LRTP Process Flow

1. Transportation Needs Assessment
2. Strategic Direction
3. Planning
4. Programming
5. Evaluation
6. Adoption

General Public Outreach

Formal Public Review

Scenario Planning
Strategic Direction

**Task Objective:** Develop Vision and Goals for the LRTP. Also develop Objectives and performance measure within each goal which could measure the achievement towards the goal
Draft Staff Recommendations

Guiding Principles

GP1 Create a safe system for all users committed to the proven strategies in planning, design, operations and maintenance as well as advances in technology to eliminate fatal and serious injury crashes.

GP2 Choice among all travel modes regionwide.

GP3 Expansion of regional bicycle and pedestrian networks to provide active travel alternatives to driving for better individual and community health.

GP4 A robust transit network which delivers comprehensive, effective, and convenient service, particularly in areas of greatest need and to key destinations.

GP5 Equity and inclusion in all transportation spending and planning decisions in the region with a focus on historically under-represented and under-served communities.

GP6 Efficient movement of people and goods across the transportation network.

GP7 Alignment of transportation investment and planning with land use, community health, and environmental stewardship.

Goals & Objectives

A. Safety
Improve the safety of the transportation system for all people.

A1. Enhance safety and comforts of bicycle and pedestrian facilities.
A2. Work to eliminate all serious injuries and fatalities resulting from vehicular accidents.

B. Environment/Land Use
Reduce the negative impact the transportation system has on the natural and built environment.

B1. Address roadways prone to flooding and consider climate impacts in transportation planning.
B2. Prioritize and fund projects that reduce transportation related pollutants.
B3. Reduce VMT (vehicle miles travelled) per capita.
B4. Increase number and share of trips taken by shared and active transportation modes.
B5. Tie land use planning to transportation investments through encouragement of walkable and transit-oriented communities.
B6. Minimize impacts of transportation system on natural resources and communities with a particular focus on Environmental Justice (EJ) populations.

C. Equity/Accessibility
Improve equitable access through greater availability of mode choices that are affordable and efficient.

C1. Reduce trip lengths for all people with a focus on Environmental Justice (EJ) populations.
C2. Increase access to jobs and community services via transit, walking, and biking for all people with a focus on EJ populations.

D. Economic Development
Improve connectivity and mobility for strong economic vitality

D1. Reduce peak period travel times.
D2. Increase transportation investment which focuses on economic vitality.
D3. Improve reliability and accessibility of travel to and within the regional activity centers.
D4. Reduce freight bottlenecks.
D5. Increase multimodal access to tourist destinations.

E. Mobility
Increase travel efficiency and mode choices by maintaining the transportation system in a state of good repair.

E1. Increase the percent of complete streets across the highway network to maximize use of available capacity.
E2. Increase system efficiency through operational, transportation demand management (TDM), and technology-based solutions.
E3. Improve system reliability across all modes.
RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) Policy Board approves the draft Vision, Guiding Principles, Goals and Objectives of the ConnectRVA 2045 plan with the recommended changes.
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