

# Glossary of Key Terms

**ADA Transition Plan:** A document that identifies barriers to accessibility for people with disabilities in public rights-of-way and schedules corrective actions over time, including curb ramps, accessible pedestrian signals, and sidewalk conditions.

**Complete Streets:** A design approach that ensures roads are planned, designed, and operated to enable safe travel for all users regardless of age, ability, or mode—including people walking, rolling, cycling, driving, and using transit.

**Countermeasure:** A specific safety treatment or intervention designed to reduce the likelihood or severity of crashes at a particular location or on a particular corridor. Examples include high-visibility crosswalk markings, curb extensions, and leading pedestrian intervals.

**Curb Extension:** A widening of the sidewalk at an intersection that shortens the pedestrian crossing distance, improves sight lines between pedestrians and drivers, and slows turning vehicles. Also called a *bulb-out*.

**Federal Highway Administration (FHWA):** The U.S. Department of Transportation agency that administers federal highway programs and publishes design guidance referenced throughout this plan, including the Small Town and Rural Design Guide.

**High Injury Network (HIN):** A map of the road segments where fatal and serious injury crashes are most concentrated. Built from crash data weighted by severity, the HIN identifies where safety investment will have the greatest measurable impact.

**Highway Safety Improvement Program (HSIP):** A federal core program that provides funding to states for safety infrastructure improvements on public roads. Projects must be data-driven and aligned with state safety priorities.

**Killed and Seriously Injured (KSI):** A combined metric used in transportation safety analysis to measure the most severe crash outcomes. Using KSI rather than fatalities alone captures the full burden of life-altering harm on a network.

**Leading Pedestrian Interval (LPI):** A signal timing strategy that gives people walking or rolling a head start of several seconds before vehicles receive a green light, increasing pedestrian visibility and reducing conflicts with turning vehicles.

**Long Range Transportation Plan (LRTP):** A federally required planning document that identifies transportation goals, needs, and investments over a 20-plus year horizon for a metropolitan planning area. PlanRVA updates the regional LRTP on a four-year cycle, which also governs the plan review schedule described in the Implementation section.

**Near-Miss:** A situation in which a serious crash was narrowly avoided. Near-miss data, when systematically collected, can identify dangerous conditions before a fatal or serious injury crash occurs. This plan references near-miss reporting as an emerging data source for the regional safety strategy.

**Pedestrian Refuge Island:** A raised or marked median that allows pedestrians to cross one direction of traffic at a time, reducing exposure and providing a safe stopping point in the middle of wide roadways.

**PlanRVA:** The metropolitan planning organization (MPO) serving the Richmond, Virginia region. PlanRVA coordinates regional transportation planning, manages federal transportation funds, and convenes multi-jurisdictional planning processes across nine member localities.

**Priority Safety Corridors:** Extended roadway segments, typically several miles in length, drawn from and informed by the High Injury Network but organized around the functional geography of the regional road network.

**Quick Build:** Low-cost, rapidly deployable safety improvements (such as flexible delineators, high-visibility crosswalk markings, temporary curb extensions, and protected bike lane elements) that can be installed in weeks or months rather than years. Quick builds improve safety immediately and generate before/after data to support the case for permanent infrastructure investment.

**Road Safety Assessment (RSA):** A formal, evidence-based evaluation of an existing road or intersection conducted by a multidisciplinary team to identify crash risk and generate tiered recommendations. RSAs are recognized by FHWA as a proven safety countermeasure with documented crash reductions.

**Richmond Regional Transportation Planning Organization (RRTPO):** The formal governing body of PlanRVA, composed of elected officials and appointed representatives from member localities. The Policy Board sets regional transportation priorities and approves federally required planning documents.

**Safe System Approach:** A framework for transportation safety grounded in the premise that human error is inevitable and that the road system should be designed so that mistakes do not result in deaths or serious injuries. Responsibility for safety is shared among those who design, build, operate, and use the transportation system.

**Strategic Highway Safety Plan (SHSP):** A statewide, data-driven safety plan that identifies priorities and strategies for reducing highway fatalities and serious injuries. Virginia's SHSP establishes a goal of cutting fatalities and serious injuries in half by 2045, a target this plan aligns with.

**SMART SCALE:** Virginia's project prioritization and funding process for transportation improvements. Projects are scored on safety, accessibility, environmental quality, congestion reduction, economic development, and land use factors, and are funded through the state's Six-Year Improvement Program.

**Safe Streets and Roads for All (SS4A):** A federal grant program administered by the U.S. Department of Transportation that funds regional and local planning and implementation efforts to reduce traffic fatalities and serious injuries.

**Technical Advisory Committee (TAC):** A committee of local government staff, agency representatives, and technical experts that reviews and advises on transportation planning activities before they advance to the RRTPO Policy Board.

**Transportation Improvement Program (TIP):** A federally required short-range programming document that lists transportation projects in the region that are funded and scheduled for implementation. Projects must be included in the TIP to receive federal funding.

**Traffic Records Electronic Data System (TREDS):** The Virginia DMV's crash records database. All crash data cited in this plan is drawn from TREDS.

**Unified Planning Work Program (UPWP):** An annual document describing the transportation planning activities a metropolitan planning organization will carry out with federal planning funds. Inclusion of this plan's development in the FY2026 UPWP reflects the region's formal commitment to the work.

**Virginia Department of Transportation (VDOT):** The state agency responsible for building, maintaining, and operating the state highway system. VDOT owns and manages most roads in the Richmond region outside of the Richmond and Henrico.

**Vision Zero:** A commitment to eliminate all traffic fatalities and serious injuries. Vision Zero frames roadway deaths as preventable rather than inevitable and places primary responsibility on system designers rather than individual road users.

**Vehicle Miles Traveled (VMT):** A measure of the total distance driven by motor vehicles in a given area and time period. Land use policies that reduce VMT (such as mixed-use development near transit) can reduce overall crash exposure.

**Vulnerable Road Users:** People who face elevated risk of death or serious injury in a crash because they lack the physical protection of an enclosed vehicle. In this plan, the term refers primarily to pedestrians and cyclists, and also includes people using mobility devices such as wheelchairs and scooters.