



Long Range Transportation Plan Advisory Committee

Universe of Projects – Public Review

Richmond Regional Transportation Planning Organization

REQUESTED ACTION: LRTP AC approval to begin the process of testing projects highlighted in the Universe of Projects. Staff will use the data driven process approved by the AC to score, rank, and prioritize the Universe of Projects into a refined draft cost constrained project list.

BACKGROUND: The public review period for the Universe of Projects ran from March 8, 2021 until March 23, 2021 to invite public comment and suggestions on potential projects to be considered for ConnectRVA 2045.

The purpose of this stage of the planning process is to set the foundation for all the projects that RRTPO will test and rank for possible inclusion in the draft plan (this is what we are referring to as the Universe of Projects). By being on this list it doesn't mean any project is approved or that it is included in the plan - we still need to go through data-driven travel demand model testing, benefit/cost analysis, and equity/social impact testing on each potential project.

After that analysis is complete, the ranking of priority projects can be performed and compared with expected funding allocations to set the draft constrained plan. These steps will happen between now and September, with multiple opportunities for public feedback and engagement.

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 148 total comments across this range of opportunities for engagement over the 16 day period. A compilation of the comments is included for LRTP AC information.

STAFF RECOMMENDATION: Staff recommends moving forward with project testing to establish scores, project benefits, and rankings for each of the potential projects. Staff also supports extending the time period for public comment on the Universe of Projects if the LRTP Advisory Committee wishes to provide more time.

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

RESOLVED, that the Richmond Regional Transportation Planning Organization (RRTPO) LRTP Advisory Committee approves the Universe of Projects as presented and authorizes staff to begin the testing process to score, rank, and prioritize the Universe of Projects into a refined draft cost constrained project list.

Interactive Map Comments

Project ID	Project Cost	Project Description	Comment
AT-1	\$632,347	Chesterfield Fall Line Trail: Segment 2B - MM 4.0 to MM 9.4 (Only Portion Within RRTPO)	Good project.
AT-1	\$632,347	Chesterfield Fall Line Trail: Segment 2B - MM 4.0 to MM 9.4 (Only Portion Within RRTPO)	I cannot wait to see the full Fall Line Trail built out. It will be transformative for South Richmond.
AT-11	\$16,171,264	Richmond Fall Line Trail: Walmsley to Bellemeade	Good project.
AT-12	\$970,857	Richmond Fall Line Trail: Segment 4B - MM 20.7 to MM 21.8	Excellent
AT-12	\$970,857	Richmond Fall Line Trail: Segment 4B - MM 20.7 to MM 21.8	Good project.
AT-13	\$5,722,345	Richmond Fall Line Trail: Segment 4C - MM 21.8 to MM 23.9	Good project.
AT-14	\$601,708	Richmond Fall Line Trail: Segment 4D - MM 23.9 to MM 24.3	This would be very helpful and improve safety.
AT-15	\$1,077,074	Richmond Fall Line Trail: Segment 5B - MM 25.6 to MM 26.6	Good project.
AT-16	\$3,144,408	Richmond Fall Line Trail: Segment 5C - MM 26.6 to MM 27.6	Good project.
AT-17	\$1,434,866	Richmond Fall Line Trail: Segment 5D - MM 27.6 to MM 28.5	Good project.
AT-18	\$327,066	Richmond Fall Line Trail: Segment 6A - MM 28.5 to MM 30.5	Good project.
AT-2	\$12,585,736	Chesterfield Fall Line Trail: Park Ext to Chester Rd.	Good project.
AT-23	\$4,200,000	Henrico Fall Line Trail Phase 6: Villa Park	I support the entire Fall Line project. Please fund this north-south route.
AT-26	\$14,303,410	Multi-use trail on the CSX right-of-way in Southside Richmond	Great project. Good opportunity to connect to the Fall Line Trail.
AT-26	\$14,303,410	Multi-use trail on the CSX right-of-way in Southside Richmond	I support this project and am glad to see it is finally being funded.
AT-27	\$3,759,546	Separated, paved, multi-use paths through the East End of Richmond along Gillies Creek.	Excellent - this is a much needed link for the East End. Congratulations for getting us to this stage.
AT-27	\$3,759,546	Separated, paved, multi-use paths through the East End of Richmond along Gillies Creek.	Good project.
AT-27	\$3,759,546	Separated, paved, multi-use paths through the East End of Richmond along Gillies Creek.	I support this project
AT-27	\$3,759,546	Separated, paved, multi-use paths through the East End of Richmond along Gillies Creek.	This is a much needed connector trail.
AT-28	\$1,164,000	Trail through West Creek area of Goochland County	How is this considered active transportation? This is an isolated recreational trail that barely provides any connection to adjacent residential areas, much less other destinations to be accessed by pedestrians or bicyclists.
AT-28	\$1,164,000	Trail through West Creek area of Goochland County	This is a beautiful facility and it needs additional trailheads to serve the public.
AT-3	\$4,170,684	Chesterfield Fall Line Trail: Segment 2D - MM 10.7 to MM 12.9	Good project.
AT-30	\$6,000,000	Cox Rd Bike Facility	Off Road shared use path would be great along Cox Rd and Dominion Blvd. Find a way to connect this area to the Fall Line.
AT-31	\$2,600,000	Nuckols Road Multiuse Trail	Find a way to connect shared use path from Nuckols Rd to Fall Line. One option is to consider Mountain Rd.
AT-31	\$2,600,000	Nuckols Road Multiuse Trail	Is this really the only east-west active transportation project north of Richmond until Ashland?
AT-34	\$16,800,000	Shared Use Path (school complex to New Kent County line)	Good idea to connect New Kent to the VCT

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AT-34	\$16,800,000	Shared Use Path (school complex to New Kent County line)	Good project.
AT-34	\$16,800,000	Shared Use Path (school complex to New Kent County line)	Good project.
AT-34	\$16,800,000	Shared Use Path (school complex to New Kent County line)	Very good idea!
AT-35			Sharad use path along east of Sadler Rd is great. In addition, consider adding sidewalk along west side of Sadler Rd.
AT-35			Why is this shown as an isolated path that doesn't even terminate at an intersection that provides a connection to a road within Innsbrook? Why doesn't it connect to the proposed bike lanes on Cox to create a functional network?
AT-36	\$700,000	Combination of shared-use path on Hospital Street and two-way cycletrack along Oliver Hill Way to connect to the cycletrack being designed as part of the Shockoe Streets Improvement Project with a terminus at Balding Street	Good project.
AT-36	\$700,000	Combination of shared-use path on Hospital Street and two-way cycletrack along Oliver Hill Way to connect to the cycletrack being designed as part of the Shockoe Streets Improvement Project with a terminus at Balding Street	Please complete this section to honor Charles Price and his work in Richmond
AT-37	\$1,600,000	Shared Use Path (eventually connecting Stratton Park to Pocahontas State Park)	Chesterfield County desperately needs more off-road trail connections
AT-37	\$1,600,000	Shared Use Path (eventually connecting Stratton Park to Pocahontas State Park)	Good idea. Can this project be expanded further.
AT-5	\$3,880,791	Chesterfield Fall Line Trail: Segment 3B - MM 13.6 to MM 14.9	Good project.
AT-6	\$6,947,577	Chesterfield Fall Line Trail: Segment 3C - MM 14.9 to MM 16.8	Good project.
AT-8	\$1,579,069	Chesterfield Fall Line Trail: Segment 3D - MM 16.8 to MM 17.7	Good project.
AT-9	\$12,547,061	Chesterfield Fall Line Trail: Falling Creek Ave. to Food Lion	Good project.
BR-10	\$24,000,000	Mayo Bridge (South) Rehabilitation	Include bike lanes on any new bridge.
BR-12	\$16,000,000	Mayo Bridge (North) Rehabilitation	Include bike lanes on any new bridge. This bridge probably needs a road diet.
BR-4	\$13,451,250	I-195 bridge over VA-197 & CSX	Like
BR-9	\$11,745,468	Cary Street Bridge over I-195/CSX Rehabilitation	I Agree
BR-9	\$11,745,468	Cary Street Bridge over I-195/CSX Rehabilitation	Like
HW-100	\$25,000,000	Construction of a new two-lane road with bike/ped facilities on Springfield Rd between Francistown Rd and Olde Millbrooke Way	Include off road shared use path, potentially connect to Fall line via Mountain Rd.
HW-106	\$45,000,000	Construction of Innovative Intersection: Median u-turns all approaches (US-1 & West Hundred Rd)	What improvements? This project needs details before it can be evaluated for merits
HW-110	\$29,000,000	Widen US-33 from 2L to 4L between Winns Church Rd and Ashland Rd	Add off road shared use path.
HW-110	\$29,000,000	Widen US-33 from 2L to 4L between Winns Church Rd and Ashland Rd	Add off road shared use path.
HW-110	\$29,000,000	Widen US-33 from 2L to 4L between Winns Church Rd and Ashland Rd	Add off road shared use path.
HW-116	\$33,000,000	Widen US-60 from 4L to 6L between Page Rd and Watkins Centre Parkway	I hope this widening includes a bicycle facility

