

# **AGENDA**

## **RICHMOND REGIONAL TRANSPORTATION PLANNING ORGANIZATION**

**Thursday, October 3, 2019  
9:30 a.m.**

**PlanRVA James River Board Room**

**MEETING QUORUM (Certification by RRTPO Secretary)**

**PLEDGE OF ALLEGIANCE**

**INTRODUCTION**

- Sheryl Adams, RRTPO policy board alternate member,  
GRTC Transit System Chief Operating Officer

**A. ADMINISTRATION**

**Tab #**

- |   |   |
|---|---|
| <b>1. Approval of RRTPO Meeting Agenda</b><br>(Hodges) .....                    | — |
| <b>ACTION REQUESTED</b>   |   |
| <b>2. Approval of September 5, 2019 RRTPO Meeting Minutes</b><br>(Hodges) ..... | 1 |
| <b>ACTION REQUESTED</b>   |   |
| <b>3. Open Public Comment Period</b><br>(Hodges/5 minutes) .....                | — |
| <b>4. RRTPO Chairman's Report</b><br>(Hodges/5 minutes) .....                   | — |
| 1. Executive Committee Report   |   |
| 2. Seventh Annual Transportation Forum: November 7, Randolph-Macon College      |   |
| <b>5. RRTPO Secretary's Report</b><br>(Parsons/5 minutes) .....                 | 2 |
| a. Current Work Efforts   |   |
| b. RRTPO Work Status and Financial Reports                                      |   |
| c. Complete Streets Workshop Recap  |   |
| d. PlanRVA 50th Anniversary Event Recap   |   |

**B. NEW BUSINESS**

- 1. FY21 – FY22 Transportation Alternatives Set-Aside Projects Endorsement**  
(Parsons/5 minutes) ..... 3  
**ACTION REQUESTED**
- 2. FY20 Congestion Management Process**  
(Ryan/10 minutes) ..... 4  
**ACTION REQUESTED**
- 3. 2045 Long-Range Transportation Plan: Scope, Schedule, and Advisory Committee**  
(Aryal/Parsons/15 minutes) ..... 5  
**ACTION REQUESTED**

**C. AGENCY AND COMMITTEE REPORTS**

- 1. Transportation Agency Updates**  
(VDOT, DRPT/10 minutes) ..... –
  - a. VDOT – Williams
  - b. DRPT – DeBruhl
- 2. Community Transportation Advisory Committee (CTAC) Meeting Report**  
(Richwine/5 minutes) ..... 6

**D. OTHER BUSINESS**

- 1. RRTPO Member Comments**  
(Hodges/5 minutes) ..... –
- 2. Future Meeting Topics - Suggestions**  
(Hodges/5 minutes) ..... 7
- 3. Next Meeting: December 5**  
(Hodges) ..... –

**E. ADJOURNMENT: Targeted for 10:40 a.m.**

## **Agenda Item A.2.**

*Minutes of the September 5, 2019 RRTPO  
policy board meeting*

1

### **REQUESTED ACTION**

*The RRTPO is requested to approve the minutes  
of the September 5, 2019 RRTPO policy board  
meeting as presented.*

**RICHMOND REGIONAL  
TRANSPORTATION PLANNING ORGANIZATION  
MINUTES OF MEETING  
September 5, 2019**

**MEMBERS PRESENT**

John H. Hodges, **Chairman** ..... Town of Ashland  
Manuel Alvarez, Jr. .... Goochland County  
Joi Taylor Dean..... RMTA  
Jennifer B. DeBruhl.....DRPT  
Kimberly B. Gray .....City of Richmond  
Angela Kelly-Wiecek ..... Hanover County  
Cynthia I. Newbille.....City of Richmond  
Patricia S. O'Bannon..... Henrico County  
Patricia A. Paige ..... New Kent County  
W. Canova Peterson, IV ..... Hanover County  
Mark Riblett (Alternate)..... Secretary of Transportation Designee  
Herbert A. Richwine (Nonvoting) ..... CTAC  
Von S. Tisdale (Nonvoting)..... RideFinders  
David T. Williams ..... Powhatan County  
Christopher Winslow ..... Chesterfield County

