

Tazewell County, Virginia Safety Action Plan

March 2026



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Letter of Support



Tazewell County, Virginia
March 3, 2026

Dear Tazewell County Residents,

We are writing to express our full support for the Tazewell County Safety Action Plan, a data-driven initiative designed to improve the safety and well-being of our entire community.

Through the Bipartisan Infrastructure Law (BIL), the federal government established the Safe Streets and Roads for All (SS4A) program, which provides \$5-6 billion in grant funding over a 5-year period (2022-2026). The funding supports regional, local, and Tribal initiatives to prevent roadway deaths and severe injuries.

As a recipient of SS4A funding, Tazewell County developed this Safety Action Plan to provide a comprehensive framework, which aims to reduce the exposure, likelihood and severity of fatal and severe injury crashes on Tazewell Roads. It is informed through analysis; stakeholder and community engagement; and evidence-based strategies. Together, these elements will help the County prioritize investments and pursue future funding opportunities.

This document is more than a planning document; it is a commitment to advancing safer people, safer roads, safer vehicles, appropriate speeds, and improved post-crash care.

Thank you for your continued interest and participation in building a safer Tazewell County.

Sincerely,

Chuck Presley
Chairman, Eastern District

Shanna Plaster
Vice Chairman, Northwestern District

Kyle Crucey
Northern District

John Rhudy
Southern District

Curtis Breeding
Western District

Introduction

Tazewell County developed this county-wide Safety Action Plan (SAP). This SAP aligns with the objectives and goals of the federal Safe Streets for All (SS4A) grant program, which aims to prevent roadway fatalities and severe injuries.

The Tazewell County SAP includes the following components:

- High-Level Roadway Safety in Tazewell County
- Crash Trends
- Emphasis Areas
- High-Injury Network and Prioritization
- Infrastructure, Behavioral, and Post-Crash Care Needs and Interventions
- Deep-Dive: Advisory Speed Needs
- Safety Strategies and Countermeasures
- Public Engagement
- Site-Specific Improvements

Acknowledgments

This Tazewell County SAP would not be possible without the contributions from the following individuals and organizations:

Tazewell County Project Team

- Kenneth Dunford (Tazewell County - Director of Engineering)
- Brad Gibson (Tazewell County - Addressing Coordinator)

Stakeholder Team

- Marcella Keene (Tazewell County Public Schools - Transportation Supervisor / Tazewell County Sheriff's Office - 911 Dispatcher)
- Barry Brooks (Tazewell County - Director of Public Safety & Emergency Management Coordinator)
- Josh Salyers (Tazewell County - EMS)
- Aaron Gillispie (Former Board of Supervisors - Southern District)
- Jeff Buchanan (VDOT - Assistant Resident Engineer)
- Samantha Mullins (VDOT - Planning Specialist)

- Blake Ailor (VDOT - Planning Manager)
- Eric Young (Tazewell County - Administrator)
- Bob Moss (Planning Commission - Chairman)
- Curtis Breeding (Board of Supervisors - Western District)
- Captain Chuck McNerlin (Tazewell County Sheriff's Office - Deputy)
- Captain Randy Ann Davis (Tazewell County Sheriff's Office - Director of 911 & Emergency Communications)

Consulting Partners

- toXcel, LLC
- VHB

Key Terms/Abbreviations

The following list of key terms and abbreviations are used throughout the report.

AADT: Annual Average Daily Traffic

EMS: Emergency Medical Services

FCC: Federal Communications Commission

FHWA: Federal Highway Administration

HIN: High Injury Network

KA: Fatal or Severe Injury Crash

KABCO: FHWA Injury Severity Classification Scale

MUTCD: Manual on Uniform Traffic Control Devices

NB: Northbound

SAP: Safety Action Plan

SB: Southbound

SHSP: Strategic Highway Safety Plan

SSA: Safe System Approach

SS4A: Safe Streets for All

TLRR: Two-Lane Rural Road

U.S. DOT: United States Department of Transportation

VDOT: Virginia Department of Transportation

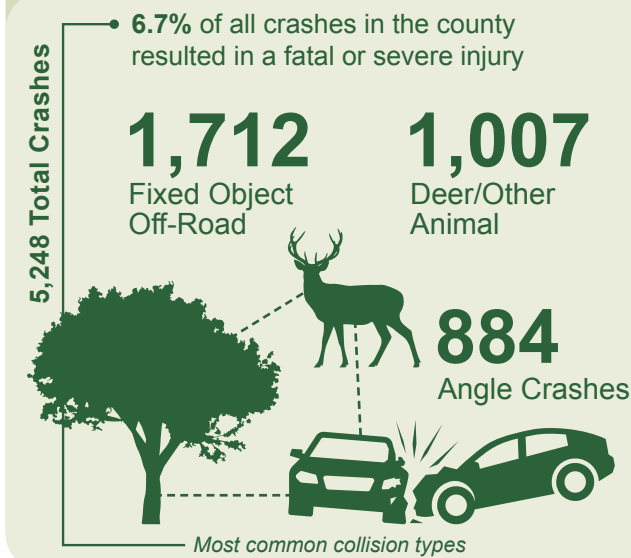
VMT: Vehicle Miles Traveled

High-Level Roadway Safety in Tazewell

Key Takeaways

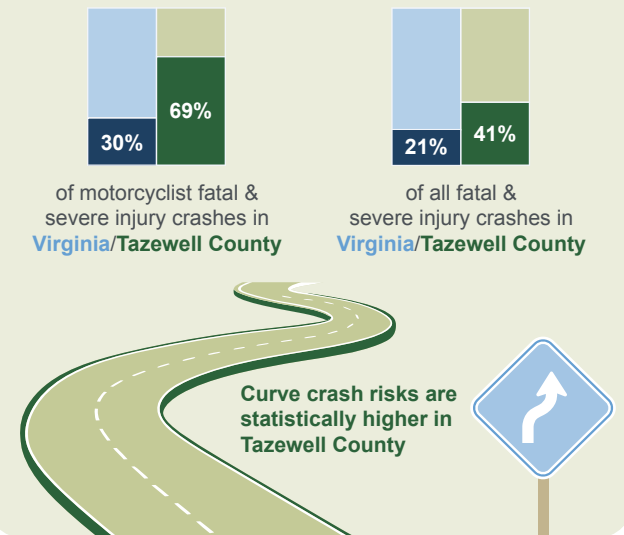
Crashes in Tazewell County

(2017-2024)



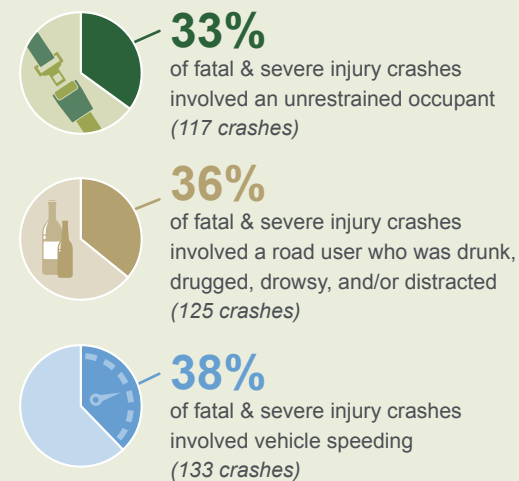
Crashes on Curves

Percentage of fatal & severe injury crashes on curves



Risky Driving Behaviors in Fatal & Severe Crashes

Choices that endanger all road users.



High-Level Roadway Safety in Tazewell

Safe System Approach

The SSA, adopted by the U.S. DOT and VDOT, is roadway safety philosophy aimed at eliminating roadway fatalities and severe injuries.¹ It holds that:

- Traffic-related deaths and severe injuries are unacceptable.
- Human mistakes are unavoidable.
- Safety strategies should be proactive instead of reactive, meaning that potential risks to road users should be examined, and not a sole focus on crash patterns.
- Multiple strategies may be needed to address one safety need. Strategies should be multi-disciplinary and consider safe road users, safe vehicles, safe speeds, safe roads, and post-crash care.
- Roadway safety is everybody's responsibility.

A SSA is holistic, recognizing that transportation safety is complex and it can be changed with relevant countermeasures. The project team incorporated the Safe System Approach by:

- Analyzing crash patterns and crash risks across Tazewell County.
- Evaluating post-crash care through emergency response time, cell phone coverage, etc.
- Documenting seat belt use and vehicular spot speeds at select locations.
- Engaging Tazewell County staff (including stakeholders from emergency response, police, and school transportation), VDOT, and road users.
- Developing a variety of strategies to reduce fatalities and severe injuries in Tazewell County that apply engineering, enforcement, emergency response, and education solutions.



Figure 1: Safe System Approach

Overall Approach

The Tazewell County Safety Action Plan was developed through a multi-step process, which included:

- 1 An analysis of historical crash data, Tazewell County population trends, and Tazewell County transportation trends to **identify preliminary safety needs**.
- 2 Tazewell County stakeholders who impact roadway safety met in October 2025 to discuss existing condition analysis findings and provided a forum for participants to **share concerns, propose strategies, and identify current challenges**.
- 3 A **public survey on transportation safety topics** was available from mid-November 2025 to early December 2025. The surveys were available online or as a paper copy in Tazewell County libraries.
- 4 Development and prioritization of **countermeasures to address Tazewell County safety needs**.



Crash Trends

Data Sources

The project team used statewide and national data sources in the analysis of crash data, population trends, and transportation trends.
2,3,4,5,6,7

Crash Severity

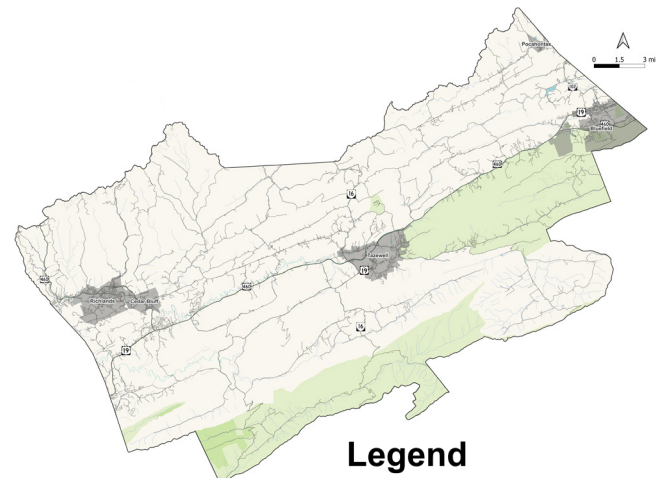
FHWA defines a KABCO scale, shown in **Table 1**, which classifies injury severity for every crash.

Crash Severity	KABCO Designation
Fatal Crash	K
Severe Injury	A
Visible Injury	B
Nonvisible Injury	C
Property Damage Only	O

Table 1: KABCO Scale

Geography

Tazewell County is in southwest Virginia, bordered by West Virginia to the north. The Towns of Richlands, Bluefield, Tazewell, Cedar Bluff, and Pocahontas are within the County boundaries (**Figure 2**). US 19 and US 460 provide regional connections. State Route 16, nicknamed “Back of the Dragon” for its dramatic curves and scenery, is a popular destination for motorcycle riders.



- Legend**
- Parks / Forest
 - Town Boundaries
 - Tazewell County Outline
 - Road
 - Water Body

Figure 2: Tazewell County Boundaries

Population Trends

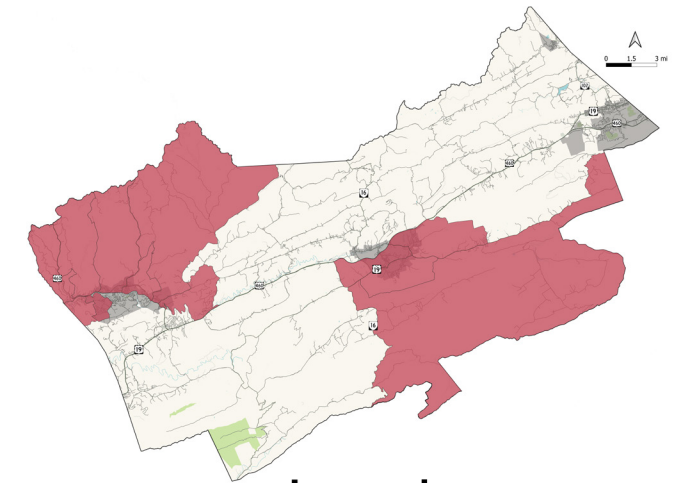
Tazewell County’s population decreased slightly year-over-year from 44,331 people in 2014 to 39,933 people in 2023.

Areas of Persistent Poverty

The census tracts in the northwest and southeast portions of Tazewell County (shown in **Figure 3**) are identified by the U.S. DOT as an Area of Persistent Poverty, meaning the poverty rate is 20% or higher.

Transportation Mode

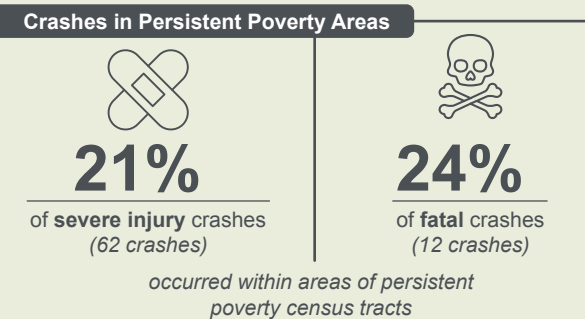
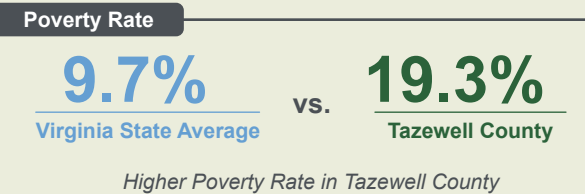
The U.S. Census collects data on the transportation mode to work by workers who are 16 years old and over. Driving alone is the most common mode of transportation in Tazewell County.



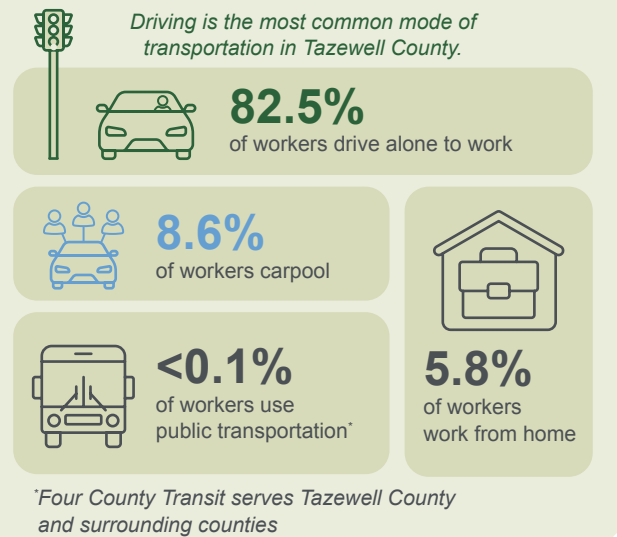
- Legend**
- Area of Persistent Poverty
 - Town Boundaries
 - Tazewell County Outline

Figure 3: Areas of Persistent Poverty in Tazewell County (Source: U.S. DOT)

Poverty & Crash Statistics in Tazewell County



Transportation Modes in Tazewell County



Transportation Trends

The project team analyzed transportation trends to identify safety needs across Tazewell County. The project team considered traffic volumes and crash patterns.

Traffic Volumes

AADT is the number of vehicles that travel on a road during a typical day, as shown in **Figure 4**. AADT is helpful for understanding drivers' exposure to crash risks; more traffic on a road means more opportunities for a crash to occur. Vehicle miles traveled (VMT), the product of AADT and roadway length, is another metric of crash exposure. The highest volume roads across Tazewell include:

- US 19/US 460 from Bluefield to the Russell County border
- US 460 through the Town of Richlands

The project team calculated three crash rates using VMT to compare safety trends year over year while controlling for the fluctuation of VMT. Crash rates shown in **Figure 5** include:

- All-severity crash rate per million VMT
- Fatal and severe injury crash rate per 100 million VMT
- Fatal crash rate per 100 million VMT

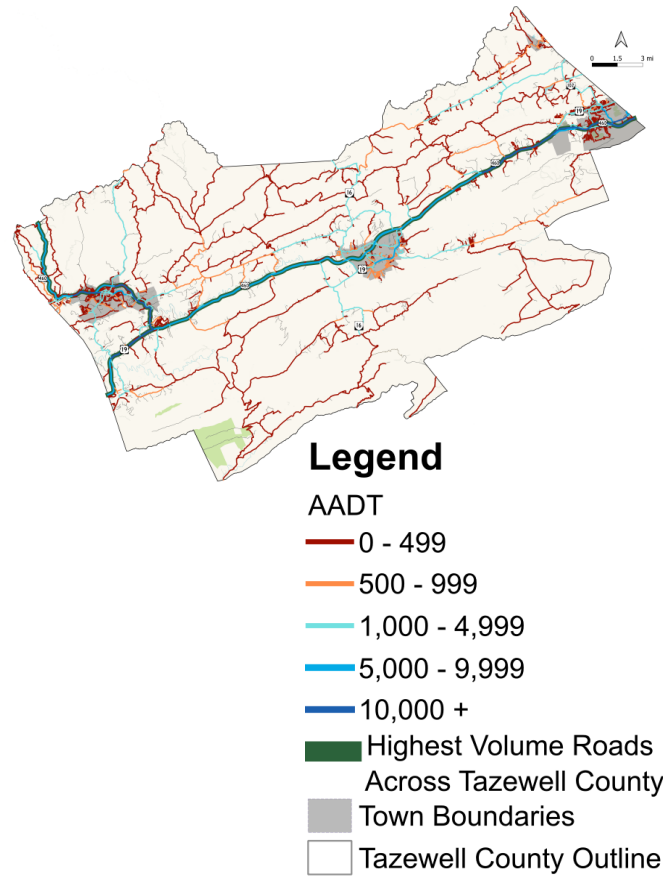


Figure 4: Current AADT in Tazewell County (Source: VDOT)

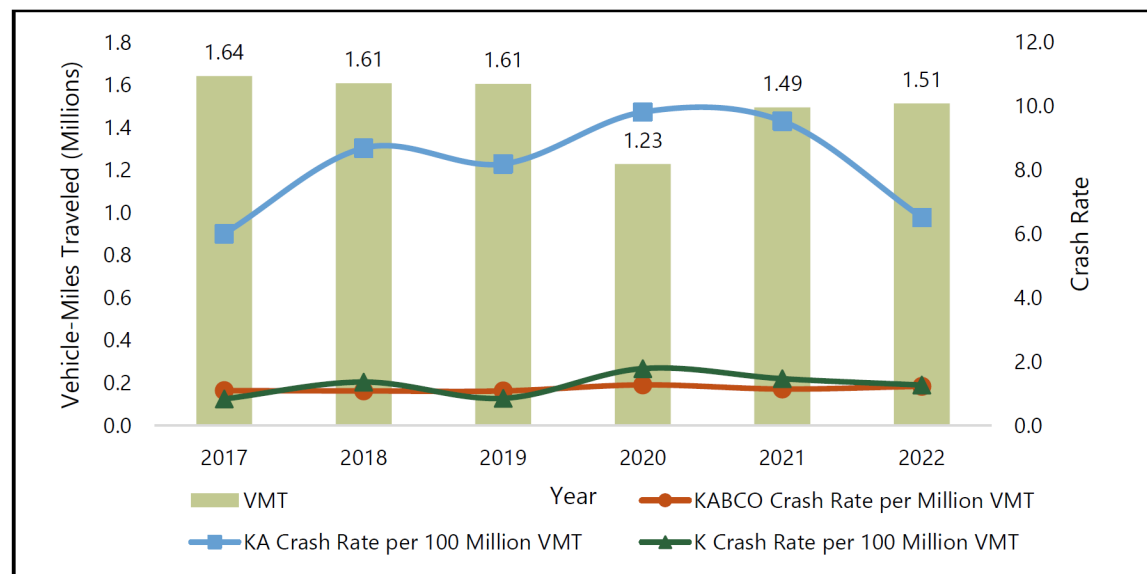


Figure 5: Crash Rates and Vehicle Miles Traveled in Tazewell County and Towns (Source: VDOT)

From 2017 to 2022, the crash rates in Tazewell County (all severity, fatal and severe injury, and fatal) increased, while VMT decreased. This means that despite fewer drivers being on the road in 2022, they were more likely to be involved in a crash than they were in 2017.

Tazewell County crash rates peaked in 2020 while VMT was at the lowest level. The crash rates have declined since 2020, but they have not declined to pre-Covid-19 levels.

Crash Patterns

The project team analyzed roadway crashes from 2017 to 2024 across Tazewell County, which includes crashes within the County and the Towns of Richlands, Bluefield, Tazewell, Cedar Bluff, and Pocahontas.



