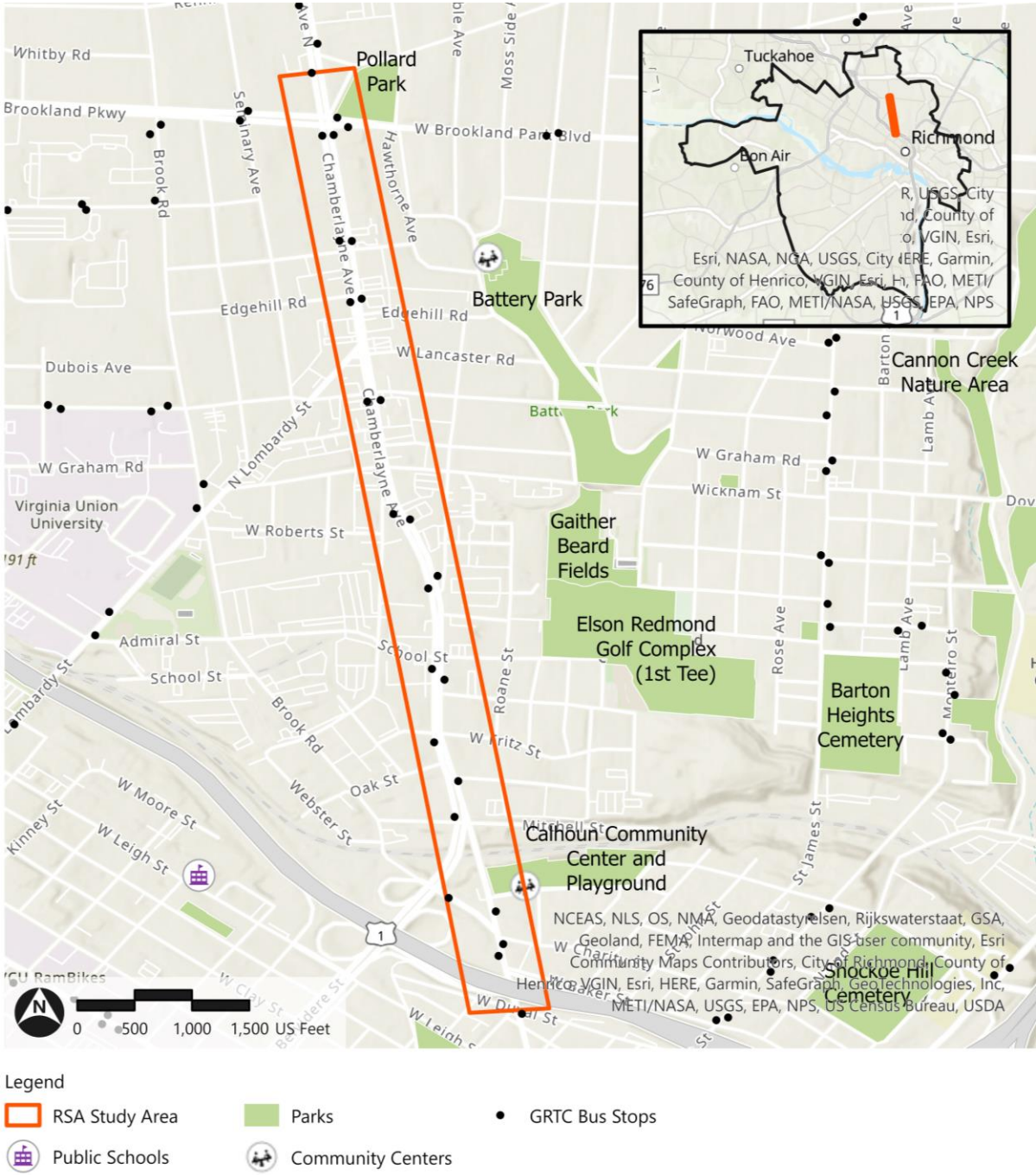
Chamberlayne Avenue: Road Safety Assessment

