



RICHMOND SAFE AND HEALTHY STREETS COMMISSION

ANNUAL REPORT

2024

SAFE & HEALTHY STREETS COMMISSION

A commission of the City of Richmond, VA that monitors the safety of the transportation network and develops recommendations to address safety issues.

Obligation

The commission shall provide advice and recommendations to the Council concerning plans for the formulation of a highway safety program for the City and conduct periodic reviews of the operation and effect of such program.

On an annual basis, the commission shall provide the Council with recommendations concerning plans for the formulation of a highway safety program for the City and with the results of periodic reviews of the operation and effect of such program it conducts.

Composition

Assigned to the Land Use, Housing & Transportation Standing Committee. The commission shall be composed of 12 members as follows:

- (1) A member of Council
- (2) Four (4) qualified voters of the City who hold no office of profit under the City government.
- (3) Three (3) members with expertise in transportation safety
- (4) The superintendent of the School Division of the City of Richmond
- (5) The commanding officer of the Traffic Division of the Department of Police
- (6) The traffic engineer of the City
- (7) The director of Public Works

Meetings

Commission meets quarterly on the 3rd Wednesday from 2:00 - 4:00 p.m. unless other notice is given.

2024 Membership

Louise Lockett Gordon, Chair
Cassi Patterson, Secretary
Tara Fitzpatrick
Christopher Woody, Sr.
Taylor Jenkins (rolled off)
Kirk Millikan
Erik Bootsma
John Hamilton
Andreas Addison, City Council
Michael Sawyer, DPW Engineer
Christopher Gleason, Richmond Police Department (rolled off)
Captain KeShawn Manns, Richmond Police Department
Jason Kamras, Richmond Public Schools
Bobby Vincent, Director of Public Works

Contact

Email rva.safehealthystreets@gmail.com
Facebook facebook.com/rva.safehealthystreets

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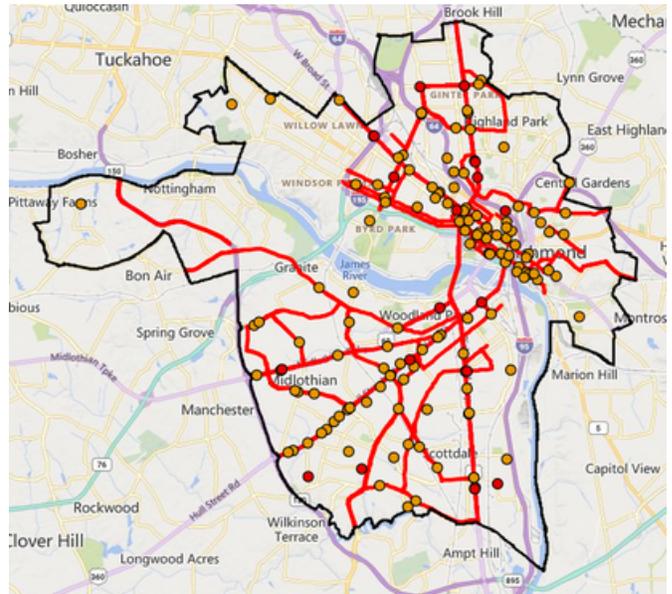
STATE OF TRANSPORTATION NETWORK HEALTH

This section summarizes key data about the health and safety of Richmond's multi-modal transportation network, specifically for 2024 and trends over time.

