

Pathways to the Future

TRANSPORTATION



Advisory Workgroup Meeting

March 26, 2025

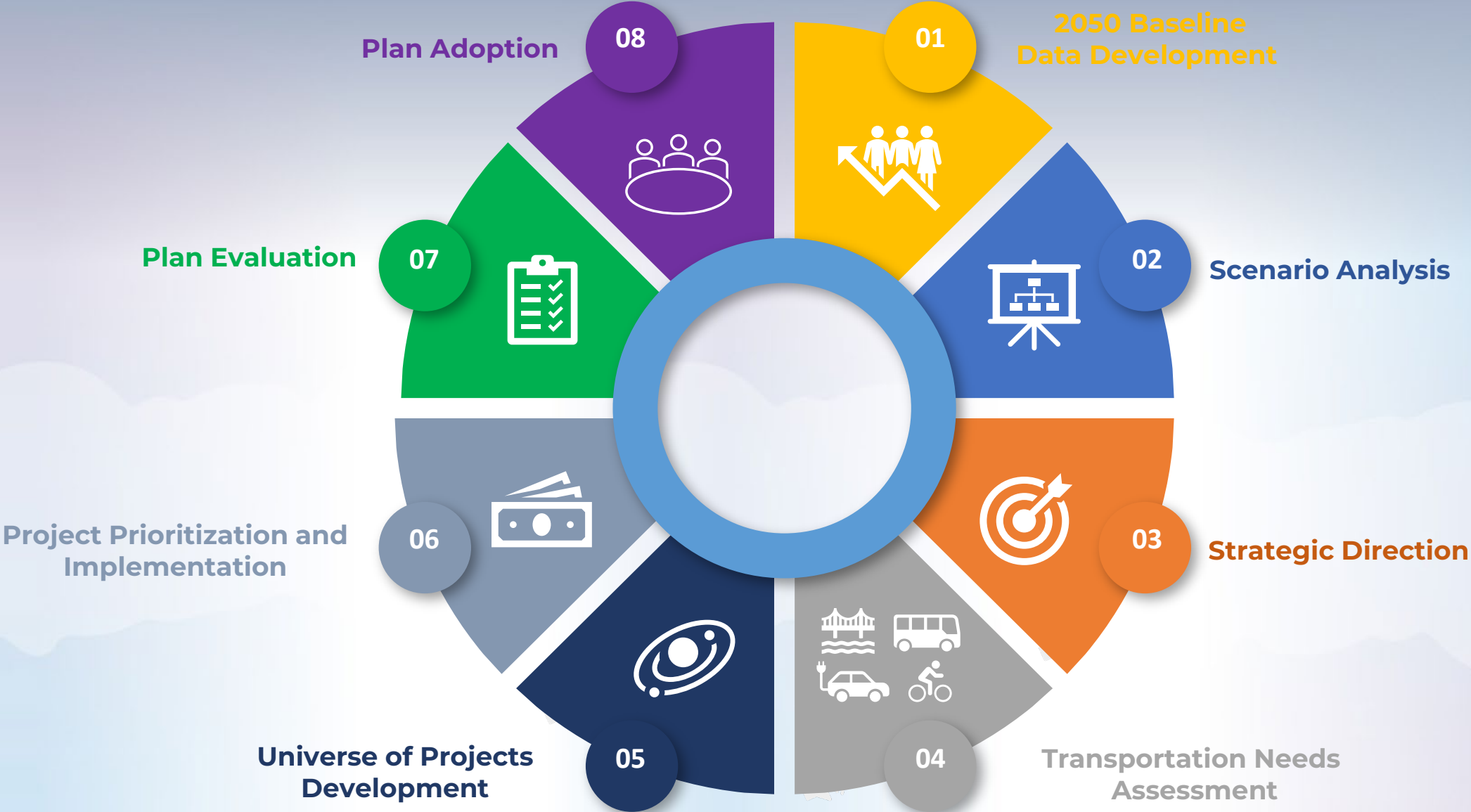


AGENDA

- 1. Attendance**
- 2. January 22 Meeting Summary**
- 3. Public Comment Period**
- 4. LRTP Progress Update**
- 5. LRTP Phase 4 Update**
- 6. LRTP Phase 3 Discussion**
- 7. LRTP Public Engagement Update**
- 8. Next Meeting**

