

ConnectRVA 2045 Advisory Committee

Agenda 6/24/2021; Item 4.

Draft Constrained List of Projects

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: ConnectRVA 2045 Advisory Committee (AC) approval of the draft Constrained List of Projects.

BACKGROUND: RRTPO staff evaluated, scored and ranked all the projects in “Universe of Projects” based on the [ConnectRVA 2045 Project Evaluation and Scoring Process](#) and developed the staff recommended constrained list of projects. This list was presented to the AC on their June 2 meeting. Following the meeting, RRTPO staff met with all the Project Champions (localities/agencies) and addressed any question related to the evaluation process or any concern regarding the Constrained List of Projects.

The public review period for the staff recommended constrained list of projects ran from June 2, 2021 until June 17, 2021 to invite public comments on projects not mentioned but are needed, projects that should not be included, projects that have public support, or general questions of clarity.

Significant public comment was received through a combination of comments placed on the Wikimap of potential projects, direct comments on the ConnectRVA 2045 website, or direct emails received by staff. In total, staff received 150 total comments across this range of opportunities for engagement over the 16-day period. A compilation of the comments is included with this report.

Based on the public comments and the meetings with the Project Champions, RRTPO staff have revised the staff recommended constrained list of projects. The final draft Constrained List of Projects is included with this report for AC review.

STAFF RECOMMENDATION: Staff recommends approval of the draft Constrained List of Projects as presented.

ACTION REQUESTED: The following resolution is presented for ConnectRVA 2045 Advisory Committee approval:

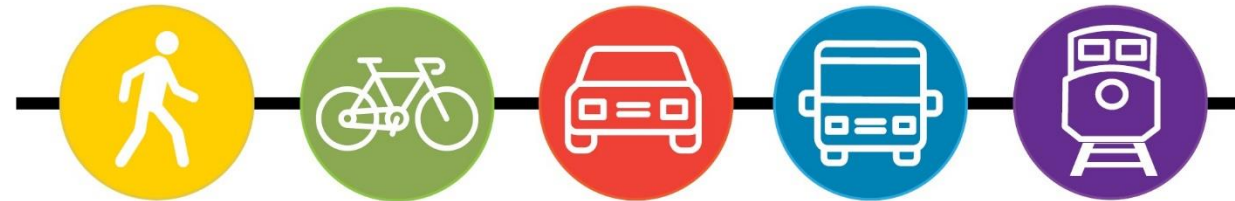
RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) ConnectRVA 2045 (LRTP) Advisory Committee approves the draft Constrained List of Projects as presented.

SA

Attachments:

1. Final Draft Constrained List of Projects
2. Constrained List of Projects – All Public Comments

Connect RVA 2045



Draft Constrained List of Projects

ConnectRVA 2045 - Cost Constrained List of Regional Projects - Time Band 1 (FY22-FY27) Committed

UPC	Description	Cost (Thousands)	Prev	FY22	FY23-FY27	Time-Band 1 Total	Balance
110394	#HB2.FY17 RTE 64 - MAJOR WIDENING GARVEE DEBT SERVICE	\$ 77,238.00	\$ 18,080.00	\$ 4,925.00	\$ 9,849.00	\$ 14,774.00	\$ 44,385.00
111984	#SMART18 - I-95 AUXLANES B/W RTE.288/RTE.10-GARVEE DEBT SERV	\$ 34,490.00	\$ 1,066.00	\$ 813.00	\$ 4,002.00	\$ 4,815.00	\$ 28,609.00
111981	#SMART18 - BBC PH 1-BAILEY BR, BRAD MCNEER-GARVEE DEBT SERV	\$ 29,203.00	\$ -	\$ 557.00	\$ 3,464.00	\$ 4,021.00	\$ 25,183.00
112974	RTE 668 (WOOLRIDGE ROAD, RT 288-OLD HUNDRED ROAD) EXTENSION	\$ 47,000.00	\$ 15,300.00	\$ 800.00	\$ 8,432.00	\$ 9,232.00	\$ 22,468.00
110393	#HB2.FY17 RT 10 (BERM TRI TO MEADOWV) GARVEE DEBT SERVICE	\$ 32,546.00	\$ 4,271.00	\$ 2,113.00	\$ 4,227.00	\$ 6,340.00	\$ 21,934.00
101492	RICHMOND REGION-WIDE TRAFFIC/OPERATIONS IMPROVEMENTS	\$ 34,540.00	\$ 555.00	\$ -	\$ 20,656.00	\$ 20,656.00	\$ 13,329.00
109310	#HB2.FY17 SHOCKOE VALLEY ST IMPROVEMENT	\$ 39,250.00	\$ 17,846.00	\$ 2,577.00	\$ 7,620.00	\$ 10,197.00	\$ 11,207.00
118470	W BROAD ST PEDESTRIAN AND TRANSIT IMPROVEMENTS - GLENSIDE DR	\$ 11,272.00	\$ -	\$ -	\$ 2,195.00	\$ 2,195.00	\$ 9,077.00
118597	W BROAD ST INTERSECTION IMPROVEMENTS AT DOMINION AND COX	\$ 13,952.00	\$ 379.00	\$ -	\$ 8,327.00	\$ 8,327.00	\$ 5,246.00
50529	RTE 9999 (THREE CHOPT ROAD) WIDEN TO 4 LANES	\$ 30,819.00	\$ 24,654.00	\$ -	\$ 962.00	\$ 962.00	\$ 5,203.00
107088	RTE 636 - NASH ROAD EXTENSION	\$ 30,052.00	\$ 8,122.00	\$ 878.00	\$ 16,216.00	\$ 17,094.00	\$ 4,836.00
118153	BROOK ROAD & HILLIARD ROAD TRAIL	\$ 4,757.00	\$ -	\$ -	\$ 2,196.00	\$ 2,196.00	\$ 2,561.00
118146	ROUTE 1 (HOLIDAY LANE - WILLIS ROAD) SHARED-USE PATH	\$ 4,370.00	\$ -	\$ -	\$ 1,832.00	\$ 1,832.00	\$ 2,538.00
113323	RTE 632 (FAIRGROUND ROAD) EXTENSION	\$ 6,101.00	\$ 1,500.00	\$ 563.00	\$ 1,734.00	\$ 2,297.00	\$ 2,303.00
101034	#HB2.FY17 RTE 6 PATTERSON AVE AT PARHAM RD INTERSECTION	\$ 14,000.00	\$ 9,358.00	\$ 4,210.00	\$ -	\$ 4,210.00	\$ 432.00
117049	S. LABURNUM/ROUTE 5 INTERSECTION IMPROVEMENTS	\$ 290.00	\$ -	\$ -	\$ 228.00	\$ 228.00	\$ 61.00
109260	POLE GREEN RD WIDENING	\$ 20,000.00	\$ 5,764.00	\$ 1,904.00	\$ 12,302.00	\$ 14,206.00	\$ 29.00
T25026	#SMART22 - ASHCAKE ROAD PEDESTRIAN IMPROVEMENTS	\$ 4,622.00	\$ -	\$ 1,500.00	\$ 3,102.00	\$ 4,602.00	\$ 20.00
111713	#SMART18 - BBC PH 1 - BAILEY BR CONN., BRAD MCNEER CONN.	\$ 22,960.00	\$ 2,069.00	\$ 13,000.00	\$ 7,891.00	\$ 20,891.00	\$ -
T25110	#SMART22 - ROUTE 1 PHASE II IMPROVEMENTS	\$ 13,242.00	\$ -	\$ 5,819.00	\$ 7,423.00	\$ 13,242.00	\$ -
13551	#SMART18 - RTE 360 WIDENING	\$ 23,953.00	\$ 13,457.00	\$ 5,207.00	\$ 5,288.00	\$ 10,495.00	\$ -
109320	#HB2.FY17 SB I95 BELVIDERE ST INTERCHANGE SAFETY IMPROVEMENT	\$ 10,229.00	\$ 3,341.00	\$ 5,162.00	\$ 1,727.00	\$ 6,889.00	\$ -
107083	RTE 621 (WINTERPOCK, 360-ROYAL BIRKDALE) - MAJOR WIDENING	\$ 21,478.00	\$ 7,667.00	\$ 4,806.00	\$ 9,005.00	\$ 13,811.00	\$ -
111467	#SMART18 - SB RT 288 TO WB US 360 WB OFF-RAMP, US360 PNRLOT	\$ 14,562.00	\$ 9,831.00	\$ 4,730.00	\$ -	\$ 4,730.00	\$ -
104889	RT 10 (WHITEPINE TO FRITH) WIDENING	\$ 15,171.00	\$ 9,908.00	\$ 3,263.00	\$ 2,000.00	\$ 5,263.00	\$ -
111716	#SMART18 - RICHMOND-HENRICO TURNPIKE -- SOUTH SGMT	\$ 18,642.00	\$ 10,392.00	\$ 3,216.00	\$ 5,034.00	\$ 8,250.00	\$ -
118091	LAKESIDE COMMUNITY TRAIL PHASE 2	\$ 2,971.00	\$ 1,462.00	\$ 1,509.00	\$ -	\$ 1,509.00	\$ -
112042	ROUTE 1 IMPROVEMENTS: ASHCAKE RD TO ARBOR OAK DR	\$ 11,312.00	\$ 3,648.00	\$ 1,295.00	\$ 6,369.00	\$ 7,664.00	\$ -
115815	I-64 EXPRESS BARGE SERVICE EXPANSION	\$ 3,000.00	\$ -	\$ 920.00	\$ 2,080.00	\$ 3,000.00	\$ -
113832	RICHMOND MARINE TERMINAL (RMT) GATE IMPR. & NEW DROP-OFF LOT	\$ 3,379.00	\$ 2,526.00	\$ 852.00	\$ -	\$ 852.00	\$ -
111465	#SMART18 - I-95/I-64 OVERLAP: EMERGENCY PULL-OFFS	\$ 2,780.00	\$ 2,000.00	\$ 780.00	\$ -	\$ 780.00	\$ -
109322	#HB2.FY17 RTE 95 - IMPROVE INTERCHANGE AT RTE 10	\$ 11,426.00	\$ 9,945.00	\$ 701.00	\$ 781.00	\$ 1,482.00	\$ -
118065	LAKESIDE COMMUNITY TRAIL PHASE 1	\$ 1,824.00	\$ 1,311.00	\$ 513.00	\$ -	\$ 513.00	\$ -
104890	RTE 360 E (LONAS PKWY TO CASTLE ROCK RD) - WIDENING	\$ 7,034.00	\$ 6,840.00	\$ 194.00	\$ -	\$ 194.00	\$ -
115415	#SMART20 - RT 1 (FALLING CK. WAYSIDE - FOOD LION) BIKE/PED	\$ 3,331.00	\$ 487.00	\$ 150.00	\$ 2,694.00	\$ 2,844.00	\$ -
110910	#SMART18 - PARHAM RD PEDESTRIAN & TRANSIT STOP IMPROVEMENTS	\$ 726.00	\$ 667.00	\$ 59.00	\$ -	\$ 59.00	\$ -
T25107	#SMART22 - BROAD STREET STREETScape W/ PULSE BRT EXPANSION	\$ 26,803.00	\$ -	\$ -	\$ 26,803.00	\$ 26,803.00	\$ -
T25106	#SMART22 - NINE MILE RD MULTIMODAL MOBILITY & SAFETY IMPROVE	\$ 14,116.00	\$ -	\$ -	\$ 14,116.00	\$ 14,116.00	\$ -
T25027	#SMART22 - WILLIAMSBURG RD PEDESTRIAN & TRANSIT IMPROVEMENTS	\$ 15,440.00	\$ -	\$ -	\$ 15,440.00	\$ 15,440.00	\$ -
115414	#SMART20 - JUDE'S FERRY ROAD & ROUTE 60	\$ 2,472.00	\$ 347.00	\$ -	\$ 2,125.00	\$ 2,125.00	\$ -

ConnectRVA 2045 - Cost Constrained List of Regional Projects - Time Band 1 (FY22-FY27) (Draft 6-18-2021)

