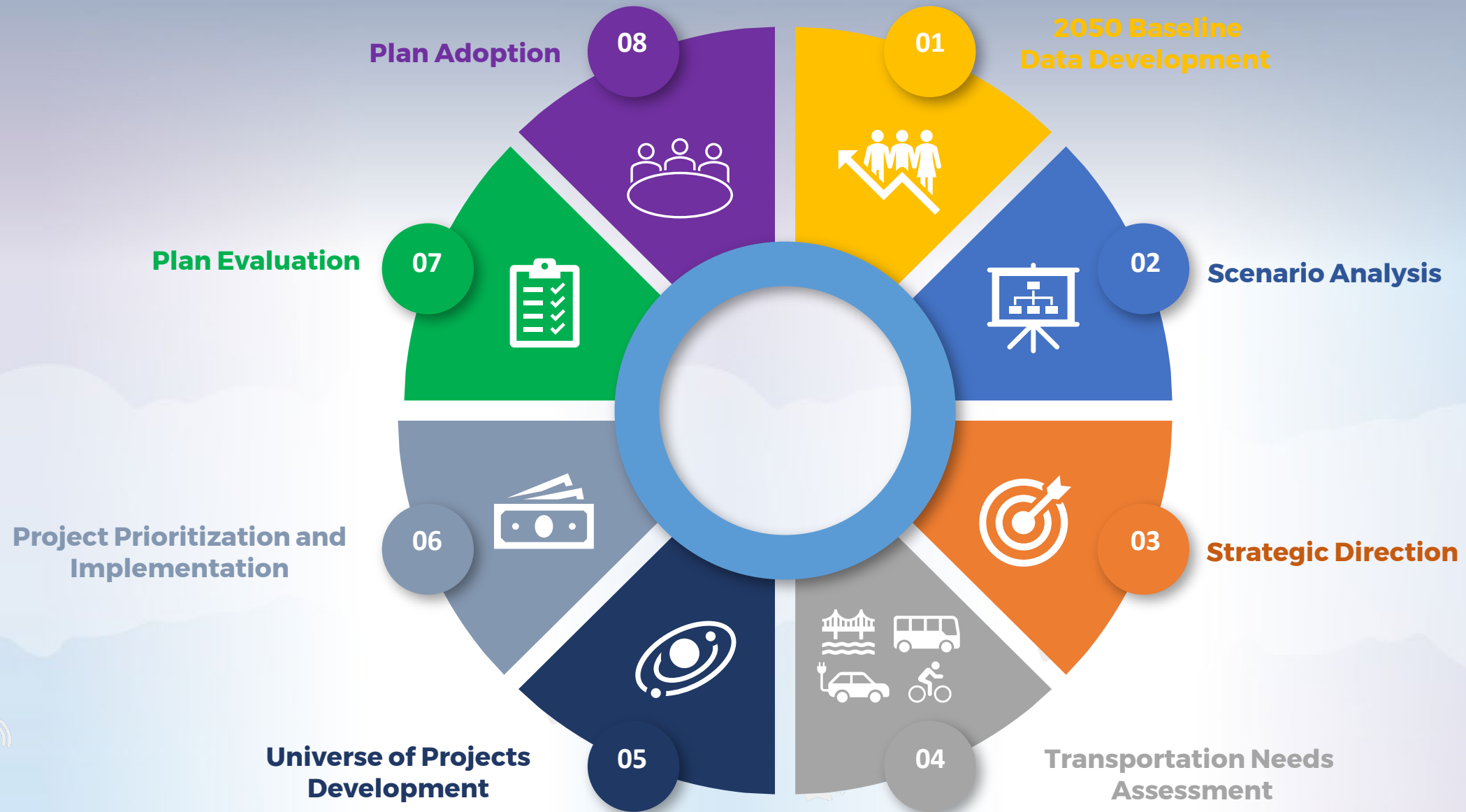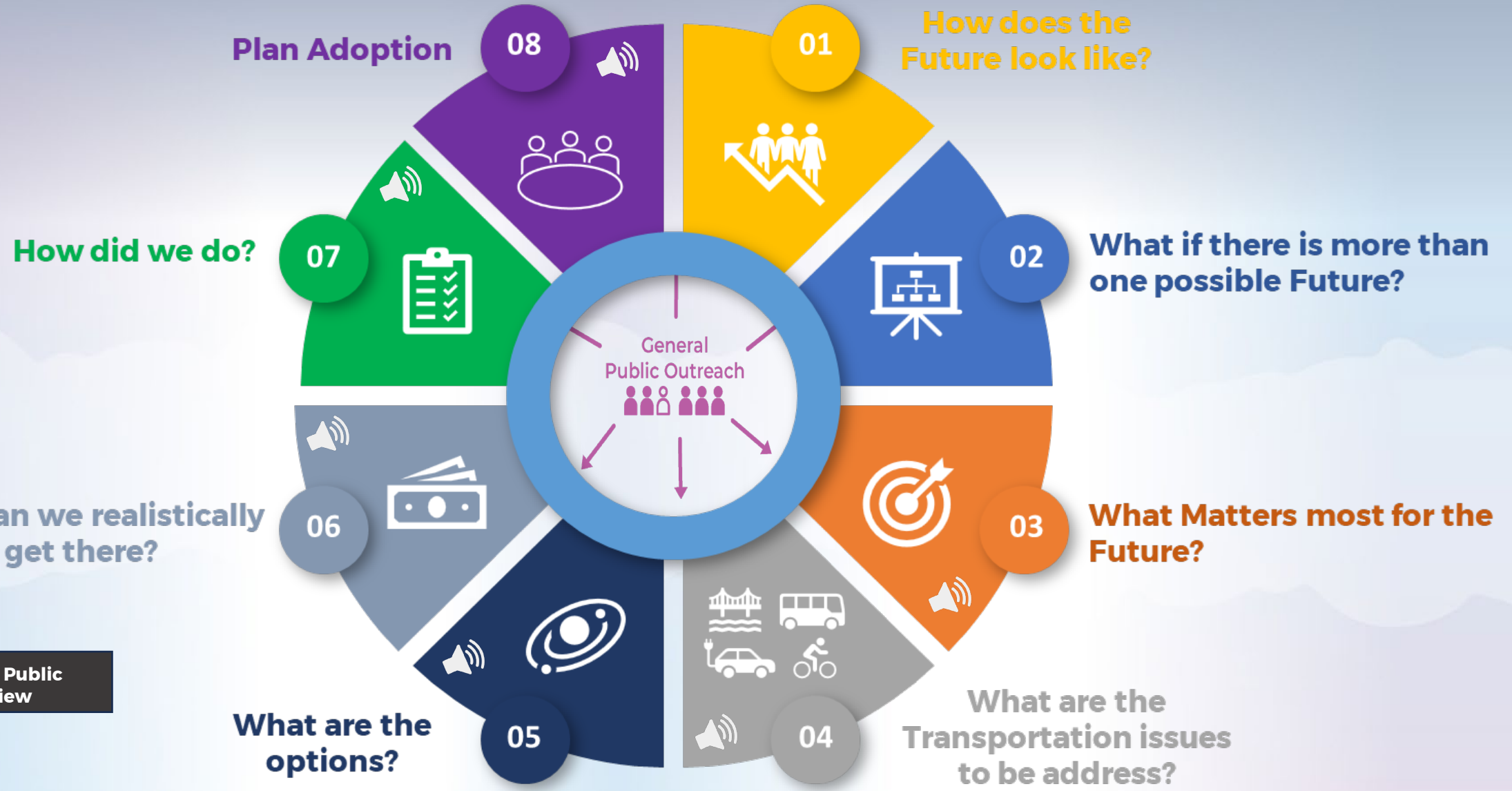# AGENDA

1. **Attendance**

2. **Kickoff Meeting Summary**

3. **Public Comment Period**

4. **LRTP Progress Update**

5. **LRTP Task 4**

6. **LRTP Public Engagement Update**

7. **LRTP Data Development Update**

8. **LRTP Task 5**

9. **Next Meeting**

# LRTP Progress Update

# 2050 LRTP – PROCESS FLOW



- 08 Plan Adoption
- 01 2050 Baseline Data Development
- 07 Plan Evaluation
- 02 Scenario Analysis
- 06 Project Prioritization and Implementation
- 03 Strategic Direction
- 05 Universe of Projects Development
- 04 Transportation Needs Assessment

# 2050 LRTP – PROCESS FLOW - PUBLIC

Richmond Regional Transportation Planning Organization
SUPPORTED BY PlanRVA



Plan Adoption — 08

How did we do? — 07

How can we realistically get there? — 06

What are the options? — 05

General Public Outreach

01 — How does the Future look like?

02 — What if there is more than one possible Future?

03 — What Matters most for the Future?

04 — What are the Transportation issues to be address?