L RTP Progress Update

2050 LRTP – PROCESS FLOW






2050 LRTP – PROCESS FLOW - PUBLIC






 Formal Public Review

2050 LRTP PROCESS FLOW – LRTP-AWG ACTION ITEMS

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**

L RTP ONGOING TASKS & AWG ACTION

- L RTP Task 3 – Strategic Direction
 - Discussion – Today
 - Recommendation to Policy Board – Next Meeting (April 23)
- L RTP Task 4 – Transportation Issues and Needs Identification
 - Review Technical Report C: State of the Transportation Report – April 23
 - Review 1st Draft of the Regional Needs Inventory & Maps – May 28
 - Recommendation to the Policy Board – June 25
 - Review Technical Report B: Richmond Regional Structural Inventory & Assessment Report 2024 - July
 - Review Technical Report D: F Y25 Congestion Management Process Report - July
- L RTP Public Engagement for Task 4 – Ends April 30
- L RTP Task 5 - Universe of Projects Development
 - Regional Projection Inclusion Guideline
 - Discussion – Next Meeting (April 23)
 - Agreement – May 28
- L RTP Data Development for Task 4 and 6

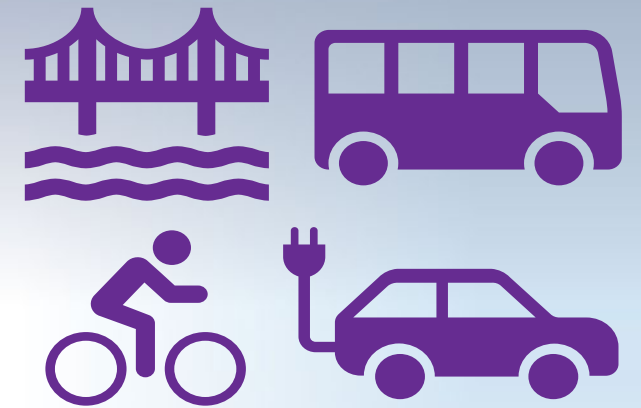
L RTP MEETING WEBPAGE

L RTP ADVISORY WORKGROUP MEETINGS

Meeting Date	Agendas	Minutes	Recording	Action Items and Presentations
MAR 26, 2025	Agenda	No minutes available		
JAN 22, 2025	Agenda	Minutes	Recording	LRTP-AWG 1-22-2025
NOV 06, 2024	Agenda	Minutes		LRTP-AWG Kickoff 11-6-2024

<https://planrva.org/transportation/meeting-agendas-minutes-and-presentations-tpo/lrtp-advisory-workgroup/>

LRTP PHASE 4



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

TASK 4.1: Transportation Needs Assessment RECAP

- **Existing Multimodal Transportation System Analysis**
 - GIS Data
 - Historical Trends
 - Existing Pavement and Structure Conditions
- **Deliverables**
 - State of the Regional Transportation System Story Map
 - State of Transportation Report
 - FY 2025 Congestion Management Report
 - Richmond Regional Structural Inventory & Assessment Report 2024