SN (UoP)	Project ID	Route/Corridor/ Intersection/ Interchange	Project Description	Project Type	Direction	From	To	Jurisdiction	Inflated Cost
7	FHW-7	Bethlehem Rd	Widening with added capacity and bike/ped facilities	Road Widening	Both	Libbie Ave	Dickens Rd	Henrico	\$7,175,000
26	FHW-26	Dickens Rd	Widening with added capacity and bike/ped facilities	Road Widening	Both	Staples Mill Rd	Oconto Rd	Henrico	\$8,831,000
29	FHW-29	Hockett Rd	Realignment/Construction of a new road	Road Realignment	Both	Hockett Rd	Broad Street Rd	Goochland	\$3,699,000
30	FHW-30	Horsepen Rd	Widening with added capacity and pedestrian accommodations	Road Widening	Both	Three Chopt Rd	Dexter Rd	Henrico	\$6,181,000
33	FHW-33	I-295	Construction of a SB auxiliary lane between the existing lane drop on I-295 SB and Chamberlayne Rd (Exit 41) off ramp (0.4mi)	Auxiliary Lane	SB	I-95 Southbound Branch	Chamberlayne Rd (Exit- 41) off ramp	Hanover/Henrico	\$585,000
35	FHW-35	I-295	Widening of the cross-section between I-295 SB deceleration and Exit 43 (Brook Rd) to a two-lane section (0.5mi)	Interchange Modification	SB	I-295 SB deceleration lane	Exit 43 C	Henrico	\$4,415,000
39	FHW-39	I-295 & Creighton Rd	Widening of the NB VA- 288 Off-Ramp to Two Lanes.	Interchange Modification	NB	I-295 NB	Creighton Rd NB	Hanover	\$3,311,000
45	FHW-45	I-64	Construction of an auxiliary lane between Exit 185 (US-33) and Exit 186 (I-195)	Auxiliary Lane	WB	Exit 185	Exit 186	Henrico/Richmond	\$13,246,000
59	FHW-59	I-95	Widening with added capacity	Road Widening	Both	Exit 62 (VA-288)	Exit 64 (Willis Rd)	Chesterfield	\$15,453,000
68	FHW-68	I-95 & VA-161	Conversion of SB I-95 off-ramp at VA-161 (Exit 78) to two lanes. Removal of one lane from SB I-95 prior to on-ramp from EB I-64. Merge 3 lanes to 2 before on-ramp from I-64. Convert off-ramp to Boulevard (VA-161) to 2 lanes (I choose lane).	Interchange Modification	N/A	N/A	N/A	Richmond	\$5,850,000
70	FHW-70	I-95 & VA-54	Connection SB I-95 off-ramp to Hill Carter Pkwy	Interchange Modification	N/A	N/A	N/A	Ashland	\$3,863,000
83	FHW-83	Mill Rd	Widening with added capacity and pedestrian accommodations	Road Widening	Both	Mill Place Dr	Mountain Rd	Henrico	\$2,760,000
90	FHW-90	Old Hundred Road	Widening with added capacity	Road Widening	Both	US-60	Mt Hermon Rd	Chesterfield	\$6,071,000
97	FHW-97	Pouncey Tract Rd	Widening with added capacity (0.25 mi)	Road Widening	Both	Henrico Co. Line	Ashland Rd	Hanover	\$3,311,000
107	FHW-107	S Airport Dr	Widening with added capacity and bike/ped facilities	Road Widening	Both	Audubon Dr	Williamsburg Rd	Henrico	\$5,519,000
110	FHW-110	Springfield Rd	Widening with added capacity and pedestrian accommodations	Road Widening	Both	Staples Mill Rd	Francistown Rd	Henrico	\$8,279,000
119	FHW-119	US-1 & E Parham Rd	Operational improvements and pedestrian accommodations	Intersection Improvement	NA	NA	NA	Henrico	\$1,656,000
122	FHW-122	US-250 & Glenside Drive	Operational improvements and pedestrian accommodations	Intersection Improvement	N/A	N/A	N/A	Henrico	\$5,519,000
124	FHW-124	US-250 & Pouncey Tract Rd	Increase capacity at US-250 & Pouncey Tract Rd intersection with an additional lane	Intersection Improvement	NA	NA	NA	Henrico	\$5,519,000
129	FHW-129	US-360 & Broad Rock Blvd	Construction of an alternative intersection with displaced left turns	Intersection Improvement	NA	NA	NA	Richmond	\$5,519,000
132	FHW-132	US-360, Midlothian Turnpike & Clopton Rd	Construction of a new roundabout in the five legged intersection	Intersection Improvement	NA	NA	NA	Richmond	\$8,831,000
137	FHW-137	US-60 & Dorset Rd	Reconfiguration of the intersection of US- 60 and Dorset Road(VA-622) to a RCUT with two northbound right-turn lanes.	Intersection Improvement	NA	NA	NA	Powhatan	\$4,084,000
138	FHW-138	US-60 & Judes Ferry Rd	Reconfiguration of the intersections of US Route 60 and Judes Ferry Road into an RCUT	Intersection Improvement	NA	NA	NA	Powhatan	\$5,353,000
139	FHW-139	US-60 & Stavemill Rd	Installation of a second left-turn lane along westbound US-60	Intersection Improvement	NA	NA	NA	Powhatan	\$2,567,000
146	FHW-146	VA-150 & Dalebrook Dr	Elimination of On and Off-Ramps	Interchange Modification	NB	N/A	N/A	Chesterfield	\$5,519,000
147	FHW-147	VA-150 & Dalebrook Dr	Elimination of On and Off-Ramps	Interchange Modification	SB	N/A	N/A	Chesterfield	\$5,519,000
150	FHW-150	VA-150 & Strathmore Rd	Elimination of On and Off-Ramps	Interchange Modification	NB	N/A	N/A	Chesterfield	\$5,519,000
156	FHW-156	VA-161, Brookland Pkwy & Westwood	Construction of a new roundabout in the five legged intersection	Intersection Improvement	NA	NA	NA	Richmond	\$8,831,000
163	FHW-163	VA-288 & US-250	Construction of a dual NB right-turn lanes at the SB VA- 288 ramp intersection and widening the northbound VA- 288 off-ramp to two lanes	Interchange Modification	SB	N/A	N/A	Goochland	\$5,409,000
169	FHW-169	VA-54	Widening with added capacity	Road Widening	Both	Frances Rd	East Corporate Limits	Ashland	\$6,093,000
182	FHW-182	Woodman Rd	Widening with added capacity and pedestrian accommodations	Road Widening	Both	Hermitage Rd	Hilliard Rd	Henrico	\$5,519,000
201	FAT-1	Fall Line / Route 1	Chesterfield Fall Line Trail: Segment 2B - MM 4.0 to MM 9.4 (Only Portion Within RRTPO)	Off- Road/On-Road Trail	N/A	Brander Bridge Rd	VA- 10/W. Hundred Rd	Chesterfield	\$698,000
203	FAT-3	Fall Line / Route 1	Chesterfield Fall Line Trail: Segment 2D - MM 10.7 to MM 12.9	Off- Road/On-Road Trail	N/A	Chester Rd	Galena Ave	Chesterfield	\$4,603,000
204	FAT-4	Fall Line / Route 1	Chesterfield Fall Line Trail: Segment 3A - MM 12.9 to MM 13.6	Off- Road/On-Road Trail	N/A	Galena Ave	Kingsdale Rd	Chesterfield	\$1,947,000
208	FAT-8	Fall Line / Route 1	Chesterfield Fall Line Trail: Segment 3D - MM 16.8 to MM 17.7	Off- Road/On-Road Trail	N/A	Wayside Park/Falling C	US-1	Chesterfield	\$1,743,000
210	FAT-10	Fall Line / Route 1	Chesterfield Fall Line Trail: Segment 3E - MM 17.7 to MM 18.6	Off- Road/On-Road Trail	N/A	US-1	Walmsley Blvd	Chesterfield	\$659,000
212	FAT-12	Fall Line / Route 1	Richmond Fall Line Trail: Segment 4B - MM 20.7 to MM 21.8	Off- Road/On-Road Trail	N/A	Bellemeade Rd	Commerce Rd.	Richmond	\$1,071,000

ConnectRVA 2045 - Cost Constrained List of Regional Projects - Time Band 1 (FY22-FY27) (Draft 6-18-2021)

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ConnectRVA 2045 - Cost Constrained List of Regional Projects - Time Band 2 (FY28-FY33) (Draft 6-18-2021)

SN (UoP)	Project ID	Route/Corridor/ Intersection/ Interchange	Project Description	Project Type	Direction	From	To	Jurisdiction	Inflated Cost
3	FHW-3	Ashland Rd	Widening with added capacity	Road Widening	Both	I-64 Ramp NB	I-64 Ramp SB	Goochland	\$21,633,000
9	FHW-9	Carter Gallier Blvd	Construction of a new two lane road from Carter Gallier Boulevard to Luck Stone Road completing a road parallel to US Route 60	Road Extension	NA	NA	NA	Powhatan	\$19,653,000
14	FHW-14	Charles City Rd	Widening with added capacity	Road Widening	Both	Laburnum Ave	Monahan Rd	Henrico	\$19,201,000
19	FHW-19	Commerce Rd & Walmsley Blvd	Construction of a roundabout at Commerce Rd and Walmsley Boulevard Intersection	Intersection Improvement	NA	NA	NA	Richmond	\$16,385,000
20	FHW-20	Courtney Rd	Widening with added capacity and bike/ped facilities	Road Widening	Both	Staples Mill Rd	Mountain Rd	Henrico	\$16,001,000
21	FHW-21	Creighton Rd	Widening with added capacity (1.1mi)	Road Widening	Both	I-295	Cold Harbor Rd	Hanover	\$15,361,000
23	FHW-23	Creighton Rd	Widening with added capacity and bike/ped facilities	Road Widening	Both	Sandy Ln	City Limits	Henrico	\$17,921,000
24	FHW-24	Darbytown Rd	Widening with added capacity and pedestrian accommodations	Road Widening	Both	S Laburnum Ave	Doran Rd	Henrico	\$23,042,000
34	FHW-34	I-295	Construction of a single northbound auxiliary lane between the onramp from Nuckols Road SB (Exit 51) on-ramp and I-295 NB and I-64 Branch	Auxiliary Lane	NB	Nuckols Rd (Exit 51)	Western Terminus	Henrico	\$25,602,000
36	FHW-36	I-295	Widening to a two-lane section from I-95 SB on ramp onto I-295(Exit 43) NB to end of C-D lane (0.5 mi)	Interchange Modification	NB	I-95 SB on ramp	Exit 43 C	Henrico	\$10,241,000
41	FHW-41	I-64	Construction of an auxiliary lane between Exit 180 (Gaskins Rd) and Exit 181 (Parham Rd)	Auxiliary Lane	EB	Exit 180	Exit 181	Henrico	\$27,906,000
43	FHW-43	I-64	Construction of an auxiliary lane between Exit 183 (US-250) and Exit 185 (US-33)	Auxiliary Lane	EB	Exit 183	Exit 185	Henrico	\$34,562,000
44	FHW-44	I-64	Construction of an auxiliary lane between Exit 183 (US-250) and Exit 185 (US-33)	Auxiliary Lane	WB	Exit 183	Exit 185	Henrico	\$35,842,000
48	FHW-48	I-64	Construction of an auxiliary lane between Welcome Center to Exit 214 (VA-155)	Auxiliary Lane	EB	Welcome Center	Exit 214 (VA-155)	New Kent	\$5,120,000
49	FHW-49	I-64	Construction of an auxiliary lane between Welcome Center to Exit 214 (VA-155)	Auxiliary Lane	WB	Welcome Center	Exit 214 (VA-155)	New Kent	\$11,521,000
56	FHW-56	I-64 & US-33	Addition of a southbound through lane on Staples Mill Road between I-64 west on-ramp and I-64 east on-ramp. New two-phase signal at a widened, 2 lanes to 3 lanes, I-64 off ramp to limit SB weaving. Intersection improvements include added capacity at the US-33 and Bethlehem Rd intersection via additional turn bays and an RCUT/directional median at Millstone Rd	Interchange Modification	NA	NA	NA	Henrico	\$20,481,000
69	FHW-69	I-95 & VA-54	Conversion of the interchange to a Diverging Diamond (DDI) (Exit 92)	Interchange Modification	NA	NA	NA	Ashland	\$12,801,000
73	FHW-73	Judes Ferry Rd	Widening with added capacity (0.5 mi)	Road Widening	Both	US-60	Old Church Road	Powhatan	\$9,503,000
74	FHW-74	Judes Ferry Rd	Construction of a new 2-lane road (1.2mi)	Road Extension	Both	Judes Ferry Road 0.4 miles N of Hancock Road	0.25 mi S of Federal Hill Farms Rd	Powhatan	\$14,852,000
76	FHW-76	Lauderdale Dr	Widening with added capacity and bike/ped facilities	Road Widening	Both	Westbriar Dr	Eadenbury Dr	Henrico	\$10,241,000
77	FHW-77	Lewistown Rd & Ashcake Rd	Reconfiguration from a stop controlled "T" intersection to a roundabout	Intersection Improvement	NA	NA	NA	Hanover	\$12,417,000
78	FHW-78	Manakin Town Ferry Rd	Construction of a new 2-lane road (0.6 mi)	Road Extension	Both	Page Road	US-60 Aligned with Oakbridge Drive	Powhatan	\$6,638,000
79	FHW-79	Masonic Ln/Brittles Ln	Widening with added capacity and bike/ped facilities	Road Widening	Both	Nine Mile Rd	Williamsburg Rd	Henrico	\$33,282,000
81	FHW-81	Meadowbridge Rd	Widening with added capacity (1.35 mi)	Road Widening	Both	Henrico Co. Line	Atlee Rd	Hanover	\$17,281,000
87	FHW-87	New Road	Construction of a new 2-lane road	New Road	Both	Hockett Rd	Future Wilkes Ridge Parkway Extension	Goochland	\$19,758,000
88	FHW-88	Nuckols Rd	Widening with added capacity and pedestrian accommodations	Road Widening	Both	Shady Grove Rd	Springfield Rd	Henrico	\$38,403,000
89	FHW-89	Oilville Rd	Widening with added capacity	Road Widening	Both	Broad Street Road	I-64	Goochland	\$25,556,000
93	FHW-93	Parham Rd & Patterson Ave	Construction of additional turn lanes and pedestrian accommodations	Intersection Improvement	NA	NA	NA	Henrico	\$17,921,000
98	FHW-98	Pouncey Tract Rd	Widening with added capacity and pedestrian accommodations	Road Widening	Both	US-250	N. Gayton Rd	Henrico	\$25,602,000
99	FHW-99	Pouncey Tract Rd	Widening with added capacity and pedestrian accommodations	Road Widening	Both	Grey Oaks Park Dr	N. Gayton Rd	Henrico	\$16,641,000
100	FHW-100	Pouncey Tract Rd	Widening with added capacity (to include center turnlane, two through lanes each direction) and bike/ped facilities	Road Widening	Both	Nuckols Rd	Grey Oaks Park Dr	Henrico	\$12,801,000
101	FHW-101	Pump Rd	Widening with added capacity and pedestrian accommodations	Road Widening	Both	Walbrook Rd	Waltham Dr	Henrico	\$9,601,000

