



CITY OF *Richmond* CALIFORNIA

FEHR & PEERS

City Council Meeting
5/24/22

Local Road Safety Plan (LRSP)

Travel Safe Richmond

Travel Safe Richmond is a two-pronged approach to improving roadway safety for all users

- Local Roadway Safety Plan
- Bike and Pedestrian Action Plan



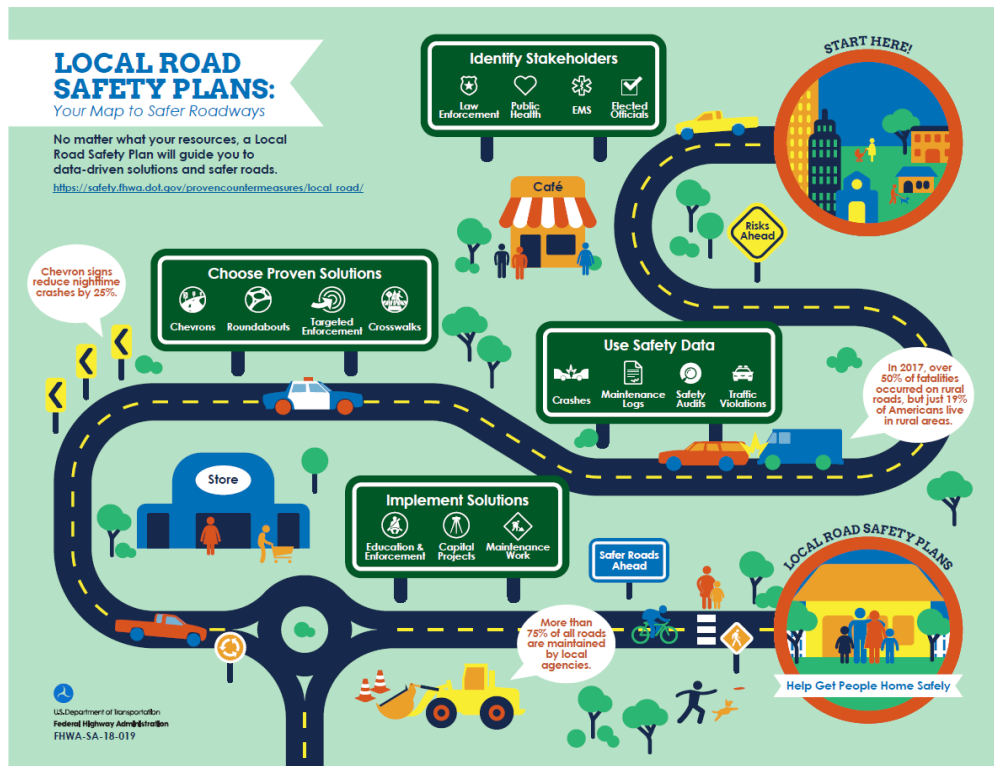


Agenda

- Overview of an LRSP
- State of Roadway Safety in Richmond
- Outreach
- Safety Vision for Richmond
- Collision Profiles
- Priority Corridors

What is a Local Road Safety Plan (LRSP)?

- Crash data review
- Trend identification
- Countermeasure selection
- Project development