TASK 4.1: Existing Multimodal Transportation System Analysis Progress

- **Under internal review**

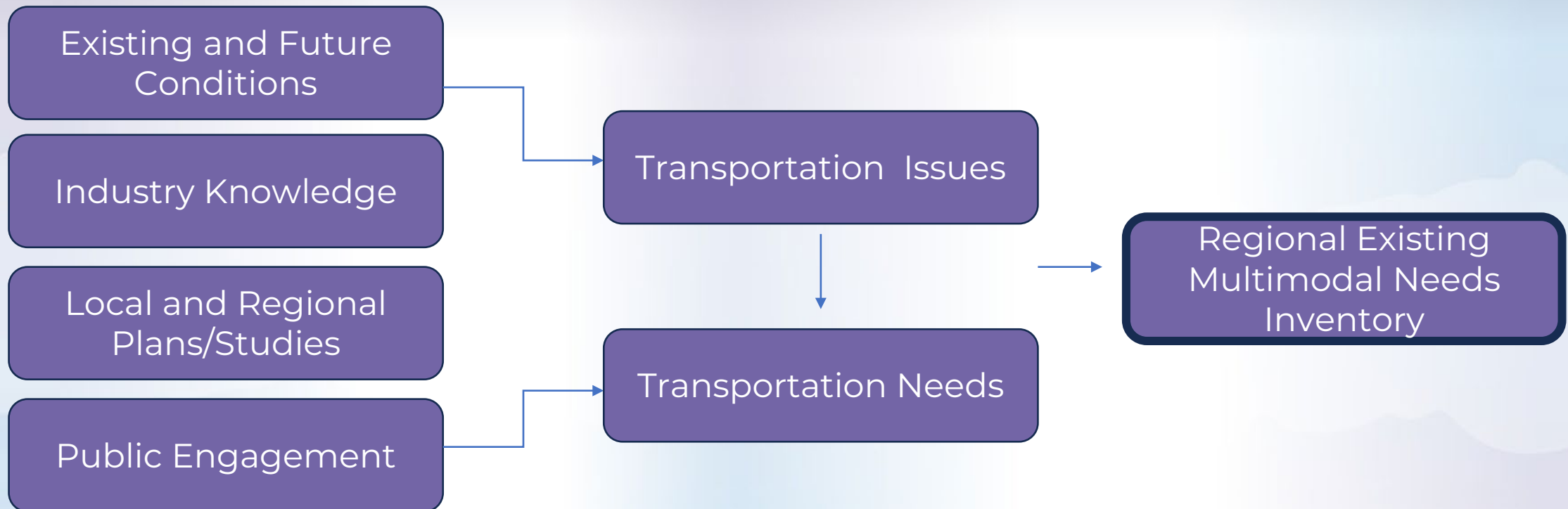
- State of Transportation Report
- Story Map

- **Completed Documents**

- Congestion Management Report
- Structural Inventory & Assessment Report

Task 4.2 Transportation Needs Assessment

- Identify Key Barriers to safe, efficient, and interconnected transportation



TASK 4.2 PROGRESS

Task 4.2 Transportation Needs Assessment Progress Needs Inventory Spreadsheet

- Issue-Based Compilation of Regional Needs in progress
- Identifying projects and policies to address regional issues

