



RICHMOND SAFE AND HEALTHY STREETS COMMISSION

ANNUAL REPORT

2022

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.

Current Membership

Louise Lockett Gordon, Chair
Cassi Patterson, Secretary
Tara Fitzpatrick
Christopher Woody, Sr.
Taylor Jenkins
Kirk Millikan
Erik Bootsma
Andreas Addison, City Council
Michael Sawyer, DPW Engineer
Donald Davenport, Richmond Police Department
Jason Kamras, Richmond Public Schools
Bobby Vincent, Director of Public Works

Contact

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Facebook [facebook.com/rva.safehealthystreets](https://www.facebook.com/rva.safehealthystreets)

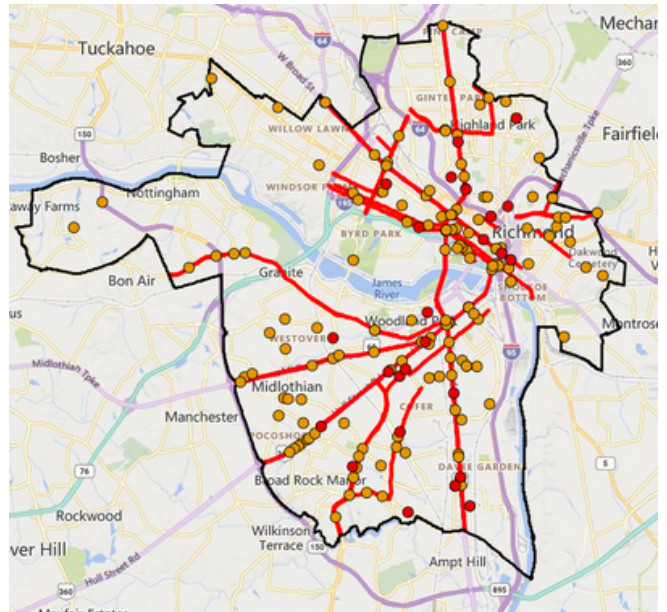
STATE OF TRANSPORTATION NETWORK HEALTH

This section summarizes key data about the health and safety of Richmond's multi-modal transportation network, specifically for 2022 and trends over time.

TRAFFIC CRASHES

In 2022, 26 people were killed and 182 were incapacitated (severely injured) while traveling in Richmond. The map to the right depicts the location of where those deaths and severe injuries occurred, and largely overlaps with the known High Injury Network (HIN).

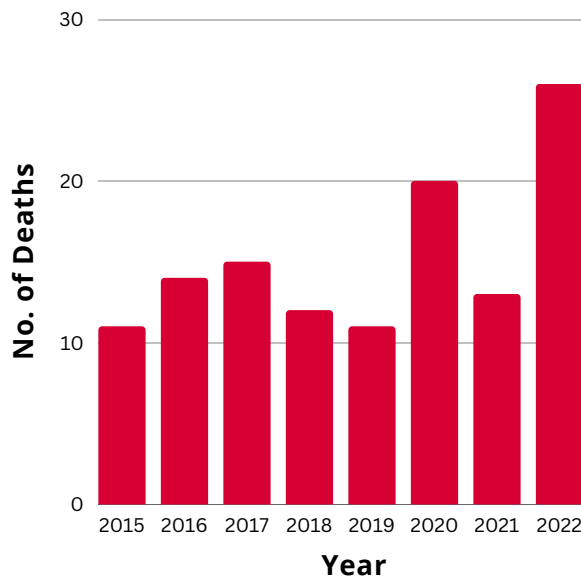
Reviewing the 8-year trend of traffic deaths and severe injuries (below), traffic deaths began to trend down in 2018-2019, but have since risen back up. Severe injuries have not significantly changed compared to 2015.



Map of people incapacitated or killed on Richmond streets, Jan-Dec 2022. Source: [City of Richmond Vision Zero Dashboard](#).

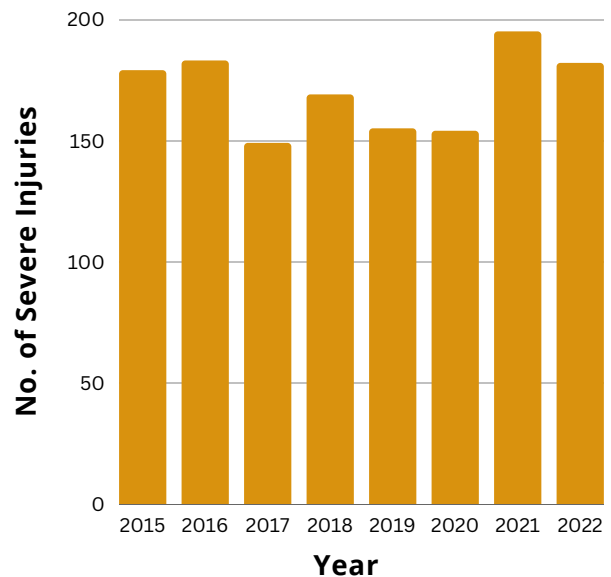
DEATHS BY YEAR

(2015 through 2022)