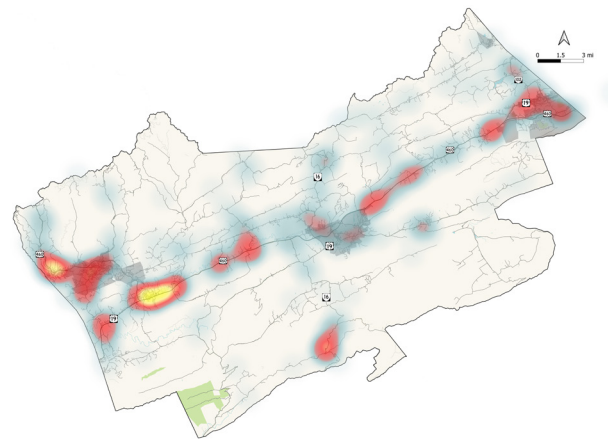
Crash Trends

County Crash Trends

As shown in **Table 2**, 5,248 crashes occurred between 2017 and 2024 in Tazewell County, including 50 fatal crashes and 300 severe injury crashes. **Figure 6** illustrates hotspots of fatal and severe injury crashes that were identified on:

- US 460 northwest of Richlands
- US 19/ US 460 between Claypool Hill and Pounding Mill
- State Route 16 (Back of the Dragon) near the Smyth County line

The number of crashes often corresponded to the traffic volume of the roadway, which is especially evident on US 19 and US 460. One notable exception is a segment of State Route 16, north of the Freestone Valley Road and State Route 16 intersection, that had a low AADT and a high number of crashes (seven severe injury crashes).



Legend

- Fatal and Severe Injury Crashes
 - Dense
 - Sparse
- Town Boundaries
- Tazewell County Outline

Figure 6: Heat Map of Fatal and Severe Injury Crashes (Source: VDOT)

Crash Severity	Number of Crashes	Percent of Total
K	50	1.0%
A	300	5.7%
B	1,095	20.9%
C	406	7.7%
O	3,397	64.7%
Total	5,248	100.0%

Table 2: Crash Severity

Temporal Trends

Figure 7 displays the distribution of the highest severity crashes (fatal and severe injury) compared to lower severity crashes (visible injury, nonvisible injury, and property damage only) from 2017 to 2024.

- While the total number of crashes increased each year from 2020 to 2024, the proportion of fatal and severe injury crashes decreased.
- The highest number of total crashes occurred in 2024 (752 total crashes).

October to December had the highest number of crashes, but the percentage of fatal and severe injury crashes was highest from May to July, as shown in **Figure 8**. Factors affecting the number of crashes and severity during the fall and winter months include:

- 45% of animal crashes occurred from October to December. This common crash type tends to result in less severe outcomes, which lowers the average severity from October to December.
- Fewer daylight hours and more adverse weather (e.g. snow) in winter create challenging driving conditions.
 - The proportion of crashes that occurred in the dark were elevated from October to February.

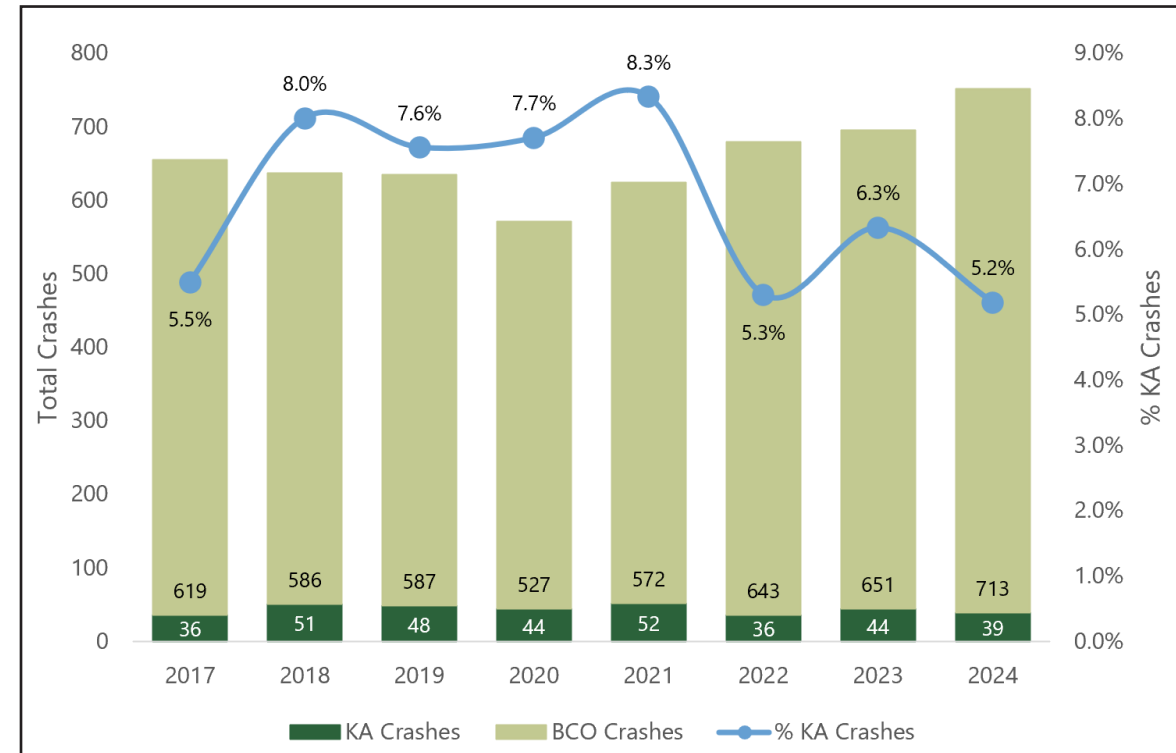


Figure 7: Crashes by Year (Source: VDOT)

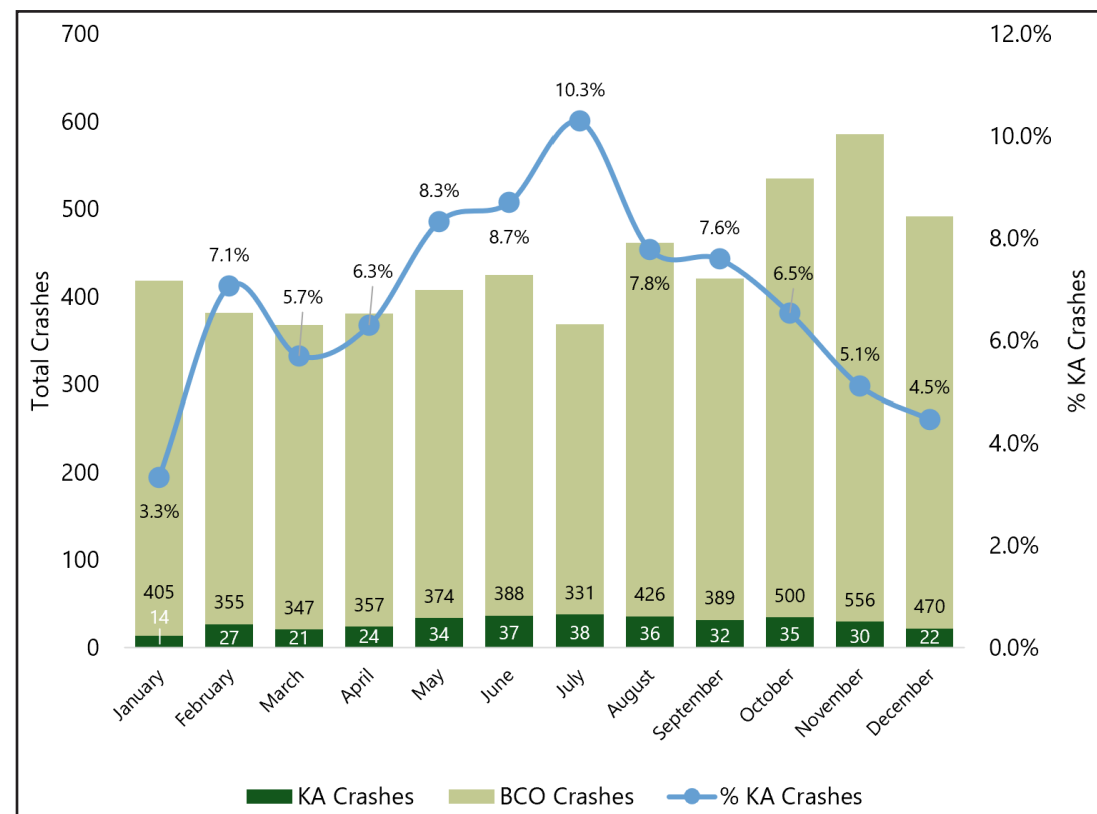


Figure 8: Crashes by Month, Total from 2017-2024 (Source: VDOT)

Crashes in adverse weather were elevated from November to February

Crash Trends

Fixed object - off road crashes were the most common collision type, accounting for 33% of all crashes and 49% of fatal or severe injury crashes. Bank/ledge, guardrail, and trees were the most common fixed objects involved in a fatal or severe injury crash.

The second most common collision type was deer/other animal, which made up 19% of all crashes and 2% of fatal or severe crashes. Deer crashes peaked during dawn and dusk hours.

Angle collisions were the third most common type of collision, accounting for 17% of all crashes and 18% of fatal or severe crashes. 68% of angle crashes occurred at intersections.

While pedestrian collisions were less common (19 crashes), they tended to have a high severity with 47% of pedestrian collisions (9 crashes) resulting in a fatal or severe injury.

Collision Type

The number of total crashes by severity and collision type are shown in **Table 3**. The project team applied VDOT's collision type classifications, except "deer" and "other animal" collision types were combined into one classification, "deer/other animal." The "other" collision type is defined by VDOT as a crash not described by one of the predefined categories. No crashes were recorded for the bicyclist or motorcyclist collision type classifications. Roadway departure, speeding, and motorcyclist crashes were overrepresented outside of the towns (compared to all crashes), and intersection crashes were overrepresented in towns.



Collision Type	K	A	B	C	O	% of KA Crashes by Collision Type ^A	% of Total KA Crashes ^B	Total
Fixed Object - Off Road	28	144	428	91	1,021	10%	49%	1,712
Deer/Other Animal	1	6	48	41	911	0.7%	2%	1,007
Angle	11	53	240	95	485	7%	18%	884
Rear End	1	27	181	97	383	4%	8%	689
Sideswipe - Same Direction	-	2	27	26	176	0.9%	0.6%	231
Other	1	7	41	11	115	5%	2%	175
Non-Collision	2	25	50	8	84	16%	8%	169
Sideswipe - Opposite Direction	-	4	28	17	99	3%	1%	148
Head On	5	22	36	10	46	23%	8%	119
Backed Into	-	-	1	6	41	0.0%	0.0%	48
Fixed Object in Road	-	2	4	3	36	4%	0.6%	45
Pedestrian	1	8	10	-	-	47%	3%	19
Train	-	-	1	1	-	0.0%	0.0%	2
Total	50	300	1,095	406	3,397	N/A	100%	5,248

Table 3: Collision Type

^A Collision Type KA Crashes / Total Collision Type Crashes

^B Collision Type KA Crashes / Total KA Crashes

Emphasis Areas

Emphasis areas are specific road users, driving behaviors, and crash types, as defined in the SHSP, that experience or contribute to fatal and severe injury crash outcomes.⁸ The SHSP is a five-year plan for roadway safety across Virginia, guided by the vision that everyone should arrive at their destination safely. The plan includes actions (ongoing, short-term, and long-term) related to common factors contributing to or resulting in fatal or severe injury crashes.

The project team analyzed crashes in Tazewell County by emphasis area, as shown in **Table 4**.

Emphasis Area Crashes	Tazewell County			Statewide
	K	A	% of Total KA	% of Total KA
Roadway Departure	32	150	52%	39%
Speeding Involved	21	112	38%	32%
Impairment Involved	22	103	36%	33%
Occupant Protection (Unrestrained)	29	88	33%	23%
Intersection Related	15	100	33%	40%
Senior Driver Involved	13	64	22%	19%
Young Driver Involved	7	43	14%	15%
Motorcyclist Involved	8	40	14%	12%
Large Truck Involved	4	16	6%	9%
Pedestrian Involved	3	9	3%	8%
Bicyclist Involved	1	1	1%	2%

Note: **bold** represents a higher proportion than Statewide.

Table 4: Crashes in Tazewell County by Emphasis Area

Roadway Departure



VDOT ranks segments where roadway departure crashes exceed their expected magnitude, including:

- US 460 northwest of Richlands had three highly ranked segments, which had collisions involving speeding, wet weather, and guardrail.
- A highly ranked segment on SR 16 had severe motorcycle crashes on curved grades.

Unrestrained



Restrained crashes had less severe outcomes than unrestrained crashes, especially when a roadway departure and/or speeding was involved.

Intersection



Left turns and rear-end collisions were common crash scenarios among crashes within 250 feet of an intersection.

Impairment:



Distraction was the most common type of impairment and “eyes not on road” was the most common type of distraction.

Motorcyclist



The project team identified a cluster of severe motorcyclist crashes on SR 16 near a set of switchbacks. Non-collisions and fixed object collisions were most common collision types. Fatal or severe injury motorcyclist crashes peaked in summer.

High-Injury Network

The HIN is a subset of roads in Tazewell County that accounted for a high percentage of fatal and severe injury crashes. The HIN can inform where safety improvements, which may be costly, will have the biggest impact.

The project team divided Tazewell County roads into one-mile segments and calculated a crash score based on how many fatal and severe injury crashes occurred on each segment. All segments with a crash score in the 89th percentile or higher were designated as HIN corridors, as shown in **Figure 9** and **Table 5**.

US 19 NB and US 19 SB were the corridors with the highest crash cost. The one-mile segment of US 19 between Ravine Street and Grandview Drive in Claypool Hill had the highest crash cost in the County, with 13 severe injury crashes.

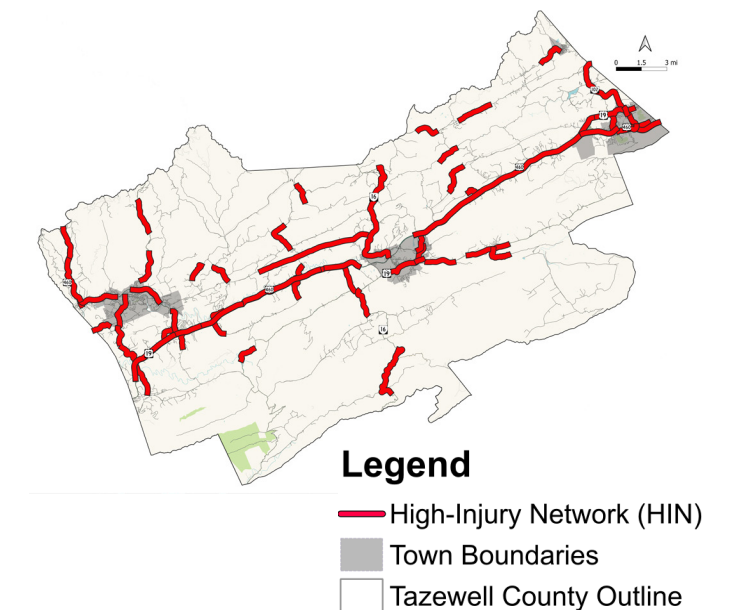


Figure 9: Tazewell County HIN Corridors

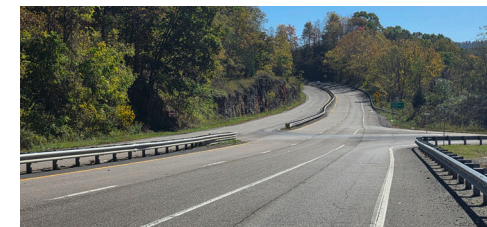
The HIN accounts for just **15%** of all centerline roadway miles but captures **272 (78%)** of the **350** fatal and severe injury crashes in **Tazewell County**.

#	Route Name	Fatal Crashes	Severe Crashes	Crash Cost (2025 USD)	Length (Miles)	AADT	AADT Crash Cost Rank
1	US 19 NB	11	87	\$296,354,744	30.21	8,683	26
2	US 19 SB	10	80	\$272,162,520	27.55	9,222	28
3	US 460 EB	11	25	\$108,865,008	13.96	10,862	29
4	US 460 WB	11	25	\$108,865,008	13.96	10,860	30
5	SR 16 NB	3	29	\$96,768,896	13.92	1,982	17
6	SR 102 NB	3	11	\$42,336,392	6.54	5,953	19
7	VA 609 NB (Wardell Rd)	1	13	\$42,336,392	4.72	3,058	27
8	VA 631 EB (Indian Creek Rd)	2	10	\$36,288,336	6.8	1,382	15
9	VA 637 NB	4	7	\$33,264,308	6.3	482	8
10	US 19 EB BUS (Fincastle Turnpike)	0	9	\$27,216,252	4.8	4,140	25
11	Kents Ridge Road	0	8	\$24,192,224	2.2	3,998	20
12	SR 61 EB	3	4	\$21,168,196	4	2,479	24
13	SR 67 EB	1	5	\$18,144,168	3.8	1,515	12
14	SR 644 EB (Abbs Valley Road)	0	6	\$18,144,168	4.59	812	18
15	VA 643 EB	1	3	\$12,096,112	2.3	166	2
16	Valley Dale Street SB	0	3	\$9,072,084	0.49	3,947	5
17	Valley Dale Street NB	0	3	\$9,072,084	1.2	3,534	7
18	Ben Bolt Avenue	0	3	\$9,072,084	0.32	2,500	13
19	VA 806 NB (Raven Road)	0	3	\$9,072,084	0.37	1,900	23
20	VA 719 NB (Claypool Hill Mall Road)	0	2	\$6,048,056	0.97	2,400	1
21	SR 91 NB (Maiden Springs Road)	0	2	\$6,048,056	1.1	90	6
22	VA 143 (Hockman Pike)	0	2	\$6,048,056	1.01	1,400	14
23	VA 158 (Market Street)	0	2	\$6,048,056	1.11	2,000	4
24	VA 610 NB	0	2	\$6,048,056	0.92	1,800	9
25	VA 623 NB	1	1	\$6,048,056	1.67	410	3
26	VA 626 NB	1	1	\$6,048,056	1.1	310	10
27	VA 627 NB	0	2	\$6,048,056	1.23	860	11
28	VA 629 EB	0	2	\$6,048,056	1.08	237	21
29	VA 649 EB	0	2	\$6,048,056	0.95	733	16
30	VA 650 EB	0	2	\$6,048,056	1.9	270	22

Table 5: HIN Corridors

Road Categories

The HIN was classified into six categories based on adjacent land use and roadway geometry attributes:



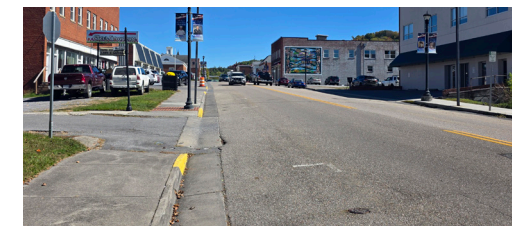
Rural, 4-Lane Arterials



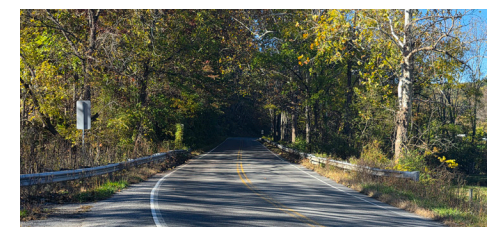
Rural, 2-Lane Roads with Continuous Horizontal Curves



Commercial, 4-Lane Arterials



Town Center/Main Streets



Rural, 2-Lane Roads



Transition Zones, 2 or 4-Lane Road

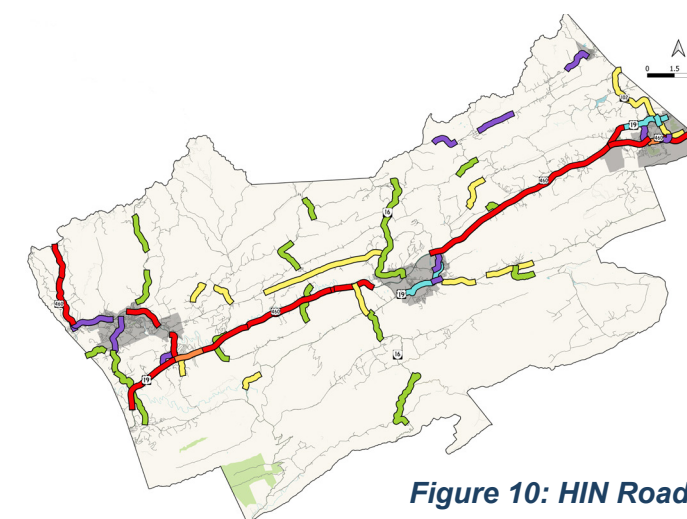


Figure 10: HIN Road Categories

Legend

- High-Injury Network (HIN)
- Road Categories
 - Rural, 4-Lane Arterials
 - Commercial, 4-Lane Arterials
 - Rural, 2-Lane Roads
 - Rural, 2-Lane Roads with Continuous Horizontal Curves
 - Town Center/ Main Streets
 - Transition Zones, 2 or 4-Lane Roads



Prioritization

The HIN provides the basis for prioritizing safety countermeasures within Tazewell County; however, while it only makes up 15% of the county roadways, that is still over 160 miles. To further prioritize the 983 individual HIN segments for site-specific safety improvements, a framework was developed to rank the highest-risk HIN corridors based on systemic factors.