Formal Public Review

# 2050 LRTP PROCESS FLOW – LRTP-AWG ACTION ITEMS

Richmond Regional Transportation Planning Organization — SUPPORTED BY PlanRVA

**Task 3 Strategic Direction**

Vision, Goals, Objectives

Performance Measures (PM)

Transportation Issues Identification (Overarching Problems)

Geographic Clusters and groupings of Issues

Transportation Needs Assessment (Specific Solutions)

Regional Project Inclusion Guidelines

Universe of Multimodal Transportation Projects (Tangible Actions )

Project Prioritization Process

Constrained Plan

**Task 4 Transportation Needs Assessment**

**Task 5 Universe of Projects Development**

**Task 6 Project Prioritization and Implementation**

## LRTP –AWG ACTION ITEMS

Input      Recommendation

Discussion      Agreement

# LOOKING BACK TO LOOK AHEAD
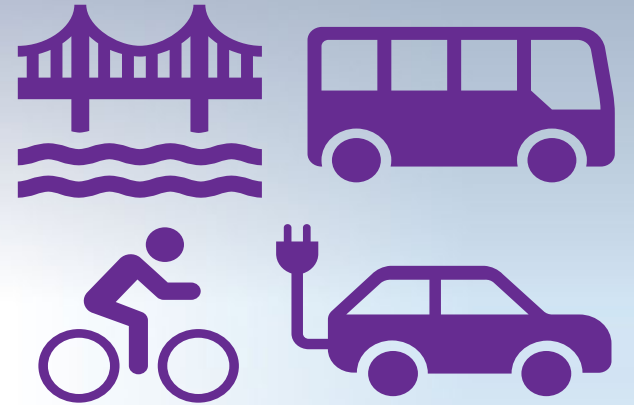
| LRTP Brand Name & Horizon Year | plan2035 Richmond Area | plan2040 | Connect RVA 2045 | Pathways to the Future TRANSPORTATION 2050 |
|---|---|---|---|---|
| Base Year | 2008 | 2012 | 2017 | |
| Project Prioritization Process | Goal–Based Subjective | Goal-Based Objective | Performance Based | **?** |
| Constrained Budget | $ 1,205,497,000 | $ 1,756,571,750 | $ 5,817,164,000 | |
| Per Capita Spending | $ 1,203.51 | $ 1,729.56 | $ 5,478.41 | |

# LRTP TASKS UNDERWAY

- LRTP Task 3 – Strategic Direction
- LRTP Task 4 – Transportation Issues and Needs Identification
- LRTP Public Engagement for Task 4
- LRTP Data Development for Task 4 and 6

# LRTP-AWG MAJOR MILESTONES

## 2050 LRTP Update Major Milestones

| Meetings | LRTP-AWG | |
|---|---|---|
| **Month/Year** | **4th Wednesday Every Month (Date)** | **Topic/Major Milestone** |
| Mar-25 | 26 | Vision Goals Objectives Discussion |
| Apr-25 | 23 | Vision Goals Objectives Approval |
| May-25 | 28 | Transportation Needs Assessment Approval Regional Project Inclusion Guideline Intro |
| Jun-25 | 25 | Regional Project Inclusion Approval |
| Jul-25 | 23 | |
| Aug-25 | 27 | , |
| Sep-25 | 24 | Regional Funding Guidelines Introduction Project Prioritization Introduction |
| Oct-25 | 22 | Universe of Projects Approval |
| Nov-25 | | |
| Dec-25 | | |

| | | |
|---|---|---|
| Jan-26 | 28 | Project Prioritization Approval |
| Feb-26 | | |
| Mar-26 | 25 | Constrained list of Projects - Draft |
| Apr-26 | 22 | Constrained list of Projects Approval |
| May-26 | 27 | |
| Jun-26 | 24 | Plan Evaluation |
| Jul-26 | 22 | Plan Documents |
| Aug-26 | 26 | Final approval of the plan and the document |
| Sep-26 | 23 | Last Meeting: Lesson Learned /Look Ahead |
| | No Meeting Month | |

# LRTP PHASE 4

**What are the Transportation issues to be addressed?
(Transportation Needs Assessment)**

- Identify multimodal transportation issues, needs, and deficiencies
  - Safety Issues
  - Congestion
  - Lack of interconnectivity/accessibility
  - Lack of transportation options
  - Inadequate Roadway Capacity and Design

- **Conduct an Existing Multimodal Transportation System Analysis**

- **Develop an Inventory of Regional Multimodal Transportation Needs**

- Develop an Inventory of Future Transportation Needs based on Forecasted Demand

- Develop Regional Transportation Equity Needs

- Develop Regional, State and Federal Level Policy Needs

## Purpose and Benefit

- Identify Gaps in Transportation Network

- Highlight Problem Areas i.e., bottlenecks, safety hotspots

- Planning for Future Needs

- Identify underserved populations

- Facilitate informed decision making

- **What are we assessing?**
  - Infrastructure conditions, Traffic Congestion, Safety Conditions, commuting patterns, degree of transportation options
- **What are the metrics?**
  - Traffic volume, peak congestion, LOS, accident rates and point density (hotspots), ridership, travel time, linear miles of facilities, commodity flow
- **What are our sources?**
  - Government agencies, industry-specific sources, mode specific reports, Census data
- **How are we analyzing the data?**
  - GIS/Visualization, Traffic Flow Analysis, Historical Trends, Safety/Risk Assessments

## Modal Emphasis

### TRANSIT

- Bus Routes
- Bus Stops
- Microtransit zones
- Park and Rides
- Ridership

### ACTIVE TRANS.

- Trails (Linear Miles)
- Mixed Use Facilities

### ROADWAY

- Functional Classification
- Regional Roadway Network
- National Highway System

### FREIGHT

- Rail, Air, Port Infrastructure
- Freight corridors
- At-grade Rail Crossings
- Commodity Flow (Tonnage, Value)
- Passenger Rail Ridership

## CommunityDevelopment/Environment

### ENVIRONMENTAL

- Wetlands

- Wildlife Biodiversity Corridors

- Conserved Lands

- Ecological Cores

- Easements

### HOUSING/COMM. Dev.

- Housing Units

- Housing Affordability

- Transportation Dependent Populations

- Existing Land Use

- LODES

## Where are we displaying the information?

- LRTP Final Document

- LRTP Existing Conditions Story Map

- RRTPO State of Transportation Report

## Identify Key Barriers to safe, efficient, and interconnected transportation
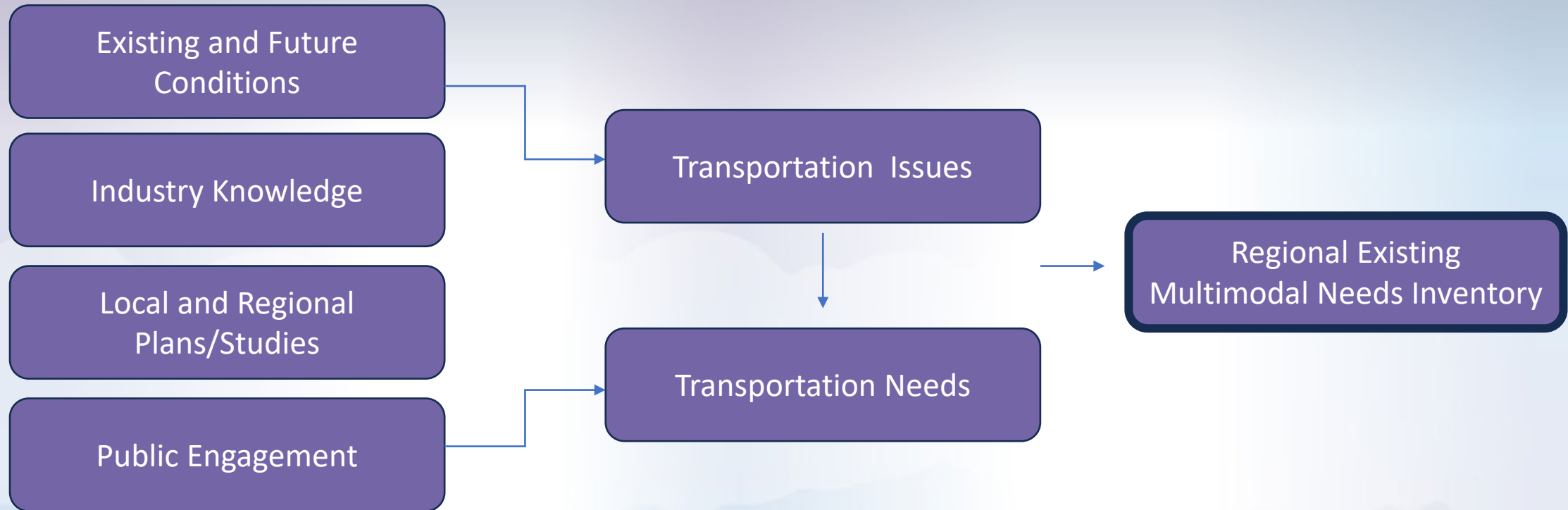
- Continued internal/external coordination to develop needs/issues inventory

- Mapping of regional multimodal needs based on input

- Development of forecasted needs from existing and committed projects

# LRTP Public Engagement Update

# LRTP ENGAGEMENT PAGE

## https://engage.planrva.org/LRTP

## Script for Community Engagement – LRTP 2050

### Introduction

(personalize as needed)

"Hello_____, (the group you're addressing)

My name is _____ and as you may know, I'm _____(insert your committee/job/role here) as part of the region's Transportation Planning Organization.

