



Batavia Police Department
Randall Road Traffic Crash Assessment

Executive Summary

The City of Batavia recently experienced two fatal traffic crashes within a six-week period along the Randall Road corridor. Both incidents, occurring on February 24, 2026, at Randall Road and Mill Street, and on March 25, 2026, at Randall Road and McKee Street, involved drivers failing to yield the right-of-way. These tragic events prompted a comprehensive review of historical crash data, enforcement activity, roadway infrastructure, and contributing factors associated with crashes on Randall Road.

This assessment summarizes findings from traffic crash data recorded between January 2019 and March 2026 and offers recommendations aimed at reducing future collisions, enhancing roadway safety, and addressing community concerns.

Data Sources and Methodology

Traffic crash data was extracted from the Batavia Police Department Records Management System (RMS), New World. Patrol officers enter crash information during report completion, including:

- Driver and vehicle information
- Injury classifications
- Primary contributory causes
- Roadway and environmental conditions
- Citations issued

Crash reports marked as *private property* were excluded to maintain focus on roadway trends. The analysis includes:

- 767 Randall Road crashes (2019–2026)
- A comparison to the 4,783 citywide crashes recorded during the same timeframe
- Detailed reviews of annual crash totals, injury rates, and primary crash causes
- Examination of traffic signal modifications implemented in 2020

Overview of Crash Trends (2019–2026)

Between 2019 and 2026:

- **767 crashes** occurred on Randall Road, representing **16%** of all crashes citywide.

- Injury rates on Randall Road were slightly lower than citywide averages.
- The corridor recorded **two fatalities**, both occurring in 2026.

Injury Breakdown

Randall Road (2019–2026)

- No Indication of Injury: 90.09%
- Injury: 9.65%
- Fatal: 0.26%

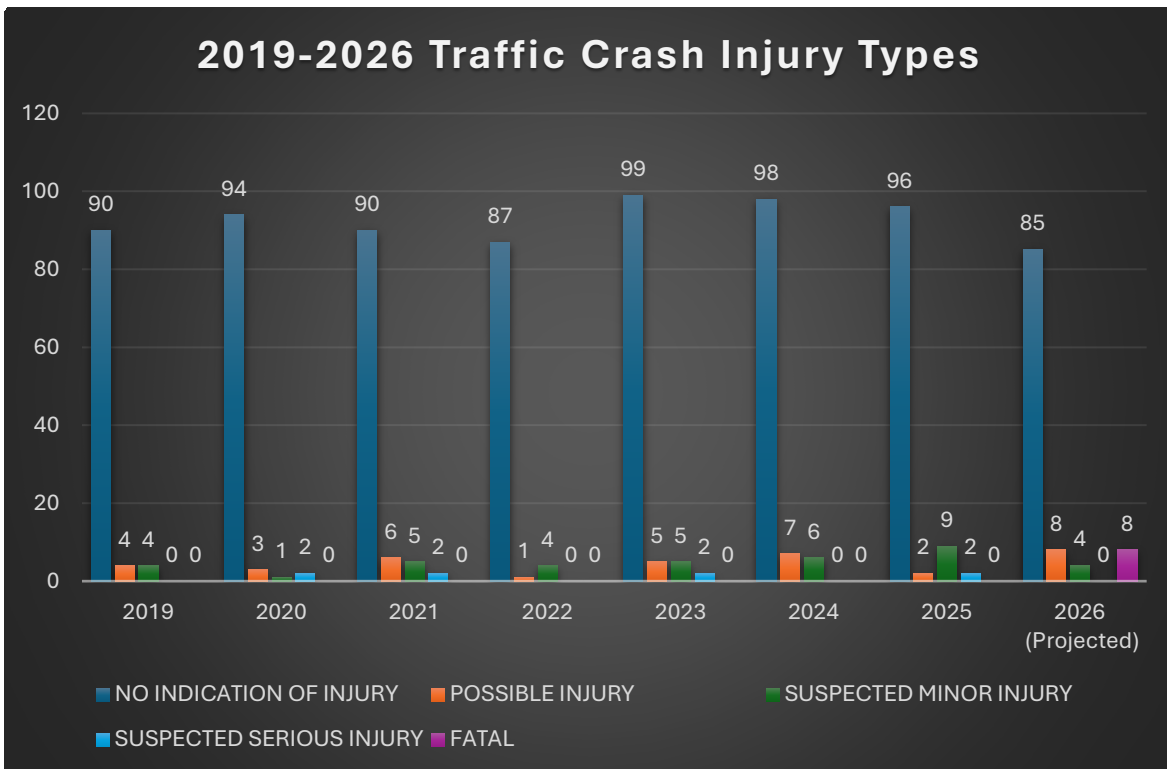
Citywide (2019–2026)