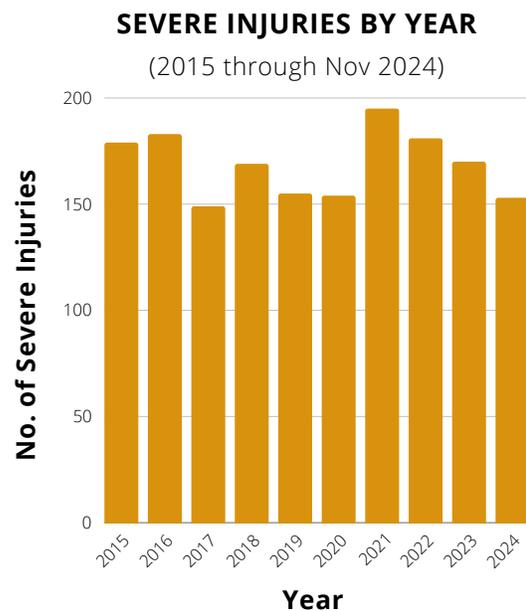
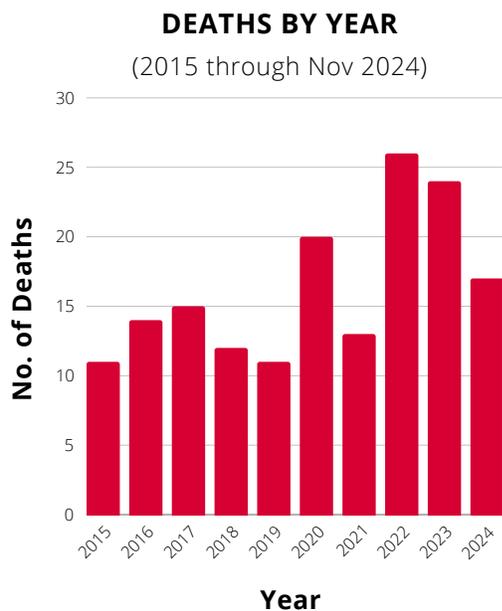
TRAFFIC CRASHES

In 2024, 17 people were killed and 154 were incapacitated (severely injured) while traveling in Richmond. The map to the right depicts the location of where those deaths (red dots) and severe injuries (yellow dots) occurred, and largely overlaps with the known High Injury Network (HIN). The majority of HIN streets are within close proximity to school zones.

Reviewing the 9-year trend of traffic deaths and severe injuries (below), traffic deaths have declined since 2022, though still higher than the 2017-2019 decline. Severe injuries have declined since 2021, though not significantly changed compared to 2015.



Map of people incapacitated or killed on Richmond streets, January - November 2024. Source: [City of Richmond Vision Zero Dashboard](#).



Pedestrian Severe Injuries and Deaths Largely Unmoved

Crashes resulting in pedestrian severe injuries were declining from 41 in 2016 to 29 in 2019. Severe pedestrian injuries dropped to the lowest at 16 in 2020, though COVID-19 pandemic response contributed to less transportation activity. Since 2020, pedestrian severe injuries have climbed back up to 41 in 2023, and last year to 36 as of November 2024. Pedestrian deaths continue to range from 4-9 deaths annually.

BRIDGING BICYCLE NETWORK GAP

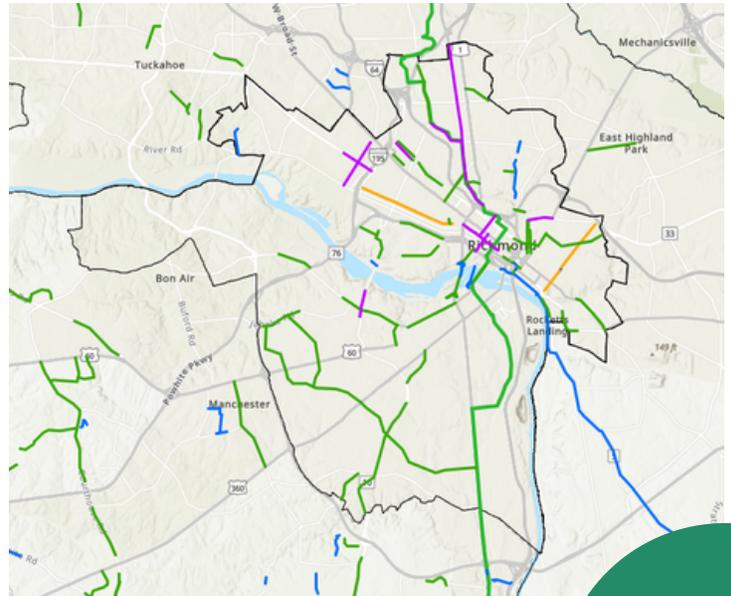
The Richmond Bicycle Master Plan was developed in 2015 to jumpstart the implementation of a separated, protected, and connected bicycle network and ensure people can get wherever they need to go actively and safely.