I'm excited to talk to you about an important project for the Richmond region: the Long Range Transportation Plan, also known as the LRTP, which will be used to guide planning, decision making, funding on all types of transportation needs through the year 2050. I'm here to invite you to participate!

### What is PlanRVA and the RRTPO?

(OPTIONAL – As Needed)

The Richmond Regional Transportation Planning Organization (RRTPO), powered by PlanRVA, is a federally mandated and funded transportation policy-making organization. It was created to ensure regional cooperation in transportation planning and is made up of representatives from each of the nine localities, and local and state transportation stakeholders.

PlanRVA is the Richmond region's planning district commission, created by the Virginia General Assembly in 1969, to serve the nine localities of the greater Richmond region and their residents. It plans for and drives funding for infrastructure in the areas of environment and resilience, transportation, emergency management, and community development.

### LRTP 2050

The LRTP is updated every five years, as mandated by federal law. The LRTP 2050 update is currently underway, and we're excited to include your input! **The focus of this first public engagement period, which runs now through April 2025, is on the transportation needs that you, the public, feel are most important.** You may care about safety, accessibility, infrastructure, congestion, interconnectivity, equity...or all of the above! The plan includes all modes of transportation.

1

### Call to Action

(Demonstrate the engage site/survey/map/toolkit)

Everything you need to share your ideas is here on PlanRVA's engagement platform:
**engage.planrva.org/LRTP**

- First, we encourage you to **take a short survey to tell us about your ideas!**
  Designed to take no more than 3-5 minutes to complete, it can be translated with one click into 10 languages.
- In addition to the survey, **we created a companion digital map activity.**
  Drop a pin on any location in the region where you think transportation improvements or investments are needed. Add your reasons why and any suggestions you have.
- **Share about the public input period in your own networks and communities!**
  Use the online Toolkit, complete with a flier, social media graphics, and a listing of upcoming community events where PlanRVA will be this Spring.
- **Follow the project** there to get updates throughout the process.

### Conclusion

We want to ensure that these plans reflect the diverse needs, lived experiences, and vision of the entire region. Thank you for helping us spread the word in the places where you live, work, and play.
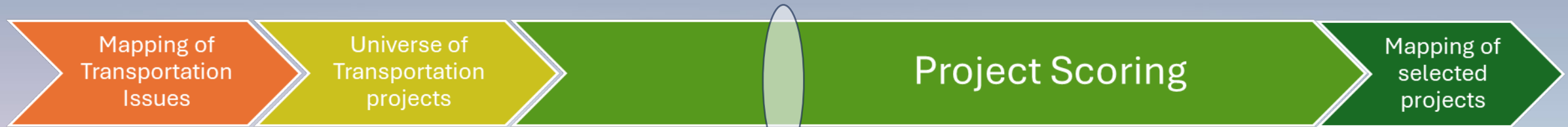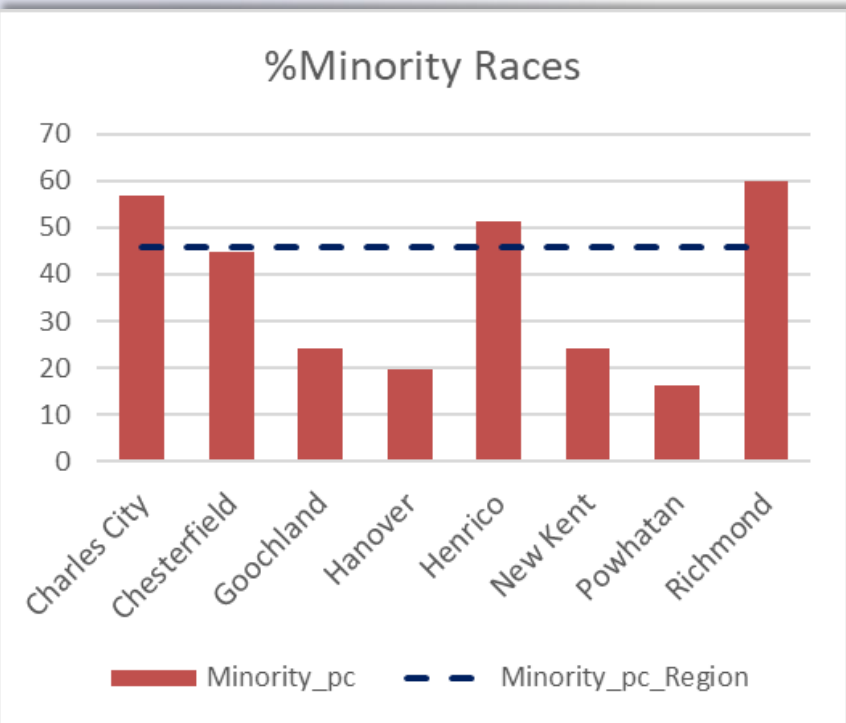
[Download Script](#)