**MEMBERS ABSENT**

Floyd H. Miles, Sr., **Vice Chairman**..... Charles City County  
Sheryl Adams (Alternate) .....GRTC Transit System  
Andreas D. Addison .....City of Richmond  
Parker C. Agelasto.....City of Richmond  
Cliff Burnette (Nonvoting) ..... DOAV  
Richard Duran (Alternate, Nonvoting).....FHWA  
Steve A. Elswick.....Chesterfield County  
James M. Holland.....Chesterfield County  
John Lumpkins, Jr..... Goochland County  
William E. Melton ..... Powhatan County  
John B. Rutledge..... CRAC  
Frank J. Thornton ..... Henrico County  
C. Thomas Tiller, Jr. .... New Kent County

**CALL TO ORDER**

Richmond Regional Transportation Planning Organization (RRTPO) Chairman John H. Hodges called the September 5, 2019 RRTPO meeting to order at 9:30 a.m. in the PlanRVA James River Board Room.

**CERTIFICATION OF MEETING QUORUM**

Chet Parsons, RRTPO Secretary, certified that a quorum was present.

**PLEDGE OF ALLEGANCE**

Chairman Hodges led the RRTPO policy board in the Pledge of Allegiance to the flag.

**A. ADMINISTRATION**

**1. Approval of RRTPO Agenda**

Chet Parsons, RRTPO Secretary, noted the addition of one item for consideration under the Secretary's Report, a draft letter regarding a priority

for the I-95 Corridor Improvement Plan. On motion of David T. Williams, seconded by W. Canova Peterson, IV, the RRTPO policy board unanimously approved the September 5, 2019 meeting agenda as amended.

**2. Approval of June 27, 2019 RRTPO Meeting Minutes**

Chairman Hodges called for corrections or changes to the minutes and there were none. On motion of W. Canova Peterson, IV, seconded by Manuel Alvarez, Jr., the RRTPO policy board unanimously approved the minutes of the June 27, 2019 meeting minutes as presented.

**3. Consent Agenda**

On motion of David T. Williams, seconded by Christopher Winslow, the RRTPO policy board unanimously approved the consent agenda as follows:

**a. TIP Amendments: VDOT**

**RESOLVED**, that the Richmond Regional Transportation Planning Organization policy board amends the *FY18 – FY21 Transportation Improvement Program (TIP)* adding the following three new projects; and

**BE IT FURTHER RESOLVED**, that these projects are considered exempt from conformity under provisions contained in section 93.126 of the conformity rule as follows:

- UPC 115193: Road Diet Study at Route 637/ Hopkins Road, Turner Road, Whitepine Road – Chesterfield County (various); \$300,000 RSTBG funds allocated in FY20; exempt under Planning and Technical Studies.
- UPC 115202: Countywide Sidewalk Plan – Chesterfield County (countywide); \$150,000 RSTBG funds allocated in FY20; exempt under Planning and Technical Studies, Bicycle and Pedestrian Facilities.
- UPC 115534: Hopkins Road/Chippenham Parkway Interchange Modification Report (IMR) – Chesterfield County; \$500,000 RSTBG funds allocated in FY20; exempt under Planning and Technical Studies.

**b. TIP Amendment: DRPT**

**RESOLVED**, that the Richmond Regional Transportation Planning Organization policy board amends the *FY18 – FY21 Transportation Improvement Program (TIP)* adding the following new project:

- UPC T22896: Cash for Carpool Incentive Program – RideFinders; \$135,000 in CMAQ funds allocated in Fiscal Year 2020; and

**BE IT FURTHER RESOLVED**, that this project is considered exempt from conformity under provisions contained in section 93.126 of the conformity rule under Air Quality – Continuation of ride-sharing and van-pooling promotion activities at current levels.

[The Community Transportation Advisory Committee (CTAC) meeting report was moved up on the agenda so that the CTAC Chairman could leave early.]

**D. 2. Community Transportation Advisory Committee (CTAC) Meeting Report**

Herbert A. Richwine, CTAC Chairman, reported that CTAC did not meet in August, but would meet on September 19. The July 18 meeting report is included in the agenda package.

Mr. Richwine mentioned difficulties with bus routes at the start of school that had been reported in the news and said as a former school principal, he encouraged supervisors and council members to be certain the school principals in their various jurisdictions were familiar with the bus routes and where the children riding them should be let off and picked up.

**A. 4. Open Public Comment Period**

There were no requests to address the RRTPO.