Interactive Map Comments

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HW-118	\$40,000,000	Widen US-60 bridge over Belt Blvd and extend deceleration and acceleration lanes over CSX	This area needs sidewalks and bike lanes more than new travel lanes.
HW-121	\$55,000,000	Widen VA-10 from 4L to 6L between Jessup Rd and VA-288	Sidewalks and buffered bike lanes should be included in any widening of Route 10.
HW-127	\$30,000,000	Construction of a Full Cloverleaf Interchange without traffic signals at VA-150 & N. Huguenot Rd	I don't think this is needed at this time. The current situation is working for now.
HW-127	\$30,000,000	Construction of a Full Cloverleaf Interchange without traffic signals at VA-150 & N. Huguenot Rd	This project seems excessive. I've never experienced congestion at this location that would warrant such modification. Funds would be better spent on active transportation such as sidewalks and bike lanes on Huguenot.
HW-129	\$5,000,000	Elimination of On and Off-Ramps at VA-150 & Strathmore Rd	Have you talked to the Defense Supply Center about this?
HW-132	\$3,493,206	Construction of a Partial Cloverleaf Interchange with contraflow left turns at VA-150 & US-60	This project seems excessive. Congestion in this area does not seem to originate from the interchange.
HW-134	\$42,700,000	Widen VA-288 from 4L to 6L between VA-76 and US-360	288 does not need to be wider. Congestion is largely limited to peak hours and can be addressed in other ways
HW-134	\$42,700,000	Widen VA-288 from 4L to 6L between VA-76 and US-360	This seems like a high cost for little benefit.
HW-14	\$20,000,000	Widen Chester Rd from 2L to 4L between Kingsdale Rd & US-1	Widening should include buffered bike lanes and sidewalks or shared use path.
HW-149	\$20,000,000	Interchange Improvements at VA-288 & US-60	This interchange is currently functioning well. I don't think this large of an investment is required here.
HW-151	\$86,391,500	Widen VA-6 from 2L to 4L between Maidens Rd & Hermitage Rd	I hope this widening incudes a bicycle facility
HW-153	\$23,185,612	Construction of a choice lane at NB VA- 150 off loop ramp diverge. Widening of NB VA-76 express lane to 3 lanes to VA- 150 interchange	Not sure there is currently a problem with this interchange. Project seems excessive. Spend the money elsewhere.
HW-153	\$23,185,612	Construction of a choice lane at NB VA- 150 off loop ramp diverge. Widening of NB VA-76 express lane to 3 lanes to VA- 150 interchange	This is a very confusing interchange; but this seems like the best plan.
HW-154	\$14,226,544	Construction of a choice lane at SB VA- 150 off loop ramp diverge	No issues with this interchange. Project is excessive. Spend the money elsewhere.
HW-156	\$40,800,000	Powwhite Parkway Extension: New 4L road between Little Tomahawk Creek & Otterdale Rd	Could a shared-use path be developed in the same ROW to connect some of these outer neighborhoods?
HW-159	\$66,800,000	Powwhite Parkway Extension: New 4L road between Duval Rd & US-360	This project is not needed and will induce further sprawl
HW-161	\$30,000,000	Widen Walmsley Blvd from 2L to 4L between Broad Rock Blvd and US-1	Widening should include buffered bike lanes and sidewalks.
HW-164	\$5,000,000	Widen Woodman Rd from 2L to 4L between Hermitage Rd & Hilliard Rd	I live 3 houses in from this part of Hermitage/Woodman Road. I cannot see why the road needs to be widened for vehicles. This stretch of road badly needs pedestrian and bicycle safety improvements, however. Neighbors walk down and cross this road with pets and children constantly. There is no way for children to safety walk to Moody Middle School from areas across or further south on Hermitage/Woodman. There is no way to cross the intersection of Hermitage/Hilliard.

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HW-170	\$36,300,000	Widen US-1 from 4L to 6L between Ashcake Rd & Southern Town Line	I hope this road widening includes a bicycle facility
HW-176	\$25,000,000	Widen Midview Rd from 2L to 4L with bike/ped facilities between New Market Rd & Darbytown Rd	Hell no! There has been no public outreach nor education to explain why and how is this beneficial to the community. There hasn't even been conversations w/ any of the community groups which is the LEAST amount of work you can do. Oppose any widening of Rt 5 or Midview RD until there have been studies and community input. You all know better than that!! Stop messing w/ Varina and try to slide this projects without the community participation!
HW-177	\$52,000,000	Widen New Market Rd (VA-5) from 2L to 4L with bike/ped facilities between Laburnum Ave & New Osborne Tpk	Hell no! There has been no public outreach nor education to explain why and how is this beneficial to the community. There hasn't even been conversations w/ any of the community groups which is the LEAST amount of work you can do. Oppose any widening of Rt 5 until there have been studies and community input. You all know better than that!! Stop messing w/ Varina and try to slide this projects without the community participation!
HW-177	\$52,000,000	Widen New Market Rd (VA-5) from 2L to 4L with bike/ped facilities between Laburnum Ave & New Osborne Tpk	The widening of Route 5 was rejected years ago after severe opposition from the residents of eastern Henrico and the City of Richmond. Instead of adding more pavement to this scenic, historic corridor - consider installing more roundabouts and traffic calming measures. Additionally, I request that the public comment period be extended to allow for more input as the two week turnaround is insufficient to gather feedback from each jurisdiction.
HW-177	\$52,000,000	Widen New Market Rd (VA-5) from 2L to 4L with bike/ped facilities between Laburnum Ave & New Osborne Tpk	I don't think this is needed. The capital trail already exists along the corridor. The local community seems opposed to widening Route 5. A larger road would probably have a negative effect on the Capital Trail.
HW-178	\$20,000,000	Widen Old Osborne Turnpike (VA-5) from 2L to 4L with bike/ped facilities from Richmond City Limits to New Osborne Tpk	Hell no! There has been no public outreach nor education to explain why and how is this beneficial to the community. There hasn't even been conversations w/ any of the community groups which is the LEAST amount of work you can do. Oppose any widening of Rt 5 until there have been studies and community input. You all know better than that!! Stop messing w/ Varina and try to slide this projects without the community participation!
HW-178	\$20,000,000	Widen Old Osborne Turnpike (VA-5) from 2L to 4L with bike/ped facilities from Richmond City Limits to New Osborne Tpk	For a plan to help support all types of transit, this plan sure does have a massive number of projects and the lions share of funding focused on projects that widen and extend roads. I would have liked to see more pedestrian and bike infrastructure in underserved areas throughout the region that could benefit greatly from such programs.
HW-178	\$20,000,000	Widen Old Osborne Turnpike (VA-5) from 2L to 4L with bike/ped facilities from Richmond City Limits to New Osborne Tpk	I don't believe it's worth widening route 5. I'm strongly opposed to this measure.
HW-22	\$65,000,000	Widen Darbytown Rd from 2L to 4L between Richmond City Line & Laburnum Ave	This road widening should not proceed and an alternative context sensitive transportation plan should be developed for rural eastern Henrico