The systemic factors used to develop these rankings are defined on the following page. Weighted scores were assigned to each factor to reflect a range of considerations related to exposure, likelihood, and severity of fatal and severe injury crashes.

HIN corridors were also prioritized by roadway category to identify the top two corridors within each typology, as identified in **Figure 11**. The associated spot improvements are detailed in the *Site-Specific Improvements* section later in this document.

The corridor breakdowns on the following pages outline specific safety risks and targeted strategies by roadway category including relative cost represented with \$-\$\$\$\$. Primary safety risks were identified through field observations, stakeholder feedback, and public input. Priority safety strategies were selected based on systemic need and implementation feasibility, as noted through stakeholder feedback.

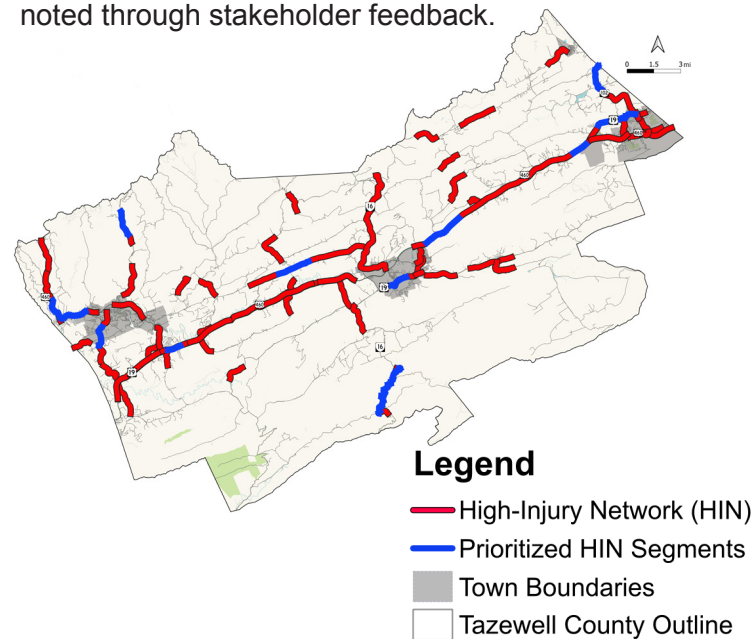


Figure 11: HIN with 12 Priority Corridors

Crash History (Normalized)



Segments are placed into percentiles and scored based on AADT-normalized fatal and severe injury crash history.

Crash History (Non-Normalized)



Segments are scored based their non-normalized crash score percentile.

High Crash Intersection



If there is a high crash intersection on the segment, additional priority points are given.

Emphasis Area Addressed



The crash analysis identified emphasis areas that account for a high number of fatal and severe injury crashes (e.g. roadway departure) as well as emphasis areas where any given crash is more likely to result in a fatal or severe injury (e.g. pedestrians). This metric awards priority points to segments with a high ratio of key emphasis area crashes compared to all crashes along the segment.⁹

Systemic - Two Lane Rural Road (TLRR)



Priority points are given to segments that were identified as TLRR priority curve segments.

Systemic - Town



Priority points are given to non-access-controlled segments within a town.

Cell Service Coverage



Points are given based on the number of cell service providers serving an area. This supports the post-crash care pillar of a Safe System because poor cell phone service may lead to increased EMS response times or an inability to reach EMS at all following a crash.

Underserved Community



One of the priorities of the SS4A program is to implement safety improvements in census tracts designated as Areas of Persistent Poverty. Priority points are given to segments that fall mostly within an Area of Persistent Poverty.

Primary Safety Risks



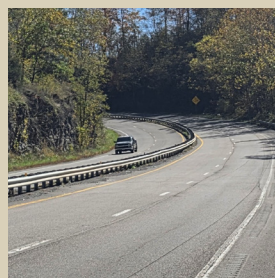
Deficient Pavement Markings and Signage



Overgrown Vegetation



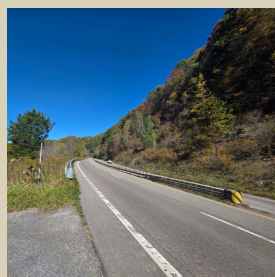
Limited Sight Distance



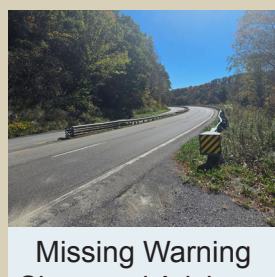
Limited Recovery Space



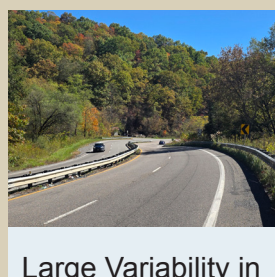
Missing Warning Signs



Risky Turning Maneuvers



Missing Warning Signs and Advisory Speeds Signs



Large Variability in Road Curvature

Priority Safety Strategies



Maintenance Needs



Enhanced Signing and Delineation (\$)



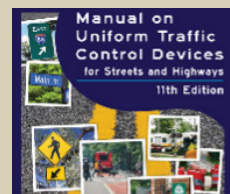
Access Management



Centerline and Edgeline Rumble Strips (\$)



Turn Lanes and Merge Lanes (\$\$)



MUTCD Upgrades (\$)

Additional Priority Safety Strategies

- Curve Warning Signs with Advisory Speeds
- Transverse Rumble Strips
- Speed Feedback Signs and Trailers

Image sources can be found in the *Safety Strategies and Countermeasures* section of this report.

Crash Risks

Wet Weather Influence: Fixed object crashes were the most common crash type, accounting for 46 of the 112 fatal or severe injury crashes that occurred on this typology. Of those 46 crashes, 44% occurred in rain, sleet, snow, or misty conditions. Comparatively, only 16% of KA crashes across all typologies occurred in rain, sleet, snow, or misty conditions.

Large Trucks: 11% of fatal and severe injury crashes involved a large truck.

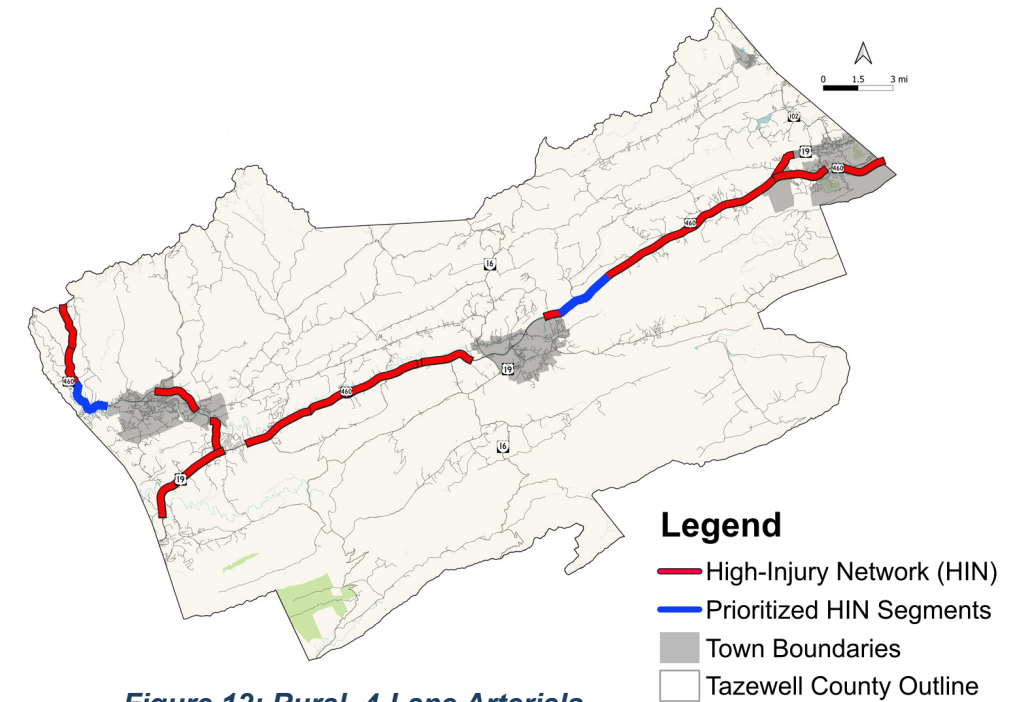










Figure 12: Rural, 4-Lane Arterials



Stakeholder Engagement and Public Feedback

The narrow sections of [US] 460, even in smaller cars, are inadequate... No shoulders on left side...

Prioritization and Spot Improvements

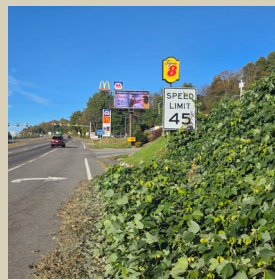
Corridor Name	Priority Rank (Category)	Priority Rank (Overall)	High-Scoring Systemic Factors on Corridor ^A
US 19 (US 460 – US 19 Merge)	1 st (tie) (31.25)	61	   
US 460 (Mayflower Lane – Raven Road)	1 st (tie) (31.25)	63	   

^A For details on each of these data elements, see page 21

Primary Safety Risks



Deficient Pavement Markings and Signage



Overgrown Vegetation



Limited Sight Distance



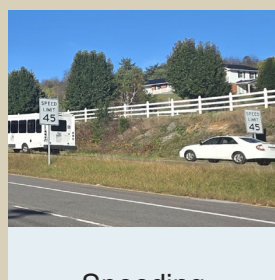
Angle Collisions and Non-Compliance



Non-Compliance with Signal



Lack of Needed or Compliant Signs

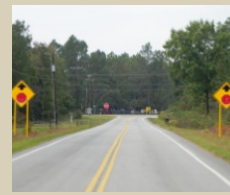


Speeding

Priority Safety Strategies



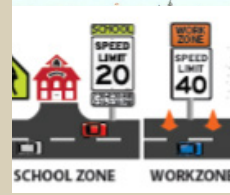
Maintenance Needs



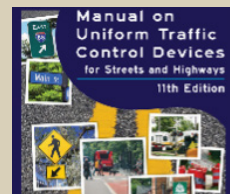
Enhanced Signing and Delineation (\$)



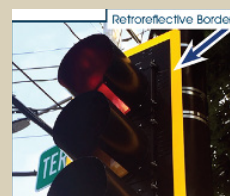
Access Management



Safe Speed for All Road Users (\$\$)



MUTCD Upgrades (\$)



Traffic Signal Visibility Improvements (\$)

Additional Priority Safety Strategies

- Transverse Rumble Strips
- Intersection Lighting
- Centerline and Edgeline Rumble Strips

Image sources can be found in the *Safety Strategies and Countermeasures* section of this report.

Crash Risks

Intersections Dominate: Approximately 71% of fatal and severe injury crashes from this typology occurred at intersections.

Daytime Activity: Commercial, 4-lane arterials had the highest rate of daytime fatal and severe crashes, at 71%

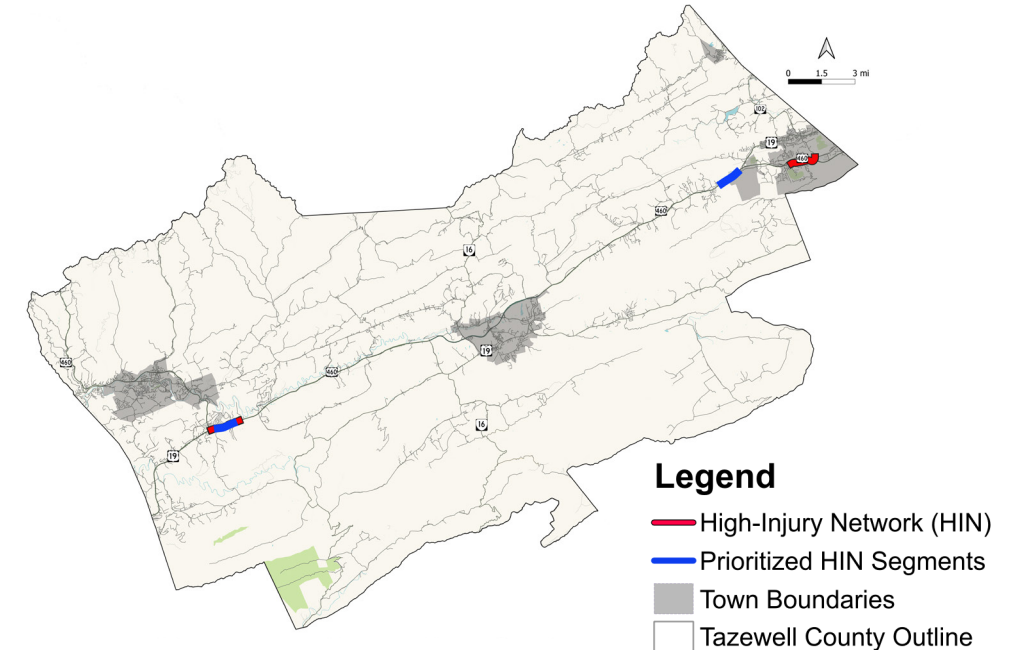


Figure 13: Commercial, 4-Lane Arterials



Stakeholder Engagement and Public Feedback

Frequent congestion, aggressive drivers, limited visibility, no turn lanes, unmanaged access, long signal waits, and drivers running lights...

Prioritization and Spot Improvements

Corridor Name	Priority Rank (Category)	Priority Rank (Overall)	High-Scoring Systemic Factors on Corridor ^A
US 19 (Indian Paint Road – Cedar Creek Drive)	26.25	183	
US 460/19 (Ebenezer Avenue – Hockman Pike)	20.25	492	

^A For details on each of these data elements, see page 21

Primary Safety Risks



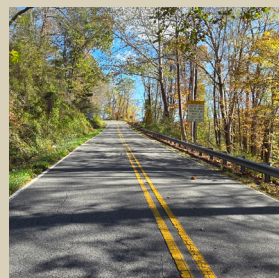
Deficient Pavement Markings and Signage



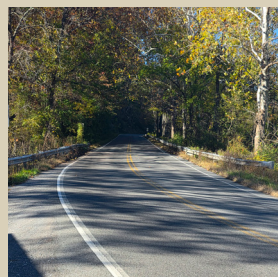
Overgrown Vegetation



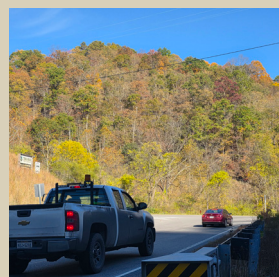
Limited Sight Distance



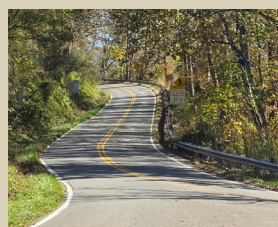
Limited Recovery Space



Missing Warning Signs and Advisory Speeds Signs



Need for Additional Guide Signs

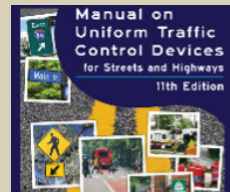


Large Variability in Road Curvature

Priority Safety Strategies



Maintenance Needs



MUTCD Upgrades (\$)



Centerline and Edgeline Rumble Strips (\$)



Curve Warning Signs with Advisory Speeds (\$)



Enhanced Signing and Delineation (\$)



Speed Feedback Signs and Trailers (\$\$)

Image sources can be found in the *Safety Strategies and Countermeasures* section of this report.

Crash Risks

Impaired Driving Enforcement: Fatal and severe injury crashes involving impaired driving were highest on rural, 2-lane roads, at 51%.

Eyes on the Road: Distracted driving was highest on rural, 2-lane roads - accounting for 37% of fatal and severe injuries. This contrasts with rural, 2-lane roads with curves, where 17% of crashes involved distracted driving.

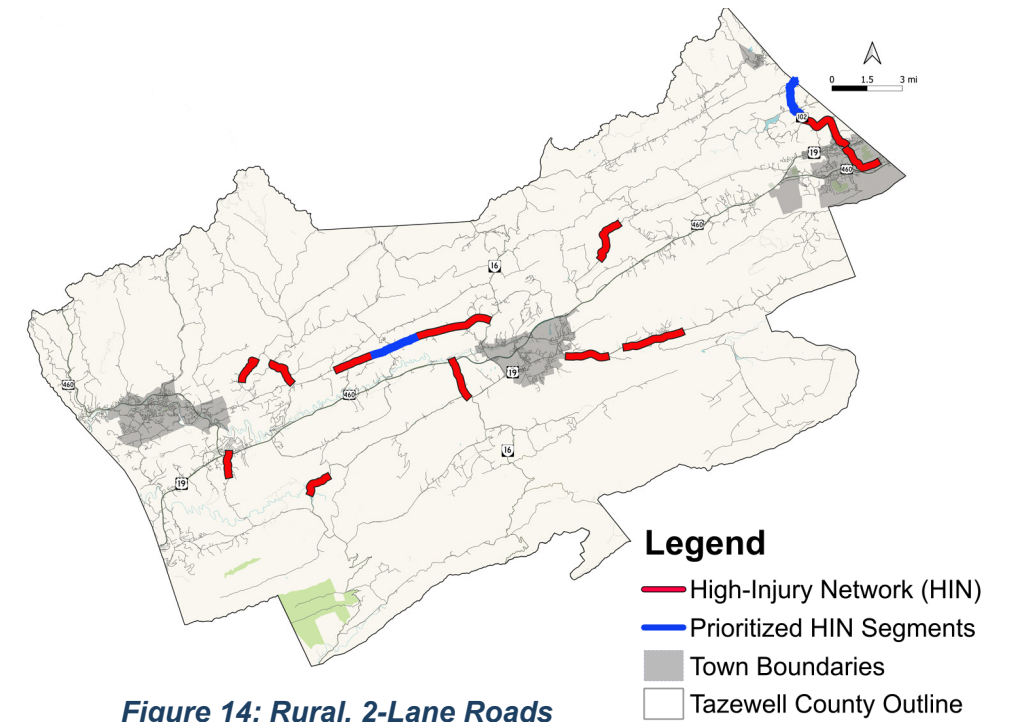
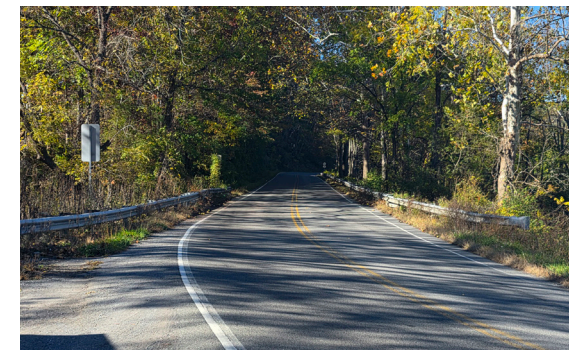


Figure 14: Rural, 2-Lane Roads



Stakeholder Engagement and Public Feedback

No lines on road. Most have no shoulder. When foggy, you don't know where the side of the road is.

Prioritization and Spot Improvements

Corridor Name	Priority Rank (Category)	Priority Rank (Overall)	High-Scoring Systemic Factors on Corridor ^A
Falls Mills Road (Brushfork Road – Starling Avenue)	1 st (29.25)	96	
US 460/19 (Ebenezer Avenue – Hockman Pike)	2 nd (28.25)	143	

^A For details on each of these data elements, see page 21

Rural, 2-Lane Roads with Continuous Horizontal Curves

Primary Safety Risks



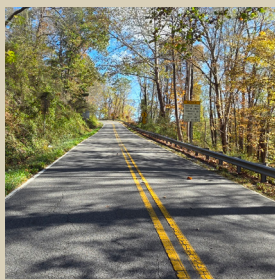
Deficient Pavement Markings and Signage



Overgrown Vegetation



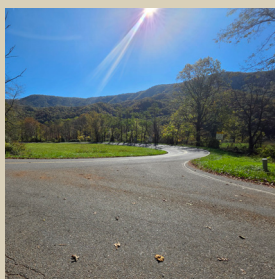
Limited Sight Distance



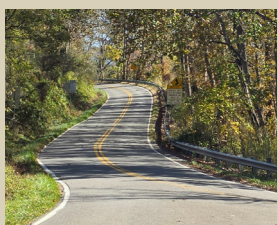
Limited Recovery Space



Missing Warning Signs and Advisory Speeds Signs



Need for Additional Guide Signs



Large Variability in Road Curvature

Priority Safety Strategies



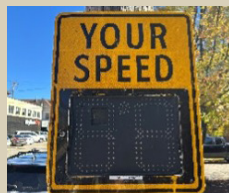
Maintenance Needs



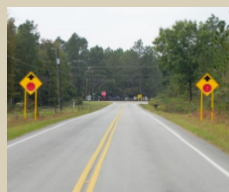
Centerline and Edgelines Rumble Strips (\$)



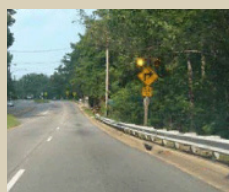
Curve Warning Signs with Advisory Speeds (\$)



Speed Feedback Signs and Trailers (\$\$)



Enhanced Signing and Delineation (\$)



Speed Activated Warning Signs & Chevrons (\$\$)

Image sources can be found in the *Safety Strategies and Countermeasures* section of this report.