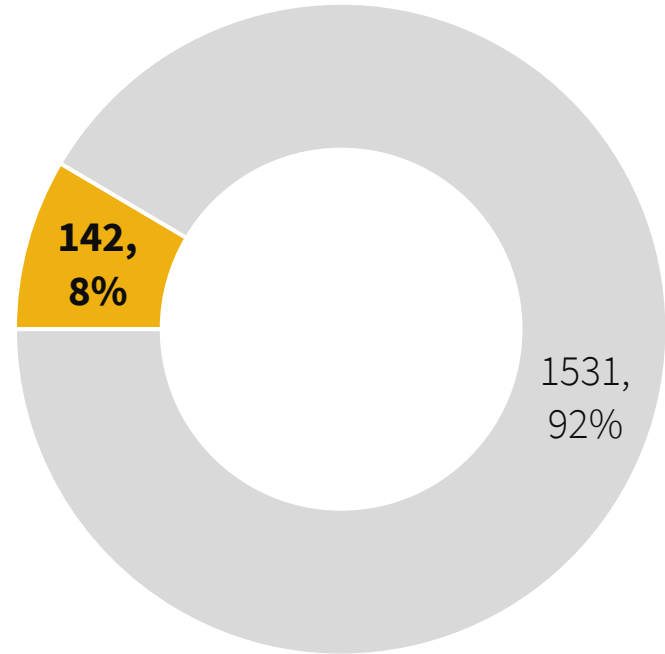




State of Roadway Safety in Richmond

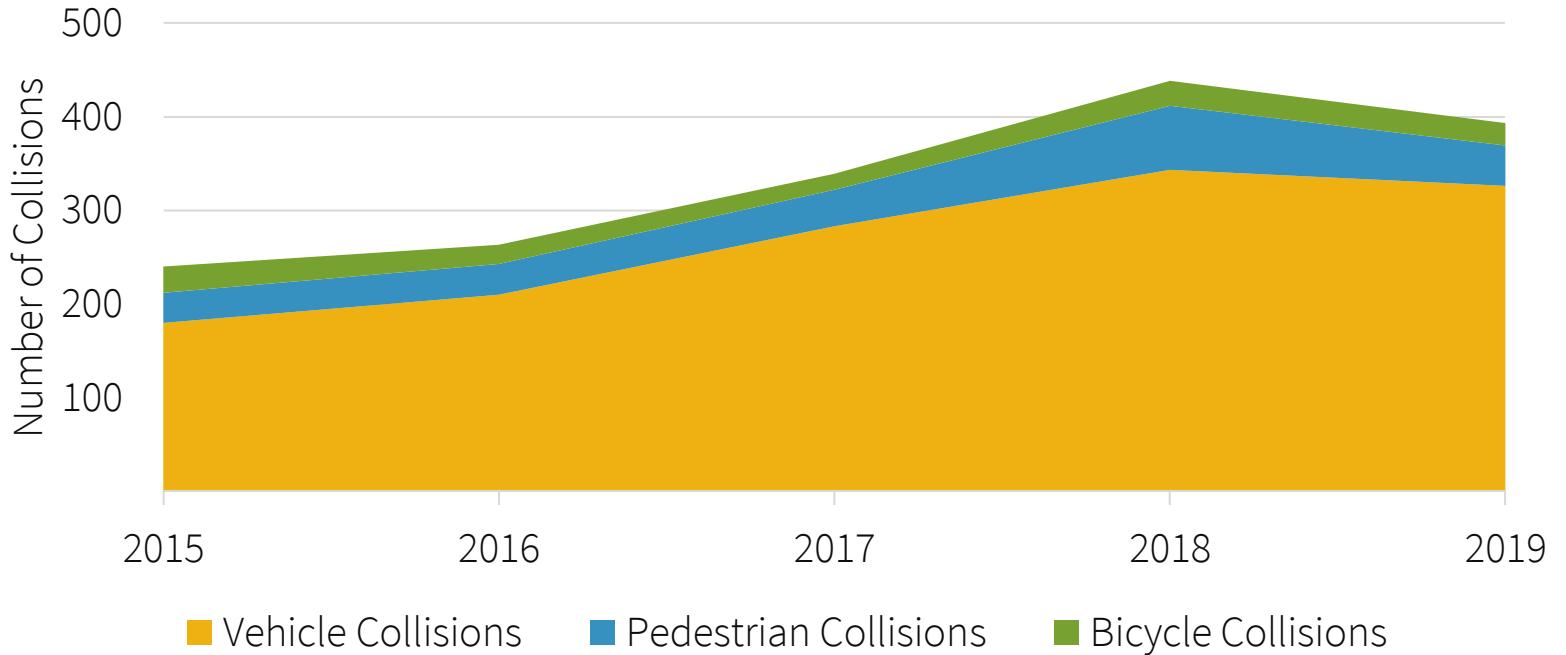
Severity of Collisions

- 142 collisions where victims were killed or severely injured between 2015 and 2019
- On average, 6 people are killed each year