[PlanRVA presented an update on the status of the regional bicycle network](#) to the Safe and Healthy Streets Commission in October 2024. The maps to the right focus on the existing and envisioned bicycle network center-lane mileage within the bounds of Richmond. The city limits are outlined in black; various bikeway infrastructure is outlined in green, blue, orange, and purple. Solid lines indicate existing infrastructure, and dotted lines indicate proposed/planned infrastructure.

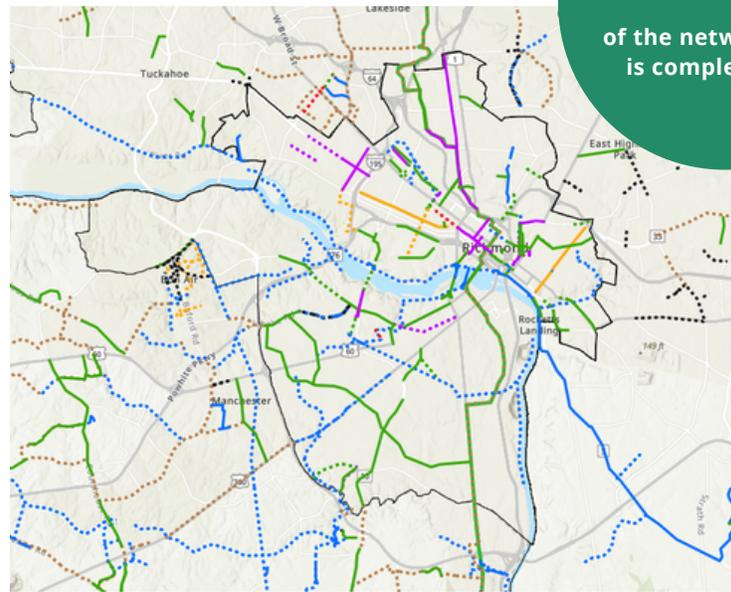
As of October 2024, 51.5 miles of dedicated bicycle infrastructure have been implemented in Richmond, which includes 12.4 new miles implemented in 2024. Another 70.7 miles are proposed within various transportation plans, bringing the City's full envisioned bicycle network mileage total to 122.2 miles.

Since 2023, Richmond's bicycle network has increased from 33% to 42% complete.

As long term infrastructure is planned and implemented over the coming years, the [2024 Richmond Connects Action Plan](#) advises interim short term infrastructure projects in order to ensure safe active transportation now.



Existing miles: 51.5



Proposed miles: 70.7
Envisioned miles (total): 122.2

42%
of the network
is complete



Examples of temporary traffic solutions. Images from "Fast Tracked: A tactical Transit Study" and "Tactical Urbanist's Guide to Materials and Design."

RECOMMENDATIONS

This section summarizes recognitions, projects, and policies the Commission voted to support. Policies supported may require further City Council action.

RECOGNITIONS

The Commission awarded the 2023 John T. Hannah Transportation Safety Award to [Major Christopher M. Gleason](#) and [Max Hepp-Buchanan](#).

Having served on with the Richmond City Police Department for 25 years, oversaw the Traffic Enforcement Unit, and a member of the SHSC, Major Gleason was responsible for implementing the City's Safety Camera Program.

Max Hepp-Buchanan's leadership is credited with ushering in a shift to bicycle-friendly and multi-modal transportation planning in the City. Having served as the Sports Backers' Director of Bike Walk RVA, Venture Richmond's Director of Riverfront Planning and Downtown Placemaking, and commissioner on the City's Planning Commission and SHSC, Mr. Hepp-Buchanan's contributions have been vital in improving transportation safety for all people.

The Commission also awarded the 2024 John T. Hannah Transportation Safety Award to [Mayor Levar M. Stoney](#). As the 80th Mayor of Richmond, Mayor Stoney has been a continual force behind the City's Vision Zero initiative, having pledged on October 27, 2017 to work alongside key stakeholders to make Richmond a Vision Zero City and reduce traffic deaths down to zero. Under his leadership, the Vision Zero Task Force was established and the High Injury Network introduced to focus safety efforts along streets with high serious injury and fatality rates. His leadership in the Central Virginia Transportation Authority was vital in working with neighboring cities and counties to fund and support the Fall Line trail, which will be the north-south trail spine for the region's active transportation network.