Crash Risks

Dangerous Curves: 71% of fatal and severe injuries occurred on a horizontal or vertical curve. No other road typology has a rate over 50%.

Single Vehicle Crashes: Nearly two-thirds of fatal and severe injury crashes on rural, 2-lane roads mostly involved just one vehicle (62%).

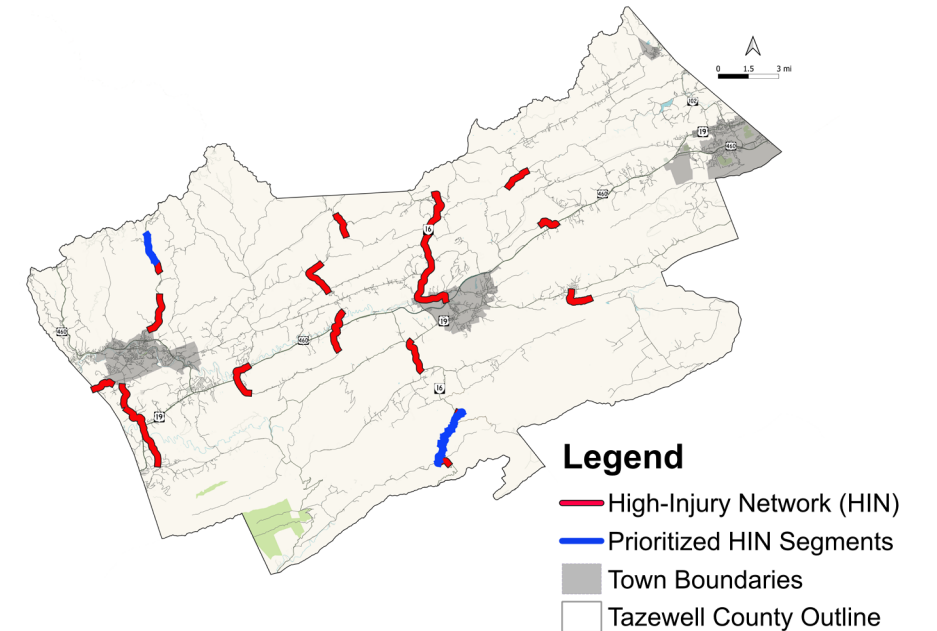


Figure 15: Rural, 2-Lane Roads with Continuous Horizontal Curves



Stakeholder Engagement and Public Feedback

...too dark at night and curvy; animals pop out constantly. There are no signs warning drivers of upcoming hairpin turns...

Prioritization and Spot Improvements

Corridor Name	Priority Rank (Category)	Priority Rank (Overall)	High-Scoring Systemic Factors on Corridor ^A
Back of the Dragon (SR 16) (SR 601 – Roaring Fork Road)	1 st (40.75)	2	
Jewell Ridge Road (SR 65) (Tiller Road – Wood Lane)	2 nd (35)	21	

^A For details on each of these data elements, see page 21

Primary Safety Risks



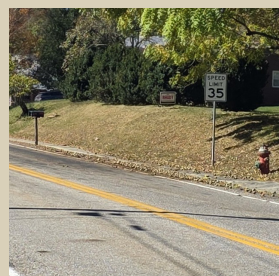
Deficient Pavement Markings and Signage



Non-Motorized Users

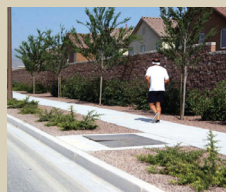


Limited Sight Distance



Speeding

Priority Safety Strategies



New Sidewalks (\$\$)



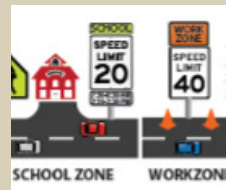
Parking Restrictions at Crosswalks (\$)



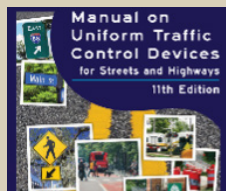
Gateway Treatment (\$\$)



Speed Feedback Signs and Trailers (\$\$)



Safe Speed for All Road Users (\$\$)



MUTCD Upgrades (\$)

Additional Priority Safety Strategies

- Transverse Rumble Strips
- Curb Extensions

Image sources can be found in the *Safety Strategies and Countermeasures* section of this report.

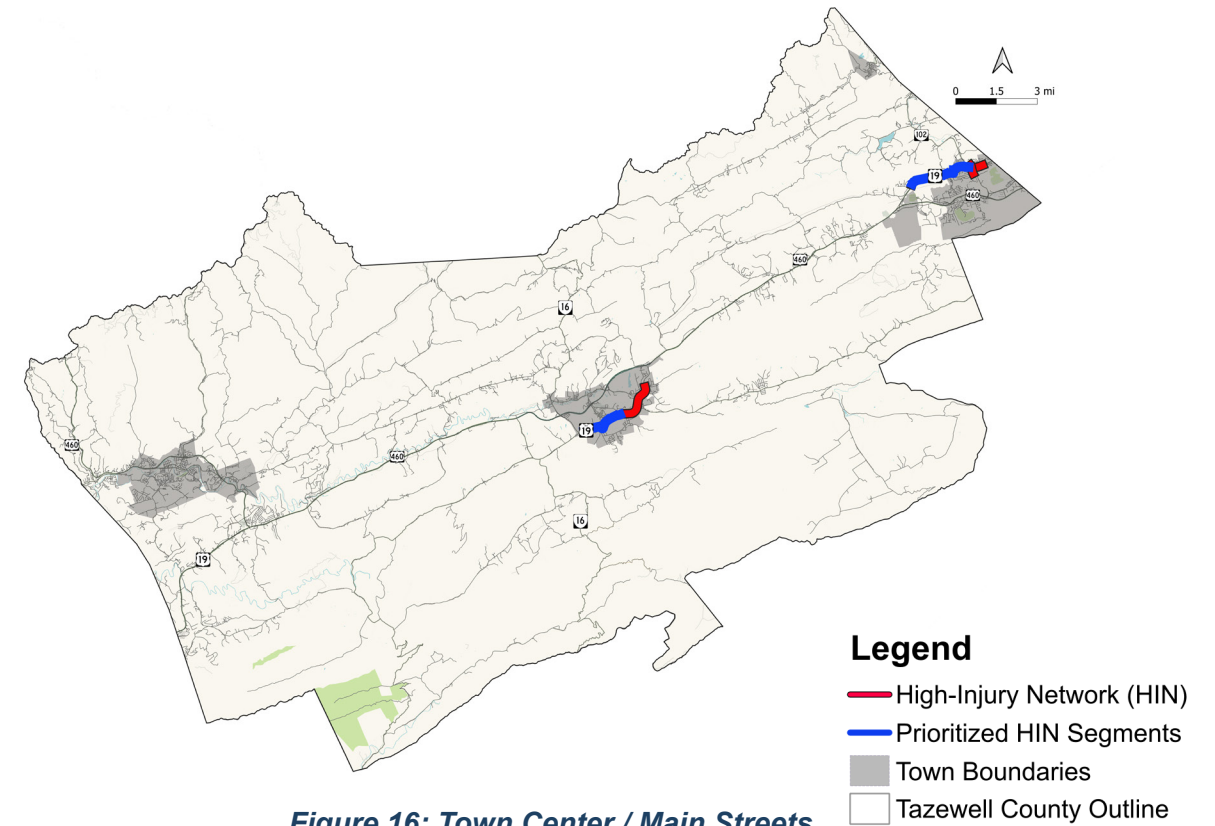


Figure 16: Town Center / Main Streets

Stakeholder Engagement and Public Feedback

People drive too fast coming down from Main Street... Need sidewalks and bike lanes, daily walkers and bikers in area.

Prioritization and Spot Improvements

Corridor Name	Priority Rank (Category)	Priority Rank (Overall)	High-Scoring Systemic Factors on Corridor ^A
Virginia Avenue (Wrights Valley Road – Montrose Street)	26.25	195	(Pedestrian)
Main Street (Fairground Road – Tazewell Avenue)	24.25	308	(Pedestrian)

^A For details on each of these data elements, see page 21

Transition Zones (2- Or 4-Lane Roads)

Primary Safety Risks



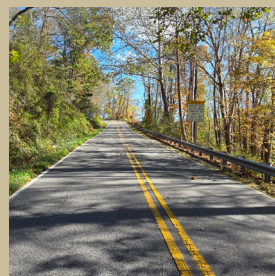
Deficient Pavement Markings and Signage



Overgrown Vegetation



Limited Sight Distance



Limited Recovery Space



Missing Warning Signs and Advisory Speeds Signs



Risky Turning Maneuvers

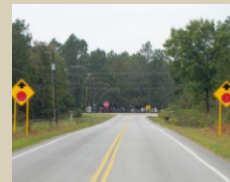


Need for Additional Guide Signs

Priority Safety Strategies



Maintenance Needs



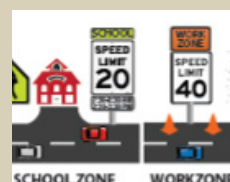
Enhanced Signing and Delineation (\$)



Transverse Rumble Strips (\$\$)



Curve Warning Signs with Advisory Speeds (\$)



Safe Speed for All Road Users (\$\$)



Access Management

- Additional Priority Safety Strategies**
- Speed Activated Warning Signs & Chevrons
 - Speed Feedback Signs
 - High-Friction Surface Treatment

Image sources can be found in the *Safety Strategies and Countermeasures* section of this report.

Crash Risks

Transition to Slower Speeds: Transition zones were where speeding was the biggest issue - 44% of fatal and severe injury crashes involve speeding.

Seat Belts Save Lives: Seatbelt usage was the second lowest in transition zones. Approximately 36% of fatal and severe crashes involved unbelted occupants.

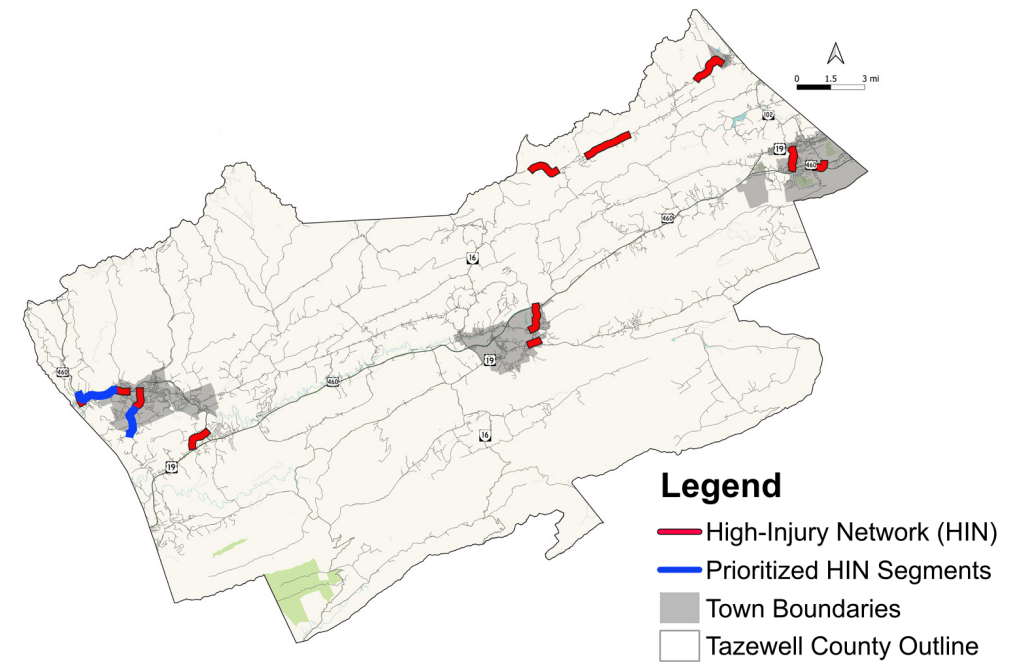


Figure 17: Transition Zones (2- Or 4-Lane Roads)



Stakeholder Engagement and Public Feedback

Curved road[s] with bad blind curves and speeders. Rough pavement conditions...

Prioritization and Spot Improvements

Corridor Name	Priority Rank (Category)	Priority Rank (Overall)	High-Scoring Systemic Factors on Corridor ^A
Kents Ridge Road (Addison Road – Mitch Lane)	1 st (42.25)	1	
US 460 (Raven Road – Acme Road)	1 st (29.25)	117	

^A For details on each of these data elements, see page 21

Behavioral Needs & Interventions

Behavioral factors contribute significantly to fatal and severe injury crashes in Tazewell County. Crash analysis and stakeholder input indicate that speeding, impairment, distraction, and non-use of seat belts are consistently overrepresented in severe crashes.

Speeding

Speeding is one of the leading contributors to fatal and severe injury crashes in Tazewell County. Stakeholders consistently noted that drivers often select speeds that feel comfortable, even when roadway geometry, traffic conditions, or environmental factors warrant lower speeds.

38% of fatal and severe injury crashes involved speeding – over representation compared to the Commonwealth of Virginia at 32%

Impairment

Impairment, including alcohol, drugs, drowsiness, and distraction, is a major contributing factor to fatal and severe crashes. Distracted driving is the most prevalent form of impairment, with many crashes involving drivers whose eyes were not on the roadway.

36% of fatal and severe injury crashes involved impairment – over representation compared to the Commonwealth of Virginia at 33%.

Distraction: 25% of fatal and severe injury crashes involved distraction – over representation compared to the Commonwealth of Virginia at 19%.

Distraction

Distracted driving is the most frequently identified impairment factor in crashes. It is particularly problematic on corridors with frequent access points or complex driving environments that demand higher levels of driver attention.

Seat Belt Use: 33% of fatal and severe injury crashes involved unrestrained occupants – over representation compared to the Commonwealth of Virginia at 23%.

Seat Belt Use

Unrestrained occupants in Tazewell County experience significantly more severe crash outcomes, particularly in roadway departure crashes.

Addressing these behaviors requires a coordinated approach that combines enforcement, education, and outreach to compliment infrastructure-based safety improvements.

Note on Distracted Driving: Distracted driving is a priority across the HIN; however, it was not identified as one of the highest-risk emphasis area crash types. As a result, it is not included in the prioritized enforcement maps on the following pages but should still remain a continued enforcement focus.

A diverse group of road users (e.g. personal vehicles, motorcycles) comes with a range of behaviors that increase risk and violate traffic laws. Strategies to mitigate these risks may include enforcement, education, outreach, or a combination of all three.

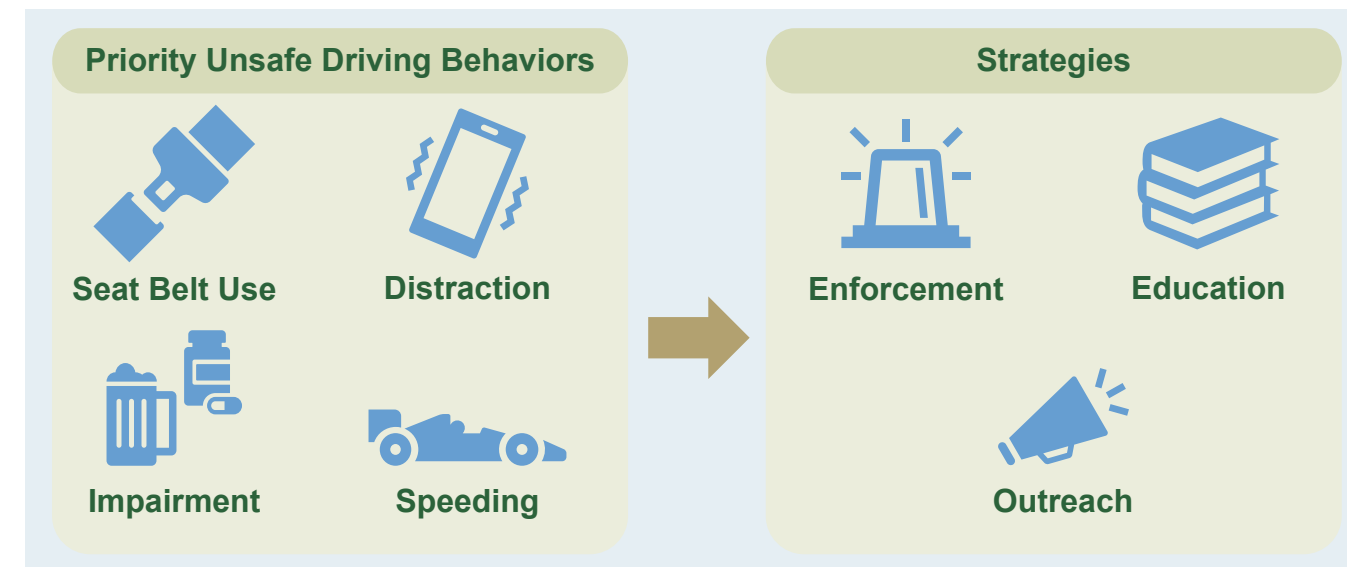


Figure 18: Priority Unsafe Drive Behaviors and Recommended Strategies

Prioritized Enforcement Locations

The six previously defined roadway categories were screened to identify the highest-risk emphasis area crash types. The following behavioral-related crash types were found to have the highest risk patterns along the HIN:

- Speeding involved
- Impairment involved
- Non-use of seat belts (unrestrained)
- Motorcycle involved

Figures 19 through 22 identify the HIN corridors associated with each high-risk behavioral crash type, with the prioritized HIN segments highlighted for additional emphasis.

Enforcement strategies should be tailored to these systemic high-risk crash patterns, with focused attention on the identified HIN corridors.

Tailored Enforcement Approaches:

High-risk behaviors require tailored enforcement strategies, tools, and expertise. Motorcyclist safety is an emphasis area on the HIN and requires tailored enforcement strategies different from vehicular interventions. For example, impaired motorcyclists may present differently than impaired passenger-vehicle drivers, with balance issues and atypical riding patterns that require specialized training for law enforcement to detect.

Details on specific enforcement strategies and associated training opportunities can be found in the **Enforcement Toolbox** portion of the *Safety Strategies and Countermeasures* section mentioned later in this document.

Impairment

Highest Priority Corridors:

- US 19 from US 460/US 19 Merge to Industry Road
- US 460 from Mayflower Lane to Raven Road
- US 460 from Raven Rd to Acme Rd
- Virginia Ave from Wrights Valley Rd to Montrose St
- Falls Mills Rd from Brushfork Rd to Starling Ave
- Baptist Valley Rd from Webb St to Clean St
- Jewell Ridge Rd (SR 65) from Tiller Rd to Wood Ln
- Back of the Dragon (SR 16) from SR 601 to Roaring Fork Rd



Applicable Categories:

- Rural, 4-Lane Arterials
- Commercial, 4-Lane Arterials
- Rural, 2-Lane Roads
- Rural, 2-Lane Roads with Continuous Horizontal Curves

