Richmond Regional Transportation Planning Organization (RRTPO)Long-Range Transportation Plan (LRTP) Advisory WorkGroup

Richmond Regional Transportation Planning Organization

NOTES
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Members of the public are invited to submit public comments either verbally or in writing. Written comments can be submitted through the Q&A/Chat function on Zoom by email to **RRTPO@PlanRVA.org**. Written comments will be read aloud or summarized during the meeting when possible and will be included in the meeting minutes. Verbal comments will be taken during the Public Comment Period on the agenda.

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Richmond Regional Transportation Planning Organization

Pathways to the Future TRANSPORTATION

AGENDA

RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN ADVISORY WORKGROUP

Wednesday, April 23. 2025, 10 a.m.
Zoom Meeting Registration: https://planrva-org.zoom.us/webinar/register/WN_wSpzAQUEQ4-vDL1sTLLFmA

1. **Attendance** (*10 minutes)*
2. **March 26, 2025, LRTP-AWG Meeting Summary** (Sulabh Aryal /5 Minutes)
3. **Public Comment Period** (Sulabh Aryal /5 Minutes)
4. **LRTP Progress Update** (*Sulabh Aryal /5 minutes)*
5. **LRTP Phase 3: Update - LRTP Goals and Objectives**
   (*Sulabh Aryal /30 minutes)*
6. **LRTP Phase 4: Update – 2022 State of the Transportation System Report & Story Map**
   (Dorian Allen/Kerry Ramos /30 *minutes)*
7. **LRTP Phase 5: Introduction – 2050 LRTP Project Inclusion Guidelines**
   (*Sulabh Aryal /15 minutes)*
8. **Next Meeting** (Sulabh Aryal */5 Minutes)*
   May 28 at 10: a.m. Via Zoom

Richmond Regional Transportation Planning Organization

Pathways to the Future TRANSPORTATION

RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
LONG-RANGE TRANSPORTATION PLAN ADVISORY WORKGROUP

Wednesday, March 26, 2025, 10:00 a.m.
Virtual Meeting via Zoom

Meeting Summary

MEMBERS and ALTERNATES PRESENT:

Affiliation	Name	3/26/2025
Town of Ashland	Bannon Luckert	✓
	Nora Amos (A)	
Charles City County	Sheri Adams	
Chesterfield County	JJ Banuelos	✓
	Barb Smith (A)	
Goochland County	Josh Gillespie	
Hanover County	Philip Kempf	✓
	Joseph Vidunas (A)	
Henrico County	Ashley Austin	✓
	Sharon Smidler (A)	
New Kent County	Amy Inman	✓
Powhatan County	Ligon Webb	
City of Richmond	Dironna Moore Clarke	
	Kelli Rowan (A)	
	Atiba Muse (A)	✓
	Brandon King (A)	✓
Virginia Department of Transportation (VDOT)	Todd Scheid	✓
	Liz McAdory (A)	

Virginia Department of Rail and Public Transportation (DRPT)	Mitch Huber	✓
Port of Virginia	Thomas Cross	
Federal Highway Administration (FHWA)	Ivan Rucker	✓
GRTC Transit System	Corey Robinson	✓
	Guy Roach (A)	✓
Ride Finders	John O'Keeffe	✓
Tri-Cities Area MPO (TCAMPO)	Zakari Mumuni	✓
	Landon Bridges (A)	
Central Virginia Transportation Authority (CVTA)	Chet Parsons	✓
Virginia Commonwealth University (VCU)	John Leonard	✓
RRTPO Community Transportation Advisory Committee (CTAC) - Chair	Andrew Bunn	✓
Richmond Cycling Corp	Emily Monroe	
RVA Rapid Transit	Faith Walker	
	Stephanie Power (A)	✓
Southern Environmental Law Center	Trip Pollard	✓
Youth Representative	Diana Hall	
	Marisa Perez (A)	✓
Partnership for Housing Affordability	Woody Rogers	✓

1. **Attendance**
   LRTP Project Manager Sulabh Aryal, welcomed everyone and asked that all Advisory Work Group Members record their respective names and affiliations into the Zoom chat to record attendance.