- Fatal & Severe Collisions
- All Other Injury Collisions

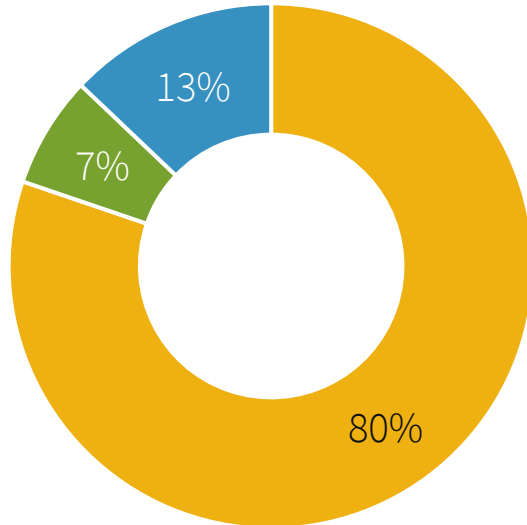
Injury Collisions By Year



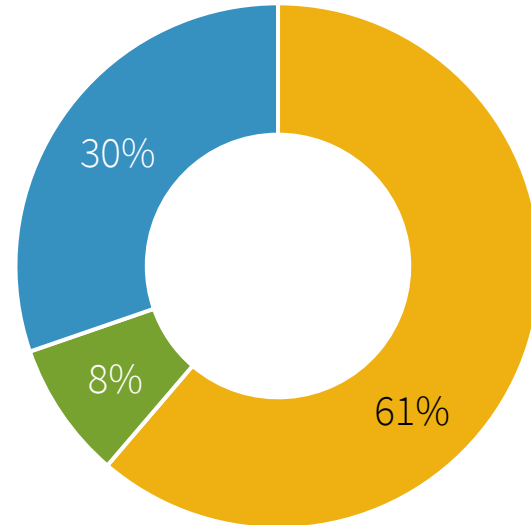
Collisions by Mode (2015-2019)

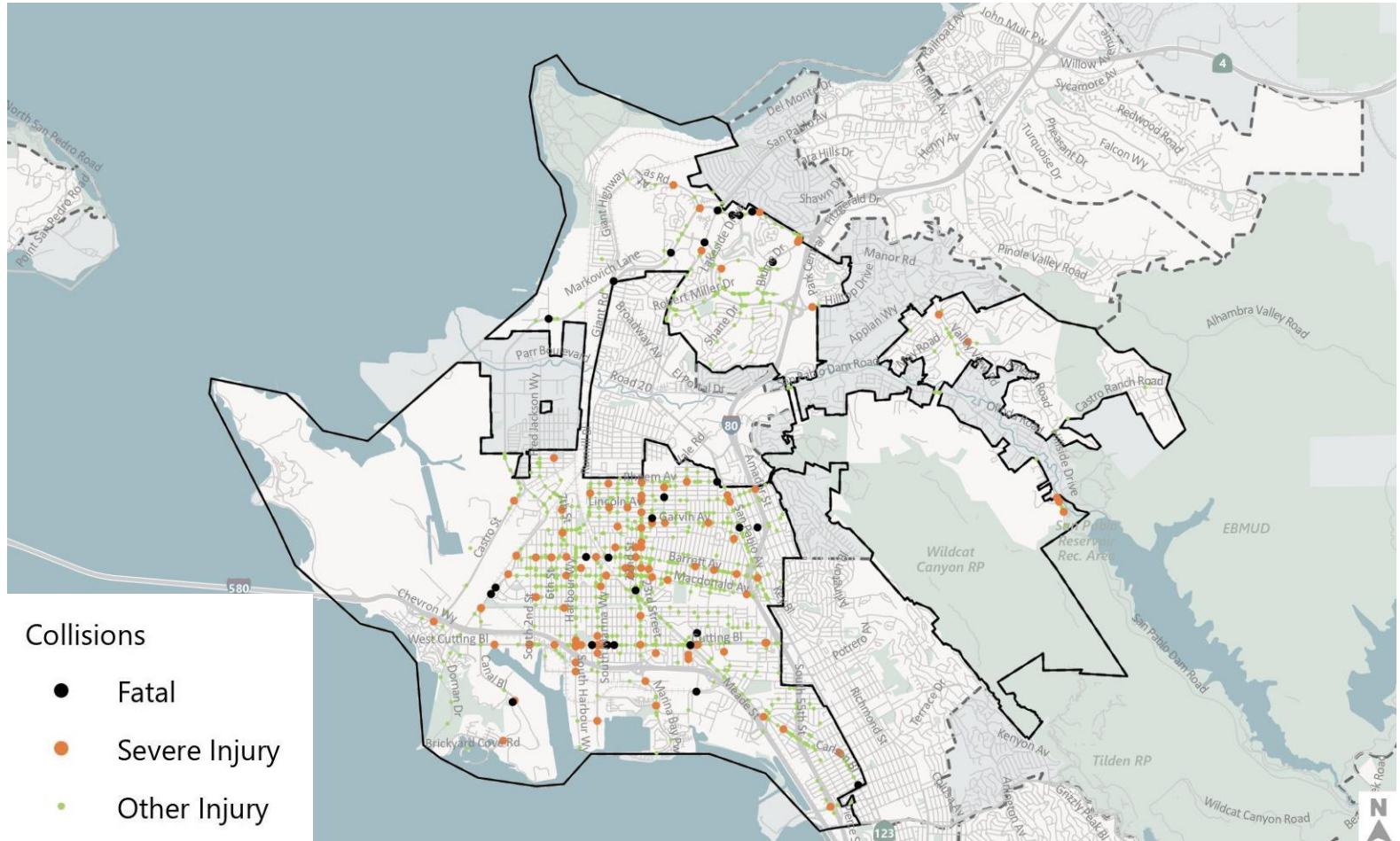
- Vehicle Collisions
- Bicycle Collisions
- Pedestrian Collisions