- No Indication of Injury: 86.74%
- Injury: 13.07%
- Fatal: 0.19%

Annual Crash Totals

Randall Road crash totals remained relatively steady from 2019 through 2022 (ranging from 92 to 103). A moderate increase occurred in 2023 and 2024, followed by a slight decline in 2025.

Projected crashes for 2026 are consistent with previous years.

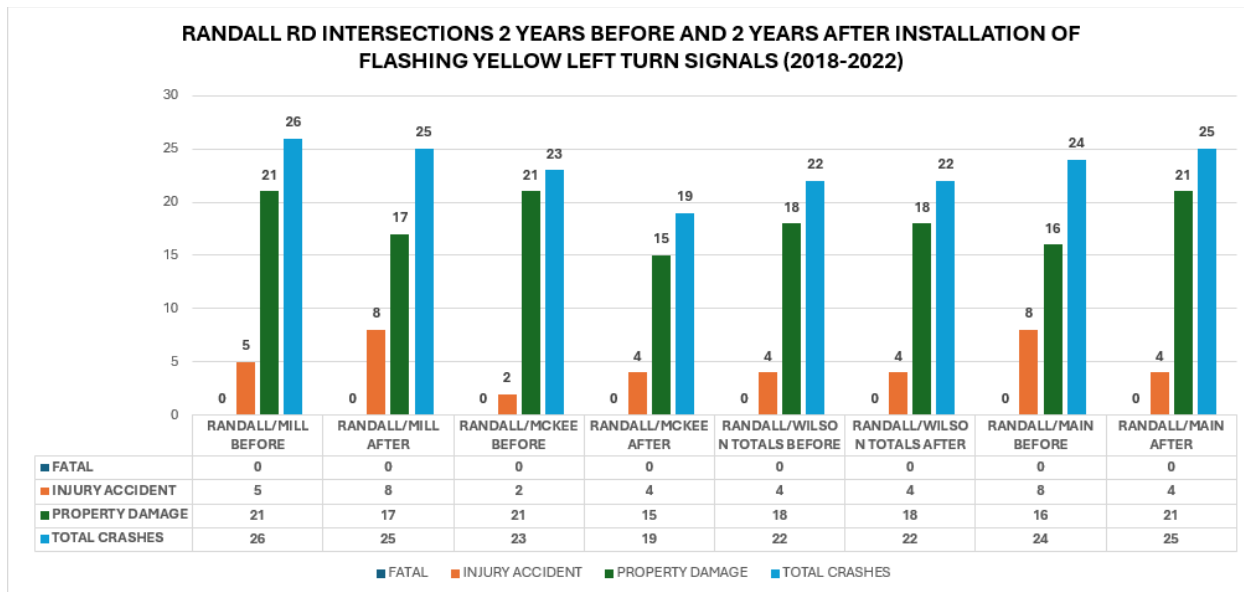


Impact of Traffic Signal Changes (2020)

In 2020, several Randall Road intersections received updated signals incorporating yellow permissive left-turn arrows. Comparing two years before and two years after implementation:

- Total crashes decreased by **4.21%**.
- Injury crashes increased by **5.26%**.

The data suggests that the signal modifications had **minimal impact** on overall crash frequency or severity.