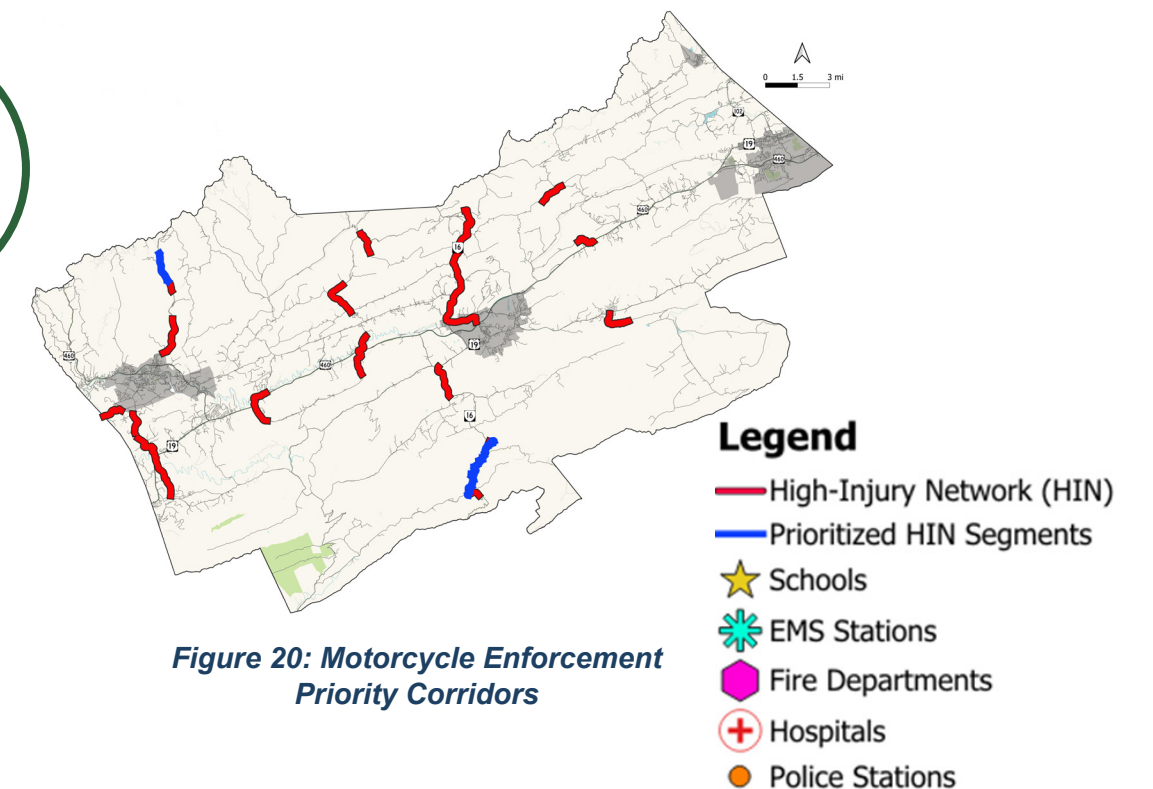
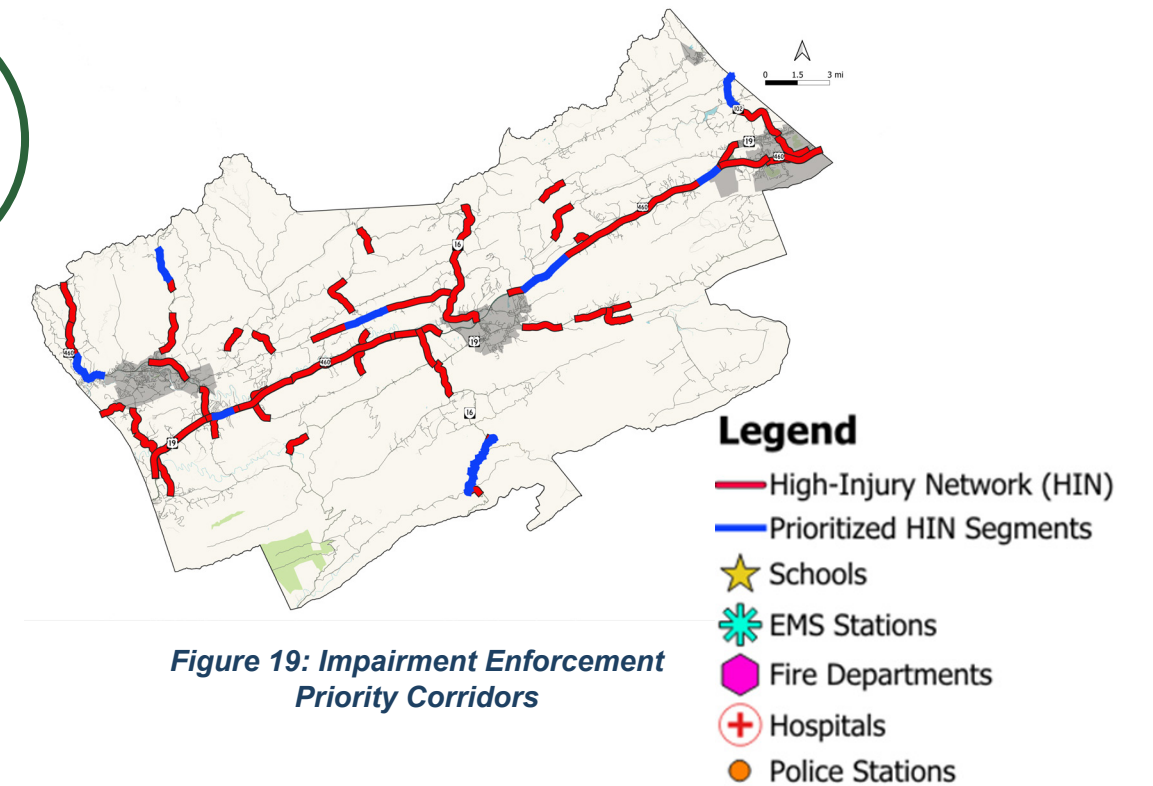
Motorcycles

Highest Priority Corridors:

- Jewell Ridge Rd (SR 65) from Tiller Rd to Wood Ln
- Back of the Dragon (SR 16) from SR 601 to Roaring Fork Rd

Applicable Categories

- Rural, 2-Lane Roads with Continuous Horizontal Curves



Behavioral Needs & Interventions

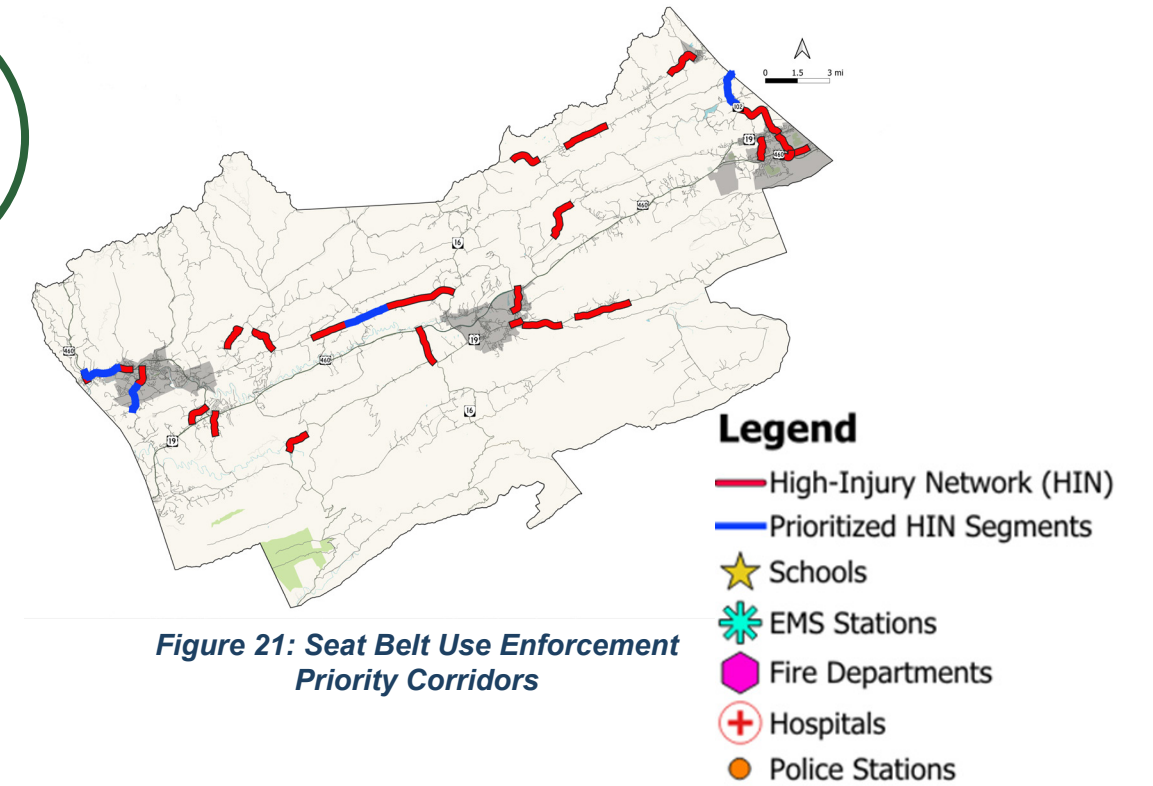
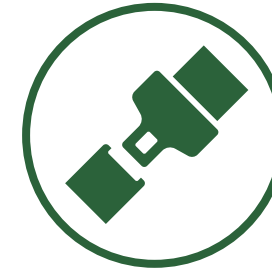
Seat Belt Use

Highest Priority Corridors:

- Falls Mills Rd from Brushfork Rd to Starling Ave
- Baptist Valley Rd from Webb St to Clean St
- Kents Ridge Rd from Addison Rd to Mitch Ln
- Main St from Fairground Rd to Tazewell Ave

Applicable Categories:

- Rural, 2-Lane Roads
- Transition Zones, 2 or 4-Lane Roads



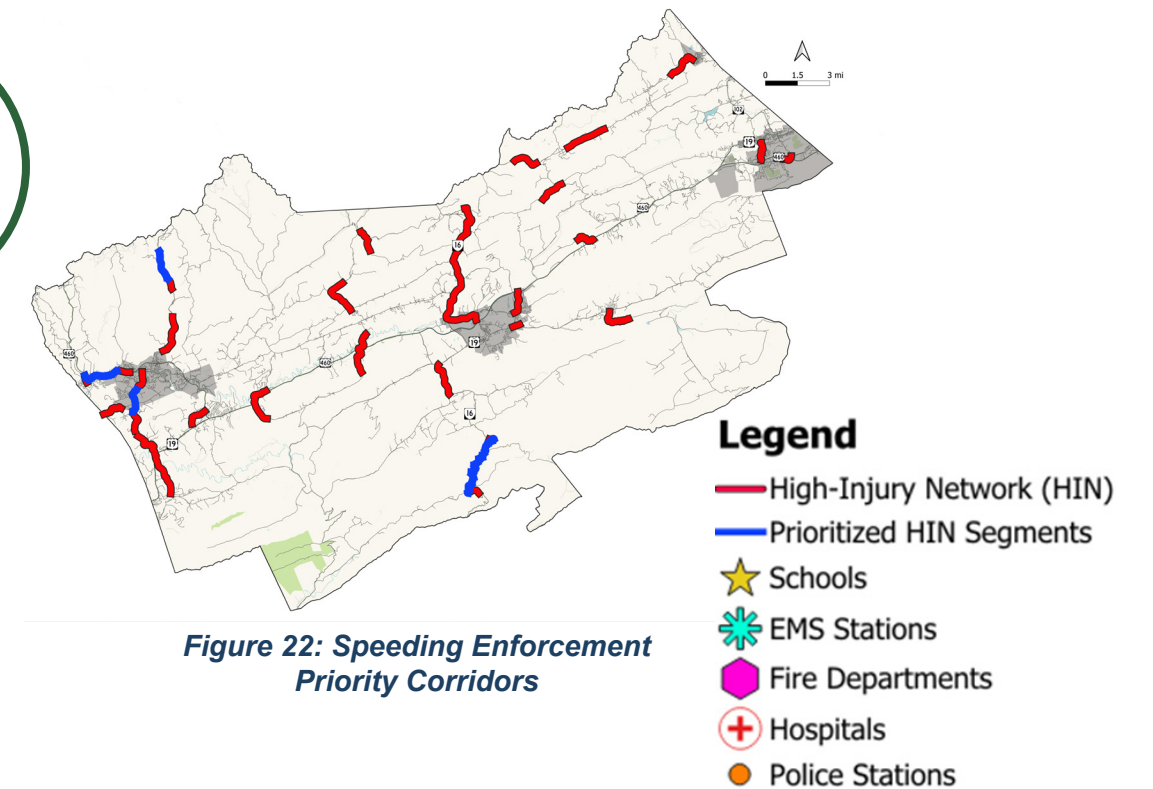
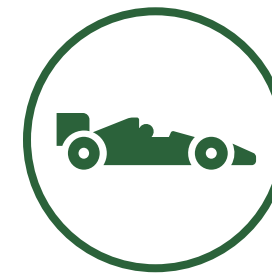
Speeding

Highest Priority Corridors:

- Jewell Ridge Rd (SR 65) from Tiller Rd to Wood Ln
- Back of the Dragon (SR 16) from SR 601 to Roaring Fork Rd
- Kents Ridge Rd from Addison Rd to Mitch Ln
- Main St from Fairground Rd to Tazewell Ave

Applicable Categories:

- Rural, 2-Lane Roads with Continuous Horizontal Curves
- Transition Zones, 2 or 4-Lane Roads



Post-Crash Care Needs & Interventions

Post-Crash Care Flow Diagram:



Post-crash care in Tazewell County is challenged by rural geography, longer travel distances, and inconsistent mobile device coverage. To understand the extent of these challenges along the HIN, the project team analyzed emergency response drive-time information, countywide mobile device coverage, and floodplain data.

Emergency Response Drive-Time

Emergency response drive-times, or isochrones, were analyzed across Tazewell County to model how quickly emergency response agencies can reach crash locations under normal operating conditions. Response locations include all facility with qualified personnel capable of being dispatched to a crash, including law enforcement, fire, and emergency medical services. As shown in **Figure 23**, drive-time coverage buffers are displayed in 5-, 10-, and 15-minute intervals.

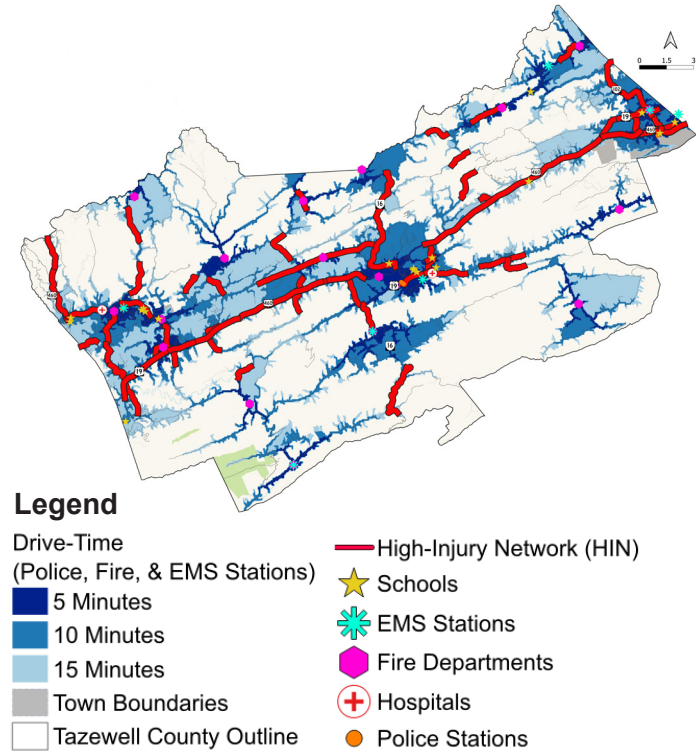


Figure 23: Emergency Drive-Time

Mobile Coverage

Mobile (cell phone) coverage was analyzed to identify gaps in the service network across Tazewell County. FCC data was used to map coverage from the four largest mobile wireless carriers in the United States: AT&T, T-Mobile, UScellular, and Verizon. Coverage is displayed by the number of carriers in each area; notably, no location in the county receives coverage from all four providers. **Figure 24** indicates mobile coverage throughout Tazewell County.

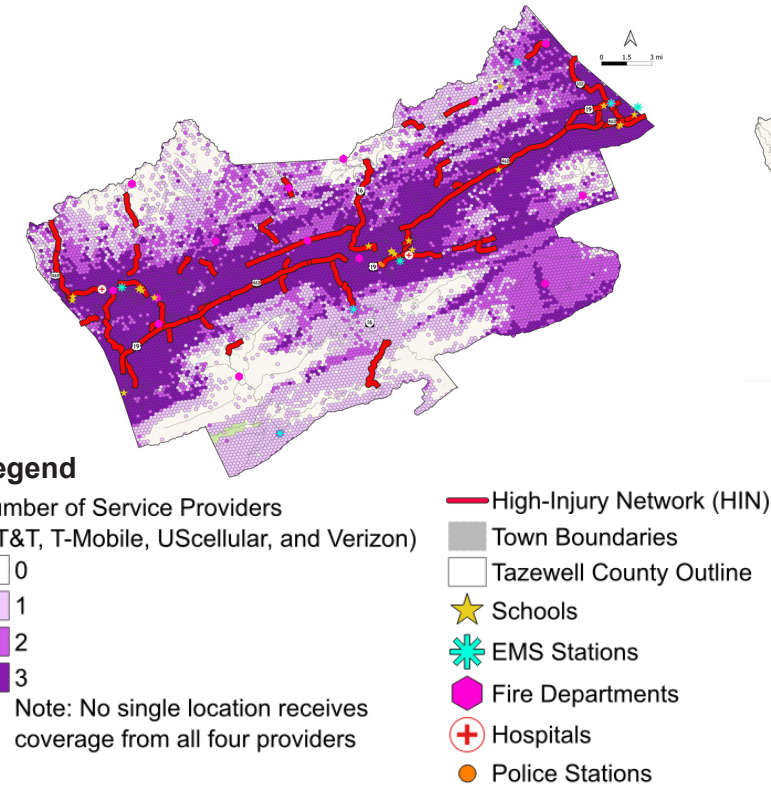


Figure 24: Mobile Coverage Map

Mobile Coverage Quick Facts

Coverage by carrier: Verizon (80.5%), AT&T (56.8%), T-Mobile (41.1%), UScellular (<1%)

Floodplain

As shown in **Figure 25**, floodplain data in Tazewell County were overlaid with the HIN to identify locations where crash risk and flood exposure overlap. These flood-prone segments were screened further for prioritization to enhance both roadway safety and system resiliency across the network.

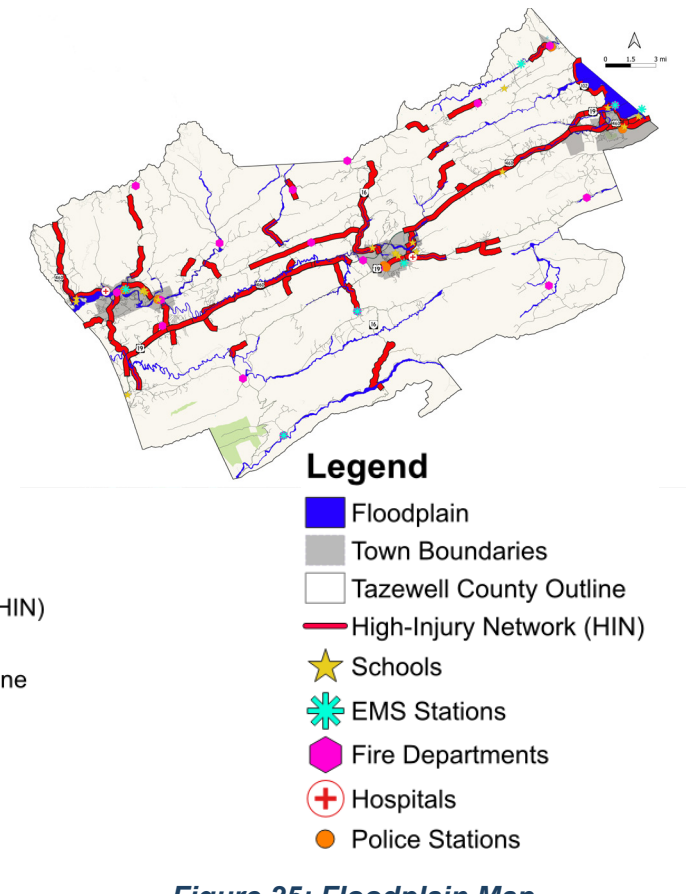


Figure 25: Floodplain Map

Post-Crash Care Needs & Interventions

Emergency Roadside Phones

A large portion of Tazewell County has limited or no cell service, including portions of HIN. Emergency, roadside phones that connect to 911 can help fill this gap for roadside and general community emergencies. These phones can be located outside of any fire, EMS, or police station that is not manned 24/7, public buildings such as post offices, or at safe locations to pull off of the roadway. The priority areas for these roadside phones are shown on **Figure 26** Mobile Coverage Map, based on locations along the HIN that only have mobile coverage from one or fewer carriers.

Equip The Community

Tazewell County has a large roadway network, with a limited number of EMS deployment locations and EMTs to staff the stations. The map (**Figure 23**) shows that portions of the HIN are 15 or more minutes from the nearest EMS deployment location. To help increase the survivability of crashes, community events can be offered that include first-aid training, Stop-the-Bleed kit handouts, and information about what to do when you come across a crash on the road. These events can also include real-life crash simulations to help the community know how they can help in an emergency.

The three high schools in the county are the priority locations for these outreach events. The high schools are located in Richlands, Tazewell, and Bluefield, which provide a cross-section of the county and a clear path for engagement. Additionally, churches and other civic organizations would also be ideal for coordinating roadway safety events that reach the community.

The events should also include information on how to volunteer as an EMT.

