance Issue	37	3	0	25	4	5	0	3	2	8	0	24	7	9	2	0	13	1	2	2	1	0	0	
	Not Applicable	25	2	3	10	3	7	0	2	5	4	0	14	8	4	1	0	3	0	2	4	0	1	2	
Driver Drinking	Had Not Been Drinking	305	20	9	225	26	24	1	18	89	45	0	153	60	65	8	1	121	1	12	24	4	8	1	384
	Drinking	28	4	0	22	1	1	0	4	4	4	0	16	6	3	0	0	14	0	1	3	0	1	0	
	Unknown	51	6	2	28	8	7	0	6	8	10	0	27	16	6	0	0	15	0	5	5	0	2	2	
Column Total			384							384					384										

CATEGORICAL HEAT MAP Urban Pedestrian Fatal Crashes (2014-2018)		Total Crashes		Functional Classification							Ownership				Facility Type											
				Factor	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private
Total Crashes		#	30	11	275	35	32	1	28	101	59	0	196	82	74	8	1	150	1	18	32	4	11	3		
Category	Factor	#	13	5	119	21	23	1	13	36	42	0	91	45	29	6	1	62	1	9	17	3	7	2	384	
Pedestrian Drinking	Had Not Been Drinking	182	10	4	116	8	3	0	8	56	11	0	66	25	28	1	0	67	0	6	11	0	3	0	384	
	Drinking	141	7	1	41	6	6	0	7	9	6	0	39	13	17	1	0	21	0	3	3	1	1	1	384	
	Unknown	61	0	0	139	15	12	0	0	18	35	0	113	36	41	4	0	70	1	1	7	2	3	1	384	
Sidewalk Presence	Sidewalk	166	30	11	136	20	20	1	28	83	24	0	83	46	33	4	1	80	0	17	25	2	8	2	384	
	No Sidewalk	218	14	1	47	2	4	0	14	21	3	0	30	12	8	2	0	28	0	8	9	0	1	0	384	
Time of Day	0 AM - 6 AM	68	2	4	33	7	6	0	2	10	13	0	27	13	11	1	0	17	1	1	3	1	4	0	384	
	6 AM - 12 PM	52	3	2	38	10	10	1	3	8	13	0	40	20	8	2	0	25	0	3	4	1	1	0	384	
	12 PM - 6 PM	64	11	4	157	16	12	0	9	62	30	0	99	37	47	3	1	80	0	6	16	2	5	3	384	
	6 PM - 12 AM	200	0	0	17	0	3	0	0	8	1	0	11	6	5	0	0	8	0	0	1	0	0	0	384	
Driver Age	Less than or equal to 20	20	8	1	98	4	13	0	8	33	15	0	68	20	33	4	1	52	0	3	10	0	1	0	384	
	21 - 35	124	8	5	55	8	2	0	7	18	14	0	39	13	12	2	0	30	0	5	9	1	5	1	384	
	36 - 50	78	5	2	61	13	4	0	4	25	16	0	40	18	14	0	0	38	1	4	5	2	3	0	384	
	51 - 65	85	2	0	32	6	5	1	2	11	6	0	27	17	9	2	0	14	0	2	1	1	0	0	384	
	Greater than 65	46	7	3	12	4	5	0	7	6	7	0	11	8	1	0	0	8	0	4	6	0	2	2	384	
	Not Provided	31																								
Column Total			384							384				384												

<p style="text-align: center;">CATEGORICAL HEAT MAP Urban Pedestrian Fatal Crashes (2014-2018)</p>			<p style="text-align: center;">Total Crashes</p>		<p style="text-align: center;">Category</p>	<p style="text-align: center;"><i>Functional Classification</i></p>						<p style="text-align: center;"><i>Ownership</i></p>				<p style="text-align: center;"><i>Facility Type</i></p>																																																																																																																																																																																																																																																																																																																																																																										
						<p style="text-align: center;">Factor</p>	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private	Total																																																																																																																																																																																																																																																																																																																																																													
Total Crashes			#	30	11	275	35	32	1	28	101	59	0	196	82	74	8	1	150	1	18	32	4	11	3																																																																																																																																																																																																																																																																																																																																																																	
Category	Factor	#	1	0	13	2	7	0	1	2	5	0	15	7	3	2	0	7	0	0	3	0	0	1	10	2	50	5	4	0	9	19	9	0	34	8	14	2	1	25	0	4	11	2	3	1	12	6	66	5	7	0	12	36	10	0	38	26	14	1	0	34	0	8	9	0	3	1	6	2	88	13	8	0	5	31	18	0	63	19	31	1	0	53	0	5	6	0	2	0	1	0	55	10	6	1	1	12	17	0	43	23	11	2	0	28	1	1	2	2	3	0	0	0	4	0	0	0	0	1	0	0	3	0	1	0	0	3	0	0	0	0	0	0	5	2	73	9	11	0	4	29	20	0	47	28	15	1	0	38	0	3	11	1	2	1	25	8	201	26	21	1	24	72	39	0	147	54	59	7	1	111	1	15	20	3	9	2	0	0	2	0	0	0	0	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	4	5	71	12	11	0	4	31	13	0	55	30	24	1	1	35	0	4	6	1	1	0	19	3	192	19	16	1	17	64	40	0	129	45	49	7	0	106	1	10	20	3	8	1	7	3	12	4	5	0	7	6	6	0	12	7	1	0	0	9	0	4	6	0	2	2	5	4	62	13	18	1	5	13	19	0	66	30	19	5	0	30	1	4	8	1	5	0	11	1	118	10	7	0	10	24	19	0	94	31	32	1	0	65	0	4	10	1	2	1	14	6	93	12	5	0	13	63	20	0	34	20	23	2	1	53	0	10	14	2	4	1	0	0	1	0	2	0	0	1	1	0	1	1	0	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0
Column Total				384						384				384																																																																																																																																																																																																																																																																																																																																																																												

CATEGORICAL HEAT MAP Urban Pedestrian Fatal Crashes (2014-2018)		Total Crashes		Functional Classification						Ownership				Facility Type										Total		
		Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes		One-way or Transition	Private
Total Crashes		#	30	11	275	35	32	1	28	101	59	0	196	82	74	8	1	150	1	18	32	4	11	3		
Category	Factor	#	24	6	212	22	21	1	22	57	43	0	164	52	62	8	0	116	1	14	19	3	10	1	384	
Transit Route Present (within 1/4 mile)	Yes	286	6	5	63	13	11	0	6	44	16	0	32	30	12	0	1	34	0	4	13	1	1	2	384	
	No	98	3	2	158	13	14	1	3	29	32	0	127	34	51	4	0	82	1	3	7	2	6	1	384	
Bus Stop within 500 Feet	Yes	191	27	9	117	22	18	0	25	72	27	0	69	48	23	4	1	68	0	15	25	2	5	2	384	
	No	193	0	1	26	2	6	0	0	15	10	0	10	34	51	4	0	82	1	3	7	2	6	1	384	
Rail Stops within 500 Feet	Yes	35	30	10	249	33	26	1	28	86	49	0	186	48	23	4	1	68	0	15	25	2	5	2	384	
	No	349	9	1	79	5	10	0	8	14	2	0	80	29	24	4	0	33	0	7	3	0	4	0	384	
Health Opportunity Index	Very Low Health Opportunity	104	4	1	70	8	6	1	4	24	9	0	53	15	23	3	0	36	1	3	5	1	1	2	384	
	Low Health Opportunity	90	6	2	49	5	6	0	6	21	12	0	29	10	15	1	0	30	0	3	6	1	2	0	384	
	Moderate Health Opportunity	68	8	4	45	8	6	0	7	28	12	0	24	10	9	0	0	32	0	5	10	2	3	0	384	
	High Health Opportunity	71	3	3	31	9	4	0	3	14	24	0	9	17	3	0	1	19	0	0	8	0	1	1	384	
	Very High Health Opportunity	50	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	384
	Not Provided	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	384
Column Total			384						384				384													

Contributing Factors for Statewide Pedestrian Injury Crashes in Urban Areas

CATEGORICAL HEAT MAP Urban Pedestrian Injury Crashes (2014-2018)		Total Crashes	Category		Functional Classification						Ownership				Facility Type								Total				
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes		Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private
Total Crashes		#	23	8	917	319	339	39	22	194	243	8	1178	686	224	89	70	309	46	24	49	8	97	43			
Category	Factor	#																									
Pedestrian Action	Crossing At Intersection With Signal	265	1	0	200	52	11	1	1	27	36	0	201	92	47	7	13	57	7	4	6	1	31	0	1745		
	Crossing At Intersection Against Signal	95	0	0	76	16	3	0	0	11	8	0	76	20	19	3	3	36	1	1	4	0	8	0			
	Crossing At Intersection - No Signal	284	2	0	153	60	64	5	1	26	48	3	206	124	35	20	14	49	9	3	6	4	17	3			
	Crossing Not At Intersection	358	0	3	234	61	57	3	0	60	49	1	248	134	71	11	13	89	9	0	16	1	10	4			
	In Roadway With or Against Traffic - Sidewalks Available	43	0	0	26	7	10	0	0	2	4	0	37	22	8	1	0	9	2	0	0	0	1	0			
	In Roadway With or Against Traffic - Sidewalks Not Available	153	0	2	56	47	44	4	0	25	38	0	90	87	9	11	8	23	3	0	4	0	5	3			
	Working/Standing/Lying/Playing In Roadway	154	10	3	56	19	64	2	10	23	28	2	91	76	12	7	7	18	5	10	7	2	7	3			
	Not In Roadway	82	4	4	43	12	16	3	4	15	7	0	56	30	3	6	4	13	2	5	5	1	3	10			
	Other	300	8	2	132	55	82	21	8	24	41	2	225	131	30	25	11	34	11	4	13	1	15	25			
Not provided/Not Applicable	11	0	0	4	4	2	1	0	0	1	0	10	7	1	0	0	0	0	0	0	0	2	1				
Driver Action	No Improper Action	760	4	3	455	144	142	12	4	108	111	3	534	299	116	38	31	177	19	5	25	3	34	13	1645		
	Avoiding Pedestrian	39	0	0	22	9	6	2	0	4	5	0	30	17	5	4	1	11	0	0	0	0	1	0			
	Hit And Run	214	5	3	96	48	58	4	5	27	29	1	152	105	28	12	8	26	6	4	4	0	14	7			
	Did Not Have Right-of-Way	252	2	0	166	47	32	5	1	18	35	2	196	88	33	15	13	44	8	4	8	4	32	3			
	Fail To Maintain Proper Control	67	5	2	26	9	21	4	5	8	13	0	41	24	8	5	2	10	4	4	2	0	1	7			
	Other	272	5	0	133	51	72	11	5	26	42	2	197	137	25	15	14	33	9	6	8	1	12	12			
Not Provided	41	2	0	19	11	8	1	2	3	8	0	28	16	9	0	1	8	0	1	2	0	3	1				
Weather Conditions	No adverse weather condition	1395	19	7	760	274	304	31	18	160	218	6	993	583	195	78	61	255	40	19	39	7	79	39	1645		
	Mist/rain/snow/sleet/hail/fog	249	4	1	157	45	34	8	4	34	25	2	184	103	29	10	9	54	6	5	10	1	18	4			
	Other	1	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0			
Column Total			1645						1645						1645												

CATEGORICAL HEAT MAP Urban Pedestrian Injury Crashes (2014-2018)		Total Crashes		Category	Functional Classification						Ownership				Facility Type										
				Factor	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
		#	23	8	917	319	339	39	22	194	243	8	1178	686	224	89	70	309	46	24	49	8	97	43	
Category	Factor	#	17	7	713	288	325	39	16	132	212	7	1022	661	184	84	55	181	42	14	32	7	88	41	1645
Pedestrian Refuge Type	None	1389	6	1	160	22	6	0	6	55	20	0	114	12	25	4	11	107	4	8	16	0	6	2	
	Median	195	0	0	11	3	6	0	0	4	4	1	11	4	4	0	3	7	0	1	1	0	0	0	
	Island	20	0	0	33	6	2	0	0	3	7	0	31	9	11	1	1	14	0	1	0	1	3	0	
	Pork Chop	41	1	0	256	57	10	0	1	26	38	0	259	95	61	10	13	86	6	4	10	2	37	0	
Pedestrian Signal Present	Yes	324	22	8	661	262	329	39	21	168	205	8	919	591	163	79	57	223	40	20	39	6	60	43	1645
	No	1321	22	8	666	265	329	39	21	168	205	8	927	593	165	79	58	226	40	20	39	6	60	43	
Pedestrian Signal Type	None	1329	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1645
	Vehicle Signal Heads	0	1	0	193	38	8	0	1	25	36	0	178	66	41	7	9	70	4	4	7	1	31	0	
	Walk/Don't Walk - With Pedestrian Countdown	240	0	0	31	5	2	0	0	0	0	0	38	10	12	2	1	8	0	0	1	0	4	0	
	Walk/Don't Walk - Without Pedestrian Countdown	38	0	0	27	11	0	0	0	1	2	0	35	17	6	1	2	5	2	0	2	1	2	0	
School Zone	Walk/Don't Walk - Pedestrian Countdown Unknown	38	0	0	16	12	3	0	0	5	7	0	19	17	2	0	2	7	0	2	1	0	0	0	1645
	Yes	31	0	0	15	4	6	2	0	2	6	0	19	14	4	0	1	4	2	0	0	0	0	2	
	Yes With School Activity	27	23	8	886	303	330	37	22	187	230	8	1140	655	218	89	67	298	44	22	48	8	97	41	
No	1587																							43	
Column Total			1645						1645				1645												

CATEGORICAL HEAT MAP Urban Pedestrian Injury Crashes (2014-2018)		Total Crashes		Category	Functional Classification						Ownership				Facility Type										
				Factor	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
		#	23	8	917	319	339	39	22	194	243	8	1178	686	224	89	70	309	46	24	49	8	97	43	
Category	Factor	#	7	2	194	70	85	6	7	43	57	0	257	154	44	25	11	75	10	5	10	0	22	8	1645
Season	Spring	364	4	2	178	52	68	8	4	39	39	2	228	138	45	13	6	55	9	5	6	3	21	11	
	Summer	312	4	3	282	112	96	14	3	58	90	3	357	202	68	32	40	88	11	5	17	2	30	16	
	Autumn	511	8	1	263	85	90	11	8	54	57	3	336	192	67	19	13	91	16	9	16	3	24	8	
	Winter	458	4	0	402	83	17	0	3	74	58	0	371	134	101	16	22	148	8	7	17	2	48	3	
Location	Signalized Intersection	506	0	0	356	160	206	6	0	59	113	4	552	383	82	40	36	107	24	5	12	4	32	3	1645
	Unsignalized Intersection	728	0	0	115	59	82	2	0	47	57	2	152	128	31	19	11	39	7	0	7	2	10	4	
	Mid-Block	258	0	0	28	12	22	0	0	4	3	1	54	35	7	2	1	12	2	0	0	0	3	0	
	Intersection/Mid-Block	62	0	0	8	3	8	30	0	1	9	1	38	1	1	10	0	0	5	0	0	0	2	30	
	Parking Lot	49	19	8	8	2	4	1	19	9	3	0	11	5	2	2	0	3	0	12	13	0	2	3	
	Other	42	1	0	318	107	40	3	1	35	51	1	381	187	64	13	25	96	10	*SEE NOTE				55	
Crosswalk	Crosswalk Present, Pedestrian Struck In Crosswalk	469	0	0	209	66	49	12	0	35	38	1	262	128	55	14	15	69	12	*SEE NOTE				12	13
	Crosswalk Present, Pedestrian Not Struck In Crosswalk	336	0	0	3	1	0	0	0	0	1	0	3	0	1	0	1	2	0	*SEE NOTE				0	0
	Crosswalk Present, Unclear If Pedestrian Was Struck In Crosswalk	4	22	8	387	145	250	24	21	124	153	6	532	371	104	62	29	142	24	*SEE NOTE				30	30
	No Crosswalk	836	1645						1645						1645										
Column Total			1645						1645						1645										

*NOTE: This portion has been excluded from this analysis as crosswalks at roadways with partial or full control of access are not relevant to this analysis

CATEGORICAL HEAT MAP Urban Pedestrian Injury Crashes (2014-2018)		Total Crashes		Functional Classification							Ownership				Facility Type								Total						
				Factor		Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes		Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private	
				#																									
Total Crashes		#		23	8	917	319	339	39	22	194	243	8	1178	686	224	89	70	309	46	24	49	8	97	43				
Category	Factor	#																											
Land Use	Residential	632	8	2	221	143	251	7	8	41	144	6	433	371	47	47	28	66	24	8	7	3	20	11					1645
	Commercial	614	8	2	456	89	38	21	8	98	56	2	450	160	124	16	22	178	13	7	25	2	43	24					
	Industrial	15	1	0	10	4	0	0	0	1	1	0	13	6	3	0	0	3	0	0	0	0	3	0					
	Recreational	9	1	0	2	0	6	0	1	1	1	0	6	4	1	1	0	1	0	1	0	0	1	0					
	Institutional	91	0	0	44	24	15	8	0	8	5	0	78	49	6	8	5	9	3	2	1	0	4	4					
	Mixed-Use	249	3	2	168	48	25	3	3	29	25	0	192	81	41	17	11	47	6	4	11	3	25	3					
	Agricultural/Rural	35	2	2	16	11	4	0	2	16	11	0	6	15	2	0	4	5	0	2	5	0	1	1					
Posted Speed	25 MPH or less	876	1	0	337	203	299	36	0	21	104	7	744	462	69	83	43	53	35	8	10	6	70	37					1645
	30-35 MPH	474	2	0	345	94	31	2	2	51	96	1	324	181	104	6	13	123	8	4	12	2	17	4					
	40-45 MPH	237	2	0	210	19	6	0	2	93	40	0	102	31	46	0	11	124	3	0	13	0	9	0					
	50 MPH or greater	58	18	8	25	3	3	1	18	29	3	0	8	12	5	0	3	9	0	12	14	0	1	2					
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Driver Vision	Vision Not Obscured	1147	15	4	672	206	229	21	15	146	170	6	810	460	160	64	47	237	32	17	33	7	68	22					1645
	Vision Obscured - Static Sight Distance Issue	75	0	0	30	19	25	1	0	7	4	1	63	35	7	7	3	7	4	0	3	0	6	3					
	Vision Obscured - Vehicle Issue	110	1	1	56	25	18	9	0	9	19	1	81	51	8	4	6	16	2	1	4	0	13	5					
	Vision Obscured - Dynamic Sight Distance Issue	149	2	0	80	34	31	2	2	18	24	0	105	62	22	8	12	27	4	3	3	0	3	5					
	Not Applicable	164	5	3	79	35	36	6	5	14	26	0	119	78	27	6	2	22	4	3	6	1	7	8					
Driver Drinking	Had Not Been Drinking	1210	15	5	702	223	236	29	14	159	181	6	850	482	173	63	51	244	34	18	35	7	70	33					1645
	Drinking	60	0	0	35	12	10	3	0	7	8	0	45	24	10	5	3	6	2	2	4	0	3	1					
	Unknown	375	8	3	180	84	93	7	8	28	54	2	283	180	41	21	16	59	10	4	10	1	24	9					
Column Total			1645																										

CATEGORICAL HEAT MAP Urban Pedestrian Injury Crashes (2014-2018)		Total Crashes		Functional Classification							Ownership				Facility Type										Total			
				Factor		Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes		Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private
				#	Total Crashes																							
Total Crashes		#	23	8	917	319	339	39	22	194	243	8	1178	686	224	89	70	309	46	24	49	8	97	43				
Category	Factor	#	24	13	781	281	297	38	23	166	220	6	1019	610	190	75	60	253	42	21	47	10	81	45	1745			
Pedestrian Drinking	Had Not Been Drinking	1434	1	1	145	22	27	1	1	43	20	0	133	72	34	5	4	52	4	4	11	0	9	2	1745			
	Drinking	197	0	0	54	30	29	1	0	4	20	2	88	41	11	11	9	23	3	2	3	0	9	2	1745			
	Unknown	114	2	0	599	183	148	14	1	67	102	3	773	361	147	43	43	189	30	9	22	6	76	20	1645			
Sidewalk Presence	Sidewalk	946	21	8	318	136	191	25	21	127	141	5	405	325	77	46	27	120	16	15	27	2	21	23	1645			
	No Sidewalk	699	4	2	68	21	22	3	4	23	14	1	78	46	17	7	2	23	3	3	8	0	7	4	1645			
Time of Day	0 AM - 6 AM	120	5	3	201	65	83	5	4	34	63	1	260	134	60	26	20	60	11	4	11	2	22	12	1645			
	6 AM - 12 PM	362	9	1	319	131	124	22	9	59	73	3	462	266	74	29	23	101	21	11	13	5	44	19	1645			
	12 PM - 6 PM	606	5	2	329	102	110	9	5	78	93	3	378	240	73	27	25	125	11	6	17	1	24	8	1645			
	6 PM - 12 AM	557	0	0	75	22	24	5	0	11	22	1	92	56	9	7	4	28	3	2	4	0	5	8	1645			
Driver Age	Less than or equal to 20	126	7	0	260	77	92	13	6	39	70	2	332	171	69	34	23	81	10	9	9	2	31	10	1645			
	21 - 35	449	4	2	176	68	63	6	4	40	54	2	219	127	45	13	14	62	12	3	12	1	22	8	1645			
	36 - 50	319	2	0	174	55	65	6	2	46	42	1	211	123	45	13	13	63	10	2	8	2	16	7	1645			
	51 - 65	302	2	2	120	39	31	4	2	33	23	1	139	82	27	8	8	41	4	4	9	2	10	3	1645			
	Greater than 65	198	8	4	112	58	64	5	8	25	32	1	185	127	29	14	8	34	7	4	7	1	13	7	1645			
Not Provided	251																											
Column Total			1645							1645				1645														

CATEGORICAL HEAT MAP Urban Pedestrian Injury Crashes (2014-2018)			Total Crashes		Functional Classification											Ownership				Facility Type																
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private	Total									
Total Crashes			#	23	8	917	319	339	39	22	194	243	8	1178	686	224	89	70	309	46	24	49	8	97	43											
Category	Factor	#	1645											1645				1645																		
Pedestrian Age	Less than or equal to 20	430	2	1	203	93	123	8	2	40	72	3	313	229	47	25	16	60	17	1	7	5	17	6												1745
	21 - 35	482	9	3	275	109	76	10	9	57	59	0	357	200	59	25	17	104	11	12	20	1	24	9												
	36 - 50	339	8	4	212	47	57	11	7	57	59	3	213	111	55	14	16	71	7	7	18	3	20	17												
	51 - 65	334	4	5	199	58	64	4	4	42	39	0	249	125	52	17	15	62	9	6	13	1	24	10												
	Greater than 65	130	1	0	73	23	28	5	1	10	28	2	89	46	17	9	9	24	5	0	2	0	12	6												
	Not Provided	30	1	1	18	3	5	2	1	7	3	0	19	12	5	1	0	7	0	1	1	0	2	1												
Pedestrian Gender	Female	729	4	1	427	139	135	23	4	72	106	4	543	301	98	37	35	135	25	6	15	6	45	26												1745
	Male	1007	21	13	547	194	215	17	20	138	153	4	692	419	137	54	38	190	24	21	46	3	52	23												
	Not Provided	9	0	0	6	0	3	0	0	3	1	0	5	3	0	0	0	3	0	0	0	1	2	0												
Driver Gender	Female	603	3	1	333	111	134	21	3	62	95	4	439	244	79	45	29	113	18	3	12	4	37	19												1645
	Male	798	12	3	473	150	146	14	11	108	117	3	559	319	120	29	33	161	21	17	30	4	47	17												
	Not Provided	244	8	4	111	58	59	4	8	24	31	1	180	123	25	15	8	35	7	4	7	0	13	7												
Light Condition	Daylight/Dusk/Dawn	983	12	4	516	195	227	29	11	86	132	6	748	418	135	63	43	151	33	13	23	6	65	33												1645
	Darkness - Road Lighted	415	8	1	261	75	62	8	8	44	37	0	326	153	60	18	15	101	9	8	19	2	23	7												
	Darkness - Road Not Lighted	234	3	3	133	48	46	1	3	63	73	2	93	109	27	6	12	55	4	3	7	0	9	2												
	Darkness - Unknown Road Lighting	9	0	0	4	1	3	1	0	1	1	0	7	5	0	1	0	2	0	0	0	0	0	1												
	Unknown	4	0	0	3	0	1	0	0	0	0	0	4	1	2	1	0	0	0	0	0	0	0	0												
Column Total				1645											1645				1645																	

CATEGORICAL HEAT MAP Urban Pedestrian Injury Crashes (2014-2018)		Total Crashes		Functional Classification												Ownership				Facility Type										Total
				Factor																										
				Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private					
#	23	8	917	319	339	39	22	194	243	8	1178	686	224	89	70	309	46	24	49	8	97	43								
Category	Factor	#	19	4	793	256	238	30	18	132	142	2	1046	521	197	72	57	268	40	20	38	7	89	31	1645					
Transit Route Present (within 1/4 mile)	Yes	1340	4	4	124	63	101	9	4	62	101	6	132	165	27	17	13	41	6	4	11	1	8	12	1645					
	No	305	3	1	606	182	134	19	3	71	79	0	792	348	145	47	40	205	28	12	19	6	71	24	1645					
Bus Stop within 500 Feet	Yes	945	20	7	311	137	205	20	19	123	164	8	386	338	79	42	30	104	18	12	30	2	26	19	1645					
	No	700	0	0	103	24	14	0	0	34	39	1	67	46	26	6	5	38	3	0	5	2	8	2	1645					
Rail Stops within 500 Feet	Yes	141	23	8	814	295	325	39	22	160	204	7	1111	640	198	83	65	271	43	24	44	6	89	41	1645					
	No	1504	6	0	429	144	154	22	5	40	24	0	686	331	95	50	27	113	24	7	14	3	69	22	1645					
Health Opportunity Index	Very Low Health Opportunity	755	8	4	190	68	67	5	8	50	42	2	240	126	52	15	12	79	13	9	12	2	12	10	1645					
	Low Health Opportunity	342	2	1	136	48	51	3	2	39	74	1	125	101	43	11	11	53	5	1	7	2	5	2	1645					
	Moderate Health Opportunity	241	4	3	107	33	36	7	4	48	51	1	86	65	24	8	12	47	3	5	10	0	10	6	1645					
	High Health Opportunity	190	3	0	48	22	31	2	3	17	52	4	30	54	10	5	6	17	1	2	6	1	1	3	1645					
	Very High Health Opportunity	106	0	0	7	4	0	0	0	0	0	0	11	9	0	0	2	0	0	0	0	0	0	0	1645					
	Not Provided	11	0	0	7	4	0	0	0	0	0	0	11	9	0	0	2	0	0	0	0	0	0	0	1645					
Column Total			1645					1645					1645																	

Contributing Factors for Statewide Pedestrian Fatal Crashes in Rural Areas

CATEGORICAL HEAT MAP Rural Pedestrian Fatal Crashes (2014-2018)		Total Crashes	Category		Functional Classification						Ownership			Facility Type										Total	
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes		Divided, Partial Or Full Control Of Access - Unknown Lanes
Total Crashes		#	14	0	63	37	11	1	13	73	36	1	3	71	8	2	1	26	0	10	3	3	2	0	
Category	Factor	#	7	0	44	37	11	1	6	55	36	1	2	70	6	2	1	13	0	4	0	2	2	0	
Pedestrian Refuge Type	None	100	7	0	44	37	11	1	6	55	36	1	2	70	6	2	1	13	0	4	0	2	2	0	
	Median	26	7	0	19	0	0	0	7	18	0	0	1	1	2	0	0	13	0	6	3	1	0	0	
	Island	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Signal Present	Pork Chop	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Yes	1	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
Pedestrian Signal Type	No	125	14	0	62	37	11	1	13	72	36	1	3	71	7	2	1	26	0	10	3	3	2	0	
	None	125	14	0	62	37	11	1	13	72	36	1	3	71	7	2	1	26	0	10	3	3	2	0	
	Vehicle Signal Heads	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Walk/Don't Walk - With Pedestrian Countdown	1	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
	Walk/Don't Walk - Without Pedestrian Countdown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
School Zone	Walk/Don't Walk - Pedestrian Countdown Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Yes	1	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	
	Yes With School Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
No		125	14	0	62	37	11	1	13	72	36	1	3	71	7	2	1	26	0	10	3	3	2	0	
Column Total			126						126						126										

CATEGORICAL HEAT MAP Rural Pedestrian Fatal Crashes (2014-2018)			Total Crashes		Functional Classification							Ownership			Facility Type															
					Factor							Ownership			Facility Type															
			#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private	Total				
Total Crashes			#	14	0	63	37	11	1	13	73	36	1	3	71	8	2	1	26	0	10	3	3	2	0					
Category	Factor	#																												
Season	Spring	26	5	0	14	5	2	0	4	15	7	0	0	12	1	0	0	8	0	4	0	0	1	0	0	126				
	Summer	25	2	0	14	9	0	0	2	17	6	0	0	13	1	0	0	6	0	2	1	2	0	0	0					
	Autumn	35	6	0	17	9	2	1	6	20	7	1	1	15	4	2	1	6	0	3	2	1	1	0	0					
	Winter	40	1	0	18	14	7	0	1	21	16	0	2	31	2	0	0	6	0	1	0	0	0	0	0					
Location	Signalized Intersection	11	0	0	9	2	0	0	0	10	1	0	0	2	3	0	0	6	0	0	0	0	0	0	0	126				
	Unsignalized Intersection	27	0	0	18	7	2	0	0	19	7	0	1	19	2	0	0	4	0	0	0	1	1	0	0					
	Mid-Block	71	0	0	33	28	9	1	0	41	27	1	2	49	3	1	1	15	0	0	1	1	0	0	0					
	Intersection/Mid-Block	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Parking Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
	Other	17	14	0	3	0	0	0	0	13	3	1	0	0	1	0	1	0	1	0	10	2	1	1	0		0			
Crosswalk	Crosswalk Present, Pedestrian Struck In Crosswalk	2	0	0	2	0	0	0	0	2	0	0	0	1	1	0	0	0	0	*SEE NOTE				0	0	0	0	126		
	Crosswalk Present, Pedestrian Not Struck In Crosswalk	2	0	0	1	1	0	0	0	1	1	0	0	1	0	0	0	0	0					0	0	0	0		0	0
	Crosswalk Present, Unclear If Pedestrian Was Struck In Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0	0	0		0	0
	No Crosswalk	122	14	0	60	36	11	1	13	70	35	1	3	69	7	2	1	26	0					0	0	0	2		0	0
Column Total				126							126			126																

*NOTE: This portion has been excluded from this analysis as crosswalks at roadways with partial or full control of access are not relevant to this analysis

CATEGORICAL HEAT MAP Rural Pedestrian Fatal Crashes (2014-2018)			Total Crashes		Functional Classification							Ownership			Facility Type												
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private	Total
Total Crashes			#	14	0	63	37	11	1	13	73	36	1	3	71	8	2	1	26	0	10	3	3	2	0		
Land Use	Residential	#	17	0	0	7	7	3	0	0	8	9	0	0	14	1	0	0	2	0	0	0	0	0	0	0	126
	Commercial	#	15	0	0	11	4	0	0	0	14	1	0	0	6	3	0	0	5	0	0	0	1	0	0	0	126
	Industrial	#	2	0	0	2	0	0	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	126
	Recreational	#	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	126
	Institutional	#	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	126
	Mixed-Use	#	3	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	126
	Agricultural/Rural	#	88	14	0	39	26	8	1	13	46	26	1	2	51	3	2	1	14	0	10	3	2	2	0	0	126
Posted Speed	25 MPH or less	#	4	0	0	1	2	0	1	0	2	1	1	0	3	0	1	0	0	0	0	0	0	0	0	0	126
	30-35 MPH	#	7	0	0	3	4	0	0	0	3	2	0	2	5	1	0	0	1	0	0	0	0	0	0	126	
	40-45 MPH	#	31	0	0	16	11	4	0	0	17	14	0	0	19	5	0	0	5	0	0	0	1	1	0	126	
	50 MPH or greater	#	84	14	0	43	20	7	0	13	51	19	0	1	44	2	1	1	20	0	10	3	2	1	0	126	
	Unknown	#	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	126	
Driver Vision	Vision Not Obscured	#	97	10	0	52	26	9	0	9	58	27	0	3	55	6	1	0	22	0	7	3	2	1	0	126	
	Vision Obscured - Static Sight Distance Issue	#	6	0	0	2	3	1	0	0	3	3	0	0	5	1	0	0	0	0	0	0	0	0	0	126	
	Vision Obscured - Vehicle Issue	#	5	1	0	3	1	0	0	1	4	0	0	0	1	0	0	0	3	0	0	0	1	0	0	126	
	Vision Obscured - Dynamic Sight Distance Issue	#	12	1	0	6	4	0	1	1	8	2	1	0	7	1	1	1	1	0	1	0	0	0	0	126	
	Not Applicable	#	6	2	0	0	3	1	0	2	0	4	0	0	3	0	0	0	0	0	2	0	0	1	0	126	
Driver Drinking	Had Not Been Drinking	#	98	9	0	56	27	6	0	9	63	23	0	3	55	7	1	1	23	0	6	2	3	0	0	126	
	Drinking	#	7	1	0	2	2	2	0	0	2	5	0	0	5	0	0	0	1	0	0	0	0	1	0	126	
	Unknown	#	21	4	0	5	8	3	1	4	8	8	1	0	11	1	1	0	2	0	4	1	0	1	0	126	
Column Total				126							126			126													

CATEGORICAL HEAT MAP Rural Pedestrian Fatal Crashes (2014-2018)				Total Crashes		Functional Classification							Ownership				Facility Type								Total				
				Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes		Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private	
Total Crashes				#	14	0	63	37	11	1	13	73	36	1	3	71	8	2	1	26	0	10	3	3	2	0			
Pedestrian Drinking	Had Not Been Drinking			#	73	8	0	37	21	7	0	8	44	20	0	1	43	3	1	1	16	0	5	3	1	0	0	133	
	Drinking			#	43	5	0	20	13	4	1	4	24	13	1	1	24	4	1	0	7	0	4	1	1	1	0		
	Unknown			#	17	1	0	10	6	0	0	1	10	5	0	1	8	1	0	0	4	0	1	1	1	1	0		
Sidewalk Presence	Sidewalk			#	6	0	0	4	2	0	0	0	4	2	0	0	3	1	0	0	1	0	0	0	1	0	0	126	
	No Sidewalk			#	120	14	0	59	35	11	1	13	69	34	1	3	68	7	2	1	25	0	10	3	2	2	0		
Time of Day	0 AM - 6 AM			#	37	4	0	21	9	2	1	4	22	9	1	1	16	6	1	1	6	0	4	2	0	1	0	126	
	6 AM - 12 PM			#	16	2	0	6	7	1	0	2	8	6	0	0	12	0	1	0	2	0	1	0	0	0	0		
	12 PM - 6 PM			#	22	2	0	11	5	4	0	2	12	7	0	1	14	0	0	0	6	0	1	0	1	0	0		
	6 PM - 12 AM			#	51	6	0	25	16	4	0	5	31	14	0	1	29	2	0	0	12	0	4	1	2	1	0		
Driver Age	Less than or equal to 20			#	14	0	0	8	4	2	0	0	9	4	0	1	10	0	0	0	4	0	0	0	0	0	0	126	
	21 - 35			#	40	5	0	22	10	3	0	4	24	11	0	1	21	2	0	0	8	0	4	2	2	1	0		
	36 - 50			#	29	3	0	13	9	4	0	3	15	11	0	0	18	2	1	1	5	0	1	0	1	0	0		
	51 - 65			#	23	2	0	13	7	1	0	2	16	5	0	0	11	3	0	0	7	0	1	1	0	0	0		
	Greater than 65			#	6	0	0	3	3	0	0	0	3	2	0	1	6	0	0	0	0	0	0	0	0	0	0		0
Not Provided			#	14	4	0	4	4	1	1	4	6	3	1	0	5	1	1	0	2	0	4	0	0	1	0			
Column Total					126							126				126													

<p style="text-align: center;">CATEGORICAL HEAT MAP Rural Pedestrian Fatal Crashes (2014-2018)</p>			<p style="text-align: center;">Total Crashes</p>		<p style="text-align: center;"><i>Functional Classification</i></p>							<p style="text-align: center;"><i>Ownership</i></p>			<p style="text-align: center;"><i>Facility Type</i></p>													
					<p style="text-align: center;"><i>Factor</i></p>							<p style="text-align: center;"><i>Ownership</i></p>			<p style="text-align: center;"><i>Facility Type</i></p>													
			#	14	0	63	37	11	1	13	73	36	1	3	71	8	2	1	26	0	10	3	3	2	0	Total		
Total Crashes			#	14	0	63	37	11	1	13	73	36	1	3	71	8	2	1	26	0	10	3	3	2	0	Total		
<i>Category</i>	<i>Factor</i>		#	0	0	10	9	1	0	0	12	7	0	1	17	0	0	0	3	0	0	0	0	0	0	0	133	
Pedestrian Age	Less than or equal to 20		20	6	0	16	7	2	1	6	17	7	1	1	16	3	2	0	5	0	5	1	0	0	0	0		
	21 - 35		32	2	0	15	8	4	0	1	19	8	0	1	16	2	0	0	7	0	0	2	1	1	0	0		
	36 - 50		29	5	0	15	9	2	0	5	19	7	0	0	14	2	0	0	6	0	4	2	2	1	0	0		0
	51 - 65		31	1	0	11	6	2	0	1	11	8	0	0	11	1	0	1	6	0	1	0	0	0	0	0		0
	Greater than 65		20	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0		0
Not Provided		1	5	0	25	10	6	1	4	26	15	1	1	28	3	1	0	8	0	4	2	0	1	0	0	0		
Pedestrian Gender	Female		47	9	0	42	30	5	0	9	52	23	0	2	47	5	1	1	19	0	6	3	3	1	0	0	0	
	Male		86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Not Provided		0	2	0	18	7	1	0	2	20	5	0	1	15	2	0	0	7	0	2	2	0	0	0	0	0	
Driver Gender	Female		28	9	0	41	26	9	0	8	47	28	0	2	51	5	1	1	17	0	5	1	3	1	0	0	0	
	Male		85	3	0	4	4	1	1	3	6	3	1	0	5	1	1	0	2	0	3	0	0	1	0	0	0	
	Not Provided		13	3	0	20	12	3	0	3	22	12	0	1	25	0	0	0	9	0	2	1	1	0	0	0	0	
Light Condition	Daylight/Dusk/Dawn		38	1	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	
	Darkness - Road Lighted		2	10	0	43	24	8	1	9	50	24	1	2	45	8	2	1	17	0	7	2	2	2	0	0	0	
	Darkness - Road Not Lighted		86	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Darkness - Unknown Road Lighting		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Unknown		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Column Total				126							126			126														

CATEGORICAL HEAT MAP Rural Pedestrian Fatal Crashes (2014-2018)			Total Crashes		Functional Classification						Ownership				Facility Type								Total			
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes		Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
Total Crashes			#	14	0	63	37	11	1	13	73	36	1	3	71	8	2	1	26	0	10	3	3	2	0	
Transit Route Present (within 1/4 mile)	Yes	26	0	0	23	3	0	0	0	22	3	0	1	6	6	0	0	11	0	0	1	1	1	0	0	126
	No	100	14	0	40	34	11	1	13	51	33	1	2	65	2	2	1	15	0	10	2	2	1	0	0	126
Bus Stop within 500 Feet	Yes	4	0	0	4	0	0	0	0	4	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	126
	No	122	14	0	59	37	11	1	13	69	36	1	3	71	5	2	1	26	0	10	3	2	2	0	0	126
Rail Stops within 500 Feet	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	1	0	0	0	126
	No	126	14	0	63	37	11	1	13	73	36	1	3	71	5	2	1	26	0	10	3	2	2	0	0	126
Health Opportunity Index	Very Low Health Opportunity	20	0	0	12	5	3	0	0	13	6	0	1	10	1	0	0	7	0	0	1	0	1	0	0	126
	Low Health Opportunity	33	4	0	16	9	3	1	3	18	10	1	1	21	1	1	0	5	0	3	0	1	1	0	0	126
	Moderate Health Opportunity	35	5	0	19	10	1	0	5	23	7	0	0	17	5	0	0	5	0	5	2	1	0	0	0	126
	High Health Opportunity	18	3	0	8	5	2	0	3	9	6	0	0	10	1	1	1	4	0	1	0	0	0	0	0	126
	Very High Health Opportunity	20	2	0	8	8	2	0	2	10	7	0	1	13	0	0	0	5	0	1	0	1	0	0	0	126
	Not Provided	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Column Total				126						126				126												

Contributing Factors for Statewide Pedestrian Injury Crashes in Rural Areas

CATEGORICAL HEAT MAP Rural Pedestrian Injury Crashes (2014-2018)			Total Crashes	Functional Classification							Ownership					Facility Type							Total				
				Factor	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes		Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private
Total Crashes			#	11	0	107	97	59	20	11	118	136	12	17	167	11	10	18	32	19	6	4	3	10	14		
Category	Factor	#																									Total
Pedestrian Action	Crossing At Intersection With Signal	6	0	0	2	4	0	0	0	3	3	0	0	1	0	1	0	0	3	0	0	1	0	0	0	322	
	Crossing At Intersection Against Signal	7	0	0	4	3	0	0	0	5	1	1	0	2	1	1	1	0	0	0	0	1	1	0	0		
	Crossing At Intersection - No Signal	19	0	0	11	4	2	2	0	11	4	2	2	7	2	1	1	3	4	0	0	0	1	0	0		
	Crossing Not At Intersection	39	0	0	18	15	5	1	0	20	18	1	0	24	1	0	6	6	1	0	0	1	0	0	0		
	In Roadway With or Against Traffic - Sidewalks Available	4	0	0	2	2	0	0	0	3	1	0	0	1	1	0	1	1	0	0	0	0	0	0	0		
	In Roadway With or Against Traffic - Sidewalks Not Available	90	3	0	26	33	25	3	3	27	52	2	6	65	1	1	7	6	3	2	1	0	4	0	0		
	Working/Standing/Lying/Playing In Roadway	69	7	0	21	20	19	2	7	23	35	0	4	43	2	2	1	7	2	3	1	2	3	3	3		
	Not In Roadway	29	2	0	14	9	2	2	2	17	10	0	0	14	1	1	2	9	0	0	1	0	0	1	0		
	Other	54	2	0	17	12	13	10	2	16	25	5	6	23	3	4	0	5	5	1	1	0	2	10	0		
Not provided/Not Applicable	5	0	0	1	4	0	0	0	4	0	1	0	2	0	0	0	2	1	0	0	0	0	0	0			
Driver Action	No Improper Action	144	4	0	64	45	24	7	4	67	62	4	7	89	6	3	8	15	6	1	3	3	7	3	294		
	Avoiding Pedestrian	12	0	0	4	3	3	2	0	5	4	2	1	5	0	1	1	3	2	0	0	0	0	0			
	Hit And Run	40	0	0	12	18	9	1	0	14	22	1	3	26	1	1	3	7	1	0	0	0	0	1			
	Did Not Have Right-of-Way	13	0	0	6	3	3	1	0	6	5	1	1	7	0	0	1	1	3	0	0	0	1	0			
	Fail To Maintain Proper Control	22	3	0	8	7	2	2	3	11	6	0	2	8	1	1	1	2	2	3	0	0	1	3			
	Other	60	4	0	13	18	18	7	4	14	36	4	2	29	3	4	4	4	5	2	1	0	1	7			
	Not Provided	3	0	0	0	3	0	0	0	1	1	0	1	3	0	0	0	0	0	0	0	0	0	0			
Weather Conditions	No adverse weather condition	249	8	0	89	81	52	19	8	96	116	12	17	144	10	8	14	22	19	4	3	2	9	14	294		
	Mist/rain/snow/sleet/hail/fog	45	3	0	18	16	7	1	3	22	20	0	0	23	1	2	4	10	0	2	1	1	1	0			
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Column Total				294							294					294											