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Project ID	Project Cost	Project Description	Comment
HW-22	\$65,000,000	Widen Darbytown Rd from 2L to 4L between Richmond City Line & Laburnum Ave	Widening should include buffered bike lanes as well as sidewalks or a shared use path.
HW-24	\$10,958,325	Fairground Rd Extension: New 2L road between Sandy Hook Rd & River Rd	I hope they are building the ballfields and other recreation amenities some place else to make up for this loss of open space for play
HW-25	\$12,000,000	Widen Forest Hill Ave from 2L to 4L between W 47th St & Semmes Ave	There are already bike lanes here. No additional car capacity needed. Expansion will only induce demand away from existing toll routes.
HW-29	\$45,000,000	Construction of Innovative intersection: Quadrants NW and SE (Huguenot Rd & Robious Rd)	Not sure what the project is or what is being improved. Seems like a lot of money with no plan or stated goal. How about spending some money on pedestrian accommodations in this area?
HW-29	\$45,000,000	Construction of Innovative intersection: Quadrants NW and SE (Huguenot Rd & Robious Rd)	What is the improvement? This is a very expensive intersection project without any details provided.
HW-38	\$31,950,000	Construction of an EB & WB auxiliary lane between Exit 178 (US-250) and Exit 180 (Gaskins Rd). Reconstruction of Cox Rd Bridge. Widening of EB US-250 (W Broad Street/Short Pump) to EB I-64 ramp to two lane.	Do we really have enough traffic to justify widening all these highways? There is so much money going into these projects that could be used for healthier forms of transportation
HW-39	\$31,950,000	Construction of an EB & WB auxiliary lane between Exit 178 (US-250) and Exit 180 (Gaskins Rd). Reconstruction of Cox Rd Bridge. Widening of EB US-250 (W Broad Street/Short Pump) to EB I-64 ramp to two lane.	Does this mean widening the road? If so, why widen the road? Funds that could be better used elsewhere
HW-4	\$43,500,000	Widen Ashland Rd from 2L to 4L between Henrico County Line & US-33	Add off road shared use path.
HW-5	\$32,000,000	Widen Ashland Rd from 2L to 4L between US-33 & Blanton Rd	Add shared use path.
HW-60	\$65,000,000	Improvement of interchange configuration at Belvidere St/Chamberlayne Ave (Exit 76)	Must be fixed, but how?
HW-60	\$65,000,000	Improvement of interchange configuration at Belvidere St/Chamberlayne Ave (Exit 76)	No cost estimate?
HW-61	\$120,000,000	Improvement of interchange configuration at Broad Street and I-64 (Exit 74 to Exit 75)	Challenging interchange; but impossible to envision how it would be reconfigured without drawings to decide if it would be an improvement.
HW-7	\$28,000,000	Widen Cauthorne Rd from 2L to 4L between Ashland Rd & Henrico County Line	Add shared use path.
HW-7	\$28,000,000	Widen Cauthorne Rd from 2L to 4L between Ashland Rd & Henrico County Line	It seems like these wealthy areas are getting an unfair share of the improvements. There is nothing in Petersburg.
HW-77	\$13,500,000	Widen Meadowbridge Rd from 2L to 4L between Henrico County Line & Atlee Rd	This should also include pedestrian and bicycle facilities.
HW-8	\$25,000,000	Widen Cedar Ln from 2L to 4L between US-1 & Elmont Rd	Add off road shared use path.
HW-81	\$6,000,000	Widen New Market Rd (VA-5) from 2L to 4L with bike/ped facilities between Doran Rd & Strath Rd	I don't think this is needed. The capital trail already exists along the corridor. The local community seems opposed to widening Route 5. A larger road would probably have a negative effect on the Capital Trail.

Interactive Map Comments

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HW-82	\$127,000,000	Widen New Market Rd (VA-5) from 2L to 4L with bike/ped facilities between Osborne Tpk & I-295	Hell no! There has been no public outreach nor education to explain why and how is this beneficial to the community. There hasn't even been conversations w/ any of the community groups which is the LEAST amount of work you can do. Oppose any widening of Rt 5 until there have been studies and community input. You all know better than that!! Stop messing w/ Varina and try to slide this projects without the community participation!
HW-82	\$127,000,000	Widen New Market Rd (VA-5) from 2L to 4L with bike/ped facilities between Osborne Tpk & I-295	I don't think this is needed. The capital trail already exists along the corridor. The local community seems opposed to widening Route 5. A larger road would probably have a negative effect on the Capital Trail.
HW-84	\$30,000,000	Widen Nuckols Rd from 4L to 6L with ped facilities between Shady Grove Rd & Springfield Rd	Add shared use path along Nuckols Road. This part of County really needs more separate bike facilities and sidewalks.
HW-9	\$48,000,000	Widen Cedar Ln from 2L to 4L between Elmont Rd & Ashland Rd	Add off road shared use path.
PR-12	\$5,000,000	New park & ride lot at VA-76 & US-60	Park and ride lot is a poor land use for this area.
PR-12	\$5,000,000	New park & ride lot at VA-76 & US-60	Park and ride lot is a poor land use for this area.
PR-12	\$5,000,000	New park & ride lot at VA-76 & US-60	Park and ride lot is a poor land use for this area.
PR-12	\$5,000,000	New park & ride lot at VA-76 & US-60	Dislike
PR-13	\$5,000,000	New park & ride lot at VA-76 & Jahnke Rd	Park and ride seems like a poor land use for this area.
PR-15	\$1,800,000	Relocate existing park & ride lot with 180 spaces at I-64 & Ashland Rd (Rt 623)	Park and Ride lots should be paired with planned transit service
PR-2	\$4,500,000	New P&R Lot of 200 spaces on 1.4 AC at Lewistown Rd & Lakeridge Pkwy or Ashland Rd	Like
PR-3	\$7,300,000	New P&R lot of 270 spaces on 1.9 AC at VA-150 & US-60	A park and ride lot is a poor land use for this area.
PR-5	\$2,850,000	New P&R lot of 120 spaces on 0.8 AC parcel at I-64/US-60 at Laburnum Rd	Like
PR-6	\$2,850,000	New P& R lot of 120 space on 0.8 AC as alternative to Bottoms Bridge P&R expansion which is over-capacity	Park & Ride investments should be matched with existing or proposed transit service
PR-8	\$6,000,000	New P&R lot subject of much site search, 290 spaces on 2.0 AC at US-250 & western Pulse terminus (Willow Lawn/Staple Mill)	Extend the Pulse further west so that a P&R lot at this location is not necessary
PR-8	\$6,000,000	New P&R lot subject of much site search, 290 spaces on 2.0 AC at US-250 & western Pulse terminus (Willow Lawn/Staple Mill)	Like
PR-9	\$3,000,000	New P&R lot to replace unofficial lot, 130 spaces on 0.9 AC at Huguenot Rd & Forest Hill Ave	Park and ride seems like a poor land use for this location. Perhaps place further away from a major commercial area.
RA-1	\$500,000,000	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.	Good project.
RA-2	\$66,250,000	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	Good project.