2. **January 22 Meeting Summary**
   The second LRTP Advisory Work Group meeting was held on January 22, 2025. Sulabh Aryal informed the group that the summary of the meeting was included within the agenda packet. There were no amendments to the meeting summary.

3. **Public Comment Period**
   There were no requests to address the committee.

4. **LRTP Progress Update**
   Sulabh presented a review of the LRTP process flow with an overview and timeline for Tasks 3, 4, and 5 of the LRTP. Sulabh also reviewed regional vision, goals, objective and strategies regarding Task 3. He presented a list of items for recommendations to the advisory work group (AWG) for the upcoming meetings including:

TASK 4

- Review Technical Report C: State of the Transportation Report – April 23
- Review 1st Draft of the Regional Needs Inventory & Maps – May 28
- Recommendation to the Policy Board – June 25
- Review Technical Report B: Richmond Regional Structural Inventory & Assessment Report 2024 - July
- Review Technical Report D: F Y25 Congestion Management Process Report - July

TASK 5

- Regional Projection Inclusion Guideline
- Discussion – Next Meeting (April 23)
- Agreement – May 28

LRTP Data Development for Task 4 and 6

Sulabh ended with a showcase of the LRTP-AWG meeting minutes for review on the PlanRVA website: https://planrva.org/transportation/meeting-agendas-minutes-and-presentations-tpo/lrtp-advisory-workgroup/

5. **LRTP Phase 4 Update**

Dorian Allen provided an update on the transportation needs assessment for the 2050 Long Range Transportation Plan (LRTP). He gave a brief overview on the Existing Multimodal Transportation System Analysis and project deliverables with a progress update on the LRTP State of Transportation Report, Story Map, Congestion Management Process, and Structural Inventory & Assessment Report. Dorian then gave a brief update on the Transportation Needs Assessment, whose goal is to identify key barriers to safe, efficient, and interconnected transportation. He later showcased the issues inventory spreadsheet along with the GIS issues mapping and provided next steps to the group.

6. **LRTP Phase 3 Discussion – Developing LRTP Goals and Objectives**

Sulabh prefaced the discussion with an overview of the adopted LTRP Visioning and Guiding Principles. To further facilitate discussion amongst staff and AWG members, Sulabh provided definitions and overview of the following topics:

- Goals
- Objectives
- Strategies, and
- Performance Measures

He provided an overview of the proposed goals of Safety, Reliability, Sustainability, and Resilience that would be discussed in 30-min breakout rooms, as well as the crosswalk between these proposed goals and federal regulations that mandate their inclusion within the plan. The AWG was split into breakout rooms that covered the proposed goals with Sustainability split into two sperate rooms. Each room reported back after 30 minutes of discussion:

- Safety
    - Slight modification to goals - "a transportation system where no one is killed or seriously injured" to include "And people feel secure and comfortable regardless of which method they travel that way that would include pedestrian, cyclist, and all users."
    - Ensure that "that non-motorized users" were included in safety objectives. A way to measure this is to calculate miles of dedicated infrastructure.
    - Also include number and rate of injuries, number and rate of crashes, fatalities, by miles travelled.
    - Modifications on Strategy #3 - instead of distracted driving, the group suggested dangerous behaviors because distracted driving is limiting
    - Adding speed management as a 5th strategy.
    - For a 6th strategy - promote projects that are safe, including roadway projects that are designed properly and that could ensure that the sight distance at intersections is the proper distance in relation to the speed of the roadway, ensuring that vehicle users have sight of pedestrians and cyclists, and they aren't blocked or hindered, etc.

- Sustainability 1

    - Goal - a transportation system that meets the needs of people alive today and provides the same opportunity for future generations. “People alive today” was awkwardly worded
    - The group felt the needs were undefined and that maybe the goals should state a transportation system to provide easier choices. Proposed change to goal was “a transportation system that enables sustainable choices for current and future generations.
    - Objective B4 – Group looked at overall mode split as an important factor
    - Objective B3 – Group wanted to add essential services such as shopping, errands, medical visits, etc. Additionally, the group questioned the validity of the percentage of houses and jobs within 1/2-mile radius of public transit stations will increase by X%. Group also suggested changing “houses” to “residences”

- Sustainability 2
    - For the definition, the group had a general discussion about including land use somewhere in the general definition, as obviously land use kind of dictates most of these other objectives.
    - Discussed the need to account for goods moving through the airport, especially the value of goods because the high-end goods are usually shipped through air.
    - Objective B2 - Group suggested separating out driving because we are looking to decrease the amount of driving while increasing transit, biking and walking.
    - Objective B3 - includes rideshare and proximity to park and ride lots.
    - Objective B4 - should have an overall VMT reduction as well as a per capita
    - Objective B5 - should just be overall emissions versus per capita.