CATEGORICAL HEAT MAP Rural Pedestrian Injury Crashes (2014-2018)		Total Crashes	Category		Functional Classification						Ownership				Facility Type												
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private	Total
Total Crashes		#	11	0	107	97	59	20	11	118	136	12	17	167	11	10	18	32	19	6	4	3	10	14			
Pedestrian Refuge Type	None	#	5	0	86	93	59	20	5	96	133	12	17	163	8	8	17	16	18	4	3	2	10	14	294		
	Median	#	6	0	21	2	0	0	6	21	2	0	0	4	3	0	1	16	1	2	1	1	0	0			
	Island	#	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
	Pork Chop	#	0	0	0	2	0	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	0	0		0	
Pedestrian Signal Present	Yes	#	0	0	3	3	0	0	0	3	3	0	0	1	0	1	0	0	3	0	0	1	0	0		294	
	No	#	11	0	104	94	59	20	11	115	133	12	17	166	11	9	18	32	16	6	4	2	10	14			
Pedestrian Signal Type	None	#	11	0	104	94	59	20	11	115	133	12	17	166	11	9	18	32	16	6	4	2	10	14	294		
	Vehicle Signal Heads	#	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Walk/Don't Walk - With Pedestrian Countdown	#	0	0	2	3	0	0	0	3	2	0	0	1	0	1	0	0	2	0	0	1	0	0			
	Walk/Don't Walk - Without Pedestrian Countdown	#	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
School Zone	Walk/Don't Walk - Pedestrian Countdown Unknown	#	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0			
	Yes	#	0	0	0	2	1	0	0	1	1	1	0	3	0	0	0	0	0	0	0	0	0	0			
	Yes With School Activity	#	0	0	1	0	2	2	0	1	4	0	0	1	0	1	0	1	0	0	0	0	0	2			
No		#	11	0	106	95	56	18	11	116	131	11	17	163	11	9	18	31	19	6	4	3	10	12	294		
Column Total			294						294						294												

CATEGORICAL HEAT MAP Rural Pedestrian Injury Crashes (2014-2018)				Total Crashes		Category	Functional Classification						Ownership					Facility Type									
						Factor	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
Total Crashes				#	11	0	107	97	59	20	11	118	136	12	17	167	11	10	18	32	19	6	4	3	10	14	
Category	Factor	#	2	0	23	21	13	6	2	21	38	3	1	36	3	2	2	8	4	2	0	0	2	6	294		
Season	Spring	65	5	0	26	23	17	4	5	27	36	0	7	49	3	1	2	8	4	2	1	1	1	3			
	Summer	75	3	0	26	28	12	5	3	32	29	5	5	38	2	2	10	6	6	2	2	1	2	3			
	Autumn	74	1	0	32	25	17	5	1	38	33	4	4	44	3	5	4	10	5	0	1	1	5	2			
	Winter	80	0	0	11	9	0	0	0	12	4	2	2	8	3	1	1	1	3	0	0	2	1	0	294		
Location	Signalized Intersection	20	0	0	33	35	11	5	0	39	36	2	7	48	5	3	9	9	7	0	1	0	0	2			
	Unsignalized Intersection	84	0	0	57	50	46	3	0	64	84	4	4	104	3	4	7	21	2	1	2	1	7	4			
	Mid-Block	156	0	0	1	2	0	0	0	1	2	0	0	1	0	1	0	1	0	0	0	0	0	0			
	Intersection/Mid-Block	3	0	0	4	1	2	12	0	1	10	4	4	1	0	1	0	0	7	0	0	0	2	8			
	Parking Lot	19	11	0	1	0	0	0	11	1	0	0	0	5	0	0	1	0	0	5	1	0	0	0			
	Other	12	0	0	4	6	1	2	0	6	4	2	1	4	0	1	1	1	5	*SEE NOTE				0	0		
Crosswalk	Crosswalk Present, Pedestrian Struck In Crosswalk	13	0	0	5	3	0	6	0	3	6	1	4	3	2	3	0	0	4					1	1		
	Crosswalk Present, Pedestrian Not Struck In Crosswalk	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0		
	Crosswalk Present, Unclear If Pedestrian Was Struck In Crosswalk	0	11	0	98	88	58	12	11	109	126	9	12	160	9	6	17	31	10					9	13		
	No Crosswalk	267																									
Column Total			294						294						294												

*NOTE: This portion has been excluded from this analysis as crosswalks at roadways with partial or full control of access are not relevant to this analysis

CATEGORICAL HEAT MAP Rural Pedestrian Injury Crashes (2014-2018)			Total Crashes		Functional Classification							Ownership					Facility Type							Total	
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes		Divided, Partial Or Full Control Of Access - Unknown Lanes
Total Crashes			#	11	0	107	97	59	20	11	118	136	12	17	167	11	10	18	32	19	6	4	3	10	14
Category	Factor	#																						Total	
Land Use	Residential	66	0	0	13	23	26	4	0	15	37	9	5	38	0	5	6	6	6	0	0	0	4	1	294
	Commercial	46	1	0	20	12	1	12	1	19	17	2	7	11	5	3	1	4	11	0	0	2	3	6	294
	Industrial	5	0	0	4	1	0	0	0	4	1	0	0	1	3	0	0	1	0	0	0	0	0	0	294
	Recreational	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	294
	Institutional	9	0	0	5	1	1	2	0	4	4	0	1	1	1	0	1	0	2	0	1	1	0	2	294
	Mixed-Use	12	0	0	6	5	0	1	0	8	3	0	1	4	1	2	2	3	0	0	0	0	0	0	294
Posted Speed	Agricultural/Rural	156	10	0	59	55	31	1	10	68	74	1	3	112	1	0	8	18	0	6	3	0	3	5	294
	25 MPH or less	82	0	0	10	22	31	19	0	11	48	11	12	37	0	8	3	1	16	0	0	0	5	12	294
	30-35 MPH	41	0	0	19	17	4	1	0	20	16	1	4	24	4	1	3	2	2	0	1	0	4	0	294
	40-45 MPH	70	0	0	20	37	13	0	0	25	44	0	1	49	3	1	5	7	1	1	0	2	1	0	294
	50 MPH or greater	101	11	0	58	21	11	0	11	62	28	0	0	57	4	0	7	22	0	5	3	1	0	2	294
Driver Vision	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	294
	Vision Not Obscured	223	7	0	90	71	43	12	7	99	98	7	12	135	10	3	10	25	10	5	4	2	6	13	294
	Vision Obscured - Static Sight Distance Issue	12	1	0	2	4	3	2	1	1	7	1	2	4	0	2	2	0	2	1	0	0	1	0	294
	Vision Obscured - Vehicle Issue	16	1	0	2	8	3	2	1	6	7	2	0	7	0	2	1	2	2	0	0	1	1	0	294
	Vision Obscured - Dynamic Sight Distance Issue	26	1	0	8	8	8	1	1	8	15	2	0	13	0	1	3	3	4	0	0	0	2	0	294
Driver Drinking	Not Applicable	17	1	0	5	6	2	3	1	4	9	0	3	8	1	2	2	2	1	0	0	0	0	1	294
	Had Not Been Drinking	225	10	0	90	67	43	15	10	98	94	11	12	129	8	6	14	24	15	5	4	3	9	8	294
	Drinking	13	0	0	5	4	4	0	0	5	8	0	0	7	1	0	0	1	0	0	0	0	1	3	294
Column Total	Unknown	56	1	0	12	26	12	5	1	15	34	1	5	31	2	4	4	7	4	1	0	0	3	294	
			294							294					294										

CATEGORICAL HEAT MAP Rural Pedestrian Injury Crashes (2014-2018)		Total Crashes		Functional Classification							Ownership				Facility Type								Total		
		Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes		Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
Total Crashes		#	11	0	107	97	59	20	11	118	136	12	17	167	11	10	18	32	19	6	4	3	10	14	
Category	Factor	#	13	0	90	75	54	20	13	100	112	11	16	140	11	11	16	25	17	6	2	3	9	12	322
Pedestrian Drinking	Had Not Been Drinking	252	1	0	21	25	10	0	1	24	31	1	0	36	1	0	2	12	1	0	2	1	2	0	
	Drinking	57	0	0	5	6	2	0	0	5	6	0	2	6	0	0	1	2	1	0	0	1	0	2	
	Unknown	13	0	0	10	10	5	2	0	12	9	3	3	11	1	2	2	1	7	0	0	1	2	0	
Sidewalk Presence	Sidewalk	27	11	0	97	87	54	18	11	106	127	9	14	156	10	8	16	31	12	6	4	2	8	14	294
	No Sidewalk	267	5	0	14	5	5	1	5	13	10	0	2	12	0	0	3	8	1	5	0	1	0	0	
Time of Day	0 AM - 6 AM	30	0	0	19	14	12	10	0	17	27	6	5	25	4	4	5	4	7	0	0	1	3	2	294
	6 AM - 12 PM	55	3	0	32	40	29	4	3	38	54	4	9	71	3	4	5	6	7	0	0	0	4	8	
	12 PM - 6 PM	108	3	0	42	38	13	5	3	50	45	2	1	59	4	2	5	14	4	1	4	1	3	4	
	6 PM - 12 AM	101	0	0	9	11	9	2	0	9	16	2	4	20	1	1	2	2	1	0	2	0	1	1	
Driver Age	Less than or equal to 20	31	4	0	24	21	12	5	4	26	28	3	5	30	3	3	5	8	6	3	0	2	3	3	294
	21 - 35	66	2	0	25	17	13	3	2	30	25	2	1	35	1	2	4	8	4	0	1	1	3	1	
	36 - 50	60	2	0	26	17	9	3	2	28	24	1	2	36	3	1	1	7	2	1	1	0	0	5	
	51 - 65	57	1	0	13	10	10	3	1	13	18	3	2	20	2	1	2	2	4	0	0	0	3	3	
	Greater than 65	37	2	0	10	21	6	4	2	12	25	1	3	26	1	2	4	5	2	2	0	0	0	1	
	Not Provided	43																							
Column Total			294							294				294											

<p style="text-align: center;">CATEGORICAL HEAT MAP Rural Pedestrian Injury Crashes (2014-2018)</p>			Total Crashes														Total											
																		Category	Functional Classification						Ownership			
			Factor	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes		Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private		
Total Crashes			#	11	0	107	97	59	20	11	118	136	12	17	167	11	10	18	32	19	6	4	3	10	14			
Pedestrian Age	Category	Factor	#																									322
		Less than or equal to 20	63	2	0	18	20	19	4	2	21	32	1	7	36	2	3	3	10	3	1	0	1	2	2			
		21 - 35	102	6	0	36	40	14	6	6	38	51	4	3	54	3	2	5	16	7	4	2	2	3	4			
		36 - 50	69	3	0	32	16	14	4	3	35	25	3	3	41	2	3	4	9	4	0	1	0	3	2			
		51 - 65	52	2	0	17	19	11	3	2	22	25	1	2	33	3	1	3	4	3	1	0	0	2	2			
		Greater than 65	31	0	0	10	11	8	2	0	10	16	2	3	18	2	1	1	0	2	0	1	1	1	4			
Pedestrian Gender		Not Provided	5	1	0	3	0	0	1	1	3	0	1	0	0	0	1	3	0	0	0	0	1	0	0			
		Female	100	3	0	38	33	19	7	3	43	46	2	6	59	4	2	4	16	7	1	1	0	1	5			
		Male	220	11	0	77	73	46	13	11	85	103	9	12	123	7	9	15	23	11	5	3	5	10	9			
Driver Gender		Not Provided	2	0	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	1	0	0	0	0	0			
		Female	98	1	0	33	35	20	9	1	37	50	4	6	64	5	4	4	5	5	0	1	0	3	7			
		Male	153	8	0	63	41	34	7	8	68	62	7	8	78	5	4	10	21	12	4	3	3	7	6			
Light Condition		Not Provided	43	2	0	11	21	5	4	2	13	24	1	3	25	1	2	4	6	2	2	0	0	0	1			
		Daylight/Dusk/Dawn	170	5	0	50	56	46	13	5	54	90	7	14	107	6	7	8	10	13	1	0	1	6	11			
		Darkness - Road Lighted	18	0	0	6	7	1	4	0	9	5	2	2	6	0	2	1	0	2	1	2	1	2	1			
		Darkness - Road Not Lighted	106	6	0	51	34	12	3	6	55	41	3	1	54	5	1	9	22	4	4	2	1	2	2			
		Darkness - Unknown Road Lighting	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Column Total				294						294				294														

CATEGORICAL HEAT MAP Rural Pedestrian Injury Crashes (2014-2018)			Total Crashes		Functional Classification							Ownership					Facility Type										Total
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private	
Total Crashes			#	11	0	107	97	59	20	11	118	136	12	17	167	11	10	18	32	19	6	4	3	10	14		
Category	Factor	#																									
Transit Route Present (within 1/4 mile)	Yes	58	2	0	24	13	10	9	2	24	17	6	9	13	4	4	5	7	13	1	1	3	4	3	294		
	No	236	9	0	83	84	49	11	9	94	119	6	8	154	7	6	13	25	6	5	3	0	6	11	294		
Bus Stop within 500 Feet	Yes	15	0	0	7	6	0	2	0	8	4	2	1	4	1	2	0	1	4	0	0	2	1	0	294		
	No	279	11	0	100	91	59	18	11	110	132	10	16	163	10	8	18	31	15	6	4	1	9	14	294		
Rail Stops within 500 Feet	Yes	2	0	0	1	1	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	0	1	0	294		
	No	292	11	0	106	96	59	20	11	118	135	11	17	167	11	10	18	32	18	6	4	3	9	14	294		
Health Opportunity Index	Very Low Health Opportunity	36	0	0	16	14	6	0	0	17	15	1	3	25	3	0	2	3	1	0	0	0	1	1	294		
	Low Health Opportunity	67	1	0	20	32	12	2	1	25	36	1	4	46	0	3	3	6	3	0	2	0	3	1			
	Moderate Health Opportunity	96	5	0	42	23	21	5	5	44	37	5	5	47	5	4	5	18	4	3	1	0	3	6			
	High Health Opportunity	54	1	0	20	17	7	9	1	22	26	3	2	28	1	2	3	5	6	1	1	2	1	4			
	Very High Health Opportunity	41	4	0	9	11	13	4	4	10	22	2	3	21	2	1	5	0	5	2	0	1	2	2			
	Not Provided	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	
Column Total			294							294					294												

Contributing Factors for Bristol District Pedestrian Fatal Crashes

CATEGORICAL HEAT MAP Bristol Pedestrian Fatal Crashes (2014-2018)			Total Crashes	Functional Classification							Ownership				Facility Type							Total				
				Factor	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes		Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
Total Crashes			#	0	0	12	4	2	0	0	11	3	0	4	13	0	0	0	5	0	0	0	0	0	0	0
Category	Factor	#																								
Pedestrian Action	Crossing At Intersection With Signal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Crossing At Intersection Against Signal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Crossing At Intersection - No Signal	2	0	0	2	0	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
	Crossing Not At Intersection	2	0	0	1	0	1	0	0	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0
	In Roadway With or Against Traffic - Sidewalks Available	1	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
	In Roadway With or Against Traffic - Sidewalks Not Available	6	0	0	3	2	1	0	0	4	1	0	1	5	0	0	0	1	0	0	0	0	0	0	0	0
	Working/Standing/Lying/Playing In Roadway	5	0	0	4	1	0	0	0	4	1	0	0	2	0	0	0	3	0	0	0	0	0	0	0	0
	Not In Roadway	2	0	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0
	Other	1	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Not provided/Not Applicable	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Driver Action	No Improper Action	11	0	0	7	3	1	0	0	8	2	0	1	9	0	0	0	2	0	0	0	0	0	0	0	
	Avoiding Pedestrian	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	
	Hit And Run	1	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
	Did Not Have Right-of-Way	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	
	Fail To Maintain Proper Control	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Other	4	0	0	3	0	1	0	0	2	0	0	2	3	0	0	0	1	0	0	0	0	0	0	0	
	Not Provided	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Weather Conditions	No adverse weather condition	15	0	0	10	3	2	0	0	9	2	0	4	10	0	0	0	5	0	0	0	0	0	0	0	
	Mist/rain/snow/sleet/hail/fog	3	0	0	2	1	0	0	0	2	1	0	0	3	0	0	0	0	0	0	0	0	0	0	0	
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Column Total				18							18				18											

CATEGORICAL HEAT MAP Bristol Pedestrian Fatal Crashes (2014-2018)		Total Crashes	Category		Functional Classification						Ownership				Facility Type														
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private	Total		
Total Crashes		#	0	0	12	4	2	0	0	0	11	3	0	4	13	0	0	0	5	0	0	0	0	0	0	0	0		
Pedestrian Refuge Type	Category	Factor	#	0	0	10	4	2	0	0	9	3	0	4	13	0	0	0	3	0	0	0	0	0	0	0	18		
		None	16	0	0	10	4	2	0	0	9	3	0	4	13	0	0	0	3	0	0	0	0	0	0	0	0	18	
		Median	2	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	
		Island	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrian Signal Present		Pork Chop	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrian Signal Type		No	18	0	0	12	4	2	0	0	11	3	0	4	13	0	0	0	5	0	0	0	0	0	0	0	0	18	
		None	18	0	0	12	4	2	0	0	11	3	0	4	13	0	0	0	5	0	0	0	0	0	0	0	0	18	
		Vehicle Signal Heads	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Walk/Don't Walk - With Pedestrian Countdown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		Walk/Don't Walk - Without Pedestrian Countdown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Zone		Walk/Don't Walk - Pedestrian Countdown Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Yes With School Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Column Total			18								18								18										

CATEGORICAL HEAT MAP Bristol Pedestrian Fatal Crashes (2014-2018)			Total Crashes		Functional Classification							Ownership				Facility Type							Total			
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes		Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
Total Crashes			#	0	0	12	4	2	0	0	11	3	0	4	13	0	0	0	5	0	0	0	0	0	0	0
Season	Factor	#	0	0	2	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	18
	Spring	2	0	0	2	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	
	Summer	4	0	0	2	1	1	0	0	2	1	0	1	2	0	0	0	2	0	0	0	0	0	0	0	
	Autumn	4	0	0	3	0	1	0	0	3	0	0	1	4	0	0	0	0	0	0	0	0	0	0	0	
Location	Winter	8	0	0	5	3	0	0	0	4	2	0	2	6	0	0	0	2	0	0	0	0	0	0	0	18
	Signalized Intersection	2	0	0	1	1	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	
	Unsignalized Intersection	5	0	0	3	0	2	0	0	2	0	0	3	4	0	0	0	1	0	0	0	0	0	0	0	
	Mid-Block	11	0	0	8	3	0	0	0	9	2	0	0	7	0	0	0	4	0	0	0	0	0	0	0	
	Intersection/Mid-Block	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Parking Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crosswalk	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18
	Crosswalk Present, Pedestrian Struck In Crosswalk	2	0	0	2	0	0	0	0	1	0	0	1	2	0	0	0	0	0	*SEE NOTE				0	0	
	Crosswalk Present, Pedestrian Not Struck In Crosswalk	2	0	0	0	1	1	0	0	0	1	0	1	2	0	0	0	0	0					0	0	
	Crosswalk Present, Unclear If Pedestrian Was Struck In Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
No Crosswalk			14	0	0	10	3	1	0	0	10	2	0	2	9	0	0	0	5	0					0	0
Column Total				18							18				18											

*NOTE: This portion has been excluded from this analysis as crosswalks at roadways with partial or full control of access are not relevant to this analysis

CATEGORICAL HEAT MAP Bristol Pedestrian Fatal Crashes (2014-2018)			Total Crashes		Functional Classification						Ownership				Facility Type								Total				
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes		Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private
Total Crashes			#	0	0	12	4	2	0	0	11	3	0	4	13	0	0	0	5	0	0	0	0	0	0	0	
Category	Factor	#																									18
Land Use	Residential	2	0	0	1	0	1	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0
	Commercial	5	0	0	4	1	0	0	0	2	1	0	2	4	0	0	0	1	0	0	0	0	0	0	0	0	0
	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Recreational	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Institutional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Mixed-Use	3	0	0	2	0	1	0	0	2	0	0	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0
Posted Speed	Agricultural/Rural	8	0	0	5	3	0	0	6	2	0	0	5	0	0	0	3	0	0	0	0	0	0	0	0	0	
	25 MPH or less	5	0	0	2	1	2	0	1	1	0	3	5	0	0	0	0	0	0	0	0	0	0	0	0	0	
	30-35 MPH	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	
	40-45 MPH	2	0	0	1	1	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
	50 MPH or greater	10	0	0	8	2	0	0	9	1	0	0	6	0	0	0	4	0	0	0	0	0	0	0	0	0	
Driver Vision	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Vision Not Obscured	13	0	0	10	1	2	0	9	1	0	3	9	0	0	0	4	0	0	0	0	0	0	0	0	0	
	Vision Obscured - Static Sight Distance Issue	1	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Vision Obscured - Vehicle Issue	1	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Vision Obscured - Dynamic Sight Distance Issue	3	0	0	1	2	0	0	1	1	0	1	2	0	0	0	1	0	0	0	0	0	0	0	0	0	
Driver Drinking	Not Applicable	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Had Not Been Drinking	15	0	0	11	2	2	0	11	1	0	3	10	0	0	0	5	0	0	0	0	0	0	0	0	0	
	Drinking	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Unknown			3	0	0	1	2	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	
Column Total				18						18				18								18					

CATEGORICAL HEAT MAP Bristol Pedestrian Fatal Crashes (2014-2018)			Total Crashes		Functional Classification						Ownership				Facility Type								Total						
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes		Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private		
Total Crashes			#	0	0	12	4	2	0	0	11	3	0	4	13	0	0	0	5	0	0	0	0	0	0	0	0		
Pedestrian Drinking	Had Not Been Drinking		#	13	0	0	8	4	1	0	0	8	3	0	2	11	0	0	0	2	0	0	0	0	0	0	0	19	
	Drinking		#	4	0	0	4	0	0	0	0	3	0	0	1	1	0	0	0	3	0	0	0	0	0	0	0		
	Unknown		#	2	0	0	0	1	1	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0		
Sidewalk Presence	Sidewalk		#	4	0	0	3	1	0	0	0	1	1	0	2	3	0	0	0	1	0	0	0	0	0	0	0	18	
	No Sidewalk		#	14	0	0	9	3	2	0	0	10	2	0	2	10	0	0	0	4	0	0	0	0	0	0	0		
Time of Day	0 AM - 6 AM		#	2	0	0	2	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	18	
	6 AM - 12 PM		#	5	0	0	1	2	2	0	0	1	2	0	2	5	0	0	0	0	0	0	0	0	0	0	0		
	12 PM - 6 PM		#	4	0	0	3	1	0	0	0	2	1	0	1	2	0	0	0	2	0	0	0	0	0	0	0		
	6 PM - 12 AM		#	7	0	0	6	1	0	0	0	7	0	0	0	5	0	0	0	2	0	0	0	0	0	0	0		
Driver Age	Less than or equal to 20		#	2	0	0	2	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	18	
	21-35		#	6	0	0	4	1	1	0	0	4	1	0	1	4	0	0	0	2	0	0	0	0	0	0	0		
	36-50		#	5	0	0	3	2	0	0	0	4	1	0	0	4	0	0	0	1	0	0	0	0	0	0	0		
	51-65		#	3	0	0	2	1	0	0	0	0	1	0	2	2	0	0	0	1	0	0	0	0	0	0	0		
	Greater than 65		#	2	0	0	1	0	1	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0		
	Not Provided		#	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Column Total				18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18			

<p style="text-align: center;">CATEGORICAL HEAT MAP Bristol Pedestrian Fatal Crashes (2014-2018)</p>			<p style="text-align: center;">Total Crashes</p>		<p style="text-align: center;">Category</p>	<p style="text-align: center;"><i>Functional Classification</i></p>						<p style="text-align: center;"><i>Ownership</i></p>				<p style="text-align: center;"><i>Facility Type</i></p>													
						<p style="text-align: center;">Factor</p>	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private	Total
Total Crashes			#	0	0	12	4	2	0	0	11	3	0	4	13	0	0	0	5	0	0	0	0	0	0	0	0	0	
<i>Pedestrian Age</i>	Less than or equal to 20		#	2	0	0	2	0	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	19
	21-35		#	2	0	0	2	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	
	36-50		#	5	0	0	4	1	0	0	4	0	0	1	4	0	0	0	1	0	0	0	0	0	0	0	0	0	
	51-65		#	2	0	0	2	0	0	0	2	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	
	Greater than 65		#	7	0	0	2	3	2	0	1	3	0	3	5	0	0	0	2	0	0	0	0	0	0	0	0	0	
	Not Provided		#	1	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
<i>Pedestrian Gender</i>	Female		#	6	0	0	3	2	1	0	2	2	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	19	
	Male		#	13	0	0	9	3	1	0	9	2	0	2	8	0	0	0	5	0	0	0	0	0	0	0	0		
	Not Provided		#	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<i>Driver Gender</i>	Female		#	6	0	0	5	0	1	0	5	0	0	1	4	0	0	0	2	0	0	0	0	0	0	0	0	18	
	Male		#	12	0	0	7	4	1	0	6	3	0	3	9	0	0	0	3	0	0	0	0	0	0	0	0		
	Not Provided		#	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
<i>Light Condition</i>	Daylight/Dusk/Dawn		#	9	0	0	4	3	2	0	3	3	0	3	7	0	0	0	2	0	0	0	0	0	0	0	0	18	
	Darkness - Road Lighted		#	2	0	0	2	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0		
	Darkness - Road Not Lighted		#	7	0	0	6	1	0	0	7	0	0	0	4	0	0	0	3	0	0	0	0	0	0	0	0		
	Darkness - Unknown Road Lighting		#	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Unknown		#	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Column Total				18						18				18															

CATEGORICAL HEAT MAP Bristol Pedestrian Fatal Crashes (2014-2018)			Total Crashes		Functional Classification						Ownership				Facility Type						Total											
					Factor	Category	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes		Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private			
Total Crashes			#	0	0	12	4	2	0	0	0	11	3	0	4	13	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0
Category	Factor	#	0	0	2	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	
Transit Route Present (within 1/4 mile)	Yes	2	0	0	10	4	2	0	0	10	3	0	3	12	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0		
	No	16	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Bus Stop within 500 Feet	Yes	1	0	0	11	4	2	0	0	11	3	0	3	12	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0		
	No	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Rail Stops within 500 Feet	Yes	0	0	0	12	4	2	0	0	11	3	0	4	13	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0		
	No	18	0	0	7	1	2	0	0	5	1	0	4	6	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0		
Health Opportunity Index	Very Low Health Opportunity	10	0	0	1	2	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Low Health Opportunity	3	0	0	3	1	0	0	0	4	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Moderate Health Opportunity	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	High Health Opportunity	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0		
	Very High Health Opportunity	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Not Provided	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Column Total				18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	18	

Contributing Factors for Bristol District Pedestrian Injury Crashes

<p style="text-align: center;">CATEGORICAL HEAT MAP Bristol Pedestrian Injury Crashes (2014-2018)</p>			<p style="text-align: center;">Total Crashes</p>		<p style="text-align: center;">Category</p>	<p style="text-align: center;"><i>Functional Classification</i></p>						<p style="text-align: center;"><i>Ownership</i></p>				<p style="text-align: center;"><i>Facility Type</i></p>											
						<p style="text-align: center;">Factor</p>	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
			#	2	1	53	26	21	1	2	30	29	0	43	70	2	4	4	14	0	1	1	0	4	4		
Total Crashes			#	2	1	53	26	21	1	2	30	29	0	43	70	2	4	4	14	0	1	1	0	4	4		
Category	Factor		#																								
Pedestrian Action	Crossing At Intersection With Signal		2	0	0	1	1	0	0	0	1	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	
	Crossing At Intersection Against Signal		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Crossing At Intersection - No Signal		13	0	0	8	2	3	0	0	3	0	0	10	4	3	2	0	3	0	0	0	0	1	0	0	
	Crossing Not At Intersection		9	0	0	6	0	3	0	0	4	3	0	2	6	0	0	1	1	0	0	0	0	0	0	1	
	In Roadway With or Against Traffic - Sidewalks Available		1	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
	In Roadway With or Against Traffic - Sidewalks Not Available		29	0	0	11	11	7	0	0	8	14	0	7	23	0	0	2	3	0	0	0	0	1	0	0	
	Working/Standing/Lying/Playing In Roadway		25	0	0	16	5	4	0	0	10	7	0	8	17	0	0	1	4	0	0	1	0	1	1	1	
	Not In Roadway		14	1	1	3	7	2	0	1	3	3	0	7	10	0	0	0	2	0	0	0	0	1	1	1	
	Other		21	1	0	11	4	4	1	1	3	4	0	13	15	0	2	0	2	0	1	0	0	0	1	1	
	Not provided/Not Applicable		2	0	0	2	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	1	0	0	
Driver Action	No Improper Action		57	1	0	34	14	8	0	1	21	14	0	21	41	1	1	2	7	0	0	1	0	2	2		
	Avoiding Pedestrian		4	0	0	1	1	2	0	0	1	3	0	0	3	0	0	1	0	0	0	0	0	0	0	0	
	Hit And Run		9	0	0	2	5	2	0	0	1	4	0	4	9	0	0	0	0	0	0	0	0	0	0	0	
	Did Not Have Right-of-Way		9	0	0	3	1	5	0	0	2	3	0	4	6	0	1	1	1	0	0	0	0	0	0	0	
	Fail To Maintain Proper Control		5	0	1	3	1	0	0	0	1	1	0	3	0	1	0	0	2	0	0	0	0	2	0	0	
	Other		19	1	0	10	3	4	1	1	3	4	0	11	10	0	2	0	4	0	1	0	0	0	2	0	
	Not Provided		1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
Weather Conditions	No adverse weather condition		84	1	1	38	24	19	1	1	22	26	0	35	57	2	4	2	10	0	1	0	0	4	4		
	Mist/rain/snow/sleet/hail/fog		20	1	0	15	2	2	0	1	8	3	0	8	13	0	0	2	4	0	0	1	0	0	0		
	Other		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Column Total				104						104				104													
				116																							
				104																							
				104																							

CATEGORICAL HEAT MAP Bristol Pedestrian Injury Crashes (2014-2018)		Total Crashes	Category		Functional Classification							Ownership				Facility Type											
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private	Total
Total Crashes		#	2	1	53	26	21	1	2	30	29	0	43	70	2	4	4	14	0	1	1	0	4	4			
Category	Factor	#	0	1	46	26	21	1	0	26	29	0	40	69	2	4	3	8	0	0	1	0	4	4			
Pedestrian Refuge Type	None	95	0	1	46	26	21	1	0	26	29	0	40	69	2	4	3	8	0	0	1	0	4	4			
	Median	8	2	0	6	0	0	0	2	4	0	0	2	1	0	0	0	6	0	1	0	0	0	0			
	Island	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Pedestrian Signal Present	Pork Chop	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0			
	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Pedestrian Signal Type	No	104	2	1	53	26	21	1	2	30	29	0	43	70	2	4	4	14	0	1	1	0	4	4			
	None	104	2	1	53	26	21	1	2	30	29	0	43	70	2	4	4	14	0	1	1	0	4	4			
	Vehicle Signal Heads	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Walk/Don't Walk - With Pedestrian Countdown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Walk/Don't Walk - Without Pedestrian Countdown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
School Zone	Walk/Don't Walk - Pedestrian Countdown Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Yes With School Activity	2	0	0	0	0	1	1	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0			
No		102	2	1	53	26	20	0	2	30	27	0	43	69	2	3	4	14	0	1	1	0	4	4			
Column Total			104							104				104								104					

CATEGORICAL HEAT MAP Bristol Pedestrian Injury Crashes (2014-2018)			Total Crashes		Functional Classification							Ownership				Facility Type							Total			
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes		Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
Total Crashes			#	2	1	53	26	21	1	2	30	29	0	43	70	2	4	4	14	0	1	1	0	4	4	
Category	Factor	#	1	1	13	6	5	0	1	9	8	0	8	17	0	0	1	6	0	1	0	0	0	0	1	
Season	Spring	26	0	0	7	6	7	0	0	6	9	0	5	17	0	1	0	2	0	0	0	0	0	0	0	
	Summer	20	0	0	18	8	7	1	0	8	7	0	19	18	2	3	3	2	0	0	0	0	0	3	3	
	Autumn	34	1	0	15	6	2	0	1	7	5	0	11	18	0	0	0	4	0	0	1	0	1	0	0	
	Winter	24	0	0	6	2	0	0	0	3	0	0	5	1	1	1	1	3	0	0	0	0	0	0	1	
Location	Signalized Intersection	8	0	0	24	10	4	1	0	5	6	0	28	25	1	2	3	6	0	0	0	0	0	2	0	
	Unsignalized Intersection	39	0	0	22	14	15	0	0	21	23	0	7	43	0	1	0	4	0	0	1	0	2	0	0	
	Mid-Block	51	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Intersection/Mid-Block	0	0	0	1	0	2	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3	
	Parking Lot	3	2	1	0	0	0	0	2	1	0	0	0	1	0	0	0	1	0	1	0	0	0	0	0	
	Other	3	0	0	7	0	2	0	0	0	1	0	8	7	0	0	0	2	0	*SEE NOTE				0	0	0
Crosswalk Present, Pedestrian Struck In Crosswalk	9	0	0	7	1	0	1	0	0	1	0	8	3	0	1	1	3	0	0					1	0	0
Crosswalk Present, Pedestrian Not Struck In Crosswalk	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0	0
Crosswalk Present, Unclear If Pedestrian Was Struck In Crosswalk	0	2	1	39	25	19	0	2	30	27	0	27	60	2	3	3	9	0	4					3	0	0
Crosswalk	No Crosswalk	86	104							104							104							104		
Column Total																										

*NOTE: This portion has been excluded from this analysis as crosswalks at roadways with partial or full control of access are not relevant to this analysis

CATEGORICAL HEAT MAP Bristol Pedestrian Injury Crashes (2014-2018)			Total Crashes		Functional Classification							Ownership				Facility Type								Total			
					Factor	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes		Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
Total Crashes			#	2	1	53	26	21	1	2	30	29	0	43	70	2	4	4	14	0	1	1	0	4	4		
Category	Factor	#																									
Land Use	Residential	29	0	0	15	8	6	0	0	6	8	0	15	20	1	1	2	1	0	0	0	0	3	1	104		
	Commercial	24	0	0	20	3	1	0	0	6	0	0	18	13	0	0	1	8	0	0	0	0	0	2			
	Industrial	2	0	0	0	2	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0			
	Recreational	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Institutional	1	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0			
	Mixed-Use	11	0	1	4	3	2	1	0	2	1	0	8	4	1	3	0	3	0	0	0	0	0	0			
Posted Speed	Agricultural/Rural	37	2	0	13	10	12	0	2	15	19	0	1	30	0	0	1	2	0	1	1	0	1	1	104		
	25 MPH or less	37	0	0	15	12	9	1	0	4	7	0	26	24	1	4	1	2	0	0	0	0	2	3			
	30-35 MPH	25	0	0	16	5	4	0	0	7	4	0	14	16	1	0	1	5	0	0	1	0	1	0			
	40-45 MPH	12	0	0	7	4	1	0	0	3	7	0	2	9	0	0	0	3	0	0	0	0	0	0			
	50 MPH or greater	30	2	1	15	5	7	0	2	16	11	0	1	21	0	0	2	4	0	1	0	0	1	1			
Driver Vision	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	104		
	Vision Not Obscured	83	1	1	43	18	19	1	1	27	24	0	31	53	2	3	3	13	0	1	1	0	4	3			
	Vision Obscured - Static Sight Distance Issue	2	0	0	0	2	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0			
	Vision Obscured - Vehicle Issue	3	1	0	2	0	0	0	1	0	0	0	2	2	0	0	1	0	0	0	0	0	0	0			
	Vision Obscured - Dynamic Sight Distance Issue	7	0	0	4	2	1	0	0	2	3	0	2	7	0	0	0	0	0	0	0	0	0	0			
Driver Drinking	Not Applicable	9	0	0	4	4	1	0	0	1	1	0	7	6	0	1	0	1	0	0	0	0	0	1	104		
	Had Not Been Drinking	83	2	1	45	17	17	1	2	28	22	0	31	57	1	2	3	13	0	1	1	0	2	3			
	Drinking	4	0	0	1	1	2	0	0	0	2	0	2	2	1	0	0	0	0	0	0	0	1	0			
Unknown		17	0	0	7	8	2	0	0	2	5	0	10	11	0	2	1	1	0	0	0	0	1	1			
Column Total																											
			104							104				104													

CATEGORICAL HEAT MAP Bristol Pedestrian Injury Crashes (2014-2018)			Total Crashes		Functional Classification											Ownership				Facility Type								Total
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private		
Total Crashes			#	2	1	53	26	21	1	2	30	29	0	43	70	2	4	4	14	0	1	1	0	4	4			
Category	Factor	#	2	1	48	26	20	1	2	26	25	0	45	69	2	3	4	13	0	1	0	0	2	4				
Pedestrian Drinking	Had Not Been Drinking	98	2	1	48	26	20	1	2	26	25	0	45	69	2	3	4	13	0	1	0	0	2	4				
	Drinking	14	0	0	9	2	3	0	0	6	5	0	3	8	1	0	0	2	0	0	1	0	2	0				
	Unknown	4	0	0	2	2	0	0	0	0	2	0	2	2	0	1	0	0	0	0	0	0	1	0				
Sidewalk Presence	Sidewalk	19	0	0	15	2	2	0	0	1	1	0	17	11	2	0	0	4	0	0	0	0	1	1				
	No Sidewalk	85	2	1	38	24	19	1	2	29	28	0	26	59	0	4	4	10	0	1	1	0	3	3				
Time of Day	0 AM - 6 AM	8	0	0	5	2	1	0	0	3	3	0	2	3	0	0	1	4	0	0	0	0	0	0				
	6 AM - 12 PM	13	0	0	4	6	2	1	0	2	5	0	6	9	0	2	1	0	0	0	0	0	0	1				
	12 PM - 6 PM	40	2	1	20	8	9	0	2	13	11	0	14	29	0	0	1	4	0	1	0	0	3	2				
	6 PM - 12 AM	43	0	0	24	10	9	0	0	12	10	0	21	29	2	2	1	6	0	0	1	0	1	1				
Driver Age	Less than or equal to 20	13	0	0	8	2	3	0	0	5	5	0	3	11	0	1	0	0	0	0	1	0	0	0				
	21-35	21	1	0	12	6	2	0	1	4	4	0	12	13	1	0	2	4	0	0	0	0	1	0				
	36-50	25	0	1	15	4	4	1	0	8	7	0	10	13	1	1	1	5	0	0	0	0	2	2				
	51-65	17	0	0	9	4	4	0	0	6	3	0	8	13	0	0	1	2	0	0	0	0	0	1				
	Greater than 65	15	1	0	5	3	6	0	1	5	5	0	4	10	0	1	0	2	0	1	0	0	1	0				
Not Provided	13	0	0	4	7	2	0	0	2	5	0	6	10	0	1	0	1	0	0	0	0	0	0	1				
Column Total				104			104			104																		

CATEGORICAL HEAT MAP Bristol Pedestrian Injury Crashes (2014-2018)			Total Crashes		Category		Functional Classification						Ownership				Facility Type						Total				
					Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes		Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes
Total Crashes			#	2	1	53	26	21	1	2	30	29	0	43	70	2	4	4	14	0	1	1	0	4	4		
Category	Factor	#																									
Transit Route Present (within 1/4 mile)	Yes	29	0	0	19	6	4	0	0	5	1	0	23	13	2	2	2	5	0	0	1	0	1	3		104	
	No	75	2	1	34	20	17	1	2	25	28	0	20	57	0	2	2	9	0	1	0	0	3	1		104	
Bus Stop within 500 Feet	Yes	20	0	0	13	5	2	0	0	1	0	0	19	8	2	2	1	3	0	0	0	0	1	3		104	
	No	84	2	1	40	21	19	1	2	29	29	0	24	62	0	2	3	11	0	1	1	0	3	1		104	
Rail Stops within 500 Feet	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		104	
	No	104	2	1	53	26	21	1	2	30	29	0	43	70	2	4	4	14	0	1	1	0	4	4		104	
Health Opportunity Index	Very Low Health Opportunity	50	0	0	28	10	12	0	0	7	12	0	31	35	2	2	0	6	0	0	0	0	1	4		104	
	Low Health Opportunity	37	1	1	17	12	5	1	1	17	12	0	7	26	0	1	0	6	0	1	1	0	2	0		104	
	Moderate Health Opportunity	14	1	0	7	4	2	0	1	5	3	0	5	6	0	1	4	2	0	0	0	0	1	0		104	
	High Health Opportunity	2	0	0	1	0	1	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0		104
	Very High Health Opportunity	1	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0		104
	Not Provided	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		104
Column Total				104						104						104											

Contributing Factors for Culpeper District Pedestrian Fatal Crashes

CATEGORICAL HEAT MAP Culpeper Pedestrian Fatal Crashes (2014-2018)			Total Crashes		Functional Classification							Ownership				Facility Type							Total		
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes		Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes
Total Crashes			#	0	1	12	6	4	0	0	11	6	0	6	13	0	0	0	7	0	0	1	2	0	0
Category	Factor	#	Functional Classification							Ownership				Facility Type							Total				
Pedestrian Action	Crossing At Intersection With Signal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	0	0	0
	Crossing At Intersection Against Signal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Crossing At Intersection - No Signal	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0
	Crossing Not At Intersection	8	0	0	6	2	0	0	0	3	1	0	4	5	0	0	0	3	0	0	0	0	0	0	0
	In Roadway With or Against Traffic - Sidewalks Available	1	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
	In Roadway With or Against Traffic - Sidewalks Not Available	6	0	1	2	2	1	0	0	3	2	0	1	4	0	0	0	1	0	0	0	1	0	0	0
	Working/Standing/Lying/Playing In Roadway	6	0	0	3	2	1	0	0	4	2	0	0	3	0	0	0	1	0	0	1	1	0	0	0
	Not In Roadway	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Not provided/Not Applicable	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Driver Action	No Improper Action	15	0	1	9	3	2	0	0	6	3	0	6	8	0	0	0	4	0	0	1	2	0	0	0
	Avoiding Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Hit And Run	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
	Did Not Have Right-of-Way	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Fail To Maintain Proper Control	2	0	0	1	0	1	0	0	1	1	0	0	0	0	0	0	2	0	0	0	0	0	0	0
	Other	4	0	0	1	2	1	0	0	2	2	0	0	3	0	0	0	1	0	0	0	0	0	0	0
	Not Provided	1	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Weather Conditions	No adverse weather condition	21	0	1	11	5	4	0	0	9	6	0	6	11	0	0	0	7	0	0	1	2	0	0	0
	Mist/rain/snow/sleet/hail/fog	2	0	0	1	1	0	0	0	2	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Column Total				23							23				23							23			