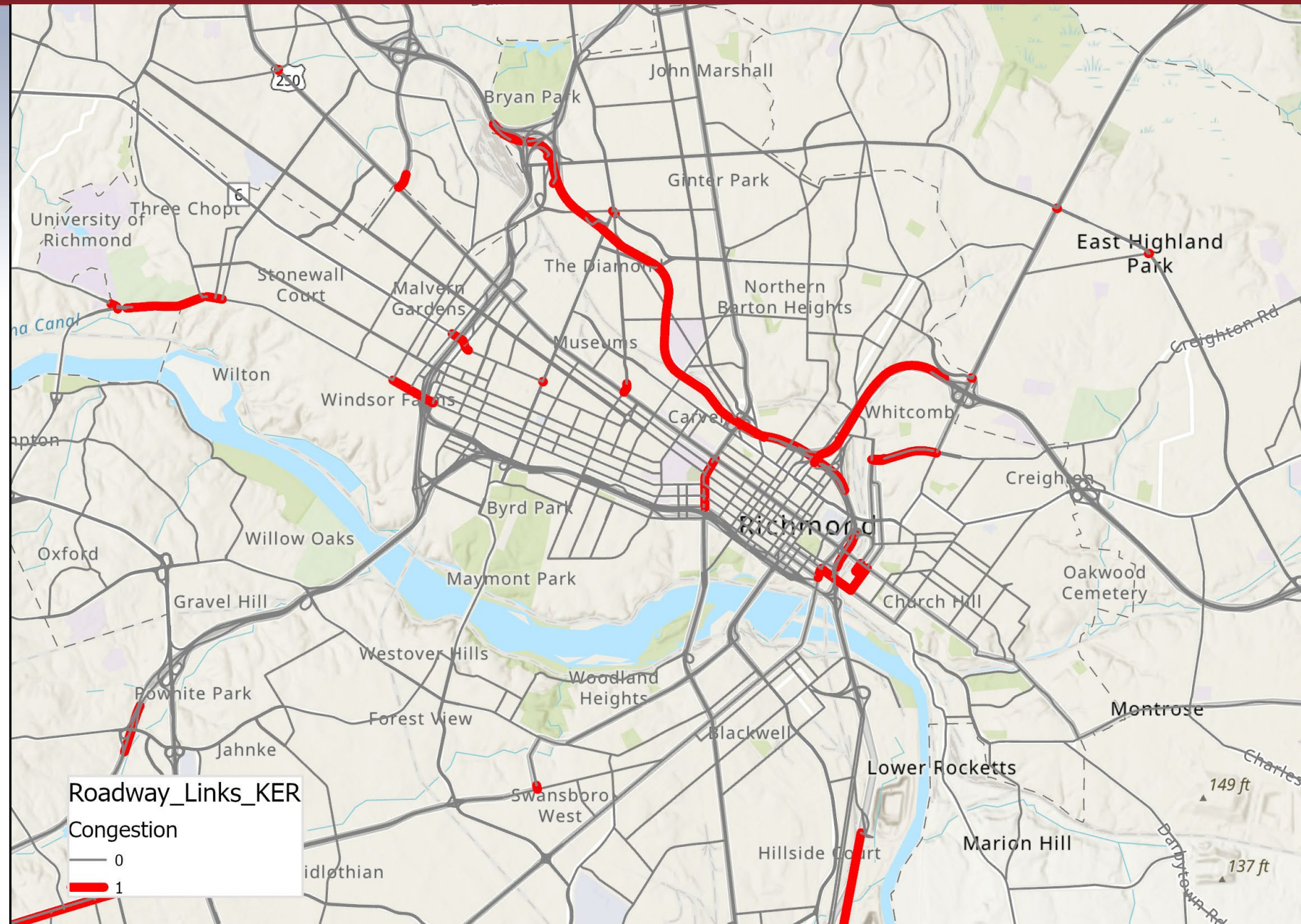
22 | Congestion on I-95 SB

Needs_ID	SN	Issue Description	Issue Category	Issue Type	Need Category	Location (Road Segment or Corridor)	Jurisdiction	Source	Source Detail	Equity Needs/Equity Emphasis Area	Activity Center	Proposed Project
DA_1		Congestion on I-95 SB	Accessibility	Freight/ Intermodal	Roadway - Capacity Change - Widening/ Road Diets/ Aux Lane	I-95 SB Between Bells Rd and Chippenham Parkway interchanges.	Multi-Jurisdiction	PlanRVA Study/Plan	I-95/Commerce Rd/RMT Study		Yes	I-95 SB Widening - Bells Rd and Chippenham Parkway interchanges.
DA_2		Congestion on Commerce Rd	Accessibility	Freight/ Intermodal	Roadway - Capacity Change - Widening/ Road Diets/ Aux Lane	Commerce Rd SB between Bells Rd and Walmsley Blvd	Richmond	PlanRVA Study/Plan	I-95/Commerce Rd/RMT Study		Yes	extending the southbound left turn lane on Commerce Road from Bells Road to Walmsley Boulevard
DA_3		Congestion in Commerce Rd Industrial Area	Accessibility	Freight/ Intermodal	Roadway - Interchange modifications	I-95 SB Exit 69 (Bells Rd/VA-161) Off Ramp	Richmond	PlanRVA Study/Plan	I-95/Commerce Rd/RMT Study		Yes	Reconfigure termini of southbound off-ramp
DA_4		No vehicular movement from Southbound I-95 to Eastbound SR 895	Accessibility	Freight/ Intermodal	Roadway - New interchanges	southbound I-95 to eastbound SR 895	Multi-Jurisdiction	PlanRVA Study/Plan	Richmond Tri Cities Intermodal Strategies Study/Commerce Corridor Study		Yes	construction of new ramp within the existing I-95/SR 895/SR 150
DA_5		Congestion/Capacity Issues	Accessibility	Freight/ Intermodal	Roadway - Interchange modifications	Southern I-64/I-95 Interchange	Richmond	PlanRVA Study/Plan	Richmond Tri Cities Intermodal Strategies Study			
DA_6		Roadway Geometry	Accessibility	Freight/ Intermodal	Roadway - Realignment	Bells Rd - US 301 to Commerce Rd	Richmond	PlanRVA Study/Plan	Richmond Tri Cities Intermodal Strategies Study		Yes	
DA_7		Access issues from Commerce Corridor to I-64 east corridor and RIC / White Oak area	Accessibility	Freight/ Intermodal	Roadway - Capacity Change - Widening/ Road Diets/ Aux Lane	New Market Road between South Laburnum Avenue and Osborne Turnpike	Henrico	PlanRVA Study/Plan	Commerce Corridor Study			three-lane or four-lane divided roadway section to be defined by Henrico County
DA_8		Access issues from I-95 to industrial corridor within Commerce Corridor Study Area 1	Accessibility	Freight/ Intermodal	Roadway - Interchange modifications	I-95/ Willis Rd	Chesterfield	PlanRVA Study/Plan	Commerce Corridor Study		Yes	Interchange Modification at I-95/Willis Rd
DA_9		Access issues from I-95 to industrial corridor within Commerce Corridor Study Area 2	Accessibility	Freight/ Intermodal	Roadway - Major Intersection Improvement	Willis Rd. (Willis Rd. at Coach Rd. Coach Rd. at Battery Brooke Parkway, and US 1 at Reymet Rd.	Chesterfield	PlanRVA Study/Plan	Commerce Corridor Study		Yes	Intersection modifications at Willis Rd. at US 1, Willis Rd. at Coach Rd. Coach Rd. at Battery Brooke Parkway, and US 1 at Reymet Rd.