2

SCAN ME

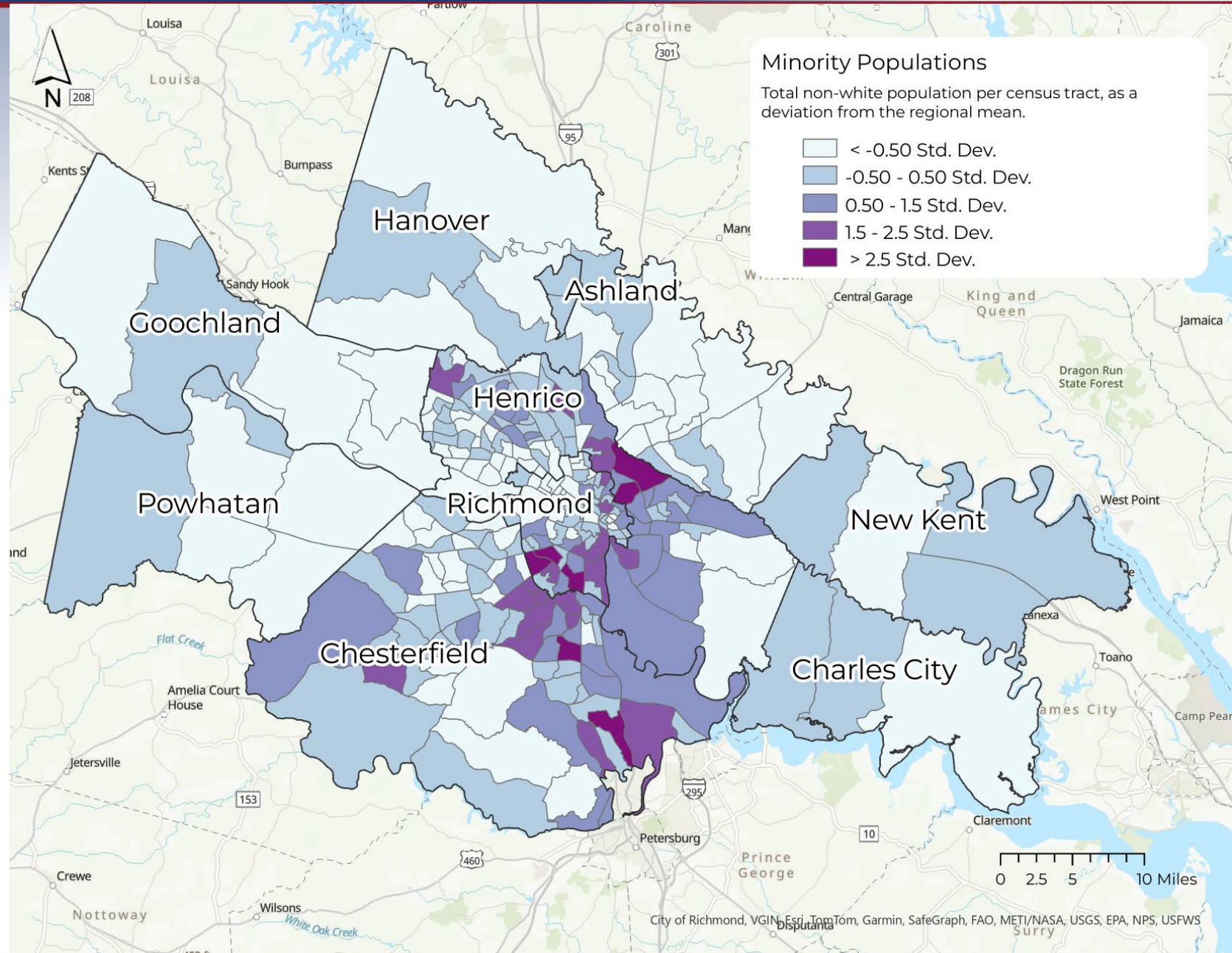https://wkf.ms/40kyOAi

# LRTP Data Development Update

# LRTP – DATA DEVELOPMENT

Mapping of Transportation Issues → Universe of Transportation projects → Project Scoring → Mapping of selected projects
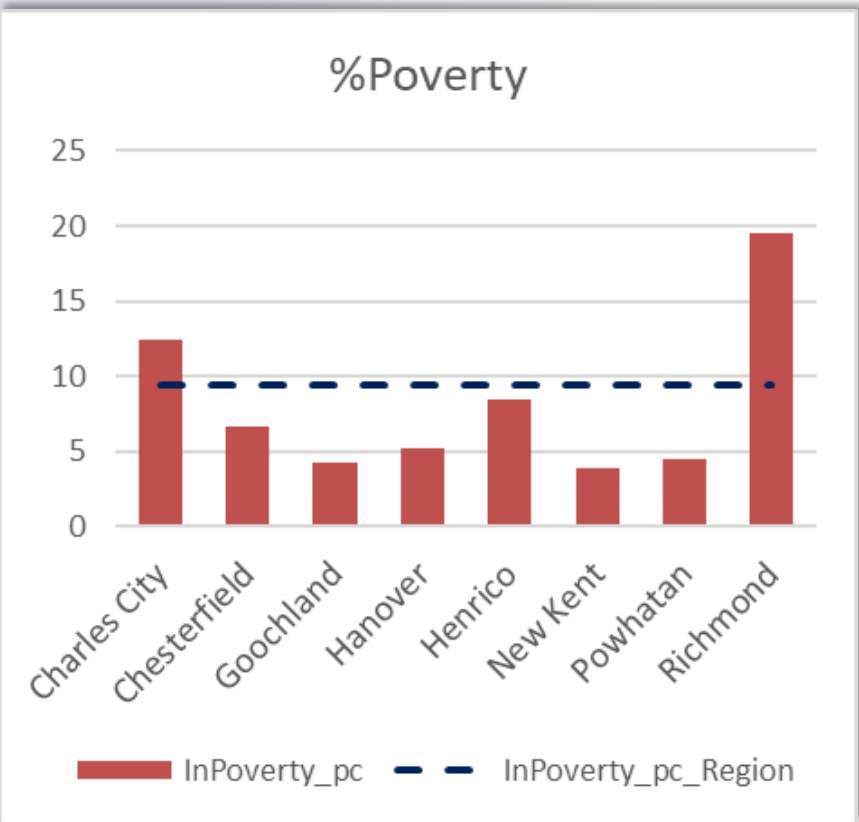
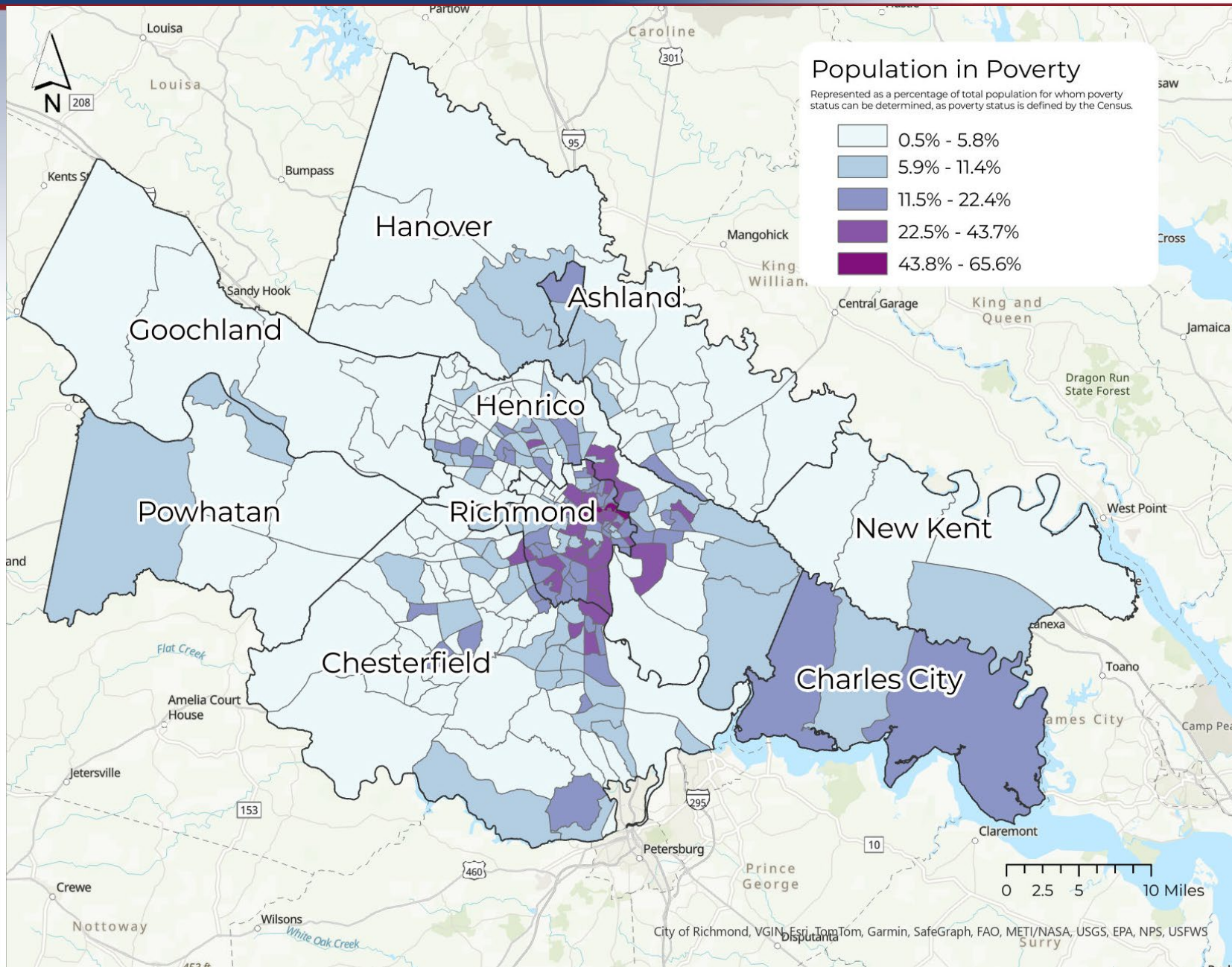## Equity

- Minority
- Low income
- Disability
- Without a car
- Elderly
- Limited English
- Housing cost burdened
- Female headed household
- Foreign born

# Minority Population

## Minority Populations
Total non-white population per census tract, as a deviation from the regional mean.

- < -0.50 Std. Dev.
- -0.50 - 0.50 Std. Dev.
- 0.50 - 1.5 Std. Dev.
- 1.5 - 2.5 Std. Dev.
- > 2.5 Std. Dev.

### %Minority Races

Minority_pc — Minority_pc_Region

# Population in Poverty

# Population with a Disability



## % Population with Disability

Legend: Population With a Disability
Represented as a percentage of population per census tract.
- 0% - 8%
- 8.1% - 12.6%
- 12.7% - 17.7%
- 17.8% - 26%
- 26.1% - 44%

Chart categories: Charles City, Chesterfield, Goochland, Hanover, Henrico, New Kent, Powhatan, Richmond