CATEGORICAL HEAT MAP Culpeper Pedestrian Fatal Crashes (2014-2018)		Total Crashes		Functional Classification							Ownership				Facility Type								Total	
		Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes		Divided, Partial Or Full Control Of Access - Unknown Lanes
Total Crashes		#	0	1	12	6	4	0	0	11	6	0	6	13	0	0	0	7	0	0	1	2	0	0
Category	Factor	#	0	1	8	6	3	0	0	7	5	0	6	13	0	0	0	4	0	0	0	1	0	0
Pedestrian Refuge Type	None	18	0	1	8	6	3	0	0	7	5	0	6	13	0	0	0	4	0	0	0	1	0	0
	Median	5	0	0	4	0	1	0	0	4	1	0	0	0	0	0	0	3	0	0	1	1	0	0
	Island	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Signal Present	Pork Chop	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Signal Type	No	23	0	1	12	6	4	0	0	11	6	0	6	13	0	0	0	7	0	0	1	2	0	0
	None	23	0	1	12	6	4	0	0	11	6	0	6	13	0	0	0	7	0	0	1	2	0	0
	Vehicle Signal Heads	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Walk/Don't Walk - With Pedestrian Countdown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Walk/Don't Walk - Without Pedestrian Countdown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Zone	Walk/Don't Walk - Pedestrian Countdown Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Yes	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
	Yes With School Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No		22	0	1	11	6	4	0	0	11	6	0	5	12	0	0	0	7	0	0	1	2	0	0
Column Total			23							23				23								23		

CATEGORICAL HEAT MAP Culpeper Pedestrian Fatal Crashes (2014-2018)			Total Crashes		Functional Classification							Ownership				Facility Type							Total		
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes		Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes
Total Crashes			#	0	1	12	6	4	0	0	11	6	0	6	13	0	0	0	7	0	0	1	2	0	0
Category	Factor	#	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
Season	Spring	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
	Summer	7	0	0	3	2	2	0	0	4	1	0	2	4	0	0	0	2	0	0	0	1	0	0	0
	Autumn	9	0	1	6	2	0	0	0	4	1	0	4	4	0	0	0	3	0	0	1	1	0	0	0
	Winter	6	0	0	2	2	2	0	0	2	4	0	0	5	0	0	0	1	0	0	0	0	0	0	0
Location	Signalized Intersection	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Unsignalized Intersection	9	0	0	6	1	2	0	0	5	2	0	2	5	0	0	0	4	0	0	0	0	0	0	0
	Mid-Block	12	0	1	5	5	1	0	0	6	4	0	2	6	0	0	0	3	0	0	1	2	0	0	0
	Intersection/Mid-Block	2	0	0	1	0	1	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0
	Parking Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crosswalk	Crosswalk Present, Pedestrian Struck In Crosswalk	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	*SEE NOTE				0	0
	Crosswalk Present, Pedestrian Not Struck In Crosswalk	3	0	0	2	1	0	0	0	1	0	0	2	3	0	0	0	0	0					0	0
	Crosswalk Present, Unclear If Pedestrian Was Struck In Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0
	No Crosswalk	19	0	1	10	5	3	0	0	10	5	0	4	10	0	0	0	6	0					0	0
Column Total				23							23				23							23			

*NOTE: This portion has been excluded from this analysis as crosswalks at roadways with partial or full control of access are not relevant to this analysis

CATEGORICAL HEAT MAP Culpeper Pedestrian Fatal Crashes (2014-2018)			Total Crashes		Functional Classification							Ownership				Facility Type							Total			
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes		Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
Total Crashes			#	0	1	12	6	4	0	0	11	6	0	6	13	0	0	0	7	0	0	1	2	0	0	
Category	Factor	#	0	0	3	1	0	0	0	1	1	0	2	2	0	0	0	2	0	0	0	0	0	0	0	
Land Use	Residential	4	0	0	3	1	0	0	0	1	1	0	2	2	0	0	0	2	0	0	0	0	0	0	0	
	Commercial	6	0	1	3	1	1	0	0	4	1	0	1	2	0	0	0	3	0	0	0	1	0	0	0	
	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Recreational	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Institutional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Mixed-Use	3	0	0	2	0	1	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	
Posted Speed	Agricultural/Rural	10	0	0	4	4	2	0	0	6	4	0	0	6	0	0	0	2	0	0	1	1	0	0	0	
	25 MPH or less	6	0	0	3	1	2	0	0	1	1	0	4	4	0	0	0	2	0	0	0	0	0	0	0	
	30-35 MPH	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	
	40-45 MPH	6	0	1	3	1	1	0	0	3	2	0	1	3	0	0	0	2	0	0	0	1	0	0	0	
	50 MPH or greater	10	0	0	5	4	1	0	0	7	3	0	0	5	0	0	0	3	0	0	1	1	0	0	0	
Driver Vision	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Vision Not Obscured	21	0	1	12	4	4	0	0	10	5	0	6	11	0	0	0	7	0	0	1	2	0	0	0	
	Vision Obscured - Static Sight Distance Issue	1	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
	Vision Obscured - Vehicle Issue	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
	Vision Obscured - Dynamic Sight Distance Issue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Driver Drinking	Not Applicable	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Had Not Been Drinking	18	0	1	10	5	2	0	0	8	5	0	5	10	0	0	0	5	0	0	1	2	0	0	0	
	Drinking	1	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	
Unknown	4	0	0	2	1	1	0	0	3	1	0	0	2	0	0	0	2	0	0	0	0	0	0	0		
Column Total				23							23				23											

CATEGORICAL HEAT MAP Culpeper Pedestrian Fatal Crashes (2014-2018)			Total Crashes		Functional Classification							Ownership				Facility Type							Total		
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes		Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes
Total Crashes			#	0	1	12	6	4	0	0	11	6	0	6	13	0	0	0	7	0	0	1	2	0	0
Category	Factor	#	0	0	3	2	3	0	0	4	2	0	2	6	0	0	0	2	0	0	0	0	0	0	0
Pedestrian Drinking	Had Not Been Drinking	8	0	0	8	2	1	0	0	6	2	0	3	5	0	0	0	5	0	0	1	0	0	0	
	Drinking	11	0	1	1	2	0	0	0	1	2	0	1	2	0	0	0	0	0	0	2	0	0	0	
	Unknown	4	0	0	3	1	1	0	0	2	1	0	2	3	0	0	0	2	0	0	0	0	0	0	
Sidewalk Presence	Sidewalk	5	0	1	9	5	3	0	0	9	5	0	4	10	0	0	0	5	0	0	1	2	0	0	
	No Sidewalk	18	0	0	3	0	0	0	0	3	0	0	0	0	0	0	0	2	0	0	1	0	0	0	
Time of Day	0 AM - 6 AM	3	0	1	1	1	0	0	0	2	0	0	1	2	0	0	0	0	0	0	1	0	0	0	
	6 AM - 12 PM	3	0	0	1	0	2	0	0	1	1	0	1	1	0	0	0	2	0	0	0	0	0	0	
	12 PM - 6 PM	3	0	0	7	5	2	0	0	5	5	0	4	10	0	0	0	3	0	0	0	1	0	0	
	6 PM - 12 AM	14	0	0	1	2	1	0	0	1	3	0	0	3	0	0	0	1	0	0	0	0	0	0	
Driver Age	Less than or equal to 20	4	0	0	6	0	1	0	0	4	0	0	3	2	0	0	0	3	0	0	1	1	0	0	
	21 - 35	7	0	1	1	1	1	0	0	1	2	0	1	3	0	0	0	0	0	0	1	0	0	0	
	36 - 50	4	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
	51 - 65	1	0	0	2	1	1	0	0	1	1	0	2	3	0	0	0	1	0	0	0	0	0	0	
	Greater than 65	4	0	0	2	1	0	0	0	3	0	0	0	1	0	0	0	2	0	0	0	0	0	0	
	Not Provided	3	0	0	2	1	0	0	0	3	0	0	0	1	0	0	0	2	0	0	0	0	0	0	
Column Total			23	23							23							23							

CATEGORICAL HEAT MAP Culpeper Pedestrian Fatal Crashes (2014-2018)			Total Crashes		Functional Classification							Ownership				Facility Type							Total			
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes		Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
Total Crashes			#	0	1	12	6	4	0	0	11	6	0	6	13	0	0	0	7	0	0	1	2	0	0	
Pedestrian Age	Category	Factor	#	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Less than or equal to 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
		21 - 35	4	0	1	1	2	0	0	0	2	1	0	1	2	0	0	0	1	0	0	0	1	0	0	0
		36 - 50	7	0	0	4	0	3	0	0	1	2	0	4	5	0	0	0	2	0	0	0	0	0	0	0
		51 - 65	9	0	0	5	3	1	0	0	6	3	0	0	4	0	0	0	3	0	0	1	1	0	0	0
		Greater than 65	3	0	0	2	1	0	0	0	2	0	0	1	2	0	0	0	1	0	0	0	0	0	0	0
Pedestrian Gender		Not Provided	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Female	5	0	0	2	1	2	0	0	2	1	0	2	3	0	0	0	2	0	0	0	0	0	0	0
		Male	18	0	1	10	5	2	0	0	9	5	0	4	10	0	0	0	5	0	0	1	2	0	0	0
Driver Gender		Not Provided	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
		Female	5	0	1	3	1	0	0	0	3	0	0	2	2	0	0	0	1	0	0	1	1	0	0	0
		Male	15	0	0	7	4	4	0	0	5	6	0	4	10	0	0	0	4	0	0	0	1	0	0	0
Light Condition		Not Provided	3	0	0	2	1	0	0	0	3	0	0	1	0	0	0	2	0	0	0	0	0	0	0	
		Daylight/Dusk/Dawn	5	0	0	2	1	2	0	0	3	1	0	1	3	0	0	0	2	0	0	0	0	0	0	0
		Darkness - Road Lighted	3	0	0	2	1	0	0	0	1	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0
		Darkness - Road Not Lighted	15	0	1	8	4	2	0	0	7	5	0	3	7	0	0	0	5	0	0	1	2	0	0	0
		Darkness - Unknown Road Lighting	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Column Total				23							23				23							23				

CATEGORICAL HEAT MAP Culpeper Pedestrian Fatal Crashes (2014-2018)			Total Crashes		Functional Classification						Ownership				Facility Type								Total		
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes		Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes
Total Crashes			#	0	1	12	6	4	0	0	11	6	0	6	13	0	0	0	7	0	0	1	2	0	0
Category	Factor	#	0	0	4	1	2	0	0	2	1	0	4	4	0	0	0	3	0	0	0	0	0	0	0
Transit Route Present (within 1/4 mile)	Yes	7	0	0	4	1	2	0	0	2	1	0	4	4	0	0	0	3	0	0	0	0	0	0	0
	No	16	0	1	8	5	2	0	0	9	5	0	2	9	0	0	0	4	0	0	1	2	0	0	0
Bus Stop within 500 Feet	Yes	4	0	0	2	0	2	0	0	1	1	0	2	1	0	0	0	3	0	0	0	0	0	0	0
	No	19	0	1	10	6	2	0	0	10	5	0	4	12	0	0	0	4	0	0	1	2	0	0	0
Rail Stops within 500 Feet	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	No	23	0	1	12	6	4	0	0	11	6	0	6	13	0	0	0	7	0	0	1	2	0	0	0
Health Opportunity Index	Very Low Health Opportunity	4	0	0	2	1	1	0	0	1	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0
	Low Health Opportunity	7	0	0	5	1	1	0	0	3	2	0	2	3	0	0	0	3	0	0	0	1	0	0	0
	Moderate Health Opportunity	3	0	0	2	0	1	0	0	2	1	0	0	0	0	0	0	2	0	0	1	0	0	0	0
	High Health Opportunity	2	0	1	0	1	0	0	0	1	0	0	1	1	0	0	0	0	0	0	0	1	0	0	0
	Very High Health Opportunity	7	0	0	3	3	1	0	0	4	3	0	0	5	0	0	0	2	0	0	0	0	0	0	0
	Not Provided	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Column Total				23						23				23								23			

Contributing Factors for Culpeper District Pedestrian Injury Crashes

CATEGORICAL HEAT MAP Culpeper Pedestrian Injury Crashes (2014-2018)			Total Crashes	Category	Functional Classification						Ownership					Facility Type									Total			
					Factor	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes		Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private
Total Crashes			#	3	0	90	39	28	15	3	27	31	5	109	87	11	6	14	16	10	3	4	0	9	15			
Category	Factor	#																									Total	
Pedestrian Action	Crossing At Intersection With Signal	19	0	0	17	2	0	0	0	0	2	0	17	15	2	0	0	0	1	0	0	0	1	0	0	1	0	186
	Crossing At Intersection Against Signal	6	0	0	5	1	0	0	0	1	0	0	5	1	1	0	1	2	0	0	0	0	0	1	0	0		
	Crossing At Intersection - No Signal	35	1	0	20	10	4	0	1	3	6	0	25	17	1	1	4	5	2	1	0	0	4	0	0	0	0	
	Crossing Not At Intersection	32	0	0	17	8	6	1	0	3	6	1	22	18	3	1	2	2	4	0	1	0	1	0	1	0	0	
	In Roadway With or Against Traffic - Sidewalks Available	5	0	0	3	2	0	0	0	0	0	0	5	4	0	0	0	1	0	0	0	0	0	0	0	0	0	
	In Roadway With or Against Traffic - Sidewalks Not Available	16	0	0	5	3	4	4	0	5	4	0	7	6	1	1	1	1	1	1	0	2	0	0	0	3	0	
	Working/Standing/Lying/Playing In Roadway	21	2	0	6	3	10	0	2	3	6	0	10	10	1	0	0	3	1	2	0	0	2	0	2	2	0	
	Not In Roadway	12	0	0	7	1	2	2	0	5	5	0	2	3	1	1	1	2	0	0	1	0	0	3	0	0	0	
	Other	38	0	0	14	8	8	8	0	7	8	3	20	16	1	2	5	3	1	0	0	0	1	9	0	0	0	
Not provided/Not Applicable	2	0	0	1	1	0	0	0	0	0	1	1	0	1	0	0	0	1	0	0	0	0	0	0	0	0		
Driver Action	No Improper Action	67	0	0	31	18	11	7	0	10	14	0	43	28	4	4	5	10	5	0	2	0	3	6	0	0	175	
	Avoiding Pedestrian	6	0	0	2	2	1	1	0	0	1	0	5	3	0	0	1	1	1	0	0	0	0	0	0	0		
	Hit And Run	14	0	0	6	3	4	1	0	3	4	0	7	9	2	0	1	1	0	0	0	0	0	1	0	0		
	Did Not Have Right-of-Way	36	0	0	27	7	1	1	0	4	3	2	27	25	1	1	2	1	2	0	0	0	4	0	0	0		
	Fail To Maintain Proper Control	5	0	0	1	1	1	2	0	0	2	0	3	0	0	1	1	0	1	0	0	0	0	2	0	0		
	Other	40	2	0	18	8	10	2	2	8	7	3	20	21	2	0	4	2	1	2	1	0	2	5	0	0		
	Not Provided	7	1	0	5	0	0	1	1	2	0	0	4	1	2	0	0	1	0	1	1	0	0	1	0	0		
Weather Conditions	No adverse weather condition	148	3	0	76	36	22	11	3	25	25	5	90	72	10	5	12	15	10	2	2	0	8	12	0	175		
	Mist/rain/snow/sleet/hail/fog	27	0	0	14	3	6	4	0	2	6	0	19	15	1	1	2	1	0	1	2	0	1	3	0			
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Column Total				175						175					175													

CATEGORICAL HEAT MAP Culpeper Pedestrian Injury Crashes (2014-2018)		Total Crashes	Functional Classification							Ownership					Facility Type							Total		
			Factor	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes		Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes
Total Crashes		#	3	0	90	39	28	15	3	27	31	5	109	87	11	6	14	16	10	3	4	0	9	15
Category	Factor	#	1	0	74	36	28	15	1	19	30	5	99	86	6	6	12	10	10	1	2	0	7	14
Pedestrian Refuge Type	None	154	2	0	13	2	0	0	2	8	0	0	7	0	4	0	2	6	0	2	2	0	0	1
	Median	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Island	0	0	0	3	1	0	0	0	0	1	0	3	1	1	0	0	0	0	0	0	0	2	0
Pedestrian Signal Present	Pork Chop	4	0	0	17	2	0	0	0	0	1	0	18	10	2	0	1	2	1	0	0	0	3	0
	Yes	19	3	0	73	37	28	15	3	27	30	5	91	77	9	6	13	14	9	3	4	0	6	15
Pedestrian Signal Type	No	156	3	0	73	37	28	15	3	27	30	5	91	77	9	6	13	14	9	3	4	0	6	15
	None	156	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Vehicle Signal Heads	0	0	0	16	2	0	0	0	0	0	0	18	10	2	0	1	2	0	0	0	0	3	0
	Walk/Don't Walk - With Pedestrian Countdown	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Walk/Don't Walk - Without Pedestrian Countdown	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0
School Zone	Walk/Don't Walk - Pedestrian Countdown Unknown	1	0	0	0	4	0	0	0	0	0	1	3	3	0	0	1	0	0	0	0	0	0	0
	Yes	4	0	0	0	1	1	2	0	0	3	0	1	1	0	0	0	0	0	0	0	0	0	3
	Yes With School Activity	4	3	0	90	34	27	13	3	27	28	4	105	83	11	6	13	16	10	3	4	0	9	12
No		167	175							175					175							175		
Column Total			175							175					175							175		

CATEGORICAL HEAT MAP Culpeper Pedestrian Injury Crashes (2014-2018)		Total Crashes	Category		Functional Classification						Ownership				Facility Type								Total		
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes		Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes
Total Crashes		#	3	0	90	39	28	15	3	27	31	5	109	87	11	6	14	16	10	3	4	0	9	15	
Category	Factor	#	2	0	23	8	4	3	2	5	12	0	21	17	5	1	3	4	1	2	0	0	2	5	175
Season	Spring	40	0	0	18	5	9	2	0	8	4	0	22	24	1	0	1	3	1	0	0	0	2	2	
	Summer	34	0	0	24	15	5	5	0	7	7	3	32	22	2	2	8	3	2	0	2	0	3	5	
	Autumn	49	1	0	25	11	10	5	1	7	8	2	34	24	3	3	2	6	6	1	2	0	2	3	
	Winter	52	1	0	29	9	0	0	1	5	4	1	28	15	5	0	3	8	2	1	0	0	4	1	
Location	Signalized Intersection	39	0	0	43	17	13	2	0	8	6	1	60	49	5	2	8	3	3	0	3	0	2	0	175
	Unsignalized Intersection	75	0	0	13	10	10	0	0	12	11	2	8	18	1	1	2	4	2	1	1	0	2	1	
	Mid-Block	33	0	0	2	3	1	0	0	1	1	0	4	3	0	1	1	1	0	0	0	0	0	0	
	Intersection/Mid-Block	6	0	0	3	0	3	13	0	1	8	1	9	1	0	2	0	0	3	0	0	0	1	12	
	Parking Lot	19	2	0	0	0	1	0	2	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	
	Other	3	0	0	34	11	0	1	0	2	1	1	42	30	2	1	5	1	2	*SEE NOTE				5	
Crosswalk	Crosswalk Present, Pedestrian Struck In Crosswalk	46	0	0	26	11	7	4	0	3	5	0	40	22	5	1	5	5	3					1	4
	Crosswalk Present, Pedestrian Not Struck In Crosswalk	48	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0					0	0
	Crosswalk Present, Unclear If Pedestrian Was Struck In Crosswalk	1	3	0	29	17	21	10	3	22	25	4	26	35	4	4	4	9	5					3	11
	No Crosswalk	80																							
Column Total			175						175						175										

*NOTE: This portion has been excluded from this analysis as crosswalks at roadways with partial or full control of access are not relevant to this analysis

CATEGORICAL HEAT MAP Culpeper Pedestrian Injury Crashes (2014-2018)			Total Crashes		Functional Classification							Ownership					Facility Type									
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private
Total Crashes			#	3	0	90	39	28	15	3	27	31	5	109	87	11	6	14	16	10	3	4	0	9	15	
Land Use	Residential	43	0	0	10	14	16	3	0	2	12	4	25	25	1	2	6	2	2	0	0	0	1	4	175	
	Commercial	73	1	0	47	13	4	8	1	10	9	1	52	24	9	3	5	11	6	1	1	0	6	7		
	Industrial	1	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0		0
	Recreational	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
	Institutional	27	0	0	14	6	3	4	0	2	4	0	21	18	0	0	1	1	2	0	1	0	0	4		
	Mixed-Use	13	1	0	8	3	1	0	1	0	1	0	11	6	0	1	2	0	0	1	1	0	2	0		
	Agricultural/Rural	18	1	0	10	3	4	0	1	12	5	0	0	14	0	0	0	2	0	1	1	0	0	0		
Posted Speed	25 MPH or less	115	0	0	48	31	21	15	0	5	17	5	88	62	3	6	12	2	8	0	1	0	8	13	175	
	30-35 MPH	22	1	0	16	2	3	0	1	3	7	0	11	10	4	0	1	2	1	1	0	0	1	2		
	40-45 MPH	24	0	0	16	4	4	0	0	8	6	0	10	6	4	0	1	10	1	1	1	0	0	0		
	50 MPH or greater	14	2	0	10	2	0	0	2	11	1	0	0	9	0	0	0	2	0	1	2	0	0	0		
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Driver Vision	Vision Not Obscured	110	2	0	59	24	21	4	2	21	20	4	63	61	8	4	9	7	6	2	2	0	6	5	175	
	Vision Obscured - Static Sight Distance Issue	11	0	0	2	5	2	2	0	0	4	0	7	4	0	0	2	1	2	0	0	0	1	1		
	Vision Obscured - Vehicle Issue	16	0	0	5	5	1	5	0	0	3	0	13	7	0	1	1	0	0	0	1	0	2	4		
	Vision Obscured - Dynamic Sight Distance Issue	22	0	0	14	5	2	1	0	3	2	1	16	10	0	1	2	6	2	0	0	0	0	1		
	Not Applicable	16	1	0	10	0	2	3	1	3	2	0	10	5	3	0	0	2	0	1	1	0	0	4		
Driver Drinking	Had Not Been Drinking	136	2	0	75	31	16	12	2	23	22	4	85	65	8	4	11	14	10	1	3	0	8	12	175	
	Drinking	6	0	0	3	0	2	1	0	0	1	0	5	5	0	1	0	0	0	0	0	0	0	0		
	Unknown	33	1	0	12	8	10	2	1	4	8	1	19	17	3	1	3	2	0	2	1	0	1	3		
Column Total				175							175					175										

CATEGORICAL HEAT MAP Culpeper Pedestrian Injury Crashes (2014-2018)		Total Crashes	Functional Classification							Ownership					Facility Type						Total					
			Factor	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes		Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private
Total Crashes		#	3	0	90	39	28	15	3	27	31	5	109	87	11	6	14	16	10	3	4	0	9	15		
Category	Factor	#	3	0	80	34	30	15	3	22	32	4	101	82	9	6	12	16	10	3	2	0	7	15	186	
Pedestrian Drinking	Had Not Been Drinking	162	0	0	10	2	2	0	0	4	3	0	7	6	2	0	0	2	1	0	2	0	1	0		
	Drinking	14	0	0	5	3	2	0	0	1	2	1	6	2	1	0	2	1	0	0	0	0	2	2		
	Unknown	10	0	0	5	3	2	0	0	1	2	1	6	2	1	0	2	1	0	0	0	0	2	2		
Sidewalk Presence	Sidewalk	101	0	0	65	24	9	3	0	6	10	1	84	53	6	2	10	11	6	0	1	0	7	5	175	
	No Sidewalk	74	3	0	25	15	19	12	3	21	21	4	25	34	5	4	4	5	4	3	3	0	2	10		
Time of Day	0 AM - 6 AM	8	0	0	5	1	2	0	0	0	1	0	7	5	0	0	0	1	0	1	1	0	0	0	175	
	6 AM - 12 PM	36	0	0	21	6	4	5	0	3	4	0	29	15	5	3	3	1	1	0	0	0	4	4		
	12 PM - 6 PM	77	2	0	33	20	15	7	2	13	15	5	42	42	3	1	5	8	5	2	0	0	4	7		
	6 PM - 12 AM	54	1	0	31	12	7	3	1	11	11	0	31	25	3	2	6	6	4	0	3	0	1	4		
Driver Age	Less than or equal to 20	25	0	0	10	6	4	5	0	3	7	3	12	12	1	1	2	2	1	0	1	0	1	4	175	
	21 - 35	40	1	0	25	7	5	2	1	4	7	0	28	23	2	1	7	1	1	1	0	0	3	1		
	36 - 50	31	0	0	14	11	4	2	0	5	3	0	23	12	3	0	2	3	3	0	2	0	3	3		
	51 - 65	33	1	0	18	6	5	3	1	7	3	0	22	19	1	2	1	5	2	0	0	0	0	3		
	Greater than 65	26	0	0	16	5	4	1	0	5	5	2	14	11	1	2	1	5	3	0	0	0	2	1		
	Not Provided	20	1	0	7	4	6	2	1	3	6	0	10	10	3	0	1	0	0	2	1	0	0	3		
Column Total			175							175					175											

CATEGORICAL HEAT MAP Culpeper Pedestrian Injury Crashes (2014-2018)			Total Crashes																							
			Functional Classification						Ownership					Facility Type												
Category		Factor	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private	Total	
Total Crashes		#	3	0	90	39	28	15	3	27	31	5	109	87	11	6	14	16	10	3	4	0	9	15		
Category	Factor	#																								
Pedestrian Age	Less than or equal to 20	28	0	0	6	10	9	3	0	3	10	1	14	17	0	0	4	1	2	0	0	0	2	2	186	
	21 - 35	53	3	0	30	14	6	0	3	6	9	1	34	29	2	1	4	7	2	3	1	0	2	2		
	36 - 50	46	0	0	24	6	9	7	0	12	9	2	23	17	2	2	2	7	2	0	2	0	2	10		
	51 - 65	33	0	0	19	6	6	2	0	4	5	1	23	15	5	1	4	3	2	0	0	0	1	2		
	Greater than 65	22	0	0	14	3	3	2	0	2	4	0	16	10	3	2	0	1	3	0	1	0	2	0		
	Not Provided	4	0	0	2	0	1	1	0	0	0	0	4	2	0	0	0	0	0	0	0	0	1	1		
Pedestrian Gender	Female	93	1	0	47	23	14	8	1	8	17	3	64	45	5	3	9	9	7	1	1	0	4	9	186	
	Male	92	2	0	47	16	20	7	2	18	20	2	50	45	6	3	5	10	4	2	3	0	6	8		
	Not Provided	1	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0		
Driver Gender	Female	68	0	0	34	18	10	6	0	10	13	1	44	38	3	3	5	6	3	0	1	0	2	7	175	
	Male	89	2	0	49	17	14	7	2	14	13	4	56	41	5	3	8	10	7	1	2	0	7	5		
	Not Provided	18	1	0	7	4	4	2	1	3	5	0	9	8	3	0	1	0	0	2	1	0	0	3		
Light Condition	Daylight/Dusk/Dawn	112	3	0	53	25	20	11	3	15	19	4	71	59	7	4	8	8	5	2	0	0	8	11	175	
	Darkness - Road Lighted	33	0	0	21	6	4	2	0	5	2	0	26	17	2	2	3	4	0	1	2	0	0	2		
	Darkness - Road Not Lighted	29	0	0	16	8	4	1	0	7	9	1	12	11	2	0	3	4	5	0	2	0	1	1		
	Darkness - Unknown Road Lighting	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Column Total			175						175					175												

CATEGORICAL HEAT MAP Culpeper Pedestrian Injury Crashes (2014-2018)		Total Crashes		Functional Classification							Ownership					Facility Type							Total			
		Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes		Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private
Total Crashes		#	3	0	90	39	28	15	3	27	31	5	109	87	11	6	14	16	10	3	4	0	9	15		
Category	Factor	#																								
Transit Route Present (within 1/4 mile)	Yes	128	2	0	70	32	15	9	2	7	13	1	105	62	9	5	12	13	7	2	2	0	8	8	175	
	No	47	1	0	20	7	13	6	1	20	18	4	4	25	2	1	2	3	3	1	2	0	1	7	175	
Bus Stop within 500 Feet	Yes	89	0	0	49	24	9	7	0	1	8	1	79	47	5	3	10	6	3	0	1	0	6	8	175	
	No	86	3	0	41	15	19	8	3	26	23	4	30	40	6	3	4	10	7	3	3	0	3	7	175	
Rail Stops within 500 Feet	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	175	
	No	175	3	0	90	39	28	15	3	27	31	5	109	87	11	6	14	16	10	3	4	0	9	15	175	
Health Opportunity Index	Very Low Health Opportunity	65	0	0	35	17	7	6	0	4	1	1	59	36	1	3	7	4	2	0	0	0	7	5	175	
	Low Health Opportunity	43	1	0	20	9	9	4	1	6	9	1	26	16	6	1	2	6	3	1	2	0	1	5		
	Moderate Health Opportunity	21	0	0	15	3	2	1	0	7	6	0	8	9	3	0	2	3	2	1	1	0	0	0		
	High Health Opportunity	19	1	0	9	4	2	3	1	5	5	1	7	7	0	2	1	3	2	1	1	0	0	2		
	Very High Health Opportunity	18	1	0	6	2	8	1	1	5	10	2	0	11	1	0	1	0	1	0	0	0	1	3		
	Not Provided	9	0	0	5	4	0	0	0	0	0	0	9	8	0	0	1	0	0	0	0	0	0	0		
Column Total			175							175					175											

Contributing Factors for Fredericksburg District Pedestrian Fatal Crashes

CATEGORICAL HEAT MAP Fredericksburg Pedestrian Fatal Crashes (2014-2018)		Total Crashes		Functional Classification						Ownership				Facility Type								Total			
				Factor	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes		Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes
Total Crashes		#	3	0	22	7	1	0	3	23	7	0	0	11	8	0	0	10	0	3	0	0	1	0	
Category	Factor	#	2	0	17	7	1	0	2	18	7	0	0	11	6	0	0	7	0	2	0	0	1	0	
Pedestrian Refuge Type	None	27	2	0	17	7	1	0	2	18	7	0	0	11	6	0	0	7	0	2	0	0	1	0	
	Median	6	1	0	5	0	0	0	1	5	0	0	0	0	2	0	0	3	0	1	0	0	0	0	
	Island	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Pork Chop	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrian Signal Present	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	No	33	3	0	22	7	1	0	3	23	7	0	0	11	8	0	0	10	0	3	0	0	1	0	
Pedestrian Signal Type	None	33	3	0	22	7	1	0	3	23	7	0	0	11	8	0	0	10	0	3	0	0	1	0	
	Vehicle Signal Heads	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Walk/Don't Walk - With Pedestrian Countdown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Walk/Don't Walk - Without Pedestrian Countdown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Walk/Don't Walk - Pedestrian Countdown Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
School Zone	Yes	1	0	0	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	
	Yes With School Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	No	32	3	0	21	7	1	0	3	22	7	0	0	11	7	0	0	10	0	3	0	0	1	0	
Column Total			33						33				33												

CATEGORICAL HEAT MAP Fredericksburg Pedestrian Fatal Crashes (2014-2018)		Total Crashes		Functional Classification							Ownership				Facility Type								Total				
		Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes		Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private	
Total Crashes		#	3	0	22	7	1	0	3	23	7	0	0	11	8	0	0	10	0	3	0	0	1	0			
Season	Factor	#																									
	Spring	7	2	0	2	2	1	0	2	3	2	0	0	3	1	0	0	1	0	2	0	0	0	0			
	Summer	9	0	0	7	2	0	0	0	7	2	0	0	4	2	0	0	3	0	0	0	0	0	0			
	Autumn	12	1	0	9	2	0	0	1	9	2	0	0	2	4	0	0	4	0	1	0	0	1	0			
Winter	5	0	0	4	1	0	0	0	4	1	0	0	2	1	0	0	2	0	0	0	0	0	0				
Location	Signalized Intersection	3	0	0	3	0	0	0	0	3	0	0	0	0	1	0	0	2	0	0	0	0	0				
	Unsignalized Intersection	8	0	0	6	2	0	0	0	6	2	0	0	3	1	0	0	3	0	0	0	0	1				
	Mid-Block	16	0	0	10	5	1	0	0	11	5	0	0	8	5	0	0	3	0	0	0	0	0				
	Intersection/Mid-Block	2	0	0	2	0	0	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	0				
	Parking Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
	Other	4	3	0	1	0	0	0	3	1	0	0	0	0	0	0	0	1	0	3	0	0	0	0			
Crosswalk	Crosswalk Present, Pedestrian Struck In Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*SEE NOTE				0	0			
	Crosswalk Present, Pedestrian Not Struck In Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0
	Crosswalk Present, Unclear If Pedestrian Was Struck In Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0	0	0	0
	No Crosswalk	33	3	0	22	7	1	0	3	23	7	0	0	11	8	0	0	10					0	0	0	1	0
Column Total			33							33				33													

*NOTE: This portion has been excluded from this analysis as crosswalks at roadways with partial or full control of access are not relevant to this analysis

CATEGORICAL HEAT MAP Fredericksburg Pedestrian Fatal Crashes (2014-2018)			Total Crashes		Functional Classification							Ownership				Facility Type								Total		
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes		Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
Total Crashes			#	3	0	22	7	1	0	3	23	7	0	0	11	8	0	0	10	0	3	0	0	1	0	
Category	Factor	#	1	0	3	2	0	0	1	3	2	0	0	3	1	0	0	1	0	1	0	1	0	0	0	0
Land Use	Residential	6	0	0	9	2	0	0	0	10	1	0	0	2	4	0	0	5	0	0	0	0	0	0	0	0
	Commercial	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Recreational	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Institutional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Mixed-Use	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Posted Speed	Agricultural/Rural	16	2	0	10	3	1	0	2	10	4	0	0	6	3	0	0	4	0	2	0	0	1	0	0	
	25 MPH or less	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
	30-35 MPH	2	0	0	2	0	0	0	0	2	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0
	40-45 MPH	16	0	0	10	5	1	0	0	10	6	0	0	5	5	0	0	5	0	0	0	0	1	0	0	0
	50 MPH or greater	14	3	0	10	1	0	0	3	10	1	0	0	5	2	0	0	4	0	3	0	0	0	0	0	0
Driver Vision	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Vision Not Obscured	29	2	0	20	6	1	0	2	21	6	0	0	10	7	0	0	10	0	2	0	0	0	0	0	0
	Vision Obscured - Static Sight Distance Issue	2	0	0	2	0	0	0	0	2	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
	Vision Obscured - Vehicle Issue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Vision Obscured - Dynamic Sight Distance Issue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Driver Drinking	Not Applicable	2	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
	Had Not Been Drinking	29	2	0	21	5	1	0	2	22	5	0	0	10	7	0	0	10	0	2	0	0	0	0	0	0
	Drinking	2	0	0	1	1	0	0	0	1	1	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
Column Total	Unknown	2	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0
			33							33				33												

CATEGORICAL HEAT MAP Fredericksburg Pedestrian Fatal Crashes (2014-2018)			Total Crashes		Functional Classification							Ownership				Facility Type										
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private
Total Crashes			#	3	0	22	7	1	0	3	23	7	0	0	11	8	0	0	10	0	3	0	0	1	0	
Category	Factor	#	2	0	8	2	1	0	2	8	3	0	0	7	1	0	0	3	0	2	0	0	0	0	0	
Pedestrian Drinking	Had Not Been Drinking	13	1	0	11	5	0	0	1	12	4	0	0	5	6	0	0	5	0	1	0	0	0	0	0	34
	Drinking	17	0	0	3	1	0	0	0	3	1	0	0	0	1	0	0	2	0	0	0	0	1	0		
Sidewalk Presence	Unknown	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	33	
	Sidewalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Time of Day	No Sidewalk	33	3	0	22	7	1	0	3	23	7	0	0	11	8	0	0	10	0	3	0	0	1	0		
	Sidewalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Driver Age	0 AM - 6 AM	12	0	0	9	3	0	0	0	10	2	0	0	3	4	0	0	4	0	0	0	0	1	0		33
	6 AM - 12 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	12 PM - 6 PM	6	1	0	4	0	1	0	1	4	1	0	0	2	0	0	0	3	0	1	0	0	0	0		
	6 PM - 12 AM	15	2	0	9	4	0	0	2	9	4	0	0	6	4	0	0	3	0	2	0	0	0	0		
Driver Age	Less than or equal to 20	5	0	0	4	0	1	0	0	4	1	0	0	2	1	0	0	2	0	0	0	0	0	0		33
	21 - 35	10	2	0	5	3	0	0	2	5	3	0	0	4	3	0	0	1	0	2	0	0	0	0		
	36 - 50	8	0	0	7	1	0	0	0	8	0	0	0	2	2	0	0	4	0	0	0	0	0	0		
	51 - 65	4	0	0	3	1	0	0	0	3	1	0	0	2	1	0	0	1	0	0	0	0	0	0		
	Greater than 65	4	0	0	3	1	0	0	0	3	1	0	0	1	1	0	0	2	0	0	0	0	0	0		
	Not Provided	2	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0		
Column Total				33							33				33											

CATEGORICAL HEAT MAP Fredericksburg Pedestrian Fatal Crashes (2014-2018)			Total Crashes		Functional Classification						Ownership				Facility Type								Total				
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes		Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private
Total Crashes			#	3	0	22	7	1	0	3	23	7	0	0	11	8	0	0	10	0	3	0	0	1	0		
Transit Route Present (within 1/4 mile)	Yes	16	0	0	14	2	0	0	0	14	2	0	0	1	7	0	0	7	0	0	0	0	1	0		33	
	No	17	3	0	8	5	1	0	3	9	5	0	0	10	1	0	0	3	0	3	0	0	0	0	0		33
Bus Stop within 500 Feet	Yes	3	0	0	2	1	0	0	0	2	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0		33
	No	30	3	0	20	6	1	0	3	21	6	0	0	10	7	0	0	9	0	3	0	0	1	0		33	
Rail Stops within 500 Feet	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		33
	No	33	3	0	22	7	1	0	3	23	7	0	0	11	8	0	0	10	0	3	0	0	1	0		33	
Health Opportunity Index	Very Low Health Opportunity	1	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0		33	
	Low Health Opportunity	8	1	0	5	2	0	0	1	6	1	0	0	5	1	0	0	1	0	1	0	0	0	0		33	
	Moderate Health Opportunity	12	2	0	7	2	1	0	2	7	3	0	0	4	3	0	0	3	0	2	0	0	0	0		33	
	High Health Opportunity	10	0	0	10	0	0	0	0	10	0	0	0	0	4	0	0	6	0	0	0	0	0	0		33	
	Very High Health Opportunity	2	0	0	0	2	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0		33
	Not Provided	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		33
Column Total				33						33				33													

Contributing Factors for Fredericksburg District Pedestrian Injury Crashes

CATEGORICAL HEAT MAP Fredericksburg Pedestrian Injury Crashes (2014-2018)			Total Crashes		Functional Classification							Ownership				Facility Type								Total			
					Factor	Category	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes		Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes
Total Crashes			#	3	0	82	43	25	4	3	50	59	3	42	70	19	3	10	27	4	2	5	2	11	4		
Category	Factor	#																									Total
Pedestrian Action	Crossing At Intersection With Signal	18	0	0	12	6	0	0	0	1	3	0	14	7	2	1	1	2	1	0	0	1	3	0	168		
	Crossing At Intersection Against Signal	8	0	0	6	2	0	0	0	3	1	0	4	1	2	0	0	1	0	0	1	0	3	0			
	Crossing At Intersection - No Signal	19	0	0	10	5	4	0	0	8	5	0	6	10	3	1	0	1	0	0	1	1	2	0			
	Crossing Not At Intersection	34	0	0	22	8	4	0	0	13	13	0	8	13	5	0	3	11	0	0	2	0	0	0			
	In Roadway With or Against Traffic - Sidewalks Available	5	0	0	2	1	2	0	0	1	2	0	2	4	1	0	0	0	0	0	0	0	0	0			
	In Roadway With or Against Traffic - Sidewalks Not Available	33	0	0	14	13	6	0	0	13	18	1	1	18	3	0	5	5	1	0	0	0	1	0			
	Working/Standing/Lying/Playing In Roadway	14	3	0	5	3	3	0	3	5	6	0	0	7	1	0	1	2	0	2	0	0	1	0			
	Not In Roadway	10	0	0	6	4	0	0	0	6	2	0	2	4	0	0	0	6	0	0	0	0	0	0			
	Other	26	0	0	11	5	6	4	0	5	12	2	7	11	2	1	0	3	2	0	1	0	2	4			
Not provided/Not Applicable	1	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0				
Driver Action	No Improper Action	73	3	0	45	16	9	0	3	31	25	0	14	29	14	0	5	13	1	2	3	2	4	0	157		
	Avoiding Pedestrian	7	0	0	3	1	2	1	0	2	3	1	1	3	1	1	0	2	0	0	0	0	0	0			
	Hit And Run	17	0	0	8	9	0	0	0	6	8	0	3	10	0	1	1	4	0	0	0	0	1	0			
	Did Not Have Right-of-Way	14	0	0	9	4	1	0	0	1	3	0	10	4	1	1	1	2	0	0	1	0	4	0			
	Fail To Maintain Proper Control	10	0	0	4	3	2	1	0	4	5	0	1	5	1	0	1	0	1	0	0	0	0	2			
	Other	30	0	0	12	8	8	2	0	6	13	2	9	14	2	0	2	5	2	0	1	0	2	2			
	Not Provided	6	0	0	1	2	3	0	0	0	2	0	4	5	0	0	0	1	0	0	0	0	0	0			
Weather Conditions	No adverse weather condition	140	3	0	67	41	25	4	3	42	55	3	37	64	18	3	8	22	4	2	5	2	8	4	157		
	Mist/rain/snow/sleet/hail/fog	17	0	0	15	2	0	0	0	8	4	0	5	6	1	0	2	5	0	0	0	0	3	0			
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Column Total				157							157				157												

CATEGORICAL HEAT MAP Fredericksburg Pedestrian Injury Crashes (2014-2018)		Total Crashes	Category		Functional Classification							Ownership				Facility Type								Total				
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes		Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private	
																												3
Category	Factor	#	1	0	56	41	24	4	1	31	59	3	32	68	15	2	8	10	4	1	2	2	10	4	157			
Pedestrian Refuge Type	None	126	2	0	25	2	1	0	2	19	0	0	9	2	4	1	2	17	0	1	2	0	1	0		157		
	Median	30	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0			157	
	Island	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				157
	Pork Chop	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0	157	
Pedestrian Signal Present	Yes	21	0	0	13	8	0	0	0	4	0	17	8	1	1	1	3	1	0	1	0	5	0	157				
	No	136	3	0	69	35	25	4	3	50	55	3	25	62	18	2	9	24	3	2	4	2	6			4		157
Pedestrian Signal Type	None	136	3	0	69	35	25	4	3	50	55	3	25	62	18	2	9	24	3	2	4	2	6	4		157		
	Vehicle Signal Heads	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			157	
	Walk/Don't Walk - With Pedestrian Countdown	11	0	0	6	5	0	0	0	3	0	8	2	1	1	0	2	1	0	1	0	3	0	0				
	Walk/Don't Walk - Without Pedestrian Countdown	1	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0				157
School Zone	Walk/Don't Walk - Pedestrian Countdown Unknown	9	0	0	6	3	0	0	0	1	0	8	5	0	0	1	1	0	0	0	0	2	0	0		157		
	Yes	3	0	0	1	1	1	0	0	1	2	0	0	2	0	0	0	1	0	0	0	0	0	0			157	
	Yes With School Activity	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0				157
Column Total	No	153	3	0	80	42	24	4	3	48	57	3	42	68	19	3	10	25	4	2	5	2	11	4		157		
	Column Total		157							157				157														