- Reliability
    - Define “transportation system” to include all modes of transportation
    - There was no objective that spoke to active transportation or public transportation; should include reliability of buses coming on time or frequency reliability of infrastructure and facilities for various modes of transportation.
    - C3 and C4 - Group questioned PlanRVA’s ability to create change for those measurements or if it was outside its scope
    - For strategies - focus somewhere on high congestion areas whether strategies look at innovative intersections or other operational improvements so that those peak hour traffic delays are reduced in combination with the mode shifts that we are trying to encourage.

- Resiliency
    - Goal D - Add one word: “preparedness”, the transportation system that prepares, adapts and recovers quickly.
    - Strategies - strategies for public education of disaster plans; making sure that everyone is prepared, and plans are well communicated to the public.
    - Have robust communication plans for extreme weather events like snow routes region wide when those events occur
    - Discussed the need for secondary routes and redundancy in our transportation system.
    - Ensure that secondary routes are suitable for new traffic flows that occurred during an extreme weather event and to make sure that the secondary routes have suitable physical conditions to meet the demands for emergencies and to observe secondary routes limitations.
    - There are direct correlations between heat-related illnesses and the location of transit facilities. The group thought that adding preparedness to the goal will allow space to develop strategies or objectives around being able to prevent those heat related illnesses that occur around transit systems.

7. **LRTP Public Engagement Update**
   Holly Gordon gave an update on engagement efforts since the last AWG meeting. The engagement team had 26 in person events, 11 more that are scheduled and 17 that are in various stages of completion. There were over 1200 in-person engagements and does not include website/virtual engagements. Public events are listed at engage.plannerva.org/LRTP. Holly discussed the "45" as a strategy to build engagement infrastructure which entail 5 major community-based organizations in each of the 9 localities. The major objective with this core group of organizations is to find the messaging that resonates best with getting people involved and participating in LRTP engagement. Amy Inman gave a special thank you to Holly and the Engagement Team for their outreach in New Kent. Holly then showcased two engagement activities: the Social Map and Survey Form. The current round of engagement will end April 30 with the next round of engagement occurring between January and March of next year.

8. **Next Meeting**
   Sulabh announced that the Next Meeting will be April 23, 2025, via Zoom. The agenda and Zoom link will be sent a week in advance of the meeting. Mitch Huber noted that the next AWG meeting will be held on the same date as the Virginia Transit Association. Goals and Objectives will be defined and presented for recommendation at the next meeting, as well as updates on Task 4 and project inclusion guidelines.

Developing LRTP Goals, Objectives, and Strategies

This is the revised version of the Goals, Objectives and Strategies based on the LRTP-Advisory Workgroup Meeting (March 26, 2025) discussions in the breakout rooms and reporting back to the main room.

Working Definitions

Goals (What do we want?)

The goals will describe a series of **desired end states** for the region's transportation system informed by the vision – and will provide foundation for objectives and strategies.

Objectives (How do we measure success?)

The objectives will describe specific, measurable statements that support achievement of the goals.

Strategies (How will we get there?)

The strategies will be high-level approaches/methods used to achieve the goals and objectives.

Performance Measures (PM) (How will we measure success through a data driven approach?)

The Performance Measures provides the technical mechanism (data) to monitor progress towards the goals, objectives, and strategies.

Goals, Objectives, and Strategies

Safety

General Definition

Minimizing the risk of fatalities, injuries, and property damage across all modes of transportation. This includes improving infrastructure, vehicle technology, and human behavior to reduce the likelihood and severity of crashes.

Goal A

A transportation system where no one is killed or seriously injured, and people feel secure and comfortable regardless of how they travel.