Legend: Disab_pc, Disab_pc_Region
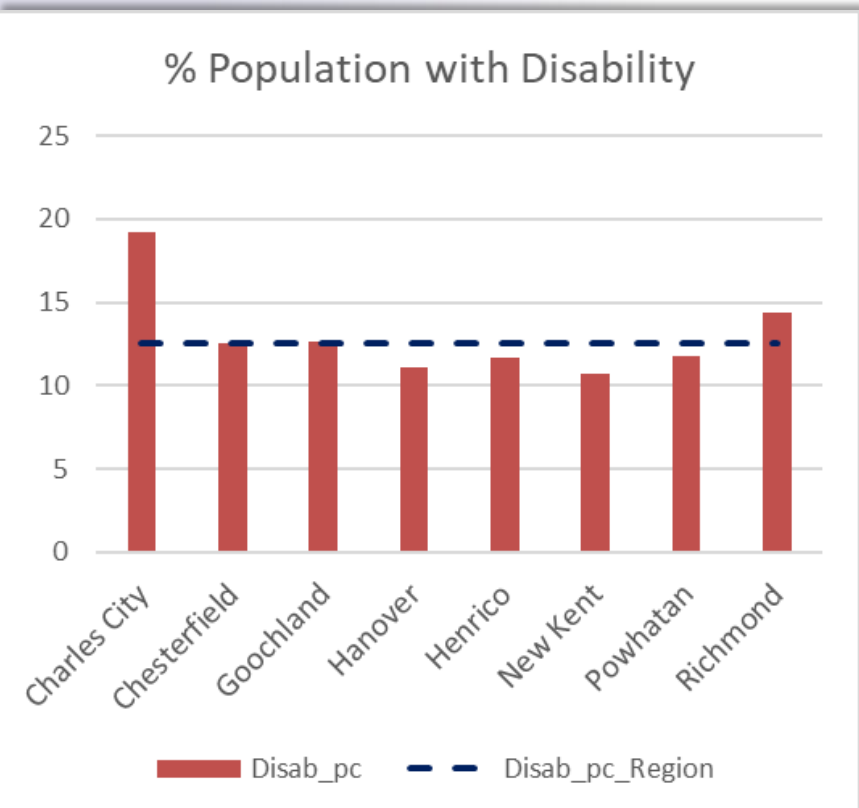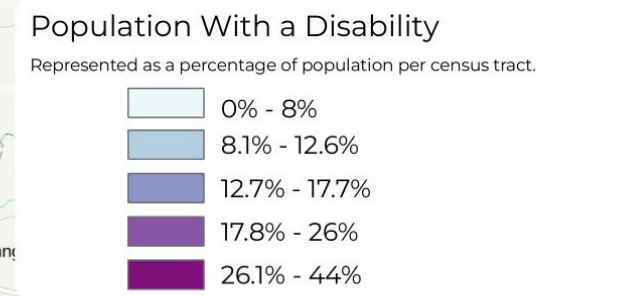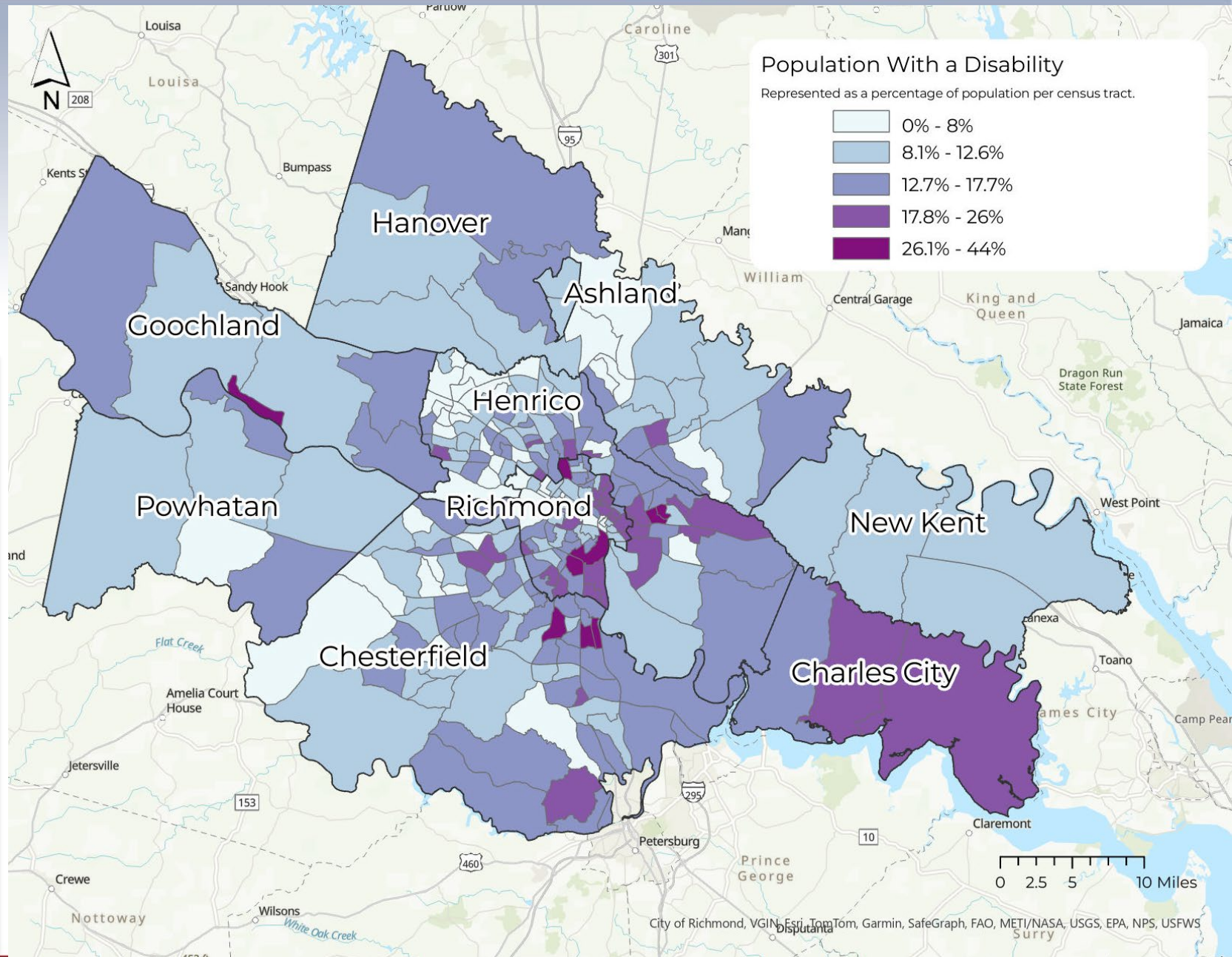
# Zero- Car Household
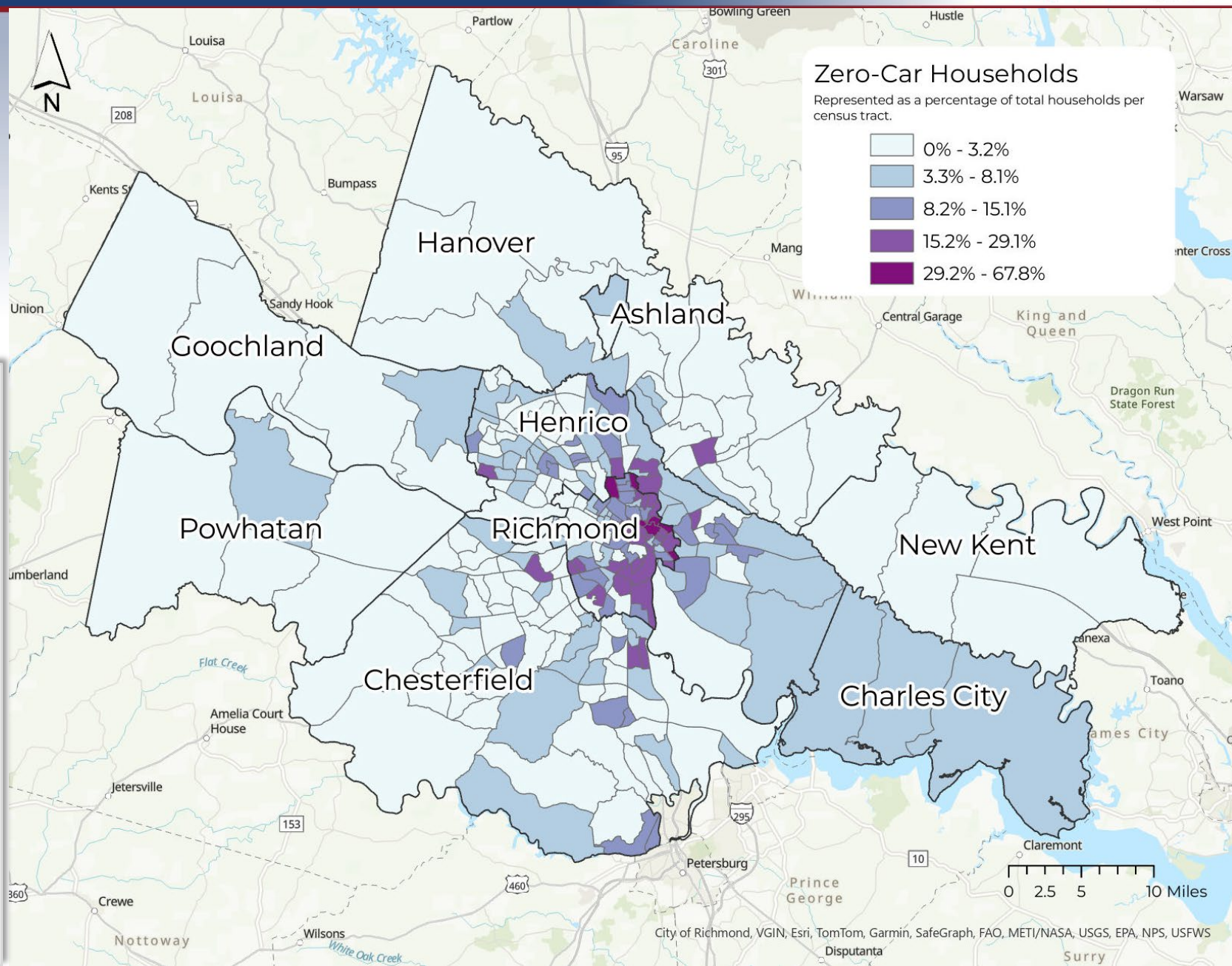


**% Households without a Vehicle**

Legend:
- HH_noveh_pc (red bars)
- HH_noveh_pc_Region (dashed line)

Chart categories: Charles City, Chesterfield, Goochland, Hanover, Henrico, New Kent, Powhatan, Richmond