LUHT Presentation

Feb. 20, 2024

Chamberlayne Avenue

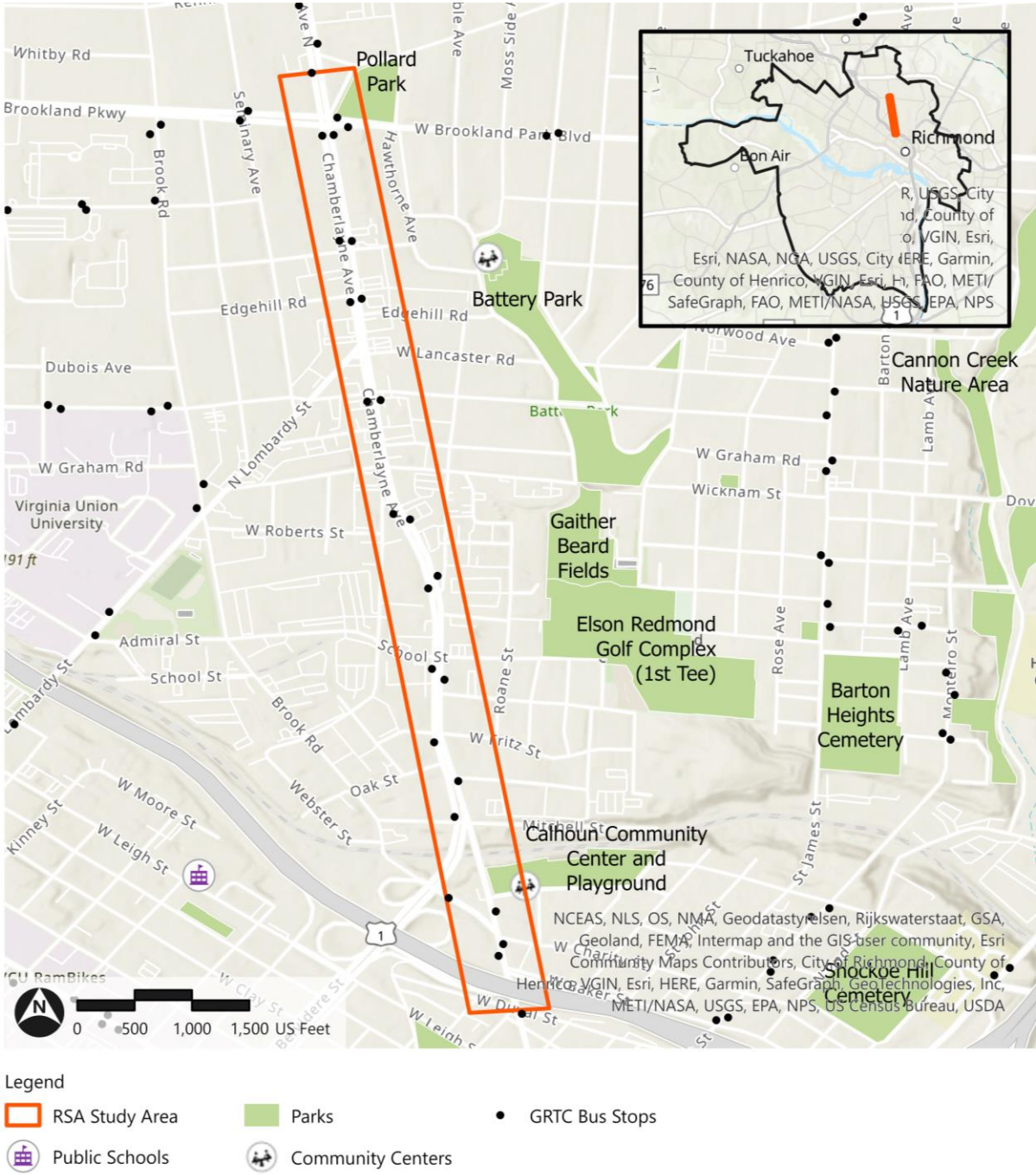
- 1.5-miles on Richmond's High Injury Network
- 100-ft wide cross-section, mostly 3 lanes each direction



Chamberlayne Avenue

Study area is ~0.1% of citywide lane mileage but has ~3.0% of citywide serious injury crashes.

Chamberlayne is experiencing an unusually high burden.



Injury Heat Map

2018 – July 2023

- 21 serious injuries
- 5 fatalities

Contributing Factors

- 100% of the fatal and serious injury crashes were speed related.
- None of the pedestrian crashes involved an impaired driver.
- Intersections and darkness play significant roles.

Field Visit and Workshop

- Councilwoman Lambert
- Richmond Public Works
- Richmond Fire and Police
- Richmond Behavioral Health
- Greater Richmond Transit
- PlanRVA
- Bike Walk RVA
- Virginia Department of Transportation
- Federal Highway Administration
- Partnership for Smarter Growth

Nov. 2, 2023

Nov. 3, 2023

Near Term (Next Year) Recommendations

Representative Issue	Suggested Action
Vehicles parked on sidewalk	Enforce zoning and parking regulations
Dark conditions overrepresented in crashes	Conduct a formal lighting coverage study and implement street light LED upgrades (SS4A-funded)
Transit stops lack essential infrastructure	Partner with GRTC to provide essential transit infrastructure (benches, shelters)
Sight distance blocked by building	Implement no right turn on red and ensure setbacks for new development
Driver behavior (speeding, red-light running)	Safety Camera Program and high visibility enforcement for speeding and red light running

Sidewalk Encroachment

Sledd Street intersection signing and marking recommendations

Intermediate (2-5 Years) Recommendations

Representative Issue	Suggested Action
Excess lanes for vehicle demand; transit delays	Implement transit only lanes for GRTC Route 1, south of Edgehill Road
Too many median openings and driveways	Evaluate potential modification/closure of median openings prone to crashes; implement access management best practices for new development
Gap between controlled pedestrian crossings	Construct two Pedestrian Hybrid Beacons (SS4A funded)
Some legacy intersection design with high speed	Redesign and seek funding for “urban” intersection designs

