

**RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION
TECHNICAL ADVISORY COMMITTEE (TAC)
Zoom Meeting**

January 14, 2025 - 9:00 a.m.

MEMBERS and ALTERNATES (A) PRESENT:

Town of Ashland		Charles City County		Chesterfield County	
Nora D. Amos	X	Sheri Adams, Vice Chair	X	Barbara K. Smith	X
Goochland County		Gary Mitchell (A)		J.J. Banuelos (A)	X
Vacant		Hanover County		Henrico County	
New Kent County		Joseph E. Vidunas	X	Sharon Smidler	X
Amy Inman		Randy Hardman (A)		Todd Eure (A)	
Capital Region Airport Commission (CRAC)		Powhatan County		City of Richmond	
John B. Rutledge		Bret Schardein (A)		Dironna Moore Clarke, Chair	X
PlanRVA		DRPT		GRTC	
Myles Busching	X	Tiffany T. Dubinsky		Patricia Robinson	X
Sulabh Aryal (A)	X	Wood Hudson (A)	X	Corey Robinson (A)	
RideFinders		RMTA		VDOT	
John O'Keefe (A)	X	Theresa Simmons		Sarah Rhodes	X

The technology used for the RRTPO Technical Advisory Committee meeting was a web-hosted service created by Zoom and YouTube Live Streaming and was open and accessible for participation by members of the public. A recording of this meeting is available on our [Plan RVA YouTube Channel](#).

1. Welcome and Introductions

Chair Clarke opened the meeting at 9:01 a.m. and welcomed attendees.

2. Roll Call & Certification of a Quorum

Janice Scott, PlanRVA, took attendance by roll call and certified that a quorum was present.

3. Consideration of Amendments to the Meeting Agenda

There were no requested changes

4. Approval of November 12, 2024, Meeting Minutes

On motion by Barbara Smith, seconded by Nora Amos, the members of the RRTPO Technical Advisory Committee voted to approve the meeting minutes as presented (voice vote).

5. Open Public Comment Period

There were no requests to address the committee.

6. TAC Chairman's Report

Chair Clarke did not have a formal report.

7. 2025 Safety Performance Targets

Myles Busching presented this item and reported that setting safety targets is an annual requirement for the RRTPO as part of the federal performance-based planning and programming requirements. For roadway safety, the RRTPO is required to [track and set targets for five performance measures](#):

- Fatalities
- Fatality Rate (per 100M vehicle miles traveled)
- Serious Injuries
- Serious Injury Rate (per 100M vehicle miles traveled)
- Non-Motorized Fatalities and Serious Injuries

VDOT, in coordination with DMV, sets statewide targets annually for each of these measures. State performance is assessed against these targets by FHWA and the Commonwealth is required to meet or make significant progress toward meeting these targets. The statewide performance targets are informed by an analytical model which factors in vehicle miles traveled, demographics and employment, weather, liquor sales, VDOT maintenance and operations programs spending, DMV behavioral programs spending, and the expected impacts of SMART SCALE and VHSIP investments. Beginning with the calendar year 2024, states are required to set level or declining targets for safety.

Based on current trends and federal requirements, the Commonwealth Transportation Board (CTB) has adopted the following targets for 2025 using a flat target for people killed or seriously injured and 2.4% annual increase in vehicle miles travelled.

Performance Measure	2025 Target
Fatalities	819
Fatality Rate	0.894
Serious Injuries	6,829
Serious Injury Rate	7.457
Non-Motorized Fatalities and Serious Injuries	619

MPOs are required to adopt targets no later than 180 days after the CTB each year. The RRTPO has the option to follow the statewide target (level for all measures) or set a separate target for any or all performance measures. In general, FHWA has identified three approaches used in setting performance targets (data driven, goal driven or hybrid).

Committee members discussed the previous and proposed safety targets.

