

Richmond, VA Road Safety Assessment (RSA)

RSA Background Information

The City of Richmond is the capital of Virginia, and US 360 (Hull Street) is a Virginia Corridor of Statewide Significance that connects the Southside region of Virginia, the City of Richmond and its suburbs, and the Northern Neck region of Virginia. Locally, Hull Street serves dual purposes as both a residential/commercial corridor for City residents and a commuting corridor between the City and its neighboring counties to the south and west. The “Hull Street” designated portion of US 360 is in the City’s Southside – the neighborhoods located south of the James River. In recent years, Richmond Department of Public Works has directed a significant amount of engineering and planning effort into the approximately five and a half mile Hull Street corridor; this RSA effort is targeted at the 1.75-mile central segment (Cowardin Avenue / Richmond Highway to E. Belt Boulevard) located between these prior engineering/planning efforts.

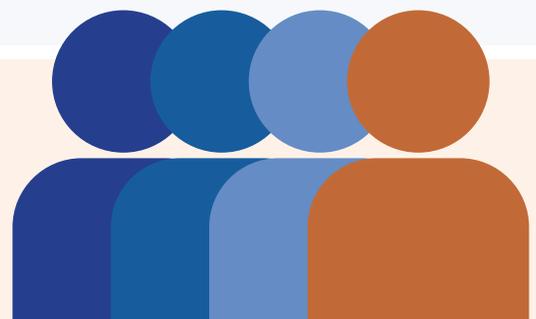
Per VDOT’s Pedestrian Safety Action Plan (PSAP) 3.0, the Hull Street corridor is also scored in the statewide top 1% of priority pedestrian safety needs corridors. The PSAP scoring is based on a combination of 2014-2018 pedestrian-involved crashes, roadway characteristics, sociodemographic information, and corridor proximity to pedestrian generators. The City selected Hull Street for a multidisciplinary RSA based on existing conditions along the Hull Street corridor and the corridor’s presence on the High Injury Street Network.



Figure 1. Richmond RSA team evaluating an intersection.

Team Members

The multidisciplinary team included representatives of the following organizations: City of Richmond Department of Public Works, City of Richmond Police Department, City of Richmond Fire Department, City of Richmond Councilperson’s Office and Virginia Department of Health.



For more information on Richmond’s RSA Short Story, please contact:

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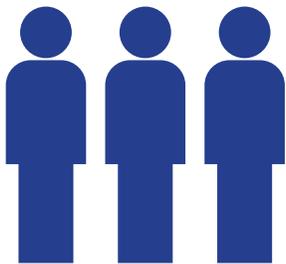
PATHS is part of the cooperative partnership between the Virginia Department of Transportation and Virginia Department of Health that grew out of a grant to develop a State engagement model for active communities.

Prior Concerns on the Corridor

The 1.75-mile long Hull Street RSA corridor comprises 0.16% of the City's roadway mileage, but it significantly overrepresented for its proportion of the City's fatal, serious injury, and pedestrian involved crashes between 2016 and July 2021.

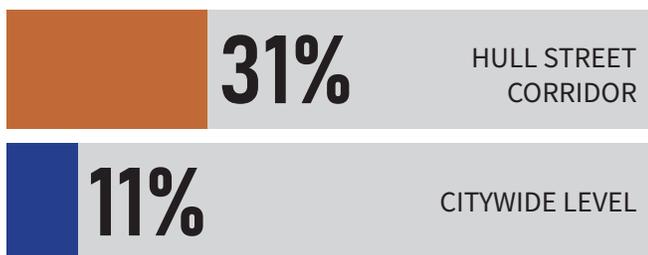
Over the last two years, the crash experience on this Hull Street segment has represented:

8-9% of **ALL** Citywide serious injuries



3
Fatalities

IMPAIRED USERS IN FATAL OR SERIOUS-INJURY CRASHES:



Outcomes

Upon completing the data analyses and field observations, the RSA team identified several overarching safety issues and related suggestions. For each issue identified, the team proposed one or more countermeasures or mitigating actions to address it. The suggestions were categorized as near-term, intermediate, and long-term. Near-term improvements can typically be implemented through maintenance activities, while intermediate and long-term improvements often require additional planning, design, and funding.

City staff also engaged staff from the Virginia Department of Health (VDH) to obtain their input on potential recommendations to address the pattern of substance abuse and impaired driving activity present in the study area. VDH staff suggested the following big picture recommendations:

- ▶ **Improve frequency and reliability of transit access** to encourage transit use instead of driving impaired.
- ▶ **Create neighborhood-level affordable housing** due to the link between safe/stable housing and substance abuse.
- ▶ **Improve multimodal infrastructure and encourage traffic calming.**
- ▶ Consider the provision of **safe use sites** as a harm reduction strategy, which may encourage people to safely sober up.
- ▶ **Evaluate policies** to address items such as poverty and lack of access to resources or social support, all of which are shown to improve quality of life and reduce harmful behaviors.

Resources

1. [PATHS *Prioritizing Active Transportation, Health, and Safety*](#)
2. [VIRGINIA DEPARTMENT OF HEALTH *Local Communities*](#)
3. [SMART SCALE](#)
4. [VDOT *Virginia Highway Safety Improvement Program \(VHSIP\)*](#)
5. [PEDESTRIAN SAFETY ACTION PLAN](#)