Primary Crash Contributing Factors

Analysis of crash reports from 2019–2026 identifies the following most common primary causes:

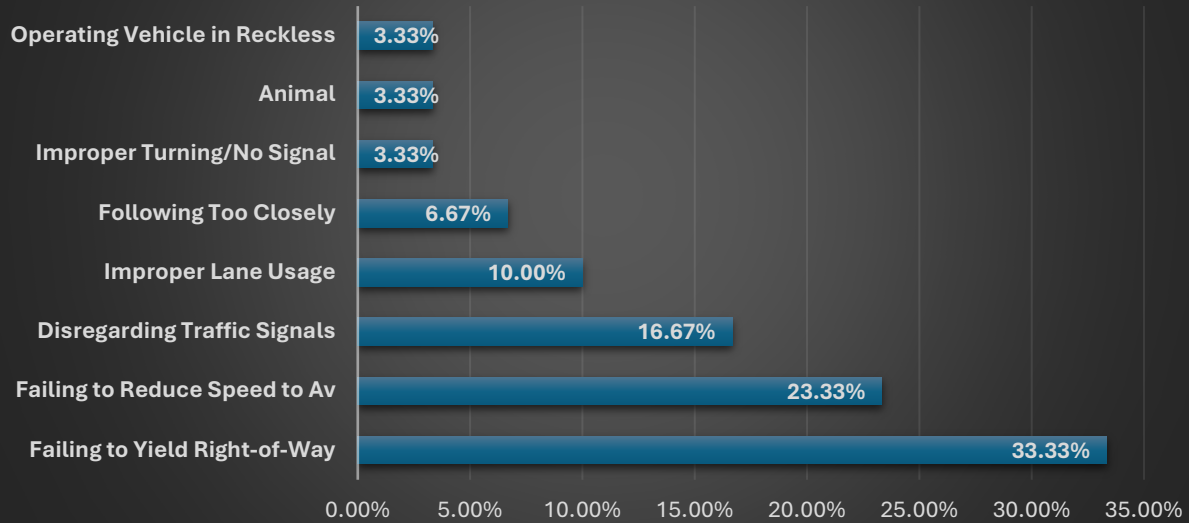
Leading Causes of Injury Crashes

1. **Failing to Yield Right-of-Way** (commonly left-turn collisions / T-bone crashes)
2. **Failure to Reduce Speed** (commonly rear-end collisions)

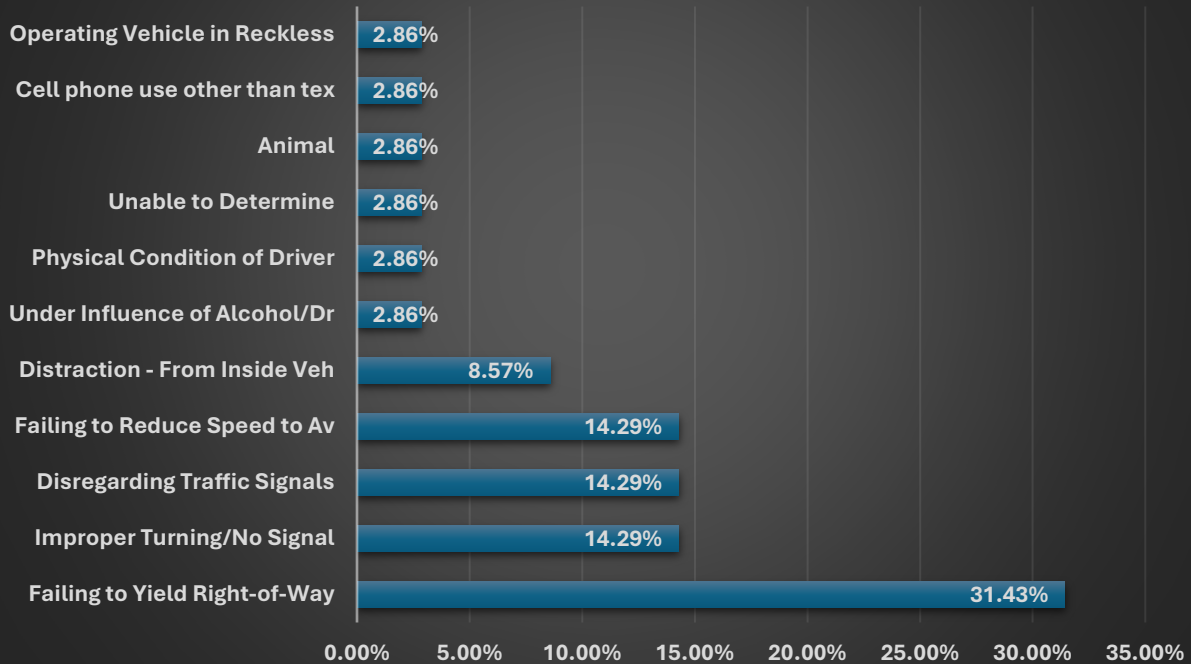
Other recurring factors include:

