



RICHMOND SAFE AND HEALTHY STREETS COMMISSION

ANNUAL REPORT 2025

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.

2025 Membership

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

Contact

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In this report

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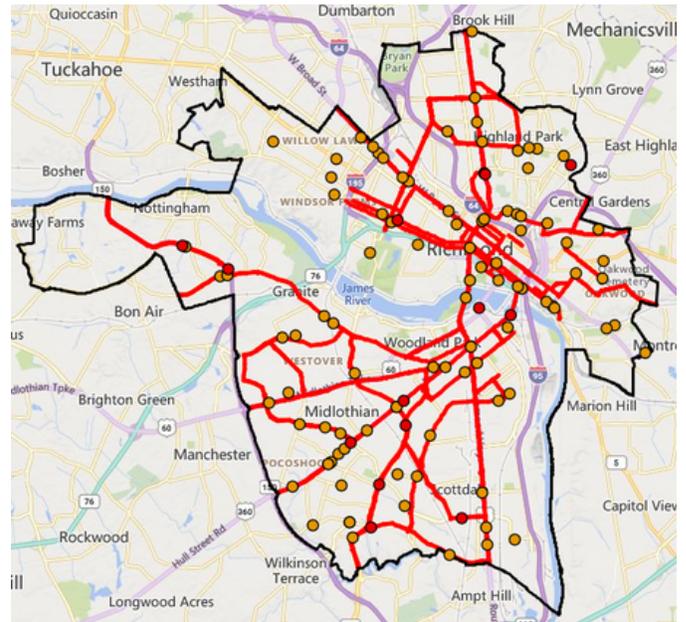
STATE OF TRANSPORTATION NETWORK HEALTH

This section summarizes key data about the health and safety of Richmond's multi-modal transportation network, specifically for 2025 and trends over time.

TRAFFIC CRASHES

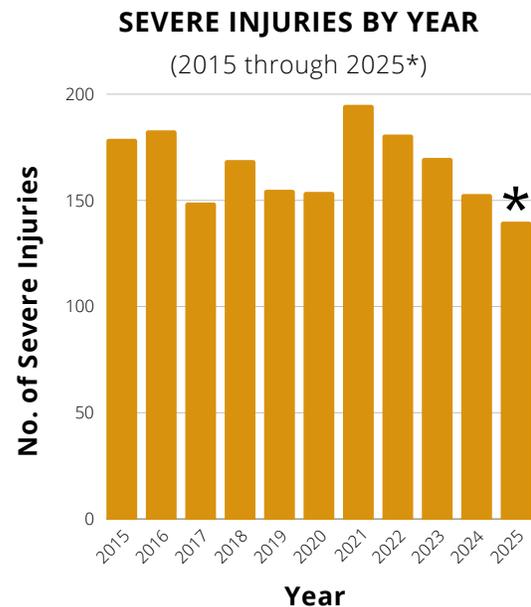
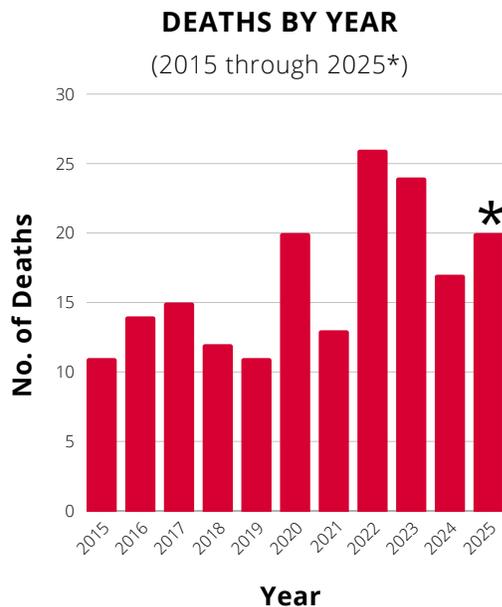
According to preliminary 2025 DMV crash data, 20 people were killed and 140 were incapacitated (severely injured) while traveling on non-interstate streets in Richmond. The map to the right depicts the location of where those deaths (red dots) and severe injuries (yellow dots) occurred, and largely overlaps with the known High Injury Network (HIN). The majority of HIN streets are within close proximity to school zones.