Interactive Map Comments

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RA-2	\$66,250,000	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	These rail improvements should also host a regional rail route as part of a network of routes branching out from downtown Richmond
RA-4	\$6,000,000	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	The CSX Peninsula subdivision should host regional rail service as a network of routes branching out of Main St Station, with a stop for RIC Airport
RA-8	\$259,000,000	Replacement of existing Staples Mill AMTRAK Station-Phase I-Site Work and Building replacement (30% prelim DD 2026 estimate)	I think this money would be better spent on track upgrades.
RA-9	\$397,000,000	Replacement of existing Staples Mill AMTRAK Station-Phase II- Track relocation, platform (30% prelim DD-2030 estimate)	Add a rail with trail from Staples Mill to downtown for multimodal access.
TR-1	\$40,500,000	14.3 miles, from CBD to Stonebridge replace less frequent service with more frequency; new service from Stonebridge to Chesterfield Town Center	This is a good project. More transit is needed on this corridor.
TR-2	\$97,500,000	16.8 miles from the Pulse downtown station(s) to Westchester Commons, via Hull Street	As a near-senior citizen resident of the corridor, I support transit on Midlothian Turnpike. But, without sidewalks and safe crosswalks, adding transit on this corridor in Chesterfield County is simply putting people in harm's way. If it isn't funded in this plan, the very tax-averse Board of Supervisors isn't going to pay for it. This lack of planning is how vulnerable people get killed.
TR-2	\$97,500,000	16.8 miles from the Pulse downtown station(s) to Westchester Commons, via Hull Street	This is a good idea. More transit is needed in this corridor.
TR-2	\$97,500,000	16.8 miles from the Pulse downtown station(s) to Westchester Commons, via Hull Street	This should be a regional rail route as part of a network of routes branching out from downtown Richmond
TR-3	\$24,000,000	10.5 miles from CBD to Airport via Williamsburg Rd	This is a good project. Why not extend the pulse to the airport via Orleans St?
TR-4	\$15,900,000	10.77 miles from CBD to Parham Road	This area is already served by buses. This project is not needed
TR-5	\$42,500,000	15.7 miles from The Pulse BRT downtown to Ashland along US 1	Good project.
TR-5	\$42,500,000	15.7 miles from The Pulse BRT downtown to Ashland along US 1	This should be a regional rail route as part of a network of routes branching out from downtown Richmond
TR-7	\$125,000,000	9.8 miles extension of The Pulse BRT at Willow Lawn to Short Pump Mall	Governor Street should be converted to a transit-only road between Broad St and Main St to avoid traffic congestion on 14th Street
TR-7	\$125,000,000	9.8 miles extension of The Pulse BRT at Willow Lawn to Short Pump Mall	This should be converted to a light rail line
TR-7	\$125,000,000	9.8 miles extension of The Pulse BRT at Willow Lawn to Short Pump Mall	This should be prioritized, and is a particularly good idea given Henrico's proposed rezoning of the Short Pump mall to be a more pedestrian-friendly layout.
TR-9	\$160,000,000	18.1 miles from Cary and Main/Patterson/Regency Mall to Short Pump Mall	Much needed line. Coordinate with University of Richmond to build sidewalk infrastructure from campus to corner of Three Chopt and Patterson in order to make this route safely usable in this area.
TR-9	\$160,000,000	18.1 miles from Cary and Main/Patterson/Regency Mall to Short Pump Mall	This is a terrible idea

Interactive Map Comments

Project ID	Project Cost	Project Description	Comment
TR-9	\$160,000,000	18.1 miles from Cary and Main/Patterson/Regency Mall to Short Pump Mall	This should be extended to Rockett's Landing, while the Broad St Route through-runs to the airport
TR-9	\$160,000,000	18.1 miles from Cary and Main/Patterson/Regency Mall to Short Pump Mall	This should be extended to Rockett's Landing, while the Broad St Route through-runs to the airport
TR-9	\$160,000,000	18.1 miles from Cary and Main/Patterson/Regency Mall to Short Pump Mall	This should be extended to Rockett's Landing, while the Broad St Route through-runs to the airport

Sulabh Aryal

From: Aileen Rivera <jgmoulds@aol.com>
Sent: Tuesday, March 23, 2021 4:53 PM
To: Chet Parsons; Sulabh Aryal
Cc: mallorymccune@gmail.com; lynnpeacewilson@gmail.com; pastor@smzbc.org; bsgoddin@gmail.com
Subject: About Public Review: ConnectRVA 2045

Follow Up Flag: FollowUp
Flag Status: Flagged

Good afternoon Chet Parsons and Sulabh Aryal!

Want to address the public comment period for the ConnectRVA 2045 – Universe of Projects. Not only was there no outreach to the communities affected by these projects but there also wasn't much time allowed for public comment.

Not only have these projects been negligently NOT presented to the community but can you make a more user unfriendly way for people to leave their public comments?

The Varina community is the most involved community in Henrico county. People take pride in this community. We love to communicate. We really are not that hard to reach. So please pass along to the powers that be, there has been no public outreach nor education to explain why and how is this beneficial to the community. There hasn't even been conversations w/ any of the community groups which is the LEAST amount of work you can do.

We oppose any widening of Rt 5 , Midview Rd and Darbytown Rd until there have been studies and community input.

I appreciate you share this information w/ the rest involved in this project and hope to hear how and when you will be talking to the Varina community.

Thank you so much for your attention.

Aileen Rivera

Varina Resident

(804)402-5589

Sulabh Aryal

From: Mary-Helen Sullivan <sulgray4@verizon.net>
Sent: Tuesday, March 23, 2021 8:18 PM
To: Spoonhower Neil G.; Martha Heeter
Cc: Chet Parsons; Sulabh Aryal; ConnectRVA2045
Subject: ConnectRVA 2045 Universe of Projects

Follow Up Flag: FollowUp
Flag Status: Flagged

Dear PlanRVA TPO,

Due to the lack of adequate notice about the narrow two-week window for the public to comment on the ConnectRVA 2045 “Universe of Projects,” I urge you to extend the comment deadline by 30 days and schedule public hearings in each locality.

There are over \$8 billion in potential taxpayer funded projects to review and these will shape the future of our region. With additional time to review and dedicated public hearings, you will be able to have more robust and diverse public participation. We cannot afford to make such sweeping changes to our future without more public engagement.

While I hope you will extend the public comment period, in the event that you do not, I wish to share my concerns. Given what climate change has already done to our environment and weather patterns—and the resultant stronger storms and wildfires—it is imperative that we reduce our greenhouse gas emissions. From what I understand, some of the proposed projects will instead add pavement, encouraging sprawling development that puts more greenhouse gas-emitting vehicles on the road. I do know that some of the projects include bicycle lanes and mass transit, but our goal should be to encourage density and to reduce the need for single-passenger transportation. Further, the people most affected by the possibility of expanding Route 5 in eastern Henrico County have emphatically rejected that option; it should not be on the table.

Thank you for reading my comments.

Sincerely,

Mary-Helen Sullivan
Richmond, VA

Sulabh Aryal

From: James Tyler <reply-to+55e264d8a783@crm.wix.com>
Sent: Wednesday, March 24, 2021 8:37 AM
To: ConnectRVA2045
Subject: [ConnectRVA2045] Engagement - new submission

Follow Up Flag: Follow up
Flag Status: Flagged

James Tyler just submitted your form: Engagement
on [ConnectRVA2045](#)

Message Details:

First Name: James

Last Name: Tyler

Email: uncajimma@gmail.com

Phone 2: 8048292012

Subject: -

Message: I am opposed to widening Ryan. 5. There should be opportunities for public input.