ID	Route	Beginning and End Points
A	Rte 16 (B.F. Buchanan Hwy)	Rte 601 (Freestone Valley Dr) - Rte 602 (Claytor Rd)
B	Rte 91 (Maiden Springs Rd)	Rte 609 (Wardell Rd) - Rte 608 (Laurel Gap Rd)
C	US 460 (Gov. George C. Perry Hwy)	Rte 804 (Red Ash Camp Rd) - County Line
D	Rte 65 (Jewell Ridge Rd)	Rail Road Crossing and Three Rd - County Line
E	Rte 643 (Grassy Spur Rd & Johnson Br Rd)	Rte 637 (Dry Fork Rd) - Harman Rd
F	Rte 16 (Stoney Ridge Rd)	Rte 753 (Church House Hollow Rd) - Rte 645 (Cavitts Creek Rd)
G	Rte 644 (Abbs Valley Rd)	State Line - Rte 655 (Goss Rd)
H	Rte 643 (Mud Fork Rd)	Rte 643 (Dickenson Ln) - Rte 655 (Gross Rd)
I	Rte 644 (Abbs Valley Rd)	Rte 758 (Franklin Rd) - Rte 774 (School Rd)

Table 6: Emergency Roadside Phone Priority Corridors

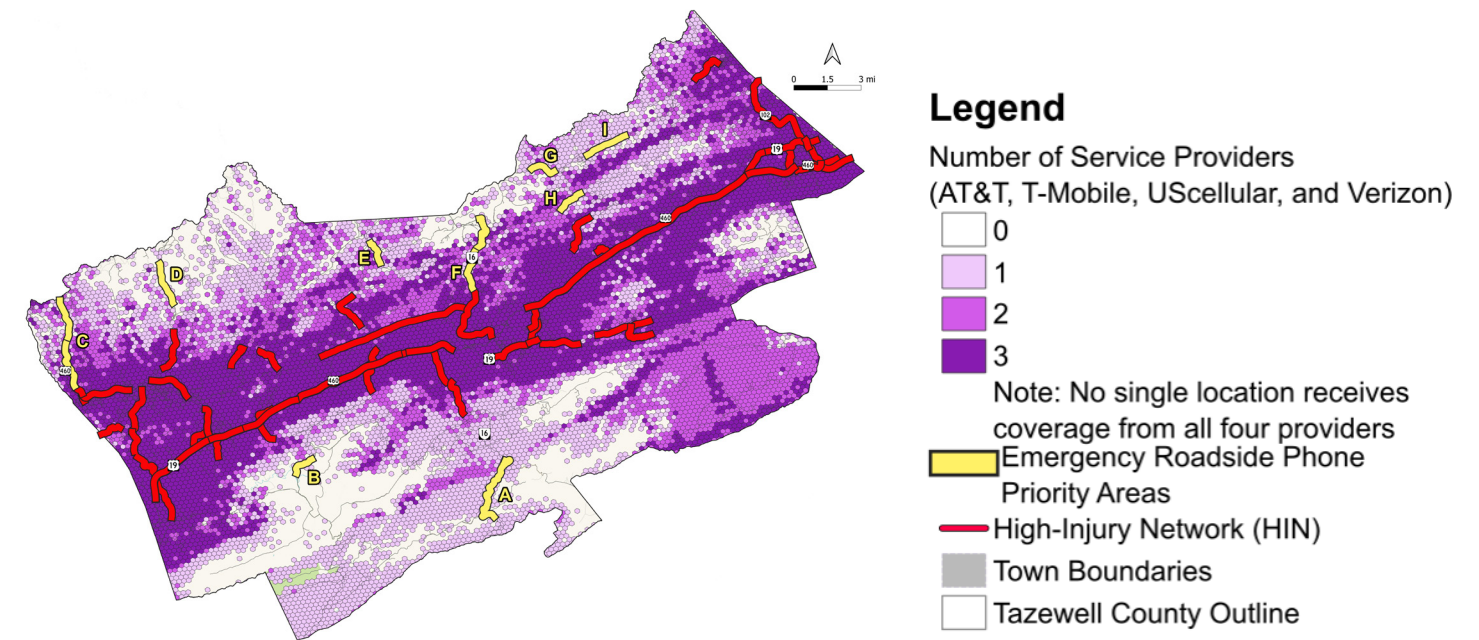


Figure 26: Mobile Coverage Map

Stakeholder & Public Engagement

Stakeholder Workshops

Tazewell County received extensive input from the stakeholder committee through a series of three workshops.

Stakeholders Include:

- County Engineering and Administration
- Emergency Medical Services
- Sheriff's Office and Law Enforcement
- Public Schools
- VDOT

Meeting #1 on October 16, 2025:

Focused on identifying existing roadway safety concerns and collaborating on how to address these concerns to reduce crashes, improve crash outcomes, and encourage safe driver behavior.

Strengths, Challenges, and Opportunities Activity

Stakeholders participated in an interactive mapping exercise using color-coded sticky notes to identify strengths, challenges, and opportunities related to:

- Roadway safety
- Cell service coverage
- Flooding and emergency access

Through this exercise, the stakeholder committee emphasized the importance of:

- Addressing speeding and other risky driving behaviors
- Improving cell service and emergency communication in remote areas of the county
- Managing terrain-related constraints, including limited sight distance, clear zone challenges, and flood-prone corridors
- Supporting EMS response capacity and reducing post-crash response delays

Meeting #2 on December 1, 2025:

Built on Meeting #1 findings and focused on reviewing potential countermeasure toolboxes. The project team presented infrastructure (roadway and non-roadway), behavioral, enforcement, and educational strategies focused on improving safety.

Feedback Form

During the meeting, stakeholders completed a feedback form evaluating the implementation feasibility of each countermeasure using a three-point scale: *not feasible*, *might be feasible*, *definitely feasible*.

The results informed subsequent prioritization and the development of recommended strategies.

Meeting #3 on December 4, 2025:

Focused on further prioritizing safety strategies, identifying local issues and constraints, and refining implementation opportunities.

Stakeholder Prioritization Activity:

Stakeholders reviewed a series of boards that summarized the countermeasure toolboxes. Each participant was given a limited number of stickers to indicate priorities and contribute general comments.



Stakeholders also had the opportunity to provide feedback via the boards and contribute related comments through the exercise and subsequent discussion.

Through this exercise, the stakeholder committee emphasized the importance of:

- Interagency coordination for implementation
- Pursuing future funding to advance high-priority actions.
- Prioritizing strategies for speed management, curve safety, maintenance, enforcement, and post-crash care.

Meeting #4 on February 18, 2026:

Centered on gaining stakeholder buy-in and initial stakeholder feedback on the Safety Action Plan, including the proposed action items table.

Community Survey:

A community survey was conducted from November 12 - December 3, 2025 to gather input from the public. The survey, which was available online and in paper format at public library branches throughout the county, was promoted through multiple communications channels. A total of 297 responses were received and analyzed.

Survey Findings

- Car or similar vehicle (pickup truck, minivan, SUV, etc.) were the predominant type of transportation used, but pedestrian infrastructure is desired.
- Out-of-town and local motorcyclists are perceived differently and have different experiences.
- Maintenance was a major concern of respondents overall.
- Locations identified as safety concerns overlapped with high-crash locations.
- Respondents had mixed opinions about cell phone connectivity and EMS response time.

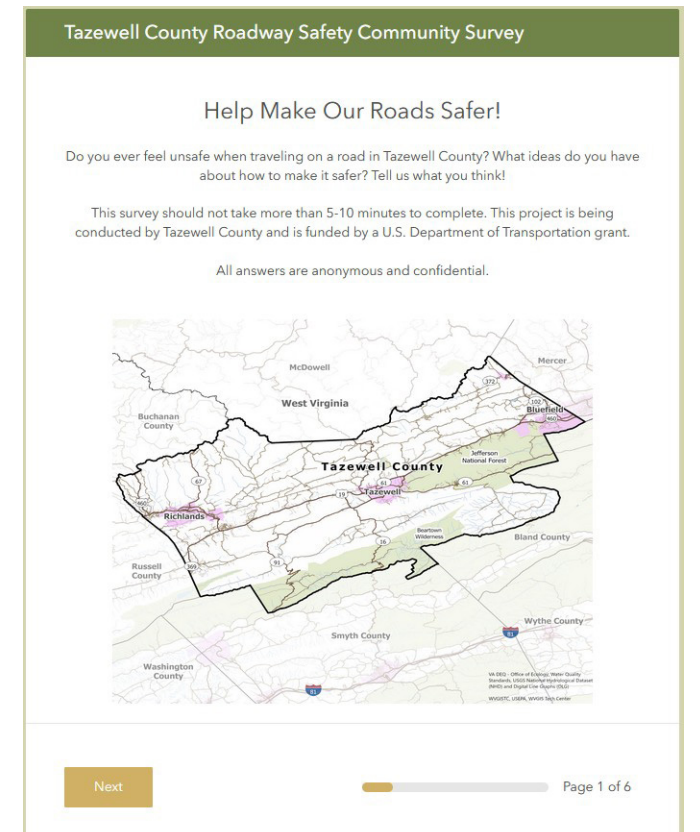


Figure 27: Page 1 of Online Community Survey

Next Steps

What's Next?

This document lays out a wide range of roadway safety strategies and priority locations. With these steps now identified, the next step is implementation. The Action Items Table on the following page presents the priority actions identified in this document and provides the supporting information required for their implementation.

Each action item includes:

Action ID – A unique identifier to track progress, categorized by Infrastructure (INF), Behavioral (BEH), Post-Crash Care (PCC), and Monitoring (MON) strategies.

Responsible Agency – The agency assigned ownership and accountability for advancing the action.

Action Description – A summary of the task, along with a reference to its location in this plan for additional detail.

Timeline – The expected implementation timeframe, categorized as:

- Near-term (0–3 years)
- Mid-term (3–5 years)
- Long-term (5–10 years)

Potential Funding Sources – Preliminarily identified funding opportunities to support implementation and initiate the grant application process.

Evaluation Criteria – Measurable indicators used to assess the effectiveness and success of each action.

Together, these elements create a structured and accountable framework for implementing the plan.

Monitoring

Ongoing monitoring is essential to ensure the plan remains effective and responsive.

Safety trends across the county, the HIN, and the priority HIN corridors should be reviewed regularly to ensure safety goals are on track. Additionally, progress on each action item can be tracked to maintain accountability and ensure timely implantation of the action.

A part of this plan is designating a responsible party to oversee progress of the action items. This person will,

- Monitor the status of each active action item.
- Identify when goals or implementation timelines are off-track.
- Follow-up with the responsible agency to address delays.
- Recommend modifications or removal of actions that are no longer feasible or relevant.

Establishing clear oversight will help keep the plan active, adaptable, and results-driven.



Action ID	Responsible Agency	Action Description	Timeline	\$\$\$
INF-01	VDOT / County Engineering / Town Engineering	Install curve warning signs with advisory speeds based on advisory speed analysis (SR 16, Maiden Springs Rd, Kents Ridge Rd).	Short-Term	\$\$
INF-02	VDOT / County Engineering / Town Engineering	Install centerline and edgeline rumble strips on prioritized Rural 2-Lane Roads and curve corridors.	Short-Term	\$\$\$
INF-03	VDOT / County Engineering / Town Engineering	Deploy speed feedback signs/trailers along highest-priority speeding corridors (US 19, US 460, SR 16, Kents Ridge Rd).	Short-Term	\$\$
INF-04	VDOT / County Engineering / Town Engineering	Upgrade deficient pavement markings, MUTCD compliance improvements, and enhanced delineation on all <i>priority</i> corridors. Consider thermoplastic pavement markings on higher volume secondary routes, in addition to primary routes.	Short-Term	\$\$
INF-05	VDOT / County Engineering / Town Engineering	Upgrade deficient pavement markings, MUTCD compliance improvements, and enhanced delineation on all <i>HIN</i> corridors. Consider thermoplastic pavement markings on higher volume secondary routes, in addition to primary routes.	Medium-Term	\$\$\$
INF-06	VDOT / County Engineering / Town Engineering	Install intersection lighting at high-KA intersection clusters on Commercial 4-Lane Arterials on the HIN.	Long-Term	\$\$\$
INF-07	VDOT / County Engineering / Town Engineering	Install dedicated turn lanes or consider RCUT treatments at high-angle crash intersections on US 460 and US 19 corridors along the HIN.	Medium-Term	\$\$\$\$
INF-08	VDOT / County Engineering / Town Engineering	Clear sight triangles and manage vegetation at limited sight distance locations along the HIN countywide.	Short-Term	\$
INF-09	VDOT / County Engineering / Town Engineering	Install plastic inlaid markers (PIMs) and chevrons along continuous horizontal curve corridors along the HIN (SR 16, Jewell Ridge Rd). Coordinate this effort with VDOT paving schedule with milling and paving.	Short-Term	\$\$
INF-10	VDOT / County Engineering / Town Engineering	Perform site-specific analyses at locations along the HIN where fatal and severe injury crashes occurred due to run-off the road crashes, to determine if 1) barriers or guardrail upgrades would mitigate the risks and 2) if sufficient shoulder exists for the installation of guardrail and if not, if sufficient shoulder can be built.	Medium-Term	\$\$\$
INF-11	VDOT / County Engineering / Town Engineering	Implement crosswalk visibility enhancements and advance stop lines on Town Center/Main Streets category roadways along the HIN.	Short-Term	\$\$
INF-12	VDOT / County Engineering / Town Engineering	Close median openings with limited sight distance and identify alternative U-turn locations on transition zone roadways along the HIN.	Medium-Term	\$\$\$
INF-13	VDOT / County Engineering / Town Engineering	Install high-friction surface treatment (HFST) at priority HIN curves and wet-weather crash locations (notably Rural 4-Lane Arterials and SR 16 corridors). Corrdinate this effort with VDOT paving schedule with milling and paving.	Medium-Term	\$\$\$
INF-14	VDOT / County Engineering / Town Engineering	Implement speed limit reviews along corridors with 15–40 MPH advisory differentials (per Advisory Speed Deep Dive).	Short-Term	\$

Action ID	Responsible Agency	Action Description	Timeline	\$\$\$
BEH-01	Sheriff's Office	Conduct High Visibility Enforcement (HVE) waves targeting speeding on identified, priority corridors.	Ongoing	\$\$
BEH-02	Sheriff's Office	Increase impaired driving enforcement and drug recognition expert (DRE) training.	Short-Term	\$\$
BEH-03	Sheriff's Office	Motorcycle-focused enforcement on SR 16 and Jewell Ridge Rd.	Seasonal/ Ongoing	\$
BEH-04	Sheriff's Office	Seat belt enforcement campaigns in transition zones and rural 2-lane corridors.	Ongoing	\$
BEH-05	County Schools / Public Information Office	Launch public education campaign on distracted driving and "eyes on road."	Short-Term	\$
BEH-06	County Administration	Develop employer-based safe driving pledge programs.	Medium-Term	\$



Action ID	Responsible Agency	Action Description	Timeline	\$\$\$
PCC-01	County EMS	Conduct Stop-the-Bleed trainings at high schools and provide information on what to do if you see a crash (Richlands, Tazewell, Bluefield).	Short-Term	\$
PCC-02	County EMS 911	Install emergency roadside phones on HIN segments with 1 or fewer mobile carriers.	Medium-Term	\$\$\$
PCC-03	County EMS	Recruit and train volunteer and full-time EMTs; conduct outreach events countywide.	Ongoing	\$\$
PCC-04	County EMS	Enhance Text-to-911 public awareness campaign.	Short-Term	\$
PCC-05	County EMS / Fire	Advanced trauma and traffic incident management (TIM) training for EMTs.	Ongoing	\$\$
PCC-06	County EMS/County 911	Install radio infrastructure towers in locations where emergency responder radios do not have service.	Medium-Term	\$\$\$\$
PCC-07	County 911	Dispatcher-Assisted First Aid (DAFA) and other medical pre-arrival instruction certification (and maintenance) for all 911 operators	Ongoing	\$
PCC-08	County 911	Conduct Emergency Medical Dispatch (EMD) protocol training & recertification (NAED or equivalent).	Ongoing	\$

Action ID	Responsible Agency	Action Description	Timeline	\$\$\$
MON-01	County Engineering	Annually update High-Injury Network analysis and crash trends.	Annual	\$
MON-02	County Engineering	Track SS4A implementation progress and pursue implementation grants.	Ongoing	\$
MON-03	County Engineering	Integrate safety priorities into comprehensive plan	Ongoing	\$

Deep-Dive: Advisory Speed Needs

An analysis of advisory speeds throughout Tazewell County was conducted using Go-Pro video footage collected with a camera mounted on a vehicle dashboard. To support this effort, the project team used a custom software solution that leverages telemetry and geospatial data to efficiently establish advisory curve speeds across the HIN.

The analysis was completed using footage collected on December 4th, 2025. Results summarize the recommended curve advisory speeds and compare them with the posted speed limit along each corridor. These findings can be used to support near-term implementation efforts without the need to conduct a separate, standalone advisory speed study.

The advisory speed analysis focused on select HIN corridors, primarily those with a high frequency of horizontal curves. As shown in **Figure 27**, corridors depicted in red were analyzed for potential advisory speed signage, while corridors shown in gray represent the other HIN corridors. For the corridors shown in gray, speed data was either not collected or satellite reception for GPS tracking was not consistently available to produce reliable results. As a result, advisory speeds at these locations may still be justified but were not evaluated as part of this analysis.

As shown in **Table 7** and **Figure 28**, the speed differential between the posted speed limit and the recommended advisory speed was calculated for the analyzed corridors.

A complete GIS shapefile has been developed that includes sign-specific information, including recommended sign locations and treatments (existing signs to remain, signs to be replaced, and locations where new signage is recommended). Sign locations are approximate. The MUTCD and engineering judgment should be applied when determining the placement of all recommended advisory speed signage.

Corridor Limits	Advisory Speed vs. Posted Speed Differential
US 460 from Fork Ridge Rd to Milestone Hollow Rd	5 to 20 MPH
Kents Ridge Rd/Wardell Rd from Veterans Dr to Hickory Dr	5 to 20 MPH
Maiden Springs Rd from Wardell Rd to Laurel Gap Rd	5 to 30 MPH
SR 16 from Gertrude Ln to US 460	5 to 40 MPH
SR 16 from US Bus 19 to Zoo Ln	15 to 30 MPH
SR 16 from Stable Ln to Mountain Springs Rd	15 to 40 MPH

Table 7: Advisory Speed vs. Posted Speed Differential and Studied HIN Corridors

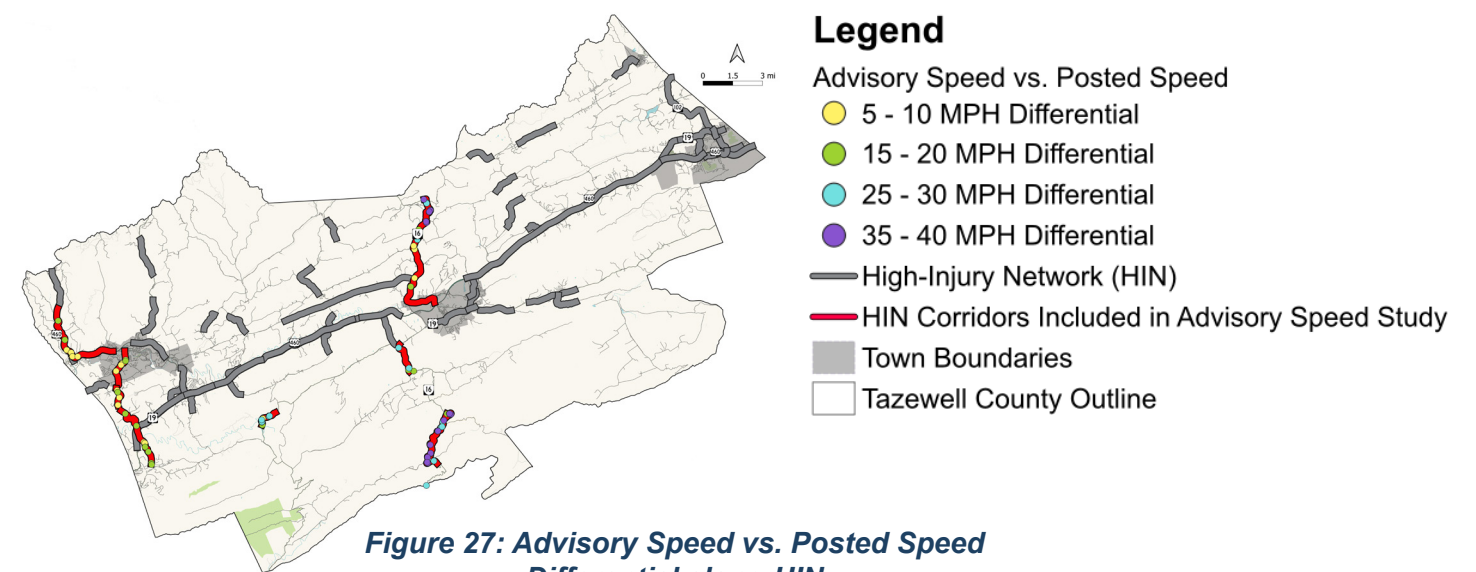


Figure 27: Advisory Speed vs. Posted Speed Differential along HIN

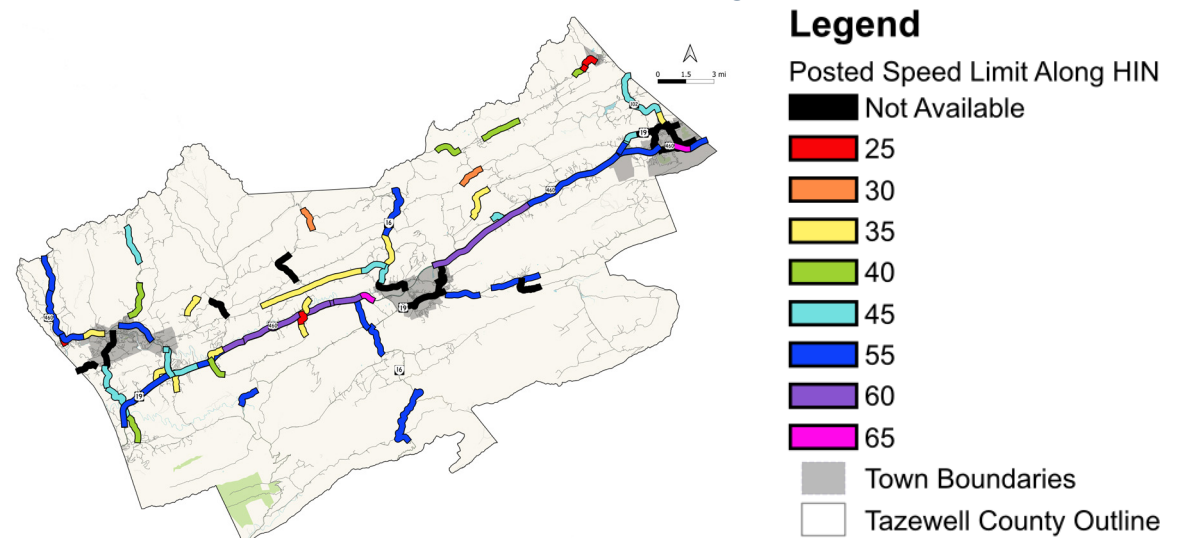


Figure 28: Posted Speed

The consultant team collected advisory speed data along portions of the HIN, however, satellite reception for GPS tracking was not always possible, so some data collected was unable to be used.