There has been no change in adding or removing designated HIN streets compared to the 2024 map.



Map of people incapacitated or killed on Richmond streets, January - August 2025. Source: [City of Richmond Vision Zero Dashboard](#).

Reviewing the 10-year trend of traffic deaths and severe injuries (below), traffic deaths have rebounded since the 2017-2019 decline and increased overall by 81.8% since 2015. Severe injuries have declined by 21.7% since 2015.



* 2025 data is sourced from DMV Crash Data and is preliminary. Data presented here exclude interstate crashes.



Pedestrian Severe Injuries and Deaths Increasing

Crashes resulting in pedestrian severe injuries were declining from 41 in 2016 to 16 in 2020. Since then, however, pedestrian severe injuries have climbed back up to 34 in 2025 (by preliminary 2025 DMV data). Pedestrian deaths have increased from their lowest at 4 in 2021 to 11 in 2025 (by preliminary 2025 DMV data).

BRIDGING BICYCLE NETWORK GAP

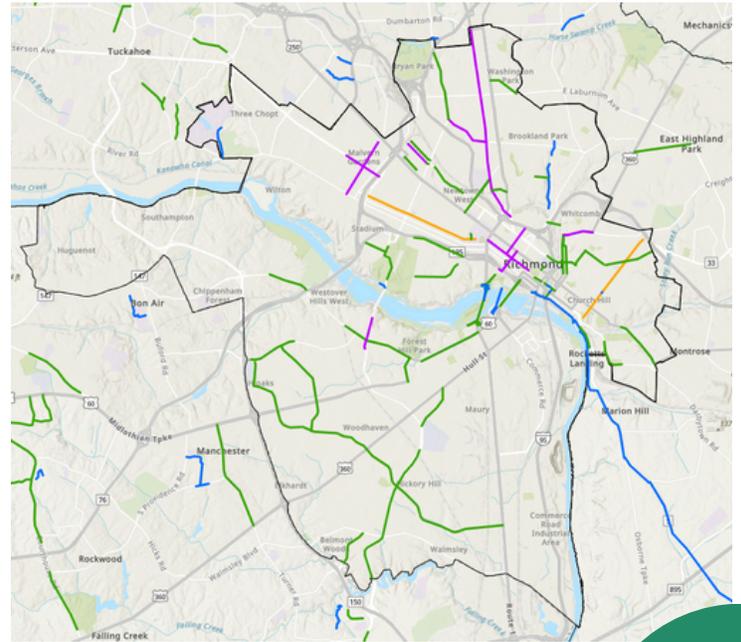
The Richmond Bicycle Master Plan was developed in 2015 to jumpstart the implementation of a separated, protected, and connected bicycle network and ensure people can get wherever they need to go actively and safely.

[PlanRVA presented an update on the status of the regional bicycle network](#) to the Safe and Healthy Streets Commission in October 2025. 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.