ConnectRVA 2045 - Cost Constrained List of Regional Projects - Time Band 2 (FY28-FY33) (Draft 6-18-2021)

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ConnectRVA 2045 - Cost Constrained List of Regional Projects - Time Band 3 (FY34-FY39)(Draft 6-18-2021)

SN (UoP)	Project ID	Route/Corridor/ Intersection/ Interchange	Project Description	Project Type	Direction	From	To	Jurisdiction	Inflated Cost
1	FHW-1	Archie Cannon Dr	Construction of a bridge over CSX RR	New Overpass	Both	NA	NA	Ashland	\$38,597,000
2	FHW-2	Ashland Rd	Widening with added capacity	Road Widening	Both	Broad Street Rd	I-64	Goochland	\$35,560,000
5	FHW-5	Ashland Rd	Widening with added capacity (2.65 mi)	Road Widening	Both	US-33	Blanton Rd	Hanover	\$47,504,000
6	FHW-6	Atlee Station Rd	Widening with added capacity (1.5 mi)	Road Widening	Both	Kings Charter Dr	Sliding Hill Rd	Hanover	\$47,504,000
10	FHW-10	Cauthorne Rd	Widening with added capacity (4.0 mi)	Road Widening	Both	Ashland Rd	Henrico Co. Line	Hanover	\$41,566,000
11	FHW-11	Cedar Ln	Widening with added capacity (2.1 mi)	Road Widening	Both	US-1	Elmont Rd	Hanover	\$37,113,000
13	FHW-13	Charles City Rd	Widening with added capacity	Road Widening	Both	Williamsburg Rd	Eastport Blvd	Henrico	\$38,597,000
18	FHW-18	Church Rd	Widening with added capacity and bike/ped facilities	Road Widening	Both	Three Chopt Rd	John Rolfe Pkwy	Henrico	\$46,020,000
22	FHW-22	Creighton Rd	Widening with added capacity and bike/ped facilities	Road Widening	Both	Cedar Fork Rd	Hanover County Line	Henrico	\$38,597,000
42	FHW-42	I-64	Construction of an auxiliary lane between Exit 181 (Parham Rd) and Exit 183 (US-250)	Auxiliary Lane	EB	Exit 181	Exit 183	Henrico	\$76,304,000
52	FHW-52	I-64 & Ashland Rd (VA-623)	Reconstruction of the existing Diamond Interchange to a single-lane Diverging Diamond Interchange (DDI)	Interchange Modification	NA	NA	NA	Goochland	\$35,422,000
54	FHW-54	I-64 & Parham Rd	Improvement of Interchange Configuration. Widening EB ramp terminal to include dual right turn lanes	Interchange Modification	NA	NA	NA	Henrico	\$37,113,000
58	FHW-58	I-95	Construction of an SB auxiliary lane between Exit 67 (VA-150) and Exit 69 (Bells Rd)	Auxiliary Lane	SB	Exit 67 (VA-150)	Exit 69 (Bells Rd)	Chesterfield/Richmond	\$37,855,000
61	FHW-61	I-95 & Belvidere St	Improvement of interchange configuration at Belvidere St/Chamberlayne Ave (Exit 76). Construct C-D Road from Exit 76 to Exit 75.Construct SPUI (single Point Urban Interchange) at Belvidere Street and remove the northbound off-ramp to Chamberlayne Avenue.	Interchange Modification	NA	NA	NA	Richmond	\$96,493,000
65	FHW-65	I-95 & I-64	Improvement of interchange configuration with I-64 to improve the SB I-95 to WB I-64 ramp (Exit 79). Merge 3 lanes to 2 after on-ramp from Laburnum. 2-lane on-ramp from SB I-95.Convert WB I-64 on-ramp from SB I-95 to two lanes. Remove one lane from WB I-64 prior to on-ramp.	Interchange Modification	NA	NA	NA	Richmond	\$74,225,000
66	FHW-66	I-95 & Parham Rd	Construction of a new Partial Cloverleaf Interchange (Exit 83). Improve interchange configuration at Parham Road to remove weaving movements.	Interchange Modification	NA	NA	NA	Henrico	\$29,690,000
84	FHW-84	N Gayton Rd	Widening with added capacity (to include center turnlane, one through lanes each direction) and bike/ped facilities	Road Widening	Both	US-250	Lauderdale Dr	Henrico	\$34,144,000
85	FHW-85	New Ashcake Rd	Construction of a new 2-lane road (1.75 mi)	Road Extension	Both	New Ashcake Rd	Air Park Rd	Hanover	\$29,690,000
94	FHW-94	Pemberton Rd	Widening with added capacity and bike/ped facilities	Road Widening	Both	Quioccasin Rd	US-250	Henrico	\$62,349,000
95	FHW-95	Pole Green Rd	Widening with added capacity (1.85 mi)	Road Widening	Both	Rural Point Rd	Walnut Grove Rd	Hanover	\$31,175,000
96	FHW-96	Pole Green Rd	Widening with added capacity (2.15 mi)	Road Widening	Both	Walnut Grove Rd	US-360	Hanover	\$35,628,000
104	FHW-104	River Road	Widening with added capacity and pedestrian accommodations	Road Widening	Both	Sleepy Hollow Rd	E/O VA-150	Henrico	\$33,401,000
106	FHW-106	Rural Point Rd	Widening with added capacity (2.1 mi)	Road Widening	Both	Studley Rd	Pole Green Rd	Hanover	\$37,113,000
111	FHW-111	Springfield Rd	Construction of a new two-lane road with bike/ped facilities	Road Relocation	Both	Francistown Rd	Olde Millbrooke Way	Henrico	\$37,113,000
112	FHW-112	Three Chopt Rd	Construction of a new 1,500 ft., two-lane divided road segment to reconnect existing segments of Three Chopt Rd under VA- 288 (underpass)	New Underpass	Both	0.1 mile west of VA-288	0.1 mile east of VA- 288	Goochland	\$27,952,000
113	FHW-113	Three Chopt Rd	Widening with added capacity and pedestrian accommodations	Road Widening	Both	Gaskins Rd	N Parham Rd	Henrico	\$51,958,000
118	FHW-118	US-1	Widening with added capacity	Road Widening	Both	US-54	Archie Cannon Dr	Ashland	\$34,144,000
126	FHW-126	US-33	Widening with added capacity (2.4 mi)	Road Widening	Both	Winns Church Rd	Ashland Rd	Hanover	\$43,051,000
148	FHW-148	VA-150 & Hopkins Rd	Construction of a diverging diamond interchange	Interchange Modification	NA	NA	NA	Chesterfield	\$36,258,000
153	FHW-153	VA-150 & US-360	Removal of SE, NE loops and signalization of NB ramp terminal	Interchange Modification	NA	NA	NA	Chesterfield	\$48,989,000
154	FHW-154	VA-150 & US-60	Construction of a Partial Cloverleaf Interchange with contraflow left turns	Interchange Modification	NA	NA	NA	Chesterfield	\$50,612,000
157	FHW-157	VA-288	Widening with added capacity	Road Widening	Both	VA-76 (Powhite Pkwy)	US-360	Chesterfield	\$63,388,000
164	FHW-164	VA-288 & US-250	Construction of a New Directional On-Ramp (I-lane)	Interchange Modification	NB	WB US-250	NB VA-288	Goochland	\$31,175,000

ConnectRVA 2045 - Cost Constrained List of Regional Projects - Time Band 3 (FY34-FY39)(Draft 6-18-2021)

[illegible]

ConnectRVA 2045 - Cost Constrained List of Regional Projects - Time Band 4 (FY40-FY45)(Draft 6-18-2021)

[illegible]

ConnectRVA 2045 - Cost Constrained List of Regional Projects - State of Good Repair (SGR)/Bridge Projects (Draft 6-18-2021)

SN (UoP)	Project ID	Route/Corridor/ Intersection/ Interchange	Project Description	Project Type	Direction	From	To	Jurisdiction	Inflated Cost
185	FBR-1	US-1	Bridge - Replacement/Rehabilitation - Jeff Davis Hwy @ Ashton Creek	Bridge	Both	NA	NA	Chesterfield	\$3,027,000
186	FBR-2	I-64	Bridge - Replacement/Rehabilitation - Wbl I-64 @ Airport Drive (VA-156)	Bridge	WB	NA	NA	Henrico	\$44,803,000
187	FBR-3	I-195	Bridge - Replacement/Rehabilitation - I-195 @ VA- 197 & CSX	Bridge	Both	NA	NA	Henrico	\$17,219,000
188	FBR-4	VA-73	Bridge - Replacement/Rehabilitation - Parham Road @ CSX Railway	Bridge	Both	NA	NA	Henrico	\$2,944,000
189	FBR-5	I-64	Bridge - Replacement/Rehabilitation - Ebl I-64 @ Airport Drive (VA-156)	Bridge	EB	NA	NA	Henrico	\$17,210,000
190	FBR-6	US-60	Bridge - Replacement/Rehabilitation - Ebl Pocahontas Tr @ Toe Ink Swamp	Bridge	EB	NA	NA	New Kent	\$3,912,000
191	FBR-7	US-250	Bridge - Replacement/Rehabilitation - Broad Street @ I-95	Bridge	Both	NA	NA	Richmond	\$17,503,000
192	FBR-8	VA-147	Bridge - Replacement/Rehabilitation - Cary Street @ I-195 & CSX Railroad	Bridge	Both	NA	NA	Richmond	\$15,035,000
193	FBR-9	US-360	Bridge - Replacement/Rehabilitation - 14th Street @ James River South Div	Bridge	SB	NA	NA	Richmond	\$30,722,000
194	FBR-10	US-250	Bridge - Replacement/Rehabilitation - Broad Street @ CSX Abandoned Spur Line	Bridge	Both	NA	NA	Richmond	\$5,076,000
195	FBR-11	US-360	Bridge - Replacement/Rehabilitation - 14th Street @ James River North Div	Bridge	NB	NA	NA	Richmond	\$20,481,000
196	FBR-12	I-64	Bridge - Replacement/Rehabilitation - Wbl I-64 @ I- 95	Bridge	WB	NA	NA	Richmond	\$5,952,000
197	FBR-13	I-195	Bridge - Replacement/Rehabilitation - Sbl I-195 @ VA- 76, CSX Rr & Ramp S	Bridge	SB	NA	NA	Richmond	\$40,325,000
198	FBR-14	I-64	Bridge - Replacement/Rehabilitation - Ramp To 5th & I-95S @ I-95	Bridge	SB	NA	NA	Richmond	\$13,875,000
199	FBR-15	VA-161	Bridge - Replacement/Rehabilitation - North Boulevard @ CSX Railway	Bridge	Both	NA	NA	Richmond	\$17,921,000
200	FBR-16	VA-161	Bridge Replacement with Shared Used Path - Westover Hills Blvd (RMTA) @ James River	Bridge	Both	NA	NA	Richmond	\$38,403,000
									\$294,408,000

ConnectRVA 2045 - Local/Private Funded Regional Projects (Draft 6-18-2021)