CATEGORICAL HEAT MAP Fredericksburg Pedestrian Injury Crashes (2014-2018)		Total Crashes	Category		Functional Classification						Ownership				Facility Type								Total										
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes		Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private						
Total Crashes		#	3	0	82	43	25	4	3	50	59	3	42	70	19	3	10	27	4	2	5	2	11	4									
Category	Factor	#	1	0	16	8	5	0	1	10	10	1	8	14	2	0	2	5	1	1	2	0	2	1	157								
Season	Spring	30	2	0	14	11	3	1	2	8	11	0	10	12	4	0	0	8	1	1	1	0	3	1									
	Summer	31	0	0	21	14	9	2	0	14	22	2	8	22	8	2	5	3	1	0	1	1	2	1									
	Autumn	46	0	0	31	10	8	1	0	18	16	0	16	22	5	1	3	11	1	0	1	1	4	1									
	Winter	50	0	0	31	11	0	0	0	13	7	0	22	9	10	1	2	9	1	0	3	1	6	0									
Location	Signalized Intersection	42	0	0	29	23	14	0	0	19	30	1	16	37	7	1	5	9	2	0	1	1	2	1	157								
	Unsignalized Intersection	66	0	0	18	9	10	1	0	15	21	1	1	20	1	1	3	8	0	0	1	0	3	1									
	Mid-Block	38	0	0	3	0	1	0	0	2	0	0	2	3	0	0	0	1	0	0	0	0	0	0									
	Intersection/Mid-Block	4	0	0	0	0	0	3	0	0	1	1	1	0	0	0	0	0	1	0	0	0	0	2									
	Parking Lot	3	3	0	1	0	0	0	3	1	0	0	0	1	1	0	0	0	0	2	0	0	0	0									
	Other	4	0	0	13	11	2	0	0	0	5	0	21	10	2	1	1	3	1	*SEE NOTE				7		0							
Crosswalk	Crosswalk Present, Pedestrian Struck In Crosswalk	26	0	0	14	4	2	0	0	8	4	0	8	11	4	1	1	0	0					*SEE NOTE				1	0				
	Crosswalk Present, Pedestrian Not Struck In Crosswalk	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0									*SEE NOTE				0	0
	Crosswalk Present, Unclear If Pedestrian Was Struck In Crosswalk	0	3	0	55	28	21	4	3	42	50	3	13	49	13	1	8	24	3													*SEE NOTE	
	No Crosswalk	111																															
Column Total			157						157						157																		

*NOTE: This portion has been excluded from this analysis as crosswalks at roadways with partial or full control of access are not relevant to this analysis

<p style="text-align: center;">CATEGORICAL HEAT MAP Fredericksburg Pedestrian Injury Crashes (2014-2018)</p>			<p style="text-align: center;">Total Crashes</p>		<p style="text-align: center;"><i>Functional Classification</i></p>							<p style="text-align: center;"><i>Ownership</i></p>				<p style="text-align: center;"><i>Facility Type</i></p>										
					<p style="text-align: center;">Factor</p>		Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes
Total Crashes			#	3	0	82	43	25	4	3	50	59	3	42	70	19	3	10	27	4	2	5	2	11	4	
<i>Category</i>	Factor		#	2	0	67	36	23	4	2	41	50	3	36	59	15	3	8	25	3	1	4	1	10	3	168
<i>Pedestrian Drinking</i>	Had Not Been Drinking		132	1	0	18	8	2	0	1	13	8	0	7	15	4	0	1	6	0	1	1	0	1	0	
	Drinking		29	0	0	3	3	1	0	0	1	5	0	1	2	0	0	1	0	1	0	0	1	1	1	
	Unknown		7	0	0	25	13	6	0	0	7	9	0	28	18	6	1	1	7	1	0	1	1	8	0	
<i>Sidewalk Presence</i>	Sidewalk		44	3	0	57	30	19	4	3	43	50	3	14	52	13	2	9	20	3	2	4	1	3	4	157
	No Sidewalk		113	1	0	10	3	1	0	1	7	6	0	1	4	1	0	2	3	0	1	0	1	3	0	
<i>Time of Day</i>	0 AM - 6 AM		15	0	0	14	10	8	1	0	7	15	2	9	13	7	2	3	2	2	0	2	0	2	0	157
	6 AM - 12 PM		33	1	0	24	13	9	1	1	17	16	0	14	26	4	0	1	9	1	0	1	1	3	2	
	12 PM - 6 PM		48	1	0	34	17	7	2	1	19	22	1	18	27	7	1	4	13	1	1	2	0	3	2	
	6 PM - 12 AM		61	0	0	5	1	5	0	0	0	7	0	4	6	0	1	2	1	0	0	0	0	1	0	
<i>Driver Age</i>	Less than or equal to 20		11	0	0	15	9	2	0	0	10	8	1	7	8	4	0	1	7	2	0	0	1	3	0	157
	21 - 35		26	2	0	12	8	7	1	2	8	15	1	4	16	3	1	1	4	0	1	2	0	2	0	
	36 - 50		30	0	0	26	7	7	1	0	16	15	0	10	17	8	0	2	6	1	0	1	0	3	3	
	51 - 65		41	0	0	15	7	1	2	0	11	4	1	9	8	4	0	2	4	1	0	2	1	2	1	
	Greater than 65		25	1	0	9	11	3	0	1	5	10	0	8	15	0	1	2	5	0	1	0	0	0	0	
	Not Provided		24	157			157			157																
Column Total				157			157			157																

<p style="text-align: center;">CATEGORICAL HEAT MAP Fredericksburg Pedestrian Injury Crashes (2014-2018)</p>			<p style="text-align: center;">Total Crashes</p>		<p style="text-align: center;">Category</p>	<p style="text-align: center;"><i>Functional Classification</i></p>						<p style="text-align: center;"><i>Ownership</i></p>				<p style="text-align: center;"><i>Facility Type</i></p>											
						<p style="text-align: center;">Factor</p>	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
Total Crashes			#	3	0	82	43	25	4	3	50	59	3	42	70	19	3	10	27	4	2	5	2	11	4		
Category	Factor	#																									
Transit Route Present (within 1/4 mile)	Yes	97	0	0	65	18	12	2	0	34	20	1	42	31	17	3	3	22	3	0	5	2	10	1		157	
	No	60	3	0	17	25	13	2	3	16	39	2	0	39	2	0	7	5	1	2	0	0	1	3		157	
Bus Stop within 500 Feet	Yes	47	0	0	36	9	2	0	0	15	6	0	26	20	6	1	2	7	0	0	1	2	8	0		157	
	No	110	3	0	46	34	23	4	3	35	53	3	16	50	13	2	8	20	4	2	4	0	3	4		157	
Rail Stops within 500 Feet	Yes	2	0	0	2	0	0	0	0	0	0	0	2	1	0	1	0	0	0	0	0	0	0	0	0	157	
	No	155	3	0	80	43	25	4	3	50	59	3	40	69	19	2	10	27	4	2	5	2	11	4		157	
Health Opportunity Index	Very Low Health Opportunity	47	0	0	30	13	4	0	0	8	6	0	33	18	5	2	2	10	0	0	0	1	9	0		157	
	Low Health Opportunity	25	1	0	15	6	3	0	1	7	9	0	8	10	5	0	1	3	2	1	3	0	0	0		157	
	Moderate Health Opportunity	41	2	0	18	12	7	2	2	16	20	3	0	18	4	1	3	10	1	1	0	0	1	2		157	
	High Health Opportunity	32	0	0	16	8	6	2	0	16	15	0	1	13	5	0	4	4	1	0	1	1	1	2		157	
	Very High Health Opportunity	12	0	0	3	4	5	0	0	3	9	0	0	11	0	0	0	0	0	0	0	1	0	0	0		157
	Not Provided	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		157
Column Total				157						157				157													

Contributing Factors for Hampton Roads District Pedestrian Fatal Crashes

CATEGORICAL HEAT MAP Hampton Roads Pedestrian Fatal Crashes (2014-2018)		Total Crashes	Functional Classification							Ownership				Facility Type								Total			
			Factor	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes		Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
Total Crashes		#	6	0	101	9	11	0	5	19	3	0	100	22	32	3	1	57	0	4	5	1	2	0	
Category	Factor	#	4	0	67	8	11	0	3	12	3	0	72	22	29	3	0	28	0	2	4	0	2	0	
Pedestrian Refuge Type	None	90	2	0	31	0	0	0	2	6	0	0	25	0	3	0	1	25	0	2	1	1	0	0	
	Median	33	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	
	Island	1	0	0	2	1	0	0	0	1	0	0	2	0	0	0	0	3	0	0	0	0	0	0	
Pedestrian Signal Present	Pork Chop	3	0	0	1	0	0	0	0	1	0	0	2	0	0	0	0	3	0	0	0	0	0	0	
	Yes	16	0	0	15	1	0	0	0	0	0	0	16	0	7	0	0	9	0	0	0	0	0	0	
Pedestrian Signal Type	No	111	6	0	86	8	11	0	5	19	3	0	84	22	25	3	1	48	0	4	5	1	2	0	
	None	111	6	0	86	8	11	0	5	19	3	0	84	22	25	3	1	48	0	4	5	1	2	0	
	Vehicle Signal Heads	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Walk/Don't Walk - With Pedestrian Countdown	11	0	0	10	1	0	0	0	0	0	0	11	0	5	0	0	6	0	0	0	0	0	0	
	Walk/Don't Walk - Without Pedestrian Countdown	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	
School Zone	Walk/Don't Walk - Pedestrian Countdown Unknown	4	0	0	4	0	0	0	0	0	0	0	4	0	1	0	0	3	0	0	0	0	0	0	
	Yes	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	
	Yes With School Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
No		126	6	0	100	9	11	0	5	19	3	0	99	22	31	3	1	57	0	4	5	1	2	0	
Column Total			127							127				127											

CATEGORICAL HEAT MAP Hampton Roads Pedestrian Fatal Crashes (2014-2018)		Total Crashes		Functional Classification							Ownership				Facility Type								Total								
				Factor		Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes		Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private			
				#																											
Total Crashes		#		6	0	101	9	11	0	5	19	3	0	100	22	32	3	1	57	0	4	5	1	2	0						
Category	Factor	#																													
Season	Spring	27	1	0	24	2	0	0	1	8	1	0	17	4	8	0	1	12	0	1	1	0	0	0	0	0	127				
	Summer	22	0	0	18	1	3	0	0	3	0	0	19	3	4	0	0	14	0	0	1	0	0	0	0	0					
	Autumn	44	3	0	34	3	4	0	3	2	1	0	38	8	16	1	0	13	0	2	2	1	1	1	0	0					
	Winter	34	2	0	25	3	4	0	1	6	1	0	26	7	4	2	0	18	0	1	1	0	1	1	0	0					
Location	Signalized Intersection	42	0	0	39	2	1	0	0	6	0	0	36	2	14	0	1	24	0	0	1	0	0	0	0	127					
	Unsignalized Intersection	41	1	0	32	2	6	0	0	5	1	0	35	10	11	3	0	15	0	0	0	0	2	2	0		0				
	Mid-Block	32	0	0	25	5	2	0	0	8	2	0	22	7	5	0	0	18	0	0	1	1	0	0	0		0				
	Intersection/Mid-Block	2	0	0	2	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0		0	0			
	Parking Lot	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0		0	0			
	Other	9	5	0	2	0	2	0	5	0	0	0	4	2	0	0	0	0	0	0	4	3	0	0	0		0	0			
Crosswalk	Crosswalk Present, Pedestrian Struck In Crosswalk	16	0	0	14	0	2	0	0	0	0	0	16	0	7	2	0	7	0	*SEE NOTE				0	0	127					
	Crosswalk Present, Pedestrian Not Struck In Crosswalk	37	0	0	32	3	2	0	0	0	0	0	37	5	13	0	0	19	0					0	0		0	0	0		
	Crosswalk Present, Unclear If Pedestrian Was Struck In Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0		0	0	0	0	0
	No Crosswalk	74	6	0	55	6	7	0	5	19	3	0	47	17	12	1	1	31	0					0	0		0	2	0	0	
Column Total																															

*NOTE: This portion has been excluded from this analysis as crosswalks at roadways with partial or full control of access are not relevant to this analysis

<p style="text-align: center;">CATEGORICAL HEAT MAP Hampton Roads Pedestrian Fatal Crashes (2014-2018)</p>			<p style="text-align: center;">Total Crashes</p>		<p style="text-align: center;"><i>Functional Classification</i></p>							<p style="text-align: center;"><i>Ownership</i></p>				<p style="text-align: center;"><i>Facility Type</i></p>												
					<p style="text-align: center;">Factor</p>	<p style="text-align: center;">Category</p>	<p style="text-align: center;">Interstate</p>	<p style="text-align: center;">Other Freeway or Expressway</p>	<p style="text-align: center;">Arterial</p>	<p style="text-align: center;">Collector</p>	<p style="text-align: center;">Local</p>	<p style="text-align: center;">Private</p>	<p style="text-align: center;">VDOT Interstate</p>	<p style="text-align: center;">VDOT Primary Route</p>	<p style="text-align: center;">VDOT Secondary Route</p>	<p style="text-align: center;">VDOT Other</p>	<p style="text-align: center;">Non-VDOT Route</p>	<p style="text-align: center;">Two-way, Non-divided - 2 or 3 Lanes</p>	<p style="text-align: center;">Two-way, Non-divided - 4+ Lanes</p>	<p style="text-align: center;">Two-way, Non-divided - Unknown Lanes</p>	<p style="text-align: center;">Divided, No Control Of Access - 2 or 3 Lanes</p>	<p style="text-align: center;">Divided, No Control Of Access - 4+ Lanes</p>	<p style="text-align: center;">Divided, No Control Of Access - Unknown Lanes</p>	<p style="text-align: center;">Divided, Partial Or Full Control Of Access - 2 or 3 Lanes</p>	<p style="text-align: center;">Divided, Partial Or Full Control Of Access - 4+ Lanes</p>	<p style="text-align: center;">Divided, Partial Or Full Control Of Access - Unknown Lanes</p>	<p style="text-align: center;">One-way or Transition</p>	<p style="text-align: center;">Private</p>
Total Crashes			#	6	0	101	9	11	0	5	19	3	0	100	22	32	3	1	57	0	4	5	1	2	0			
<i>Category</i>	<i>Factor</i>		<i>#</i>																								127	
<i>Land Use</i>	Residential		35	1	0	23	3	8	0	1	3	2	0	29	12	9	2	0	8	0	1	2	0	1	0			
	Commercial		52	3	0	44	3	2	0	2	5	0	0	45	2	17	1	0	29	0	1	1	0	1	0			
	Industrial		3	0	0	3	0	0	0	0	1	0	0	2	1	0	0	0	2	0	0	0	0	0	0			
	Recreational		1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0			
	Institutional		1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0			
	Mixed-Use		21	0	0	19	1	1	0	0	2	0	0	19	2	5	0	1	12	0	0	0	1	0	0			
	Agricultural/Rural		14	2	0	10	2	0	0	2	7	1	0	4	5	1	0	0	5	0	2	1	0	0	0			
<i>Posted Speed</i>	25 MPH or less		9	0	0	1	1	7	0	0	0	0	9	5	1	2	0	1	0	0	0	0	0	0				
	30-35 MPH		46	0	0	37	6	3	0	0	3	1	0	42	9	22	1	0	13	0	0	0	0	1	0			
	40-45 MPH		51	1	0	49	1	0	0	0	6	0	0	45	4	8	0	1	35	0	0	1	1	1	0			
	50 MPH or greater		21	5	0	14	1	1	0	5	10	2	0	4	4	1	0	0	8	0	4	4	0	0	0			
	Unknown		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
<i>Driver Vision</i>	Vision Not Obscured		99	6	0	77	8	8	0	5	17	3	0	74	17	22	2	1	47	0	4	4	0	2	0			
	Vision Obscured - Static Sight Distance Issue		1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0			
	Vision Obscured - Vehicle Issue		5	0	0	4	1	0	0	0	1	0	0	4	0	0	0	0	5	0	0	0	0	0	0			
	Vision Obscured - Dynamic Sight Distance Issue		13	0	0	13	0	0	0	0	1	0	0	12	1	6	0	0	4	0	0	1	1	0	0			
	Not Applicable		9	0	0	6	0	3	0	0	0	0	0	9	4	3	1	0	1	0	0	0	0	0	0			
<i>Driver Drinking</i>	Had Not Been Drinking		98	4	0	78	9	7	0	3	16	2	0	77	13	28	3	1	44	0	2	4	1	2	0			
	Drinking		13	1	0	11	0	1	0	1	1	1	0	10	4	1	0	0	6	0	1	1	0	0	0			
	Unknown		16	1	0	12	0	3	0	1	2	0	0	13	5	3	0	0	7	0	1	0	0	0	0			
Column Total				127							127							127										

<p style="text-align: center;">CATEGORICAL HEAT MAP Hampton Roads Pedestrian Fatal Crashes (2014-2018)</p>			<p style="text-align: center;">Total Crashes</p>		<p style="text-align: center;"><i>Functional Classification</i></p>							<p style="text-align: center;"><i>Ownership</i></p>				<p style="text-align: center;"><i>Facility Type</i></p>											
					<p style="text-align: center;">Factor</p>	<p style="text-align: center;">Category</p>	<p style="text-align: center;">Interstate</p>	<p style="text-align: center;">Other Freeway or Expressway</p>	<p style="text-align: center;">Arterial</p>	<p style="text-align: center;">Collector</p>	<p style="text-align: center;">Local</p>	<p style="text-align: center;">Private</p>	<p style="text-align: center;">VDOT Interstate</p>	<p style="text-align: center;">VDOT Primary Route</p>	<p style="text-align: center;">VDOT Secondary Route</p>	<p style="text-align: center;">VDOT Other</p>	<p style="text-align: center;">Non-VDOT Route</p>	<p style="text-align: center;">Two-way, Non-divided - 2 or 3 Lanes</p>	<p style="text-align: center;">Two-way, Non-divided - 4+ Lanes</p>	<p style="text-align: center;">Two-way, Non-divided - Unknown Lanes</p>	<p style="text-align: center;">Divided, No Control Of Access - 2 or 3 Lanes</p>	<p style="text-align: center;">Divided, No Control Of Access - 4+ Lanes</p>	<p style="text-align: center;">Divided, No Control Of Access - Unknown Lanes</p>	<p style="text-align: center;">Divided, Partial Or Full Control Of Access - 2 or 3 Lanes</p>	<p style="text-align: center;">Divided, Partial Or Full Control Of Access - 4+ Lanes</p>	<p style="text-align: center;">Divided, Partial Or Full Control Of Access - Unknown Lanes</p>	<p style="text-align: center;">One-way or Transition</p>
Total Crashes			#	6	0	101	9	11	0	5	19	3	0	100	22	32	3	1	57	0	4	5	1	2	0		
<i>Category</i>	<i>Factor</i>		<i>#</i>																								
<i>Pedestrian Drinking</i>	Had Not Been Drinking		55	2	0	40	5	8	0	2	7	2	0	44	7	11	3	1	27	0	1	3	1	1	0	127	
	Drinking		49	3	0	42	2	2	0	2	12	1	0	34	9	12	0	0	23	0	2	2	0	1	0	127	
	Unknown		23	1	0	19	2	1	0	1	0	0	0	22	6	9	0	0	7	0	1	0	0	0	0	127	
<i>Sidewalk Presence</i>	Sidewalk		57	0	0	48	4	5	0	0	2	0	0	55	7	21	2	0	27	0	0	0	0	0	127		
	No Sidewalk		70	6	0	53	5	6	0	5	17	3	0	45	15	11	1	1	30	0	4	5	1	2	0	127	
<i>Time of Day</i>	0 AM - 6 AM		27	3	0	21	0	3	0	3	6	1	0	17	4	4	1	0	12	0	3	3	0	0	0	127	
	6 AM - 12 PM		9	0	0	7	1	1	0	0	2	0	0	7	0	2	1	0	6	0	0	0	0	0	0	127	
	12 PM - 6 PM		19	1	0	13	2	3	0	1	1	0	0	17	5	6	0	0	6	0	1	1	0	0	0	127	
	6 PM - 12 AM		72	2	0	60	6	4	0	1	10	2	0	59	13	20	1	1	33	0	0	1	1	2	0	127	
<i>Driver Age</i>	Less than or equal to 20		7	0	0	6	0	1	0	0	2	0	0	5	2	3	0	0	2	0	0	0	0	0	0	127	
	21 - 35		49	0	0	43	1	5	0	0	5	1	0	43	6	15	3	1	22	0	0	2	0	0	0	127	
	36 - 50		26	2	0	21	1	2	0	2	2	1	0	21	5	6	0	0	12	0	2	1	0	0	0	127	
	51 - 65		26	2	0	19	4	1	0	1	9	1	0	15	4	4	0	0	14	0	0	2	0	2	0	127	
	Greater than 65		10	1	0	5	3	1	0	1	0	0	0	9	3	3	0	0	2	0	1	0	1	0	0	127	
	Not Provided		9	1	0	7	0	1	0	1	1	0	0	7	2	1	0	0	5	0	1	0	0	0	0	127	
Column Total				127							127				127												

<p style="text-align: center;">CATEGORICAL HEAT MAP Hampton Roads Pedestrian Fatal Crashes (2014-2018)</p>			<p style="text-align: center;">Total Crashes</p>		<p style="text-align: center;">Category</p>	<p style="text-align: center;"><i>Functional Classification</i></p>						<p style="text-align: center;"><i>Ownership</i></p>				<p style="text-align: center;"><i>Facility Type</i></p>												
						<p style="text-align: center;">Factor</p>	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private
Total Crashes			#	6	0	101	9	11	0	5	19	3	0	100	22	32	3	1	57	0	4	5	1	2	0			
<i>Pedestrian Age</i>	Less than or equal to 20		#	10	1	0	6	0	3	0	1	0	0	0	9	3	2	1	0	3	0	0	1	0	0	0	127	
	21 - 35		#	34	1	0	28	2	3	0	1	8	2	0	23	6	7	1	1	13	0	1	4	1	0	0		
	36 - 50		#	22	2	0	16	1	3	0	2	3	0	0	17	7	4	1	0	8	0	2	0	0	0	0		
	51 - 65		#	40	2	0	33	3	2	0	1	5	0	0	34	4	15	0	0	19	0	1	0	0	1	0		
	Greater than 65		#	19	0	0	16	3	0	0	0	3	1	0	15	2	4	0	0	12	0	0	0	0	1	0		
	Not Provided		#	2	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0		
<i>Pedestrian Gender</i>	Female		#	24	0	0	21	0	3	0	0	9	1	0	14	5	3	1	0	13	0	0	2	0	0	0	127	
	Male		#	102	6	0	79	9	8	0	5	10	2	0	85	16	29	2	1	44	0	4	3	1	2	0		
	Not Provided		#	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0		
<i>Driver Gender</i>	Female		#	35	1	0	25	4	5	0	1	4	1	0	29	6	13	1	1	12	0	1	0	0	1	0	127	
	Male		#	83	4	0	69	5	5	0	3	14	2	0	64	14	18	2	0	40	0	2	5	1	1	0		
	Not Provided		#	9	1	0	7	0	1	0	1	1	0	0	7	2	1	0	0	5	0	1	0	0	0	0		
<i>Light Condition</i>	Daylight/Dusk/Dawn		#	29	0	0	21	3	5	0	0	4	0	0	25	6	8	2	0	11	0	0	1	1	0	0	127	
	Darkness - Road Lighted		#	62	4	0	53	2	3	0	3	2	0	0	57	7	17	0	0	34	0	2	1	0	1	0		
	Darkness - Road Not Lighted		#	36	2	0	27	4	3	0	2	13	3	0	18	9	7	1	1	12	0	2	3	0	1	0		
	Darkness - Unknown Road Lighting		#	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
	Unknown		#	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Column Total				127						127				127														

<p style="text-align: center;">CATEGORICAL HEAT MAP Hampton Roads Pedestrian Fatal Crashes (2014-2018)</p>			<p style="text-align: center;">Total Crashes</p>		<p style="text-align: center;">Category</p>	<p style="text-align: center;"><i>Functional Classification</i></p>						<p style="text-align: center;"><i>Ownership</i></p>				<p style="text-align: center;"><i>Facility Type</i></p>											
						<p style="text-align: center;">Factor</p>	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
Total Crashes			#	6	0	101	9	11	0	5	19	3	0	100	22	32	3	1	57	0	4	5	1	2	0		
Category	Factor	#																									
Transit Route Present (within 1/4 mile)	Yes	103	4	0	85	6	8	0	3	11	0	0	89	14	29	3	0	51	0	2	2	1	1	0			127
	No	24	2	0	16	3	3	0	2	8	3	0	11	8	3	0	1	6	0	2	3	0	1	0			127
Bus Stop within 500 Feet	Yes	66	0	0	60	3	3	0	0	2	0	0	64	7	27	1	0	31	0	0	0	0	0	0			127
	No	61	6	0	41	6	8	0	5	17	3	0	36	15	5	2	1	26	0	4	5	1	2	0			127
Rail Stops within 500 Feet	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			127
	No	127	6	0	101	9	11	0	5	19	3	0	100	22	32	3	1	57	0	4	5	1	2	0			127
Health Opportunity Index	Very Low Health Opportunity	36	4	0	29	0	3	0	3	5	0	0	28	7	13	1	0	11	0	3	0	0	1	0			127
	Low Health Opportunity	45	1	0	38	4	2	0	1	7	1	0	36	6	10	1	0	27	0	1	0	0	0	0			127
	Moderate Health Opportunity	23	0	0	18	3	2	0	0	2	1	0	20	2	7	1	0	11	0	0	1	1	0	0			127
	High Health Opportunity	15	1	0	9	2	3	0	1	3	1	0	10	4	1	0	0	6	0	0	3	0	1	0			127
	Very High Health Opportunity	8	0	0	7	0	1	0	0	2	0	0	6	3	1	0	1	2	0	0	1	0	0	0			127
	Not Provided	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			127
Column Total				127						127				127													

Contributing Factors for Hampton Roads District Pedestrian Injury Crashes

<p style="text-align: center;">CATEGORICAL HEAT MAP Hampton Roads Pedestrian Injury Crashes (2014-2018)</p>			<p style="text-align: center;">Total Crashes</p>		<p style="text-align: center;">Functional Classification</p>							<p style="text-align: center;">Ownership</p>				<p style="text-align: center;">Facility Type</p>										
					<p style="text-align: center;">Factor</p>	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
Total Crashes			#	4	0	170	59	81	7	3	12	8	0	298	103	48	21	13	85	19	4	8	1	12	7	
Category	Factor		#																							
Pedestrian Action	Crossing At Intersection With Signal		32	0	0	24	5	2	1	0	2	0	0	30	7	5	0	1	15	2	1	0	0	1	0	
	Crossing At Intersection Against Signal		26	0	0	21	4	1	0	0	0	0	0	26	1	9	1	0	11	1	0	0	0	0	3	0
	Crossing At Intersection - No Signal		39	1	0	21	10	7	0	0	0	1	0	38	12	10	3	3	7	2	0	0	0	2	0	
	Crossing Not At Intersection		81	0	0	55	11	14	1	0	5	1	0	75	24	15	3	2	28	1	0	2	1	3	2	
	In Roadway With or Against Traffic - Sidewalks Available		14	0	0	8	1	5	0	0	0	0	0	14	4	3	1	0	4	2	0	0	0	0	0	
	In Roadway With or Against Traffic - Sidewalks Not Available		38	0	0	12	12	14	0	0	6	2	0	30	21	1	4	3	6	1	0	0	0	2	0	
	Working/Standing/Lying/Playing In Roadway		27	2	0	10	4	10	1	2	2	3	0	20	6	1	1	4	6	4	1	2	2	0	0	
	Not In Roadway		14	1	0	4	1	6	2	1	0	0	0	13	7	0	2	0	3	1	1	0	0	0	0	
	Other		67	0	0	30	11	23	3	0	0	1	0	66	25	7	7	0	12	5	1	4	0	1	5	
Not provided/Not Applicable		3	0	0	1	2	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0		
Driver Action	No Improper Action		172	1	0	106	27	37	1	1	7	3	0	161	48	28	12	5	53	9	0	6	0	8	3	
	Avoiding Pedestrian		8	0	0	5	1	2	0	0	0	1	0	7	3	2	1	0	2	0	0	0	0	0	0	
	Hit And Run		40	0	0	15	10	15	0	0	4	2	0	34	18	5	2	4	7	2	0	0	0	1	1	
	Did Not Have Right-of-Way		30	1	0	21	6	1	1	0	0	0	0	30	7	4	2	0	10	2	1	2	0	2	0	
	Fail To Maintain Proper Control		13	1	0	4	1	6	1	1	1	0	0	11	3	1	2	1	1	3	1	0	0	0	1	
	Other		48	1	0	16	8	19	4	1	0	2	0	45	20	6	2	2	9	3	2	0	1	1	2	
	Not Provided		10	0	0	3	6	1	0	0	0	0	0	10	4	2	0	1	3	0	0	0	0	0	0	
Weather Conditions	No adverse weather condition		281	4	0	147	49	75	6	3	11	7	0	260	86	45	20	11	71	18	4	7	1	11	7	
	Mist/rain/snow/sleet/hail/fog		40	0	0	23	10	6	1	0	1	1	0	38	17	3	1	2	14	1	0	1	0	1	0	
	Other		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Column Total				321							321				321										321	

CATEGORICAL HEAT MAP Hampton Roads Pedestrian Injury Crashes (2014-2018)		Total Crashes	Functional Classification							Ownership				Facility Type							Total					
			Factor	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes		Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private
Total Crashes		#	4	0	170	59	81	7	3	12	8	0	298	103	48	21	13	85	19	4	8	1	12	7		
Category	Factor	#	4	0	126	48	79	7	3	10	7	0	244	98	42	20	11	50	17	3	4	1	11	7		
Pedestrian Refuge Type	None	264	0	0	33	8	1	0	0	1	0	0	41	1	1	1	2	29	2	1	4	0	1	0		
	Median	42	0	0	2	1	0	0	0	1	0	0	2	1	1	0	0	1	0	0	0	0	0	0		
	Island	3	0	0	9	2	1	0	0	0	1	0	11	3	4	0	0	5	0	0	0	0	0	0		
	Pork Chop	12	0	0	33	9	2	0	0	0	0	0	44	4	9	1	1	20	3	1	2	0	3	0		
Pedestrian Signal Present	Yes	44	4	0	137	50	79	7	3	12	8	0	254	99	39	20	12	65	16	3	6	1	9	7		
	No	277	4	0	139	52	79	7	3	12	8	0	258	99	39	20	13	68	16	3	6	1	9	7		
Pedestrian Signal Type	None	281	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Vehicle Signal Heads	0	0	0	16	4	1	0	0	0	0	0	21	1	3	0	0	12	2	1	0	0	2	0		
	Walk/Don't Walk - With Pedestrian Countdown	21	0	0	11	2	1	0	0	0	0	0	14	3	4	1	0	4	0	0	1	0	1	0		
	Walk/Don't Walk - Without Pedestrian Countdown	14	0	0	4	1	0	0	0	0	0	0	5	0	2	0	0	1	1	0	1	0	0	0		
School Zone	Walk/Don't Walk - Pedestrian Countdown Unknown	5	0	0	3	1	1	0	0	0	0	0	5	1	0	0	0	1	0	2	1	0	0	0		
	Yes	5	0	0	3	2	1	0	0	0	0	0	6	3	0	0	0	2	1	0	0	0	0	0		
	Yes With School Activity	6	4	0	164	56	79	7	3	12	8	0	287	99	48	21	13	82	18	2	7	1	12	7		
No	310																									
Column Total			321							321				321												

CATEGORICAL HEAT MAP Hampton Roads Pedestrian Injury Crashes (2014-2018)		Total Crashes	Category		Functional Classification							Ownership				Facility Type							Total		
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes		Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes
Total Crashes		#	4	0	170	59	81	7	3	12	8	0	298	103	48	21	13	85	19	4	8	1	12	7	
Category	Factor	#	0	0	33	16	25	2	0	3	5	0	68	27	9	8	2	20	4	2	1	0	2	1	321
Season	Spring	76	1	0	41	9	18	1	1	2	1	0	66	19	16	4	3	15	4	1	0	1	4	3	
	Summer	70	3	0	52	18	18	2	2	5	1	0	85	31	8	4	5	28	5	1	5	0	3	3	
	Autumn	93	0	0	44	16	20	2	0	2	1	0	79	26	15	5	3	22	6	0	2	0	3	0	
	Winter	82	1	0	62	13	7	0	0	1	0	0	82	9	16	4	3	36	4	2	3	0	5	1	321
Location	Signalized Intersection	83	0	0	76	31	47	2	0	5	5	0	146	55	26	9	9	38	11	0	3	0	5	0	
	Unsignalized Intersection	156	0	0	20	8	22	0	0	6	2	0	42	29	5	6	1	5	1	0	1	1	1	0	
	Mid-Block	50	0	0	6	3	3	0	0	0	0	0	12	7	0	0	0	5	0	0	0	0	0	0	
	Intersection/Mid-Block	12	0	0	4	2	1	5	0	0	1	0	11	1	1	2	0	0	3	0	0	0	0	5	
	Parking Lot	12	3	0	2	2	1	0	3	0	0	0	5	2	0	0	0	1	0	2	1	0	1	1	
Crosswalk	Other	8	0	0	42	16	5	1	0	2	0	0	62	15	12	1	3	22	3	*SEE NOTE				5	0
	Crosswalk Present, Pedestrian Struck In Crosswalk	64	0	0	52	13	7	3	0	0	1	0	74	17	14	2	2	28	5					2	2
	Crosswalk Present, Pedestrian Not Struck In Crosswalk	75	0	0	1	1	0	0	0	0	0	0	2	0	1	0	1	0	0					0	0
	Crosswalk Present, Unclear If Pedestrian Was Struck In Crosswalk	2	4	0	75	29	69	3	3	10	7	0	160	71	21	18	7	35	11					5	5
Column Total			321							321				321											

*NOTE: This portion has been excluded from this analysis as crosswalks at roadways with partial or full control of access are not relevant to this analysis

CATEGORICAL HEAT MAP Hampton Roads Pedestrian Injury Crashes (2014-2018)		Total Crashes		Functional Classification							Ownership				Facility Type										Total		
				Category		Factor							Ownership				Facility Type										
				#	Factor	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes		Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
Total Crashes		#	4	0	170	59	81	7	3	12	8	0	298	103	48	21	13	85	19	4	8	1	12	7			
Category	Factor	#																									
Land Use	Residential	131	2	0	39	28	62	0	2	5	5	0	119	59	11	14	4	20	13	2	2	1	3	2	321		
	Commercial	113	1	0	85	14	7	6	1	2	1	0	109	20	21	2	4	53	4	1	2	0	3	3			
	Industrial	8	1	0	5	2	0	0	0	0	0	0	8	3	1	0	0	2	0	0	0	0	2	0			
	Recreational	3	0	0	1	0	2	0	0	0	0	0	3	1	1	0	0	1	0	0	0	0	0	0			
	Institutional	11	0	0	6	4	1	0	0	0	0	0	11	6	1	0	2	1	0	0	0	0	0	1			
	Mixed-Use	44	0	0	30	7	6	1	0	1	0	0	43	8	13	5	0	6	2	1	4	0	4	1			
	Agricultural/Rural	11	0	0	4	4	3	0	0	4	2	0	5	6	0	0	3	2	0	0	0	0	0	0			
Posted Speed	25 MPH or less	143	1	0	36	33	67	6	0	2	3	0	138	72	11	18	6	6	13	1	2	1	6	7	321		
	30-35 MPH	102	0	0	73	19	9	1	0	2	1	0	99	22	28	3	3	35	4	1	2	0	4	0			
	40-45 MPH	63	0	0	55	5	3	0	0	4	2	0	57	6	8	0	2	41	2	0	2	0	2	0			
	50 MPH or greater	13	3	0	6	2	2	0	3	4	2	0	4	3	1	0	2	3	0	2	2	0	0	0			
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Driver Vision	Vision Not Obscured	228	3	0	130	36	57	2	3	11	4	0	210	66	36	17	8	69	11	4	5	1	9	2	321		
	Vision Obscured - Static Sight Distance Issue	19	0	0	7	4	8	0	0	0	0	0	19	6	2	2	1	1	3	0	2	0	1	1			
	Vision Obscured - Vehicle Issue	18	1	0	7	6	2	2	0	0	1	0	17	7	1	1	0	6	1	0	0	0	2	0			
	Vision Obscured - Dynamic Sight Distance Issue	20	0	0	9	5	6	0	0	0	1	0	19	7	2	0	2	3	3	0	1	0	0	2			
	Not Applicable	36	0	0	17	8	8	3	0	1	2	0	33	17	7	1	2	6	1	0	0	0	0	2			
Driver Drinking	Had Not Been Drinking	229	4	0	127	35	58	5	3	7	6	0	213	64	38	17	9	63	14	4	6	1	9	4	321		
	Drinking	13	0	0	6	3	4	0	0	2	0	0	11	5	2	0	1	2	2	0	1	0	0	0			
	Unknown	79	0	0	37	21	19	2	0	3	2	0	74	34	8	4	3	20	3	0	1	0	3	3			
Column Total			321							321				321													

<p style="text-align: center;">CATEGORICAL HEAT MAP Hampton Roads Pedestrian Injury Crashes (2014-2018)</p>				<p style="text-align: center;">Total Crashes</p>		<p style="text-align: center;">Category</p>	<p style="text-align: center;"><i>Functional Classification</i></p>						<p style="text-align: center;"><i>Ownership</i></p>				<p style="text-align: center;"><i>Facility Type</i></p>																			
							<p style="text-align: center;">Factor</p>	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private	Total						
Total Crashes				#	4	0	170	59	81	7	3	12	8	0	298	103	48	21	13	85	19	4	8	1	12	7										
<i>Pedestrian Drinking</i>	Category			Factor			#																													
				Had Not Been Drinking			260																													
				Drinking			44																													
<i>Sidewalk Presence</i>				Unknown			37																													
				Sidewalk			193																													
<i>Time of Day</i>				No Sidewalk			128																													
				0 AM - 6 AM			26																													
				6 AM - 12 PM			81																													
				12 PM - 6 PM			118																													
<i>Driver Age</i>				6 PM - 12 AM			96																													
				Less than or equal to 20			23																													
				21 - 35			98																													
				36 - 50			56																													
				51 - 65			66																													
				Greater than 65			26																													
				Not Provided			52																													
Column Total																																				
				321			321			321																										

<p style="text-align: center;">CATEGORICAL HEAT MAP Hampton Roads Pedestrian Injury Crashes (2014-2018)</p>			<p style="text-align: center;">Total Crashes</p>		<p style="text-align: center;"><i>Functional Classification</i></p>							<p style="text-align: center;"><i>Ownership</i></p>				<p style="text-align: center;"><i>Facility Type</i></p>													
					<p style="text-align: center;">Factor</p>	<p style="text-align: center;">Category</p>	<p style="text-align: center;">Interstate</p>	<p style="text-align: center;">Other Freeway or Expressway</p>	<p style="text-align: center;">Arterial</p>	<p style="text-align: center;">Collector</p>	<p style="text-align: center;">Local</p>	<p style="text-align: center;">Private</p>	<p style="text-align: center;">VDOT Interstate</p>	<p style="text-align: center;">VDOT Primary Route</p>	<p style="text-align: center;">VDOT Secondary Route</p>	<p style="text-align: center;">VDOT Other</p>	<p style="text-align: center;">Non-VDOT Route</p>	<p style="text-align: center;">Two-way, Non-divided - 2 or 3 Lanes</p>	<p style="text-align: center;">Two-way, Non-divided - 4+ Lanes</p>	<p style="text-align: center;">Two-way, Non-divided - Unknown Lanes</p>	<p style="text-align: center;">Divided, No Control Of Access - 2 or 3 Lanes</p>	<p style="text-align: center;">Divided, No Control Of Access - 4+ Lanes</p>	<p style="text-align: center;">Divided, No Control Of Access - Unknown Lanes</p>	<p style="text-align: center;">Divided, Partial Or Full Control Of Access - 2 or 3 Lanes</p>	<p style="text-align: center;">Divided, Partial Or Full Control Of Access - 4+ Lanes</p>	<p style="text-align: center;">Divided, Partial Or Full Control Of Access - Unknown Lanes</p>	<p style="text-align: center;">One-way or Transition</p>	<p style="text-align: center;">Private</p>	<p style="text-align: center;">Total</p>
Total Crashes			#	4	0	170	59	81	7	3	12	8	0	298	103	48	21	13	85	19	4	8	1	12	7				
<i>Category</i>	<i>Factor</i>	<i>#</i>																									341		
<i>Pedestrian Age</i>	Less than or equal to 20	97	0	0	45	17	34	1	0	3	1	0	93	38	11	6	4	22	7	0	3	2	2	2	341				
	21 - 35	101	0	0	63	17	16	5	0	7	3	0	91	30	12	7	2	33	3	1	3	1	6	3					
	36 - 50	56	4	0	33	7	11	1	3	3	1	0	49	17	8	4	4	15	2	3	1	0	2	0					
	51 - 65	64	0	0	37	11	15	1	0	2	2	0	60	17	14	5	2	18	5	0	1	0	1	1					
	Greater than 65	21	0	0	7	9	5	0	0	0	1	0	20	8	4	0	1	4	2	0	0	0	1	1					
	Not Provided	2	0	0	1	0	1	0	0	0	0	0	2	0	2	0	0	0	0	0	0	0	0	0					
<i>Pedestrian Gender</i>	Female	131	0	0	78	22	26	5	0	5	0	0	126	42	20	11	4	37	6	2	2	1	3	3	341				
	Male	209	4	0	108	39	55	3	3	10	8	0	188	67	31	11	9	55	13	2	6	2	9	4					
	Not Provided	1	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0					
<i>Driver Gender</i>	Female	114	0	0	60	21	29	4	0	5	3	0	106	32	17	11	5	32	6	1	3	1	2	4	321				
	Male	157	4	0	88	25	37	3	3	5	3	0	146	46	26	7	5	45	11	3	5	0	7	2					
	Not Provided	50	0	0	22	13	15	0	0	2	2	0	46	25	5	3	3	8	2	0	0	0	3	1					
<i>Light Condition</i>	Daylight/Dusk/Dawn	202	1	0	101	40	56	4	0	4	5	0	193	66	33	15	8	45	14	2	5	0	9	5	321				
	Darkness - Road Lighted	87	3	0	52	13	16	3	3	1	1	0	82	23	11	3	3	33	4	2	2	1	3	2					
	Darkness - Road Not Lighted	29	0	0	16	5	8	0	0	7	2	0	20	12	4	3	2	6	1	0	1	0	0	0					
	Darkness - Unknown Road Lighting	3	0	0	1	1	1	0	0	0	0	0	3	2	0	0	0	1	0	0	0	0	0	0					
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Column Total			321							321				321															