SEVERE INJURIES BY YEAR

(2015 through 2022)



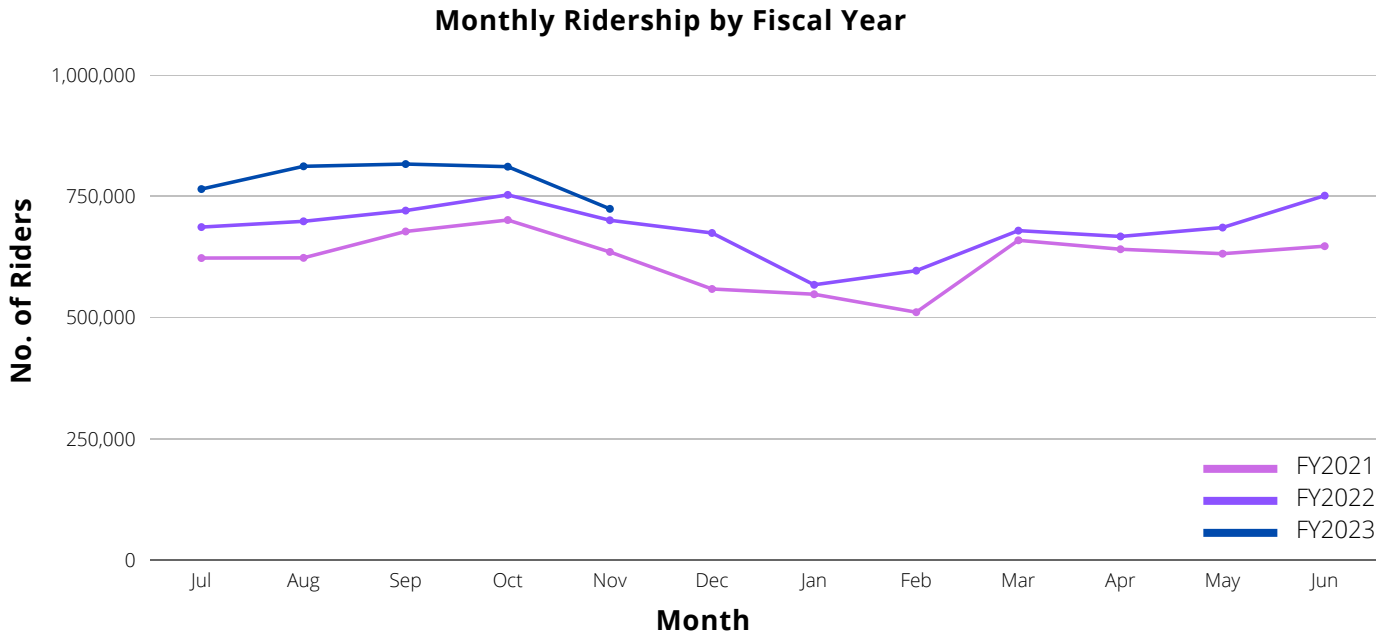
Pedestrian Involved Deaths



Traffic crashes resulting in pedestrian involved deaths more than doubled from 4 to 9 between 2021 to 2022. Pedestrian involved severe injuries also increased from 30 in 2021 to 34 in 2022.

GRTC RIDERSHIP

Bus ridership, shown below, has experienced an overall increase from fiscal year 2021 to 2023. The number of riders tends to dip during winter months of November to February. To equitable access to public transportation during the COVID-19 response, GRTC suspended collection of fares on March 19, 2020 and continues to provide fare-free service to date.



RECOMMENDATIONS

This section summarizes the projects and policies the Commission voted to support.

RECOGNITIONS

The Commission awarded the 2021 John T. Hanna Transportation Safety Award to Jakob Helmboldt for over 10 years of service as Richmond's first Bicycle, Pedestrian, and Trails Coordinator. It also awarded Khrystal and Yesmine Bethea, mother and grandmother to 16 year old crash victim Aajah Rosemond, for their advocacy of traffic calming and pedestrian safety.

PROJECTS

Projects to support in the FY23 Highway Safety Improvement Program grant cycle

- Traffic Control Signal Intersection Treatments to include high visibility signal backplates (HVSb), flashing yellow arrow (FYA), and high visibility crosswalks
- Stop Controlled Intersection Treatments – Signing, Markings, Medians and Curb Extensions
- Pedestrian Hybrid Beacons
- Roadway reconfigurations to use hardened intersections and buffers

POLICIES

Policies to support within the City of Richmond

- [Vision Zero Year 5 Priorities](#)
- [Neighborhood Speed Reduction Program](#)
- Neighborhood Traffic Management Plan (citizen request guide)
- [High Risk Impaired Driver Action Plan](#)
- [National Association of City Transportation Officials membership](#)
- [Richmond Regional Transportation Safety Plan](#)

Policies to support at General Assembly 2023

- 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.