Project ID	SN	Route/Corridor/ Intersection/ Interchange	Project Description	Project Type	Direction	From	To	Jurisdiction	Project Cost
P-1	278	Magellan Pkwy Extension	Magellan Pkwy Extension Phase 1 (Retreat @ One)	Road Extension	Both	Park Central Dr	Green City	Henrico	\$10,000,000
P-2	279	Magellan Pkwy Extension	Magellan Pkwy Extension Phase 3 (East of I-95)	Road Extension	Both	I-95	US-1	Henrico	\$11,000,000
P-3	280	Oak Hill	Construction of a new 2-lane road	New Road	Both	VA-6	West Creek Pkwy	Goochland	NA
P-4*(FHW-92)	92	Otterdale Rd	Widening with added capacity	Road Widening	Both	US-360	Woolridge Rd	Chesterfield	\$11,500,000
									\$32,500,000

Note * Also in Universe of Projects - (Project ID FHW-92)

ConnectRVA 2045 - Vision List of Regional Projects (Draft 6-18-2021)

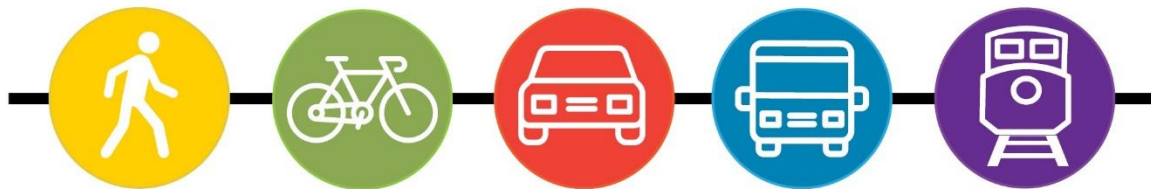
SN (UoP)	Project ID	Route/Corridor/ Intersection/ Interchange	Project Description	Project Type	Direction	From	To	Jurisdiction	Project Total Cost (Inflated to 2030 Dollars)
12	FHW-12	Cedar Ln	Widening with added capacity (4.0mi)	Road Widening	Both	Elmont Rd	Ashland Rd	Hanover	\$61,444,000
15	FHW-15	Chester Rd	Widening with added capacity	Road Widening	Both	Wood Dale Rd	W Hundred Rd	Chesterfield	\$12,801,000
16	FHW-16	Chester Rd	Widening with added capacity	Road Widening	Both	VA-288	Kingsdale Rd	Chesterfield	\$12,801,000
17	FHW-17	Chester Rd	Widening with added capacity	Road Widening	Both	Kingsdale Rd	US-1	Chesterfield	\$25,602,000
25	FHW-25	Darbytown Rd	Widening with added capacity and pedestrian accommodations	Road Widening	Both	Richmond City Line	Laburnum Ave	Henrico	\$83,205,000
31	FHW-31	Huguenot Rd & Robious Rd	Construction of Innovative intersection: Quadrants NW and SE	Intersection Improvement	NA	NA	NA	Chesterfield	\$57,604,000
37	FHW-37	I-295 & Portugee Rd	Construction of a new Interchange	New Interchange	NA	NA	NA	Henrico	\$76,805,000
38	FHW-38	I-295 & Varina Rd	Construction of a new Interchange	New Interchange	NA	NA	NA	Henrico	\$76,805,000
50	FHW-50	I-64	Widening with added capacity (2.9 mi)	Road Widening	EB	Exit 211 (VA-106)	Exit 214 (VA-155)	New Kent	\$32,002,000
51	FHW-51	I-64	Widening with added capacity (2.9 mi)	Road Widening	WB	Exit 211 (VA-106)	Exit 214 (VA-155)	New Kent	\$32,002,000
55	FHW-55	I-64 & US-250	Improvement of Interchange Configuration. Convert existing Interchange to Partial-Cloverleaf Eastbound US 250 to Eastbound I-64 -Restriping the middle eastbound US 250 through lane to a shared through/right to allow two lanes to exit for eastbound I-64. Widening the eastbound US 250 ramp to eastbound I-64 to two lanes. Extending the two-lane on-ramp to merge onto I-64 and provide an additional travel lane between the US 250 and Gaskins Road interchanges. Remove EB US 250 to WB I-64 Loop Ramp. Install Dual Left Turn Lane and a Traffic Signal.	Interchange Modification	NA	NA	NA	Henrico	\$204,814,000
60	FHW-60	I-95 & Bellemeade Rd	Construction of a new I-95 Interchange	New Interchange	NA	NA	NA	Richmond	\$160,011,000
62	FHW-62	I-95 & Broad Street/ I-64	Improvement of interchange configuration at Broad Street and I-64 (Exit 74 to Exit 75).Remove ramp from 7th St to EB I-64. Convert NB off-ramp to EB I-64 to two lanes (I choose) and carry two lanes to existing 2-lane bridge. Consolidate access points for Exit 74 and Exit 75 and Replace with NB CD System.	Interchange Modification	N/A	N/A	N/A	Richmond	NA
63	FHW-63	I-95 & Hermitage Rd/ US -1	Removal of northbound off-ramps and southbound on-ramps at Hermitage Rd and at Brook Rd, and relocation to Dumbarton Interchange (Exits 80-81). Construct two-lane on-ramp from EB I-64 and remove off-ramp at Exit 80. Construct off-ramp to Dumbarton Road. Add additional lane to on-ramp from EB I-64. Construct braided ramps to remove weave on interstate.	Interchange Modification	N/A	N/A	N/A	Henrico/Richmond	NA
64	FHW-64	I-95 & I-295	Improve interchange configuration with I-295 by adding a NB C-D Road (Exit 84)	Interchange Modification	N/A	N/A	N/A	Henrico	NA
71	FHW-71	I-95 & VA-895	Construction of the missing SB to EB movement at I-95 & VA-895	Interchange Modification	NA	NA	NA	Richmond	\$29,837,000
80	FHW-80	Maury St	Widening with added capacity	Road Widening	Both	I-95 roundabout	Commerce Rd	Richmond	\$6,400,000
82	FHW-82	Midview Rd	Widening with added capacity and bike/ped facilities	Road Widening	Both	New Market Rd	Darbytown Rd	Henrico	\$32,002,000
86	FHW-86	New Market Rd (VA-5)	Widening with added capacity and pedestrian accommodations	Road Widening	Both	Osborne Turnpike	I-295	Henrico	\$162,571,000
91	FHW-91	Osborne Turnpike (VA-5)	Widening with added capacity and pedestrian accommodations	Road Widening	Both	New Market Rd	Richmond City Limits	Henrico	\$25,602,000
128	FHW-128	US-360	Widening with added capacity (2.35 mi)	Road Widening	Both	Sujen Ct	Walnut Grove Rd	Hanover	\$64,004,000
130	FHW-130	US-360 & Commonwealth Center Pkwy	Construction of a Grade Separated Diverging Diamond Interchange	New Interchange	NA	NA	NA	Chesterfield	\$174,732,000
133	FHW-133	US-60	Widening with added capacity	Road Widening	Both	Page Rd	Watkins Center Pkwy	Chesterfield	\$42,243,000
134	FHW-134	US-60	Widening with added capacity	Road Widening	Both	Elko Rd	New Kent Co Line	Henrico	\$83,205,000
142	FHW-142	VA-10	Widening with added capacity	Road Widening	Both	Jessup Rd	VA-288	Chesterfield	\$70,405,000
145	FHW-145	VA-150 & Belmont Rd	Extension of acceleration and deceleration lanes for ramps	Interchange Modification	NA	NA	NA	Chesterfield	\$32,002,000
149	FHW-149	VA-150 & N. Huguenot Rd	Construction of a Full Cloverleaf Interchange without traffic signals	Interchange Modification	NA	NA	NA	Richmond	\$38,403,000
158	FHW-158	VA-288	Widening with added capacity	Road Widening	EB	Courthouse Rd	VA-10	Chesterfield	\$57,604,000
162	FHW-162	VA-288 & Courthouse Rd.	Improvement of WB 288 to NB Courthouse off ramp, extension of decel lane and addition of dual right turns	Interchange Modification	NA	NA	NA	Chesterfield	\$32,002,000

ConnectRVA 2045 - Vision List of Regional Projects (Draft 6-18-2021)

SN (UoP)	Project ID	Route/Corridor/ Intersection/ Interchange	Project Description	Project Type	Direction	From	To	Jurisdiction	Project Total Cost (Inflated to 2030 Dollars)
167	FHW-167	VA-288 & US-360	Construction of a EB US-360 to NB VA-288 Directional on-ramp (2 lanes)	Interchange Modification	NA	NA	NA	Chesterfield	\$37,762,000
168	FHW-168	VA-288 & US-360	Construction of SB VA-288 CD Road (2 lanes)	Interchange Modification	NA	NA	NA	Chesterfield	\$55,940,000
170	FHW-170	VA-6	Widening with added capacity	Road Widening	Both	Maidens Rd	Hermitage Rd	Goochland	\$110,587,000
179	FHW-179	VA-895 & Wilton Rd	Construction of a New Interchange	New Interchange	NA	NA	NA	Henrico	\$76,805,000
226	FAT-26	James River Heritage Trail	James River Heritage Trail : Henrico	Off Road Trail	NA	Richmond City Line	Goochland County Line	Henrico	\$38,403,000
249	FRA-1	CSX	Improvements to CSX Bellwood Sub (S-Line) to support increased passenger rail service. Construction of additional trackage along CSX Bellwood Sub (S-Line) and bridge over James River as part of Transforming Rail in Virginia initiative.	Rail Enhancement - Capacity	NA	NA	NA	Multi-Jurisdictional	\$640,042,000
250	FRA-2	CSX	CSX S-Line Crossing Improvements. Grade separate or gate key crossings as they relate to increased usage of the CSX Bellwood Sub (S-line) for both freight & future passenger rail per Transforming Rail in Virginia initiative	Rail Enhancement- Grade Separation	NA	NA	NA	Multi-Jurisdictional	\$84,806,000
251	FRA-3	CSX	Improvements to CSX Bellwood Sub (S-Line).Construction of sidings and leads as needed to provide rail access to Alleghany Warehouse and Altria / DuPont development areas along Commerce Road.	Rail Industrial Access	NA	NA	NA	Richmond	\$3,443,000
252	FRA-4	CSX	Improvements to CSX Peninsula Sub line. Construction of sidings and leads as needed to provide rail access to select parcels within RIC/White Oak area	Rail Industrial Access	NA	NA	NA	Henrico	\$7,681,000
253	FRA-5	NC	Improvements to NS Burkeville to West Point line. Construction of sidings and leads as needed to provide rail access to select parcels within RIC/White Oak area	Rail Industrial Access	NA	NA	NA	Henrico	\$3,840,000
254	FRA-6	CSX	Improvements in Hanover Siding. Construction of 2.9 miles of third track between the South Anna River and W. Vaughan Road. Construction of a single-track bridge at Elletts Crossing Road. Modify the at-grade crossing at Vaughan Road and reconstruct the roadway bridge at Washington Highway to accommodate the proposed third track between South Anna River and W. Vaughan Road	Rail Enhancement - Capacity	NA	NA	NA	Hanover/Ashland	\$76,805,000
255	FRA-7	CSX	Replacement of existing Staples Mill AMTRAK Station-Phase I-Site Work and Building replacement (30% prelim DD 2026 estimate)	Rail Enhancement -Station Improvement	NA	NA	NA	Henrico	\$331,542,000
256	FRA-8	CSX	Replacement of existing Staples Mill AMTRAK Station-Phase II- Track relocation, platform (30% prelim DD-2030 estimate)	Rail Enhancement -Station Improvement	NA	NA	NA	Henrico	\$508,194,000
257	FRA-9	CSX	Replacement of existing Staples Mill AMTRAK Station-Phase III-Related land for full function (30% prelim DD-later years as per full build-out)	Rail Enhancement -Station Improvement	NA	NA	NA	Henrico	\$101,127,000
259	FTR-2	Midlothian	16.8 miles from the Pulse downtown station(s) to Westchester Commons, via Hull Street	Bus Rapid Transit	Both	CBD	Westchester Commons	Richmond/ Chesterfield	\$124,808,000
264	FTR-7	Broad St	9.8 miles extension of The Pulse BRT at Willow Lawn to Short Pump Mall	Bus Rapid Transit	Both	Willow Lawn	Short Pump	Richmond/ Henrico	\$160,011,000
266	FTR-9	West End South	18.1 miles from Cary and Main/Patterson/Regency Mall to Short Pump Mall	Bus Rapid Transit	Both	Cary/Main	Short Pump	Richmond/ Henrico	\$204,814,000
268	FTR-11	Broad St East	Old Osborne Turnpike BRT Extension	Bus Rapid Transit	Both	Rocketts Landing	Wilton on the James	Henrico	\$38,403,000
274	FHW-905	VA-76 (Powwhite Pkwy Ext)	Powwhite Parkway Extension Phase 3, Magnolia Green Pkwy to US-360 (0 to 2 Lnaes), at-grade intersection at US-360	Road Extension	Both	Magnolia Green Pkwy	US-360	Chesterfield	\$69,125,000
277	FHW-906	Magellan Pkwy Extension	Magellan Pkwy Extension Phase 2 (Bridge and Approaches)	Road Extension	Both	Green City	I-95	Henrico	\$30,722,000