<p style="text-align: center;">CATEGORICAL HEAT MAP Hampton Roads Pedestrian Injury Crashes (2014-2018)</p>			<p style="text-align: center;">Total Crashes</p>		<p style="text-align: center;">Functional Classification</p>							<p style="text-align: center;">Ownership</p>				<p style="text-align: center;">Facility Type</p>											
					<p style="text-align: center;">Factor</p>	<p style="text-align: center;">Category</p>	<p style="text-align: center;">Interstate</p>	<p style="text-align: center;">Other Freeway or Expressway</p>	<p style="text-align: center;">Arterial</p>	<p style="text-align: center;">Collector</p>	<p style="text-align: center;">Local</p>	<p style="text-align: center;">Private</p>	<p style="text-align: center;">VDOT Interstate</p>	<p style="text-align: center;">VDOT Primary Route</p>	<p style="text-align: center;">VDOT Secondary Route</p>	<p style="text-align: center;">VDOT Other</p>	<p style="text-align: center;">Non-VDOT Route</p>	<p style="text-align: center;">Two-way, Non-divided - 2 or 3 Lanes</p>	<p style="text-align: center;">Two-way, Non-divided - 4+ Lanes</p>	<p style="text-align: center;">Two-way, Non-divided - Unknown Lanes</p>	<p style="text-align: center;">Divided, No Control Of Access - 2 or 3 Lanes</p>	<p style="text-align: center;">Divided, No Control Of Access - 4+ Lanes</p>	<p style="text-align: center;">Divided, No Control Of Access - Unknown Lanes</p>	<p style="text-align: center;">Divided, Partial Or Full Control Of Access - 2 or 3 Lanes</p>	<p style="text-align: center;">Divided, Partial Or Full Control Of Access - 4+ Lanes</p>	<p style="text-align: center;">Divided, Partial Or Full Control Of Access - Unknown Lanes</p>	<p style="text-align: center;">One-way or Transition</p>
Total Crashes			#	4	0	170	59	81	7	3	12	8	0	298	103	48	21	13	85	19	4	8	1	12	7		
Category	Factor	#	4	0	157	48	52	6	3	8	3	0	253	77	45	13	10	80	15	4	6	1	10	6			
Transit Route Present (within 1/4 mile)	Yes	267	0	0	13	11	29	1	0	4	5	0	45	26	3	8	3	5	4	0	2	0	2	1			
	No	54	1	0	120	31	23	3	1	3	1	0	173	45	33	6	5	64	10	3	3	0	4	5			
Bus Stop within 500 Feet	Yes	178	3	0	50	28	58	4	2	9	7	0	125	58	15	15	8	21	9	1	5	1	8	2			
	No	143	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0			
Rail Stops within 500 Feet	Yes	1	4	0	169	59	81	7	3	12	8	0	297	102	48	21	13	85	19	4	8	1	12	7			
	No	320	2	0	72	24	32	6	1	3	0	0	132	47	21	9	4	33	10	1	3	0	4	4			
Health Opportunity Index	Very Low Health Opportunity	136	0	0	45	15	20	0	0	5	4	0	71	21	16	5	4	22	4	1	1	1	4	1			
	Low Health Opportunity	80	0	0	27	8	16	0	0	0	0	0	51	17	6	4	2	16	2	0	2	0	1	1			
	Moderate Health Opportunity	51	2	0	21	7	11	1	2	3	4	0	33	13	4	2	2	12	2	2	1	0	3	1			
	High Health Opportunity	42	0	0	5	5	2	0	0	1	0	0	11	5	1	1	1	2	1	0	1	0	0	0			
	Very High Health Opportunity	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Not Provided	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Column Total				321							321				321												

Contributing Factors for Lynchburg District Pedestrian Fatal Crashes

CATEGORICAL HEAT MAP Lynchburg Pedestrian Fatal Crashes (2014-2018)			Total Crashes	Functional Classification							Ownership				Facility Type								Total				
				Factor	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes		Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private
Total Crashes			#	0	0	13	4	3	0	0	5	4	0	11	14	3	0	0	2	0	0	0	1	0	0	0	
Category	Factor	#	Functional Classification							Ownership				Facility Type								Total					
Pedestrian Action	Crossing At Intersection With Signal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	21
	Crossing At Intersection Against Signal	1	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
	Crossing At Intersection - No Signal	3	0	0	3	0	0	0	0	0	0	0	3	0	2	0	0	1	0	0	0	0	0	0	0	0	
	Crossing Not At Intersection	5	0	0	4	1	0	0	0	3	0	0	2	4	0	0	1	0	0	0	0	0	0	0	0	0	
	In Roadway With or Against Traffic - Sidewalks Available	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	In Roadway With or Against Traffic - Sidewalks Not Available	5	0	0	2	1	2	0	0	2	2	0	1	4	0	0	0	0	0	0	1	0	0	0	0	0	
	Working/Standing/Lying/Playing In Roadway	3	0	0	2	0	1	0	0	1	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0	0	
	Not In Roadway	2	0	0	1	1	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	
	Other	2	0	0	2	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0	0	
Not provided/Not Applicable	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Driver Action	No Improper Action	14	0	0	9	3	2	0	0	4	2	0	8	10	2	0	0	2	0	0	0	0	0	0	0	20	
	Avoiding Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Hit And Run	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0		
	Did Not Have Right-of-Way	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0		
	Fail To Maintain Proper Control	1	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0		
	Other	2	0	0	1	0	1	0	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0		
	Not Provided	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0		
Weather Conditions	No adverse weather condition	18	0	0	11	4	3	0	0	4	4	0	10	13	3	0	0	1	0	0	1	0	0	0	0	20	
	Mist/rain/snow/sleet/hail/fog	2	0	0	2	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0		
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Column Total				20							20				20												

CATEGORICAL HEAT MAP Lynchburg Pedestrian Fatal Crashes (2014-2018)			Total Crashes		Functional Classification							Ownership				Facility Type								Total	
			Factor	Category	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes		Divided, Partial Or Full Control Of Access - Unknown Lanes
Total Crashes			#	0	0	13	4	3	0	0	5	4	0	11	14	3	0	0	2	0	0	1	0	0	0
Category	Factor	#	0	0	9	4	3	0	0	4	4	0	8	14	2	0	0	0	0	0	0	0	0	0	0
Pedestrian Refuge Type	None	16	0	0	4	0	0	0	0	1	0	0	3	0	1	0	0	2	0	0	1	0	0	0	
	Median	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Island	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrian Signal Present	Pork Chop	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrian Signal Type	No	20	0	0	13	4	3	0	0	5	4	0	11	14	3	0	0	2	0	0	1	0	0	0	
	None	20	0	0	13	4	3	0	0	5	4	0	11	14	3	0	0	2	0	0	1	0	0	0	
	Vehicle Signal Heads	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Walk/Don't Walk - With Pedestrian Countdown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Walk/Don't Walk - Without Pedestrian Countdown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
School Zone	Walk/Don't Walk - Pedestrian Countdown Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Yes With School Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
No			20	0	0	13	4	3	0	0	5	4	0	11	14	3	0	0	2	0	0	1	0	0	0
Column Total				20							20				20								20		

CATEGORICAL HEAT MAP Lynchburg Pedestrian Fatal Crashes (2014-2018)		Total Crashes		Functional Classification						Ownership				Facility Type								Total					
		Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes		Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private	
Total Crashes		#	0	0	13	4	3	0	0	5	4	0	11	14	3	0	0	2	0	0	1	0	0	0	0		
Season	Spring	#	3	0	0	2	1	0	0	0	1	1	0	1	3	0	0	0	0	0	0	0	0	0	0		
	Summer	#	4	0	0	2	2	0	0	0	1	1	0	2	4	0	0	0	0	0	0	0	0	0	0		
	Autumn	#	8	0	0	5	1	2	0	0	2	1	0	5	3	2	0	0	2	0	0	1	0	0	0		
	Winter	#	5	0	0	4	0	1	0	0	1	1	0	3	4	1	0	0	0	0	0	0	0	0	0		
Location	Signalized Intersection	#	2	0	0	1	1	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0		
	Unsignalized Intersection	#	8	0	0	8	0	0	0	0	2	0	0	6	4	3	0	0	1	0	0	0	0	0	0		
	Mid-Block	#	9	0	0	3	3	3	0	0	2	4	0	3	8	0	0	0	1	0	0	0	0	0	0		
	Intersection/Mid-Block	#	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Parking Lot	#	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Other	#	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0		
Crosswalk	Crosswalk Present, Pedestrian Struck In Crosswalk	#	1	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	*SEE NOTE		0	0	0		
	Crosswalk Present, Pedestrian Not Struck In Crosswalk	#	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0			0	0	0	0	
	Crosswalk Present, Unclear If Pedestrian Was Struck In Crosswalk	#	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			0	0	0	0	0
	No Crosswalk	#	18	0	0	12	3	3	0	0	5	4	0	9	12	3	0	0	2	0			0	0	0	0	0
Column Total			20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20	20		

*NOTE: This portion has been excluded from this analysis as crosswalks at roadways with partial or full control of access are not relevant to this analysis

CATEGORICAL HEAT MAP Lynchburg Pedestrian Fatal Crashes (2014-2018)			Total Crashes		Functional Classification						Ownership				Facility Type						Total				
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes		Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes
Total Crashes			#	0	0	13	4	3	0	0	5	4	0	11	14	3	0	0	2	0	0	1	0	0	0
Category	Factor	#	0	0	8	0	2	0	0	2	1	0	7	7	2	0	0	1	0	0	0	0	0	0	0
Pedestrian Drinking	Had Not Been Drinking	10	0	0	4	4	1	0	0	2	3	0	4	7	1	0	0	1	0	0	0	0	0	0	0
	Drinking	9	0	0	2	0	0	0	0	2	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0
	Unknown	2	0	0	3	1	0	0	0	0	0	0	4	3	1	0	0	0	0	0	0	1	0	0	0
Sidewalk Presence	Sidewalk	4	0	0	10	3	3	0	0	5	4	0	7	11	2	0	0	2	0	0	1	0	0	0	0
	No Sidewalk	16	0	0	2	1	0	0	0	2	0	0	1	2	0	0	0	0	0	0	1	0	0	0	0
Time of Day	0 AM - 6 AM	3	0	0	3	0	0	0	0	2	0	0	1	3	0	0	0	0	0	0	0	0	0	0	0
	6 AM - 12 PM	3	0	0	3	0	2	0	0	0	1	0	4	3	1	0	0	1	0	0	0	0	0	0	0
	12 PM - 6 PM	5	0	0	5	3	1	0	0	1	3	0	5	6	2	0	0	1	0	0	0	0	0	0	0
	6 PM - 12 AM	9	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0
Driver Age	Less than or equal to 20	1	0	0	5	1	1	0	0	2	2	0	3	4	2	0	0	0	0	0	1	0	0	0	0
	21 - 35	7	0	0	1	0	1	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0
	36 - 50	2	0	0	3	1	0	0	0	0	1	0	3	2	1	0	0	1	0	0	0	0	0	0	0
	51 - 65	4	0	0	4	1	1	0	0	1	0	0	5	5	0	0	0	1	0	0	0	0	0	0	0
	Greater than 65	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Not Provided	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Column Total				20						20				20											

<p style="text-align: center;">CATEGORICAL HEAT MAP Lynchburg Pedestrian Fatal Crashes (2014-2018)</p>			<p style="text-align: center;">Total Crashes</p>	<p style="text-align: center;">Functional Classification</p>							<p style="text-align: center;">Ownership</p>				<p style="text-align: center;">Facility Type</p>										
				<p style="text-align: center;">Factor</p>	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
Total Crashes			#	0	0	13	4	3	0	0	5	4	0	11	14	3	0	0	2	0	0	1	0	0	0
Category	Factor	#	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Action	Crossing At Intersection With Signal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Crossing At Intersection Against Signal	1	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
	Crossing At Intersection - No Signal	3	0	0	3	0	0	0	0	0	0	0	3	0	2	0	0	1	0	0	0	0	0	0	0
	Crossing Not At Intersection	5	0	0	4	1	0	0	0	3	0	0	2	4	0	0	0	1	0	0	0	0	0	0	0
	In Roadway With or Against Traffic - Sidewalks Available	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	In Roadway With or Against Traffic - Sidewalks Not Available	5	0	0	2	1	2	0	0	2	2	0	1	4	0	0	0	0	0	0	0	1	0	0	0
	Working/Standing/Lying/Playing In Roadway	3	0	0	2	0	1	0	0	1	1	0	1	3	0	0	0	0	0	0	0	0	0	0	0
	Not In Roadway	2	0	0	1	1	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0
	Other	2	0	0	2	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0
Not provided/Not Applicable	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Driver Action	No Improper Action	14	0	0	9	3	2	0	0	4	2	0	8	10	2	0	0	2	0	0	0	0	0	0	0
	Avoiding Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Hit And Run	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0
	Did Not Have Right-of-Way	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0
	Fail To Maintain Proper Control	1	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0
	Other	2	0	0	1	0	1	0	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0	0
Not Provided	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	
Weather Conditions	No adverse weather condition	18	0	0	11	4	3	0	0	4	4	0	10	13	3	0	0	1	0	0	1	0	0	0	0
	Mist/rain/snow/sleet/hail/fog	2	0	0	2	0	0	0	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Column Total				20							20				20										20

<p style="text-align: center;">CATEGORICAL HEAT MAP Lynchburg Pedestrian Fatal Crashes (2014-2018)</p>			<p style="text-align: center;">Total Crashes</p>		<p style="text-align: center;">Category</p>	<p style="text-align: center;"><i>Functional Classification</i></p>						<p style="text-align: center;"><i>Ownership</i></p>				<p style="text-align: center;"><i>Facility Type</i></p>												
						<p style="text-align: center;">Factor</p>	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private
Total Crashes			#	0	0	13	4	3	0	0	5	4	0	11	14	3	0	0	2	0	0	0	1	0	0	0		
Category	Factor		#																									
Transit Route Present (within 1/4 mile)	Yes		10	0	0	8	1	1	0	0	2	0	0	8	6	3	0	0	0	0	0	0	1	0	0	0	0	20
	No		10	0	0	5	3	2	0	0	3	4	0	3	8	0	0	0	2	0	0	0	0	0	0	0	0	20
Bus Stop within 500 Feet	Yes		6	0	0	6	0	0	0	0	0	0	6	3	3	0	0	0	0	0	0	0	0	0	0	0	20	
	No		14	0	0	7	4	3	0	0	5	4	0	5	11	0	0	0	2	0	0	1	0	0	0	0	20	
Rail Stops within 500 Feet	Yes		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20	
	No		20	0	0	13	4	3	0	0	5	4	0	11	14	3	0	0	2	0	0	1	0	0	0	0	20	
Health Opportunity Index	Very Low Health Opportunity		9	0	0	6	1	2	0	0	1	1	0	7	5	3	0	0	0	0	0	1	0	0	0	0	20	
	Low Health Opportunity		4	0	0	4	0	0	0	0	2	0	0	2	3	0	0	0	1	0	0	0	0	0	0	0	20	
	Moderate Health Opportunity		2	0	0	0	2	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	20
	High Health Opportunity		3	0	0	3	0	0	0	0	1	0	0	2	2	0	0	0	1	0	0	0	0	0	0	0	0	20
	Very High Health Opportunity		2	0	0	0	1	1	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	20
	Not Provided		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
Column Total				20						20				20														

Contributing Factors for Lynchburg District Pedestrian Injury Crashes

CATEGORICAL HEAT MAP Lynchburg Pedestrian Injury Crashes (2014-2018)		Total Crashes	Category		Functional Classification						Ownership			Facility Type								Total					
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes		Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private
Total Crashes		#	0	1	78	27	37	2	0	21	23	0	101	86	17	9	5	13	1	2	6	0	2	4			
Pedestrian Refuge Type	Category	Factor	#	0	0	72	26	36	2	0	17	22	0	97	85	16	9	4	9	1	2	4	0	2	4	145	
		None	136	0	0	72	26	36	2	0	17	22	0	97	85	16	9	4	9	1	2	4	0	2	4		
		Median	9	0	1	6	1	1	0	0	4	1	0	4	1	1	0	1	4	0	0	2	0	0	0		0
		Island	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Pedestrian Signal Present		Pork Chop	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	145	
		Yes	15	0	0	11	3	1	0	0	0	0	0	15	9	2	2	0	1	0	1	0	0	0	0		
Pedestrian Signal Type		No	130	0	1	67	24	36	2	0	21	23	0	86	77	15	7	5	12	1	1	6	0	2	4	145	
		None	131	0	1	68	24	36	2	0	21	23	0	87	78	15	7	5	12	1	1	6	0	2	4		
		Vehicle Signal Heads	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
		Walk/Don't Walk - With Pedestrian Countdown	5	0	0	4	1	0	0	0	0	0	0	5	2	1	0	0	1	0	1	0	0	0	0		0
		Walk/Don't Walk - Without Pedestrian Countdown	5	0	0	3	1	1	0	0	0	0	0	5	3	1	1	0	0	0	0	0	0	0	0		0
School Zone		Walk/Don't Walk - Pedestrian Countdown Unknown	4	0	0	3	1	0	0	0	0	0	4	3	0	1	0	0	0	0	0	0	0	0	0	145	
		Yes	2	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0		
		Yes With School Activity	2	0	0	2	0	0	0	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0		
		No	141	0	1	74	27	37	2	0	21	22	0	98	83	16	9	5	13	1	2	6	0	2	4		
Column Total				145						145			145														

CATEGORICAL HEAT MAP Lynchburg Pedestrian Injury Crashes (2014-2018)			Total Crashes		Functional Classification							Ownership				Facility Type																		
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private	Total							
Total Crashes			#	0	1	78	27	37	2	0	21	23	0	101	86	17	9	5	13	1	2	6	0	2	4									
Category	Factor	#	0	0	15	7	10	1	0	4	5	0	24	21	6	2	0	2	1	0	0	0	0	0	1	145								
Season	Spring	33	0	0	14	7	8	0	0	6	6	0	17	17	2	2	1	3	0	2	1	0	0	1	145									
	Summer	29	0	0	23	9	10	1	0	5	8	0	30	23	5	5	4	5	0	0	1	0	0	0	145									
	Autumn	43	0	1	26	4	9	0	0	6	4	0	30	25	4	0	0	3	0	0	4	0	2	2	145									
	Winter	40	0	0	24	3	1	0	0	2	1	0	25	14	5	3	0	3	0	1	2	0	0	0	145									
Location	Signalized Intersection	28	0	0	33	17	13	0	0	8	10	0	45	46	8	0	4	1	0	1	1	0	1	1	145									
	Unsignalized Intersection	63	0	0	13	4	16	0	0	9	10	0	14	18	2	2	1	7	0	0	0	0	1	2	145									
	Mid-Block	33	0	0	5	3	7	0	0	1	2	0	12	8	2	2	0	2	1	0	0	0	0	0	145									
	Intersection/Mid-Block	15	0	0	1	0	0	1	0	0	0	0	2	0	0	1	0	0	0	0	0	0	0	1	145									
	Parking Lot	2	0	1	2	0	0	1	0	1	0	0	3	0	0	1	0	0	0	0	0	0	0	0	145									
	Other	4	0	1	13	7	1	0	0	0	1	0	20	13	3	2	1	1	0	*SEE NOTE				0	0	145								
Crosswalk	Crosswalk Present, Pedestrian Struck In Crosswalk	21	0	0	7	1	1	1	0	0	0	0	10	7	1	1	0	0	*SEE NOTE					1	0	145								
	Crosswalk Present, Pedestrian Not Struck In Crosswalk	10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						*SEE NOTE				0	0	145				
	Crosswalk Present, Unclear If Pedestrian Was Struck In Crosswalk	0	0	1	58	19	35	1	0	21	22	0	71	66	13	6	4	12										1	*SEE NOTE				1	4
	No Crosswalk	114	0	1	58	19	35	1	0	21	22	0	71	66	13	6	4	12					1					*SEE NOTE					1	4
Column Total			145							145				145																				

*NOTE: This portion has been excluded from this analysis as crosswalks at roadways with partial or full control of access are not relevant to this analysis

CATEGORICAL HEAT MAP Lynchburg Pedestrian Injury Crashes (2014-2018)			Total Crashes		Functional Classification						Ownership				Facility Type								Total					
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes		Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private	
Total Crashes			#	0	1	78	27	37	2	0	21	23	0	101	86	17	9	5	13	1	2	6	0	2	4			
Category	Factor	#																										
Land Use	Residential	56	0	0	15	11	29	1	0	2	11	0	43	42	2	4	3	3	1	0	1	0	0	0	0	0	0	145
	Commercial	43	0	1	35	4	3	0	0	1	1	0	41	19	9	3	0	3	0	1	4	0	2	2	0	0	0	145
	Industrial	2	0	0	1	1	0	0	0	1	1	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	145
	Recreational	1	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	145
	Institutional	8	0	0	5	2	0	1	0	1	1	0	6	4	2	1	0	1	0	0	0	0	0	0	0	0	0	145
	Mixed-Use	14	0	0	11	3	0	0	0	3	1	0	10	8	3	0	2	0	0	1	0	0	0	0	0	0	0	145
	Agricultural/Rural	21	0	0	11	6	4	0	0	13	8	0	0	12	1	0	0	5	0	0	1	0	0	2	0	0	0	145
Posted Speed	25 MPH or less	59	0	0	18	9	30	2	0	0	5	0	54	37	6	8	1	1	1	1	1	1	0	1	2	0	145	
	30-35 MPH	49	0	0	37	10	2	0	0	5	6	0	38	33	6	1	3	2	0	1	1	0	1	1	0	0	145	
	40-45 MPH	20	0	0	11	5	4	0	0	4	9	0	7	10	5	0	1	3	0	0	1	0	0	0	0	0	145	
	50 MPH or greater	17	0	1	12	3	1	0	0	12	3	0	2	6	0	0	0	7	0	0	3	0	0	1	0	0	145	
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	145
Driver Vision	Vision Not Obscured	99	0	1	53	15	29	1	0	16	16	0	67	59	11	7	4	8	1	0	6	0	1	2	0	0	145	
	Vision Obscured - Static Sight Distance Issue	9	0	0	5	1	3	0	0	1	1	0	7	6	1	1	0	0	0	0	0	0	0	0	1	0	145	
	Vision Obscured - Vehicle Issue	14	0	0	8	4	1	1	0	3	1	0	10	9	1	1	0	2	0	0	0	0	1	0	0	0	145	
	Vision Obscured - Dynamic Sight Distance Issue	12	0	0	5	3	4	0	0	0	5	0	7	8	1	0	1	1	0	1	0	0	0	0	0	0	145	
	Not Applicable	11	0	0	7	4	0	0	0	1	0	0	10	4	3	0	0	2	0	1	0	0	0	0	1	0	145	
Driver Drinking	Had Not Been Drinking	109	0	1	60	19	29	0	0	17	19	0	73	65	13	6	4	11	1	1	4	0	2	2	0	0	145	
	Drinking	10	0	0	4	1	3	2	0	1	2	0	7	5	0	2	1	0	0	0	1	0	0	1	0	0	145	
	Unknown	26	0	0	14	7	5	0	0	3	2	0	21	16	4	1	0	2	0	1	1	0	0	1	0	0	145	
Column Total				145						145				145														

CATEGORICAL HEAT MAP Lynchburg Pedestrian Injury Crashes (2014-2018)		Total Crashes		Functional Classification							Ownership				Facility Type								Total			
		Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes		Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private
Total Crashes		#	0	1	78	27	37	2	0	21	23	0	101	86	17	9	5	13	1	2	6	0	2	4		
Category	Factor	#	0	1	63	24	30	2	0	15	19	0	86	73	17	9	5	6	0	1	5	0	1	3		
Pedestrian Drinking	Had Not Been Drinking	120	0	1	63	24	30	2	0	15	19	0	86	73	17	9	5	6	0	1	5	0	1	3	151	
	Drinking	26	0	0	16	4	6	0	0	6	6	0	14	16	1	0	1	6	0	0	0	0	0	1	1	
	Unknown	5	0	0	3	0	2	0	0	1	0	0	4	1	0	0	0	1	1	1	1	0	0	0	0	
Sidewalk Presence	Sidewalk	46	0	0	31	8	6	1	0	3	1	0	42	23	8	4	3	1	1	2	1	0	2	1	145	
	No Sidewalk	99	0	1	47	19	31	1	0	18	22	0	59	63	9	5	2	12	0	0	5	0	0	3		
Time of Day	0 AM - 6 AM	11	0	0	6	2	2	1	0	3	3	0	5	7	0	1	0	2	0	0	0	0	0	1	145	
	6 AM - 12 PM	24	0	1	17	1	5	0	0	3	2	0	19	12	5	1	0	4	0	0	2	0	0	0		
	12 PM - 6 PM	54	0	0	27	15	12	0	0	5	7	0	42	35	6	4	3	1	0	2	1	0	1	1		
	6 PM - 12 AM	56	0	0	28	9	18	1	0	10	11	0	35	32	6	3	2	6	1	0	3	0	1	2		
Driver Age	Less than or equal to 20	13	0	0	9	1	3	0	0	0	1	0	12	7	2	1	0	2	0	0	1	0	0	0	145	
	21 - 35	43	0	0	20	5	17	1	0	7	9	0	27	23	5	4	1	5	0	0	1	0	1	3		
	36 - 50	24	0	0	14	5	4	1	0	4	3	0	17	17	2	2	0	2	0	0	1	0	0	0		
	51 - 65	21	0	0	10	6	5	0	0	3	5	0	13	13	1	0	2	1	1	1	2	0	0	0		
	Greater than 65	27	0	0	18	5	4	0	0	5	3	0	19	17	4	2	2	1	0	0	0	0	1	0		
	Not Provided	17	0	1	7	5	4	0	0	2	2	0	13	9	3	0	0	2	0	1	1	0	0	1		
Column Total			145							145				145												

<p style="text-align: center;">CATEGORICAL HEAT MAP Lynchburg Pedestrian Injury Crashes (2014-2018)</p>			<p style="text-align: center;">Total Crashes</p>		<p style="text-align: center;">Category</p>	<p style="text-align: center;"><i>Functional Classification</i></p>						<p style="text-align: center;"><i>Ownership</i></p>				<p style="text-align: center;"><i>Facility Type</i></p>											
						<p style="text-align: center;">Factor</p>	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
Total Crashes			#	0	1	78	27	37	2	0	21	23	0	101	86	17	9	5	13	1	2	6	0	2	4		
<i>Pedestrian Age</i>	Less than or equal to 20		#	0	0	14	8	13	0	0	2	7	0	26	25	4	2	0	3	0	0	0	0	0	0	1	151
	21 - 35		45	0	0	29	9	6	1	0	10	6	0	29	23	6	2	0	8	0	1	3	0	0	0	2	
	36 - 50		20	0	0	14	1	5	0	0	4	2	0	14	10	4	2	0	2	0	0	2	0	0	0	0	
	51 - 65		35	0	1	17	7	10	0	0	4	6	0	25	23	3	1	3	0	1	1	1	0	2	0	0	
	Greater than 65		11	0	0	5	3	3	0	0	0	3	0	8	7	1	1	1	0	0	0	0	0	0	0	1	
	Not Provided		5	0	0	3	0	1	1	0	2	1	0	2	2	0	1	2	0	0	0	0	0	0	0	0	
<i>Pedestrian Gender</i>	Female		66	0	0	37	10	18	1	0	7	9	0	50	39	8	5	3	5	1	1	3	0	0	1	151	
	Male		84	0	1	45	18	19	1	0	15	16	0	53	50	10	4	3	8	0	1	3	0	2	3		
	Not Provided		1	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0		
<i>Driver Gender</i>	Female		59	0	0	25	11	21	2	0	7	11	0	41	36	7	6	2	3	1	0	2	0	1	1	145	
	Male		69	0	0	46	11	12	0	0	12	10	0	47	41	7	3	3	8	0	1	3	0	1	2		
	Not Provided		17	0	1	7	5	4	0	0	2	2	0	13	9	3	0	0	2	0	1	1	0	0	1		
<i>Light Condition</i>	Daylight/Dusk/Dawn		87	0	1	43	18	25	0	0	8	12	0	67	54	12	7	3	5	0	2	2	0	0	2	145	
	Darkness - Road Lighted		29	0	0	18	4	5	2	0	0	0	0	29	14	4	2	2	1	1	0	3	0	1	1		
	Darkness - Road Not Lighted		28	0	0	17	5	6	0	0	13	11	0	4	17	1	0	0	7	0	0	1	0	1	1		
	Darkness - Unknown Road Lighting		1	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0		0
	Unknown		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Column Total				145						145				145													

<p style="text-align: center;">CATEGORICAL HEAT MAP Lynchburg Pedestrian Injury Crashes (2014-2018)</p>			<p style="text-align: center;">Total Crashes</p>		<p style="text-align: center;">Category</p>	<p style="text-align: center;"><i>Functional Classification</i></p>						<p style="text-align: center;"><i>Ownership</i></p>				<p style="text-align: center;"><i>Facility Type</i></p>											
						<p style="text-align: center;">Factor</p>	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
Total Crashes			#	0	1	78	27	37	2	0	21	23	0	101	86	17	9	5	13	1	2	6	0	2	4		
Category	Factor		#																								
<i>Transit Route Present (within 1/4 mile)</i>	Yes		98	0	1	58	17	21	1	0	2	4	0	92	56	15	7	4	4	1	2	5	0	2	2	145	
	No		47	0	0	20	10	16	1	0	19	19	0	9	30	2	2	1	9	0	0	1	0	0	2	2	145
<i>Bus Stop within 500 Feet</i>	Yes		75	0	0	49	12	13	1	0	1	1	0	73	43	11	5	3	4	1	2	3	0	2	1	145	
	No		70	0	1	29	15	24	1	0	20	22	0	28	43	6	4	2	9	0	0	3	0	0	3	145	
<i>Rail Stops within 500 Feet</i>	Yes		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	145	
	No		145	0	1	78	27	37	2	0	21	23	0	101	86	17	9	5	13	1	2	6	0	2	4	145	
<i>Health Opportunity Index</i>	Very Low Health Opportunity		82	0	0	45	14	21	2	0	1	2	0	79	50	10	7	2	4	1	2	4	0	0	2	145	
	Low Health Opportunity		25	0	0	14	6	5	0	0	3	4	0	18	15	4	2	1	1	0	0	0	0	2	0		
	Moderate Health Opportunity		30	0	1	15	5	9	0	0	14	12	0	4	17	2	0	1	6	0	0	2	0	0	2		
	High Health Opportunity		7	0	0	4	2	1	0	0	3	4	0	0	3	1	0	1	2	0	0	0	0	0	0		0
	Very High Health Opportunity		1	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0		0
	Not Provided		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Column Total				145						145				145													

Contributing Factors for Northern Virginia District Pedestrian Fatal Crashes

<p style="text-align: center;">CATEGORICAL HEAT MAP Northern Virginia Pedestrian Fatal Crashes (2014-2018)</p>				<p style="text-align: center;">Total Crashes</p>		<p style="text-align: center;">Functional Classification</p>						<p style="text-align: center;">Ownership</p>				<p style="text-align: center;">Facility Type</p>												
						<p style="text-align: center;">Factor</p>						<p style="text-align: center;">Ownership</p>				<p style="text-align: center;">Facility Type</p>												
				#	11	3	70	20	8	0	11	33	50	0	18	26	16	2	0	36	1	4	20	2	4	1	Total	
Pedestrian Action	Crossing At Intersection With Signal		8	0	0	5	3	0	0	0	0	0	5	0	3	2	1	0	0	2	0	0	2	1	0	0	112	
	Crossing At Intersection Against Signal		13	0	0	13	0	0	0	0	5	7	0	1	2	4	0	0	4	0	0	4	0	2	0	1	0	112
	Crossing At Intersection - No Signal		9	0	0	6	2	1	0	0	3	5	0	1	3	2	0	0	3	1	0	0	0	0	0	0	0	112
	Crossing Not At Intersection		46	2	2	32	4	6	0	2	17	20	0	7	8	8	1	0	19	0	0	8	0	2	0	0	0	112
	In Roadway With or Against Traffic - Sidewalks Available		2	0	0	2	0	0	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	112
	In Roadway With or Against Traffic - Sidewalks Not Available		6	1	0	2	3	0	0	1	2	3	0	0	3	0	0	0	1	0	2	0	0	0	0	0	0	112
	Working/Standing/Lying/Playing In Roadway		12	5	1	3	3	0	0	5	3	4	0	0	1	0	0	0	3	0	2	4	1	1	1	0	0	112
	Not In Roadway		3	1	0	2	0	0	0	1	0	1	0	1	0	0	0	0	0	2	0	0	1	0	0	0	0	112
	Other		13	2	0	5	5	1	0	2	2	4	0	5	7	0	1	0	2	0	0	3	0	0	0	0	0	112
	Not provided/Not Applicable		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	112
Driver Action	No Improper Action		64	6	3	44	6	5	0	6	24	26	0	8	9	10	1	0	25	0	2	12	0	4	1	0	112	
	Avoiding Pedestrian		1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	112
	Hit And Run		9	1	0	4	4	0	0	1	4	2	0	2	3	2	0	0	2	0	1	1	0	0	0	0	0	112
	Did Not Have Right-of-Way		7	0	0	3	2	2	0	0	0	5	0	2	4	0	1	0	0	0	0	0	2	0	0	0	0	112
	Fail To Maintain Proper Control		7	3	0	3	1	0	0	3	0	3	0	1	0	0	0	0	3	0	1	3	0	0	0	0	0	112
	Other		18	0	0	12	5	1	0	0	4	11	0	3	7	4	0	0	4	1	0	0	2	0	0	0	0	112
	Not Provided		6	1	0	3	2	0	0	1	0	3	0	2	3	0	0	0	2	0	0	1	0	0	0	0	0	112
Weather Conditions	No adverse weather condition		100	9	3	64	18	6	0	9	31	43	0	17	22	14	1	0	33	1	4	19	2	3	1	0	112	
	Mist/rain/snow/sleet/hail/fog		12	2	0	6	2	2	0	2	2	7	0	1	4	2	1	0	3	0	0	1	0	1	0	0	0	112
	Other		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	112
Column Total				112						112				112														

CATEGORICAL HEAT MAP Northern Virginia Pedestrian Fatal Crashes (2014-2018)		Total Crashes	Functional Classification							Ownership				Facility Type								Total			
			Factor	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes		Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
Total Crashes		#	11	3	70	20	8	0	11	33	50	0	18	26	16	2	0	36	1	4	20	2	4	1	
Category	Factor	#	10	3	46	15	5	0	10	23	31	0	15	23	12	1	0	21	0	3	13	1	4	1	112
Pedestrian Refuge Type	None	79	1	0	19	4	1	0	1	6	18	0	0	2	3	0	0	11	1	1	7	0	0	0	
	Median	25	0	0	1	0	2	0	0	1	0	0	2	0	1	1	0	1	0	0	0	0	0	0	
	Island	3	0	0	4	1	0	0	0	3	1	0	1	1	0	0	0	3	0	0	0	1	0	0	
	Pork Chop	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrian Signal Present	Yes	23	11	3	50	18	7	0	11	27	40	0	11	21	12	1	0	28	1	4	17	1	3	1	112
	No	89	0	0	20	2	1	0	0	6	10	0	7	5	4	1	0	8	0	0	3	1	1	0	
Pedestrian Signal Type	None	90	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	112
	Vehicle Signal Heads	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Walk/Don't Walk - With Pedestrian Countdown	21	0	0	19	2	0	0	0	6	10	0	5	5	4	0	0	8	0	0	3	0	1	0	
	Walk/Don't Walk - Without Pedestrian Countdown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Walk/Don't Walk - Pedestrian Countdown Unknown	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	
School Zone	Yes	1	0	0	0	1	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	112
	Yes With School Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	No	111	11	3	70	19	8	0	11	33	50	0	17	26	15	2	0	36	1	4	20	2	4	1	
Column Total			112							112				112											

CATEGORICAL HEAT MAP Northern Virginia Pedestrian Fatal Crashes (2014-2018)		Total Crashes		Functional Classification						Ownership				Facility Type								Total					
				Factor	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes		Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private
Total Crashes		#	11	3	70	20	8	0	11	33	50	0	18	26	16	2	0	36	1	4	20	2	4	1			
Category	Factor	#																									
Season	Spring	21	0	1	14	5	1	0	0	7	10	0	4	3	3	0	0	12	0	0	1	1	1	0	112		
	Summer	21	2	0	11	5	3	0	2	6	9	0	4	6	3	1	0	5	0	1	4	1	0	0			
	Autumn	44	4	1	30	7	2	0	4	14	19	0	7	11	9	1	0	8	1	2	10	0	1	1			
	Winter	26	5	1	15	3	2	0	5	6	12	0	3	6	1	0	0	11	0	1	5	0	2	0			
Location	Signalized Intersection	37	0	0	34	3	0	0	0	14	15	0	8	6	6	0	0	17	0	0	5	1	1	1	112		
	Unsignalized Intersection	39	0	1	24	9	5	0	0	10	21	0	8	10	5	2	0	14	1	1	4	1	1	0			
	Mid-Block	15	0	0	8	5	2	0	0	5	8	0	2	6	4	0	0	3	0	1	1	0	0	0			
	Intersection/Mid-Block	7	0	0	3	3	1	0	0	1	6	0	0	4	1	0	0	1	0	0	1	0	0	0			
	Parking Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Other	14	11	2	1	0	0	0	11	3	0	0	0	0	0	0	0	1	0	2	9	0	2	0			
Crosswalk	Crosswalk Present, Pedestrian Struck In Crosswalk	27	0	0	18	6	3	0	0	6	14	0	7	7	5	1	0	8	1	*SEE NOTE				1	0	112	
	Crosswalk Present, Pedestrian Not Struck In Crosswalk	39	0	2	31	3	3	0	0	14	19	0	6	9	6	1	0	15	0					2	1		
	Crosswalk Present, Unclear If Pedestrian Was Struck In Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0		
	No Crosswalk	46	11	1	21	11	2	0	11	13	17	0	5	10	5	0	0	13	0					1	0		
Column Total			112						112						112												

*NOTE: This portion has been excluded from this analysis as crosswalks at roadways with partial or full control of access are not relevant to this analysis

<p style="text-align: center;">CATEGORICAL HEAT MAP Northern Virginia Pedestrian Fatal Crashes (2014-2018)</p>			<p style="text-align: center;">Total Crashes</p>		<p style="text-align: center;"><i>Functional Classification</i></p>							<p style="text-align: center;"><i>Ownership</i></p>				<p style="text-align: center;"><i>Facility Type</i></p>										
					<p style="text-align: center;">Factor</p>		Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes
Total Crashes			#	11	3	70	20	8	0	11	33	50	0	18	26	16	2	0	36	1	4	20	2	4	1	
<i>Category</i>	Factor		#	4	1	22	12	5	0	4	5	25	0	10	11	5	2	0	15	0	2	8	0	1	0	112
<i>Land Use</i>	Residential		44	3	1	30	3	2	0	3	21	11	0	4	7	7	0	0	12	1	0	6	2	3	1	
	Commercial		39	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
	Industrial		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Recreational		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Institutional		2	0	0	1	1	0	0	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	
	Mixed-Use		21	2	1	16	1	1	0	2	6	9	0	4	4	4	0	0	8	0	2	3	0	0	0	
	Agricultural/Rural		5	1	0	1	3	0	0	1	1	3	0	0	4	0	0	0	0	0	0	1	0	0	0	
<i>Posted Speed</i>	25 MPH or less		19	0	0	10	5	4	0	0	4	7	0	8	7	5	2	0	3	0	0	0	0	1	1	112
	30-35 MPH		33	0	1	25	5	2	0	0	7	17	0	9	10	4	0	0	12	0	2	3	1	1	0	
	40-45 MPH		41	0	0	31	8	2	0	0	15	25	0	1	7	6	0	0	18	1	0	8	1	0	0	
	50 MPH or greater		19	11	2	4	2	0	0	11	7	1	0	0	2	1	0	0	3	0	2	9	0	2	0	
	Unknown		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<i>Driver Vision</i>	Vision Not Obscured		84	8	3	56	13	4	0	8	26	37	0	13	19	13	0	0	27	0	2	18	1	4	0	112
	Vision Obscured - Static Sight Distance Issue		3	0	0	1	1	1	0	0	2	0	0	1	1	0	1	0	1	0	0	0	0	0	0	
	Vision Obscured - Vehicle Issue		10	1	0	8	1	0	0	1	3	3	0	3	2	3	0	0	2	0	1	0	1	0	1	
	Vision Obscured - Dynamic Sight Distance Issue		10	1	0	3	3	3	0	1	1	7	0	1	2	0	1	0	5	1	0	1	0	0	0	
	Not Applicable		5	1	0	2	2	0	0	1	1	3	0	0	2	0	0	0	1	0	1	1	0	0	0	
<i>Driver Drinking</i>	Had Not Been Drinking		89	6	3	61	11	8	0	6	30	37	0	16	18	15	2	0	29	1	2	16	2	3	1	112
	Drinking		7	2	0	4	1	0	0	2	0	4	0	1	2	0	0	0	3	0	0	1	0	1	0	
	Unknown		16	3	0	5	8	0	0	3	3	9	0	1	6	1	0	0	4	0	2	3	0	0	0	
Column Total				112							112				112											

CATEGORICAL HEAT MAP Northern Virginia Pedestrian Fatal Crashes (2014-2018)			Total Crashes																			Total					
			Functional Classification						Ownership						Facility Type												
Category	Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private			
Total Crashes			#	11	3	70	20	8	0	11	33	50	0	18	26	16	2	0	36	1	4	20	2	4	1		
Pedestrian Drinking	Had Not Been Drinking	70	4	2	44	13	7	0	4	14	36	0	16	16	12	2	0	21	1	2	11	1	3	1	112		
	Drinking	29	3	1	21	4	0	0	3	16	9	0	1	6	2	0	0	12	0	1	6	1	1	0		112	
	Unknown	13	4	0	5	3	1	0	4	3	5	0	1	4	2	0	0	3	0	1	3	0	0	0			112
Sidewalk Presence	Sidewalk	63	0	0	47	10	6	0	0	14	34	0	15	17	11	2	0	20	1	1	7	2	1	1	112		
	No Sidewalk	49	11	3	23	10	2	0	11	19	16	0	3	9	5	0	0	16	0	3	13	0	3	0		112	
Time of Day	0 AM - 6 AM	21	7	0	10	3	1	0	7	7	4	0	3	6	1	0	0	6	0	2	5	0	1	0	112		
	6 AM - 12 PM	23	1	2	15	5	0	0	1	4	13	0	5	3	5	0	0	9	1	0	3	0	2	0			112
	12 PM - 6 PM	16	1	0	6	7	2	0	1	2	10	0	3	7	1	1	0	4	0	1	1	1	0	0			
	6 PM - 12 AM	52	2	1	39	5	5	0	2	20	23	0	7	10	9	1	0	17	0	1	11	1	1	1		112	
Driver Age	Less than or equal to 20	5	0	0	4	0	1	0	0	2	0	0	3	1	0	0	0	3	0	0	1	0	0	0	112		
	21 - 35	33	4	0	21	4	4	0	4	12	15	0	2	9	2	1	0	12	0	0	7	1	1	0			112
	36 - 50	25	2	2	16	4	1	0	2	5	12	0	6	3	3	1	0	7	0	1	6	0	3	1			
	51 - 65	29	0	1	19	7	2	0	0	10	13	0	6	6	8	0	0	10	1	1	2	1	0	0			112
	Greater than 65	8	0	0	7	1	0	0	0	3	4	0	1	3	3	0	0	2	0	0	0	0	0	0			
	Not Provided	12	5	0	3	4	0	0	5	1	6	0	0	4	0	0	0	2	0	2	4	0	0	0		112	
Column Total				112						112						112											