- Disregarding traffic signals
- Improper lane usage
- Following too closely
- Improper turning or signaling
- Driver distraction (inside or outside vehicle)

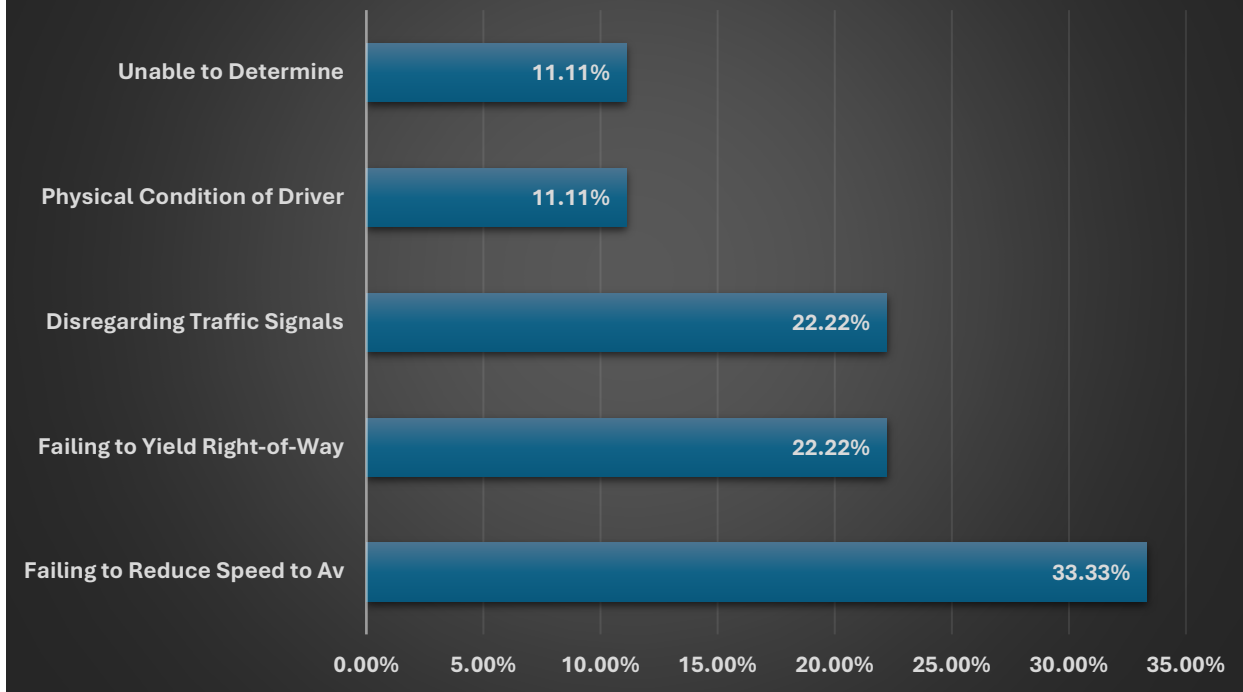
2019-2026 % OF CRASHES/PRIMARY CAUSE FOR POSSIBLE INJURY



