

# Virginia Route 22/231 in Albemarle County, VA

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Fun Facts:		<u>VDOT Avg Daily Traffic Count 2021</u>
Louisa Rd/Rte 22	5.35miles to Cismont	9700/day
Gordonsville Rd/Rte 231	8.10miles to Louisa Co Line	6000/day
Combined:	13.45 miles (Road)	

- This Road designated by Albemarle County as an Entrance Corridor
- This Road designated by Virginia as a Scenic Byway

***Virginia Byway Act. The legislation defined a Scenic Byway as a road designated by the Commonwealth Transportation Board (CTB) having relatively high aesthetic or cultural value, leading to or within areas of historical, natural or recreational significance.***

***In selecting a byway for designation, preference is given to corridors controlled by local zoning to reasonably protect a highway's aesthetic or cultural value. A Scenic Highway is defined by the Act as "a highway designated by the CTB within a protected scenic corridor located, designed, and constructed in a manner to preserve and enhance the natural beauty and cultural value of the countryside.***

- This Road designated as a National Scenic Byway via The Journey through Hallowed Ground.

***An intrinsic quality means the road has archaeological, cultural, historic, natural, recreational, or scenic features that are considered representative, unique, irreplaceable, or distinctly characteristic of an area.***

- This Road has 141 Private Driveways (many leading to multiple residence) Averages over 10 private drives per mile of Road.
- This Road has 16 State secondary road crossings.
- This Road has 32 curves and crests
- This Road has commercial entrances to US Post Office, a historic Church, a Country Store, an Equine Vet Clinic and a Winery.
- This Road is difficult to enforce traffic safety laws. **There are very few areas to pull over traffic violators. This Road has no shoulder. This Road is like trying to enforce traffic in a tunnel with little to no access where enforcement can be safely carried out.**
- **This Road, despite all its designations and accolades is unsafe.**
- **This Road is an example of roads that not only need conventional enforcement means, but also innovated "automated" enforcement i.e. Photo Speed monitoring devices.**
- **Attached please refer to the National Highway Traffic Safety Administration article June 2022**
- **Also attached: the CDC Automated Speed Camera Enforcement article.**
- **Below is an excerpt from Montgomery County, MD's speed camera findings:**

**Results:** About 7½ years after the program began, speed cameras were associated with a 10% reduction in mean speeds and a 62% reduction in the likelihood that a vehicle was traveling more than 10 mph above the speed limit at camera sites. When interviewed in Fall 2014, 95% of drivers were aware of the camera program, 62% favored it, and most had received a camera ticket or knew someone else who had. The overall effect of the camera program in its modified form, including both the law change and the corridor approach, was a 39% reduction in the likelihood that a crash resulted in an incapacitating or fatal injury. Speed cameras alone were associated with a 19% reduction in the likelihood that a crash resulted in an incapacitating or fatal injury, the law change was associated with a nonsignificant 8% increase, and the corridor approach provided an additional 30% reduction over and above the cameras.

**Conclusions:** This study adds to the evidence that speed cameras can reduce speeding, which can lead to reductions in speeding-related crashes and crashes involving serious injuries or fatalities.