Objectives

A1. By 2050, the number of people killed or seriously injured on our roadways will be reduced by X% compared to 2022.

Base Year Values: Fatalities – 116, Serious Injuries - 871

A2. By 2050, the rate (per 100 million VMT) of people killed or seriously injured on our roadways will be reduced by X% compared to 2022.

Base Year Values: Fatality Rate -1.170, Serious Injury Rate – 8.566

A3. By 2050, the number of people killed or seriously injured while biking and walking on our roadways will be reduced by X% compared to 2022.

Base Year Value: 109

Strategies

1. Implement complete street policies including speed management, daylighting and other proven countermeasures that prioritize the safety and comfort of all users, including people walking, biking, riding the bus, and driving.
2. Support deployment of new vehicle technologies to better protect people inside and outside of motor vehicles.
3. Promote awareness of the rules and responsibilities of the road and efforts to reduce dangerous behaviors.
4. Prioritize a systemic approach to safety investments to reduce the overall risk of the transportation system in a cost-effective manner.

Sustainability

General Definition

Meeting the transportation needs of the present without compromising the ability of future generations to meet their own needs. This involves considering social, economic, land use and environmental factors.

Goal B

A transportation system that provides choices and meets the needs of the current generation and provides the same opportunity for future generations.

Objectives

B1. By 2050 the volume of freight moved via intermodal transportation (rail or through the port) will increase by X%.
Base Year Value – 5.10% by Volume

B2. By 2050, X% more jobs and destinations are accessible within 30 minutes by all modes (driving, transit, biking, walking.
Base Year Values – *To be calculated.*

B3. By 2050, the percentage of -residences and jobs within one-half-mile radius of a high-frequency public transit stops, and park and ride lots will increase by X%.
Base Year Values – Residences – 48% and Jobs – 63% (crude calculation, needs refinement)

B4. By 2050, the total daily vehicle miles traveled, and the average number of vehicle miles traveled per person each year is reduced by X%.
Base Year Value (2017) – Average Daily VMT/person -31 miles

Total Daily VMT – 33,842,080 miles

B5. By 2050, transportation related emissions rates each year are reduced by X%
Base Year Value - To be calculated.

Strategies

1. Make active transportation the most convenient option for shorter trips through infrastructure that is safe and comfortable for users of all ages and abilities.
2. Make transit a desirable option for longer trips in the region and beyond with service that is frequent and reliable.
3. Prioritize highways, rail, and port improvements that address freight bottlenecks and delays to ensure efficient movement of goods.
4. Support the adoption of electric and other alternative fuel vehicles and the deployment of needed fueling infrastructure.

Reliability

General Definition

Ensuring that the transportation system operates consistently and predictably. This means minimizing delays and disruptions, providing accurate travel time information, and maintaining infrastructure in good condition. Active transportation and public transit use is also promoted.

Goal C

A consistent and predictable transportation experience for all people regardless of how they travel.

Objectives

C1. By 2050, peak-hour traffic delays are reduced by X% across the major transportation corridors.
Base Year Value - *To be calculated.*
C2. By 2050, the number of single-occupancy vehicles trips is reduced by X%.
Base Year Value – 58.26%
C3 – By 2050, the average daily transit ridership is increased by X%.
Base Year Value - *To be calculated*
C4. By 2050, the miles of dedicated infrastructure for biking and walking will be increased by X% compared to 2022.
Base Year Value - 186 Miles
C5. By 2050, X% of Bridge & Culvert Deck Area on the National Highway System are classified as Good and Poor conditions.
Base Year Values – Good condition – 6.5% & Poor Condition 4.15%
C6. By 2050, X% of pavements on the National Highway System are in good condition.
Base Year Value – 59.9%

Strategies

1. Deploy advanced intelligent transportation system (ITS) infrastructure to support a high level of accuracy in real-time travel information provided to the public and coordination across all modes of travel.
2. Expand dedicated infrastructure for transit and active transportation to provide reliable commutes across all modes of travel.

3. Encourage mode shifts, shared rides, telework, and other demand management approaches which reduce peak hour demand for highway usage.
4. Ensure adequate maintenance and repair of bridges and pavements to keep them in a state of good repair.