\$4,391,768,000

Connect RVA 2045



Constrained List of Projects

Public Review Comments

June 2 – June 17

Interactive Map Comments June 2 - June 17, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

Project ID	Project Description	Project Inflated Cost	Time-band	Comment
FAT-10	Chesterfield Fall Line Trail: Segment 3E - MM 17.7 to MM 18.6	\$659,000	TB1	Pedestrian accommodations along Route 1 in Chesterfield are important for the safety of bus riders.
FAT-18	Richmond Fall Line Trail: Segment 6A - MM 28.5 to MM 30.5	\$3,610,000	TB1	Can't wait for improved bike facilities on Brookland Parkway!
FAT-6	Chesterfield Fall Line Trail: Segment 3C - MM 14.9 to MM 16.8	\$7,668,000	TB1	Pedestrian accommodations along Route 1 in Chesterfield are important for the safety of bus riders
FAT-8	Chesterfield Fall Line Trail: Segment 3D - MM 16.8 to MM 17.7	\$1,743,000	TB1	Pedestrian accommodations along Route 1 would be helpful to bus riders.
FHW-119	US-1 & E Parham Rd Intersection Improvement	\$1,656,000	TB1	General comment on all projects: The good news: The connectRVA has five icons - only one is a car. The bad news: if more than 20% of our infrastructure spending goes to supporting more car travel. Please prioritize cyclist connections and increased bus service. Autos are ruining this city. Thanks!!
FHW-120	US-1 & VA-30 Intersection Improvement	\$7,506,000	TB1	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening suburban intersections that will only induce more car travel
FHW-156	VA-161, Brookland Pkwy & Westwood Ave Intersection Improvement	\$8,831,000	TB1	Yes, make this a more pedestrian and bike friendly intersection that supports nearby mixed use and residential.
FHW-45	Construction of an auxiliary lane between Exit 185 (US-33) and Exit 186 (I-195)	\$13,246,000	TB1	This is not a current or near term need. Invest in transit first and reduce car demand
FHW-45	Construction of an auxiliary lane between Exit 185 (US-33) and Exit 186 (I-195)	\$13,246,000	TB1	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads. East-west capacity improvements should take the form of light rail from Short Pump to the Airport
FHW-56	I-64 & US-33 Interchange Modification	\$17,661,000	TB1	Invest in transit to change the Richmond region's mode share and address climate change. Stop adding capacity through more car lanes. This interchange would pay a substantial cost of expanding Pulse to Short Pump
FHW-59	I-95 Road Widening	\$15,453 000	TB1	Peak commuter traffic is the only congestion driving this widening. We need quality transit from Chester to downtown that can shift drivers away from cars. Instead of spending tax dollars on inducing demand, consider congestion pricing and transit first.
FHW-59	I-95 Road Widening	\$15,453 000	TB1	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads
FHW-69	I-95 & VA-54 Interchange Modification	\$11,38 000	TB1	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening suburban interchanges that will only induce more car travel
FHW-87	New Road from Hockett Rd to Future Wilkes Ridge Parkway Extension	\$17,037,000	TB1	Not needed, this project will only serve to promote urban sprawl. Invest sustainably in the region's core
FHW-97	Pouncey Tract Rd Widening	\$3,311,000	TB1	No road widening in Western Hanover - it will induce sprawl development that will eat up productive farm land.
FPR-1	VA Center Commons/I-295/I-95 Park & Ride Lot	\$9,162 000	TB1	Agree
FPR-1	VA Center Commons/I-295/I-95 Park & Ride Lot	\$9,162 000	TB1	I Agree, Extend BRT to Ashland
FPR-1	VA Center Commons/I-295/I-95 Park & Ride Lot	\$9,162 000	TB1	Meets VDOT-identified P&R need.
FPR-1	VA Center Commons/I-295/I-95 Park & Ride Lot	\$9,162 000	TB1	Expand BRT onto Rt 1 to Ashland and to Petersburg
FPR-10	I-64 at I-295 in Short Pump Park & Ride Lot	\$7,727,000	TB1	I Agree, extend BRT to short pump for park and rides
FPR-10	I-64 at I-295 in Short Pump Park & Ride Lot	\$7,727,000	TB1	Meets VDOT-identified P&R need.
FPR-10	I-64 at I-295 in Short Pump Park & Ride Lot	\$7,727,000	TB1	Extend BRT to Short Pump and to the Airport

Interactive Map Comments June 2 - June 17, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

Project ID	Project Description	Project Inflated Cost	Time-band	Comment
FPR-10	I-64 at I-295 in Short Pump Park & Ride Lot	\$7,727,000	TB1	I Agree, should be compatible with future light rail from Short Pump to the airport
FPR-11	VA- 76/US-60 Park & Ride Lot	\$5,519,000	TB1	I Agree, and send BRT down RT 60 in the next 5 years.
FPR-11	VA- 76/US-60 Park & Ride Lot	\$5,519,000	TB1	I Agree, should be compatible with future BRT/LRT
FPR-12	VA-76/Jhanke Park \$ Ride Lot	\$5,519,000	TB1	I Disagree too close to city. Build and fund local transit feeders to brt.
FPR-12	VA-76/Jhanke Park \$ Ride Lot	\$5,519,000	TB1	Meets VDOT-identified P&R need.
FPR-13	VA-288 at US-250	\$1,987,000	TB1	I Agree, extend BRT to short pump and use express buses for longer travel.
FPR-13	VA-288 at US-251	\$1,987,000	TB1	I Agree, should be compatible with future light rail from Short Pump to the Airport
FPR-14	I-64 & VA- 623 (Ashland Rd)	\$1,987,000	TB1	Meets VDOT-identified P&R need.
FPR-14	I-64 & VA- 623 (Ashland Rd)	\$1,987,001	TB1	I Agree, a park and ride, coupled with well funded local and express transit. However, widening roads would render this a wasted opportunity.
FPR-2	Lewistown Rd/Lakeridge Pkwy or Ashland Park & Ride Lot	\$4,967 000	TB1	I Agree, extend brt to ashland
FPR-2	Lewistown Rd/Lakeridge Pkwy or Ashland Park & Ride Lot	\$4,967 000	TB1	Meets VDOT-identified P&R need.
FPR-2	Lewistown Rd/Lakeridge Pkwy or Ashland Park & Ride Lot	\$4,967 000	TB1	I Agree
FPR-3	Midlothian @ Chippenham Park & Ride Lot	\$8,58 000	TB1	I Disagree, too close to city. Build out feeder bus system to BRT spine. Lots are for exurbs.
FPR-3	Midlothian @ Chippenham Park & Ride Lot	\$8,58 000	TB1	Let's get BRT down Rt 60 to connect to this!
FPR-3	Midlothian @ Chippenham Park & Ride Lot	\$8,58 000	TB1	I Agree, should be compatible with future BRT/LRT
FPR-4	East End CBD at Pulse Terminus-Rocketts Park & Ride Lot	\$3,311 000	TB1	I Disagree, too close to city, extend BRTand local routes
FPR-4	East End CBD at Pulse Terminus-Rocketts Park & Ride Lot	\$3,311 000	TB1	Is this needed? I never see all of the street parking there full. Extend BRT up Williamsburg Rd/Ave
FPR-4	East End CBD at Pulse Terminus-Rocketts Park & Ride Lot	\$3,311 000	TB1	Meets VDOT-identified P&R need.
FPR-4	East End CBD at Pulse Terminus-Rocketts Park & Ride Lot	\$3,311 000	TB1	I Disagree - not sure this is needed, and would be better to extend BRT and/or local bus routes, or have TOD at this site with shared parking that can be used as Park and Ride vs. a large parking lot.
FPR-4	East End CBD at Pulse Terminus-Rocketts Park & Ride Lot	\$3,311 000	TB1	Better to extend BRT to Laburnum to the Airport, followed by upgrading to light-rail transit
FPR-5	I-64/US-60 at Laburnum Rd Park & Ride Lot	\$3,146 000	TB1	I Agree, extend brt to the airport
FPR-5	I-64/US-60 at Laburnum Rd Park & Ride Lot	\$3,146 000	TB1	Meets VDOT-identified P&R need.
FPR-5	I-64/US-60 at Laburnum Rd Park & Ride Lot	\$3,146 000	TB1	I Agree, should be compatible with future BRT/LRT to the airport
FPR-6	I-295at US-60-Technology Blvd/Elko Rd Park & Ride Lot	\$3,146 000	TB1	I Agree, use express buses to the airport and downtown
FPR-6	I-295at US-60-Technology Blvd/Elko Rd Park & Ride Lot	\$3,146 000	TB1	Meets VDOT-identified P&R need.

Interactive Map Comments June 2 - June 17, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

Project ID	Project Description	Project Inflated Cost	Time-band	Comment
FPR-6	I-295at US-60-Technology Blvd/Elko Rd Park & Ride Lot	\$3,146 000	TB1	Due to increased volume of traffic, especially during the summer months, almost all of I-64 between Richmond and Virginia Beach has been or will be widened to 3 lanes. The section in New Kent between I-295 and Exit 211 carries a high volume of traffic, an estimated 75,000 vehicles per day. Do not understand why widening this section would be pushed to 2045, causing a major bottleneck on I-64. In addition to the through traffic, New Kent County is forecasted for significant growth in population, putting more local vehicles on this road in coming years. Please consider reprioritizing this project.
FPR-7	VA-10/VA- 288 at I-95/I-295 Park & Ride Lot	\$6,181 000	TB1	I Agree, build out local bus routes for chester, extend brt down route 1 as far as the casino site or further, use express buses to connect to downtown
FPR-7	VA-10/VA- 288 at I-95/I-295 Park & Ride Lot	\$6,181 000	TB1	Meets VDOT-identified P&R need.
FPR-7	VA-10/VA- 288 at I-95/I-295 Park & Ride Lot	\$6,181 000	TB1	I Disagree, prepare for future regional rail and put a P&R in downtown Chester next to the rail line
FPR-8	US-250 at Willow Lawn/Staples Mill (Pulse western terminus)Park & Ride Lot	\$6,623,000	TB1	Meets VDOT-identified P&R need.
FPR-8	US-250 at Willow Lawn/Staples Mill (Pulse western terminus)Park & Ride Lot	\$6,623,000	TB1	I Agree. This Park & Ride is desperately needed for residents of Richmond who do not want to drive to Short Pump, a hazardous route.
FPR-8	US-250 at Willow Lawn/Staples Mill (Pulse western terminus)Park & Ride Lot	\$6,623,000	TB1	I Agree. It's not feasible for me to get to the Pulse any other way but driving there. I need somewhere to leave my car.
FPR-8	US-250 at Willow Lawn/Staples Mill (Pulse western terminus)Park & Ride Lot	\$6,623,000	TB1	Let's also add some park & Ride and BRT farther out west. Silly that BRT ends just across the city/county line. These arbitrary borders don't control how people move across the region.
FPR-8	US-250 at Willow Lawn/Staples Mill (Pulse western terminus)Park & Ride Lot	\$6,623,000	TB1	I Disagree, use this money to extend Pulse to Short Pump
FPR-9	Huguenot Rd at Forest Hill Ave Park & Ride Lot	\$3,311,000	TB1	Meets VDOT-identified P&R need.
FPR-9	Huguenot Rd at Forest Hill Ave Park & Ride Lot	\$3,311,000	TB1	I Disagree, too close to the city. Needs to be connected to frequent transit.
FPR-9	Huguenot Rd at Forest Hill Ave Park & Ride Lot	\$3,311,000	TB1	I Disagree, focus on expanding traditional bus service here
FTR-1	Midlothian Enhanced 15 min transit	\$44,704 000	TB1	Yes! Enhanced transit service to Southside is of utmost importance! We should be installing BRT service in this corridor, but increasing the frequency of existing service is a good start.
FTR-1	Midlothian Enhanced 15 min transit	\$44,704 000	TB1	Is this BRT? Hope so!
FTR-1	Midlothian Enhanced 15 min transit	\$44,704 000	TB1	Enhanced and extended transit service along Midlothian Turnpike in Chesterfield should be a top priority.
FTR-4	Rt 1 North Enhanced Route along existing from CBD to Wilmer/Chamberlayne and then extended to Parham Road	\$17,551 000	TB1	So excited for a North-South BRT down Chamberlayne it is very much needed. I hope it comes with pedestrian safety improvements as it is on the high injury network from Vision Zero. It would be great if this BRT has a reserved lane painted in red
FTR-4	Rt 1 North Enhanced Route along existing from CBD to Wilmer/Chamberlayne and then extended to Parham Road	\$17,551 000	TB1	A north-south BRT line is the most important, and urgent, next step to enhancing our regional transit service. Strongly approve!