**Zero-Car Households**
Represented as a percentage of total households per census tract.

- 0% - 3.2%
- 3.3% - 8.1%
- 8.2% - 15.1%
- 15.2% - 29.1%
- 29.2% - 67.8%

Map labels: Hanover, Goochland, Ashland, Henrico, Powhatan, Richmond, New Kent, Chesterfield, Charles City
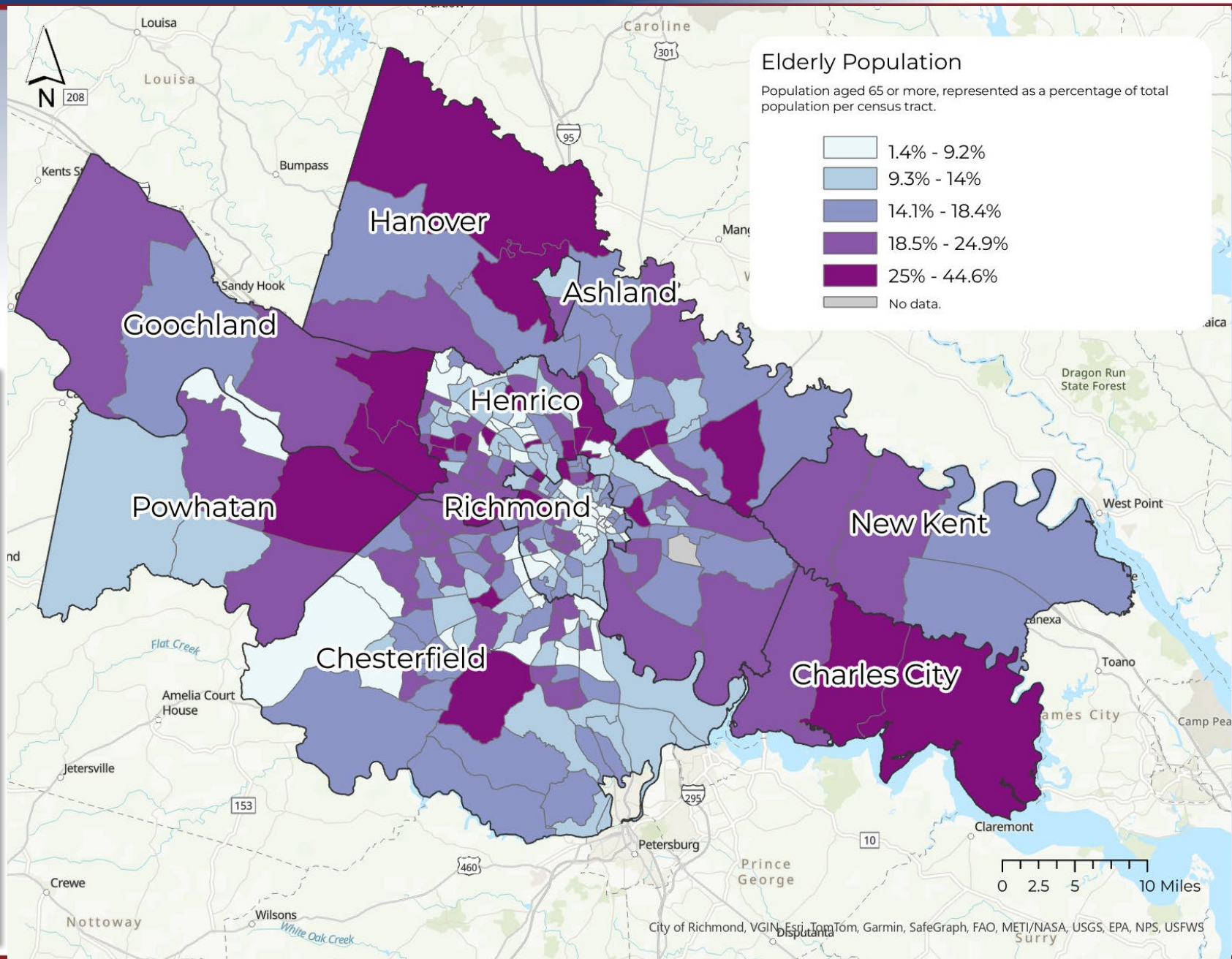
City of Richmond, VGIN, Esri, TomTom, Garmin, SafeGraph, FAO, METI/NASA, USGS, EPA, NPS, USFWS

# Elderly Population (65+)

## Percent Population 65 years and above

Legend: ■ Pop65pc  ‑ ‑ Pop65pc_Region
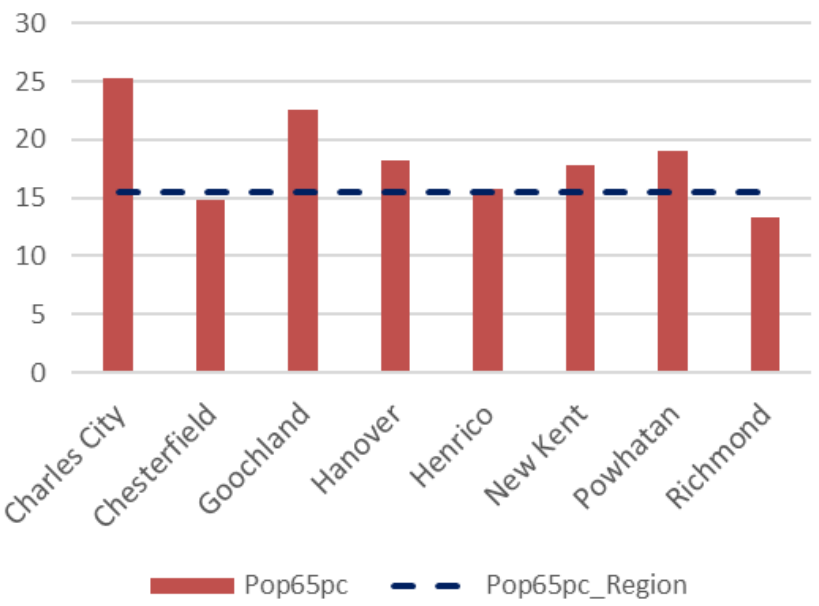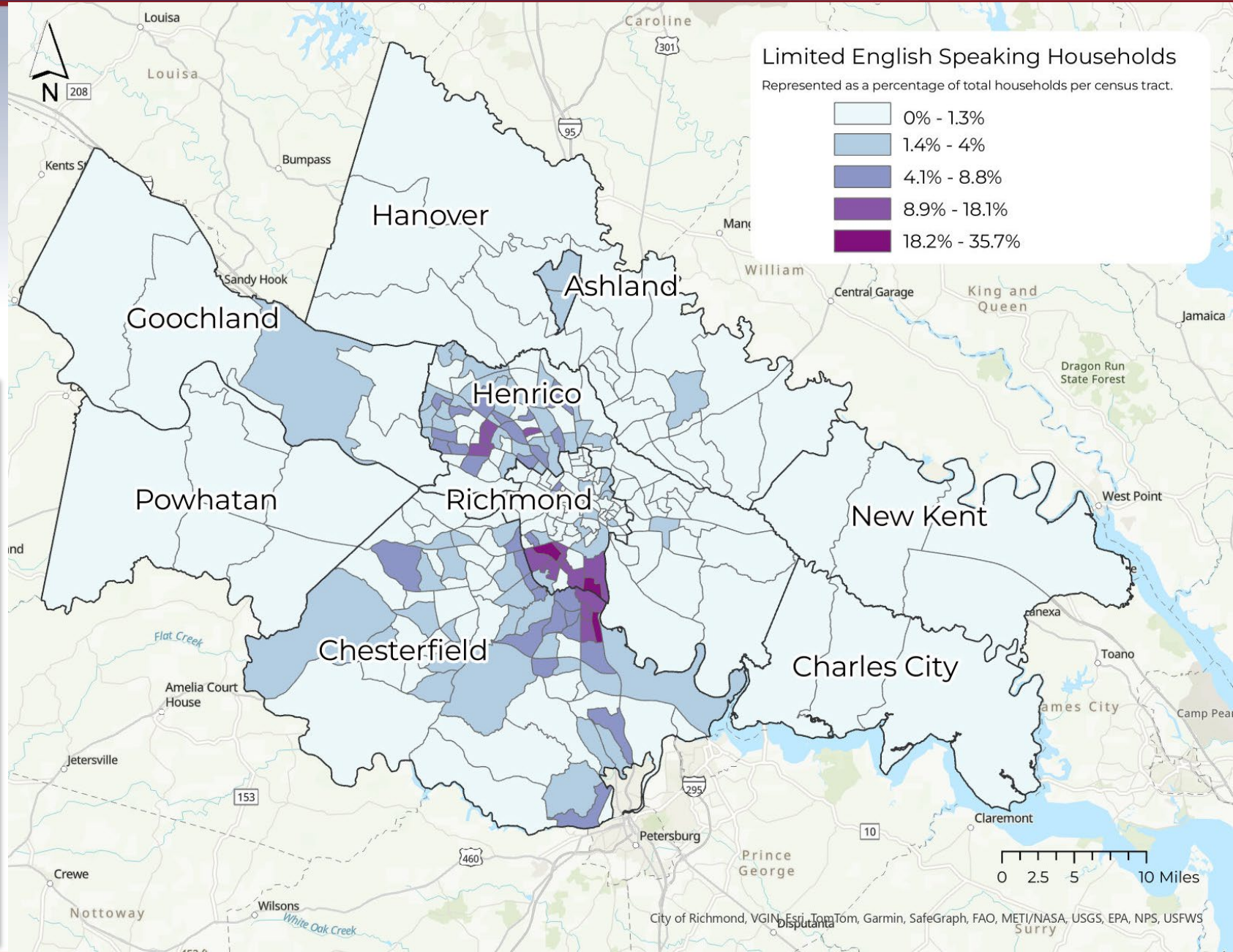
### Elderly Population
Population aged 65 or more, represented as a percentage of total population per census tract.

- 1.4% - 9.2%
- 9.3% - 14%
- 14.1% - 18.4%
- 18.5% - 24.9%
- 25% - 44.6%
- No data.