All Injury Collisions



Fatal & Severe Collisions





Outreach



Community workshops



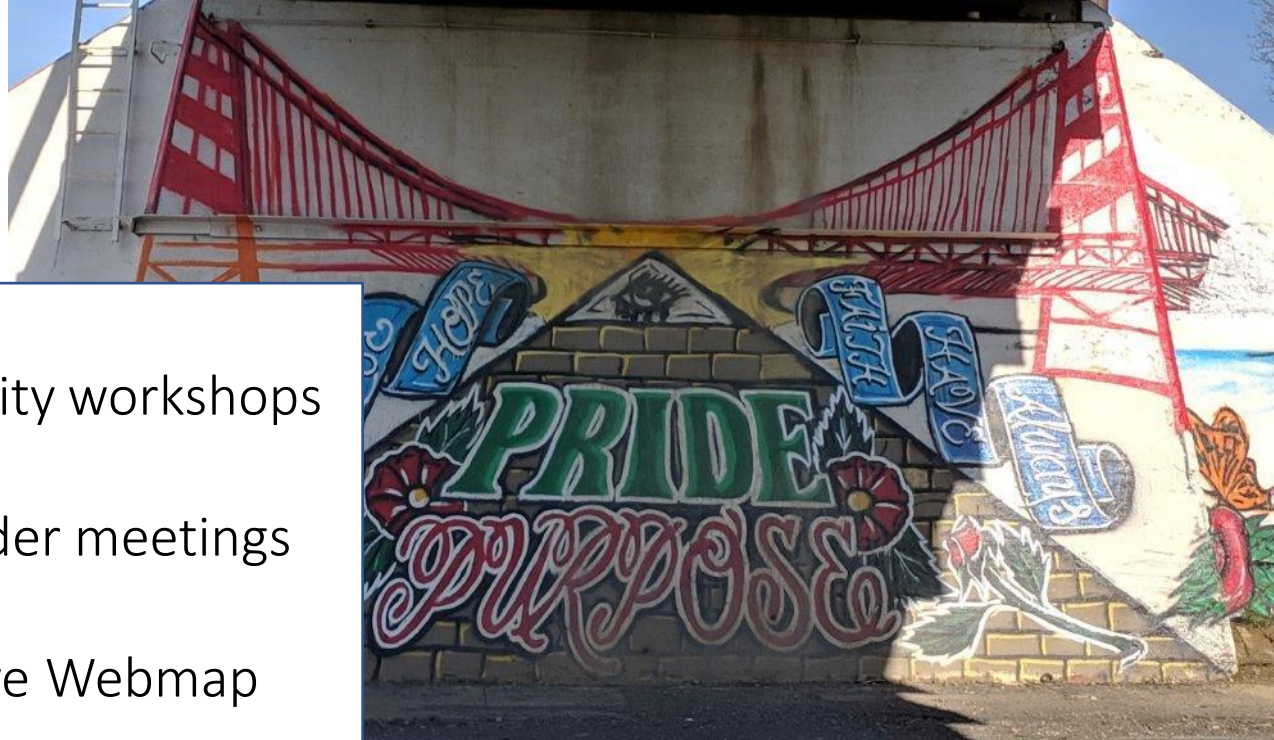
Stakeholder meetings



Interactive Webmap



Draft Plan review



Source: City of Richmond

Vision Statement

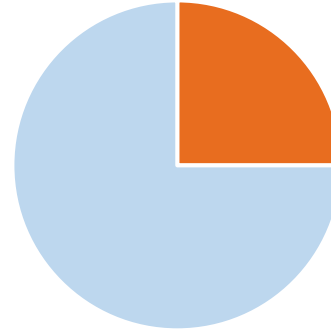
“Traffic safety impacts the **health** and **comfort** of all those who live and travel in the City of Richmond. The implementation of this plan is a step towards making the transportation system **safer** and more **equitable** for users of all transportation modes.”