On motion by Joseph Vidunas, seconded by Amy Inman, the members of the Technical Advisory Committee voted to recommend Policy Board approval of the following 2025 safety targets:

Performance Measure	Baseline (Year)	2025 Target	Annual Change	Approach to Target Setting
Fatalities	116 (2022)	107	-2.6%	Keep unmet 2024 target
Fatality Rate	1.170 (2022)	1.003	--	Adjust for 2.4% annual increase in VMT, 2025 target
Serious Injuries	871 (2023)	843	-1.61%	Near term trendline rate (declining)
Serious Injury Rate	8.566 (2023)	7.875	--	Adjust for 2.4% annual increase in VMT, 2025 target
Non-Motorized Fatalities and Serious Injuries	109 (2022)	109	0.0%	Flat target based on lower 2022 average; increase expected

8. BikePedRVA 2045 Update

Phil Riggan, PlanRVA, presented this overview of efforts to update the bicycle and pedestrian plan, BikePedRVA. This effort is being undertaken to feed into the Long-Range Transportation Plan and Transportation Alternatives program and includes refining the terms used to define the active transportation network for the Richmond region.

The purpose of BikePedRVA 2045 was to update the 2004 Richmond Regional Bicycle and Pedestrian Plan, document the progress since then, and forecast a vision for the next 25 years. The plan was adopted by the RRTPO Policy Board in May 2022 and was prepared in coordination with the ConnectRVA 2045 long-range transportation plan.

Rather than allow the plan to sit on a shelf, it has been our plan to continue to update the data and track the progress as it is made. That includes the selection of projects, funding, implementation, completion, and eventual maintenance of projects that provide connections in the development of an active transportation network.

PlanRVA relies on each locality to provide updates on the progress made in their jurisdictions. The data we collect is gathered and presented collectively to view as a region. We track the active transportation projects that have been implemented and the envisioned future projects proposed by the localities with shape files and update them on our BikePedRVA website. Over the past nine months, staff have worked with local partners to update our proposed projects layer.

This update is being undertaken to serve two purposes. First, BikePedRVA 2045 is used in evaluating and scoring projects for the Transportation Alternatives Program (TAP). A small portion of a project's score is based on its inclusion and classification (regional spine, regional spur, local) in the plan.

Second, the projects included in the plan will be used to inform the update of the Long-Range Transportation Plan, Pathways to the Future: Transportation 2050. Projects and conceptual connections in the bike-ped plan are included as needs for the LTRP and certain project types like off-road trails are expected to be included in the constrained list of regionally important projects in the plan.

As part of this update, staff have been working to develop concise definitions of regional spines and spurs to use in classifying new trails. The following definitions have been adapted from the approved plan and are presented for TAC's consideration and discussion.

A **spine route** refers to a major interregional active transportation corridor that serves as the backbone of a comprehensive, interconnected network for bicyclists and pedestrians across the Richmond region.

A **spur route** refers to an active transportation route that serves to connect vulnerable road users to activity centers and/or to spine routes within the Richmond region on corridors that are safe and comfortable for users of all ages and abilities.

Committee members discussed various aspects of the plan. Mr. Riggan offered clarification on details of the plan and the study that was done.

9. Regional Funding Framework Review

Mr. Busching reviewed the framework and the issues that have been identified and need to be addressed. He detailed the review schedule. Committee members had questions and Mr. Busching offered clarification on a number of items.

This item will also be on the February TAC agenda for further review.

10. Transportation Agency Updates

a. DRPT

There was no update from DRPT.

b. GRTC

Corey Robinson provided an update on recent and upcoming GRTC activities.

c. RideFinders

John O'Keefe provided an update on recent and upcoming RideFinders activities.

d. VDOT

Sarah Rhodes provided an update on VDOT's recent and upcoming activities.

11. PlanRVA Newsletter: The Better Together Connector

This was an information item.

12. TAC Member Comments

There were no member comments.

13. Next Meeting

Chair Clarke noted the next meeting will be held on February 11, 2025.

14. Adjournment

Chair Clarke adjourned the meeting at 10:13 a.m.