<p style="text-align: center;">CATEGORICAL HEAT MAP Northern Virginia Pedestrian Fatal Crashes (2014-2018)</p>			<p style="text-align: center;">Total Crashes</p>		<p style="text-align: center;"><i>Functional Classification</i></p>							<p style="text-align: center;"><i>Ownership</i></p>				<p style="text-align: center;"><i>Facility Type</i></p>								<p style="text-align: center;">Total</p>				
					<p style="text-align: center;">Factor</p>	<p style="text-align: center;">Interstate</p>	<p style="text-align: center;">Other Freeway or Expressway</p>	<p style="text-align: center;">Arterial</p>	<p style="text-align: center;">Collector</p>	<p style="text-align: center;">Local</p>	<p style="text-align: center;">Private</p>	<p style="text-align: center;">VDOT Interstate</p>	<p style="text-align: center;">VDOT Primary Route</p>	<p style="text-align: center;">VDOT Secondary Route</p>	<p style="text-align: center;">VDOT Other</p>	<p style="text-align: center;">Non-VDOT Route</p>	<p style="text-align: center;">Two-way, Non-divided - 2 or 3 Lanes</p>	<p style="text-align: center;">Two-way, Non-divided - 4+ Lanes</p>	<p style="text-align: center;">Two-way, Non-divided - Unknown Lanes</p>	<p style="text-align: center;">Divided, No Control Of Access - 2 or 3 Lanes</p>	<p style="text-align: center;">Divided, No Control Of Access - 4+ Lanes</p>	<p style="text-align: center;">Divided, No Control Of Access - Unknown Lanes</p>	<p style="text-align: center;">Divided, Partial Or Full Control Of Access - 2 or 3 Lanes</p>		<p style="text-align: center;">Divided, Partial Or Full Control Of Access - 4+ Lanes</p>	<p style="text-align: center;">Divided, Partial Or Full Control Of Access - Unknown Lanes</p>	<p style="text-align: center;">One-way or Transition</p>	<p style="text-align: center;">Private</p>
Total Crashes			#	11	3	70	20	8	0	11	33	50	0	18	26	16	2	0	36	1	4	20	2	4	1			
<i>Category</i>	<i>Factor</i>	<i>#</i>																									<i>#</i>	
<i>Pedestrian Age</i>	Less than or equal to 20	6	0	0	2	3	1	0	0	1	3	0	2	2	0	1	0	1	0	0	2	0	0	0	0	0	0	112
	21 - 35	18	4	0	8	5	1	0	4	3	10	0	1	3	1	0	0	7	0	1	5	0	1	0	1	0	0	112
	36 - 50	30	6	3	17	2	2	0	6	11	7	0	6	7	1	0	0	9	0	2	8	0	2	1	0	2	1	112
	51 - 65	30	1	0	23	6	0	0	1	12	14	0	3	4	10	0	0	11	0	1	3	1	0	0	0	0	0	112
	Greater than 65	28	0	0	20	4	4	0	0	6	16	0	6	10	4	1	0	8	1	0	2	1	1	0	1	1	0	112
	Not Provided	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	112
<i>Pedestrian Gender</i>	Female	32	2	0	24	4	2	0	2	9	15	0	6	6	5	0	0	11	0	1	7	1	0	1	0	1	112	
	Male	80	9	3	46	16	6	0	9	24	35	0	12	20	11	2	0	25	1	3	13	1	4	0	0	0	112	
	Not Provided	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	112	
<i>Driver Gender</i>	Female	27	0	0	20	5	2	0	0	11	9	0	7	6	7	0	0	11	0	0	3	0	0	0	0	0	112	
	Male	73	6	3	47	11	6	0	6	21	36	0	10	17	9	2	0	22	1	2	13	2	4	1	0	1	112	
	Not Provided	12	5	0	3	4	0	0	5	1	5	0	1	3	0	0	0	3	0	2	4	0	0	0	0	0	112	
<i>Light Condition</i>	Daylight/Dusk/Dawn	32	2	1	18	8	3	0	2	5	16	0	9	9	5	2	0	6	1	2	4	1	2	0	0	0	112	
	Darkness - Road Lighted	46	6	0	32	5	3	0	6	15	17	0	8	10	6	0	0	18	0	2	9	1	0	0	0	0	112	
	Darkness - Road Not Lighted	33	3	2	20	7	1	0	3	13	16	0	1	6	5	0	0	12	0	0	7	0	2	1	0	0	112	
	Darkness - Unknown Road Lighting	1	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	112	
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	112	
Column Total				112							112				112													

Contributing Factors for Northern Virginia District Pedestrian Injury Crashes

CATEGORICAL HEAT MAP Northern Virginia Pedestrian Injury Crashes (2014-2018)		Total Crashes	Category		Functional Classification						Ownership				Facility Type									Total	
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes		Divided, Partial Or Full Control Of Access - Unknown Lanes
Total Crashes		#	7	1	181	73	63	10	7	59	135	10	124	113	53	13	14	80	12	3	15	4	19	9	
Category	Factor	#	7	1	122	57	56	10	7	34	105	9	98	100	40	9	9	40	11	3	13	2	17	9	
Pedestrian Refuge Type	None	253	0	0	41	10	2	0	0	20	20	0	13	7	9	1	2	29	1	0	2	1	1	0	
	Median	53	0	0	7	2	5	0	0	2	4	1	7	3	3	0	3	5	0	0	0	0	0	0	
	Island	14	0	0	11	4	0	0	0	3	6	0	6	3	1	3	0	6	0	0	0	1	1	0	
	Pork Chop	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrian Signal Present	Yes	111	0	0	87	20	4	0	0	25	36	0	50	31	22	2	3	38	2	0	3	2	8	0	
	No	224	7	1	94	53	59	10	7	34	99	10	74	82	31	11	11	42	10	3	12	2	11	9	
Pedestrian Signal Type	None	224	7	1	94	53	59	10	7	34	99	10	74	82	31	11	11	42	10	3	12	2	11	9	
	Vehicle Signal Heads	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Walk/Don't Walk - With Pedestrian Countdown	104	0	0	82	18	4	0	0	24	35	0	45	28	21	2	3	37	1	0	3	1	8	0	
	Walk/Don't Walk - Without Pedestrian Countdown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
School Zone	Walk/Don't Walk - Pedestrian Countdown Unknown	7	0	0	5	2	0	0	0	1	1	0	5	3	1	0	0	1	1	0	0	1	0	0	
	Yes	8	0	0	6	2	0	0	0	4	0	4	4	0	0	0	4	0	0	0	0	0	0	0	
	Yes With School Activity	7	0	0	2	1	4	0	0	0	3	0	4	4	1	0	0	1	1	0	0	0	0	0	
No		320	7	1	173	70	59	10	7	59	128	10	116	105	52	13	14	75	11	3	15	4	19	9	
Column Total			335						335				335												

CATEGORICAL HEAT MAP Northern Virginia Pedestrian Injury Crashes (2014-2018)		Total Crashes		Functional Classification						Ownership				Facility Type								Total										
		Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes		Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private						
Total Crashes		#	7	1	181	73	63	10	7	59	135	10	124	113	53	13	14	80	12	3	15	4	19	9								
Season	Spring	#	74	3	0	37	18	13	3	3	11	30	1	29	26	13	1	3	16	4	0	4	0	6	1							
	Summer	#	65	1	0	38	9	14	3	1	16	20	2	26	23	8	3	0	16	2	1	2	2	4	4							
	Autumn	#	98	1	1	53	23	18	2	1	14	46	3	34	33	14	4	8	21	4	1	5	1	5	2							
	Winter	#	98	2	0	53	23	18	2	2	18	39	4	35	31	18	5	3	27	2	1	4	1	4	2							
Location	Signalized Intersection	#	140	0	0	109	26	5	0	0	38	46	1	55	37	30	2	5	46	2	0	5	2	11	0							
	Unsignalized Intersection	#	129	0	0	55	33	37	4	0	15	61	3	50	57	14	9	8	24	8	0	4	1	3	1							
	Mid-Block	#	39	0	0	12	13	12	2	0	4	22	3	10	15	8	1	1	7	1	0	1	1	1	3							
	Intersection/Mid-Block	#	9	0	0	2	1	6	0	0	0	2	1	6	4	1	0	0	2	0	0	0	0	2	0							
	Parking Lot	#	9	0	0	2	0	3	4	0	1	3	2	3	0	0	1	0	0	1	0	0	0	2	5							
	Other	#	9	7	1	1	0	0	0	7	1	1	0	0	0	0	0	0	1	0	3	5	0	0	0							
Crosswalk	Crosswalk Present, Pedestrian Struck In Crosswalk	#	143	0	0	95	33	14	1	0	27	45	2	69	48	21	3	5	43	5	*SEE NOTE				10	0						
	Crosswalk Present, Pedestrian Not Struck In Crosswalk	#	84	0	0	49	19	12	4	0	21	31	2	30	24	20	3	3	18	3									5	4		
	Crosswalk Present, Unclear If Pedestrian Was Struck In Crosswalk	#	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	1	0											0	0
	No Crosswalk	#	107	7	1	36	21	37	5	7	11	58	6	25	41	12	7	6	18	4											4	5
Column Total					335						335				335																	

*NOTE: This portion has been excluded from this analysis as crosswalks at roadways with partial or full control of access are not relevant to this analysis

CATEGORICAL HEAT MAP Northern Virginia Pedestrian Injury Crashes (2014-2018)		Total Crashes	Functional Classification										Ownership					Facility Type									Total																																																																																																																																																																																																																																																																																																																																																																																																																																																						
			Factor										Ownership					Facility Type																																																																																																																																																																																																																																																																																																																																																																																																																																																															
			Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private																																																																																																																																																																																																																																																																																																																																																																																																																																																									
#	7	1	181	73	63	10	7	59	135	10	124	113	53	13	14	80	12	3	15	4	19	9																																																																																																																																																																																																																																																																																																																																																																																																																																																											
Category	Factor	#	3	0	57	32	47	2	3	11	71	8	48	66	16	6	7	26	6	1	3	1	8	1	3	0	82	27	9	8	3	33	42	2	49	25	27	4	6	34	6	2	8	1	8	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	4	0	2	0	0	1	2	0	3	2	1	1	0	1	0	0	0	0	1	0	0	0	52	1	0	35	12	4	0	1	11	16	0	24	16	9	2	1	17	0	0	3	1	3	0	7	0	1	3	2	1	0	0	3	4	0	0	4	0	0	0	2	0	0	1	0	0	0	163	0	0	60	40	54	9	0	8	57	8	90	69	18	10	8	22	11	0	2	0	14	9	115	0	0	78	29	7	1	0	19	61	2	33	37	26	2	4	36	1	0	3	2	4	0	45	0	0	39	4	2	0	0	27	17	0	1	7	8	1	2	20	0	0	5	1	1	0	12	7	1	4	0	0	0	7	5	0	0	0	0	1	0	0	2	0	3	5	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	227	4	0	126	52	37	8	4	40	93	7	83	77	34	7	8	56	8	3	10	3	13	8	9	0	0	4	2	3	0	0	3	2	1	3	3	2	3	0	1	0	0	0	0	0	0	32	0	0	15	8	9	0	0	6	13	1	12	13	3	1	3	6	1	0	0	1	4	0	34	1	0	20	5	7	1	1	8	13	1	11	6	8	1	3	10	2	0	2	0	1	1	33	2	1	16	6	7	1	2	2	14	0	15	14	6	1	0	7	1	0	3	0	1	0	254	3	0	141	58	46	6	3	49	100	8	94	83	39	11	10	65	8	2	9	4	16	7	10	0	0	8	2	0	0	0	4	2	0	4	2	3	0	0	4	0	0	0	0	0	1	71	4	1	32	13	17	4	4	6	33	2	26	28	11	2	4	11	4	1	6	0	3	1
Column Total			335					335					335																																																																																																																																																																																																																																																																																																																																																																																																																																																																				

<p style="text-align: center;">CATEGORICAL HEAT MAP Northern Virginia Pedestrian Injury Crashes (2014-2018)</p>			<p style="text-align: center;">Total Crashes</p>		<p style="text-align: center;">Category</p>	<p style="text-align: center;"><i>Functional Classification</i></p>						<p style="text-align: center;"><i>Ownership</i></p>				<p style="text-align: center;"><i>Facility Type</i></p>										
						<p style="text-align: center;">Factor</p>	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes
Total Crashes			#	7	1	181	73	63	10	7	59	135	10	124	113	53	13	14	80	12	3	15	4	19	9	
<i>Category</i>	<i>Factor</i>		#	9	0	172	69	59	10	9	55	123	8	124	109	49	14	11	75	13	3	15	3	16	11	359
<i>Pedestrian Drinking</i>	Had Not Been Drinking		319	0	1	13	4	3	0	0	6	9	1	5	4	5	0	0	5	0	0	4	1	2	0	
	Drinking		21	0	0	7	7	5	0	0	2	14	1	2	8	2	0	4	3	0	0	1	0	1	0	
	Unknown		19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<i>Sidewalk Presence</i>	Sidewalk		246	0	0	143	55	46	2	0	44	84	5	113	84	42	10	10	61	8	0	7	3	16	5	335
	No Sidewalk		89	7	1	38	18	17	8	7	15	51	5	11	29	11	3	4	19	4	3	8	1	3	4	
<i>Time of Day</i>	0 AM - 6 AM		19	2	0	12	1	3	1	2	5	2	0	10	4	4	1	0	4	1	1	3	0	0	1	335
	6 AM - 12 PM		98	1	0	57	16	21	3	1	14	41	4	38	28	18	5	6	23	5	0	2	1	6	4	
	12 PM - 6 PM		106	3	0	52	28	20	3	3	18	38	2	45	37	15	3	3	19	6	1	6	2	10	4	
	6 PM - 12 AM		112	1	1	60	28	19	3	1	22	54	4	31	44	16	4	5	34	0	1	4	1	3	0	
<i>Driver Age</i>	Less than or equal to 20		16	0	0	10	3	3	0	0	4	8	0	4	7	0	0	0	7	0	0	1	0	1	0	335
	21 - 35		94	2	0	48	20	18	6	2	11	39	4	38	29	22	6	3	14	4	1	2	2	8	3	
	36 - 50		86	1	0	49	19	16	1	1	20	31	2	32	25	13	2	5	23	5	1	2	1	6	3	
	51 - 65		59	0	0	31	18	10	0	0	14	25	1	19	26	6	2	3	16	0	0	3	0	1	2	
	Greater than 65		34	0	0	21	7	6	0	0	5	16	1	12	10	4	1	2	10	1	0	3	1	2	0	
	Not Provided		46	4	1	22	6	10	3	4	5	16	2	19	16	8	2	1	10	2	1	4	0	1	1	
Column Total				335						335				335												

<p style="text-align: center;">CATEGORICAL HEAT MAP Northern Virginia Pedestrian Injury Crashes (2014-2018)</p>			<p style="text-align: center;">Total Crashes</p>		<p style="text-align: center;">Category</p>	<p style="text-align: center;"><i>Functional Classification</i></p>						<p style="text-align: center;"><i>Ownership</i></p>				<p style="text-align: center;"><i>Facility Type</i></p>										
						<p style="text-align: center;">Factor</p>	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes
Total Crashes			#	7	1	181	73	63	10	7	59	135	10	124	113	53	13	14	80	12	3	15	4	19	9	
Category	Factor	#																								
Pedestrian Age	Less than or equal to 20	80	1	0	40	18	17	4	1	10	38	1	30	29	12	4	5	15	6	1	3	0	3	2	359	
	21 - 35	84	3	0	42	28	10	1	3	15	29	2	35	36	11	2	0	19	4	1	6	1	4	0		
	36 - 50	87	2	1	51	15	15	3	2	18	37	3	27	24	17	2	4	21	1	0	5	2	4	7		
	51 - 65	53	1	0	27	13	12	0	1	7	24	0	21	22	9	3	2	10	0	0	4	0	3	0		
	Greater than 65	44	1	0	23	6	13	1	1	7	17	3	16	10	5	2	4	13	2	0	2	0	4	2		
	Not Provided	11	1	0	9	0	0	1	1	6	1	1	2	0	2	1	0	5	0	1	0	1	1	0		
Pedestrian Gender	Female	153	2	0	83	36	28	4	2	26	68	2	55	48	25	6	8	38	7	1	4	2	8	6	359	
	Male	202	7	1	105	44	39	6	7	34	78	8	75	73	31	8	7	42	6	2	16	2	10	5		
	Not Provided	4	0	0	4	0	0	0	0	3	0	0	1	0	0	0	0	3	0	0	0	0	1	0		
Driver Gender	Female	115	1	0	64	23	21	6	1	19	49	4	42	38	18	3	4	30	5	1	2	1	9	4	335	
	Male	179	2	0	99	43	34	1	2	36	71	4	66	61	31	6	9	41	5	1	9	3	9	4		
	Not Provided	41	4	1	18	7	8	3	4	4	15	2	16	14	4	4	1	9	2	1	4	0	1	1		
Light Condition	Daylight/Dusk/Dawn	195	3	0	107	36	43	6	3	28	77	6	81	67	31	8	8	39	9	0	8	3	14	8	335	
	Darkness - Road Lighted	99	4	0	56	27	9	3	4	23	34	1	37	29	20	3	3	29	2	3	5	0	4	1		
	Darkness - Road Not Lighted	39	0	1	17	10	10	1	0	7	24	3	5	17	2	1	3	11	1	0	2	1	1	0		
	Darkness - Unknown Road Lighting	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0		
	Unknown	1	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0		
Column Total				335						335				335												

<p style="text-align: center;">CATEGORICAL HEAT MAP Northern Virginia Pedestrian Injury Crashes (2014-2018)</p>			<p style="text-align: center;">Total Crashes</p>		<p style="text-align: center;">Category</p>	<p style="text-align: center;"><i>Functional Classification</i></p>						<p style="text-align: center;"><i>Ownership</i></p>				<p style="text-align: center;"><i>Facility Type</i></p>											
						<p style="text-align: center;">Factor</p>	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
Total Crashes			#	7	1	181	73	63	10	7	59	135	10	124	113	53	13	14	80	12	3	15	4	19	9		
Category	Factor		#																								
	Factor		#																								
<i>Transit Route Present (within 1/4 mile)</i>	Yes		284	7	0	162	60	46	9	7	49	101	6	121	84	49	11	12	74	11	3	10	4	18	8	335	
	No		51	0	1	19	13	17	1	0	10	34	4	3	29	4	2	2	6	1	0	5	0	1	1	51	335
<i>Bus Stop within 500 Feet</i>	Yes		195	1	0	125	43	24	2	1	36	65	1	92	52	37	10	7	58	6	1	4	3	14	3	335	
	No		140	6	1	56	30	39	8	6	23	70	9	32	61	16	3	7	22	6	2	11	1	5	6	140	335
<i>Rail Stops within 500 Feet</i>	Yes		139	0	0	100	25	14	0	0	34	40	2	63	43	26	5	5	38	4	0	5	2	9	2	335	
	No		196	7	1	81	48	49	10	7	25	95	8	61	70	27	8	9	42	8	3	10	2	10	7	196	335
<i>Health Opportunity Index</i>	Very Low Health Opportunity		83	0	0	50	19	14	0	0	13	12	0	58	30	14	3	2	20	3	0	2	0	7	2	335	
	Low Health Opportunity		71	3	0	36	21	10	1	3	13	22	1	32	18	8	5	2	24	1	2	3	0	5	3	71	335
	Moderate Health Opportunity		70	1	0	43	13	12	1	1	15	40	3	11	23	19	4	3	13	1	0	3	1	3	0	70	335
	High Health Opportunity		59	0	1	32	10	11	5	0	14	30	2	13	19	7	0	3	15	4	0	3	1	4	3	59	335
	Very High Health Opportunity		51	3	0	19	10	16	3	3	4	31	4	9	23	5	1	3	8	3	1	4	2	0	1	51	335
	Not Provided		1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	1	1
Column Total				335						335				335													

Contributing Factors for Richmond District Pedestrian Fatal Crashes

CATEGORICAL HEAT MAP Richmond Pedestrian Fatal Crashes (2014-2018)			Total Crashes	Functional Classification							Ownership				Facility Type										Total		
				Factor	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes		One-way or Transition	Private
Total Crashes			#	15	7	70	8	10	1	13	51	9	1	37	24	13	3	0	45	0	9	8	2	5	2		
Category	Factor	#																									Total
Pedestrian Action	Crossing At Intersection With Signal	2	0	0	2	0	0	0	0	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0	0	0	114
	Crossing At Intersection Against Signal	7	0	0	7	0	0	0	0	1	0	0	6	0	1	0	0	5	0	0	0	0	1	0	0		
	Crossing At Intersection - No Signal	6	0	0	5	1	0	0	0	2	0	0	4	2	0	0	0	3	0	0	0	1	0	0	0		
	Crossing Not At Intersection	37	4	1	28	2	2	0	3	23	1	0	10	5	4	1	0	21	0	2	2	0	1	1	1		
	In Roadway With or Against Traffic - Sidewalks Available	2	1	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	0		
	In Roadway With or Against Traffic - Sidewalks Not Available	16	1	0	9	3	2	1	1	10	2	1	2	9	1	1	0	4	0	1	0	0	0	0	0		
	Working/Standing/Lying/Playing In Roadway	14	2	2	6	1	3	0	1	6	3	0	4	4	3	0	0	3	0	0	1	1	2	0	0		
	Not In Roadway	12	2	1	9	0	0	0	2	8	1	0	1	2	0	0	0	4	0	2	4	0	0	0	0		
	Other	18	5	2	8	1	2	0	5	4	1	0	8	3	3	1	0	4	0	3	2	0	1	1	1		
Not provided/Not Applicable	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Driver Action	No Improper Action	62	6	2	46	4	4	0	5	31	3	0	23	12	10	1	0	29	0	4	2	1	3	0	111		
	Avoiding Pedestrian	2	1	0	1	0	0	0	1	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0			
	Hit And Run	16	2	1	7	2	3	1	2	5	2	1	6	5	1	1	0	5	0	1	2	0	0	1			
	Did Not Have Right-of-Way	5	0	0	3	1	1	0	0	1	0	0	4	2	1	0	0	2	0	0	0	0	0	0			
	Fail To Maintain Proper Control	10	3	1	6	0	0	0	3	6	1	0	0	2	0	0	0	3	0	2	2	1	0	0			
	Other	15	3	2	7	1	2	0	2	6	3	0	4	3	1	1	0	5	0	1	1	0	2	1			
	Not Provided	1	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0			
Weather Conditions	No adverse weather condition	92	14	5	55	8	9	1	12	40	8	1	31	20	12	3	0	34	0	9	6	1	5	2	111		
	Mist/rain/snow/sleet/hail/fog	19	1	2	15	0	1	0	1	11	1	0	6	4	1	0	0	11	0	0	2	1	0	0			
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Column Total				111							111				111												

CATEGORICAL HEAT MAP Richmond Pedestrian Fatal Crashes (2014-2018)		Total Crashes	Category		Functional Classification						Ownership				Facility Type								Total				
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes		Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private
Total Crashes		#	15	7	70	8	10	1	13	51	9	1	37	24	13	3	0	45	0	9	8	2	5	2			
Category	Factor	#	14	6	47	8	10	1	12	36	9	1	28	24	12	3	0	26	0	9	4	2	4	2	111		
Pedestrian Refuge Type	None	86	1	1	23	0	0	0	1	15	0	0	9	0	1	0	0	19	0	0	4	0	1	0	111		
	Median	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111		
	Island	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111		
Pedestrian Signal Present	Pork Chop	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111		
	Yes	7	0	0	7	0	0	0	0	0	0	0	7	0	2	0	0	5	0	0	0	0	0	0	111		
Pedestrian Signal Type	No	104	15	7	63	8	10	1	13	51	9	1	30	24	11	3	0	40	0	9	8	2	5	2	111		
	None	104	15	7	63	8	10	1	13	51	9	1	30	24	11	3	0	40	0	9	8	2	5	2	111		
	Vehicle Signal Heads	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111		
	Walk/Don't Walk - With Pedestrian Countdown	6	0	0	6	0	0	0	0	0	0	0	6	0	2	0	0	4	0	0	0	0	0	0	111		
	Walk/Don't Walk - Without Pedestrian Countdown	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	111		
School Zone	Walk/Don't Walk - Pedestrian Countdown Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111			
	Yes	1	0	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	111		
	Yes With School Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111		
No		110	15	7	69	8	10	1	13	51	9	1	36	24	13	3	0	45	0	9	8	2	4	2	111		
Column Total			111						111				111														

CATEGORICAL HEAT MAP Richmond Pedestrian Fatal Crashes (2014-2018)			Total Crashes		Functional Classification							Ownership				Facility Type								Total			
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes		Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private
Total Crashes			#	15	7	70	8	10	1	13	51	9	1	37	24	13	3	0	45	0	9	8	2	5	2		
Category	Factor	#																									
Season	Spring	29	6	2	16	1	4	0	5	14	3	0	7	6	3	0	0	10	0	4	4	0	1	1	111		
	Summer	25	1	2	18	2	2	0	1	14	1	0	9	5	3	0	0	11	0	1	2	0	2	1	111		
	Autumn	22	4	2	13	1	1	1	4	9	1	1	7	4	4	3	0	7	0	1	1	1	1	0	111		
	Winter	35	4	1	23	4	3	0	3	14	4	0	14	9	3	0	0	17	0	3	1	1	1	0	111		
Location	Signalized Intersection	16	0	0	16	0	0	0	0	8	0	0	8	0	5	0	0	11	0	0	0	0	0	0	111		
	Unsignalized Intersection	50	1	0	39	5	5	0	0	25	3	0	22	14	5	0	0	25	0	0	1	1	3	1	111		
	Mid-Block	20	0	0	11	3	5	1	0	10	5	1	4	10	1	1	0	7	0	0	0	0	0	1	111		
	Intersection/Mid-Block	3	0	0	3	0	0	0	0	0	0	0	3	0	1	0	0	2	0	0	0	0	0	0	111		
	Parking Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	111		
	Other	22	14	7	1	0	0	0	13	8	1	0	0	0	1	2	0	0	0	9	7	1	2	0	111		
Crosswalk	Crosswalk Present, Pedestrian Struck In Crosswalk	7	0	0	7	0	0	0	0	0	0	0	7	0	2	0	0	4	0	*SEE NOTE				1	0	111	
	Crosswalk Present, Pedestrian Not Struck In Crosswalk	2	0	0	2	0	0	0	0	0	0	0	2	0	1	0	0	1	0					0	0	111	
	Crosswalk Present, Unclear If Pedestrian Was Struck In Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0	111	
	No Crosswalk	102	15	7	61	8	10	1	13	51	9	1	28	24	10	3	0	40	0					4	2	111	
Column Total																											
			111							111				111													

*NOTE: This portion has been excluded from this analysis as crosswalks at roadways with partial or full control of access are not relevant to this analysis

<p style="text-align: center;">CATEGORICAL HEAT MAP Richmond Pedestrian Fatal Crashes (2014-2018)</p>			<p style="text-align: center;">Total Crashes</p>		<p style="text-align: center;"><i>Functional Classification</i></p>							<p style="text-align: center;"><i>Ownership</i></p>				<p style="text-align: center;"><i>Facility Type</i></p>								<p style="text-align: center;">Total</p>			
					<p style="text-align: center;">Factor</p>	<p style="text-align: center;">Category</p>	<p style="text-align: center;">Interstate</p>	<p style="text-align: center;">Other Freeway or Expressway</p>	<p style="text-align: center;">Arterial</p>	<p style="text-align: center;">Collector</p>	<p style="text-align: center;">Local</p>	<p style="text-align: center;">Private</p>	<p style="text-align: center;">VDOT Interstate</p>	<p style="text-align: center;">VDOT Primary Route</p>	<p style="text-align: center;">VDOT Secondary Route</p>	<p style="text-align: center;">VDOT Other</p>	<p style="text-align: center;">Non-VDOT Route</p>	<p style="text-align: center;">Two-way, Non-divided - 2 or 3 Lanes</p>	<p style="text-align: center;">Two-way, Non-divided - 4+ Lanes</p>	<p style="text-align: center;">Two-way, Non-divided - Unknown Lanes</p>	<p style="text-align: center;">Divided, No Control Of Access - 2 or 3 Lanes</p>	<p style="text-align: center;">Divided, No Control Of Access - 4+ Lanes</p>	<p style="text-align: center;">Divided, No Control Of Access - Unknown Lanes</p>		<p style="text-align: center;">Divided, Partial Or Full Control Of Access - 2 or 3 Lanes</p>	<p style="text-align: center;">Divided, Partial Or Full Control Of Access - 4+ Lanes</p>	<p style="text-align: center;">Divided, Partial Or Full Control Of Access - Unknown Lanes</p>
Total Crashes			#	15	7	70	8	10	1	13	51	9	1	37	24	13	3	0	45	0	9	8	2	5	2	111	
<i>Category</i>	<i>Factor</i>	<i>#</i>																									<i>#</i>
<i>Land Use</i>	Residential	30	4	2	13	5	6	0	4	9	5	0	12	13	2	0	0	7	0	3	3	0	0	2	111		
	Commercial	44	1	1	41	0	1	0	0	23	0	0	21	1	8	0	0	29	0	0	2	1	3	0			
	Industrial	4	1	1	2	0	0	0	1	2	0	0	1	0	1	0	0	1	0	1	0	0	1	0			
	Recreational	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Institutional	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0			
	Mixed-Use	12	4	2	6	0	0	0	4	6	0	0	2	1	1	1	0	5	0	3	1	0	0	0			
Agricultural/Rural			20	5	1	7	3	3	1	4	11	4	1	0	9	1	2	0	2	0	2	2	1	1	0		
<i>Posted Speed</i>	25 MPH or less	12	0	0	3	1	7	1	0	0	3	1	8	5	1	1	0	1	0	0	0	0	2	2	111		
	30-35 MPH	28	0	0	25	3	0	0	0	5	0	0	23	6	5	0	0	16	0	0	1	0	0	0			
	40-45 MPH	37	0	1	34	0	2	0	0	28	3	0	6	7	6	0	0	23	0	0	0	1	0	0			
	50 MPH or greater	34	15	6	8	4	1	0	13	18	3	0	0	6	1	2	0	5	0	9	7	1	3	0			
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
<i>Driver Vision</i>	Vision Not Obscured	84	12	4	60	6	2	0	10	43	5	0	26	16	9	2	0	39	0	7	5	1	5	0	111		
	Vision Obscured - Static Sight Distance Issue	2	0	0	1	0	1	0	0	0	1	0	1	1	1	0	0	0	0	0	0	0	0	0			
	Vision Obscured - Vehicle Issue	5	1	0	2	0	2	0	1	0	1	0	3	2	0	0	0	2	0	0	0	1	0	0			
	Vision Obscured - Dynamic Sight Distance Issue	11	2	0	6	1	1	1	2	4	0	1	4	2	3	1	0	3	0	2	0	0	0	0			
	Not Applicable	9	0	3	1	1	4	0	0	4	2	0	3	3	0	0	0	1	0	0	3	0	0	2			
<i>Driver Drinking</i>	Had Not Been Drinking	87	12	5	58	6	6	0	11	42	6	0	28	18	12	2	0	37	0	8	5	2	3	0	111		
	Drinking	8	2	0	6	0	0	0	1	3	1	0	3	1	0	0	0	5	0	0	1	0	1	0			
	Unknown	16	1	2	6	2	4	1	1	6	2	1	6	5	1	1	0	3	0	1	2	0	1	2			
Column Total				111							111				111												

CATEGORICAL HEAT MAP Richmond Pedestrian Fatal Crashes (2014-2018)			Total Crashes		Functional Classification							Ownership					Facility Type							Total		
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes		Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
Total Crashes			#	15	7	70	8	10	1	13	51	9	1	37	24	13	3	0	45	0	9	8	2	5	2	
Pedestrian Drinking	Factor	#	7	3	31	5	6	0	7	24	6	0	15	15	6	1	0	15	0	4	6	2	2	1		114
	Had Not Been Drinking	52	5	3	29	2	1	1	3	23	2	1	12	8	6	1	0	18	0	3	3	0	2	0		
	Drinking	41	3	0	14	1	3	0	3	7	1	0	10	3	1	1	0	12	0	2	0	0	1	1		
Sidewalk Presence	Factor	#	0	0	23	0	0	0	0	2	1	0	20	1	4	0	0	15	0	0	0	1	2	0		111
	Sidewalk	23	15	7	47	8	10	1	13	49	8	1	17	23	9	3	0	30	0	9	8	1	3	2		
Time of Day	Factor	#	4	1	15	1	2	1	4	10	2	1	7	7	4	2	0	7	0	3	1	0	0	0		111
	0 AM - 6 AM	24	3	1	6	3	2	0	3	5	1	0	6	7	2	1	0	2	0	2	0	0	1	0		
	6 AM - 12 PM	15	1	2	12	0	4	0	1	5	3	0	10	4	0	0	0	10	0	1	2	1	1	0		
	12 PM - 6 PM	19	7	3	37	4	2	0	5	31	3	0	14	6	7	0	0	26	0	3	5	1	3	2		
Driver Age	Factor	#	0	0	4	1	1	0	0	3	1	0	2	3	1	0	0	2	0	0	0	0	0	0		111
	Less than or equal to 20	6	4	1	25	2	3	0	3	19	2	0	11	7	7	0	0	17	0	2	1	0	1	0		
	21 - 35	35	6	2	12	1	1	0	5	8	1	0	8	5	1	2	0	7	0	2	2	1	2	0		
	36 - 50	22	3	1	19	2	1	0	3	12	2	0	9	4	2	0	0	13	0	3	2	1	1	0		
	51 - 65	26	1	0	8	1	0	0	1	3	1	0	5	2	1	0	0	5	0	1	1	0	0	0		
	Greater than 65	10	1	3	2	1	4	1	1	6	2	1	2	3	1	1	0	1	0	1	2	0	1	2		
Not Provided	12																									
Column Total				111							111					111										

<p style="text-align: center;">CATEGORICAL HEAT MAP Richmond Pedestrian Fatal Crashes (2014-2018)</p>			<p style="text-align: center;">Total Crashes</p>		<p style="text-align: center;"><i>Functional Classification</i></p>						<p style="text-align: center;"><i>Ownership</i></p>				<p style="text-align: center;"><i>Facility Type</i></p>								<p style="text-align: center;">Total</p>					
					<p style="text-align: center;">Factor</p>	<p style="text-align: center;">#</p>	<p style="text-align: center;">Interstate</p>	<p style="text-align: center;">Other Freeway or Expressway</p>	<p style="text-align: center;">Arterial</p>	<p style="text-align: center;">Collector</p>	<p style="text-align: center;">Local</p>	<p style="text-align: center;">Private</p>	<p style="text-align: center;">VDOT Interstate</p>	<p style="text-align: center;">VDOT Primary Route</p>	<p style="text-align: center;">VDOT Secondary Route</p>	<p style="text-align: center;">VDOT Other</p>	<p style="text-align: center;">Non-VDOT Route</p>	<p style="text-align: center;">Two-way, Non-divided - 2 or 3 Lanes</p>	<p style="text-align: center;">Two-way, Non-divided - 4+ Lanes</p>	<p style="text-align: center;">Two-way, Non-divided - Unknown Lanes</p>	<p style="text-align: center;">Divided, No Control Of Access - 2 or 3 Lanes</p>	<p style="text-align: center;">Divided, No Control Of Access - 4+ Lanes</p>		<p style="text-align: center;">Divided, No Control Of Access - Unknown Lanes</p>	<p style="text-align: center;">Divided, Partial Or Full Control Of Access - 2 or 3 Lanes</p>	<p style="text-align: center;">Divided, Partial Or Full Control Of Access - 4+ Lanes</p>	<p style="text-align: center;">Divided, Partial Or Full Control Of Access - Unknown Lanes</p>	<p style="text-align: center;">One-way or Transition</p>
Total Crashes				#	15	7	70	8	10	1	13	51	9	1	37	24	13	3	0	45	0	9	8	2	5	2		
Category	Factor	#																										
Pedestrian Age	Less than or equal to 20	9	0	0	7	0	2	0	0	0	5	2	0	2	3	0	0	0	5	0	0	0	0	0	0	0	1	114
	21 - 35	21	6	1	12	0	1	1	5	10	0	1	5	4	1	3	0	5	0	2	3	0	2	1	2	1		
	36 - 50	31	4	3	21	1	2	0	3	18	4	0	6	5	7	0	0	11	0	2	3	1	2	0	0	0		
	51 - 65	36	4	2	21	5	4	0	4	16	2	0	14	10	3	0	0	16	0	4	3	0	0	0	0	0		
	Greater than 65	15	1	0	11	2	1	0	1	4	1	0	9	4	1	0	0	7	0	1	0	1	1	1	0	0		
	Not Provided	2	0	0	2	0	0	0	0	1	0	0	1	0	1	0	1	0	0	0	0	0	0	0	0	0	0	
Pedestrian Gender	Female	39	4	2	24	2	6	1	2	14	5	1	17	11	5	1	0	13	0	2	4	0	3	0	0	0	114	
	Male	74	11	4	49	6	4	0	11	40	4	0	19	15	8	2	0	31	0	7	5	2	2	2	2	2		
	Not Provided	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0		
Driver Gender	Female	28	3	4	17	2	2	0	3	15	2	0	8	8	3	0	0	10	0	3	4	0	0	0	0	0	111	
	Male	71	11	0	51	5	4	0	9	30	5	0	27	13	9	2	0	34	0	5	2	2	4	0	0	0		
	Not Provided	12	1	3	2	1	4	1	1	6	2	1	2	3	1	1	0	1	0	1	2	0	1	2	0	2		
Light Condition	Daylight/Dusk/Dawn	29	4	3	15	2	5	0	4	8	3	0	14	8	3	0	0	9	0	3	4	0	2	0	0	0	111	
	Darkness - Road Lighted	16	1	1	12	1	1	0	1	4	1	0	10	2	2	1	0	9	0	0	0	0	1	1	1	1		
	Darkness - Road Not Lighted	64	10	3	42	5	3	1	8	39	5	1	11	14	8	2	0	26	0	6	4	2	2	0	0	0		
	Darkness - Unknown Road Lighting	1	0	0	0	0	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1		
	Unknown	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0		
Column Total					111				111								111											

<p style="text-align: center;">CATEGORICAL HEAT MAP Richmond Pedestrian Fatal Crashes (2014-2018)</p>			<p style="text-align: center;">Total Crashes</p>		<p style="text-align: center;">Category</p>	<p style="text-align: center;"><i>Functional Classification</i></p>						<p style="text-align: center;"><i>Ownership</i></p>				<p style="text-align: center;"><i>Facility Type</i></p>								<p style="text-align: center;">Total</p>				
						<p style="text-align: center;">Factor</p>	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes		Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
Total Crashes			#	15	7	70	8	10	1	13	51	9	1	37	24	13	3	0	45	0	9	8	2	5	2			
Category	Factor		#																									111
	Yes		53	7	3	40	1	2	0	6	19	0	0	28	6	10	1	0	25	0	5	1	1	4	0			
<i>Transit Route Present (within 1/4 mile)</i>		No	58	8	4	30	7	8	1	7	32	9	1	9	18	3	2	0	20	0	4	7	1	1	2			
<i>Bus Stop within 500 Feet</i>		Yes	37	1	0	33	1	2	0	1	11	0	0	25	5	10	0	0	18	0	1	0	1	2	0			
<i>Bus Stop within 500 Feet</i>		No	74	14	7	37	7	8	1	12	40	9	1	12	19	3	3	0	27	0	8	8	1	3	2			
<i>Rail Stops within 500 Feet</i>		Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
<i>Rail Stops within 500 Feet</i>		No	111	15	7	70	8	10	1	13	51	9	1	37	24	13	3	0	45	0	9	8	2	5	2			
Health Opportunity Index	Very Low Health Opportunity		30	4	0	19	4	3	0	4	7	3	0	16	10	1	1	0	14	0	3	0	0	1	0			
	Low Health Opportunity		19	1	1	12	1	3	1	0	8	2	1	8	6	4	1	0	4	0	0	1	0	2	1			
	Moderate Health Opportunity		25	3	2	16	2	2	0	3	15	2	0	5	4	5	0	0	10	0	3	2	0	1	0			
	High Health Opportunity		26	5	3	18	0	0	0	4	17	0	0	5	1	3	1	0	13	0	3	3	1	1	0			
	Very High Health Opportunity		11	2	1	5	1	2	0	2	4	2	0	3	3	0	0	0	4	0	0	2	1	0	1			
	Not Provided		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Column Total				111						111				111														

Contributing Factors for Richmond District Pedestrian Injury Crashes

CATEGORICAL HEAT MAP Richmond Pedestrian Injury Crashes (2014-2018)			Total Crashes	Functional Classification							Ownership				Facility Type								Total				
				Factor	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes		Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private
Total Crashes			#	4	2	188	45	57	10	4	53	36	2	211	110	32	22	12	73	10	4	6	4	27	6		
Category	Factor	#																									
Pedestrian Action	Crossing At Intersection With Signal	53	0	0	41	8	4	0	0	6	0	0	47	12	4	4	2	14	2	1	1	1	12	0	329		
	Crossing At Intersection Against Signal	11	0	0	10	0	1	0	0	1	0	0	10	2	2	0	2	4	0	0	0	0	1	0			
	Crossing At Intersection - No Signal	44	0	0	28	6	9	1	0	5	2	0	37	14	4	4	0	13	2	0	2	1	4	0			
	Crossing Not At Intersection	67	0	0	51	8	8	0	0	21	3	0	43	26	11	2	4	21	1	0	1	0	1	0			
	In Roadway With or Against Traffic - Sidewalks Available	6	0	0	4	2	0	0	0	0	0	0	6	2	2	0	0	2	0	0	0	0	0	0			
	In Roadway With or Against Traffic - Sidewalks Not Available	39	0	1	13	12	12	1	0	6	13	0	20	22	1	3	0	7	2	0	2	0	2	0			
	Working/Standing/Lying/Playing In Roadway	38	3	2	13	5	13	2	3	8	10	1	16	19	3	4	1	3	1	3	2	2	0	0			
	Not In Roadway	15	1	3	8	0	3	0	1	6	1	0	7	1	1	3	1	3	0	0	3	1	2	0			
	Other	53	3	1	29	3	11	6	3	4	11	1	34	17	4	3	3	9	2	1	0	1	5	8			
Not provided/Not Applicable	3	0	0	0	3	0	0	0	3	0	0	0	1	0	0	0	2	0	0	0	0	0	0				
Driver Action	No Improper Action	150	0	0	101	19	26	4	0	33	20	2	95	53	22	7	6	45	4	1	2	2	6	2	306		
	Avoiding Pedestrian	6	0	0	3	2	1	0	0	3	0	0	3	2	0	1	0	3	0	0	0	0	0	0			
	Hit And Run	53	1	2	23	12	13	2	1	11	7	0	34	19	3	6	1	12	1	0	2	0	7	2			
	Did Not Have Right-of-Way	34	0	0	27	2	5	0	0	1	0	0	33	8	1	2	2	5	2	1	1	2	10	0			
	Fail To Maintain Proper Control	10	2	0	3	1	4	0	2	0	0	0	8	5	0	1	0	2	0	1	0	0	0	1			
	Other	48	1	0	28	7	8	4	1	5	9	0	33	21	4	5	3	6	3	1	1	0	3	1			
	Not Provided	5	0	0	3	2	0	0	0	0	0	0	5	2	2	0	0	0	0	0	0	0	1	0			
Weather Conditions	No adverse weather condition	260	2	2	156	39	52	9	2	46	34	1	177	94	26	19	11	61	9	2	5	3	24	6	306		
	Mist/rain/snow/sleet/hail/fog	46	2	0	32	6	5	1	2	7	2	1	34	16	6	3	1	12	1	2	1	1	3	0			
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Column Total				306							306				306												