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: Debbie Rowe <reply-to+6bc776fa150b@crm.wix.com>
Sent: Tuesday, March 23, 2021 4:12 PM
To: ConnectRVA2045
Subject: [ConnectRVA2045] Engagement - new submission

Follow Up Flag: Follow up
Flag Status: Flagged

Debbie Rowe just submitted your form: Engagement
on [ConnectRVA2045](#)

Message Details:

First Name: Debbie

Last Name: Rowe

Email: drowe1624@comcast.net

Phone 2: -

Subject: -

Message: I am writing about the narrow two-week window for the public to comment on the ConnectRVA 2045 "Universe of Projects," I ask that you extend the comment deadline by 30 days and schedule public hearings in each locality. There are over \$8 billion in potential taxpayer funded projects to review and these will shape the future of our region. With additional time to review and dedicated public hearings, you will be able to have more robust and diverse public participation.

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: Chet Parsons
Sent: Wednesday, March 24, 2021 10:52 AM
To: Sulabh Aryal
Subject: Fw: ConnectRVA 2045 Comments

Follow Up Flag: Follow up
Flag Status: Flagged

From: Erik Quackenbush <equackenbush@csarch.com>
Sent: Tuesday, March 23, 2021 6:28 PM
To: Chet Parsons <CParsons@planrva.org>
Subject: ConnectRVA 2045 Comments

I was unable to make comments via the website, possibly because I am working off of mobile. I would just like to state that I feel that any plans regarding a widening of route 5 East of Richmond into a four-lane road would be a mistake and a detriment to the region and unnecessary considering its historical significance.

Sent from my Verizon, Samsung Galaxy smartphone

Sulabh Aryal

From: Ed Mitchell <EMitchell@devonusa.com>
Sent: Tuesday, March 23, 2021 6:18 PM
To: Spoonhower Neil G.; Martha Heeter
Cc: Chet Parsons; Sulabh Aryal; ConnectRVA2045
Subject: Please extend the comment period on the ConnectRVA 2045 "Universe of Projects"

Follow Up Flag: Follow up
Flag Status: Flagged

Dear PlanRVA TPO,

Due to the lack of adequate notice about the narrow two-week window for the public to comment on the ConnectRVA 2045 "Universe of Projects," I ask that you extend the comment deadline by 30 days and schedule public hearings in each locality.

There are over \$8 billion in potential taxpayer funded projects to review and these will shape the future of our region. With additional time to review and dedicated public hearings, you will be able to have more robust and diverse public participation.

While I hope you will extend the public comment period, in the event that you do not, I wish to express my strong opposition to the Route 5 widening in Eastern Henrico. This is a state scenic byway, and local residents in Eastern Henrico and Charles City are opposed to this proposed work.

Thank you,

Edward D. Mitchell
mobile: 804.314.2809

Sulabh Aryal

From: Joe Vidunas <j.vidunas@verizon.net>
Sent: Monday, March 22, 2021 2:56 PM
To: Sulabh Aryal
Subject: Re: Public Review: ConnectRVA 2045 – Universe of Projects

Hi Sulabh,

I'm writing as a Henrico County resident to recommend that the following project be added to the universe of projects for further evaluation:

Roundabout at the intersection of Three Chopt Rd & Horsepen Rd. This intersection has alignment issues and long queuing in the peak periods. I'm not sure what the accident history is but I do see a lot of red light runners. It seems like the perfect location for a roundabout since the volumes are pretty balanced on all four legs. Let me know if you have questions or need more info.

Thanks

From: RRTPO <rrtpo@planrva.org>
Sent: Monday, March 8, 2021 4:55 PM
Subject: Public Review: ConnectRVA 2045 – Universe of Projects

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 RRTPO is currently working 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 plan budget will be based on projected funding streams over a 25-year planning horizon or the year 2045. The ConnectRVA 2045 Advisory Committee (AC) spearheads the development of the plan with the power to make decisions guiding the process and outcomes. An integral part of the plan engaged the AC along with two public on-line surveys in developing a [Vision Statement, Guiding Principles, Goals and Objectives](#) that will guide the assessment of projects.

Staff have been developing a master list of potential regional projects, a "Universe of Projects" for the Richmond region based on regional and local transportation studies, additional recommendations provided by AC members, future transportation issues identified by the Richmond/Tri-Cities Travel Demand Model and public input received through the ConnectRVA 2045 website, community engagement, and advisory committees.

The draft Universe of Projects and online interactive maps are now available for your review and comment [on our website](#). 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 Universe of Projects is meant to address issues that have been identified in the earlier phase of the plan development and will serve as the foundation for project prioritization and estimating total costs of implementation.

Please share this email with anyone you think may be interested in the region's transportation system. **The comment period will be open until March 23, 2021.** All

comments will be provided to the AC and RRTPO Policy Board before they vote for their approval.

If you have any questions or run into any problems accessing the draft list or the online interactive maps, please contact Chet Parsons (cparsons@PlanRVA.org) or Sulabh Aryal (saryal@PlanRVA.org).

<image002.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.

PLANRVA 2045 : saryal@planrva.org

Name: Lindsay Childs

Locality: Midlothian

Phone Number 804-897-2787

Email: lnchilds@gmail.com

What is my message about: the Plan2045.

PlanRVA has permission to contact me about my message.

My comments on the Plan RVA2045 don't fit well in the boxes available on the <https://wikimapping.com/ConnectRVA2045.html> website, partly because I propose some projects not listed.

This message discusses the following projects, listed or unlisted:

Huguenot/Robious intersection improvement, \$45m

Chippenham/Huguenot intersection: construct a full cloverleaf without traffic signals: \$30m.

Midlothian Turnpike in the village of Midlothian. \$0.

Old Hundred Road widening (\$5.5M)

Fall Line Trail (several projects south of Richmond)

Dickens Road

Pedestrian infrastructure (\$0)

Thank you for considering these comments.

Huguenot/Robious intersection improvement, \$45m

The map doesn't detail what kinds of improvement are proposed, but here are my thoughts on this intersection, which I use almost every time I drive anywhere.

It is a disaster for pedestrians. Robious Road has continuous sidewalks on both sides between Sandhurst Road and Polo Parkway, and between the westernmost entrance to Huguenot Plaza and Old Bon Air Road. But they are little used because there are no sidewalks near the H/R intersection, and only a person who has studied the signal phasing to know when it is safe to cross would risk trying. So I see about 1-2 crossings of Huguenot at Robious per year. But there are raised islands in the middle of both roads and also between right turn lanes and the main lanes of the road that could serve as

pedestrian refuges, and permit safe crossing of the intersection with proper pedestrian signalization during each phase of the present traffic signals. So if the point of the project is to make the intersection pedestrian friendly, I'm strongly supportive.

Such a project would also support the proposed bus service along Midlothian Turnpike. There are some 1300 units of multifamily housing (apartments, condos) within a half-mile of the H/R intersection, and none of them would be able to safely reach a bus stop on Old Buckingham Road near Huguenot Road. An ex-VDOT friend and I recently tried to see how he could walk from ACAC to Alverser Plaza. It is impossible to walk safely along the west side of Huguenot Road between Robious and Alverser. It is impossible to cross Huguenot Road at Robious to reach the east side of Huguenot and walk along Huguenot (where a future through sidewalk presently consists of a batch of disconnected sidewalk fragments constructed as redevelopment occurs), and then cross Huguenot at Alverser or at Old Buckingham to reach Alverser Plaza (of course, without any pedestrian signals). Hence, it would be impossible to walk to a bus stop on Old Buckingham near Huguenot.