PROJECTS

Projects the Commission supported in the City's applications through various regional, state, and federal transportation funding programs, including [Highway Safety Improvement Program FY25](#) and [Safer Streets for All Program FY25](#). Brief overview is detailed below.

Cross-cutting:

- Flashing Yellow Arrow
- High Visibility Signal Backplates
- High Visibility Crosswalks
- Pedestrian Safety Action Plan (PSAP) Accessible Pedestrian Signals
- Systemic Improvements at Stop Controlled Intersections
- Left Turn Hardening
- Raised Crosswalks
- Pedestrian Hybrid Beacons
- Roadway Conversions
- Roadway Conversions
- PSAP Streetlight Evaluation
- Signal System Upgrades
- High Risk Impaired Driver Plan Implementation
- Roadway Safety Assessments for the HIN
- Post-Crash Care Action Plan
- Pedestrian Master Plan

STATE-LEVEL POLICIES

SHSC voted in [July 2024](#) that City Council work with the General Assembly to adopt the following legislation in the 2025 session:

- Pass a primary seat belt law for all seats.
- Allow local jurisdictions to use photo speed enforcement in parks, residential districts, and commercial districts.
- Lower reckless driving from 20MPH over the speed limit to 10MPH over on streets where the posted speed limit is 25MPH or lower and the jurisdiction has a population over 200,000.
- Lower the blood alcohol concentration level for impaired driving from 0.08 to 0.05.
- Direct VDOT to use a state-of-the-art asset management approach using life cycle cost, pavement condition, and bridge condition to direct maintenance funding to cities and towns to achieve performance goals for pavement and bridge condition and to be a maintenance-first funded surface transportation system.
- Allow a person on a bicycle to yield the right-of-way at a stop-controlled intersection instead of coming to a complete stop.

The SHSC voted to support these same policies in [July 2022](#) and [July 2021](#) and will continue to support City Council movement on these in collaboration with the General Assembly.

LOCAL-LEVEL POLICIES

West Broad Green Park

A temporary pop up park was installed along W Broad Street at Belmont Avenue and Cutshaw Ave to increase public green space that is lacking near the Greater Scott's Addition neighborhood and to calm street speeds in this area. A traffic impact study was conducted by Kimley-Horn and stated "the new traffic control conditions with the addition of the West Brad Green Park will not create a significant negative impact to traffic patterns within the study area." An [overview was presented](#) to SHSC in July 2024.

SHSC voted to recommend the City adopt any necessary policies and designate and/or secure funding to permanently repurpose the right of way bordered by West Broad Street, Belmont Avenue, and Cutshaw Avenue. Resolution reference: [W Broad Green Park 2024](#)

Direct Safety Camera Program Proceeds to the Vision Zero Action Plan Special Fund

SHSC voted to recommend City council add language to [City of Richmond Municipal Code Section 27-131](#) to stipulate that fees collected from safety speed cameras should be directed to a special fund, Vision Zero Action Plan Fund, to sustain the photo enforcement program and support implementation of strategies outlined in any Vision Zero Action Plan adopted by the SHSC.

Reference resolution: [Safety Camera Program Proceeds directed to Vision Zero Action Plan Special Fund](#)

Support Safety Camera Program on High-Risk Intersections

General Assembly recently enacted legislation allowing for the implementation of photo speed enforcement cameras in high-risk intersections to curb speeding, specifically in areas where at least one fatality has occurred since 2014 within 1,000 feet of a school property. The majority of Richmond's High Injury Network is within close proximity of school zones. SHSC voted to support the use of photo speed enforcement in high-risk intersection areas where a disproportionate amount of traffic fatalities and serious injuries occur, and that City Council allocate any additional necessary resources to implement this program.