**5. RRTPO Chairman's Report**

John Hodges, RRTPO Chairman, reported as follows.

1. Presentation to FY19 RRTPO Chairman – Chairman Hodges expressed appreciation to Patricia S. O'Bannon, immediate past RRTPO policy board chairman, for her service and presented her with a gift basket of items donated by RRTPO policy board member jurisdictions and agencies.
2. Appointments to FY20 RRTPO Executive Committee – FY20 RRTPO Executive Committee members were announced as follows: Town of Ashland: John D. Hodges, Chairman, George F. Spagna, alternate; Charles City County: Floyd H. Miles, Sr., Vice Chairman, William G. Coad, alternate; Chesterfield County: Steve A. Elswick, James M. Holland, alternate; Goochland County: Manuel Alvarez, Jr., John L. Lumpkins, Jr., alternate; Hanover County: W. Canova Peterson, IV, Angela Kelly-Wiecek, alternate; Henrico County: Patricia S. O'Bannon, Frank J. Thornton, alternate; New Kent County: C. Thomas Tiller, Jr., Patricia A. Paige, alternate; Powhatan County: David T. Williams, William E. Melton, alternate; and City of Richmond: Cynthia I. Newbille, and Andreas D. Addison, alternate.
3. Ashland Express Bus Service – Reported as an information item only, there was a petition submitted to Town Council for Express Bus Service from Ashland to downtown Richmond from residents of the greater Ashland area. Chairman Hodges will be glad to provide a copy to anyone requesting it.
4. Seventh Annual Transportation Forum, November 7, Randolph-Macon College – Chairman Hodges noted that the Town of Ashland has secured facilities at the college and will provide refreshments. Chet Parsons mentioned topics that are being developed for the Forum. Angela Kelly-Wiecek noted a regional trail workshop on the regional trail from Ashland to Petersburg being sponsored by Sports Backers on October 29.

**6. RRTPO Secretary's Report**

Chet Parsons, RRTPO Secretary, noted a draft letter distributed at the table to Richmond District Commonwealth Transportation Board member Carlos Brown regarding projects recommended for priority consideration in the I-95 Corridor Improvement Plan currently being developed. Mr. Parsons indicated that Deputy Secretary of Transportation, Nick Donohue, is urging MPOs and jurisdictions to make their priorities known for this plan. Project

suggestions in the letter focus on the Bells Road interchange and the area around the Richmond Marine Terminal as well as Maury Street and the ramps at Chippenham Parkway.

On motion of Patricia S. O'Bannon, seconded by Cynthia I. Newbille, the Richmond Regional Planning District Commission voted unanimous support of sending the letter to Carlos Brown, signed by RRTPO policy board chairman, John H Hodges.

Mr. Parsons reported on other items as follows:

- a. Current Work Efforts** – These are included under agenda tab three. The Ashland Complete Streets Pilot Project was highlighted noting the Public Open House being held on September 23, 4:00 to 7:00 p.m. at the Tuckahoe Library in Henrico County. This event is being facilitated by Smart Growth America and Michael Baker International and is an opportunity for stakeholders to review recommendations and to learn more about Complete Streets principles. Other projects being finalized this fall were noted and the Active Transportation Work Group meeting was noted with speakers on the Gambles Mill Eco-Corridor and the James River Park Master Plan. There was additional discussion on the Gambles Mill project.
- b. RRTPO Work Status and Financial Reports** – The work status and financial reports were included under tab three of the agenda package. Terry Eckhout was introduced as the new Director of Finance.
- c. Chesterfield Letter to CTB: Request COS Status for Route 288** – A letter from Chesterfield County to CTB member Carlos Brown was distributed at the table as an information item. VTrans, the statewide transportation plan, is being updated and comments were being solicited and other jurisdictions may want to submit similar letters.
- d. Scenario Planning Workshop** – Staff received a grant to bring in an expert from Kansas City, Missouri to conduct a workshop on scenario planning and how it impacts long-term regional goals. Mr. Parsons discussed the scenario planning approach and how it helps in developing strategies to address future states of the region. Staff would like to use an internal process for the 2045 long-range plan and expand to a full scenario planning process with public input for the 2050 plan.