And then there is the Norfolk Southern railroad track that runs through the intersection. When you think about transportation 25 years out, that track screams for light rail. Presently the track is used for exactly two freight trains per day, one crossing the H/R intersection around 10 am heading west, and one around 3 pm heading east.

My friend told me about a railroad line in south Florida which is used for both freight and passenger trains, under an arrangement where the track is used for freight between 11 pm and 5 am, and passenger service the other 18 hours of the day. If the two Norfolk Southern freight runs occurred at 11 pm and 5 am, that would leave at least 16 hours per day (6 am to 10 pm) for the N-S tracks to be used as light rail between Midlothian Village (or beyond) and downtown Richmond, 14 miles. The only substantial obstacle to running light rail at 30 minute intervals (beyond building some track near Bon Air for eastbound and westbound trains to pass each other) is the Huguenot-Robious intersection. To make frequent light rail compatible with the amount of traffic now using the H-R intersection, the trains would need to go over or under that intersection. Is that why the proposed cost is \$45 million? If so, it is money well spent. But then the project should also include a RR station.

Chippenham/Huguenot intersection: construct a full cloverleaf without traffic signals: \$30m.

If the point is to reduce drive time along Huguenot Road, this makes no sense at all, for several reasons

1. to the west, traffic on Huguenot is slowed anyway by the traffic signals at Buford and at Forest Hill.
2. to the east, VDOT is considering a badly needed traffic signal at Cherokee Road, which will slow traffic.
3. there is little point in improving the traffic flow to the east on Huguenot, because nearly all of the traffic goes across the Huguenot Bridge and ends up at the Cary Street Road/River Road/Three Chopt Road intersection, a hopeless bottleneck that cannot be significantly improved.

I mentioned this project to my ex-VDOT friend, who lived for ten years on Cherokee very near Huguenot and had a hand in the development of the present Chippenham/Huguenot intersection: his response was that there must be a pot of money that is looking for a project and this one was picked to spend it on. In short, a waste of money.

Midlothian Turnpike in the village of Midlothian. \$0.

This plan pays no attention at all to the Midlothian Special Area Plan that was recently adopted by Chesterfield County. That SAP in part focused on improving the walkability of the Village, which lies on both sides of Midlothian Turnpike and is roughly bounded by the Norfolk Southern tracks on the north, Woolridge Road on the south and east, and 288 on the west. The SAP proposes to rebuild Midlothian Turnpike in the village to a pedestrian-friendly 35 mph road. See attached, and please note the statement:



➤ Access and Mobility. Access and mobility throughout the region should be maximized while reducing dependence on the automobile by supporting transit, pedestrian and bicycle networks. Transit should be accommodated and encouraged to provide additional options and opportunities to area residents and businesses. Should further consideration or development of passenger rail occur, the proposal, to include details of the siting, parking, access and other impacts, should be evaluated through an amendment to this plan. (page MC40)

Note especially the language: "Should further consideration or development of passenger rail occur, the proposal, to include details of the siting, parking, access and other impacts, should be evaluated through an amendment to this plan. "

<https://www.chesterfield.gov/DocumentCenter/View/14194/Midlothian-Community-Special-Area-Plan-PDF>

Relevant to Midlothian Turnpike in the Village is:

Old Hundred Road widening (\$5.5M)

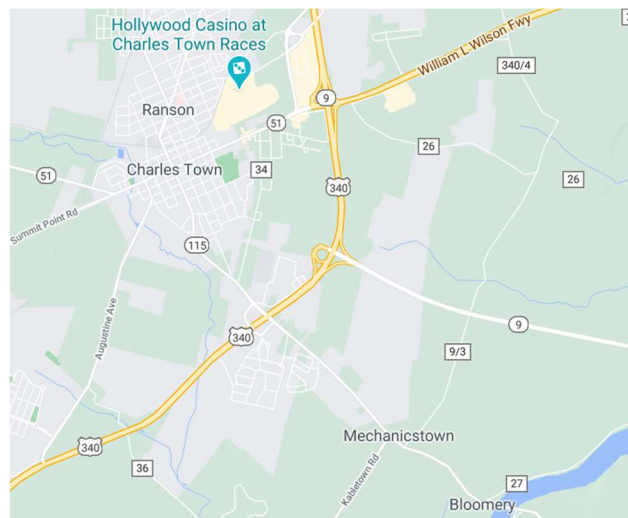
US-60 widening west of Watkins Center Parkway (\$33M)

Woolridge Road extension and a cloverleaf intersection at 288 and North Woolridge (\$0).

One way to make it more reasonable to turn Midlothian Turnpike in the village into a pedestrian friendly environment is to divert through traffic off the highway and onto North Woolridge Road. Two improvements that would support that idea are:

- an extension of North Woolridge Road to the west to connect to Old Hundred Road west of Old Hundred Elementary School
- extend the Old Hundred Road widening near the Old Hundred-Route 60 intersection near the Powhatan line to meet the North Woolridge extension.

(South) Woolridge Road presently lies between Otterdale Road and Old Hundred Road, and there has been a proposal to connect the two Woolridge Roads between Otterdale and 288. But extending North Woolridge Road to the west to meet Old Hundred Road somewhat west of Old Hundred Elementary School, combined with the proposed improvements to the Old Hundred/Route 60 interchange and widening of Route 60 west of Old Hundred, and making North Woolridge and that extension into a Route 60 bypass (analogous to the US 340 bypass around Charles Town, VA south of Harpers Ferry)



would be very compatible with the aim of turning Midlothian Turnpike in the village into a "business Route 60".

But from that viewpoint, widening Route 60 between Old Hundred Road and Watkins Center Parkway is a terrible idea, because it would encourage eastbound through traffic to funnel into Midlothian Village.

Fall Line Trail (several projects south of Richmond)

I'm much in favor of this trail. In contrast to the Capital Trail, which is predominantly a recreational trail, the Fall Line Trail should become a bicycle commuting route, because it cuts through the heart of downtown Richmond. (My son has an office in the WestRock building, 100 yards from the T-Pot Bridge.) The FLT lies along Route 1 in South Richmond and Chesterfield County, and the County's North Jefferson Davis SAP calls for a 10 foot wide shared use path along Route 1 that would presumably be part of the Fall Line Trail. The trail will also support the (reportedly successful) new bus route on Route 1 in Chesterfield County between the Food Lion just north of Chippenham Highway and John Tyler CC, south of Route 10. What the information provided doesn't mention is whether the Fall Line Trail projects along Route 1 will include frequent signalized pedestrian crossings of Route 1 to access the trail from the opposite side of the highway. Such pedestrian crossings are essential for the safety of bus patrons who live along the route, who will need to cross the highway either going to or going from the bus. Every bus rider is a pedestrian.

Dickens Road (\$8m)

I often drive from Midlothian to the Richmond Volleyball Club on Byrdhill Road, usually in the late afternoon. Once I tried using I-64 east and found that when I got off at the Staples Mill exit, I found myself at a stop sign at Dickens Road, and turning left on Dickens was difficult because of the through traffic on Dickens. I found it hard to believe that an I-64 exit would put a driver in that situation. But then someone traveling north on 288 who wanted to get off and turn left on Broad St. had the same situation, until (at last) VDOT installed a traffic signal at that intersection.