Goals

Reducing Collisions	<i>Reduce fatal and serious injury collisions, particularly those involving people walking and biking.</i>
Equity	<i>Ensure equitable traffic safety investments in neighborhoods needing them most.</i>
Crossings	<i>Enhance roadway crossings, especially near schools and other high pedestrian activity areas, to promote and support safe travel for people walking and biking.</i>
Nighttime Visibility	<i>Improve the visibility of roadway and sidewalk users traveling at night.</i>
Safe Speeds, DUI Prevention	<i>Encourage safe driving practices (such as driving at lower speeds, obeying railroad crossing controls, and avoiding driving under the influence) through roadway design and outreach.</i>
Climate Resiliency	<i>Invest in the next generation of people in Richmond through climate-resilient transportation safety infrastructure, particularly near schools and in neighborhoods.</i>
Post-Crash Care	<i>Improve post-crash care through increased multi-jurisdictional collaboration and appropriate emergency vehicle access.</i>

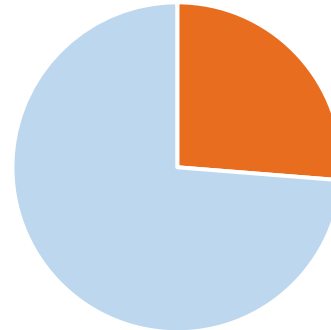
Unsafe Speeds

- Trend: KSI collisions involving speeding vehicles hitting fixed objects mid-block
- Trend: speeding resulting in non-severe rear ends at/near intersections
- Countermeasures: road diet, traffic calming



25%

of bicycle KSI collisions

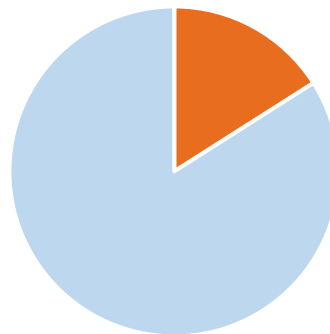


26%

of vehicle KSI collisions

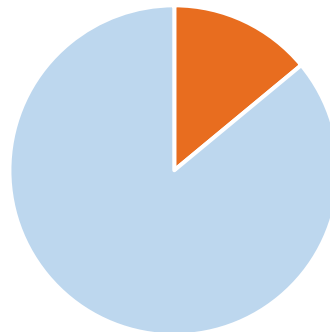
Driving Under the Influence

- Trend: KSI collisions involving drivers under the influence hitting fixed objects/parked cars or driving the wrong way
- Countermeasures: rumble strips, targeted outreach



16%

of pedestrian
KSI collisions

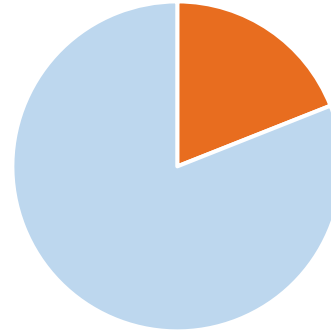


14%

of vehicle KSI
collisions

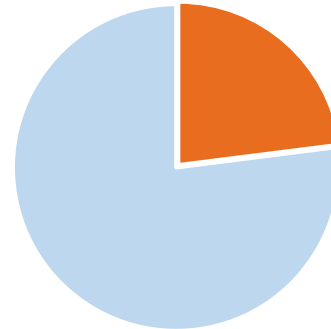
15-24 Age Group

- Trend: 15-24 year olds (13% of population) are the most overrepresented age group in KSI collisions
- Trend: 15-24 year olds are more likely to be involved in collisions involving vehicle right of way violations and DUIs
- Countermeasures: targeted education