% Limited English Proficiency
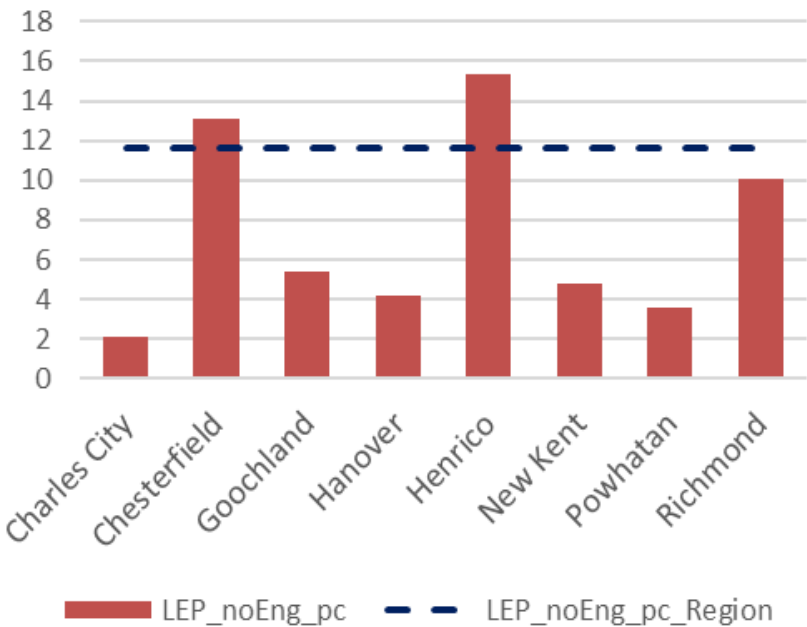
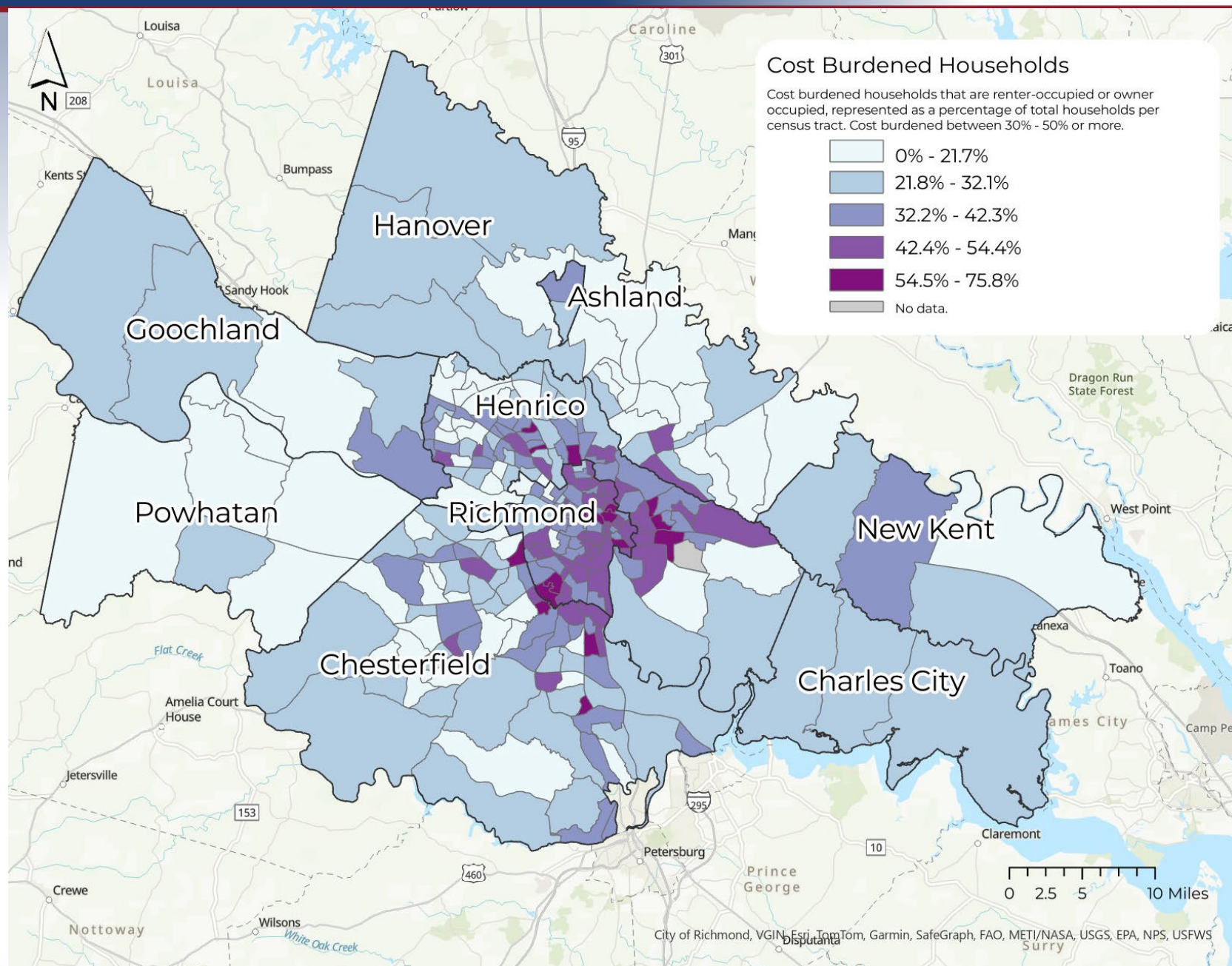Legend: LEP_noEng_pc (red bars), LEP_noEng_pc_Region (dashed line)

Limited English Speaking Households
Represented as a percentage of total households per census tract.
- 0% - 1.3%
- 1.4% - 4%
- 4.1% - 8.8%
- 8.9% - 18.1%
- 18.2% - 35.7%

# Cost-Burdened Households



## %Cost burdened Homeowner

Legend: CB_OO30_pc (bars) — CB_OO30_pc_Region (dashed line)

## %Cost Burdened - Renter

Legend: CB_RO30_pc (bars) — CB_RO30_pc_Region (dashed line)

### Cost Burdened Households

Cost burdened households that are renter-occupied or owner occupied, represented as a percentage of total households per census tract. Cost burdened between 30% - 50% or more.

- 0% - 21.7%
- 21.8% - 32.1%
- 32.2% - 42.3%
- 42.4% - 54.4%
- 54.5% - 75.8%
- No data.