So the next time I went via Libby Ave to Bethlehem to Staples Mill, turned left at the light onto Staples Mill, and then found that the westbound traffic coming off I-64 onto Staples Mill totally occupied the right lane of Staples Mill south of Dumbarton Road, making a right turn onto Dumbarton impossible. That time I continued up to Hilliard where I could turn right, then turned right onto Impala Drive, then right on Dumbarton and left on Byrdhill.

(My present route to RVC is to take Three Chopt to Glenside to Staples Mill, turn right on Staples Mill and then make a signalized left turn onto Dumbarton to Byrdhill.)

So my naive question is, why would you spend \$8 million on bike and pedestrian facilities on Dickens Road when one end of the project is Staples Mill Road just south of the off ramp for I-64?

Pedestrian infrastructure (\$0)

The plan says very little about improving pedestrian infrastructure for transportation. Possibly this is so because many pedestrian improvements, such as pedestrian signals and crosswalks at intersections, are not expensive enough to be included in the plan. But they are vital. I've mentioned above how disastrous a pedestrian environment the Huguenot/Robious area is. For another example nearby, Mall

Road has new sidewalks on both sides between Koger Center Road and Robious Road, and Koger Center Road and Robious Road have sidewalks that meet the Mall Road sidewalks. But there are no pedestrian signals at either the Mall/Robious or Mall/Koger Center intersections. So residents of the Belvedere and Canterbury Apartment complexes, some 600 apartments, who might have an easy 1/4 mile walk to the Aldi food market on the southwest corner of Mall and Robious, or a half mile walk to the Lidl market on the southeast corner of Mall and Koger Center, find it too hazardous because of the traffic on Robious, Koger Center and Mall Roads and the lack of pedestrian signals at the two intersections. What this implies is that VDOT and their transportation planners do not view walking, even short walks, as transportation. And that is short-sighted from a public health viewpoint (walking should be healthy), a transportation viewpoint (a walker is not using a car) and an environmental viewpoint (walkers don't emit engine exhaust).

Sulabh Aryal

From: Pattie Bland <pattiebland@gmail.com>
Sent: Tuesday, March 23, 2021 3:37 PM
To: Spoonhower Neil G.; Martha Heeter
Cc: Chet Parsons; Sulabh Aryal; ConnectRVA2045

Follow Up Flag: FollowUp
Flag Status: Flagged

Dear PlanRVA TPO,

Due to the lack of adequate notice about the narrow two-week window for the public to comment on the ConnectRVA 2045 "Universe of Projects," I ask that you extend the comment deadline by 30 days and schedule public hearings in each locality.

There are over \$8 billion in potential taxpayer funded projects to review and these will shape the future of our region. With additional time to review and dedicated public hearings, you will be able to have more robust and diverse public participation.

While I hope you will extend the public comment period, in the event that you do not, I wish to share my concerns about the following projects:

HW-4, HW-110, HW-7, HW-9: These concern me, for they are backchannels that open up roads to traffic and that will still be overburdened. I think these projects will encourage suburban sprawl by connecting western Hanover Co. and Henrico Co.

I support AT-24 and TR-5. They make sense to move commuters up and down a north-south artery that rightly needs more capacity.

Please extend the public comment period.

Thanks for your consideration,

Pattie P. Bland

PARTNERSHIP *for* SMARTER GROWTH

Neil Spoonhower, Chair

Martha Heeter, Executive Director

PlanRVA TPO

9211 Forest Hill Ave #200,
Richmond, VA 23235

Dear Chair and members of the PlanRVA TPO:

We are writing today to request a 30-day extension to the public comment period on the draft list of projects for potential funding by the Central Virginia Transportation Authority, and for public hearings in each jurisdiction. The draft project list totals \$8 billion or more, with dozens of projects for which public tax dollars will be allocated for years to come. We believe public notice has been inadequate and that much greater public engagement and involvement is needed to allow for adequate time to review and comment on this vast number of projects.

From our review, we find the first email notice on 3/8/21, with a correction email on 3/9/21. The ConnectRVA webpage post is dated 3/8/21 and the Facebook post 3/9/21. As of this writing, they have only had about 185 views in a region of more than one million people. We can find no news releases or media stories and are not aware of any public hearings by the CVTA, PlanRVA, or local governments. Two weeks is simply not enough time to comment. Public engagement, particularly when so many people are distracted by the pandemic and economic crisis, requires repeated communication and multiple forms of outreach, particularly when it comes to reaching those in the community who have traditionally been less involved.

It appears that there was more extensive outreach for development of the Vision and Goals, which we appreciate, and therefore we ask for a 30 day extension to the public outreach for comment on the draft list of projects, as well as public presentations and hearings in each local jurisdiction.

We also note that the Vision and Goals includes major commitments to equity, safety, and the environment including reducing vehicle miles traveled. We are very concerned about and oppose the disproportionate inclusion of over \$5.6 billion in road expansion and related bridge projects that are overwhelming in areas where they will fuel sprawling development, and more driving, and emissions, including greenhouse gas emissions. These projects will further shift jobs and investment away from existing communities and worsen racial and socio-economic inequity.

Among the projects of greatest concern we include the following road, bridge and interchange projects, but we also need more time to evaluate:

- 1) HWY177, Route 5, New Market Road. This expansion was rejected a number of years ago after a massive outcry by residents of eastern Henrico and the City of Richmond and people were told the expansion was off the table. There are much more effective and context-sensitive ways to address transportation in this scenic and historic area using roundabouts and traffic calming.
- 2) HWY17, Midview Road, and HWY21, Darbytown Road. This expansion should not proceed and an alternative context sensitive transportation plan be developed for rural eastern Henrico.
- 3) HWY151, VA 6 expansion in Goochland. This will fuel sprawl in a scenic and historic part of our region. It is also unneeded given foreseeable demand.
- 4) A significant number of projects in western and southwestern parts of the region including HW156 and HW158 for the very costly extension of the Powhite Parkway, and projects on 288 and near and west of 288 including HWY134, HWY135, HWY111, HWY88, HWY116, HWY81, HWY75, HWY72/73/74, HWY95 that will fuel more sprawl and traffic and further exacerbate the racial and economic divide.
- 5) Various projects proposed for western Henrico and Hanover that would fuel sprawl.
- 6) The costly series of interchanges along Route 288 and Chippenham Parkway.
- 7) The Bryant Park interchange because of potential impact to park.
- 8) The I-64 expansion. The state has never studied a transit, transit-oriented development, and demand management alternative to the expansion of I-64. Some of the segments go through extensive areas of wetlands.

Regarding transit, rail and active transportation projects:

- 1) We believe that transit projects should be a priority focus in order for the region to compete in a world and national economy with metro regions that are making far greater investments in transit and transit-oriented development. Transit should receive far more than the minimum of 15% of CVTA funds and as much as 50% or more of the funding. The Richmond region has built significant highway and arterial lane miles per capita, but only one 7.6 mile BRT line and no light rail, and this imbalance must be addressed.
- 2) While we support the BRT lines in the project list, we believe that other transit needs -- more buses, queue jumps, and transit signal priority capital investments should be made in the city and core suburbs to serve those in greatest need for affordable, frequent transit.
- 3) We support the trail investments but believe even more focus should be applied to investment in an extensive protected bike lane network, sidewalks and safer crossings to existing roads rather than tying all of these facilities to new sprawl-inducing roads in outer areas. Retrofitting existing streets and redesigning

arterials in the core suburbs to be complete streets should be among the listed projects and should be a priority.

- 4) In terms of intercity passenger rail projects, while we support these projects we hope that the state will pick up most of these costs, freeing up regional funds to focus on our extensive transit needs.

Summary:

We again request a 30 day extension to the public comment period, hearings and presentations in each jurisdiction, and a range of other communication and outreach, particularly to underrepresented communities. We also urge you to focus on goals for reducing vehicle miles traveled and emissions, and achieving regional equity, by removing the numerous projects that will fuel sprawl, VMT, traffic and emissions, and focusing funds on transit and a future of transit-oriented communities.