## **B. OLD BUSINESS**

### **L RTP Socioeconomic Data**

Sulabh Aryal, Planning Manager, directed attention to the staff report contained in agenda tab four and noted that the full draft report was distributed digitally. The data has been amended or reviewed with minor changes in school enrollment data in Hanover County and a link to the revised Socioeconomic Data Report was sent with the agenda package. The Executive Summary of the Socioeconomic Data Report was distributed at the table. The Socioeconomic Data Workgroup and TAC have both reviewed the data and recommend approval; staff concurs with the TAC recommendation.

Mr. Aryal responded to questions explaining how the data was derived for each segment for both base year and future year. He clarified the definition of group quarters.

On motion of David T. Williams, seconded by Manuel Alvarez, Jr., the Richmond Regional Transportation Planning Organization (RRTPO) policy board unanimously approved the following resolution:

**RESOLVED**, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board approves the 2017 Base Year Socioeconomic Data and 2045 Future Year Socioeconomic Data at the Traffic Analysis Zone (TAZ), Jurisdictional and Regional levels, as presented, to be used in the Richmond/Tri-Cities (RTC) Model update process.

## **C. NEW BUSINESS**

### **1. Richmond Tri-Cities Model Overview**

Sulabh Aryal, Planning Manager, noted the staff report contained in agenda tab five and explained that the regional transportation travel demand model (RTDM) is a mathematical description of transportation system characteristics including land use, transportation networks and travelers. The model is used to predict traffic volumes in the future based on anticipated changes in land use and is an essential analytical tool for both regional and corridor transportation planning. The current version of the RTDM has a base year of 2012 and a future year of 2040 and covers the areas of both the RRTPO and Tri-Cities MPO and is therefore referred to as the Richmond/Tri-Cities travel demand model (RTC Model); the base year and future year data is being updated to 2017 and 2045 respectively. The RTDM is managed primarily by RRTPO staff in conjunction with as-needed support from the on-call consultant. The model will be used in future corridor plans, scenario planning efforts, planning studies and to support development of the 2045 long-range transportation plan as well as for further analysis with other tools for traffic microsimulation, air quality conformity and economic modeling. He reviewed the spectrum of travel demand models noting that the RTC model is at the lower spectrum of design. Funds for model development and updates were provided by action of the RRTPO policy board. Mr. Aryal described the model development process in detail.

Questions brought forward the following major points:

- The model is updated every five years with every 10 years being compliant with state code requirements. Updating the model every five years costs more than \$400,000 and is time-consuming to gather regional data. Some jurisdictions update aggregate data annually.
- Consideration in SMART SCALE for projects as they align with the LRTP is tied back to the scoring for six different factors and congestion is one of those factors considered in the LRTP. To the extent that congestion is addressed by the model, jurisdictions would absolutely get points for congestion mitigation associated with a project. VDOT has a copy of the model they use to evaluate projects.

### **2. Transit Vision Plan: Phase II – Initial Recommendations**

Ashley Lickliter and Ben Chambers, with Kimley-Horn, the study consulting firm, provided a presentation on the second phase of the Transit Vision Plan. The presentation delineated the differences in Phase I and Phase II and focused on implementation strategy for the next five years; existing conditions and near-term development; 20 high-frequency corridors; and determining near-term



service levels. The screening results for the 20 high-frequency corridors identified in Phase 1 narrowed near-term development to four corridors recommended for full development and eight corridors are being recommended for partial development. Next steps include doing a detailed analysis on initial segments; developing a recommended level of transit service for each corridor; and prioritizing corridors for near-term implementation.

Questions brought forward the following major points:

- Ridership assumptions were based on extensive interviews with GRTC staff regarding rider feedback they have received on new or extended service. At the August 9 Steering Committee meeting jurisdiction staff members discussed where they have observed at the end of a route people walking to get to school, jobs, and health care facilities, the first and last mile.
- Mr. Parsons said staff would send out the PowerPoint presentation and a list of the Steering Committee members so that RRTPO policy board members could discuss the study in more depth with those participants.
- There was a suggestion to have the maps prior to or available during the presentation and to post the presentation online so that members may access the information and be better informed for the presentation. This would enrich the conversation about the material being considered.