19%

of pedestrian
KSI victims

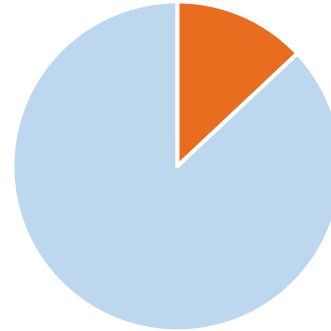


23%

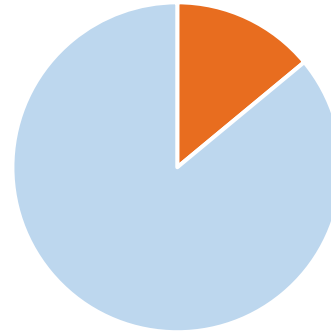
of driver or
passenger KSI
victims


Stop Sign Violations

- Trend: bicycle collisions and KSI vehicle collisions involving stop sign violations at two-way stop-controlled intersections
- Countermeasures: All-way stop, advanced stop bars



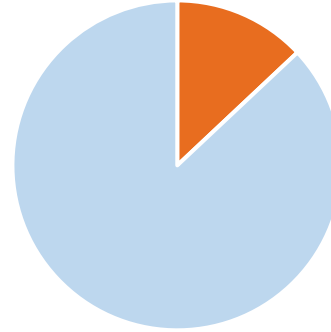

13%
of bicycle collisions (all)




14%
of vehicle KSI collisions

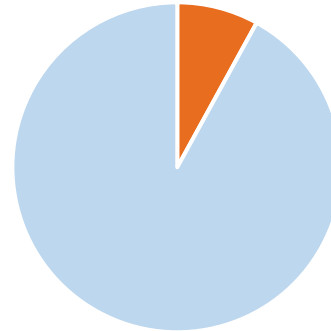
Left Turns at Signals

- Trend: left-turning vehicles striking pedestrians or other vehicles at signalized intersections
- Protected left-turn phase, left-turn calming, high visibility crosswalks



11%

of pedestrian collisions (all)

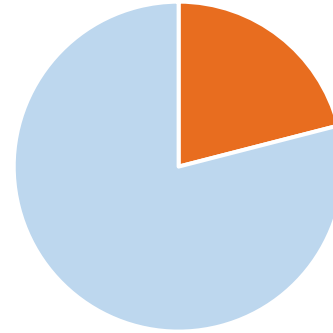


7%

of vehicle KSI collisions

Pedestrian ROW Violations at Uncontrolled Crossings

- Trend: KSI collisions involving vehicles violating pedestrian right-of-way at uncontrolled crossings (two-way stop-controlled intersections and mid-block crossings)
- Enhanced crosswalks, beacons, curb extensions, median refuge

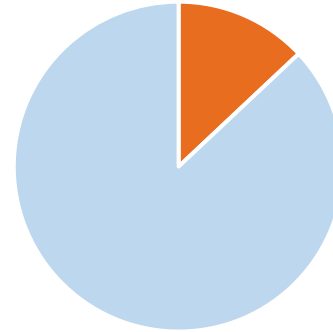


21%

of pedestrian
KSI collisions

Pedestrians Crossing Outside of Legal Crossings

- Trend: KSI collisions involving pedestrians crossing outside of legal crossings (mid-block or at prohibited intersection crossings)
 - 38% of these collisions occurred within one block of a bus stop
- Countermeasures: new midblock crossings, pedestrian barricades

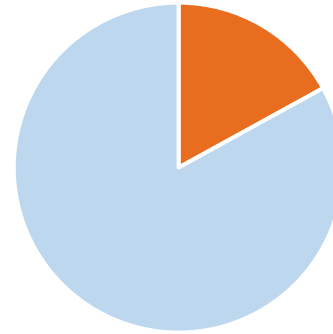


13%

of pedestrian
KSI collisions

Contraflow Bike Riding

- Trend: bicyclists traveling in the opposite direction of vehicle traffic where there are no dedicated bicycle facilities
- Bike facilities