TASK 4.2 PROGRESS

Task 4.2 Transportation Needs Assessment Progress

- Mapping Transportation Issues
- Visualization of regional transportation issues
- Compilation into one shapefile
- Dissemination to localities/agencies for approval



NEXT STEPS

- Continued internal coordination to develop Story Map and State of Transportation Report
- Continued internal and external coordination of needs/issues inventory
- Mapping of regional multimodal needs based on input

L RTP 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
- Systemwide and Project Level 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 – August 2025

L RTP VISION & GUIDING PRINCIPLES

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.

Connect
RVA 2045



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 (What do we want?)

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

Objectives (How do we measure success?)

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

Strategies (How will we get there?)

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

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

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

PROPOSED GOALS



Safety



Reliability



Sustainability



Resiliency

FEDERAL PLANNING FACTORS (FAST ACT)

1. Increase the safety of the transportation system for motorized and non-motorized users
2. Emphasize the preservation of the existing transportation system
3. Promote efficient system management and operation
4. Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency
5. Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns
6. Increase accessibility and mobility of people and freight
7. Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight
8. Increase the security of the transportation system for motorized and non-motorized users
9. Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation
10. Enhance travel and tourism

NATIONAL PERFORMANCE GOALS (MAP-21)

1. Safety
2. Infrastructure condition
3. Congestion reduction
4. System reliability
5. Freight movement & economic vitality
6. Environmental sustainability
7. Reduced project delivery delays

CROSSWALK: FEDERAL GOALS VS PROPOSED GOALS

Federal Planning Factors (FAST ACT)	National Performance Goals (MAP-21)	Proposed 2050 LRTP Goals
Increase the safety of the transportation system for motorized and non-motorized users	Safety	Safety
Emphasize the preservation of the existing transportation system	Infrastructure condition	Reliability
	Congestion reduction	Reliability
Promote efficient system management and operation	System reliability	Reliability
Support the economic vitality of the metropolitan area, especially by enabling global competitiveness, productivity, and efficiency	Freight movement & economic vitality	Sustainability
Protect and enhance the environment, promote energy conservation, improve the quality of life, and promote consistency between transportation improvements and State and local planned growth and economic development patterns	Environmental sustainability	Sustainability