Interactive Map Comments June 2 - June 17, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

Project ID	Project Description	Project Inflated Cost	Time-band	Comment
FTR-4	Rt 1 North Enhanced Route along existing from CBD to Wilmer/Chamberlayne and then extended to Parham Road	\$17,551 000	TB1	Since 1987 the LWV-RMA has supported public transportation. We support this proposal to enhance and extend bus service along Route 1 north of the City of Richmond to Parham Road in Henrico.
FTR-6	Enhanced Transit route of existing Short Pump route, transfer at Willow Lawn BRT to Short Pump Town Center.	\$26,492 000	TB1	I'm not sure what this means exactly, but if it's the extension of BRT to Short Pump then I'm all for it!
FTR-6	Enhanced Transit route of existing Short Pump route, transfer at Willow Lawn BRT to Short Pump Town Center.	\$26,492 000	TB1	15 minute service would promote greater ridership
FTR-6	Enhanced Transit route of existing Short Pump route, transfer at Willow Lawn BRT to Short Pump Town Center.	\$26,492 000	TB1	The LWV-RMA has supported bus service since 1987. We fully support this enhancement of West Broad Street service.
FTR-6	Enhanced Transit route of existing Short Pump route, transfer at Willow Lawn BRT to Short Pump Town Center.	\$26,492 000	TB1	We need this ASAP with reliable service
FTR-6	Enhanced Transit route of existing Short Pump route, transfer at Willow Lawn BRT to Short Pump Town Center.	\$26,492 000	TB1	Strong support for extending the BRT to Short Pump, or any improvement to bus service along this key jobs corridor.
FHW-1	Archie Cannon Dr New Overpass	\$38,597 000	TB3	Agree
FHW-10	Cauthorne Rd Road Widening	\$41,566 000	TB3	No road widening in this rural part of Hanover. It will create sprawling development eating up farm and forest land.
FHW-10	Cauthorne Rd Road Widening	\$41,566 001	TB3	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads that will only induce more car travel/urban sprawl and that are far from today's population centers
FHW-103	Richmond Henrico Tpk Road Widening	\$44,535 000	TB3	This road widening was never needed to accommodate tens of thousands of race day fans. Why invest in it now? Extend frequent bus service first
FHW-104	River Road Road Widening	\$33,401 000	TB3	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening suburban roads that will only induce more car travel
FHW-106	Rural Point Rd Widening	\$37,113,000	TB3	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening suburban roads that will only induce more car travel/urban sprawl and that are far from today's population centers
FHW-118	US-1 Widening	\$34,144,000	TB3	Widening Rt 1 will not alleviate traffic and will only make the area more dangerous for pedestrians and cyclists. Vehicle travel lanes need to be removed and replaced with sidewalks, the speed limit needs to be reduced to 25 MPH at most, and street trees need to be planted to reduce urban heat. Widening Rt 1 will further isolate areas of the Town of Ashland and cut people off from accessing fresh food.
FHW-118	US-1 Widening	\$34,144,000	TB3	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads that will only induce more car travel. Invest in regional rail to enhance north-south capacity instead
FHW-126	US-33 Widening	\$43,051,000	TB3	Road widening beyond 295 only increases exurban development. It doesnâ€™t connect the region. It spreads us out. Build our transit first

Interactive Map Comments June 2 - June 17, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

Project ID	Project Description	Project Inflated Cost	Time-band	Comment
FHW-126	US-33 Widening	\$43,051,000	TB3	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening suburban roads that will only induce more car travel and that are far from today's population centers
FHW-133	US-60 Widening	\$48,989,000	TB3	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads that will only induce more car travel
FHW-133	US-60 Widening	\$48,989,000	TB3	Invest in regional rail to Midlothian/Amelia and light rail on Midlothian Turnpike to increase capacity instead
FHW-135	US-60 Widening	\$59,380,000	TB3	If this solution facilitates bicycle and pedestrian mobility, strongly in favor.
FHW-153	VA-150 & US-360 Interchange Modification	\$48,989,000	TB3	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening intersections that will only induce more car travel
FHW-154	VA-150 & US-60 Interchange Modification	\$50,612,000	TB3	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening intersections that will only induce more car travel
FHW-157	VA-288 Widening	\$63,388,000	TB3	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening suburban roads that will only induce more car travel
FHW-167	VA-288 & US-360 Interchange Modification	\$43,793,000	TB3	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening interchanges that will only induce more car travel and urban sprawl
FHW-183	Woodman Rd Widening	\$66,803,000	TB3	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads that will only induce more car travel
FHW-2	Ashland Rd Widening	\$35,560,000	TB3	Widening 288, one of the newest highways in the region, is a testament to induced demand. We canâ€™t keep building out car infrastructure.
FHW-42	I-64 auxiliary lane between Exit 181 (Parham Rd) and Exit 183 (US-250	\$76,304,000	TB3	Is this needed?
FHW-5	Ashland Rd Widening	\$47,504,000	TB3	No road widening. It just induces demand for low density and more cars. Prioritize transit first. Reduce car usage to reduce demand.
FHW-5	Ashland Rd Widening	\$47,504,000	TB3	this road widening will turn western Hanover into a sprawling version of the Short Pump area. This is not supported by citizens and particularly those who live in that part o f the county.
FHW-58	I-95 SB auxiliary lane between Exit 67 (VA-150) and Exit 69 (Bells Rd)	\$37,855,000	TB3	Divert thru traffic around the city and invest in transit first. We do not need more or wider city highways
FHW-58	I-95 SB auxiliary lane between Exit 67 (VA-150) and Exit 69 (Bells Rd)	\$37,855,000	TB3	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads that will only induce more car travel. Invest in regional rail to Chester/Petersburg to increase capacity in this corridor
FHW-84	N Gayton Rd Widening	\$34,144,000	TB3	All of these road widening projects need to wait. We havenâ€™t built out transit.
FHW-84	N Gayton Rd Widening	\$34,144,000	TB3	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads that will only induce more car travel and invest in light rail from Short Pump to the Airport instead
FTR-8	West End South Combination of enhanced existing route to Regency and extension to Gayton Crossing	\$198,924 000	TB3	Increased capacity should include bike/bus only lanes.

Interactive Map Comments June 2 - June 17, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

Project ID	Project Description	Project Inflated Cost	Time-band	Comment
FTR-8	West End South Combination of enhanced existing route to Regency and extension to Gayton Crossing	\$198,924 000	TB3	Increased capacity should include bike/bus only lanes (in Carytown)
FTR-8	West End South Combination of enhanced existing route to Regency and extension to Gayton Crossing	\$198,924 000	TB3	This should be fast tracked. Carytown needs more transit access and less parking.
FTR-8	West End South Combination of enhanced existing route to Regency and extension to Gayton Crossing	\$198,924 000	TB3	Need transit + bike/bus only lanes
FTR-8	West End South Combination of enhanced existing route to Regency and extension to Gayton Crossing	\$198,924 000	TB3	There is no reason that this project should wait over a decade to proceed. Shift money from road widenings to make this project happen sooner. The Richmond region urgently needs to invest in transit projects to change mode share and meet climate goals
FAT-26	James River Heritage Trail : Henrico	\$51,647,000	TB4	This project does not seem necessary to me. We should be investing our funds in transit enhancements, not road widening.
FAT-26	James River Heritage Trail : Henrico	\$51,647,000	TB4	This is a busy road for bikers and cars with no safe trail or bike path. Glad to see an effort to improve that safety and mobility situation
FHW-105	Rural Point Rd Widening	\$53,369,000	TB4	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening suburban roads that will only induce more car travel and urban sprawl
FHW-117	US-1 Widening	\$62,493,000	TB4	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads that will only induce more car travel. Invest in Regional Rail to Ashland and Fredericksburg instead to increase north-south capacity
FHW-127	US-360 Widening	\$72,995,000	TB4	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads that will only induce more car travel
FHW-131	US-360 Superstreet	\$92,621,000	TB4	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads that will only induce more car travel
FHW-142	VA-10 Widening	\$94,686,000	TB4	This project does not seem necessary to me. We should be investing our funds in transit enhancements, not road widening.
FHW-142	VA-10 Widening	\$94,686,000	TB4	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads. Invest in Regional Rail south to Chester and Petersburg instead of this unnecessary widening

Interactive Map Comments June 2 - June 17, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

Project ID	Project Description	Project Inflated Cost	Time-band	Comment
FHW-158	VA-288 Widening	\$77,471,000	TB4	Widening 288 before we invest in connecting inner suburbs is just investment for sprawl. Chesterfield needs transit, not more cars
FHW-158	VA-288 Widening	\$77,471,000	TB4	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads. Widening Richmond's 2nd beltway far from population centers is a waste of money.
FHW-162	VA-288 & Courthouse Rd Interchange Modification	\$43,039,000	TB4	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening intersections that are far from population centers and will only induce more car travel
FHW-166	VA-288 & US-360 Interchange Modification	\$87,972,000	TB4	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major intersections that will only induce more car travel
FHW-168	VA-288 & US-360 Interchange Modification	\$75,233,000	TB4	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major intersections that will only induce more car travel
FHW-4	Ashland Rd Widening	\$74,888,000	TB4	This project does not seem necessary to me. We should be investing our funds in transit enhancements, not road widening.
FHW-4	Ashland Rd Widening	\$74,888,000	TB4	Invest in connecting first ring suburbs to transit first. Road widening is unsustainable infrastructure sprawl.
FHW-4	Ashland Rd Widening	\$74,888,000	TB4	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening suburban roads that will only induce more car travel and urban sprawl, far from any existing population centers today
FHW-40	I-64 EB & WB auxiliary lane between Exit 178 (US-250) and Exit 180 (Gaskins Rd).	\$129,634,000	TB4	Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads that will only induce more car travel. Invest in Light Rail from Short Pump to the Airport to increase east-west capacity instead
FHW-46	I-64 Road Widening EB	\$126,458,000	TB4	This project does not seem necessary to me. We should be investing our funds in transit enhancements, not road widening.
FHW-46	I-64 Road Widening EB	\$126,458,000	TB4	It doesn't appear that the rapid growth that is currently occurring in New Kent, or the even greater growth that will happen in the next five years has been considered by the study group with respect to this project. I-64 E and W carries more traffic per day right now than that carried through James City County (which has just expanded to three lanes). Given the high volume of beach traffic, combined with truck traffic, between Tidewater and Richmond, I-64 is often at a standstill as it passes through New Kent. There is a serious existing issue with the sheer volume of traffic right now that will only get much worse in the immediate future. Respectfully, this project needs to be re-evaluated with due consideration given to the current and near-term (next five years) growth in both local and transient volume of traffic.

Interactive Map Comments June 2 - June 17, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

Project ID	Project Description	Project Inflated Cost	Time-band	Comment
FHW-47	I-64 Road Widening WB	\$129,309,000	TB4	This project does not seem necessary to me. We should be investing our funds in transit enhancements, not road widening.
FHW-47	I-64 Road Widening WB	\$129,309,000	TB4	It doesn't appear that the rapid growth that is currently occurring in New Kent, or the even greater growth that will happen in the next five years has been considered by the study group with respect to this project. I-64 E and W carries more traffic per day right now than that carried through James City County (which has just expanded to three lanes). Given the high volume of beach traffic, combined with truck traffic, between Tidewater and Richmond, I-64 is often at a standstill as it passes through New Kent. There is a serious existing issue with the sheer volume of traffic right now that will only get much worse in the immediate future. Respectfully, this project needs to be re-evaluated with due consideration given to the current and near-term (next five years) growth in both local and transient volume of traffic.
FHW-47	I-64 Road Widening WB	\$129,309,000	TB4	<p>New Kent County is one of the fastest-growing counties in the Commonwealth, and is bisected by one of the busiest stretches of I-64. Every day, massive volumes of commercial and private vehicle traffic (much of it tourism-driven, but an ever-growing contingent of service vehicles, tractor/trailer combos, etc., as well) increasingly crowd and clog this vital transportation artery. In fact, the only stretch of I-64 that is dependably free-flowing is the 5 mile stretch between I-295 and Exit 205 which, coincidentally, was just upgraded to three lanes in both directions. On any other portion of I-64 through New Kent, drivers can count on multiple slowdowns and other (some serious) traffic disruptions due to heavy traffic and impatient drivers. This is a project that cries out for early implementation, not just for New Kent County but for drivers across the growing Richmond metropolitan area.</p> <p>Chris Goebel, Co-Chair, Community Strategy Council, The Groves at Farms of New Kent</p>
FHW-47	I-64 Road Widening WB	\$129,309,000	TB4	one remaining sector of the RVA region that can and is currently experiencing an explosive growth spurt. This eastern region, including Western New Kent County is that sector. I-64, both eastern and western portions, between exits 205 and 211 already experience daily traffic volumes that exceed capacity at all peak periods (commuter and tourist). Slow downs, back ups, disabled vehicles and crashes are now almost a daily occurrence. With 2 truck stops located at exit 211, this further increases the vehicular intermix that leads to troublesome and inconsistent flow patterns on a 2 lane interstate. The time to address this is not 5, nor 10, nor 20 years from now, but now. This section of I-64 is not only vital to the unencumbered growth within New Kent but to the continuing growth of essential retail, medical, entertainment and transportation hubs within central Richmond.
FHW-47	I-64 Road Widening WB	\$129,309,000	TB4	Andrew Shine Operations Committee Chairperson Land Bay V The Groves. New Kent County is probably the fastest growing County in Virginia. With the 3 lanes already completed off 295 averaging 74,000 vehicles daily leading into the 2 lanes at exit 205 is of serious concern with the fast growing of New Kent and the surrounding areas. Lets also add in the seasonal traffic and bumper to bumper traffic thru this 2 lane area. The time to address this is now as the increasing traffic congestion will bring a negative impact to our growing Economy.