Safety Strategies and Countermeasures

To proactively reduce fatal and severe injury crashes, Tazewell County developed a comprehensive set of systemic safety strategies and countermeasures organized into toolboxes. These strategies draw from previously discussed elements of the Safety Action Plan, including historical crash data, roadway classification, field observations, stakeholder input, community feedback, and industry best practices, to identify practical solutions that can be applied consistently across the network.

Site-specific implementation opportunities are provided in the following section.

Infrastructure Strategies: Intersections

Traffic Signal Visibility Improvements



Source: [Backplates with Retroreflective Borders | FHWA](#)

There are a variety of traffic signal visibility improvements available to choose from. One strategy to increase traffic signal head visibility is to install retroreflective borders or bright, LED signal heads.

Cost: \$

Sources: [Backplates with Retroreflective Borders | FHWA](#)

Applicable Safety Emphasis Areas:
Intersections

Enhanced Signing & Delineation



Source: [What Does The MUTCD SAY? | ITE](#)

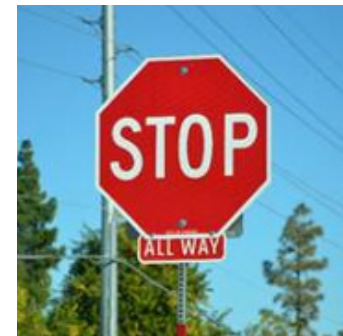
Warning signs and pavement markings can be used to enhance signing and delineation and alert drivers early of the upcoming intersection.

Cost: \$

Sources: [Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections | FHWA](#), [Enhancing Conspicuity for Standard Signs and Retroreflectivity Strips on Posts | FHWA](#), [4. Countermeasures | FHWA](#), [Enhanced Delineation for Horizontal Curves | FHWA](#)

Applicable Safety Emphasis Areas:
Intersections, Horizontal Curves, Speed Management

All-Way Stop Control



Source: [Types of Unsignalized Intersections | ITE](#)

All-way stop control can reduce crashes by requiring every approach at the intersection to stop before proceeding through the intersection.

Cost: \$

Sources: [Systemic Application of Multiple Low-Cost Countermeasures at Stop-Controlled Intersections | FHWA](#), [Implement All-Way Stop Control | ITE](#)

Applicable Safety Emphasis Areas:
Intersections, Non-Motorized Users

High-Friction Surface Treatment (HFST)



Source: [High Friction Surface Treatments \(HFST\) | FHWA](#)

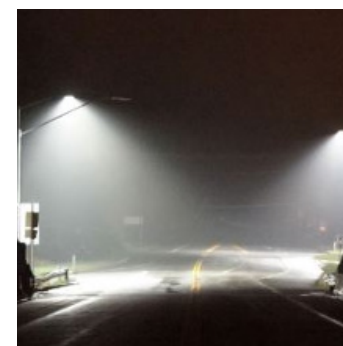
High-friction surface treatment is a roadway pavement treatment that can be applied to areas with a high concentration of crashes that occur on wet pavement, in high-speed areas, or around curves.

Cost: \$\$

Sources: [High Friction Surface Treatments \(HFST\) | FHWA](#), [Pavement Friction Management | FHWA](#)

Applicable Safety Emphasis Areas:
Intersections, Horizontal Curves

Intersection Lighting



Source: [Lighting | FHWA](#)

Intersection lighting can range from full street lighting at intersections, especially ones along major roadways to a single light mounted to a utility pole. Intersection lighting increases visibility at the intersection and also draws driver attention to the presence of an intersection.

Cost: \$\$

Sources: [Lighting | FHWA](#)

Applicable Safety Emphasis Areas:
Intersections, Non-Motorized Users

Safety Strategies and Countermeasures

Clear Sight Triangles



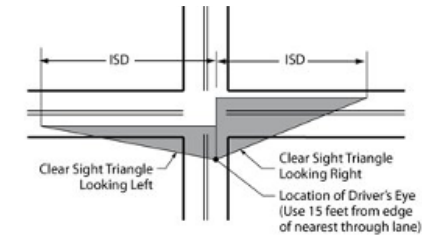
Clearing sight triangles, or the driver's line of sight between major road and minor road approaches, enables drivers to see farther at intersections and to make safer choices while turning or crossing through intersections.

Cost: \$\$

Sources: [3. Safety Analysis | FHWA](#), [Clear Sight Triangles | ITE](#), [Low-Cost Treatments for Horizontal Curve Safety 2016 | FHWA](#)

Applicable Safety Emphasis Areas:

Intersections, Horizontal Curves



Source: [3. Safety Analysis | FHWA](#)

Turn Lanes



Installing left- or right-turn lanes provides deceleration and storage areas for vehicles separate from the vehicles traveling straight through the intersection.

Cost: \$\$

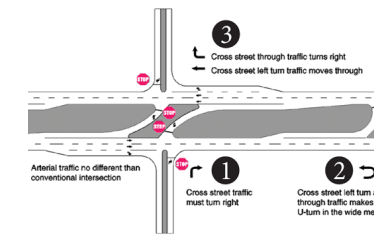
Sources: [Dedicated Left- and Right-Turn Lanes at Intersections | FHWA](#)

Applicable Safety Emphasis Areas:

Intersections

Source: [Dedicated Left- and Right-Turn Lanes at Intersections | FHWA](#) City of Greeley, CO

Reduced Left-Turn Conflict Intersection (RCUT)



Source: [Reduced Left-Turn Conflict Intersections | FHWA](#)

An RCUT is a major intersection realignment to reduce the number of left-turn conflicts at the intersection.

Cost: \$\$\$

Sources: [Reduced Left-Turn Conflict Intersections | FHWA](#), [Proven Safety Countermeasures: Dedicated Left- and Right-Turn Lanes at Intersections | FHWA](#)

Applicable Safety Emphasis Areas:

Intersections

Realign Skewed Intersection



Source: [3. Safety Analysis | FHWA](#)

Realigning a skewed intersection involves changing the angle of the approaches to be closer to 90 degrees to increase the driver's vision while approaching and passing through the intersection.

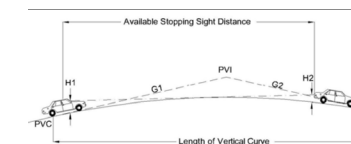
Cost: \$\$\$

Sources: [4. Countermeasures | FHWA](#), [Realign the Intersection Approach to Reduce or Eliminate the Skew Angle | ITE](#)

Applicable Safety Emphasis Areas:

Intersections, Non-Motorized Users

Change Vertical Alignment to Increase Sight Distance



Source: [Chapter 4. Engineering and Technical Concepts | FHWA](#)

The vertical alignment of the intersection approaches can be redesigned, such as flattening steep slopes, so that drivers have more visibility when approaching the intersection.

Cost: \$\$\$

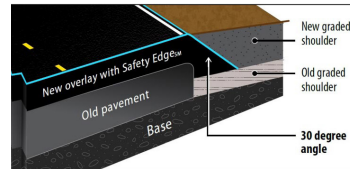
Sources: [Chapter 4. Engineering and Technical Concepts | FHWA](#), [Modify the Horizontal and/ or Vertical Alignment of an Intersection Approach | ITE](#)

Applicable Safety Emphasis Areas:

Intersections, Non-Motorized Users

Infrastructure Strategies: Horizontal Curves

SafetyEdgeSM



The SafetyEdge is a technology that involves applying the pavement edge at a 30 degree angle, which helps drivers maintain control of their vehicle if they veer off the roadway.

Cost: \$

Sources: [SafetyEdgeSM | FHWA](#), [EDC-1: Safety Edge | FHWA](#)

Source: [SafetyEdgeSM | FHWA](#)

Applicable Safety Emphasis Areas:
Horizontal Curves

Curve Warning Signs with Advisory Speeds



Engineers can install yellow, diamond-shaped warning signs and yellow, rectangular advisory speed signs before curves to warn drivers of upcoming curves and turns and advise drivers of the appropriate speed to safely maneuver the curves/turns.

Cost: \$

Sources: [Enhanced Delineation for Horizontal Curves | FHWA](#), [Rural Roadway Departure Countermeasure Pocket Guide | FHWA](#)

Source: [Chapter 4. Signs | FHWA](#)

Applicable Safety Emphasis Areas:
Horizontal Curves, Speed Management

Centerline and Edgeline Rumble Strips



Centerline and edgeline rumble strips are milled or raised elements that can be installed on centerlines and edgelines to alert a driver when they are veering out of their lane through vibration and noise.

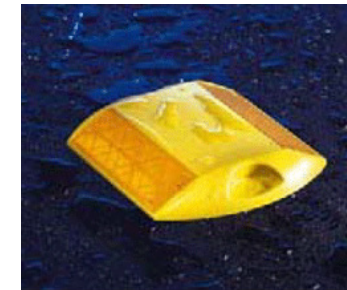
Cost: \$

Sources: [Longitudinal Rumble Strips and Stripes on Two-Lane Roads | FHWA](#), [Rural Roadway Departure Countermeasure Pocket Guide | FHWA](#)

Source: [Longitudinal Rumble Strips and Stripes on Two-Lane Roads | FHWA](#)

Applicable Safety Emphasis Areas:
Horizontal Curves

Raised Pavement Markings



Raised pavement markers are small, retroreflective devices that can be placed strategically in line with, or adjacent to pavement markings to enhance the visibility of roadway striping, especially in the dark.

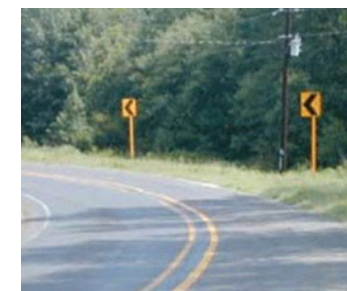
Cost: \$

Sources: [Guidelines for the Use of Raised Pavement Markers | FHWA](#), [Rural Roadway Departure Countermeasure Pocket Guide | FHWA](#), [Install Raised Pavement Markers | ITE](#)

Source: [Chapter 3. Markings | FHWA](#)

Applicable Safety Emphasis Areas:
Horizontal Curves

Chevrons



Chevrons are yellow rectangular warning signs with black arrows that emphasize an upcoming change in horizontal alignment and indicate the direction of the curve to drivers.

Cost: \$

Sources: [Enhanced Delineation for Horizontal Curves | FHWA](#), [Rural Roadway Departure Countermeasure Pocket Guide | FHWA](#)

Source: [Enhanced Delineation for Horizontal Curves | FHWA](#)

Applicable Safety Emphasis Areas:
Horizontal Curves

Barriers



Several different kinds of roadside barriers, such as concrete barriers, cable barriers, and metal-beam guardrails can be installed along a horizontal curve to prevent drivers from leaving the roadway and encountering unsafe objects or steep embankments.

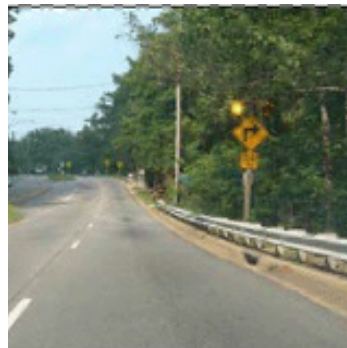
Cost: \$\$

Sources: [Roadside Design Improvements at Curves | FHWA](#), [Median Barriers | FHWA](#), [Barrier Guide for Low Volume and Low Speed Roads | FHWA](#)

Source: [Median Barriers | FHWA](#)

Applicable Safety Emphasis Areas:
Horizontal Curves

Speed Activated Warning Signs & Chevrons



Source: [Chapter 4. Signs | FHWA](#)

Speed activated warning signs illuminate, flash, or display messages while chevrons can illuminate or flash to get the driver's attention as their vehicle approaches an upcoming change in geometry that may warrant a reduction in speed.

Cost: \$\$

Sources: [Enhanced Delineation for Horizontal Curves | FHWA](#), [Chapter 4. Signs | FHWA](#)

Applicable Safety Emphasis Areas:
Horizontal Curves, Speed Management

Flatten Side Slopes



Source: [Proven Countermeasures | FHWA](#)

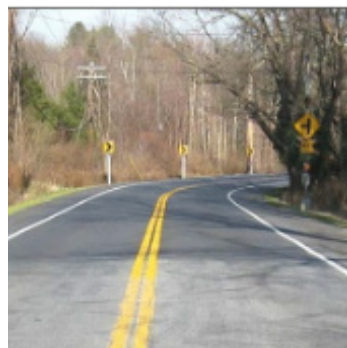
The slope of the roadside can be flattened to help the driver regain control of the vehicle should they leave the roadway.

Cost: \$\$\$

Sources: [Roadside Design Improvements at Curves | FHWA](#), [Rural Roadway Departure Countermeasure Pocket Guide | FHWA](#)

Applicable Safety Emphasis Areas:
Horizontal Curves

Widen Shoulder



Source: [Chapter 5. Pavement Countermeasures | FHWA](#)

Widening the shoulder allows the driver more time and space to regain control of the vehicle should they leave the roadway and allows space for pedestrian and bicyclist activity.

Cost: \$\$\$

Sources: [Roadside Design Improvements at Curves | FHWA](#), [Rural Roadway Departure Countermeasure Pocket Guide | FHWA](#)

Applicable Safety Emphasis Areas:
Horizontal Curves, Non-Motorized Users

Widen Roadway at Curves & Centerline Buffer Area



Source: [Rural Roadway Departure Countermeasure Pocket Guide | FHWA](#)

Widening the roadway at curves as well as installing centerline buffer area (which involves widening the space between the two solid centerline markings) increases the space between opposing lanes and reduces the likelihood of head-on crashes.

Cost: \$\$\$

Sources: [Chapter 9. Roadway Segments | FHWA](#), [Safe System Roadway Design Hierarchy | FHWA](#), [Rural Roadway Departure Countermeasure Pocket Guide | FHWA](#)

Applicable Safety Emphasis Areas:
Horizontal Curves

Infrastructure Strategies: Speed Management

Enhanced Speed Limit Signs



Source: [Enhancing Conspicuity for Standard Signs and Retroreflectivity Strips on Posts | FHWA](#)

Enhancing speed limit signs increases the conspicuity of speed limits and can be achieved by adding red or orange flags on top of the speed limit plaque.

Cost: \$

Sources: [Enhancing Conspicuity for Standard Signs and Retroreflectivity Strips on Posts | FHWA](#)

Applicable Safety Emphasis Areas:
Speed Management, Horizontal Curves

Pavement Marking Legends ("XX MPH")



Source: [Identifying Countermeasures | FHWA](#)

Pavement marking legends are conspicuous, painted messages on the roadway that convey speed limits or other warnings (such as "SLOW" or "SCHOOL") for drivers.

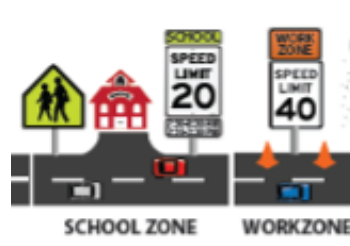
Cost: \$

Sources: [Traffic Calming on Main Roads Through Rural Communities | FHWA](#), [Chapter 2C. Warning Signs and Object Markers | FHWA](#)

Applicable Safety Emphasis Areas:
Speed Management, Non-Motorized Users

Safety Strategies and Countermeasures

Appropriate Speed Limit for All Road Users



Source: [Speed Limit Basics | FHWA](#)

Setting the appropriate speed limit on a roadway involves determining the safest speed for all roadway users to cohesively navigate and ultimately reduces the amount of fatal and serious injury crashes.

Cost: \$\$

Sources: [Appropriate Speed Limits for All Road Users | FHWA](#)

Applicable Safety Emphasis Areas:

Speed Management, Non-Motorized Users

Gateway to Towns



Source: [Speed Management Safety | FHWA](#)

Landmark, sign, or other physical feature signifying to a driver that they are entering a town, indicating a need for slower speeds and increased alertness.

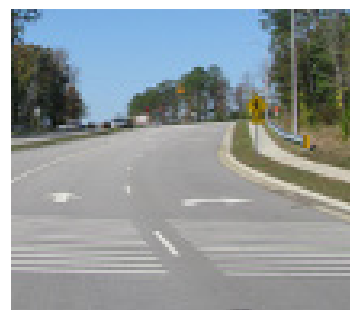
Cost: \$\$

Sources: [Speed Management Safety | FHWA](#)

Applicable Safety Emphasis Areas:

Speed Management, Non-Motorized Users

Transverse Rumble Strips



Source: VHB & [ITE | Rumble Strips on Intersection Approach](#)

A set of raised horizontal lines (or cut grooves) in the pavement, across the entire travel lane. They vibrate and make noise as drivers cross them, alerting them to an upcoming change in the road, such as an intersection or curve, where they need to change their speed or direction.

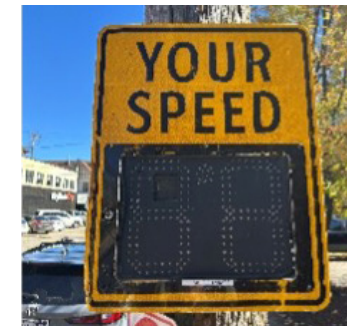
Cost: \$

Sources: [ITE | Rumble Strips on Intersection Approach. Types of Rumble Strips | FHWA](#)

Applicable Safety Emphasis Areas:

Speed Management, Intersections, Horizontal Curves, Non-Motorized Users

Speed Feedback Signs/Trailers



Source: toXcel

Electronic sign that displays a driver's current speed as they drive by, helping them recognize if they are speeding.

Cost: \$\$

Sources: [Dynamic Speed Display/Feedback Signs | NHTSA](#)

Applicable Safety Emphasis Areas: Speed Management

Infrastructure Strategies: Non-Motorized Users

High-Visibility Crosswalk Markings/Signs



Source: [Proven Safety Countermeasures: Crosswalk Visibility Enhancements | FHWA](#)

Certain crosswalk pavement markings that are more visible to oncoming drivers and therefore safer for pedestrians, such as a continental style (thick lines the width of the crosswalk) can be combined with signs to improve crosswalk safety.

Cost: \$

Sources: [Proven Safety Countermeasures: Crosswalk Visibility Enhancements | FHWA](#)

Applicable Safety Emphasis Areas:
Non-Motorized Users

Advance Stop for Pedestrian Signage



Source: [Advance Yield/Stop Line | FHWA](#)

Signs directing drivers to yield or stop at a marked line ahead of a crosswalk, allowing for more distance between vehicles and crossing pedestrians.

Cost: \$

Sources: [Advance Yield/Stop Line | FHWA](#), [Proven Safety Countermeasures: Crosswalk Visibility Enhancements | FHWA](#)

Applicable Safety Emphasis Areas:
Speed Management, Non-Motorized Users

Safety Strategies and Countermeasures

Parking Restrictions at Crosswalk



Source: [Parking Restrictions \(at Crossing Locations\) | FHWA](#)

Improve pedestrians' and drivers' ability to see each other at an intersection by restricting parking (e.g., removing parking space markings, installing prohibitive signs, adding pavement markings or curb paint).

Cost: \$

Sources: [Crosswalk Visibility Enhancements Tech Sheet | FHWA](#), [Daylighting Intersections | Arlington, VA](#), [Parking Restrictions \(at Crossing Locations\) | FHWA](#)

Applicable Safety Emphasis Areas:

Non-Motorized Users

Curb Extension



Source: [Corner Extension/Bulb-Out | ITE](#), Jim Barrerra

A modification to a curb or sidewalk that extends it into the parking lane, either in the middle of a block or at a corner.

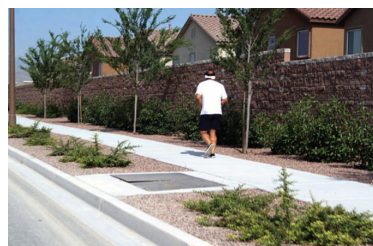
Cost: \$\$

Sources: [Small Town and Rural Multimodal Networks | FHWA](#), [Corner Extension/Bulb-Out | ITE](#)

Applicable Safety Emphasis Areas:

Non-Motorized Users

New Sidewalks



Source: [pedbikeimages.org](#) / Burden

Sidewalks provide people with a safe place to walk, separate from vehicles on the road.

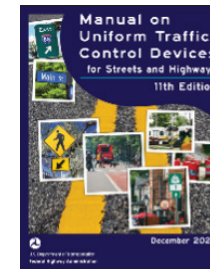
Cost: \$\$

Sources: [Walkways | FHWA](#)

Applicable Safety Emphasis Areas:

Non-Motorized Users

Upgrade for MUTCD Compliance (\$)



Source: [MUTCD 11th ed.](#)

Various low-cost infrastructure upgrades to infrastructure to align with MUTCD compliance.