Federal Planning Factors (FAST ACT)	National Performance Goals (MAP-21)	Proposed 2050 LRTP Goals
	Reduced project delivery delays	Sustainability
Increase accessibility and mobility of people and freight		Sustainability/Reliability
Enhance the integration and connectivity of the transportation system, across and between modes, for people and freight		Sustainability/Reliability
Increase the security of the transportation system for motorized and non-motorized users		Safety
Improve the resiliency and reliability of the transportation system and reduce or mitigate stormwater impacts of surface transportation		Resiliency
Enhance travel and tourism		Sustainability/Reliability

OBJECTIVES

Describes specific, measurable statements that support achievement of the goals.

SMART (**S**pecific, **M**easurable, **A**greed-upon, **R**ealistic, **T**ime-bound).

Example:

Goal B. – Sustainability - A transportation system that meets the needs of people alive today and provides the same opportunity for future generations.

Objective - By 2050, the average number of vehicle miles travelled per person each year is reduced by X%.

- Three values to compare
 - Base Year (2017-2022)
 - Existing Plus Committed (No-Build 2050)
 - Cost Feasible (Build 2050)
- Compare Base Year vs Build 2050
- Compare No-Build vs Build 2050

General Definition

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

Goal A

A transportation system where no one is killed or seriously injured.

Objectives

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

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

Strategies

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

General Definition

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

Goal B

A transportation system that meets the needs of people alive today and provides the same opportunity for future generations.

Objectives

B1. By 2050 the volume of freight moved via intermodal transportation (rail or through the barge) will increase by X%.

Base Year Values – 5.10% by Volume (1.47% by Dollar Value)

B2. By 2050, X% more jobs and destinations are accessible within 30 minutes by all modes (driving, transit, biking, walking).

Base Year Values – *To be Calculated*

Objectives

B3. By 2050, the percentage of houses and jobs within 1/2-mile radius of public transit stations will increase by X%.

Base Year Values – Houses – 48% and Jobs – 63% (crude calculation, needs refinement)

B4. By 2050, the average number of vehicle miles travelled per person per year is reduced by X%.

Base Year Value – 31 miles (Daily VMT)

B5. By 2050, transportation related Particulate Matter 2.5 and ozone precursor emissions are reduced by X% and greenhouse gas emissions are reduced by X%.

Base Year Value - *To be calculated*

Strategies

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

General Definition

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

Goal C

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

Objectives

C1. By 2050, peak-hour traffic delays are reduced by X% across major corridors.

Base Year Value - *To be calculated*

C2. By 2050, the number single-occupancy vehicles trips is reduced by X%.

Base Year Value – 58.26%

Objectives

C3. By 2050, X% of Bridge & Culvert Deck Area on the National Highway System(NHS) are classified as in Good and Poor conditions .

Base Year Values – Good condition – 6.5% & Poor Condition 4.15%

C4. By 2050, X% of pavements on the National Highway System (NHS) are in good condition.

Base Year Value – 59.9%

Strategies

1. Deploy advanced intelligent transportation system (ITS) infrastructure to support a high level of accuracy in real-time travel information provided to the public and coordination across all modes of travel.
2. Expand dedicated infrastructure for transit and active transportation to provide reliable commutes across all modes of travel
3. Encourage mode shifts, shared rides, telework, and other demand management approaches which reduce peak hour demand for highway usage
4. Ensure adequate maintenance and repair of bridges and pavements to keep them in a state of good repair

General Definition

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

Goal D

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

Objectives

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

Base Year Value – *To be calculated*

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

Base Year Value – *To be calculated*

Strategies

1. Conduct comprehensive vulnerability assessments of the transportation system to identify critical infrastructure and high-risk areas.
2. Invest in resilient materials and technologies for infrastructure construction and maintenance.