Reference resolution: [Safety Camera Program on High Risk Intersections](#)

REMAINING LOCAL-LEVEL POLICIES

The following local-level policy recommendations have been voted on by the Commission in previous years and will need status follow up on Council or City action.

Safer Fleets - Piloting Intelligent Speed Assistance

Following presentation from America Walks, Commission supported a resolution advising City Council to support a pilot upgrading the City's fleet vehicles with Intelligent Speed Assistance (ISA), allowing vehicles to use GPS to adhere to posted speed limits.

ISA ensures fleet vehicles are operating at safe speeds to protect lives and aligns with the goals of the Richmond Vision Zero Action Plan. It also reduces fuel consumption thereby supporting pollution reduction goals in the Richmond 300 Master Plan and providing savings to the City budget. The City has considered implementation of ISA with fleet vehicles and may be pursuing procurement.

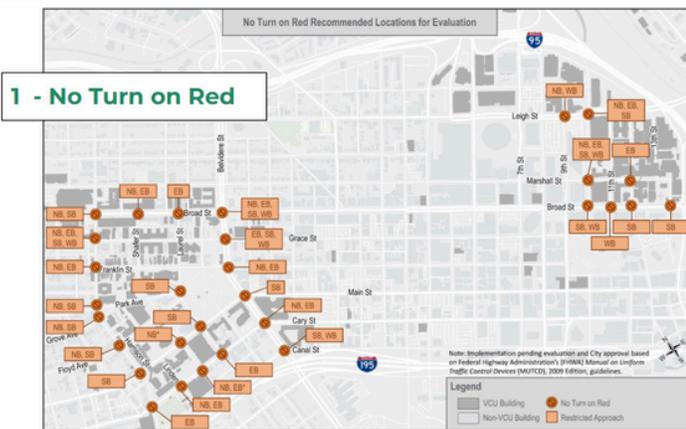
Resolution reference: [Safer Fleets](#)

Virginia Commonwealth University Transportation Safety

In light of tragic deaths of students Mahrokh Khan and Shawn Soares, who were both hit and killed while walking on campus in early 2023, the Commission supported studies/reports that have indicated areas for infrastructure improvement to prevent crash related deaths, particularly our most vulnerable walking, taking transit, biking.

- Resolution advising [VCU as Safe Routes corridor](#) and implement [Strong Towns Crash Analysis](#) recommendations
- Resolution advising [implementation of VCU Pedestrian Safety Study Oct 2023](#)

The [VCU Pedestrian Safety Study](#) involved 5 key recommendations that the Commission supports:



The 5th group of key strategies involve various maintenance and operations recommendations.

140,034

no. of instances where city vehicles were driving 10mph or more over the speed limit