17%

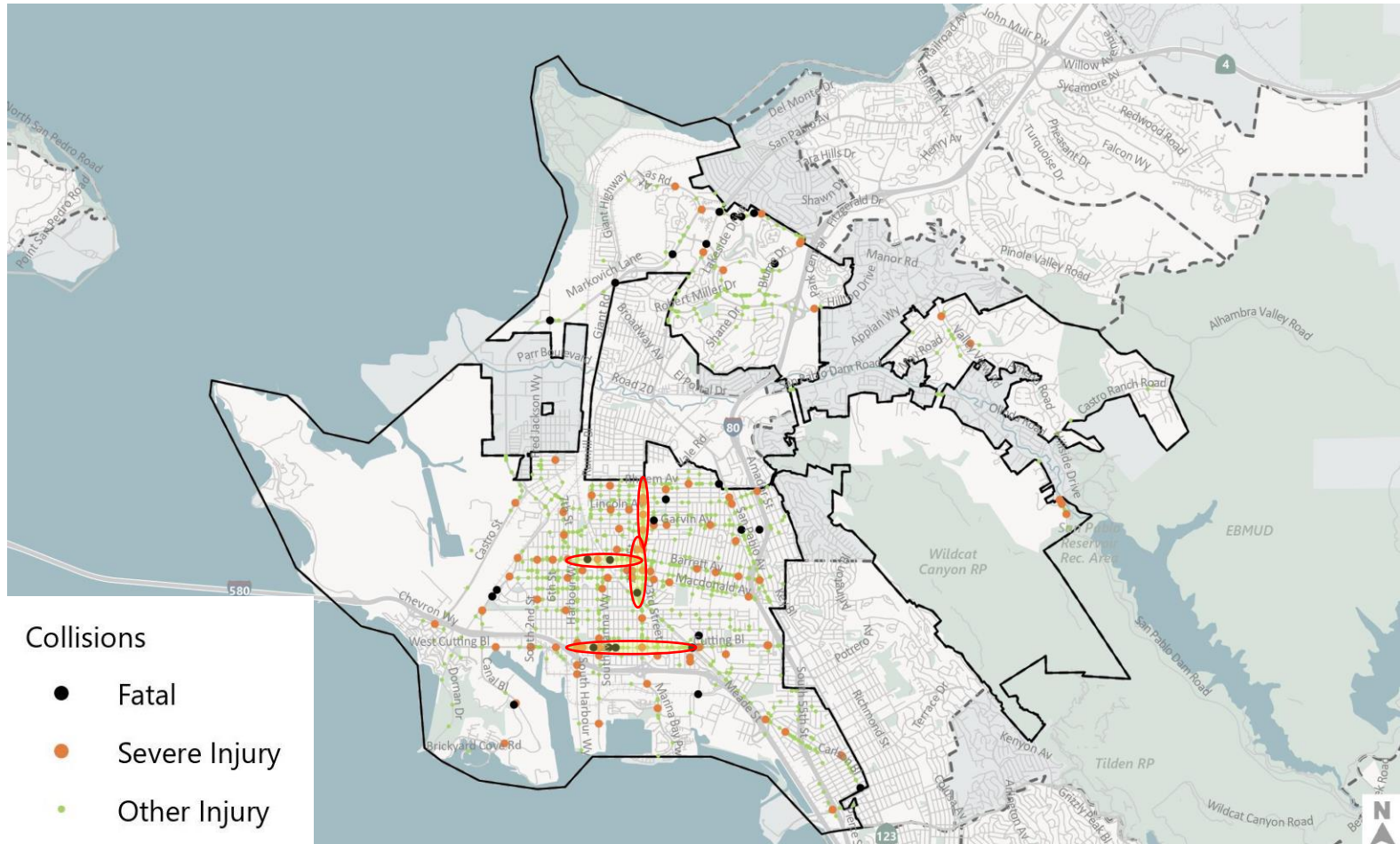
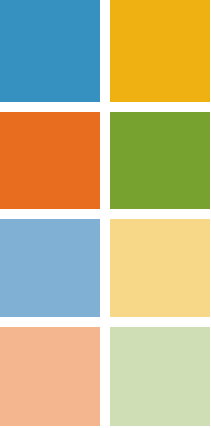
of bicycle KSI collisions



Emphasis Areas

Locations:

- 23rd Street north of Grant Avenue
- 23rd Street and 22nd Street Couplet
- Barrett Avenue from Harbour Way to 24th Street
- Cutting Boulevard from Hoffman Boulevard to Carlson Boulevard





Emphasis Areas

Countermeasures:

- Road diet
- Bicycle facilities
- Enhanced crossings
- Traffic calming
- Protected left-turn phasing



Next Steps

Next Steps:

- Adopt LRSP – June/July 2022
- Apply for HSIP funding for near-term projects – September 2022
- Implement LRSP strategies with all roadway projects - ongoing