CATEGORICAL HEAT MAP Richmond Pedestrian Injury Crashes (2014-2018)		Total Crashes	Category		Functional Classification						Ownership				Facility Type												
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private	Total
Category	Factor	#	3	2	145	45	56	10	3	44	35	2	177	108	27	21	11	49	8	2	2	4	24	5	306		
Pedestrian Refuge Type	None	261	1	0	42	0	1	0	1	9	1	0	33	2	5	1	1	23	2	2	4	0	3	1			
	Median	44	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Island	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Pork Chop	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0		
Pedestrian Signal Present	Yes	61	0	0	50	8	3	0	0	3	0	0	58	11	8	3	4	15	2	1	2	1	14	0	306		
	No	245	4	2	138	37	54	10	4	50	36	2	153	99	24	19	8	58	8	3	4	3	13	6			
Pedestrian Signal Type	None	246	4	2	139	37	54	10	4	50	36	2	154	99	25	19	8	58	8	3	4	3	13	6	306		
	Vehicle Signal Heads	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Walk/Don't Walk - With Pedestrian Countdown	49	0	0	42	4	3	0	0	3	0	0	46	8	5	3	4	12	2	1	1	1	12	0			
	Walk/Don't Walk - Without Pedestrian Countdown	6	0	0	5	1	0	0	0	0	0	0	6	0	2	0	0	2	0	0	0	0	2	0			
	Walk/Don't Walk - Pedestrian Countdown Unknown	5	0	0	2	3	0	0	0	0	0	0	5	3	0	0	0	1	0	0	1	0	0	0			
School Zone	Yes	6	0	0	3	2	1	0	0	4	0	0	2	2	2	0	1	1	0	0	0	0	0	0	306		
	Yes With School Activity	6	0	0	5	0	1	0	0	2	1	0	3	5	0	0	0	1	0	0	0	0	0	0			
	No	294	4	2	180	43	55	10	4	47	35	2	206	103	30	22	11	71	10	4	6	4	27	6			
Column Total			306						306				306														

CATEGORICAL HEAT MAP Richmond Pedestrian Injury Crashes (2014-2018)		Total Crashes		Functional Classification							Ownership					Facility Type									
				Factor							Ownership					Facility Type									
				Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private
#	4	2	188	45	57	10	4	53	36	2	211	110	32	22	12	73	10	4	6	4	27	6	Total		
Category	Factor	#	1	0	49	9	16	2	1	12	14	1	49	24	5	10	2	23	2	0	1	0	7	3	306
Season	Spring	77	0	0	35	7	8	1	0	8	6	0	37	26	7	2	1	6	2	0	1	1	5	0	306
	Summer	51	0	2	62	16	18	3	0	18	11	0	72	33	11	7	7	23	3	2	3	1	9	2	
	Autumn	101	3	0	42	13	15	4	3	15	5	1	53	27	9	3	2	21	3	2	1	2	6	1	
	Winter	77	0	0	76	10	4	0	0	13	2	0	75	17	12	4	5	30	2	1	2	1	16	0	
Location	Signalized Intersection	90	0	0	68	23	34	1	0	19	16	1	90	63	13	8	3	24	2	1	1	2	9	0	
	Unsignalized Intersection	126	0	0	33	12	15	2	0	18	13	0	31	22	5	8	4	17	3	0	1	1	1	0	
	Mid-Block	62	0	0	7	0	1	0	0	0	0	0	8	5	1	0	0	2	0	0	0	0	0	0	
	Intersection/Mid-Block	8	0	0	1	0	1	7	0	0	4	1	4	0	0	1	0	0	3	0	0	0	0	5	
	Parking Lot	9	4	2	3	0	2	0	4	3	1	0	3	3	1	1	0	0	0	2	2	0	1	1	
	Other	11	0	0	54	9	8	1	0	3	1	0	68	19	8	3	4	15	2	*SEE NOTE				17	0
Crosswalk	Crosswalk Present, Pedestrian Struck In Crosswalk	72	0	0	28	9	5	0	0	0	0	42	17	5	3	3	10	1	0					1	
	Crosswalk Present, Pedestrian Not Struck In Crosswalk	42	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	
	Crosswalk Present, Unclear If Pedestrian Was Struck In Crosswalk	0	4	2	106	27	44	9	4	50	35	2	101	74	19	16	5	48	7					10	5
	No Crosswalk	192																							
Column Total			306							306					306										

*NOTE: This portion has been excluded from this analysis as crosswalks at roadways with partial or full control of access are not relevant to this analysis

CATEGORICAL HEAT MAP Richmond Pedestrian Injury Crashes (2014-2018)		Total Crashes		Functional Classification							Ownership					Facility Type									
				Factor							Ownership					Facility Type									
				Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private
#	4	2	188	45	57	10	4	53	36	2	211	110	32	22	12	73	10	4	6	4	27	6	Total		
Category	Factor	#	2	2	44	17	44	3	2	12	22	1	75	62	8	13	3	15	2	2	1	1	3	2	306
Land Use	Residential	112	0	0	79	9	5	5	0	25	6	1	66	16	17	4	2	37	5	1	4	1	8	3	306
	Commercial	98	0	0	4	0	0	0	0	2	0	0	2	0	2	0	0	1	0	0	0	0	1	0	306
	Industrial	4	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	306
	Recreational	1	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	306
	Institutional	15	0	0	9	3	2	1	0	0	0	0	15	4	1	2	2	3	0	0	0	0	3	0	306
	Mixed-Use	61	1	0	46	8	5	1	1	7	2	0	51	16	4	3	4	17	3	0	0	2	11	1	306
Agricultural/Rural	15	1	0	6	8	0	0	1	7	6	0	1	11	0	0	1	0	0	1	1	0	1	0	306	
Posted Speed	25 MPH or less	165	0	0	80	23	52	10	0	1	18	2	144	72	9	21	7	15	7	2	3	4	20	5	306
	30-35 MPH	71	0	0	56	10	5	0	0	11	7	0	53	25	12	1	1	23	3	0	1	0	4	1	306
	40-45 MPH	58	1	0	48	9	0	0	1	33	10	0	14	8	8	0	4	34	0	0	1	0	3	0	306
	50 MPH or greater	12	3	2	4	3	0	0	3	8	1	0	0	5	3	0	0	1	0	2	1	0	0	0	306
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	306
Driver Vision	Vision Not Obscured	229	3	0	148	32	38	8	3	46	26	1	153	83	21	13	9	60	10	3	3	3	19	5	306
	Vision Obscured - Static Sight Distance Issue	10	0	0	8	0	2	0	0	0	0	0	10	3	1	0	0	3	0	0	0	0	3	0	306
	Vision Obscured - Vehicle Issue	13	0	0	7	2	3	1	0	1	2	1	9	7	0	1	0	3	0	0	1	0	1	0	306
	Vision Obscured - Dynamic Sight Distance Issue	22	0	0	10	4	8	0	0	1	5	0	16	7	4	4	2	3	0	1	0	0	0	1	306
	Not Applicable	32	1	2	15	7	6	1	1	5	3	0	23	10	6	4	1	4	0	0	2	1	4	0	306
Driver Drinking	Had Not Been Drinking	217	3	0	141	29	36	8	3	42	28	2	142	75	26	13	7	56	9	4	4	3	14	6	306
	Drinking	7	0	0	6	0	1	0	0	2	1	0	4	3	0	1	1	0	0	0	1	0	1	0	306
	Unknown	82	1	2	41	16	20	2	1	9	7	0	65	32	6	8	4	17	1	0	1	1	12	0	306
Column Total			306							306					306										

CATEGORICAL HEAT MAP Richmond Pedestrian Injury Crashes (2014-2018)		Total Crashes		Functional Classification							Ownership				Facility Type								Total			
		Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes		Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private
				4	2	188	45	57	10	4	53	36	2	211	110	32	22	12	73	10	4	6		4	27	6
Category	Factor	#	7	7	151	36	56	10	7	45	35	2	178	94	25	18	10	60	10	5	9	6	22	8	329	
Pedestrian Drinking	Had Not Been Drinking	267	0	0	32	5	1	0	0	15	5	0	18	13	4	0	2	14	0	0	2	0	3	0		
	Drinking	38	0	0	14	6	4	0	0	0	0	0	24	9	3	5	1	4	0	0	0	0	2	0		
	Unknown	24	0	0	100	20	21	1	0	4	2	0	136	50	15	7	7	30	4	1	3	3	21	1	306	
Sidewalk Presence	Sidewalk	142	4	2	88	25	36	9	4	49	34	2	75	60	17	15	5	43	6	3	3	1	6	5		
	No Sidewalk	164	0	1	10	7	4	1	0	7	3	1	12	12	0	1	1	4	0	0	2	0	2	1	306	
Time of Day	0 AM - 6 AM	23	1	0	34	10	12	4	1	11	12	1	36	24	6	3	5	12	3	1	0	2	3	2		
	6 AM - 12 PM	61	2	0	68	14	28	4	2	10	12	0	92	41	11	10	4	24	3	3	2	2	13	3		
	12 PM - 6 PM	116	1	1	76	14	13	1	1	25	9	0	71	33	15	8	2	33	4	0	2	0	9	0		
	6 PM - 12 AM	106	0	0	13	3	4	1	0	2	2	0	17	8	1	2	1	4	1	0	0	0	2	2	306	
Driver Age	Less than or equal to 20	21	3	0	54	15	18	3	3	14	11	0	65	35	7	9	6	18	5	3	1	0	8	1		
	21 - 35	93	0	0	33	6	8	2	0	6	6	1	36	17	8	2	1	13	1	0	1	1	5	0		
	36 - 50	49	0	0	44	5	9	2	0	14	8	1	37	19	10	1	2	16	2	0	2	2	4	2		
	51 - 65	60	0	0	23	4	5	0	0	8	4	0	20	12	2	1	0	12	0	1	1	0	2	1		
	Greater than 65	32	1	2	21	12	13	2	1	9	5	0	36	19	4	7	2	10	1	0	1	1	6	0		
	Not Provided	51	306		306		306								Total											

<p style="text-align: center;">CATEGORICAL HEAT MAP Richmond Pedestrian Injury Crashes (2014-2018)</p>			<p style="text-align: center;">Total Crashes</p>		<p style="text-align: center;">Category</p>	<p style="text-align: center;"><i>Functional Classification</i></p>						<p style="text-align: center;"><i>Ownership</i></p>				<p style="text-align: center;"><i>Facility Type</i></p>											
						<p style="text-align: center;">Factor</p>	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
Total Crashes			#	4	2	188	45	57	10	4	53	36	2	211	110	32	22	12	73	10	4	6	4	27	6		
<i>Category</i>	Factor		#																								
<i>Pedestrian Age</i>	Less than or equal to 20		89	1	1	44	15	26	2	1	12	14	1	61	52	4	7	3	13	2	0	1	3	4	0	329	
	21 - 35		93	4	1	54	18	12	4	4	15	11	0	63	29	10	10	3	24	3	1	3	1	7	2		
	36 - 50		62	1	2	46	4	8	1	1	17	6	0	38	12	9	2	3	20	1	2	4	1	7	1		
	51 - 65		62	1	2	38	8	11	2	1	11	3	0	47	16	5	3	3	15	4	2	2	1	8	3		
	Greater than 65		20	0	0	13	2	4	1	0	4	6	1	9	6	4	1	1	5	0	0	0	0	1	2		
	Not Provided		3	0	1	2	0	0	0	0	1	0	0	2	1	0	0	0	1	0	0	1	0	0	0		
<i>Pedestrian Gender</i>	Female		136	0	0	95	19	19	3	0	19	9	1	107	46	16	5	5	34	6	1	2	2	16	3	329	
	Male		191	7	7	100	28	42	7	7	41	31	1	111	70	16	18	8	44	4	4	9	3	10	5		
	Not Provided		2	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	1	1	0		
<i>Driver Gender</i>	Female		112	1	0	67	13	29	2	1	17	14	1	79	41	12	12	6	25	2	0	2	1	9	2	306	
	Male		143	2	0	98	20	17	6	2	27	17	1	96	50	15	4	4	37	6	4	3	3	13	4		
	Not Provided		51	1	2	23	12	11	2	1	9	5	0	36	19	5	6	2	11	2	0	1	0	5	0		
<i>Light Condition</i>	Daylight/Dusk/Dawn		175	2	0	100	27	38	8	2	18	24	1	130	68	16	14	8	32	7	3	2	3	17	5	306	
	Darkness - Road Lighted		62	1	1	43	7	9	1	1	6	2	0	53	20	5	4	2	15	2	0	3	1	10	0		
	Darkness - Road Not Lighted		67	1	1	44	11	9	1	1	29	10	1	26	22	10	3	2	26	1	1	1	0	0	1		
	Darkness - Unknown Road Lighting		1	0	0	0	0	1	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0		
	Unknown		1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0		
Column Total				306						306						306											

<p style="text-align: center;">CATEGORICAL HEAT MAP Richmond Pedestrian Injury Crashes (2014-2018)</p>			<p style="text-align: center;">Total Crashes</p>		<p style="text-align: center;">Category</p>	<p style="text-align: center;"><i>Functional Classification</i></p>						<p style="text-align: center;"><i>Ownership</i></p>				<p style="text-align: center;"><i>Facility Type</i></p>										
						<p style="text-align: center;">Factor</p>	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes
Total Crashes			#	4	2	188	45	57	10	4	53	36	2	211	110	32	22	12	73	10	4	6	4	27	6	
Category	Factor	#	3	1	146	26	33	4	3	26	5	0	179	67	25	15	9	54	8	3	4	3	24	1	306	
Transit Route Present (within 1/4 mile)	Yes	213	1	1	42	19	24	6	1	27	31	2	32	43	7	7	3	19	2	1	2	1	3	5	306	
	No	93	0	0	119	21	22	2	0	14	0	0	150	47	21	11	6	45	6	1	3	3	20	1	306	
Bus Stop within 500 Feet	Yes	164	4	2	69	24	35	8	4	39	36	2	61	63	11	11	6	28	4	3	3	1	7	5	306	
	No	142	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	306	
Rail Stops within 500 Feet	Yes	0	4	2	188	45	57	10	4	53	36	2	211	110	32	22	12	73	10	4	6	4	27	6	306	
	No	306	2	0	98	17	26	2	2	7	3	0	133	53	15	10	7	26	4	1	2	2	23	2	306	
Health Opportunity Index	Very Low Health Opportunity	145	1	1	34	10	8	1	1	14	4	1	35	19	7	3	2	16	3	1	1	1	1	1	1	306
	Low Health Opportunity	55	1	0	23	10	10	3	1	13	10	0	23	17	5	3	1	15	2	1	0	1	1	1	1	306
	Moderate Health Opportunity	47	0	1	22	5	7	2	0	15	8	1	13	11	5	4	1	12	0	0	3	0	0	1	1	306
	High Health Opportunity	37	0	0	11	3	6	2	0	4	11	0	7	10	0	2	1	4	1	1	0	0	2	1	1	306
	Very High Health Opportunity	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	306
	Not Provided	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	306
Column Total				306						306				306												

Contributing Factors for Salem District Pedestrian Fatal Crashes

CATEGORICAL HEAT MAP Salem Pedestrian Fatal Crashes (2014-2018)			Total Crashes		Functional Classification							Ownership					Facility Type									
					Factor	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
Total Crashes			#	2	0	25	5	2	1	2	13	5	0	15	16	4	2	0	10	0	2	0	0	0	1	0
Category	Factor	#	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Action	Crossing At Intersection With Signal	1	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
	Crossing At Intersection Against Signal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Crossing At Intersection - No Signal	4	0	0	4	0	0	0	0	1	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0
	Crossing Not At Intersection	13	1	0	11	1	0	0	1	4	1	0	7	4	2	0	0	6	0	1	0	0	0	0	0	0
	In Roadway With or Against Traffic - Sidewalks Available	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	In Roadway With or Against Traffic - Sidewalks Not Available	5	0	0	4	1	0	0	0	3	1	0	1	3	0	0	0	2	0	0	0	0	0	0	0	0
	Working/Standing/Lying/Playing In Roadway	6	1	0	3	1	1	0	1	3	1	0	1	2	1	1	0	1	0	1	0	1	0	0	0	0
	Not In Roadway	3	0	0	1	2	0	0	0	1	2	0	0	2	0	0	0	1	0	0	0	0	0	0	0	0
	Other	3	0	0	1	0	1	1	0	0	0	0	3	0	1	1	0	0	0	0	0	0	0	0	1	0
Not provided/Not Applicable	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Driver Action	No Improper Action	22	0	0	19	2	1	0	0	10	2	0	10	11	2	1	0	8	0	0	0	0	0	0	0	0
	Avoiding Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Hit And Run	4	1	0	1	2	0	0	1	0	2	0	1	3	0	0	0	0	0	1	0	0	0	0	0	0
	Did Not Have Right-of-Way	1	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0
	Fail To Maintain Proper Control	3	0	0	2	1	0	0	0	1	1	0	1	1	1	0	0	1	0	0	0	0	0	0	0	0
	Other	5	1	0	2	0	1	1	1	1	0	0	3	0	1	1	0	1	0	1	0	0	0	1	0	0
	Not Provided	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Weather Conditions	No adverse weather condition	29	1	0	20	5	2	1	1	10	5	0	13	14	3	2	0	8	0	1	0	0	1	0	0	
	Mist/rain/snow/sleet/hail/fog	5	1	0	4	0	0	0	1	3	0	0	1	2	1	0	0	1	0	1	0	0	0	0	0	0
	Other	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0
Column Total				35							35					35										

CATEGORICAL HEAT MAP Salem Pedestrian Fatal Crashes (2014-2018)		Total Crashes		Functional Classification							Ownership					Facility Type									
				Factor							Ownership					Facility Type									
				Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private
Total Crashes		#	2	0	25	5	2	1	2	13	5	0	15	16	4	2	0	10	0	2	0	0	0	1	0
Category	Factor	#	1	0	22	5	2	1	1	11	5	0	14	16	4	2	0	7	0	1	0	0	1	0	35
Pedestrian Refuge Type	None	31	1	0	22	5	2	1	1	11	5	0	14	16	4	2	0	7	0	1	0	0	1	0	
	Median	4	1	0	3	0	0	0	1	2	0	0	1	0	0	0	0	3	0	1	0	0	0	0	
	Island	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Pork Chop	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrian Signal Present	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
	No	35	2	0	25	5	2	1	2	13	5	0	15	16	4	2	0	10	0	2	0	0	1	0	
Pedestrian Signal Type	None	35	2	0	25	5	2	1	2	13	5	0	15	16	4	2	0	10	0	2	0	0	1	0	35
	Vehicle Signal Heads	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Walk/Don't Walk - With Pedestrian Countdown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Walk/Don't Walk - Without Pedestrian Countdown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
School Zone	Walk/Don't Walk - Pedestrian Countdown Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	35
	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Yes With School Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Column Total			2	0	25	5	2	1	2	13	5	0	15	16	4	2	0	10	0	2	0	0	1	0	35

CATEGORICAL HEAT MAP Salem Pedestrian Fatal Crashes (2014-2018)			Total Crashes		Functional Classification							Ownership					Facility Type									
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private
Total Crashes			#	2	0	25	5	2	1	2	13	5	0	15	16	4	2	0	10	0	2	0	0	1	0	
Category	Factor	#	0	0	5	0	1	0	0	3	0	0	3	1	0	0	0	4	0	0	0	0	1	0		
Season	Spring	6	0	0	5	0	1	0	0	3	0	0	3	1	0	0	0	4	0	0	0	0	1	0		
	Summer	8	1	0	6	1	0	0	1	1	1	0	5	4	2	0	0	1	0	1	0	0	0	0		
	Autumn	7	1	0	5	1	0	0	1	3	1	0	2	5	0	0	0	1	0	1	0	0	0	0		
	Winter	14	0	0	9	3	1	1	0	6	3	0	5	6	2	2	0	4	0	0	0	0	0	0		
Location	Signalized Intersection	4	0	0	4	0	0	0	0	1	0	0	3	1	0	0	0	3	0	0	0	0	0	0		
	Unsignalized Intersection	9	0	0	7	0	2	0	0	2	0	0	7	5	1	1	0	1	0	0	0	0	1	0		
	Mid-Block	18	0	0	13	5	0	0	0	10	5	0	3	10	3	0	0	5	0	0	0	0	0	0		
	Intersection/Mid-Block	1	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0		
	Parking Lot	1	0	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0		
	Other	2	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0		
Crosswalk	Crosswalk Present, Pedestrian Struck In Crosswalk	1	0	0	1	0	0	0	0	1	0	0	0	1	0	0	0	0						0		
	Crosswalk Present, Pedestrian Not Struck In Crosswalk	5	0	0	5	0	0	0	0	0	0	0	5	0	0	0	0	5						0		
	Crosswalk Present, Unclear If Pedestrian Was Struck In Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						0		
	No Crosswalk	29	2	0	19	5	2	1	2	12	5	0	10	15	4	2	0	5						1		
Column Total				35							35					35										

*NOTE: This portion has been excluded from this analysis as crosswalks at roadways with partial or full control of access are not relevant to this analysis

CATEGORICAL HEAT MAP Salem Pedestrian Fatal Crashes (2014-2018)			Total Crashes		Functional Classification							Ownership					Facility Type											
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private	Total	
Total Crashes			#	2	0	25	5	2	1	2	13	5	0	15	16	4	2	0	10	0	2	0	0	1	0			
Category	Factor	#																										
Land Use	Residential	12	0	0	7	2	2	1	0	3	2	0	7	6	2	2	0	1	0	0	0	0	0	1	0		35	
	Commercial	11	0	0	11	0	0	0	0	3	0	0	8	3	2	0	0	6	0	0	0	0	0	0	0			
	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Recreational	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Institutional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Mixed-Use	2	1	0	1	0	0	0	1	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0		
	Agricultural/Rural	10	1	0	6	3	0	0	1	6	3	0	0	7	0	0	0	2	0	1	0	0	0	0	0	0		
Posted Speed	25 MPH or less	8	0	0	4	1	2	1	0	1	1	0	6	3	0	2	0	2	0	0	0	0	0	1	0		35	
	30-35 MPH	13	0	0	11	2	0	0	0	2	2	0	9	6	4	0	0	3	0	0	0	0	0	0	0			
	40-45 MPH	6	0	0	5	1	0	0	0	5	1	0	0	3	0	0	0	3	0	0	0	0	0	0	0			
	50 MPH or greater	8	2	0	5	1	0	0	2	5	1	0	0	4	0	0	0	2	0	2	0	0	0	0	0			
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Driver Vision	Vision Not Obscured	21	1	0	16	3	0	1	1	9	3	0	8	8	3	1	0	8	0	1	0	0	0	0	0		35	
	Vision Obscured - Static Sight Distance Issue	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
	Vision Obscured - Vehicle Issue	3	0	0	3	0	0	0	0	2	0	0	1	1	0	0	0	2	0	0	0	0	0	0	0			
	Vision Obscured - Dynamic Sight Distance Issue	8	0	0	6	1	1	0	0	2	1	0	5	6	1	1	0	0	0	0	0	0	0	0	0			
	Not Applicable	3	1	0	0	1	1	0	1	0	1	0	1	1	0	0	0	0	0	1	0	0	0	1	0			
Driver Drinking	Had Not Been Drinking	25	0	0	19	4	1	1	0	12	4	0	9	13	2	2	0	8	0	0	0	0	0	0	0		35	
	Drinking	2	0	0	2	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0			
	Unknown	8	2	0	4	1	1	0	2	0	1	0	5	3	1	0	0	1	0	2	0	0	1	0				
Column Total					35				35				35															

CATEGORICAL HEAT MAP Salem Pedestrian Fatal Crashes (2014-2018)			Total Crashes		Functional Classification							Ownership					Facility Type									
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private
Total Crashes			#	2	0	25	5	2	1	2	13	5	0	15	16	4	2	0	10	0	2	0	0	1	0	
Category	Factor	#	1	0	11	4	1	1	1	8	4	0	5	10	0	1	0	5	0	1	0	0	1	0		
Pedestrian Drinking	Had Not Been Drinking	18	1	0	10	0	1	0	1	4	0	0	7	4	2	1	0	4	0	1	0	0	0	0		
	Drinking	12	0	0	4	1	0	0	0	1	1	0	3	2	2	0	0	1	0	0	0	0	0	0		
	Unknown	5	0	0	9	0	0	0	0	1	0	0	8	3	1	0	0	5	0	0	0	0	0	0		
Sidewalk Presence	Sidewalk	9	0	0	9	0	0	0	0	1	0	0	8	3	1	0	0	5	0	0	0	0	0	0		
	No Sidewalk	26	2	0	16	5	2	1	2	12	5	0	7	13	3	2	0	5	0	2	0	0	1	0		
Time of Day	0 AM - 6 AM	6	0	0	5	1	0	0	0	3	1	0	2	3	1	0	0	2	0	0	0	0	0	0		
	6 AM - 12 PM	7	0	0	5	1	1	0	0	1	1	0	5	3	1	0	0	2	0	0	0	0	1	0		
	12 PM - 6 PM	8	0	0	5	2	0	1	0	3	2	0	3	6	0	1	0	1	0	0	0	0	0	0		
	6 PM - 12 AM	14	2	0	10	1	1	0	2	6	1	0	5	4	2	1	0	5	0	2	0	0	0	0		
Driver Age	Less than or equal to 20	4	0	0	4	0	0	0	0	2	0	0	2	3	0	0	0	1	0	0	0	0	0	0		
	21 - 35	9	1	0	7	1	0	0	1	3	1	0	4	2	3	0	0	3	0	1	0	0	0	0		
	36 - 50	4	0	0	3	1	0	0	0	2	1	0	1	1	0	0	0	3	0	0	0	0	0	0		
	51 - 65	8	0	0	7	1	0	0	0	4	1	0	3	4	1	0	0	3	0	0	0	0	0	0		
	Greater than 65	6	0	0	3	1	1	1	0	2	1	0	3	4	0	2	0	0	0	0	0	0	0	0		
	Not Provided	4	1	0	1	1	1	0	1	0	1	0	2	2	0	0	0	0	0	1	0	0	1	0		
Column Total				35							35					35										

CATEGORICAL HEAT MAP Salem Pedestrian Fatal Crashes (2014-2018)			Total Crashes		Functional Classification							Ownership				Facility Type							Total		
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes		Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes
Total Crashes			#	2	0	25	5	2	1	2	13	5	0	15	16	4	2	0	10	0	2	0	0	1	0
Category	Factor	#	0	0	1	2	0	0	0	0	2	0	1	3	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Age	Less than or equal to 20	3	1	0	2	0	0	0	1	1	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0
	21 - 35	3	1	0	9	1	0	0	1	5	1	0	4	6	1	0	0	3	0	1	0	0	0	0	0
	36 - 50	11	0	0	8	2	2	0	0	4	2	0	6	5	1	1	0	4	0	0	0	0	1	0	0
	51 - 65	12	0	0	5	0	0	1	0	3	0	0	3	2	1	1	0	2	0	0	0	0	0	1	0
	Greater than 65	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Gender	Not Provided	0	1	0	10	2	0	0	1	6	2	0	4	9	0	0	0	3	0	1	0	0	0	0	0
	Female	13	1	0	15	3	2	1	1	7	3	0	11	7	4	2	0	7	0	1	0	0	1	0	0
	Male	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Driver Gender	Not Provided	0	1	0	5	2	0	0	1	2	2	0	3	5	1	0	0	1	0	1	0	0	0	0	0
	Female	8	1	0	19	2	1	1	1	11	2	0	10	9	3	2	0	9	0	1	0	0	0	0	0
	Male	24	0	0	1	1	1	0	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	1	0
Light Condition	Not Provided	3	0	0	11	3	1	1	0	4	3	0	9	9	1	1	0	4	0	0	0	0	1	0	0
	Daylight/Dusk/Dawn	16	0	0	5	0	0	0	0	0	0	0	5	2	1	0	0	2	0	0	0	0	0	0	0
	Darkness - Road Lighted	5	2	0	8	2	1	0	2	8	2	0	1	5	2	1	0	3	0	2	0	0	0	0	0
	Darkness - Road Not Lighted	13	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0
	Darkness - Unknown Road Lighting	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Unknown			0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Column Total				35							35				35										

CATEGORICAL HEAT MAP Salem Pedestrian Fatal Crashes (2014-2018)			Total Crashes		Functional Classification							Ownership					Facility Type											
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private	Total	
Total Crashes			#	2	0	25	5	2	1	2	13	5	0	15	16	4	2	0	10	0	2	0	0	1	0			
Category	Factor	#																										
Transit Route Present (within 1/4 mile)	Yes	19	1	0	14	1	2	1	1	3	1	0	14	5	3	2	0	7	0	1	0	0	1	0			35	
	No	16	1	0	11	4	0	0	1	10	4	0	1	11	1	0	0	3	0	1	0	0	0	0	0			35
Bus Stop within 500 Feet	Yes	14	0	0	11	0	2	1	0	1	0	0	13	3	3	2	0	5	0	0	0	0	1	0			35	
	No	21	2	0	14	5	0	0	2	12	5	0	2	13	1	0	0	5	0	2	0	0	0	0	0			35
Rail Stops within 500 Feet	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			35
	No	35	2	0	25	5	2	1	2	13	5	0	15	16	4	2	0	10	0	2	0	0	1	0			35	
Health Opportunity Index	Very Low Health Opportunity	13	1	0	11	0	1	0	1	2	0	0	10	4	2	1	0	5	0	1	0	0	0	0	0			35
	Low Health Opportunity	6	0	0	1	4	0	1	0	1	4	0	1	4	1	1	0	0	0	0	0	0	0	0	0			35
	Moderate Health Opportunity	5	0	0	5	0	0	0	0	4	0	0	1	3	1	0	0	1	0	0	0	0	0	0	0			35
	High Health Opportunity	4	0	0	2	1	1	0	0	1	1	0	2	1	0	0	0	2	0	0	0	0	1	0			35	
	Very High Health Opportunity	6	1	0	5	0	0	0	1	5	0	0	0	3	0	0	0	2	0	1	0	0	0	0	0			35
	Not Provided	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0			35
Column Total				35							35					35												

Contributing Factors for Salem District Pedestrian Injury Crashes

CATEGORICAL HEAT MAP Salem Pedestrian Injury Crashes (2014-2018)			Total Crashes		Functional Classification							Ownership				Facility Type								Total			
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes		Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private
Total Crashes			#	3	2	97	46	55	6	3	31	31	0	144	108	30	12	8	23	4	6	6	0	8	4		
Category	Factor	#																									Total
Pedestrian Action	Crossing At Intersection With Signal	17	0	0	15	1	1	0	0	0	0	0	17	3	8	1	1	2	1	0	1	0	0	0	0	222	
	Crossing At Intersection Against Signal	11	0	0	8	3	0	0	0	1	0	0	10	6	1	0	0	2	0	1	1	0	0	0	0	222	
	Crossing At Intersection - No Signal	40	0	0	20	7	13	0	0	5	1	0	34	22	4	3	1	6	1	1	0	0	2	0	0	222	
	Crossing Not At Intersection	37	0	2	24	5	6	0	0	9	3	0	25	16	10	1	0	6	0	0	3	0	1	0	0	222	
	In Roadway With or Against Traffic - Sidewalks Available	2	0	0	2	0	0	0	0	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	222	
	In Roadway With or Against Traffic - Sidewalks Not Available	32	1	0	9	11	10	1	1	5	14	0	12	21	2	2	2	2	0	1	0	0	2	0	0	222	
	Working/Standing/Lying/Playing In Roadway	24	1	1	4	7	11	0	1	6	5	0	12	14	1	1	0	2	0	2	1	0	2	1	0	222	
	Not In Roadway	22	1	0	12	4	4	1	1	4	2	0	15	9	1	0	3	4	1	3	0	0	0	0	1	222	
	Other	34	0	0	10	10	11	3	0	4	6	0	24	19	4	4	1	1	2	0	2	0	0	0	1	222	
Not provided/Not Applicable	3	0	0	1	0	1	1	0	1	0	0	2	1	0	0	0	0	0	0	0	0	0	1	1	222		
Driver Action	No Improper Action	88	0	1	44	24	18	1	0	17	12	0	59	53	10	2	2	12	1	1	3	0	4	0	209		
	Avoiding Pedestrian	1	0	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	209		
	Hit And Run	39	0	0	19	9	11	0	0	4	8	0	27	22	7	0	3	1	2	1	0	0	2	1	209		
	Did Not Have Right-of-Way	31	0	0	19	3	7	2	0	1	0	0	30	10	8	4	1	5	0	1	1	0	1	0	209		
	Fail To Maintain Proper Control	16	2	1	5	2	5	1	2	4	2	0	8	6	1	1	0	3	1	2	1	0	0	1	209		
	Other	33	1	0	10	7	14	1	1	5	8	0	19	16	4	4	2	2	0	1	1	0	1	2	209		
	Not Provided	1	0	0	0	1	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	209		
Weather Conditions	No adverse weather condition	175	2	1	81	39	46	6	2	25	26	0	122	90	24	11	7	20	3	4	5	0	7	4	209		
	Mist/rain/snow/sleet/hail/fog	34	1	1	16	7	9	0	1	6	5	0	22	18	6	1	1	3	1	2	1	0	1	0	209		
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	209		
Column Total				209							209				209												

CATEGORICAL HEAT MAP Salem Pedestrian Injury Crashes (2014-2018)		Total Crashes	Functional Classification						Ownership				Facility Type										Total		
			Factor	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes		Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
Total Crashes		#	3	2	97	46	55	6	3	31	31	0	144	108	30	12	8	23	4	6	6	0	8	4	
Category	Factor	#																							
Pedestrian Refuge Type	None	184	0	2	79	44	53	6	0	21	31	0	132	106	23	12	6	14	4	2	5	0	8	4	209
	Median	14	3	0	10	1	0	0	3	8	0	0	3	0	3	0	2	6	0	2	1	0	0	0	
	Island	2	0	0	1	0	1	0	0	1	0	0	1	0	0	0	1	0	1	0	0	0	0	0	
	Pork Chop	9	0	0	7	1	1	0	0	1	0	0	8	2	4	0	0	2	0	1	0	0	0	0	
Pedestrian Signal Present	Yes	28	0	0	25	3	0	0	0	1	0	0	27	9	10	1	1	4	0	1	2	0	0	0	209
	No	181	3	2	72	43	55	6	3	30	31	0	117	99	20	11	7	19	4	5	4	0	8	4	
Pedestrian Signal Type	None	182	3	2	73	43	55	6	3	30	31	0	118	99	21	11	7	19	4	5	4	0	8	4	209
	Vehicle Signal Heads	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Walk/Don't Walk - With Pedestrian Countdown	15	0	0	12	3	0	0	0	1	0	0	14	7	2	1	0	2	0	1	2	0	0	0	
	Walk/Don't Walk - Without Pedestrian Countdown	7	0	0	7	0	0	0	0	0	0	0	7	1	4	0	1	1	0	0	0	0	0	0	
	Walk/Don't Walk - Pedestrian Countdown Unknown	5	0	0	5	0	0	0	0	0	0	5	1	3	0	0	1	0	0	0	0	0	0		
School Zone	Yes	3	0	0	0	2	1	0	0	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	209
	Yes With School Activity	3	0	0	3	0	0	0	0	0	0	3	0	2	0	1	0	0	0	0	0	0	0		
	No	203	3	2	94	44	54	6	3	31	30	0	139	105	28	12	7	23	4	6	6	0	8	4	
Column Total			209						209				209												

CATEGORICAL HEAT MAP Salem Pedestrian Injury Crashes (2014-2018)		Total Crashes		Functional Classification							Ownership				Facility Type										Total
				Factor							Ownership				Facility Type										
				Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	
#	3	2	97	46	55	6	3	31	31	0	144	108	30	12	8	23	4	6	6	0	8	4			
Category	Factor	#	0	1	20	7	16	1	0	5	3	0	37	24	5	4	0	5	1	0	2	0	3	1	209
Season	Spring	45	1	1	18	13	12	2	1	6	14	0	26	30	5	1	0	7	0	2	1	0	0	1	
	Summer	47	2	0	31	17	12	3	2	11	9	0	43	27	10	4	7	6	1	2	2	0	4	2	
	Autumn	65	0	0	28	9	15	0	0	9	5	0	38	27	10	3	1	5	2	2	1	0	1	0	
	Winter	52	0	0	38	4	0	0	0	7	0	0	35	14	15	1	1	8	0	1	2	0	0	0	209
Location	Signalized Intersection	42	0	0	36	20	39	0	0	9	9	0	77	61	8	5	3	7	3	3	0	0	3	2	
	Unsignalized Intersection	95	0	0	23	19	15	0	0	13	22	0	22	31	6	2	3	8	1	0	2	0	3	1	
	Mid-Block	57	0	0	0	3	1	0	0	0	0	0	4	2	1	0	0	0	0	0	0	0	1	0	
	Intersection/Mid-Block	4	0	0	0	0	0	6	0	0	0	0	6	0	0	4	0	0	0	0	0	0	1	1	
	Parking Lot	6	3	2	0	0	0	0	3	2	0	0	0	0	0	0	1	0	0	2	2	0	0	0	
	Other	5	0	0	31	8	8	1	0	3	0	0	45	21	8	2	3	7	1	*SEE NOTE				3	0
Crosswalk	Crosswalk Present, Pedestrian Struck In Crosswalk	48	0	0	13	6	9	3	0	2	0	0	29	15	4	3	0	3	1					1	1
	Crosswalk Present, Pedestrian Not Struck In Crosswalk	31	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0
	Crosswalk Present, Unclear If Pedestrian Was Struck In Crosswalk	0	3	2	53	32	38	2	3	26	31	0	70	72	18	7	5	13	2					4	3
	No Crosswalk	130																							
Column Total			209							209				209											

*NOTE: This portion has been excluded from this analysis as crosswalks at roadways with partial or full control of access are not relevant to this analysis

CATEGORICAL HEAT MAP Salem Pedestrian Injury Crashes (2014-2018)			Total Crashes		Functional Classification							Ownership				Facility Type								Total											
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes		Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private								
Total Crashes			#	3	2	97	46	55	6	3	31	31	0	144	108	30	12	8	23	4	6	6	0	8	4										
Category	Factor	#																									209								
Land Use	Residential	79	0	0	19	20	39	1	0	3	14	0	62	54	3	6	2	2	4	2	0	0	4	2	209										
	Commercial	58	0	0	44	7	5	2	0	7	3	0	48	18	18	1	1	15	0	0	1	0	3	1											
	Industrial	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0											
	Recreational	2	0	0	1	0	1	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0											
	Institutional	12	0	0	3	1	6	2	0	3	0	0	9	4	1	3	0	1	0	2	1	0	0	0											
	Mixed-Use	29	0	1	19	5	3	1	0	6	1	0	22	12	7	2	2	2	0	0	2	0	1	1											
Agricultural/Rural	28	3	1	10	13	1	0	3	12	12	0	1	17	1	0	3	3	0	2	2	0	0	0												
Posted Speed	25 MPH or less	112	0	0	30	27	49	6	0	5	11	0	96	66	10	12	4	2	4	4	0	0	6	4	209										
	30-35 MPH	57	0	0	43	12	2	0	0	4	10	0	43	28	14	0	0	11	0	0	2	0	2	0											
	40-45 MPH	23	0	0	18	3	2	0	0	14	5	0	4	8	5	0	1	8	0	0	1	0	0	0											
	50 MPH or greater	17	3	2	6	4	2	0	3	8	5	0	1	6	1	0	3	2	0	2	3	0	0	0											
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0											
Driver Vision	Vision Not Obscured	145	2	1	75	29	34	4	2	23	22	0	98	72	21	8	4	21	1	5	5	0	4	4	209										
	Vision Obscured - Static Sight Distance Issue	12	0	0	2	5	5	0	0	2	1	0	9	8	0	0	1	1	1	0	0	0	1	0											
	Vision Obscured - Vehicle Issue	10	0	1	5	1	3	0	0	2	0	0	8	3	2	1	1	0	0	1	1	0	1	0											
	Vision Obscured - Dynamic Sight Distance Issue	26	1	0	11	7	6	1	1	2	1	0	22	14	5	2	2	1	0	0	0	0	2	0											
	Not Applicable	16	0	0	4	4	7	1	0	2	7	0	7	11	2	1	0	0	2	0	0	0	0	0											
Driver Drinking	Had Not Been Drinking	158	2	2	75	33	41	5	2	27	18	0	111	80	24	10	5	18	2	4	5	0	7	3	209										
	Drinking	7	0	0	4	2	1	0	0	0	2	0	5	2	1	0	0	1	0	2	1	0	0	0											
	Unknown	44	1	0	18	11	13	1	1	4	11	0	28	26	5	2	3	4	2	0	0	0	1	1											
Column Total				209																			209				209								

CATEGORICAL HEAT MAP Salem Pedestrian Injury Crashes (2014-2018)			Total Crashes																	Total					
			Functional Classification							Ownership				Facility Type											
Category	Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private	
Total Crashes			#	3	2	97	46	55	6	3	31	31	0	144	108	30	12	8	23	4	6	6	0	8	4
Pedestrian Drinking	Had Not Been Drinking	169	3	3	78	37	44	4	3	26	21	0	119	87	25	8	8	16	3	5	7	0	7	3	222
	Drinking	42	0	0	24	6	11	1	0	8	8	0	26	20	6	2	0	7	2	3	1	0	1	0	
	Unknown	11	0	0	3	5	2	1	0	1	2	0	8	5	0	2	0	3	0	0	0	0	0	1	
Sidewalk Presence	Sidewalk	95	0	0	51	17	24	3	0	5	0	0	90	47	16	6	3	10	2	4	3	0	3	1	209
	No Sidewalk	114	3	2	46	29	31	3	3	26	31	0	54	61	14	6	5	13	2	2	3	0	5	3	
Time of Day	0 AM - 6 AM	27	2	1	13	5	6	0	2	7	4	0	14	12	5	0	0	5	1	2	2	0	0	0	209
	6 AM - 12 PM	34	0	1	16	7	9	1	0	4	4	0	26	12	6	5	3	4	0	1	2	0	0	1	
	12 PM - 6 PM	76	0	0	32	20	21	3	0	6	12	0	58	41	11	5	3	9	3	0	0	0	2	2	
	6 PM - 12 AM	72	1	0	36	14	19	2	1	14	11	0	46	43	8	2	2	5	0	3	2	0	6	1	
Driver Age	Less than or equal to 20	21	0	0	6	7	7	1	0	3	5	0	13	10	2	0	1	3	0	1	1	0	1	2	209
	21 - 35	55	1	0	30	7	15	2	1	8	8	0	38	24	9	5	2	8	0	3	1	0	1	2	
	36 - 50	37	0	1	17	9	10	0	0	10	4	0	23	23	2	1	0	5	1	0	2	0	3	0	
	51 - 65	33	1	0	16	7	8	1	1	5	4	0	23	17	6	3	0	4	1	1	0	0	1	0	
	Greater than 65	25	0	1	12	6	5	1	0	2	1	0	22	10	6	2	2	1	0	1	2	0	1	0	
	Not Provided	38	1	0	16	10	10	1	1	3	9	0	25	24	5	1	3	2	2	0	0	0	1	0	
Column Total			209							209				209											