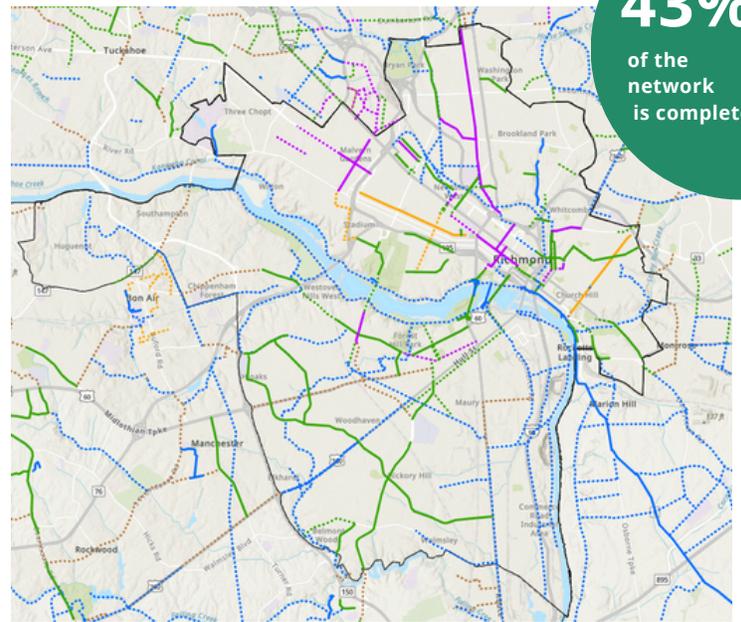
As of October 2025, 53 miles of dedicated bicycle infrastructure have been implemented in Richmond, which includes 1.5 new miles implemented in 2025. Another 69.2 miles are proposed within various transportation plans, making the City's full envisioned bicycle network mileage total (Vision miles) to 122.2 miles.

Since 2023, Richmond's bicycle network has increased from 33% in 2023 to 43% complete in 2025.

This report recognizes that additional bicycle infrastructure projects (and thus mileage) have been added into Richmond City plans since 2023. For consistency in benchmarking progress, Vision miles of completed and proposed projects included here are maintained at the 2023 Vision miles count.



Existing miles: 53.0



**Proposed miles: 69.2
Vision miles (total): 122.2**

43%
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.

PROJECTS

Projects the Commission supported in the City's applications through various regional, state, and federal transportation funding programs, including [FY28 Transportation Alternatives Program](#) and [FY28 Revenue Sharing](#). Brief overview is detailed below.

Cross-cutting:

- Safe Routes to School Program

Project-specific:

- Brookland Park Boulevard Streetscape Improvements
- Jefferson Avenue Improvements Phase III
- Hey Road Improvements
- Shockoe Valley Streets Improvements
- Carnation Street Sidewalk Improvements (Phase III)
- Forest Hill Avenue Crossing Improvements (Phase II)
- Franklin Street - Protected Bike Lane Improvements (Phase II)
- German School Road / Glenway Drive Sidewalk Improvements

STATE-LEVEL POLICIES

SHSC [voted in July 2025](#) that City Council work with the General Assembly to adopt the following legislation in the 2026 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.

Note that House Bill 2475 did pass in the 2025 General Assembly session, requiring all adults in all seats to wear a seatbelt.

LOCAL-LEVEL POLICIES

FY26 Vision Zero Priorities adopted

Approved the sixteen (16) proposed Vision Zero Priorities metrics for FY26.

Reference resolution: [Vision Zero Priorities FY26](#)

Protected Access to Walkways and Crosswalks, Bicycle Lanes, and Shared Use Paths During Construction

Resolution proposed to provide a baseline protocol that increases and incentivizes protected access to the right of way over detouring.

Reference resolution: [Protected access during construction](#)

Commission supports Richmond City Code Refresh process

Commission previously supported the adoption of the Richmond 300 Master Plan, in particular the Equitable Transportation chapter, which sought to “prioritize the movement of people over the movement of vehicles through a safe, reliable, equitable, and sustainable transportation Network.” The Richmond 300 Master Plan’s land use category updates will improve safety for more modes of transportation through focusing higher density, mixed-use, pedestrian-oriented development along transit corridors, including the current east-west Pulse Corridor and future north-south bus rapid transit (BRT). As the Richmond Code Refresh draft’s zoning update proposals are consistent with the updated land use categories outlined in the Richmond 300 Master Plan, the Commission recommended that the City of Richmond move the Richmond Code Refresh Plan forward, ensuring that zoning districts are consistent with the Richmond 300 approved land use categories, and reflect a vision to provide the developmental supports for a safe and healthy multimodal network.

Reference resolution: [Support Richmond Code Refresh 2025](#)

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](#)

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](#)

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