Interactive Map Comments June 2 - June 17, 2021 (<https://wikimapping.com/ConnectRVA2045.html>)

Project ID	Project Description	Project Inflated Cost	Time-band	Comment
FHW-47	I-64 Road Widening WB	\$129,309,000	TB4	<p>While we applaud the inclusion of off road trails and public transit in this recommended plan, it doesn't make sense to many of us who live in the close proximity suburban neighborhoods to include those in the allocation of funds for primary and secondary roads. After all, there are separate funding sources for these improvements (which we wholeheartedly support, by the way).</p> <p>I-64 East and West, as it traverses through New Kent County, carries more traffic than any other road in the entire area, over the course of each week. An average of two serious accidents per day occur along this stretch of I-64. Ignoring this obvious requirement until 2040-2045 is simply irresponsible.</p>
FHW-47	I-64 Road Widening WB	\$129,309,000	TB4	<p>Due to increased volume of traffic, especially during the summer months, almost all of I-64 between Richmond and Virginia Beach has been or will be widened to 3 lanes. The section in New Kent between I-295 and Exit 211 carries a high volume of traffic, an estimated 75,000 vehicles per day. Do not understand why widening this section would be pushed to 2045, causing a major bottleneck on I-64. In addition to the through traffic, New Kent County is forecasted for significant growth in population, putting more local vehicles on this road in coming years. Please consider reprioritizing this project.</p>
FHW-47	I-64 Road Widening WB	\$129,309,000	TB4	<p>Consider the impacts to surrounding communities of widening this stretch of freeway and inducing more traffic.</p>
FHW-47	I-64 Road Widening WB	\$129,309,000	TB4	<p>Hopefully this interstate widening won't be needed in 2040-45. Why not budget something less than \$129M to figure out a better way to move freight and people along this corridor?</p>
FHW-47	I-64 Road Widening WB	\$129,309,000	TB4	<p>Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads. Use this money to invest in passenger rail from Richmond to Hampton Roads instead. Regional rail to the airport & Providence Forge is a more sustainable way to increase capacity east of Richmond</p>
FHW-53	I-64 & Gaskins Rd Interchange Modification	\$82,291,000	TB4	<p>Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major intersections that will only induce more car travel. Invest in BRT/LRT instead.</p>
FHW-75	Judes Ferry Rd Widening	\$58,516,000	TB4	<p>Invest in transit to change the Richmond region's mode share and address climate change. Stop widening major trunk roads that will only induce more car travel/urban sprawl and that are far from today's population centers</p>
FHW-8	Carolina Ave Widening	\$61,288,000	TB4	<p>Adjacent warehouse development is driving this widening. We can't pay to supply this infrastructure when those companies should have built near existing corridors. It's no different than a tax subsidy. This can't be a priority until freight and transit is improved.</p>

ConnectRVA 2045 Website Comments

June 2- June 17

<https://www.connectrva2045.org/post/public-review-connectrva-constrained-project-list>

1. Mariia Zimmerman

Thanks for the chance to review and comment. Overall, this set of projects is too road/freeway heavy. Glad to see those projects included to provide trails and transit enhancements. Our region has a serious detriment of both leading to poor overall access and a big GHG impact. If road projects are needed, priority should be to design these to enable safer bicycling and better transit service. The scores for these projects is also hard to follow. Most seem to have very low equity or accessibility benefits, and the environmental benefits of road widenings are questionable at best. The entire set of projects should be evaluated as a whole for its impact on racial inequality and climate change.

2. Trevor Bullard

I agree with much of what's been said with regards to the feedback that these plans are much too heavily weighted toward building or widening roads, and not enough for people-centric investment. By reducing funds spent on roads and influencing the city in a transit/human-powered movement direction, Richmond will become fiscally stronger and will assist with reducing the impact on the Earth's climate. It's an absolute MUST that we significantly pare back the projects to make new roads or existing roads bigger for cars

3. DK Campbell

We need more pedestrian and bike infrastructure, widening roads and adding more highways reduces safety while increasing congestion. adding more biking and walking infrastructure helps reduce congestion in cities. We see this in effect via the first street cycle track. while it reduced a lane, it decreased congestion at lights allowing traffic to flow more smoothly. cycling and pedestrian infrastructure helps give access to the city for those who don't drive, reduces the burden on roads and helps reduce traffic injuries and fatalities.

4. Wyatt Gordon

Funding any highway expansions or additional lanes is akin to committing climate arson. Our region doesn't have a problem with traffic, and we know from studies and decades of experience that building more lanes only encourages more people to drive. Look up "induced demand." We have the worst funded transit system in the country per capita. The vast majority of residents in Greater Richmond don't have sidewalks or walking and biking paths to take care of their basic needs outside of a car. We can't double down on costly and deadly car dependency by wasting 87% of our transportation funding for the next 25 years on more highways. All of the road projects got scores 3x lower than the walking and biking projects, 2x lower than the transit investments, and almost every public comment so far has been against more highway spending. When you produce a set of projects that ignores what residents want and what your own scoring metrics, then it's no wonder that people disengage from these "participatory" processes. Do better.

5. Susan Barstow

If this is to be anything resembling a conscientious, realistic, and forward-thinking plan, it must focus on mass transit, ride sharing, cycling, and walking. A plan that seeks to build, expand, and widen private-vehicle roads is not the answer. Highway and road expansion is not the answer to the grievous climate crisis we now face, and it is not the answer to the deep inequities in access that have become entrenched in our cities and towns. I hope that Virginia can be leader in building a transportation network that prioritizes public transit, ride shares, bikes, and pedestrians.

6. Jeremy Hoffman

An overwhelming majority of these projects are for highway/road expansion without any affordance for active transportation or transit-only lanes. If you emphasize projects that privilege driving over any other form of transportation, then all you get is more private vehicle traffic and dependence. This plan should highlight the potential of revolutionizing our transportation system to promote healthy living in safe, connected neighborhoods and efficient public transportation. The current majority of projects that emphasize private vehicle use will only promote further sprawl, traffic, congestion, pedestrian and cyclist deaths and injuries, and overall

disconnection of our communities. I disapprove of this current focus and hope that you can take a clear stance that widening/expanding roads for more cars is NOT something that we should be doing now and into the future!

7. doug.allen757

Please do not consider any projects that add car-only lanes to existing roads and highways. The induced demand created by additional lane miles will not fix congestion and will attract more driving, further worsening the issues of traffic, congestion, climate change, and sprawl.

Sulabh Aryal

To: Sulabh Aryal
Subject: FW: Public Review: ConnectRVA 2045 - Cost Constrained List of Regional Projects (6-2-2021 Draft)

From: Billy Rohrig <brohrig@hotmail.com>
Sent: Wednesday, June 2, 2021 7:30 PM
To: RRTPO <rrtpo@planrva.org>
Subject: Re: Public Review: ConnectRVA 2045 - Cost Constrained List of Regional Projects (6-2-2021 Draft)

Sent from my iPhone

On Jun 2, 2021, at 5:23 PM, RRTPO <rrtpo@planrva.org> wrote:

Good afternoon –

You are receiving this email because you have either served on a committee of the Richmond Regional Transportation Planning Organization (RRTPO) or have been identified as an interested party. The Richmond Regional Transportation Planning Organization (RRTPO) continues to work on [ConnectRVA 2045](#), the Richmond region's Long-Range Transportation Plan (LRTP). ConnectRVA 2045 will be a significant decision tool to guide how the RRTPO and its partners can address the transportation needs of the Richmond region now and in the future. The ConnectRVA 2045 Advisory Committee (AC) has led the development of the plan with the power to make decisions guiding the process and outcomes.

The comprehensive list of all possible projects that address the needs of the region, or "Universe of Projects" was approved on May 6, 2021. The next step of the process is to work from the [overall scoring](#) of the Universe of Projects to develop a proposed plan that is "constrained" or limited by the funds available for planning, design and construction. The budget is based on projected funding or revenue streams over a 25-year planning horizon of the year 2045.

The draft [Constrained Project list](#) and online interactive maps ([map 1](#)) ([map 2](#)) are now available for your review. Comments may be related to projects that you feel are not mentioned but are needed, projects that should not be included, projects you support, or general questions of clarity. The Constrained Project list addresses the region's issues identified earlier in the process and serves as the foundation for the ConnectRVA 2045 Plan, providing project priorities by phase or time band while considering total costs of implementation and available funds.

Please share this email with anyone you think may be interested in the region's transportation system. The comment period will be open **until 5:00 PM on June 17, 2021**. All comments will be provided to the AC and RRTPO Policy Board before they vote on the Constrained Project List in early July.

If you have any questions, please contact Chet Parsons (cparsons@planrva.org) or Sulabh Aryal (saryal@planrva.org).

<image001.png>

Richmond Regional Transportation Planning Organization
9211 Forest Hill Avenue, Suite 200
Richmond, Virginia 23235
(804) 323-2033
www.PlanRVA.org

Please do not print this email unless it is necessary. Every unprinted email helps the environment.

This is so useless and just full of RRTPO, LRTP and more crap that means nothing but give someone a high paying job. If I look at it how will I know when VDOT will make improvements to Ashland road? It nothing more than a wish list. Give it to Santa next year.

Sulabh Aryal

From: Stephanie & Mark Culbertson-Murdoch-Kitt <thekittersons@gmail.com>
Sent: Thursday, June 03, 2021 6:06 AM
To: Sulabh Aryal
Subject: Re: Error with ConnectRVA 2045
Attachments: image001.jpg

Thank you Sulabh!

On Wed, Jun 2, 2021, 11:00 PM Sulabh Aryal <SAryal@planrva.org> wrote:

Stephanie,

Thank you for letting us know about this error. This issue is with all the projects. The spatial location and the project description do not match for any project. I think this could be because of a technical glitch with the software. We will work on fixing this tomorrow morning.

We have also recorded your input about the Belvidere/Chamberlayne Intersection.

Thank you for participating in the ConnectRVA 2045 planning process. We appreciate your comment.

Sulabh

Check out ConnectRVA2045.org and help us update our regional transportation plan!



Sulabh Aryal, AICP

Transportation Planning Manager

804-924-7045 (New)

saryal@PlanRVA.org

9211 Forest Hill Avenue, Suite 200

Richmond, Virginia 23235

www.PlanRVA.org

From: Stephanie & Mark Culbertson-Murdoch-Kitt <thekittersons@gmail.com>

Sent: Wednesday, June 02, 2021 10:12 PM

To: Chet Parsons <CParsons@planrva.org>; Sulabh Aryal <SAryal@planrva.org>

Subject: Error with ConnectRVA 2045

Good evening,

It looks like there is an error with the interactive map. The Belvidere/Chamberlayne intersection is showing up as Pouncey Tract (please see attachment). I'm not sure if this can be fixed, so I'd like to email my input on this project. I am in favor as hopefully it will increase pedestrian safety along Chamberlayne where according to Vision Zero, there are many pedestrian injuries and fatalities. In fact, it would be great if it could be moved from TB2 to TB1, or at least be done the first year of TB2.

Thank you for your time.

Stephanie

Sulabh Aryal

From: Virginia Cowles <vipcowles@gmail.com>
Sent: Thursday, June 10, 2021 5:28 PM
To: Sulabh Aryal
Cc: Karen E Rosenblum
Subject: PUBLIC COMMENT ON THE ConnectRVA 2045 Constrained List
Attachments: Bus Stop 1313 Route 1C ice storm Feb 18 2021 test(1).jpg

Because I have tried to use the interactive maps with little success, I am submitting my comments by email.