Cost: \$

Sources: [MUTCD 11th ed.](#)

Applicable Safety Emphasis Areas:

Varies

Close Medians & Identify U-Turn Locations



Source: [Medians | Kentucky Transportation Cabinet](#)

Identify median openings with insufficient stopping sight distance and determine alternative locations with adequate sight distance where drivers can safely make U-turns to maintain access.

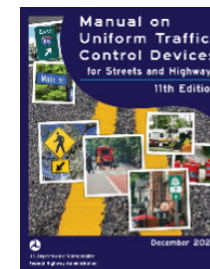
Cost: \$

Sources: [Corridor Access Management | FHWA](#), [Access Management Standards | VDOT](#)

Applicable Safety Emphasis Areas:

Access Management

Upgrade for MUTCD Compliance (\$\$)



Source: [MUTCD 11th ed.](#)

Various medium-cost infrastructure upgrades to infrastructure to align with MUTCD compliance.

Cost: \$\$

Sources: [MUTCD 11th ed.](#)

Applicable Safety Emphasis Areas:

Varies

Post-Crash Care Strategies

911 Systems



Ease of access to 911 can be improved by alerting the public to the option to 'Text 911' and by leveraging primary public safety answering points (PSAPs) to reduce the time from call to deployment. Texts can go through in areas with low cell coverage, when a voice call might not be able to.

Cost: *Varies*

Sources: [Text 911](#), [Primary PSAPs](#)

Applicable Safety Emphasis Areas:

Post-Crash Care

Emergency Roadside Stations



Roadside stations equipped with emergency first aid, emergency phones, and maps of the area can improve post-crash care in areas where cell service is limited and emergency response times are slower.

Cost: *Varies*

Sources: [ACS Emergency Aid Stations](#)

Applicable Safety Emphasis Areas:

Post-Crash Care

Equip the Community



Enhance post-crash care by equipping community members with the skills and tools necessary to respond in an emergency, such as first-aid trainings and Stop the Bleed Kits.

Cost: *Varies*

Sources: [Red Cross First-Aid Trainings](#), [Stop the Bleed](#)

Applicable Safety Emphasis Areas:

Post-Crash Care

Training



Provide training such as:

- Dispatcher-Assisted First Aid (DAFA) Training
- EMS trainings at high schools
- Prehospital Trauma Life Support (PHTLS) Training (and trainings to maintain certification)
- Traffic Incident Management Responder Training (and trainings to maintain certification)

Cost: *Varies*

Sources: [Dispatcher-Directed CPR Training](#), [NAEMT PHTLS Courses](#), [FHWA National TIM Training](#)

Applicable Safety Emphasis Areas:

Post-Crash Care

Equipment with Appropriate Power Sources for First Responders



Provide first responders with equipment that uses power sources appropriate for various crash situations, such as gas or battery powered Jaws of Life.

Cost: *Varies*

Sources: [DHS – Rescue Tools](#)

Applicable Safety Emphasis Areas:

Post-Crash Care

Enforcement and Behavioral Safety Strategies

High Visibility Enforcement (HVE)



Enhanced enforcement efforts that combine increased visibility of enforcement (e.g., checkpoints, increased patrols, enforcement waves) with intense publicity and communications.

Cost: *Varies*

Sources: [HVE Toolkit | NHTSA](#), [Seat Belt HVE | NHTSA](#), [NHTSA HVE Cell Phone Enforcement | NHTSA](#)

Applicable Safety Emphasis Areas:

Seat Belt Use, Distraction, Impairment, Speeding

Safety Strategies and Countermeasures

Integrated Enforcement



Integrated enforcement focuses on multiple unsafe driver behaviors and can combine traditional enforcement with other strategies, such as a reporting program that encourages residents to notify law enforcement of suspected impaired drivers on the roads.

Cost: \$

Sources: [Integrated Enforcement | NHTSA](#), [Campaign 911 | MADD](#)

Applicable Safety Emphasis Areas:

Distraction, Impairment, Speeding

Handheld Device and Distracted Driving Enforcement



Possible supplemental provisions to statewide distracted driving laws include a “failure to pay full time and attention to the driving task” law to address distractions.

Cost: \$

Sources: [Arlington County, VA County Code § 14.2-16](#)

Applicable Safety Emphasis Areas:

Distraction

Employer-Based Programs



Employers can implement programs, workplace policies, and employee pledge initiatives that require safe driving in company vehicles and/or encourage safe driving even in personal vehicles.

Cost: \$

Sources: [Employer Programs | NHTSA](#)

Applicable Safety Emphasis Areas:

Seat Belt Use, Distraction

Enforcement of Drug-Impaired Driving



Enforcement practices for drug-impaired driving include officer trainings and certifications on drug impairment and implementing the use of drug screening devices.

Cost: *Varies*

Sources: [Enforcement of Drug-Impaired Driving | NHTSA](#), [Drug Recognition Expert Certification](#)

Applicable Safety Emphasis Areas:

Impairment

Alcohol Misuse Identification and Intervention



Strategies to address alcohol misuse include screening individuals (e.g., in emergency departments, after a DWI offense) and providing a brief intervention or treatment, depending on the severity of the alcohol problem, to reduce risk of future impaired driving.

Cost: *Varies*

Sources: [Alcohol Problem Assessment and Treatment | NHTSA](#), [Alcohol Screening and Brief Intervention | NHTSA](#)

Applicable Safety Emphasis Areas:

Impairment

Alternative Transportation



Provide alternative options for people to get home safely besides driving impaired, such as non-profit ride share systems that offer free or low-cost rides operated by volunteer drivers, for-profit rideshare, or public transportation.

Cost: \$\$

Sources: [Alternative Transportation | NHTSA](#), [Rural Minnesota JOYRIDE Program](#)

Applicable Safety Emphasis Areas:

Impairment

Safety Strategies and Countermeasures

Alcohol-Impaired Motorcyclists: Detection, Enforcement, and Sanctions



Enforcement strategies to address impairment among motorcyclists can include training law enforcement officers on the signs of impairment and applying sanctions that are more effective deterrents for motorcyclists, such as vehicle impoundment and forfeiture.

Cost: \$

Sources: [Alcohol-Impaired Motorcyclists | NHTSA](#)

Applicable Safety Emphasis Areas:
Motorcyclist Safety, Impairment

Increase Motorcycle Rider Conspicuity, Use of Personal Protective Equipment, Clothing, and Proper Helmet Use



Educational campaigns (e.g., TV/radio ads, social media, community engagement) can be used to encourage motorcycle safety features such as continuous headlight use, personal protective equipment, brightly colored clothing, and legal helmet use.

Cost: *Varies*

Sources: [Motorcycle Rider Conspicuity | NHTSA](#)

Applicable Safety Emphasis Areas:
Motorcyclist Safety

Speed Safety Camera Enforcement



Cameras that capture speeding violations and record relevant data (speed, video or images, license plate) to be validated by an officer and used to issue a citation.

Cost: *Varies*

Sources: [SSCs | NHTSA](#), [SSCs | FHWA](#)

Applicable Safety Emphasis Areas:
Speeding



Site-Specific Improvements

The highest ranked segments on the HIN were identified within each roadway category based on the prioritization criteria described earlier in this document. The top two segments in each category were then reviewed to identify safety strategies that would directly apply to each segment.

The safety strategies identified for each of the corridors in the following section are drawn from 1) the priority safety strategies for each roadway category, and then 2) the full Safety Strategies Toolkit. The strategies selected are tailored to each corridor's unique crash history, as well as appropriate systemic safety strategies that are priorities across that roadway category. These strategies are not intended to be exhaustive but instead focus primarily on strategies that impact the built environment. Strategies related to enforcement, education, and post-crash care for these corridors are discussed in different portions of the document.

Site-specific intersection strategies can apply to intersections along the entire corridor but were selected for the intersections specifically highlighted on each page. In contrast, other emphasis area strategies, such as roadway departure, typically address corridor-wide risk factors and are generally intended for application along the entire corridor.

The following sections outline recommended spot-specific safety improvements by roadway category, focusing on key safety emphasis areas to guide future implementation and improve overall safety.



Rural, 4-Lane Arterials
US 19 from US 460/US 19 Merge to Industry Rd
US 460 from Mayflower Ln to Raven Rd



Commercial, 4-Lane Arterials
US 19 from Indian Paint Rd to Cedar Creek Dr
US 460/US 19 from Ebenezer Ave to Hockman Pike



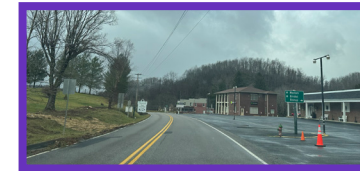
Rural, 2-Lane Roads
Baptist Valley Rd from Webb St to Clean St
Falls Mills Rd from Brushfork Rd to Starling Ave



Rural, 2-Lane Roads with Continuous Horizontal Curves
Back of the Dragon from SR 601 to Roaring Fork Rd
Jewell Ridge Rd (SR 65) from Tiller Rd to Wood Ln



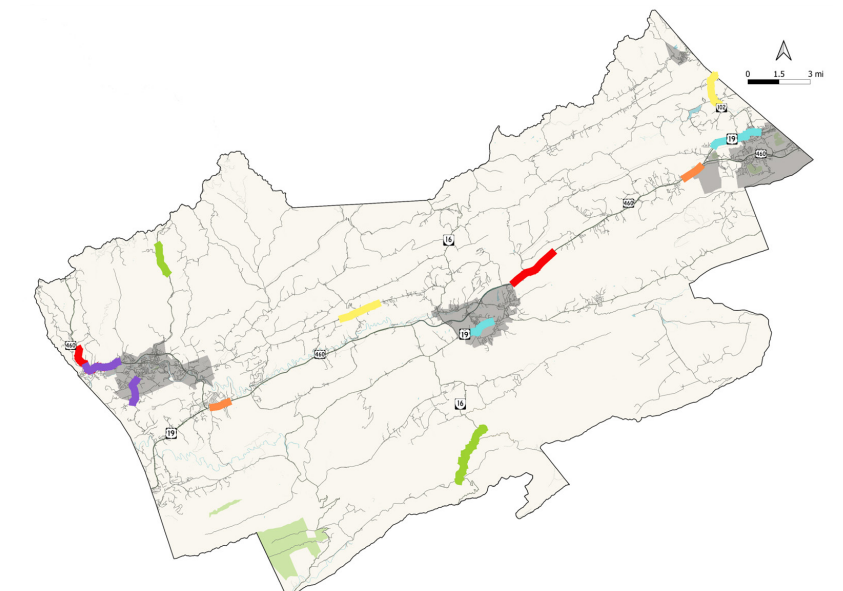
Town Center/Main Streets
Main St from Fairground Rd to Tazewell Ave
Virginia Ave from Wrights Valley Rd to Montrose St



Transition Zones, 2 or 4-Lane Road
Kents Ridge Rd from Addison Rd to Mitch Ln
US 460 from Raven Rd to Brushfork Rd

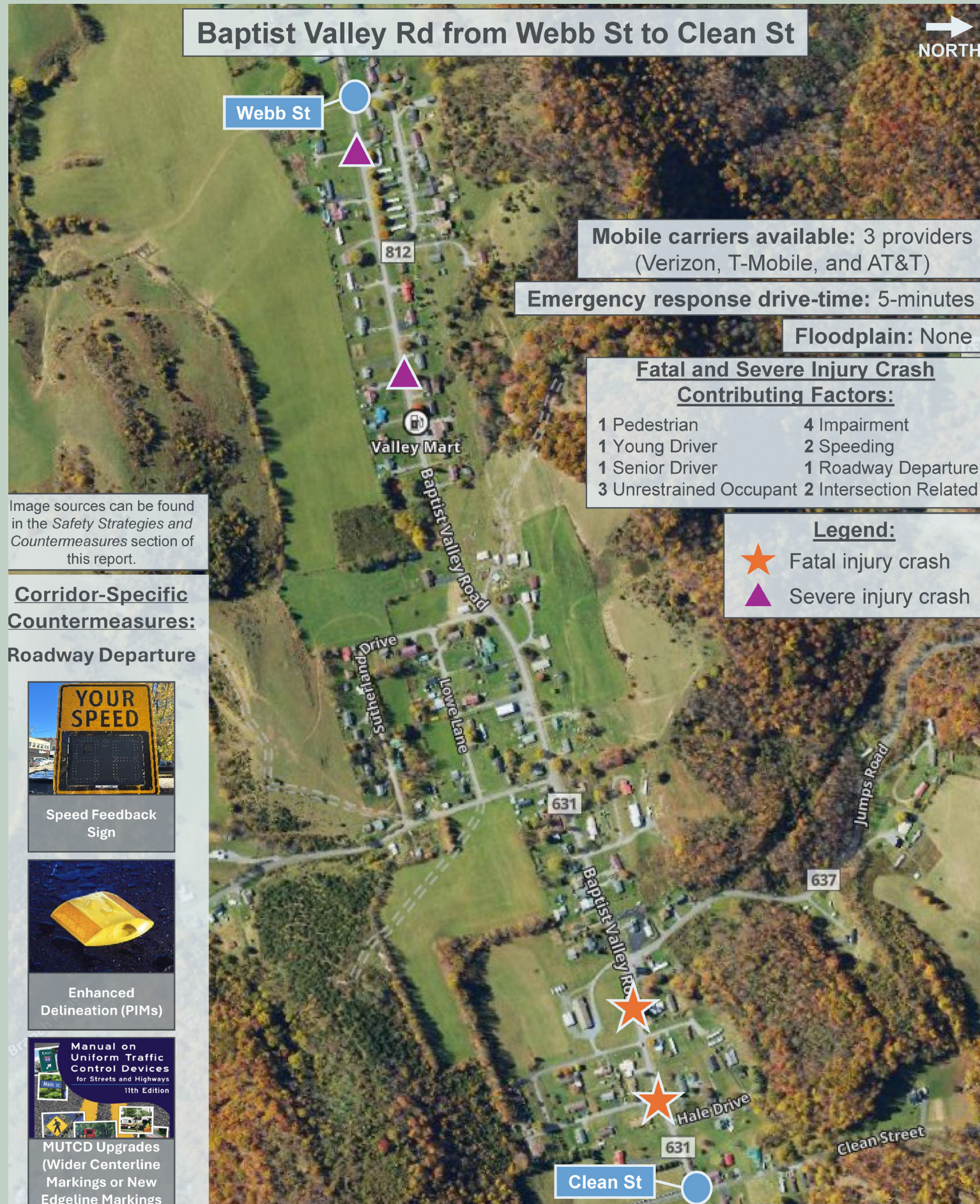
Legend

- High-Injury Network (HIN)
Road Categories
- Rural, 4-Lane Arterials
 - Commercial, 4-Lane Arterials
 - Rural, 2-Lane Roads
 - Rural, 2-Lane Roads with Continuous Horizontal Curves
 - Town Center/ Main Streets
 - Transition Zones, 2 or 4-Lane Roads
 - Town Boundaries
 - Tazewell County Outline





Baptist Valley Rd from Webb St to Clean St



Mobile carriers available: 3 providers
(Verizon, T-Mobile, and AT&T)

Emergency response drive-time: 5-minutes

Floodplain: None

Fatal and Severe Injury Crash Contributing Factors:

- | | |
|-------------------------|------------------------|
| 1 Pedestrian | 4 Impairment |
| 1 Young Driver | 2 Speeding |
| 1 Senior Driver | 1 Roadway Departure |
| 3 Unrestrained Occupant | 2 Intersection Related |

Legend:

- Fatal injury crash
- Severe injury crash

Image sources can be found in the *Safety Strategies and Countermeasures* section of this report.

Corridor-Specific Countermeasures:

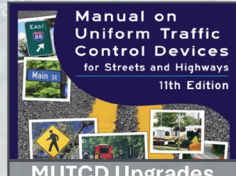
Roadway Departure



Speed Feedback Sign



Enhanced Delineation (PIMs)



MUTCD Upgrades (Wider Centerline Markings or New Edgeline Markings)

Falls Mills Rd from Brushfork Rd to Starling Ave



Mobile carriers available: 1 to 3 providers
(Verizon, T-Mobile, and AT&T)

Emergency response drive-time: 5 to 10-minutes

Floodplain: 100-year

Fatal and Severe Injury Crash Contributing Factors:

- | | |
|-------------------------|------------------------|
| 2 Pedestrian | 3 Impairment |
| 1 Young Driver | 1 Speeding |
| 2 Senior Driver | 4 Intersection Related |
| 2 Unrestrained Occupant | |

Legend:

- Fatal injury crash
- Severe injury crash

Corridor-Specific Countermeasures:

Roadway Departure



Maintenance (Vegetation)



Enhanced Delineation (PIMs)



MUTCD Upgrades (Wider Centerline Markings or New edgeline markings)



Centerline Rumble Strips

Image sources can be found in the *Safety Strategies and Countermeasures* section of this report.

Back of the Dragon (SR 16) from SR 601 to Roaring Fork Rd



Corridor-Specific Countermeasures: Roadway Departure

Maintenance (Vegetation)

Centerline Rumble Strips

Enhanced Delineation (PIMs)

Curve Warning Signs with Advisory Speed Plaques

MUTCD Upgrades (Wider Centerline Markings or New Edgeline Markings)

Image sources can be found in the *Safety Strategies and Countermeasures* section of this report.



Jewell Ridge Rd (SR 65) from Tiller Rd to Wood Ln



Corridor-Specific Countermeasures: Roadway Departure

Maintenance (Vegetation)

Centerline Rumble Strips

Enhanced Delineation (PIMs)

Curve Warning Signs with Advisory Speed Plaques

MUTCD Upgrades (Wider Centerline Markings or New Edgeline Markings)

Image sources can be found in the *Safety Strategies and Countermeasures* section of this report.



Main St from Fairground Rd to Tazewell Ave



Mobile carriers available: 3 providers
(Verizon, T-Mobile, and AT&T)

Emergency response drive-time:
5-minutes

Floodplain: None

Fatal and Severe Injury Crash Contributing Factors:

- 1 Impairment
- 2 Speeding
- 1 Unrestrained Occupant
- 1 Intersection Related

Legend:

▲ Severe injury crash

Image sources can be found in the *Safety Strategies and Countermeasures* section of this report.

Corridor-Specific Countermeasures:

Pedestrians



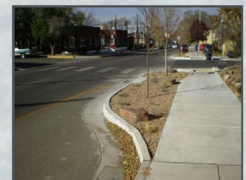
New Sidewalks



High-Visibility Crosswalk



Parking Restrictions at Crosswalks



Curb Extensions

Speeding



Transverse Rumble Strips



Gateway Treatment



Speed Feedback Sign

Virginia Ave from Wrights Valley Rd to Montrose St



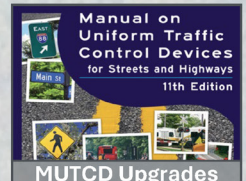
Image sources can be found in the *Safety Strategies and Countermeasures* section of this report.

Corridor-Specific Countermeasures:

Pedestrians



New Sidewalks



MUTCD Upgrades
(Crosswalk Pavement Markings and Warning Signs)

Speeding



Transverse Rumble Strips



Gateway Treatment



Speed Feedback Sign

Mobile carriers available: 3 providers
(Verizon, T-Mobile, and AT&T)

Emergency response drive-time:
5 to 10-minutes

Floodplain: None

Fatal and Severe Injury Crash Contributing Factors:

- 1 Senior Driver
- 2 Impairment
- 1 Unrestrained Occupant
- 1 Motorcyclists
- 3 Speeding
- 5 Intersection Related

Legend:

▲ Severe injury crash

Kents Ridge Rd from Addison Rd to Mitch Ln



Mobile carriers available: 3 providers (Verizon, T-Mobile, and AT&T)

Emergency response drive-time: 5 to 10-minutes

Floodplain: None

Fatal and Severe Injury Crash Contributing Factors:

2 Young Driver	3 Speeding
1 Impairment	6 Roadway Departure
1 Motorcyclists	2 Intersection Related
5 Unrestrained Occupant	

Legend:

- Intersection for site-specific countermeasures
- ▲ Severe injury crash

Corridor-Specific Countermeasures:

Intersections	Speeding

US 460 from Raven Rd to Acme Rd

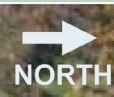


Image sources can be found in the Safety Strategies and Countermeasures section of this report.

Mobile carriers available: 3 providers (Verizon, T-Mobile, and AT&T)

Emergency response drive-time: 10-minutes

Floodplain: None

Fatal and Severe Injury Crash Contributing Factors:

1 Young Driver	1 Large Truck
2 Senior Driver	3 Speeding
2 Impairment	1 Roadway Departure
1 Motorcyclists	6 Intersection Related

Legend:

- Intersection for site-specific countermeasures
- ★ Fatal injury crash
- ▲ Severe injury crash

Corridor-Specific Countermeasures:

Intersections	Speeding

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Tazewell County, Virginia

Safety Action Plan

Committed to Safer Roadways for All

Tazewell County Department of Transportation
1234 Main Street, Tazewell, VA, 24651
Website: www.tazewellcounty.gov