2020 San Francisco study

10.5% increase

in fuel economy when using ISA

2022 Study / North West Ambulance case study

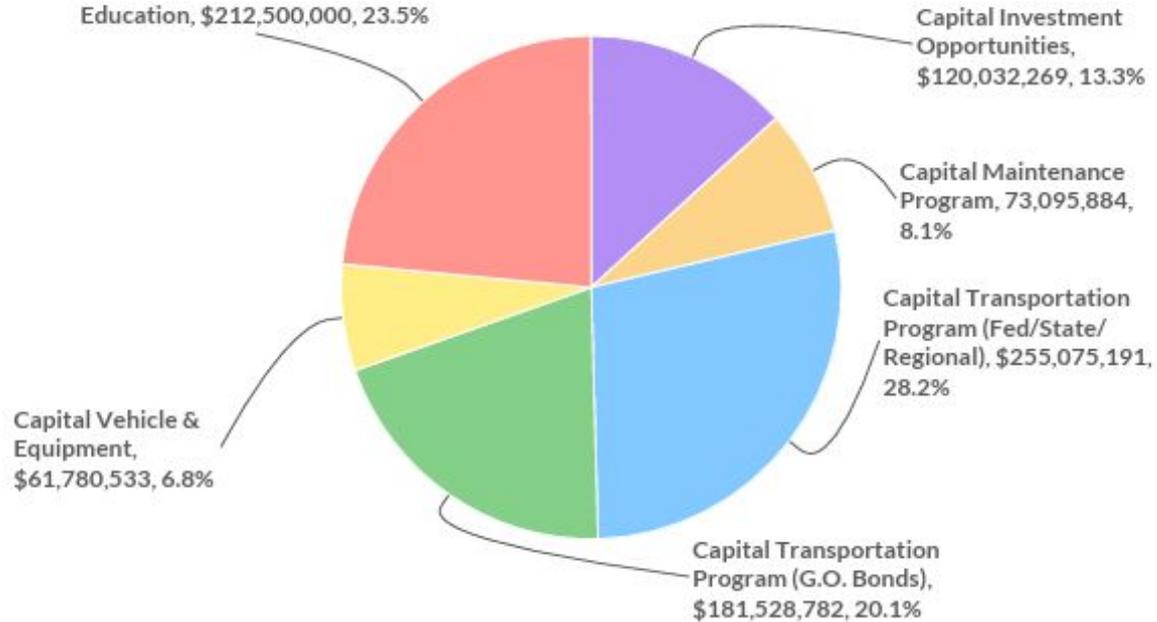
Funding Brief

Budget for Transportation Infrastructure

Largely detailed in the Capital Improvement Program (CIP) as part of the annual budget proposal and adoption process.

<https://rva.gov/budget-and-strategic-planning/budget-documents>

FY 2025 - 2029 Adopted Capital Improvement Plan: Funding by Category



Schools and transportation infrastructure represent 71.8 percent of adopted funding in the FY25-29 CIP plan. Reference: [Adopted FY25 Fiscal Plan and CIP Plan 2025](#), page 347

CAPITAL IMPROVEMENT PROGRAM

Capital Improvement Program: FY 2025 Uses of Funds		
Project Title	Page	FY 2025 Adopted
General Fund		
Capital Transportation Program (Federal/State/Regional Funds)		
Automated Traffic Signal Performance Measures (ATSPM)	42	5,936,000
Chimborazo Park Sidewalk Improvements	44	198,000
Commerce Road Improvement Project	46	6,279,139
Fall Line Trail - Commerce Road (Phase I)	49	1,695,000
Fall Line Trail - Southern Section to Chesterfield County Connection	51	2,989,000
Fall Line Trail - Transit Improvements over Manchester Bridge	52	1,500,000
Hull Street at 29 th Street - Pedestrian Hybrid Beacon Installation	55	100,000
Hull Street Improvements Phase I: Hey Road to Warwick Road	56	6,168,502
Hull Street Improvements Phase II: Chippenham Parkway to Hey Road	57	658,000
Hull Street Improvements Phase III: Warwick Road to Arizona Drive	58	1,213,000
Hull Street over Manchester Canal Bridge Replacement	59	530,000
Jahnke Road Improvements: Blakemore Road to Forest Hill Avenue	61	3,000,000
James River Branch Trail	62	(422,214)
Lynhaven Avenue over Broad Rock Creek Bridge Replacement	62	893,000
Richmond Highway Improvements - Phase II	66	3,231,000
Richmond Signal System - Phase IV	67	300,000
Riverfront/Orleans BRT Streetscape Improvements	68	657,000
Scott's Addition BRT Streetscape Improvements	69	12,000
Shockoe Bottom BRT Streetscape Improvements	70	850,000
Shockoe Valley Street Improvements/I-95 Broad Street Area Improvements	71	2,150,000
Systemic Safety Improvements at Signal-Controlled Intersections	72	509,000