Transit Lane Implementation

Brookland Parkway Redesign Concept

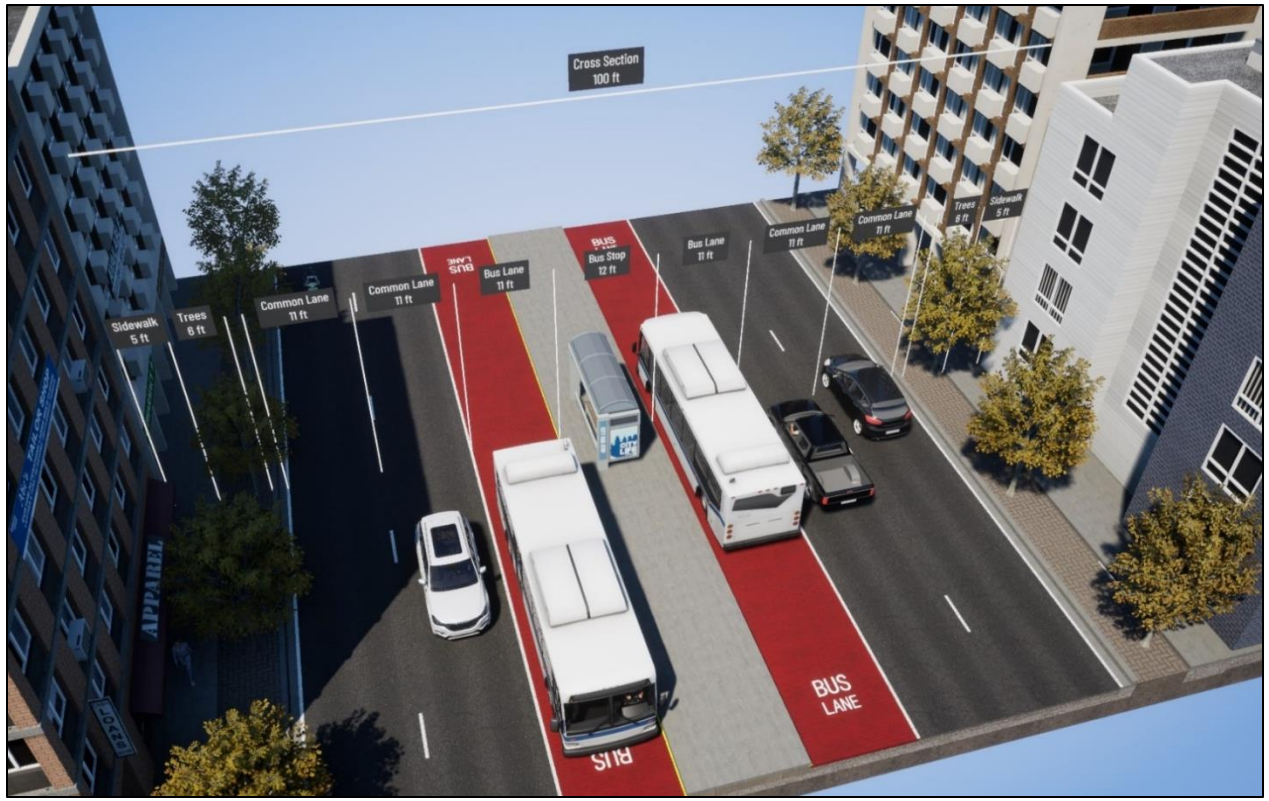
- Construct curb extension
- Shorten eastern crosswalk
- Construct a transit pull off

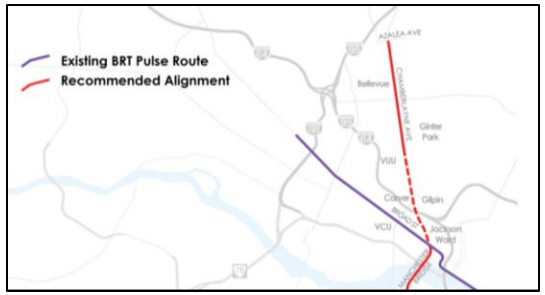
Long Term (5+ Years) Recommendations

Representative Issue	Suggested Action
Highest ridership GRTC transit route; reliability	Implement the North-South BRT vision
"Superblocks" between Overbrook Road and School Street	Encourage future development to create pedestrian-scale blocks
Speeding entering the corridor from the south	Implement the Reimagining Gilpin Court and I-95/I-64 STARS Study recommendations

GRTC Board Approves Locally Preferred Alternative for North-South Pulse

Potential Bus Rapid Transit 100-foot Cross-Section





Maintain Momentum

- SS4A funding is allocated to Chamberlayne Avenue
  - Transit Stop ADA Accessibility
  - Streetlight Upgrades
  - Two Pedestrian Hybrid Beacons
  - Signalized and unsignalized intersection systemic safety improvements
- New traffic signal is funded at Bacon Street
- VDOT Study on I-95 interchange
- Reimagining Gilpin Court
- Private development activity

Maintain Momentum

- GRTC Bus Rapid Transit Study
  - GRTC will lead an engagement plan for the proposed north/south BRT line in Summer/Fall 2024, in coordination with OETM.
  - Engagement activities will include the residential and business communities.

Questions?