Resiliency

General Definition

The ability of the transportation system to withstand and recover from disruptions caused by natural disasters, extreme weather events, and other emergencies.

Goal D

A transportation system that prepares, adapts, and recovers quickly from disruptions caused by natural disasters, extreme weather events, and other emergencies.

Objectives

D1. By 2050, X% of at-risk transportation infrastructure on the LRTP Network is improved to withstand predictable extreme weather events and natural disasters.

Base Year Value – *To be calculated.*

D2. By 2050, each major transportation corridor has redundant routes which provide travel times no greater than X% longer than normal during closures.

Base Year Value – *To be calculated.*

D3. By 2050, the network connectivity of the minor roads to the major transportation corridors is increased by X%.

Base Year Value – *To be calculated.*

Strategies

1. Conduct comprehensive vulnerability assessments of the transportation system to identify critical infrastructure and high-risk areas.
2. Invest in resilient materials and technologies for infrastructure construction and maintenance.
3. Prioritize in developing redundant routes to the major transportation corridors and increased overall transportation system connectivity.
4. Develop and enhance community engagement strategies so as to educate the public and increase awareness about disruptions to the transportation system.
5. Develop and enhance communication strategies related to transportation system disruptions.
6. Develop Response Mechanism for different system disruptions.

7. Incorporate VDOT snow removal and severe weather response standards as well as GRTC snow route plans into regional resiliency plans.

8. When planning for diversion and detour routes, incorporate information related to weight-restricted bridges, and roads with substandard pavements and geometric features.

2050 LRTP Project Inclusion Guidelines

The 2050 LRTP Project Inclusion Guidelines lists the types of projects categorized by transportation mode, which are considered regionally significant and should be included in LRTP. Below is the staff recommended list.

Regionally Significant Projects that should be in the LRTP

1. Roadway Projects
   - Project on roadways on the LRTP Road Network
     - Capacity change (add/remove lane, changing use of lanes e.g., HOT or HOV lanes, bus only lanes)
     - Realignment, extension, or relocation
     - New interchanges/ interchange modifications
     - Overpasses/underpasses
     - Major Intersection Improvements (must have both legs in the LRTP Road Network and a cost of 10 million dollars or more).
   - New road or alignment which normally would be in the LRTP Road Network

2. Bridge Projects (State of Good Repair)
   - Replacement/major rehabilitation of National Bridge Inventory (NBI) structures on the LRTP Road Network with a Poor or Cusp Bridge Condition Rating.

3. Transit Projects
   - Fixed Route Projects
     - New Bus Rapid Transit (BRT) Corridors
     - Expansion of Existing BRT Corridors
     - Light Rail Corridors
   - Major Transit System Improvement
     - New Transit Hubs/Centers
     - Relocated Transit Hubs/Centers
     - Significant upgrade to exiting transit infrastructure (10 million dollars or more)
     - Large Scale Fleet Expansion (10 million dollars or more)

4. Transportation Demand Management (TDM) projects
   - New Park & ride lots with 100 spaces or more
   - Park & ride lot expansions to existing lots that require 100 or more new spaces.
   - Large-scale initiatives that aim to reduce single-occupancy vehicle travel and promote the use of alternative modes on a regional level (10 million dollars or more)

5. Active Transportation Projects
   - Regional Trail Networks
     - Development of multi-use trails that connect significant destinations across a region.
     - Major extensions or enhancements to existing regional trails.
   - Large-Scale Bicycle Infrastructure
     - Implementation of protected bike lanes that serve regional travel needs.
     - Construction of bicycle and pedestrian bridges or underpasses on the LRTP Road Network.

6. Freight and Passenger Rail Projects
    - Capacity enhancements to rail corridors.
    - Grade separations on the rail corridors to improve safety and traffic flow.
    - Projects that provide new rail line access to Port of Virginia, airports, rail yards and industries
    - New or relocated Passenger Rail Stations
    - Improvement/Construction of roadways that function as intermodal connectors (that provide access to POV, RIC, Passenger Railway Stations, etc.) (10 million dollars or more)
    - Port of Virginia Capital Improvement Projects (10 million dollars or more)