Since its 2019 survey of pedestrian accommodations for bus riders along West Broad Street in Henrico County, the Transportation Committee of the League of Women Voters of the Richmond Metropolitan Area has supported improvements in pedestrian infrastructure--sidewalks, crosswalks, pedestrian traffic signals--for the accessibility and safety of bus riders. We are pleased to see UPC #118470, #111637, and #115417 among the committed projects of the Cost Constrained List of Regional Projects. UPC #118497 also sounds promising.

The LWV-RMA would like to see FHW-123 moved to the Time Band 1 list. Bus riders need sidewalks for safety all along West Broad Street now, not ten years from now.

In 1987, after a year of study, the LWV-RMA voted to support public transportation in the Richmond area. Therefore we are happy to see FTR1 and FTR 6 on The Time Band 1 Cost Constrained List of Regional Projects and are glad that FTR 3, FTR 4, and FTR 8 are included in the constrained list, though we wish they had a higher priority.

The LWV-RMA also recognizes the great need for FPR-8.

Thank you for giving the public an opportunity to comment on the Constrained List of Regional Projects.

Virginia Cowles
Chair, Transportation Committee
League of Women Voters
Richmond Metropolitan Area

cc: Karen Rosenblum, Vice President for Program, LWV-RMA

attached image used with permission from GRTC

Sulabh Aryal

From: Paige Hausburg <paigehausburg@aol.com>
Sent: Monday, June 14, 2021 6:07 PM
To: ConnectRVA2045
Subject: Comments

Hi, please see my comments.

New and wider roads on the outskirts of the region fuel sprawl, subsidizing the conversion of farms and forests to low-density development, and diverting economic investment from the city and older suburbs.

At a time when every possible action must be taken to address the climate crisis, and when the stated Goals and Objectives of the plan are nominally centered around the development of an equitable multimodal transportation network for the region, such a massive expansion of roads on the outer edges of our region would undermine both.

Please don't get rid of our farms and beautiful country side. Less traffic is better

Paige Hausburg

Sent from my iPhone

Sulabh Aryal

From: Jennifer Grogan <reply-to+dfcb10b3d20e@crm.wix.com>
Sent: Tuesday, June 15, 2021 9:54 AM
To: ConnectRVA2045
Subject: [ConnectRVA2045] Engagement - new submission

Follow Up Flag: Follow up
Flag Status: Flagged

Jennifer Grogan just submitted your form: Engagement
on [ConnectRVA2045](#)

Message Details:

First Name: Jennifer

Last Name: Grogan

Email: jenniferrsgrogan@gmail.com

Phone 2: 17817528582

Subject: comments on ConnectRVA plan

Message: Building more roads and widening existing roads makes no sense in a time when we should all be trying to limit private automobile/truck driving. Research has consistently shown that more and wider roads are an incentive for more driving, traffic and pollution. Our efforts should be on mass transit, expanding bike lanes and other means of alternative transportation, and increasing pedestrian safety and access. Thank you.

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.



Sulabh Aryal

From: Nicole Mueller
Sent: Tuesday, June 15, 2021 4:06 PM
To: Sulabh Aryal; Chet Parsons
Subject: FW: Planning Projects Public Comment

Fyi, just received below message.

Nicole

-----Original Message-----

From: Plan RVA <tech@westcarygroup.com>
Sent: Tuesday, June 15, 2021 4:01 PM
To: Nicole Mueller <nmueller@planrva.org>
Subject: Planning Projects Public Comment

Name: Wyatt Gordon
Email: wyatt@vcnva.org
Message:

The metrics for choosing projects overweight speed and ignore the environmental and social costs of expanding highways and road lanes. We need new metrics that prioritize walking and biking facilities, transit access, and the reduction of air pollution. We have one of the highest rates of asthma in the country and one of the worst funded transit systems in the nation. There is no reason for these rankings to build out more highway lane miles no one needs as ever more people continue to work from home.

Sulabh Aryal

From: Frederick Fisher <fsfisher@aol.com>
Sent: Wednesday, June 16, 2021 3:54 PM
To: ConnectRVA2045
Cc: Stewart Schwartz; Sebastian Shetty
Subject: Comments on the ConnectRVA 2045 Long Range Transportation Plan

Ladies and Gentlemen:

I live in Charles City County and frequently use Route 5 to go to Richmond. I am also a member of the Partnership for Smarter Growth. My position on the ConnectRVA 2045 Long Range Transportation Plan agrees completely with the position of the Partnership for Smarter Growth which I have copied below. In particular, the proposed widening of Route 5 in Varina and the proposed new bridge to cross the James River to land in Varina would be disastrous for Varina and for the future of Route 5 as a scenic rural road. Please remove the proposed widening of Route 5 and the proposed new bridge from the ConnectRVA 2045 Long Range Transportation Plan.

Thank you very much,
Frederick S. Fisher
6801 Westover Road
Charles City, Virginia 23030-3327
804 829-2502

This plan -- **the ConnectRVA 2045 Long Range Transportation Plan (LRTP)** -- is a recipe for more sprawling development and more traffic, repeating the mistakes of Northern Virginia. The new and widened roads proposed for the outer parts of our region, paid for with taxpayer funds, will fuel real estate speculation and low-density development sprawling ever outwards. Here are just a few examples:

1. Widening Route 6 through rural Goochland to four lanes.
2. Widening Route 5 and in rural Eastern Henrico to four lanes (previously rejected by residents).
3. Fueling more development in SW Chesterfield with extension of the Powhite, widening U.S. 60, and more.
4. Fueling development in western Hanover by expanding U.S. 33, Cauthorne Rd, and Ashland Road.

While the plan includes a number of bus rapid transit (BRT) extensions - to Ashland, to the airport, to Varina, to Short Pump, and to Chesterfield Town Center and beyond -- and we express general support, we believe that more frequent BRT and regular bus service on more routes within the city and inner suburbs should come before very long BRT extensions to outer areas.

While there are great trail investments (including [the Fall Line Trail](#) between Richmond and Ashland and Richmond and Petersburg) the plan should also include a transit-oriented development strategy by funding packages of bike/pedestrian networks in and around transit centers. These ARE regional investments in that they create places to live where people are able to drive much less.

New and wider roads on the outskirts of the region fuel sprawl, subsidizing the conversion of farms and forests to low-density development, and diverting economic investment from the city and older

suburbs. At a time when every possible action must be taken to address the climate crisis, and when the stated Goals and Objectives of the plan are nominally centered around the development of an equitable multimodal transportation network for the region, such a massive expansion of roads on the outer edges of our region would undermine both.

Sulabh Aryal

From: Chet Parsons
Sent: Wednesday, June 16, 2021 3:49 PM
To: Sulabh Aryal; Barbara Jacocks
Cc: Myles Busching
Subject: FW: Connect RVA

FYI below

Visit us at www.connectrva2045.org to help shape the future of transportation in our region.

Chet Parsons, AICP CTP
Director of Transportation
804.924.7039
cparsons@PlanRVA.org

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Richmond, Virginia 23235
www.PlanRVA.org

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-----Original Message-----

From: Stokes Mccune <stokesmccune@aol.com>
Sent: Wednesday, June 16, 2021 3:27 PM
To: Chet Parsons <CParsons@planrva.org>
Subject: Connect RVA

Dear Mr. Parsons:

I am emailing in regard to the proposed "Wilton on the James" Shared Use Path in the Constrained Project List for the ConnectRVA 2045 LRTP plan.

My initial question is, when was this particular project added to the proposed list of projects? Also, can you share any other details about the proposed shared use path?

I am an adjacent landowner, and I do not feel as though I had adequate opportunity to submit public comment as this project was not included in the initial ConnectRVA Universe of Projects.

If there is any additional information that you can provide, I would greatly appreciate it.

Kindly,

Stokes McCune
(804) 356-1093
1930 Pearces Creek Lane
Henrico, VA 23231

Stokes McCune

Sulabh Aryal

From: Ryan McElhaney <reply-to+5a9943985983@crm.wix.com>
Sent: Wednesday, June 16, 2021 9:08 PM
To: ConnectRVA2045
Subject: [ConnectRVA2045] Engagement - new submission

Ryan McElhaney just submitted your form: Engagement
on [ConnectRVA2045](#)

Message Details:

First Name: Ryan
Last Name: McElhaney
Email: boromm@gmail.com
Phone 2: 4342479339
Subject: -

Message: Study after study has proven expanded roads just increases car traffic while doing minimal to reduce time spent traveling, we should focus on proven methods of reducing travel/car traffic ie multimodal traffic like busses, bikes, scooters etc. More asphalt won't solve our transportation problems, smarter uses of the asphalt we already have will, especially given the infrastructure issues we already have with non permeable surfaces and our inability to drain water on good days, let alone heavy storm days in our "good" high income neighborhoods compared to South side.

If you think this submission is spam, [report it as spam](#).

To edit your email settings, go to your Inbox on desktop.



Sulabh Aryal

From: Sebastian Shetty <sebastian@psgrichmond.org>
Sent: Thursday, June 17, 2021 4:40 PM
To: ConnectRVA2045
Cc: Stewart Schwartz; Trip Pollard
Subject: PSG Constrained Project List Feedback
Attachments: ConnectRVA 2045 Constrained Project List Comment 6_17_21 COB.pdf

Hello,

Please find in the attached PDF Partnership for Smarter Growth's feedback regarding the draft Constrained Project List for the ConnectRVA 2045 LRTP.

Thank you,
Sebastian Shetty on behalf of PSG

--

Sebastian Shetty



Coordinator for Policy and Administration
Partnership for Smarter Growth
sebastian@psgrichmond.org | (757) 390-9930
<https://www.psgrichmond.org/>

PARTNERSHIP *for* SMARTER GROWTH

Dear PlanRVA Officials and Staff,

Upon review of the Constrained Project List for the ConnectRVA 2045 Long Range Transportation Plan, we were disappointed to find that the vast majority of the projects selected for inclusion are highway construction or expansion projects, despite the urgent need and clear public preference for investment in active and sustainable transportation infrastructure. In contrast to the Vision and Goals established in earlier stages of the LRTP process, which among other things highlight the need for improvements in accessibility and environmentally friendly mobility, 87% of planned funding per this draft is dedicated to highway expansion and construction projects. Among these highway projects are a disproportionate number on the edges of the region that would serve to drive sprawling greenfield development, undermine existing communities, induce traffic, and drive our greenhouse gas emissions higher at a time when addressing the climate crisis has never been more important.

At a minimum, the following projects should be removed from the Constrained Project List, as they are both broadly opposed by residents and would serve to dramatically undermine Central Virginia's and the Commonwealth's efforts to reduce greenhouse gas emissions, create a more equitable transportation system, and reinvest in our existing infrastructure and communities.

1. Widening Route 6 through rural Goochland to four lanes.
2. Widening Route 5 and in rural Eastern Henrico to four lanes (previously rejected by residents).
3. Road expansion in SW Chesterfield with extension of the Powhite, widening U.S. 60, and more.
4. Road expansion in western Hanover by expanding U.S. 33, Cauthorne Rd, and Ashland Road.

While the plan includes a number of high-frequency transit improvements -- and we express general support for these projects, we believe that more frequent BRT and regular bus service on more routes within the city and inner suburbs should receive top priority. In addition, a number of the BRT projects should be moved from the Vision plan to the Constrained Project List, particularly in light of how well these projects scored. However, all BRT projects do not have the same priority. Among other things, before investing in BRT along Rt. 5 into Varina, funding should be provided to extend BRT service to Short Pump and along the North/South Rt. 1

corridor since these projects would serve far more people and serve to connect low-income and minority communities to expanded employment and education opportunities - a critical equity component.

While trail investments are included that we support (such as the Fall Line Trail between Richmond and Ashland and Richmond and Petersburg) the plan should also include a transit-oriented development strategy that funds packages of bike/pedestrian networks in and around transit centers, and that connect more existing communities to the Fall line Trail. These are regional investments that create places to live where people are able to drive much less.

In contrast, new and wider roads on the outskirts of the region fuel sprawl, subsidizing the conversion of farms and forests to low-density development, and diverting economic investment from the city and older suburbs. At a time when every possible action must be taken to address the climate crisis, and when the stated Goals and Objectives of the plan are nominally centered around the development of an equitable multimodal transportation network for the region, such a massive expansion of roads on the outer edges of our region would undermine both of these critical goals, and these projects should be eliminated from the Constrained Project List.

Thank you for your hard work on the drafting of our region's LRTP, and for the opportunity to weigh in through each stage of the planning process. We look forward to staying involved in the process, and to working together to create a stronger, more sustainable Richmond region.

Sincerely,

Partnership for Smarter Growth