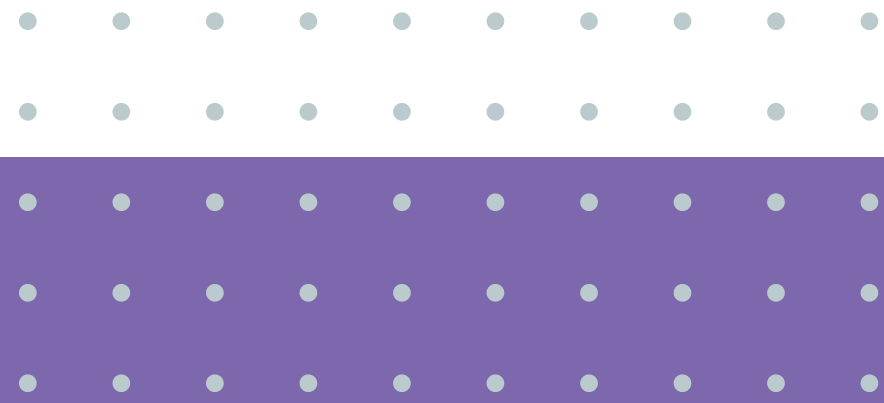
Breakout Rooms (5)

- Safety
- Sustainability - 1
- Sustainability - 2
- Reliability
- Resiliency
- 4-6 LRTP-AWG Members + 2 Staff Members
- 30 Minutes Discussion
- 3 Minutes reporting by each group - One LRTP-AWG Member to Report Back

Discussion Direction

- **Goal** – Do the Goal statement accurately justify what we what to achieve in the future?
- **Objectives** – Do they make sense. Are they the most correct way to measure success? Add/Remove/Edit as needed. Also have high level discussion on reduction/improvement rather than focusing on by how much. Do not focus on giving “X” a value now. Most refined calculations needs to be done.
- **Strategies** – Do the Strategies make us achieve the overall stated Goals and Objectives. Add/Remove/Edit as needed.

L RTP Public Engagement Update



L RTP ENGAGEMENT UPDATE

Holly Gordon



FY 24-25 LRTP ENGAGEMENTS: NOVEMBER 2024 - MID MARCH

Event Status		# Events	# Engaged	
Completed		26	1248	engage.planrva.org/lrtp Public Events Listed
Scheduled		11		
In Progress		4		
Potential		17		

L RTP ENGAGEMENT METHODOLOGY

- Broad vs. Targeted Approach
- Lower barriers and build the engagement infrastructure
- The 45

to ensure that all residents have a voice in shaping the region's future

Strategic Pillars: We prioritize three primary strategies:

1. Identifying and engaging underrepresented & limited access groups
2. Conducting targeted in-person outreach with personalized engagement opportunities
3. Developing accessible, audience-specific messaging

1. Identifying and engaging underrepresented and limited access groups

- Importance of reaching individuals and communities who may face barriers to traditional engagement methods.
- To effectively connect with and build trust with these groups, we are actively collaborating with organizations that serve them and with groups led by the stakeholders..

2. Targeted In-Person Engagement with Personalized Engagement Opportunities

We believe that face-to-face interaction is crucial for building trust and fostering meaningful dialogue.

- *Hosting segment-specific public events (Transportation Town Hall for the Deaf).*
- *Conducting workshops to gather in-depth feedback (youth field trip by Cultural Roots Homeschool Cooperative).*
- *Seeking existing gatherings to maximize reach, (SAARA Community Resource Fair-adults in recovery/program providers).*

continued...

2. Targeted In-Person Engagement with Personalized Engagement Opportunities:

- Developing personalized engagements, *such as a map and sticker activity.*
- Reaching broad groups of significant size: attending community events where diverse groups gather, *including locality festivals, sporting events, and neighborhood meetings.*

3. Accessible and Audience-Specific Messaging

This includes:

- Utilizing a variety of communication channels.
- Creating visually engaging materials in a variety of formats.
- Translating materials into multiple languages as needed.
- Highlighting direct benefits of participation in public feedback opportunities, emphasizing how resident input shapes regional decisions.