Thank you,

A handwritten signature in black ink, appearing to read "Stewart Schwartz".

Stewart Schwartz

President, Partnership for Smarter Growth



Sulabh Aryal

From: Stewart Schwartz <stewart@smartergrowth.net>
Sent: Tuesday, March 23, 2021 9:54 PM
To: Chet Parsons
Cc: Sebastian Shetty; Sulabh Aryal; ConnectRVA2045; Trip Pollard; Patricia Paige; Andrew Pompei
Subject: Re: PSG Letter re LRTP Universe of Projects

Follow Up Flag: FollowUp
Flag Status: Flagged

Chet:

Thank you for your email. Our apologies for the misdirected letter. We appreciate you forwarding it to Chair Paige and working with your team on feedback to us and others.

Our concerns remain, because the outcomes can very much be affected by the inputs and we believe that it is critical that the region's next long range plan place a priority on projects that support more walkable, mixed use communities, whether in the inner suburbs or in New Kent.

We do think that the public and stakeholders have more time to react to this very extensive list of potential projects. Two weeks with little publicity is not sufficient.

Thank you,

Stewart

Stewart Schwartz | President
Partnership for Smarter Growth
www.psgrichmond.org | @smartgrowthRVA

and

Stewart Schwartz | Executive Director
Coalition for Smarter Growth
www.smartergrowth.net | @betterDCregion
stewart@smartergrowth.net | @csgstewart
(703) 599-6437 (cell)

Your gift helps keep CSG's advocacy going! [Donate today!](#)

On Tue, Mar 23, 2021 at 4:29 PM Chet Parsons <CParsons@planrva.org> wrote:

Thank you for the comments and feedback. I believe you inadvertently included Mr. Spoonhower as the recipient of your message – he is the chair of the PlanRVA board and they are not directly involved in the development of ConnectRVA 2045. Patricia Paige (New Kent) is the chair of the Richmond Regional

Transportation Planning Organization – I am including her on this communication as well as Andrew Pompei (Powhatan), chair of the Long Range Transportation Plan (LRTP) Advisory Committee.

Mr. Pollard, who you have copied on your message, is a member of the LRTP advisory committee and should have a full understanding of the project and where we stand in the overall planning process. He should be able to clarify any questions PSG might have on the effort that is underway.

Staff will work to address each of the points you have made, but I wanted to provide a little context now in case it might be helpful. The purpose of this stage of the planning process is to set the foundation for all the projects that we will test and rank for possible inclusion in the draft plan (this is what we are referring to as the Universe of Projects). By being on this list it doesn't mean anything is approved or that it is included in the plan - we still need to go through data-driven travel demand model testing, benefit/cost analysis, and equity/social impact testing on each potential project. After that, the ranking of priority projects can be performed and compared with expected funding allocations to set the draft constrained plan. These steps will happen between now and early fall, with plenty more opportunity for public feedback and engagement.

I encourage you to take a look at the [project website](#) to review the entire process as envisioned by the advisory committee. Please let me know if you have further questions.

Regards,

Chet Parsons

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

9211 Forest Hill Avenue, Suite 200

Richmond, Virginia 23235

www.PlanRVA.org



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

From: Sebastian Shetty <sebastian@psgrichmond.org>

Sent: Tuesday, March 23, 2021 2:53 PM

To: Spoonhower Neil G. <nspoonhower@goochlandva.us>; Martha Heeter <mheeter@planrva.org>

Cc: Chet Parsons <CParsons@planrva.org>; Sulabh Aryal <SAryal@planrva.org>; ConnectRVA2045 <connectrva2045@planrva.org>; Stewart Schwartz <stewart@smartergrowth.net>; Trip Pollard <tpollard@selcva.org>

Subject: PSG Letter re LRTP Universe of Projects

Dear Chair and members of the PlanRVA TPO:

We are writing today to request a 30-day extension to the public comment period on the draft list of projects for potential funding by the Central Virginia Transportation Authority, and for public hearings in each jurisdiction.

Please find attached a letter detailing our concerns with this portion of the planning process, and our requests for extension of the public comment period. Should the comment period not be extended, please find also our comments regarding the content of the "Universe of Projects" included in the attached letter.

Thank you for your service to our Richmond region community,

Sebastian Shetty

Policy Coordinator

Partnership for Smarter Growth

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Coordinator for Policy and Administration

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ConnectRVA 2045 Website Comments

<https://www.connectrva2045.org/post/public-review-connectrva-2045-universe-of-projects>

1. Rebecca

I'd like to see less road widening in general, and a focus on how to reduce traffic through multi-modal means, and reducing hardscape throughout the area. Let's maintain what we have, make sure bridges and other infrastructure are in good shape, but think long and hard about adding roads, lanes, etc. unless it is to support pedestrian, bike and bus access and safety.

2. Nicole Anderson Ellis

In the absence of a formal link/email for submitting comments, I submit here in my role as co-chair of the Route 5 Corridor Coalition to voice firm opposition to any proposed funding for a widening of scenic Route 5. At best such funding implies a lack of familiarity with Route 5, its history, and the documented harm such a widening would have on traffic, tourism, the environment, and quality of life in this corridor. At worst, it suggests a backdoor attempt to achieve a purpose opposed by the community and supported by elected leaders at the local, regional, and state level. It is of particular concern that this proposal is being inserted into a budget plan with shockingly little public disclosure. What outreach was made to community leaders along the Route 5 corridor? What attempts did you make to disseminate this plan to residents of the Route 5 corridor? What presentations were made to community organizations within the Route 5 Corridor? And how were public hearings hosted to maximize participation and safety during a pandemic? In the absence of such steps, and given that this idea is counter to lengthy, broad and well-documented support for keeping Route 5 two lanes, the Coalition asks that you extend the public comment period to allow for adequate, transparency and democratic participation in this critical decision.

Thank you.

Nicole Anderson Ellis

Co-chair of the Route 5 Corridor Coalition

3. Brown0808

As a long time resident of Varina who frequently travels Route 5 I am opposed to widening of route 5 to preserve the history, historic properties, business fronts many of which are backbones to Varina district. Concerned that widening will also increase aggressive driving and speeding on this rural route increasing threat of accidents.

4. mtprospectdesign

Route 5 is a beautiful drive from Richmond to Williamsburg with many historical sites, wildlife, and beautiful scenery. With the capital trail now in use many families enjoy this area. I am opposed to widening the road because this will change the whole aura we currently enjoy.

5. Keg1986

Please do not approve this project. The residents of this area enjoy the rural character and disconnected pace of life. As a healthcare provider, it is especially important for me to retreat from the chaos of the trauma-emergency department and recharge in my quiet, peaceful, and small community. Please don't take that from me and all of the wonderful residents in the Varina area.

Additionally, I am concerned that widening the road will encourage unsafe passing on Route 5 which includes many "Hidden Driveways" and deer that regularly cross the road.

Maintenance and inspection of local routes should be prioritized and residents should be given ample notification of these proposals.

Respectfully,

6. Crysti Flippen

I am writing in an effort to convince the powers that be to not widen Rt 5, Midview or Darbytown roads. We the people of the area live here because it is not overly busy. We enjoy our country routes to the city and Williamsburg. If we wanted to live in the city or west end we would move to the city or west end. Its not broken... so don't try to fix it. There is a gorgeous bike trail where the riders can still see the scenery on Rt 5. Widen the road and all you will see are tractor trailers. Just please STOP with the madness of "Short Pumping Varina". Neighbor