# Female Headed Households



## %Female Headed Household

Legend:
- HH_Fem_pc
- HH_Fem_pc_Region

**Female Headed Households**
Represented as a percentage of total households per census tract.
- 0% - 6.3%
- 6.4% - 11.8%
- 11.9% - 18.5%
- 18.6% - 28.5%
- 28.6% - 58%
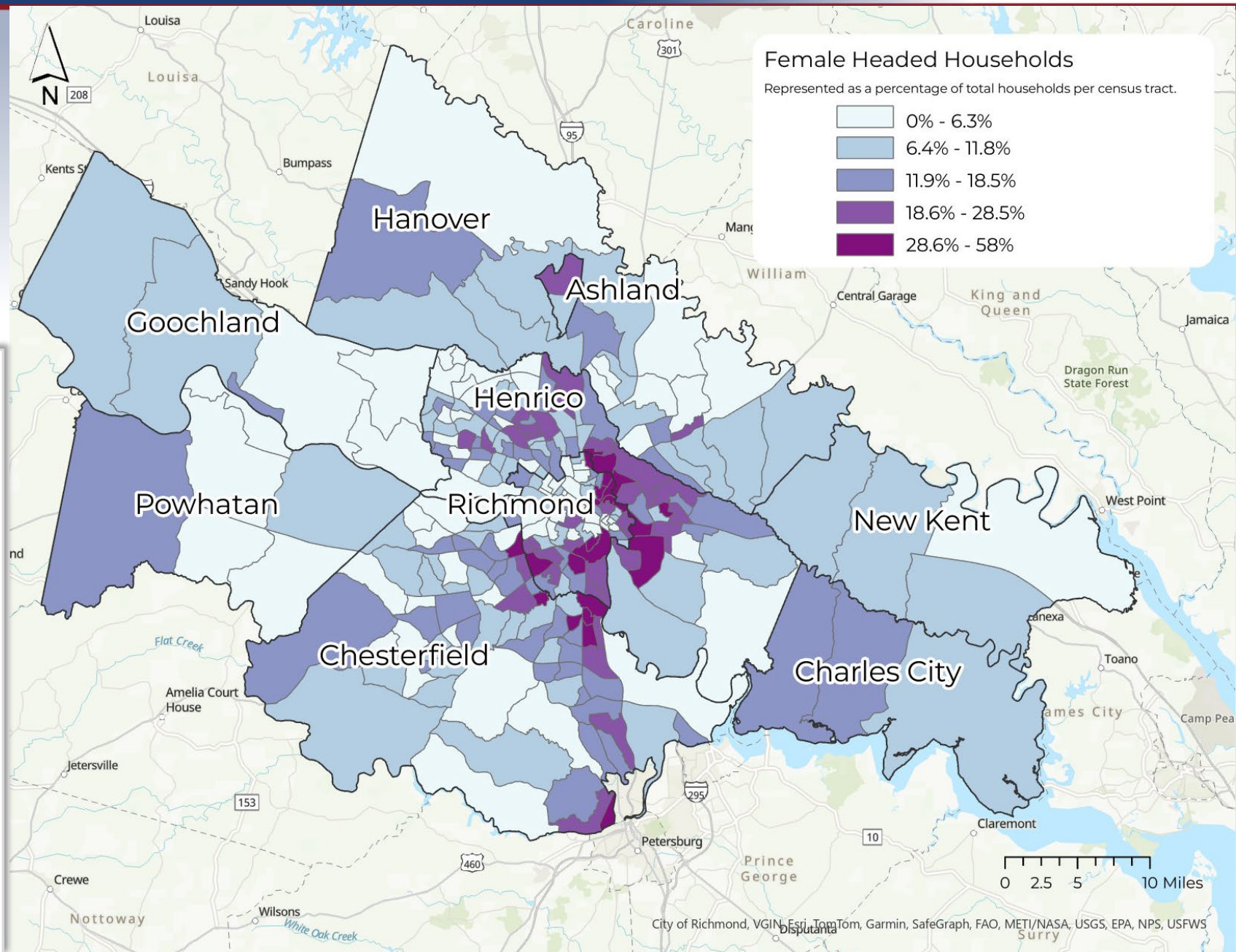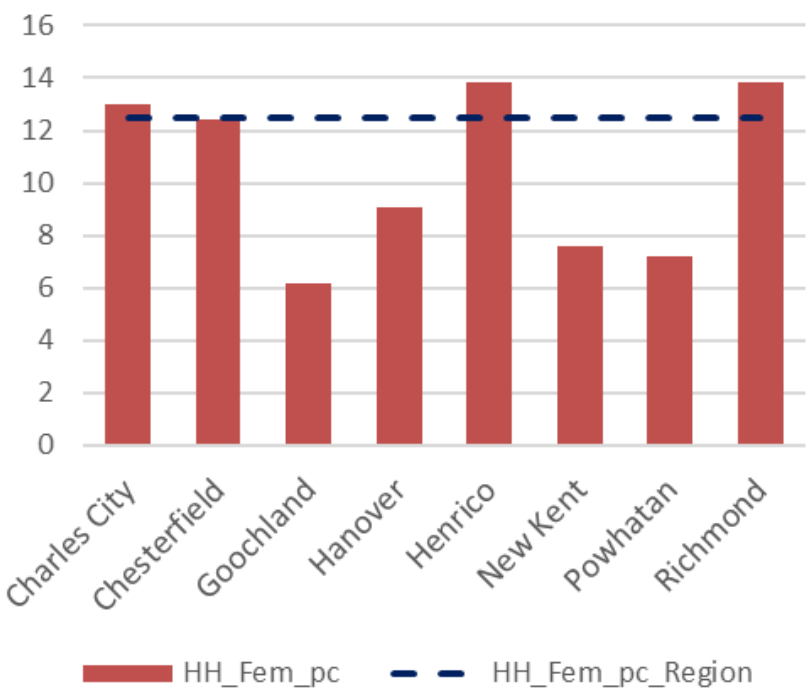
# LRTP Phase 3

## What Matters most for the Future?
## (Strategic Direction)

## What Matters most for the Future?
### (Strategic Direction)

- Regional Strategic Plan

- Transportation Vision and Guiding Principles

- Goals

- Objectives and Strategies

- Performance Measures

**Deliverables:**

- Reconfirming Vision Statement and Guiding Principles form ConnectRVA 2045

- Development Goals and Objectives and Strategies for 2050 LRTP

- Performance Measures Framework for the 2050 LRTP

**Policy Board Adoption – June 2025** (tentative)

## FY25-FY30 Regional Strategic Plan: Pathways to the Future

This Strategic Plan covers the area within Virginia's planning district #15, comprised of the Town of Ashland, the City of Richmond, and the Counties of Charles City, Chesterfield, Goochland, Hanover, Henrico, New Kent, and Powhatan. This region has a deep and complex history, a beautiful landscape threaded with rivers and communities of many kinds, and within them, the people who choose to live, work, or travel here.

To serve this region and its people, the Commission has identified a Vision for the future that it seeks to achieve through regional planning activities and coordinated and collaborative efforts.

The following five interconnected themes together constitute our Vision Statement for the region.

- Strategic and Resilient Infrastructure. A region with infrastructure that is designed and maintained to protect and enhance individual, community, and environmental health and wellbeing, support a strong economy, and provide transportation choices for everyone.

- A Healthy Environment. A region with thriving ecosystems - healthy watersheds, clean air, fruitful working lands, flourishing habitats, and communities that are located and planned in ways that recognize the connections between environmental health and human health and wellbeing.

- Attainable Housing. A region with a diverse housing stock that makes housing attainable for everyone, is safe, comfortable, resource-efficient, and is built in coordination with available or planned infrastructure and services.

- A Strong Economy. A region with an economic base that is diverse and resilient, an educated and skilled workforce, and employment that enables workers to meet their family needs; and communities with the physical, structural and social conditions to support and attract employers, workers and visitors.

- Equitable Opportunity and Choice for Everyone. A region that engages and collaborates with all voices and creates pathways to success through equitable access to jobs, housing, infrastructure and services, quality education, a healthy environment, and other elements that allow individuals and families to thrive.

**Strategic and Resilient Infrastructure**

**A Healthy Environment**

**Attainable Housing**

**A Strong Economy**

**Equitable Opportunity and Choice for Everyone**

## Vision

The vision statement describes Richmond region's transportation aspirations in a concise manner, focus on what is really important, and provide a foundation for all other aspects of the plan.

## Guiding Principles

Guiding principles is a set of fundamental values and beliefs that provide a framework for developing the vision. Guiding principles helps to ensure that the vision and goals is achieved in a way that aligns with community values. In essence, guiding principles provide the "why" behind the vision and goals.

# LRTP VISION & GUIDING PRINCIPLES

Richmond Regional
Transportation
Planning
Organization
SUPPORTED BY
PlanRVA

Connect-
RVA 2045

ADOPTED

## VISION
The transportation system in the Richmond Region will reliably and safely connect people, prioritize more equitable opportunities for all to thrive and live healthy lives, promote a strong economy, and respect environmental stewardship.

## GUIDING PRINCIPLES

1. GP1. Create a safe system for all users by using committing to the proven strategies in planning, design, operations and maintenance as well as advances in technology to eliminate fatal and serious injury crashes.
2. GP2. Choice among all travel modes regionwide.
3. GP3. Expansion of regional bicycle and pedestrian networks to provide active travel alternatives to driving, for a better individual and community health.
4. GP4. A robust transit network which delivers comprehensive, effective, and convenient service, particularly in areas of greatest need and to key destinations.
5. GP5. Equity and inclusion in all transportation spending and planning decisions in the region with a focus on historically under-represented and under-served communities.
6. GP6. Efficient movement of people and goods across the transportation network.
7. GP7. Alignment of transportation investment and planning with land use, community health, and environmental stewardship.

**GP1. Safety**

**GP2. Mode-Choice**

**GP3. Active Transportation**

**GP4. Transit**

**GP5. Equity**

**GP6. People + Freight**

**GP7. Land Use integration**

# GOALS, STRATEGIES, OBJECTIVES, PM

Richmond Regional
**Transportation**
**Planning**
**Organization**
SUPPORTED BY
PlanRVA

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

## Strategies
The strategies will be high-level approaches/methods or policy statements used to achieve the goals and objectives.

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

## Performance Measures (PM)
The performance measures provides the technical mechanism (data) to monitor progress towards objectives, goals, and vision.

Richmond Regional
**Transportation
Planning
Organization**
SUPPORTED BY
**PlanRVA**

## Goals & Objectives

Connect-
RVA 2045

**ADOPTED**

**A. Safety**

Improve the safety of the transportation system for all people.

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

**B. Environment/Land Use**

Reduce the negative impact the transportation system has on the natural and built environment.

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

**C. Equity/Accessibility**

Improve equitable access through greater availability of mode choices that are affordable and efficient

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

**D. Economic Development**

Improve connectivity and mobility for strong economic vitality

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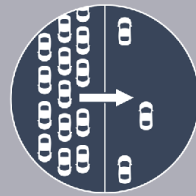
**E. Mobility**

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

**E1.** Increase the percent of complete streets across the highway network to maximize use of available capacity.
**E2.** Increase system efficiency through operational, transportation demand management (TDM), and technology-based solutions.
**E3.** Improve system reliability across all modes.

## Safety

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

## Sustainability

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

## Reliability

Ensuring that the transportation system operates consistently and predictably. This means minimizing delays and disruptions, providing accurate travel time information, and maintaining infrastructure in good condition.

## Resiliency

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

# Next Meeting

# THANK YOU!

**Pathways to the Future**
**TRANSPORTATION**

**PlanRVA**
Where **the region** comes together to look ahead.

424 Hull St Rd Suite 300
Richmond, VA 23224

Phone: 804.323.2033
www.planrva.org

**Sulabh Aryal, AICP, PTP**
*Project Manager*
saryal@planrva.org

**Dorian Allen, AICP**
*Deputy Project Manager*
dallen@planrva.org