L RTP Scheduled Engagements: Visioning Phase

BOOKED

11

Name	Date	Locality Served	# Engaged
Deaf and Hard of Hearing - Town Hall	2025-03-29	Regional	
Ashland Community Ambassadors Group (Quarterly)	2025-04-17	Ashland	
RVA Rapid Transit Riders & Advocates Dinner	2025-04-08	Richmond	
UU Church Fair	2025-04-13	Regional	
9th District Town Hall	2025-03-20	Richmond	
Cultural Roots Homeschooling Collective	2025-05-02	Regional	
Black Girls Do Bike RVA Kickoff	2025-04-06	Regional	
Teen Summit RVA 2025	2025-03-22	Regional	
Art180 First Friday's Event	2025-04-04	Richmond	
SPAN Center Listening Session - Powhatan	2025-03-24	Powhatan	
GRTC BRT Pulse Discussion - Main St Station	2025-03-25	Regional	
			TBD

[**Link to List**](#)

In Progress or Potential ideas

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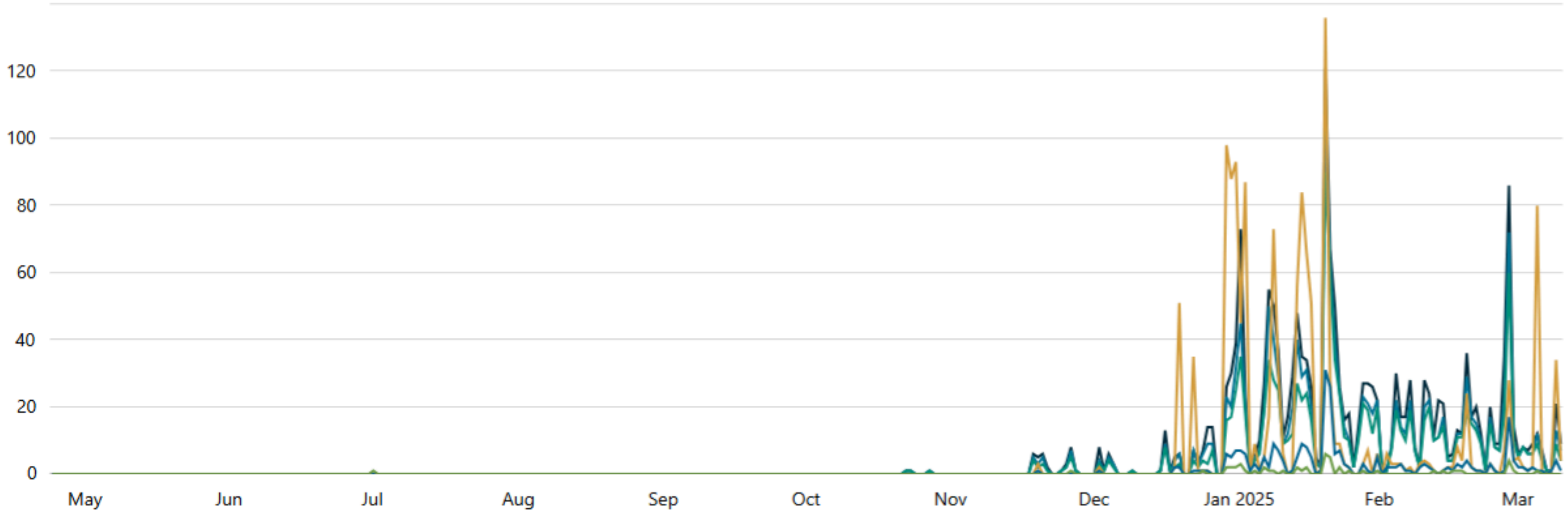
Name	Date	Locality Served	# Engaged
East End Green Infrastructure Collaborative	2025-03-25	Richmond	
RCLI Housing Event (Panel)	2025-03-27	Regional	
East End Street Fair (Nine Mile Road)	2025-04-12	Richmond	
Ashland Train Day	2025-04-26	Ashland	
Chesterfield TRIAD Senior Day	2025-04-30	Chesterfield	
Design RVA	2025-05-10	Regional	
Cap2Cap	2025-05-10	Regional	

Overview

Performance Summary



1,719 Views	1,381 Visits	820 Visitors	1,358 Contributions	217 Contributors	51 Followers
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Participation

Contributions by Activity

	Activity	Contributions		%
	Social Map	1,106		81.44%
	Form	251		18.48%

Next Meeting

THANK YOU!



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