[Adopted FY25 Fiscal Plan and CIP Plan 2025](#), page 355

CAPITAL IMPROVEMENT PROGRAM

Capital Improvement Program: FY 2025 Uses of Funds		
Project Title	Page	FY 2025 Adopted
Systemic Safety Improvements at Stop-Controlled Intersections	73	306,000
Systemic Safety Improvements for Left Turn Lane Hardening	74	111,000
Subtotal: Capital Transportation Program (Federal/State/Regional Funds)		38,863,427
Capital Transportation Program (G.O. Bond Funding)		
5 th District Traffic Calming	76	375,000
Arthur Ashe Boulevard Bridge Replacement	77	1,150,000
Bike Lanes - Boulevard Street Conversions	78	1,350,000
Capital Trail/Canal Walk Connector to Brown's Island - Phase I	80	(309,000)
Centralized Transit Signal Priority (TSP) and Emergency Vehicle Preemption (EVP)	81	1,000,000
Cherokee Road Roadside Safety Improvements	82	135,000
Complete Streets	83	21,000,000
Government Road Slope Repair	84	7,000,000
Hey Road Improvements	85	2,130,782
Jefferson Avenue Improvements	87	1,649,000
Laburnum Median Improvements	88	700,000
Major Bridge Improvements Program	89	2,850,000
Matching Funds for Federal/State Grants (VDOT)	90	70,000
New Traffic Control Signals	91	947,000
Nicholson Street Streetscape	92	500,000
Richmond Fiber Optic Network System	93	1,000,000
Richmond-Henrico Turnpike Improvements	94	500,000
Safety Improvement Program Contingency Account	95	70,000
Street Lighting - General	96	300,000
Street Lighting - LED Conversion	97	800,000
Westhampton Area Improvements - Phase III	98	200,000
Subtotal: Capital Transportation Program (G.O. Bond Funding)		43,417,782

[Adopted FY25
Fiscal Plan and
CIP Plan 2025](#)
page 356

TRANSPORTATION (G.O. BOND FUNDING)

COMPLETE STREETS



Category:	Transportation - G.O. Bonds	Priority Area:	Public Safety, Health, & Wellness
Department:	Public Works	Award #:	501100/501216
Location:	Citywide	Project #:	Multiple

Description & Scope: Provide funding for street improvements within the public right-of-way, including traffic calming measures, pedestrian safety crossing improvements, sidewalks, ADA compliance, streets, alleys, traffic control devices, and resurfacing/paving. Complete streets is a transportation policy and design approach that requires streets to be planned, designed, operated, and maintained to enable safe, convenient and comfortable travel and access for users of all ages and abilities regardless of their mode of transportation. This project will continue to fund the multiple aspects of complete streets for all citizens of the City of Richmond.

History & Key Milestones: This project was first approved in FY 2022. This project consists of the former projects: Citywide Traffic Calming, Pedestrian Safety Crossing Improvements, Sidewalk Projects, Streets, Sidewalks, and Alley Improvements, Traffic Control Installation, and Transportation Projects.

Funding Source(s): G.O. Bonds, CVTA/FY 2025 Allocation - G.O. Bonds (\$16.0 million), CVTA (\$5.0 million)

FINANCIAL SUMMARY

	FY 2024	FY 2025	FY 2026	FY 2027	FY 2028	FY 2029	TOTAL FY 2025 - 2029
FY 2025 Adopted	—	21,000,000	21,000,000	21,000,000	21,000,000	21,000,000	105,000,000
FY 2024 Adopted	21,015,380	12,040,225	9,400,000	12,540,000	15,541,000	—	49,521,225
CHANGE	—	8,959,775	11,600,000	8,460,000	5,459,000	21,000,000	55,478,775

Complete Streets line item created as a result of combining bicycle, pedestrian, traffic calming line items.

Previously funded at ~\$16M

Usage of CVTA funds to increase it to \$21M

Reference: [Adopted FY25 Fiscal Plan and CIP Plan 2025](#) page 424

Questions/Considerations ahead of proposed FY26 budget discussions

Proportion of funding towards walking, biking, bus, and vehicle travel improvements

Richmond Master Plan and Richmond Connects Multimodal Plan detail goals of shifting more trips out of single occupancy vehicles towards active transportation methods. Imperative that the budget reflect this goal through increased proportion of transportation infrastructure funding including active transportation improvements. What will be the transportation funding proportion breakout for active transportation?

Maintenance

Where is street maintenance outlined in the budget? Has maintenance funding been sufficient?

Project updates/timelines

Status updates are a frequent request by this Commission and the public. Current organization of the City's online transportation pages is challenging to navigate. Consider restructuring the online presence to be more easily navigable and allow Commission and public to stay up to date in between quarterly meetings.