2019-2026 % OF CRASHES/PRIMARY CAUSE FOR SUSPECTED MINOR INJURY



2019-2026% OF CRASHES/PRIMARY CAUSE SUSPECTED SERIOUS INJURY



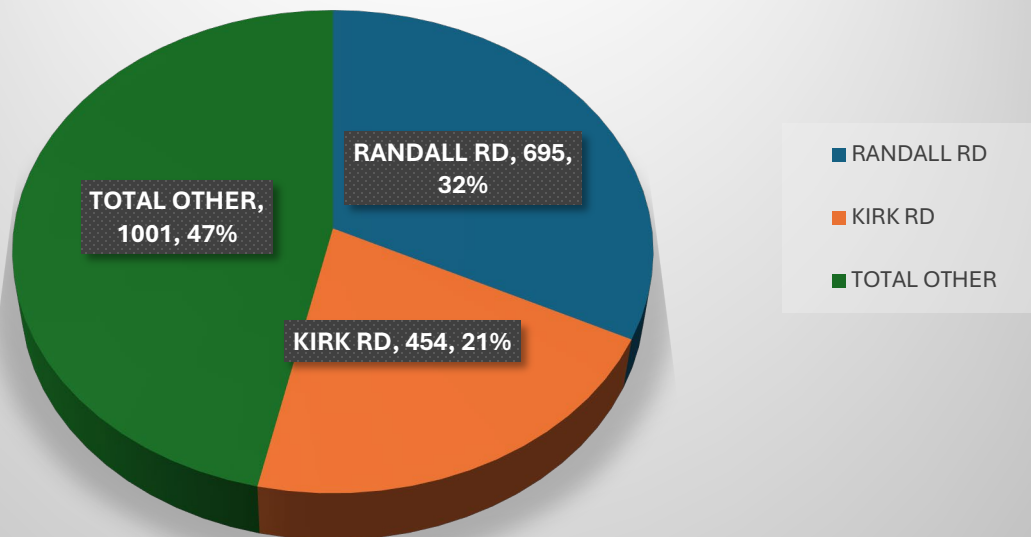
Traffic Enforcement Activity (2026)

Community discussions on social media suggested a potential lack of police presence on Randall Road. RMS data does not support this claim.

From January 1 to March 26, 2026:

- Batavia officers conducted **2,151 traffic stops** citywide.
- **695 stops (32%)** occurred on or adjacent to Randall Road.
- This equates to an average of **8.18 stops per day** on Randall Road.

BATAVIA PD TRAFFIC STOPS 01/01/26-03/26/26



Enforcement levels remain consistent with proactive patrol expectations for major arterial roadways.

Key Findings

- Failing to Yield Right-of-Way and Failure to Reduce Speed remain the leading causes of injury crashes.
- Crash frequency on Randall Road aligns closely with historical averages and citywide patterns.
- Infrastructure changes implemented in 2020 appear to have no significant correlation with increased crash rates.
- Traffic enforcement activity on Randall Road is robust and remains a high-priority for Batavia Police Officers.

Recommendations

1. Targeted Traffic Enforcement

Patrol efforts should continue to focus on:

- Failure-to-yield violations

- Disobeying traffic signals
- Excessive speeding

These behaviors align directly with the most common injury-producing crash types.

2. Public Education Campaigns

Increase community awareness around crash causes by:

- Highlighting the dangers of improper turning and failure to yield
- Reinforcing the importance of speed compliance
- Emphasizing the risks of distraction

3. Traffic Signal Timing Review

Partner with transportation engineers to evaluate whether current signal timing or permissive left-turn phases may:

- Encourage risky left-turn decisions
- Contribute to red-light running

4. Continued Crash Data Monitoring

Maintain annual and multi-year trend analysis to identify:

- Emerging patterns
- Problematic intersections
- Opportunities for engineering or enforcement interventions

Conclusion

Recently reviewed data indicates that Randall Road's crash trends remain reasonably consistent with historical norms. The Batavia Police Department continues to maintain strong enforcement levels in the corridor and is committed to focusing on driver behaviors most frequently contributing to serious crashes.

Through targeted enforcement, public education, and the ongoing evaluation of roadway design, the City of Batavia can continue working toward a safer transportation environment for all who travel Randall Road.