<p style="text-align: center;">CATEGORICAL HEAT MAP Salem Pedestrian Injury Crashes (2014-2018)</p>			<p style="text-align: center;">Total Crashes</p>		<p style="text-align: center;">Category</p>	<p style="text-align: center;"><i>Functional Classification</i></p>						<p style="text-align: center;"><i>Ownership</i></p>				<p style="text-align: center;"><i>Facility Type</i></p>											
						<p style="text-align: center;">Factor</p>	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
Total Crashes			#	3	2	97	46	55	6	3	31	31	0	144	108	30	12	8	23	4	6	6	0	8	4		
<i>Pedestrian Age</i>	Factor		#	0	0	23	16	17	0	0	6	5	0	45	36	8	2	1	4	2	0	0	0	2	1		
	Less than or equal to 20		56	2	2	33	17	17	1	2	8	10	0	52	33	7	3	1	11	2	7	5	0	3	0		
	21 - 35		72	0	1	19	6	12	2	0	9	8	0	23	20	5	3	4	4	1	0	2	0	0	1		
	36 - 50		40	0	0	26	6	9	1	0	11	7	0	24	18	10	1	1	7	0	1	1	0	2	1		
	51 - 65		42	0	0	3	1	2	2	0	1	1	0	6	3	0	3	0	0	0	0	0	0	0	1	1	
	Greater than 65		8	1	0	1	2	0	0	1	0	0	0	3	2	1	0	1	0	0	0	0	0	0	0	0	
Not Provided		4	0	1	37	12	25	4	0	11	9	0	59	38	12	7	2	9	1	0	2	0	4	4			
<i>Pedestrian Gender</i>	Female		79	3	2	68	36	32	2	3	24	22	0	94	74	19	5	6	17	4	8	6	0	4	0		
	Male		143	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Not Provided		0	0	0	34	10	15	3	0	5	9	0	48	30	13	5	2	6	1	0	0	0	3	2		
<i>Driver Gender</i>	Female		62	2	2	47	26	29	2	2	23	13	0	70	53	12	6	3	15	1	6	6	0	4	2		
	Male		108	1	0	16	10	11	1	1	3	9	0	26	25	5	1	3	2	2	0	0	0	1	0		
	Not Provided		39	1	1	52	26	37	6	1	11	15	0	96	59	19	12	6	13	3	2	2	0	3	4		
<i>Light Condition</i>	Daylight/Dusk/Dawn		123	0	0	28	9	11	0	0	6	1	0	41	26	7	0	0	5	1	3	3	0	3	0		
	Darkness - Road Lighted		48	2	1	16	11	7	0	2	14	15	0	6	22	4	0	2	5	0	1	1	0	2	0		
	Darkness - Road Not Lighted		37	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0		
	Darkness - Unknown Road Lighting		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
	Unknown		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Column Total				209						209				209													

CATEGORICAL HEAT MAP Salem Pedestrian Injury Crashes (2014-2018)			Total Crashes		Functional Classification						Ownership				Facility Type								Total				
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes		Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private
Total Crashes			#	3	2	97	46	55	6	3	31	31	0	144	108	30	12	8	23	4	6	6	0	8	4		
Category	Factor	#																									
Transit Route Present (within 1/4 mile)	Yes	162	2	1	78	29	46	6	2	15	9	0	136	78	24	12	7	17	4	5	5	0	6	4		209	
	No	47	1	1	19	17	9	0	1	16	22	0	8	30	6	0	1	6	0	1	1	0	2	0		209	
Bus Stop within 500 Feet	Yes	111	0	0	57	21	29	4	0	4	1	0	106	50	19	7	3	14	3	4	3	0	6	2		209	
	No	98	3	2	40	25	26	2	3	27	30	0	38	58	11	5	5	9	1	2	3	0	2	2		209	
Rail Stops within 500 Feet	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		209	
	No	209	3	2	97	46	55	6	3	31	31	0	144	108	30	12	8	23	4	6	6	0	8	4		209	
Health Opportunity Index	Very Low Health Opportunity	92	0	0	43	14	31	4	0	9	2	0	81	47	15	6	2	8	2	2	2	0	6	2		209	
	Low Health Opportunity	44	0	2	20	11	11	0	0	8	9	0	27	25	4	1	1	7	2	1	3	0	0	0		209	
	Moderate Health Opportunity	33	1	0	15	9	8	0	1	6	10	0	16	18	6	2	0	4	0	1	0	0	0	2		209	
	High Health Opportunity	18	0	0	7	6	3	2	0	1	4	0	13	9	1	2	1	1	0	1	1	0	2	0		209	
	Very High Health Opportunity	21	2	0	11	6	2	0	2	7	6	0	6	8	4	1	4	3	0	1	0	0	0	0		209	
	Not Provided	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0		209	
Column Total			209						209						209												

Contributing Factors for Staunton District Pedestrian Fatal Crashes

CATEGORICAL HEAT MAP Staunton Pedestrian Fatal Crashes (2014-2018)			Total Crashes		Functional Classification							Ownership				Facility Type								Total	
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes		Divided, Partial Or Full Control Of Access - Unknown Lanes
Total Crashes			#	7	0	13	9	2	0	7	8	8	0	8	14	6	0	1	4	0	6	0	0	0	0
Category	Factor	#	0	0	2	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	0
Pedestrian Action	Crossing At Intersection With Signal	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Crossing At Intersection Against Signal	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Crossing At Intersection - No Signal	2	0	0	1	1	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	0	0
	Crossing Not At Intersection	11	0	0	6	4	1	0	0	2	4	0	5	6	4	0	0	1	0	0	0	0	0	0	0
	In Roadway With or Against Traffic - Sidewalks Available	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	In Roadway With or Against Traffic - Sidewalks Not Available	4	0	0	3	1	0	0	0	3	1	0	0	3	0	0	0	1	0	0	0	0	0	0	0
	Working/Standing/Lying/Playing In Roadway	10	4	0	1	4	1	0	4	4	2	0	0	3	1	0	1	2	0	3	0	0	0	0	0
	Not In Roadway	2	2	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0
	Other	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0
Not provided/Not Applicable	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Driver Action	No Improper Action	21	5	0	10	6	0	0	5	6	4	0	6	7	5	0	1	4	0	4	0	0	0	0	
	Avoiding Pedestrian	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Hit And Run	4	1	0	1	0	2	0	1	1	2	0	0	3	0	0	0	0	0	1	0	0	0	0	
	Did Not Have Right-of-Way	2	0	0	2	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0	
	Fail To Maintain Proper Control	2	1	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	1	0	0	0	0	
	Other	2	0	0	0	2	0	0	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	
	Not Provided	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Weather Conditions	No adverse weather condition	26	6	0	10	9	1	0	6	7	7	0	6	12	4	0	1	4	0	5	0	0	0	0	
	Mist/rain/snow/sleet/hail/fog	5	1	0	3	0	1	0	1	1	1	0	2	2	2	0	0	0	0	1	0	0	0	0	
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Column Total				31							31				31								31		

CATEGORICAL HEAT MAP Staunton Pedestrian Fatal Crashes (2014-2018)		Total Crashes		Functional Classification							Ownership				Facility Type								Total	
		Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes		Divided, Partial Or Full Control Of Access - Unknown Lanes
Total Crashes		#	7	0	13	9	2	0	7	8	8	0	8	14	6	0	1	4	0	6	0	0	0	0
Category	Factor	#	1	0	12	9	2	0	1	7	8	0	8	13	6	0	1	3	0	1	0	0	0	0
Pedestrian Refuge Type	None	24	1	0	12	9	2	0	1	7	8	0	8	13	6	0	1	3	0	1	0	0	0	0
	Median	7	6	0	1	0	0	0	6	1	0	0	0	1	0	0	0	1	0	5	0	0	0	0
	Island	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pedestrian Signal Present	Pork Chop	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Yes	2	0	0	2	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0
Pedestrian Signal Type	No	29	7	0	11	9	2	0	7	8	8	0	6	13	5	0	1	4	0	6	0	0	0	0
	None	29	7	0	11	9	2	0	7	8	8	0	6	13	5	0	1	4	0	6	0	0	0	0
	Vehicle Signal Heads	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Walk/Don't Walk - With Pedestrian Countdown	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0
	Walk/Don't Walk - Without Pedestrian Countdown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
School Zone	Walk/Don't Walk - Pedestrian Countdown Unknown	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
	Yes	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Yes With School Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
No		31	7	0	13	9	2	0	7	8	8	0	8	14	6	0	1	4	0	6	0	0	0	0
Column Total			31							31				31								31		

CATEGORICAL HEAT MAP Staunton Pedestrian Fatal Crashes (2014-2018)		Total Crashes	Category		Functional Classification						Ownership				Facility Type						Total				
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes		Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes
Total Crashes		#	7	0	13	9	2	0	7	8	8	0	8	14	6	0	1	4	0	6	0	0	0	0	0
Category	Factor	#	1	0	2	0	0	0	1	0	0	0	2	0	1	0	0	1	0	1	0	0	0	0	0
Season	Spring	3	1	0	2	0	0	0	1	0	0	0	2	0	1	0	0	1	0	1	0	0	0	0	0
	Summer	5	1	0	1	3	0	0	1	1	2	0	1	3	0	0	0	1	0	1	0	0	0	0	0
	Autumn	12	4	0	5	3	0	0	4	4	2	0	2	5	1	0	1	2	0	3	0	0	0	0	0
	Winter	11	1	0	5	3	2	0	1	3	4	0	3	6	4	0	0	0	0	1	0	0	0	0	0
Location	Signalized Intersection	4	0	0	3	1	0	0	0	1	0	0	3	1	2	0	0	1	0	0	0	0	0	0	0
	Unsignalized Intersection	10	0	0	7	2	1	0	0	3	3	0	4	4	4	0	0	2	0	0	0	0	0	0	0
	Mid-Block	10	0	0	3	6	1	0	0	4	5	0	1	8	0	0	1	1	0	0	0	0	0	0	0
	Intersection/Mid-Block	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Parking Lot	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Other	7	7	0	0	0	0	0	7	0	0	0	0	1	0	0	0	0	0	6	0	0	0	0	0
Crosswalk	Crosswalk Present, Pedestrian Struck In Crosswalk	3	0	0	3	0	0	0	0	0	0	0	3	1	1	0	0	1	0	*SEE NOTE				0	0
	Crosswalk Present, Pedestrian Not Struck In Crosswalk	2	0	0	2	0	0	0	0	0	0	0	2	0	2	0	0	0	0					0	0
	Crosswalk Present, Unclear If Pedestrian Was Struck In Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					0	0
	No Crosswalk	26	7	0	8	9	2	0	7	8	8	0	3	13	3	0	1	3	0					0	0
Column Total			31						31						31						31				

*NOTE: This portion has been excluded from this analysis as crosswalks at roadways with partial or full control of access are not relevant to this analysis

CATEGORICAL HEAT MAP Staunton Pedestrian Fatal Crashes (2014-2018)			Total Crashes		Functional Classification							Ownership				Facility Type								Total	
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes		Divided, Partial Or Full Control Of Access - Unknown Lanes
Total Crashes			#	7	0	13	9	2	0	7	8	8	0	8	14	6	0	1	4	0	6	0	0	0	0
Category	Factor	#																							
Land Use	Residential	6	1	0	1	2	2	0	1	1	4	0	0	4	1	0	0	0	0	1	0	0	0	0	0
	Commercial	10	0	0	8	2	0	0	0	3	1	0	6	3	5	0	0	2	0	0	0	0	0	0	0
	Industrial	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Recreational	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Institutional	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Mixed-Use	3	0	0	3	0	0	0	0	1	0	0	2	1	0	0	0	2	0	0	0	0	0	0	0
Agricultural/Rural	12	6	0	1	5	0	0	6	3	3	0	0	6	0	0	1	0	0	5	0	0	0	0	0	
Posted Speed	25 MPH or less	5	0	0	5	0	0	0	0	0	0	5	1	4	0	0	0	0	0	0	0	0	0	0	
	30-35 MPH	4	0	0	3	1	0	0	1	1	0	2	2	0	0	0	2	0	0	0	0	0	0	0	
	40-45 MPH	6	0	0	3	3	0	0	3	2	0	1	2	2	0	0	2	0	0	0	0	0	0	0	
	50 MPH or greater	16	7	0	2	5	2	7	4	5	0	0	9	0	0	1	0	0	6	0	0	0	0	0	
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Driver Vision	Vision Not Obscured	21	5	0	8	7	1	5	6	6	0	4	12	3	0	0	2	0	4	0	0	0	0	0	
	Vision Obscured - Static Sight Distance Issue	1	0	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	
	Vision Obscured - Vehicle Issue	5	0	0	4	1	0	0	2	0	0	3	1	3	0	0	1	0	0	0	0	0	0	0	
	Vision Obscured - Dynamic Sight Distance Issue	3	1	0	1	1	0	0	1	0	1	0	1	0	0	1	1	0	1	0	0	0	0	0	
	Not Applicable	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	
Driver Drinking	Had Not Been Drinking	25	5	0	11	8	1	5	7	6	0	7	11	5	0	1	4	0	4	0	0	0	0	0	
	Drinking	1	0	0	0	1	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	
	Unknown	5	2	0	2	0	1	2	1	1	0	1	2	1	0	0	0	2	0	0	0	0	0	0	
Column Total				31							31				31										

CATEGORICAL HEAT MAP Staunton Pedestrian Fatal Crashes (2014-2018)			Total Crashes		Functional Classification							Ownership				Facility Type								Total		
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes		Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
Total Crashes			#	7	0	13	9	2	0	7	8	8	0	8	14	6	0	1	4	0	6	0	0	0	0	
Category	Factor	#																								
Pedestrian Drinking	Had Not Been Drinking	16	5	0	3	7	1	0	5	5	5	0	1	9	0	0	1	2	0	4	0	0	0	0	0	32
	Drinking	12	2	0	7	2	1	0	2	2	3	0	5	4	3	0	0	3	0	2	0	0	0	0	0	
	Unknown	4	0	0	3	1	0	0	0	2	0	0	2	1	3	0	0	0	0	0	0	0	0	0	0	
Sidewalk Presence	Sidewalk	7	0	0	7	0	0	0	0	0	0	0	7	2	4	0	0	1	0	0	0	0	0	0	31	
	No Sidewalk	24	7	0	6	9	2	0	7	8	8	0	1	12	2	0	1	3	0	6	0	0	0	0		
Time of Day	0 AM - 6 AM	7	4	0	1	2	0	0	4	1	2	0	0	2	0	0	1	0	0	4	0	0	0	0	31	
	6 AM - 12 PM	3	0	0	1	1	1	0	0	1	2	0	0	2	1	0	0	0	0	0	0	0	0	0		
	12 PM - 6 PM	6	1	0	2	3	0	0	1	2	1	0	2	4	0	0	0	2	0	0	0	0	0	0		
	6 PM - 12 AM	15	2	0	9	3	1	0	2	4	3	0	6	6	5	0	0	2	0	2	0	0	0	0		
Driver Age	Less than or equal to 20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	
	21 - 35	8	2	0	4	1	1	0	2	3	1	0	2	3	3	0	0	0	0	2	0	0	0	0		
	36 - 50	11	1	0	4	6	0	0	1	2	6	0	2	6	2	0	1	1	0	1	0	0	0	0		
	51 - 65	7	2	0	2	2	1	0	2	2	1	0	2	4	0	0	0	2	0	1	0	0	0	0		
	Greater than 65	2	0	0	2	0	0	0	0	0	0	0	2	0	1	0	0	1	0	0	0	0	0	0		
	Not Provided	3	2	0	1	0	0	0	2	1	0	0	0	1	0	0	0	0	0	2	0	0	0	0		
Column Total			31	31							31								31							

<p style="text-align: center;">CATEGORICAL HEAT MAP Staunton Pedestrian Fatal Crashes (2014-2018)</p>			<p style="text-align: center;">Total Crashes</p>		<p style="text-align: center;"><i>Functional Classification</i></p>							<p style="text-align: center;"><i>Ownership</i></p>				<p style="text-align: center;"><i>Facility Type</i></p>											
					Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
Total Crashes			#	7	0	13	9	2	0	7	8	8	0	8	14	6	0	1	4	0	6	0	0	0	0	0	0
<i>Pedestrian Age</i>	Factor	#	0	0	1	3	1	0	0	2	2	0	1	4	1	0	0	0	0	0	0	0	0	0	0	0	32
	Less than or equal to 20	5	3	0	2	1	0	0	3	1	1	0	1	1	2	0	0	0	0	0	3	0	0	0	0	0	
	21 - 35	6	0	0	2	3	0	0	0	4	1	0	0	2	1	0	0	2	0	0	0	0	0	0	0	0	
	36 - 50	5	4	0	6	0	0	0	4	1	0	0	5	2	2	0	0	3	0	3	0	0	0	0	0	0	
	51 - 65	10	0	0	2	3	1	0	0	1	4	0	1	5	0	0	1	0	0	0	0	0	0	0	0	0	
	Greater than 65	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<i>Pedestrian Gender</i>	Not Provided	0	2	0	4	6	0	0	2	4	4	0	2	7	2	0	0	1	0	2	0	0	0	0	0	0	32
	Female	12	5	0	9	4	2	0	5	5	4	0	6	7	4	0	1	4	0	4	0	0	0	0	0	0	
	Male	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<i>Driver Gender</i>	Not Provided	0	0	0	4	3	0	0	0	3	2	0	2	5	1	0	0	1	0	0	0	0	0	0	0	0	31
	Female	7	5	0	8	6	2	0	5	4	6	0	6	8	5	0	1	3	0	4	0	0	0	0	0	0	
	Male	21	2	0	1	0	0	0	2	1	0	0	0	1	0	0	0	0	0	2	0	0	0	0	0	0	
<i>Light Condition</i>	Not Provided	3	1	0	2	4	0	0	1	2	2	0	2	5	1	0	0	1	0	0	0	0	0	0	0	0	31
	Daylight/Dusk/Dawn	7	1	0	5	1	0	0	1	1	1	0	4	2	3	0	0	1	0	1	0	0	0	0	0	0	
	Darkness - Road Lighted	7	5	0	6	4	2	0	5	5	5	0	2	7	2	0	1	2	0	5	0	0	0	0	0	0	
	Darkness - Road Not Lighted	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Darkness - Unknown Road Lighting	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Column Total				31					31										31								

<p style="text-align: center;">CATEGORICAL HEAT MAP Staunton Pedestrian Fatal Crashes (2014-2018)</p>			<p style="text-align: center;">Total Crashes</p>		<p style="text-align: center;"><i>Functional Classification</i></p>							<p style="text-align: center;"><i>Ownership</i></p>				<p style="text-align: center;"><i>Facility Type</i></p>													
					<p style="text-align: center;"><i>Factor</i></p>							<p style="text-align: center;"><i>Ownership</i></p>				<p style="text-align: center;"><i>Facility Type</i></p>													
			#	7	0	13	9	2	0	7	8	8	0	8	14	6	0	1	4	0	6	0	0	0	0	0	0	0	Total
Total Crashes			#	7	0	13	9	2	0	7	8	8	0	8	14	6	0	1	4	0	6	0	0	0	0	0	0	Total	
<i>Category</i>	<i>Factor</i>		#																										
<i>Transit Route Present (within 1/4 mile)</i>	Yes		10	2	0	6	2	0	0	2	2	2	0	4	4	2	0	0	2	0	2	0	0	0	0	0	0	31	
	No		21	5	0	7	7	2	0	5	6	6	0	4	10	4	0	1	2	0	4	0	0	0	0	0	0	0	
<i>Bus Stop within 500 Feet</i>	Yes		3	1	0	2	0	0	0	1	0	0	0	2	1	0	0	0	1	0	1	0	0	0	0	0	0	31	
	No		28	6	0	11	9	2	0	6	8	8	0	6	13	6	0	1	3	0	5	0	0	0	0	0	0	0	
<i>Rail Stops within 500 Feet</i>	Yes		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	
	No		31	7	0	13	9	2	0	7	8	8	0	8	14	6	0	1	4	0	6	0	0	0	0	0	0	0	
<i>Health Opportunity Index</i>	Very Low Health Opportunity		6	0	0	6	0	0	0	0	0	0	0	6	1	3	0	0	2	0	0	0	0	0	0	0	0	31	
	Low Health Opportunity		6	2	0	3	1	0	0	2	3	0	0	1	3	1	0	0	0	0	2	0	0	0	0	0	0	0	
	Moderate Health Opportunity		6	2	0	1	3	0	0	2	2	2	0	0	3	1	0	0	0	0	2	0	0	0	0	0	0	0	
	High Health Opportunity		11	3	0	3	3	2	0	3	2	5	0	1	6	1	0	1	1	0	2	0	0	0	0	0	0	0	
	Very High Health Opportunity		2	0	0	0	2	0	0	0	1	1	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	
	Not Provided		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Column Total				31							31				31														

Contributing Factors for Staunton District Pedestrian Injury Crashes

CATEGORICAL HEAT MAP Staunton Pedestrian Injury Crashes (2014-2018)			Total Crashes		Functional Classification							Ownership				Facility Type								Total	
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes		Divided, Partial Or Full Control Of Access - Unknown Lanes
Total Crashes			#	8	1	85	58	31	4	8	29	27	0	123	106	23	9	8	10	5	5	2	0	15	4
Category	Factor	#																							
Pedestrian Action	Crossing At Intersection With Signal	24	1	0	17	6	0	0	1	0	1	0	22	8	4	1	3	1	0	1	0	0	6	0	
	Crossing At Intersection Against Signal	12	0	0	6	6	0	0	0	2	1	0	9	6	3	0	1	2	0	0	0	0	0	0	
	Crossing At Intersection - No Signal	21	0	0	11	5	4	1	0	5	1	0	15	12	0	1	2	2	2	0	0	0	2	0	
	Crossing Not At Intersection	37	0	1	21	12	3	0	0	5	2	0	30	19	10	1	1	4	0	0	2	0	0	0	
	In Roadway With or Against Traffic - Sidewalks Available	4	0	0	3	1	0	0	0	2	0	0	2	1	1	0	1	0	0	0	0	0	1	0	
	In Roadway With or Against Traffic - Sidewalks Not Available	26	2	0	7	11	6	0	2	4	9	0	11	21	0	1	1	0	1	1	0	0	1	0	
	Working/Standing/Lying/Playing In Roadway	27	4	0	6	5	11	1	4	5	8	0	10	16	2	3	0	0	0	2	0	0	2	2	
	Not In Roadway	8	0	0	6	1	1	0	0	5	2	0	1	7	0	0	0	1	0	0	0	0	0	0	
	Other	34	1	0	15	10	6	2	1	5	3	0	25	19	5	2	0	0	2	1	0	0	3	2	
Not provided/Not Applicable	2	0	0	0	2	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0		
Driver Action	No Improper Action	87	2	1	41	30	12	1	2	16	11	0	58	51	11	5	3	8	1	2	1	0	5	0	
	Avoiding Pedestrian	1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	
	Hit And Run	34	2	0	13	11	8	0	2	5	6	0	21	24	2	2	0	1	1	1	0	0	2	1	
	Did Not Have Right-of-Way	24	1	0	14	7	1	1	1	2	0	0	21	7	6	0	2	1	2	0	1	0	5	0	
	Fail To Maintain Proper Control	6	1	0	3	1	0	1	1	3	1	0	1	3	1	0	0	0	0	1	0	0	0	1	
	Other	33	2	0	13	8	9	1	2	3	9	0	19	20	2	2	3	0	1	1	0	0	2	2	
	Not Provided	2	0	0	0	1	1	0	0	0	0	0	2	0	1	0	0	0	0	0	0	0	1	0	
Weather Conditions	No adverse weather condition	165	6	1	75	50	30	3	6	26	26	0	107	94	21	8	8	9	4	4	1	0	12	4	
	Mist/rain/snow/sleet/hail/fog	22	2	0	10	8	1	1	2	3	1	0	16	12	2	1	0	1	1	1	1	0	3	0	
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Column Total				187							187				187										

CATEGORICAL HEAT MAP Staunton Pedestrian Injury Crashes (2014-2018)		Total Crashes	Category		Functional Classification							Ownership				Facility Type								Total
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	
Total Crashes		#	8	1	85	58	31	4	8	29	27	0	123	106	23	9	8	10	5	5	2	0	15	4
Category	Factor	#	6	1	79	58	31	4	6	26	27	0	120	104	21	9	8	7	5	4	2	0	15	4
Pedestrian Refuge Type	None	179	2	0	5	0	0	0	2	3	0	0	2	2	1	0	0	3	0	1	0	0	0	0
	Median	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Island	0	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
Pedestrian Signal Present	Pork Chop	1	1	0	23	7	0	0	1	0	0	0	30	14	7	1	2	3	0	0	0	0	4	0
	Yes	31	7	1	62	51	31	4	7	29	27	0	93	92	16	8	6	7	5	5	2	0	11	4
Pedestrian Signal Type	No	156	7	1	62	52	31	4	7	29	27	0	94	93	16	8	6	7	5	5	2	0	11	4
	None	157	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Vehicle Signal Heads	0	1	0	17	4	0	0	1	0	0	0	21	9	6	1	1	2	0	0	0	0	3	0
	Walk/Don't Walk - With Pedestrian Countdown	22	0	0	4	1	0	0	0	0	0	0	5	2	1	0	0	1	0	0	0	0	1	0
	Walk/Don't Walk - Without Pedestrian Countdown	5	0	0	2	1	0	0	0	0	0	0	3	2	0	0	1	0	0	0	0	0	0	0
School Zone	Walk/Don't Walk - Pedestrian Countdown Unknown	3	0	0	1	2	0	0	0	1	1	0	1	3	0	0	0	0	0	0	0	0	0	0
	Yes	3	0	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
	Yes With School Activity	1	8	1	84	56	31	3	8	28	26	0	121	103	23	9	8	10	5	5	2	0	15	3
No		183	187							187				187								187		
Column Total			187							187				187								187		

CATEGORICAL HEAT MAP Staunton Pedestrian Injury Crashes (2014-2018)		Total Crashes		Functional Classification							Ownership				Facility Type										Total																																																																																																																																																																																																																																																																																																							
				Factor							Ownership				Facility Type																																																																																																																																																																																																																																																																																																																	
				Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition		Private																																																																																																																																																																																																																																																																																																						
#	8	1	85	58	31	4	8	29	27	0	123	106	23	9	8	10	5	5	2	0	15	4																																																																																																																																																																																																																																																																																																										
Category	Factor	#	1	0	11	12	4	0	1	5	8	0	14	20	2	1	0	2	0	1	0	0	2	0	4	1	19	8	6	2	4	6	4	0	26	19	5	1	2	3	3	0	1	0	4	2	1	0	24	20	11	0	1	8	8	0	39	31	10	3	3	3	1	1	0	0	3	1	2	0	31	18	10	2	2	10	7	0	44	36	6	4	3	2	1	3	1	0	6	1	2	0	38	14	0	0	2	4	2	0	46	26	10	1	3	6	0	1	0	0	7	0	0	0	25	21	16	1	0	10	6	0	47	38	5	7	2	4	2	0	0	0	5	0	0	0	18	20	13	0	0	13	17	0	21	36	6	1	3	0	1	0	1	0	3	0	0	0	4	1	2	0	0	1	0	0	6	4	2	0	0	0	1	0	0	0	0	0	0	0	0	2	0	3	0	0	2	0	3	0	0	0	0	0	1	0	0	0	0	4	6	1	0	0	0	0	6	1	0	0	0	2	0	0	0	0	0	4	1	0	0	0	1	0	33	18	1	0	1	4	1	0	47	28	8	1	4	3	1	*SEE NOTE					8	0	0	0	18	5	6	2	0	4	2	0	25	15	4	2	0	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	34	35	24	2	7	21	24	0	51	63	11	6	4	5	1	5	3	187		187		187										187
Season	Spring	28	4	1	19	8	6	2	4	6	4	0	26	19	5	1	2	3	3	0	1	0	4	2	1	0	24	20	11	0	1	8	8	0	39	31	10	3	3	3	1	1	0	0	3	1	2	0	31	18	10	2	2	10	7	0	44	36	6	4	3	2	1	3	1	0	6	1	2	0	38	14	0	0	2	4	2	0	46	26	10	1	3	6	0	1	0	0	7	0	0	0	25	21	16	1	0	10	6	0	47	38	5	7	2	4	2	0	0	0	5	0	0	0	18	20	13	0	0	13	17	0	21	36	6	1	3	0	1	0	1	0	3	0	0	0	4	1	2	0	0	1	0	0	6	4	2	0	0	0	1	0	0	0	0	0	0	0	0	2	0	3	0	0	2	0	3	0	0	0	0	0	1	0	0	0	0	4	6	1	0	0	0	0	6	1	0	0	0	2	0	0	0	0	0	4	1	0	0	0	1	0	33	18	1	0	1	4	1	0	47	28	8	1	4	3	1	*SEE NOTE					8	0	0	0	18	5	6	2	0	4	2	0	25	15	4	2	0						2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	34	35	24	2	7	21	24	0	51	63	11	6	4	5	1	5	3	187		187		187										187																	
Location	Signalized Intersection	54	2	0	38	14	0	0	2	4	2	0	46	26	10	1	3	6	0	1	0	0	7	0	0	0	25	21	16	1	0	10	6	0	47	38	5	7	2	4	2	0	0	0	5	0	0	0	18	20	13	0	0	13	17	0	21	36	6	1	3	0	1	0	1	0	3	0	0	0	4	1	2	0	0	1	0	0	6	4	2	0	0	0	1	0	0	0	0	0	0	0	0	2	0	3	0	0	2	0	3	0	0	0	0	0	1	0	0	0	0	4	6	1	0	0	0	0	6	1	0	0	0	2	0	0	0	0	0	4	1	0	0	0	1	0	33	18	1	0	1	4	1	0	47	28	8	1	4	3	1	*SEE NOTE					8	0	0	0	18	5	6	2	0	4	2	0	25	15	4	2	0	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	34	35	24	2	7	21	24	0	51	63	11	6	4	5	1	5	3						187		187		187										187																																																																																			
Crosswalk	Crosswalk Present, Pedestrian Struck In Crosswalk	53	1	0	33	18	1	0	1	4	1	0	47	28	8	1	4	3	1	*SEE NOTE					8	0	0	0	18	5	6	2	0	4	2	0	25	15	4	2	0	2	3	2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	34	35	24	2	7	21	24	0	51	63	11	6	4	5	1	5	3	187		187		187										187																																																																																																																																																																																																																													
Crosswalk	Crosswalk Present, Pedestrian Not Struck In Crosswalk	31	0	0	18	5	6	2	0	4	2	0	25	15	4	2	0	2	3						*SEE NOTE					2	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	34	35	24	2	7	21	24	0	51	63	11	6	4	5	1	5	3	187		187		187										187																																																																																																																																																																																																																																												
Crosswalk	Crosswalk Present, Unclear If Pedestrian Was Struck In Crosswalk	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	*SEE NOTE											0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	34	35	24	2	7	21	24	0	51	63	11	6	4	5	1	5	3	187		187		187										187																																																																																																																																																																																																																																												
Crosswalk	No Crosswalk	103	7	1	34	35	24	2	7	21	24	0	51	63	11	6	4	5												1	*SEE NOTE					5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	1	34	35	24	2	7	21	24	0	51	63	11	6	4	5	1	5	3	187		187		187										187																																																																																																																																																																																																																																						
Column Total			187							187				187																																																																																																																																																																																																																																																																																																																		

*NOTE: This portion has been excluded from this analysis as crosswalks at roadways with partial or full control of access are not relevant to this analysis

CATEGORICAL HEAT MAP Staunton Pedestrian Injury Crashes (2014-2018)			Total Crashes		Functional Classification							Ownership					Facility Type							Total		
			Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes		Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
Total Crashes			#	8	1	85	58	31	4	8	29	27	0	123	106	23	9	8	10	5	5	2	0	15	4	
Category	Factor	#																								
Land Use	Residential	62	0	0	23	21	18	0	0	7	9	0	46	49	3	5	3	0	0	0	0	0	2	0	187	
	Commercial	60	3	1	38	14	2	2	3	7	3	0	47	22	14	2	3	5	1	1	1	0	8	3		
	Industrial	1	0	0	1	0	0	0	0	1	0	0	0	0	1	0	0	0	0	0	0	0	0	0		
	Recreational	2	1	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	1		0
	Institutional	17	0	0	7	6	2	2	0	4	1	0	12	10	1	0	0	1	3	0	0	0	1	1		1
	Mixed-Use	25	0	0	12	10	3	0	0	4	4	0	17	10	4	2	1	3	1	1	1	0	2	0		0
	Agricultural/Rural	20	4	0	4	7	5	0	4	5	10	0	1	15	0	0	1	1	0	2	0	0	1	0		0
Posted Speed	25 MPH or less	107	0	0	43	34	27	3	0	4	11	0	92	64	9	9	4	2	5	0	1	0	10	3	187	
	30-35 MPH	45	1	0	27	15	2	0	1	9	6	0	29	23	10	0	2	5	0	1	0	0	4	0		
	40-45 MPH	12	1	0	4	6	1	0	1	3	6	0	2	7	2	0	1	1	0	0	0	0	1	0		
	50 MPH or greater	23	6	1	11	3	1	1	6	13	4	0	0	12	2	0	1	2	0	4	1	0	0	1		
	Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		0
Driver Vision	Vision Not Obscured	134	5	1	65	41	20	2	5	23	21	0	85	75	20	6	7	9	3	2	1	0	9	2	187	
	Vision Obscured - Static Sight Distance Issue	8	1	0	1	2	4	0	1	0	0	0	7	4	1	2	0	0	0	1	0	0	0	0		
	Vision Obscured - Vehicle Issue	14	0	0	6	5	1	2	0	3	3	0	8	8	0	0	1	0	1	0	1	0	2	1		
	Vision Obscured - Dynamic Sight Distance Issue	15	1	0	5	6	3	0	1	1	3	0	10	9	1	1	0	1	0	1	0	0	2	0		
	Not Applicable	16	1	0	8	4	3	0	1	2	0	0	13	10	1	0	0	0	1	1	0	0	2	1		
Driver Drinking	Had Not Been Drinking	130	6	1	64	39	17	3	6	24	18	0	82	73	16	4	8	7	2	4	2	0	12	2	187	
	Drinking	9	0	0	2	6	1	0	0	0	4	0	5	5	2	1	0	0	0	0	0	0	0	1		
	Unknown	48	2	0	19	13	13	1	2	5	5	0	36	28	5	4	0	3	3	1	0	0	3	1		
Column Total				187							187					187										

CATEGORICAL HEAT MAP Staunton Pedestrian Injury Crashes (2014-2018)		Total Crashes		Functional Classification							Ownership				Facility Type								Total		
		Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes		Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
Total Crashes		#	8	1	85	58	31	4	8	29	27	0	123	106	23	9	8	10	5	5	2	0	15	4	
Category	Factor	#	7	1	72	49	26	4	7	29	22	0	101	92	18	6	9	5	4	5	1	0	15	4	195
Pedestrian Drinking	Had Not Been Drinking	159	1	0	16	8	1	0	1	2	5	0	18	14	5	1	0	4	1	0	1	0	0	0	
	Drinking	26	0	0	4	2	4	0	0	2	0	0	8	5	2	2	0	1	0	0	0	0	0	0	
	Unknown	10	1	0	56	20	9	1	1	5	2	0	79	43	15	5	4	5	2	0	1	0	11	1	
Sidewalk Presence	Sidewalk	87	7	1	29	38	22	3	7	24	25	0	44	63	8	4	4	5	3	5	1	0	4	3	187
	No Sidewalk	100	3	0	7	3	0	0	3	2	1	0	7	5	3	1	0	1	0	2	0	0	1	0	
Time of Day	0 AM - 6 AM	13	2	1	20	5	9	0	2	6	4	0	25	19	6	1	1	2	1	0	1	0	6	0	187
	6 AM - 12 PM	37	2	0	30	32	11	4	2	12	15	0	50	47	6	3	5	3	3	2	0	0	7	3	
	12 PM - 6 PM	79	1	0	28	18	11	0	1	9	7	0	41	35	8	4	2	4	1	1	1	0	1	1	
	6 PM - 12 AM	58	0	0	6	5	3	0	0	2	3	0	9	8	3	1	0	0	1	1	0	0	0	0	
Driver Age	Less than or equal to 20	14	2	0	25	11	6	1	2	4	8	0	31	21	8	4	2	3	0	2	1	0	3	1	187
	21 - 35	45	2	0	16	15	8	0	2	8	9	0	22	24	3	2	6	2	1	0	0	0	3	0	
	36 - 50	41	1	0	14	9	4	1	1	6	2	0	20	14	3	1	0	4	1	1	0	0	5	0	
	51 - 65	29	1	1	9	8	4	2	1	3	3	0	18	15	5	0	0	0	1	0	1	0	1	2	
	Greater than 65	25	2	0	15	10	6	0	2	6	2	0	23	24	1	1	0	1	1	1	0	0	3	1	
	Not Provided	33																							
Column Total			187							187				187											

<p style="text-align: center;">CATEGORICAL HEAT MAP Staunton Pedestrian Injury Crashes (2014-2018)</p>			<p style="text-align: center;">Total Crashes</p>		<p style="text-align: center;">Category</p>	<p style="text-align: center;"><i>Functional Classification</i></p>						<p style="text-align: center;"><i>Ownership</i></p>				<p style="text-align: center;"><i>Facility Type</i></p>											
						<p style="text-align: center;">Factor</p>	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes	Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition
Total Crashes			#	8	1	85	58	31	4	8	29	27	0	123	106	23	9	8	10	5	5	2	0	15	4		
Category	Factor		#																								
Pedestrian Age	Less than or equal to 20		45	2	0	19	15	9	0	2	7	4	0	32	27	7	4	1	1	1	1	0	0	3	0	195	
	21 - 35		60	1	0	28	20	10	1	1	17	10	0	32	34	10	1	4	6	2	0	0	0	3	0		
	36 - 50		33	2	0	19	8	3	1	2	4	6	0	21	18	5	1	0	2	2	1	0	0	4	0		
	51 - 65		40	3	1	18	10	7	1	3	5	3	0	29	23	2	3	2	1	0	3	2	0	3	1		
	Greater than 65		14	0	0	7	5	1	1	0	0	4	0	10	6	1	0	2	0	0	0	0	0	2	3		
	Not Provided		3	0	0	1	1	1	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0		
Pedestrian Gender	Female		71	2	0	37	22	7	3	2	14	11	0	44	43	10	1	4	4	3	1	0	0	4	1	195	
	Male		124	6	1	55	37	24	1	6	19	16	0	83	68	15	8	5	6	2	4	2	0	11	3		
	Not Provided		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Driver Gender	Female		65	1	0	29	23	8	4	1	5	9	0	50	36	7	4	3	1	4	1	1	0	6	2	187	
	Male		89	5	1	41	25	17	0	5	18	16	0	50	47	15	4	5	7	0	3	1	0	6	1		
	Not Provided		33	2	0	15	10	6	0	2	6	2	0	23	23	1	1	0	2	1	1	0	0	3	1		
Light Condition	Daylight/Dusk/Dawn		118	4	1	49	37	23	4	4	17	19	0	78	68	12	5	5	4	4	2	1	0	13	4	187	
	Darkness - Road Lighted		32	0	0	17	10	5	0	0	3	1	0	28	16	5	4	1	3	1	0	1	0	1	0		
	Darkness - Road Not Lighted		34	4	0	16	11	3	0	4	9	7	0	14	20	5	0	2	3	0	3	0	0	1	0		
	Darkness - Unknown Road Lighting		1	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0		
	Unknown		2	0	0	2	0	0	0	0	0	0	0	2	1	1	0	0	0	0	0	0	0	0	0		
Column Total				187						187				187													

CATEGORICAL HEAT MAP Staunton Pedestrian Injury Crashes (2014-2018)		Total Crashes		Functional Classification							Ownership				Facility Type								Total																													
		Factor	#	Interstate	Other Freeway or Expressway	Arterial	Collector	Local	Private	VDOT Interstate	VDOT Primary Route	VDOT Secondary Route	VDOT Other	Non-VDOT Route	Two-way, Non-divided - 2 or 3 Lanes	Two-way, Non-divided - 4+ Lanes	Two-way, Non-divided - Unknown Lanes	Divided, No Control Of Access - 2 or 3 Lanes	Divided, No Control Of Access - 4+ Lanes	Divided, No Control Of Access - Unknown Lanes	Divided, Partial Or Full Control Of Access - 2 or 3 Lanes	Divided, Partial Or Full Control Of Access - 4+ Lanes		Divided, Partial Or Full Control Of Access - Unknown Lanes	One-way or Transition	Private																										
Total Crashes		#	8	1	85	58	31	4	8	29	27	0	123	106	23	9	8	10	5	5	2	0	15	4																												
Category	Factor	#																																																		
Transit Route Present (within 1/4 mile)	Yes	120	3	1	62	33	19	2	3	10	3	0	104	66	15	8	3	6	4	2	1	0	14	1	5	0	23	25	12	2	5	19	24	0	19	40	8	1	5	4	1	3	1	0	1	3	187					
	No	67	1	1	45	22	10	2	1	4	1	0	75	40	12	4	3	5	3	1	1	0	11	1	7	0	40	36	21	2	7	25	26	0	48	66	11	5	5	5	2	4	1	0	4	3	187					
Bus Stop within 500 Feet	Yes	81	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	187								
	No	106	8	1	84	58	31	4	8	29	27	0	122	105	23	9	8	10	5	5	2	0	15	4	0	0	1	0	0	0	0	0	0	0	83	40	15	8	3	5	3	1	1	0	13	2	187					
Rail Stops within 500 Feet	Yes	1	2	0	44	30	13	2	2	5	1	0	83	40	15	8	3	5	3	1	1	0	13	2	2	0	9	10	8	0	2	2	5	0	20	22	2	0	2	0	1	1	0	0	0	1	187					
	No	186	1	0	15	7	6	1	1	7	10	0	12	23	3	0	0	2	1	0	0	0	1	0	2	1	15	8	1	1	2	12	6	0	8	16	2	0	2	3	0	2	1	0	1	1	187					
Health Opportunity Index	Very Low Health Opportunity	91	1	0	2	3	3	0	1	3	5	0	0	5	1	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	187								
	Low Health Opportunity	29	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	187									
	Moderate Health Opportunity	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	187									
	High Health Opportunity	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	187									
	Very High Health Opportunity	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	187									
	Not Provided	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	187								
Column Total			187							187				187																																						

2014-
2018