## **D. AGENCY AND COMMITTEE REPORTS**

### **1. Transportation Agency Updates**

**a. VDOT** – Mark Riblett, alternate Secretary of Transportation designee, reported as follows:

- Commonwealth Transportation Board (CTB) Meetings Update:
  - At the last CTB meeting in July:
    - There was discussion on the I-95 Corridor Improvement Study. Public meetings held earlier this summer focused on existing conditions and identification of existing concerns. The next round of public meetings are anticipated for October to discuss projects that could address some of the identified problems.
    - The next round of SMART SCALE was discussed evaluating the last round and possible improvements for round four. There is a desire to have a more performance based planning approach; making sure that projects that will score best are tied to identified scoring factors.
    - HSIP was discussed and a desire to have a more systemic approach at a statewide level to address highway safety.
    - Received an update on the Strategic Highway Safety Plan.
    - Project UPC 93087, the bridge repair project on 195 over 76 and CSX just north of the river was approved for award.
  - The next CTB meetings are scheduled for September 17 and 18 at the VDOT Central Office auditorium.
- The SMART SCALE round four pre-application open March 1; it is not too early to begin considering what projects to submit for applications.
- The CTB will be updated on VTrans in October with anticipated final approval at the December meeting.

- There will be public meetings on the Ashland to Petersburg Trail Study on October 1 north of the river and September 30 south of the river to present work that has been done on alignment based on the consultant work and the steering committee recommendations. Dates, times and locations are still being finalized.
- A public notice is out for comments for construction of an emergency pull-off on the I-95/I-64 overlap, one of the recommendations from the Overlap Study.

**b. DRPT** – Jennifer DeBruhl, Chief of Public Transportation, reported as follows:

- There are impacts to Amtrak schedules due to hurricane Dorian today and tomorrow [September 5 and 6] with cancellations in Richmond and Hampton Roads.
- Try Transit week is September 16 through 20 to promote travel by transit instead of single occupancy vehicle.
- Coordinated Human Service Mobility Plan meeting is scheduled for Wednesday, October 2 with additional meetings being scheduled for transportation demand management programs in November.
- Preparations are being made for SMART SCALE round four. DRPT is requesting that they be advised by the end of this month of any potential transit projects being considered as applications so they can be sure to have the resources to assist with the application process.
- An application has been submitted for federal funding under their integrated mobility initiative for rural microtransit service in the Middle Peninsula /Northern Neck region along the Bay and also in Southwest Virginia. In response to a question, Ms. DeBruhl explained that microtransit is getting away from the large vehicle and fixed route service in favor of smaller vehicles and trips scheduled on demand. Funding would be for demonstration projects, but successful projects will be evaluated for additional funds.
- Funding will be available in FY21 to support other types of innovative mobility and transit projects and now is the time to talk to DRPT about any projects of interest for this funding.
- The DRPT submitted a nomination for recognition in the Americas Transportation Awards program to the Southeastern Association of State Highway Transportation Officials for the Pulse and the Pulse won in the Quality of Life Community Development award category being recognized specifically for the collaborative effort to fund and construct the Pulse.

**2. Community Transportation Advisory Committee (CTAC) Meeting Report**

This report was provided earlier in the meeting.

**E. OTHER BUSINESS**

**1. RRTPO Member Comments**

- Patricia Paige expressed appreciation for the three lanes on I-64 coming to Exit 205 in New Kent County. There is still a bottleneck and they will be tackling the congestion and widening I-64 through the county in the upcoming round of SMART SCALE.

- Canova Peterson said Hanover County has been working with Ms. DeBruhl and DRPT and others to establish a specialized transit program and they will be receiving RFPs next week to get that pilot program started.

**2. Future Meeting Topics**

Suggestions for additional future meeting topics should be submitted to the RRTPO Secretary.

**3. Next Meeting: October 3, 2019**

Chairman Hodges briefly reviewed upcoming meeting topics included in the agenda package.

**F. ADJOURNMENT**

Chairman Hodges adjourned the meeting at approximately 11:00 a.m.

CAP/sr

**Agenda Item A.5.**

*RRTPO Secretary’s Report*

**NO ACTION REQUESTED – INFORMATION ITEM**

- 1. *Current Work Efforts.....page 1*
- 2. *RRTPO Work Status and Financial Reports.....page 2*
- 3. *Complete Streets Workshop Recap*
- 4. *PlanRVA 50th Anniversary Event*

## **Current Work Efforts Update**

### **Park and Ride Investment Strategy Study**

All four technical memos have been completed and reviewed by the project advisory committee. The RRTPO staff will work with Kimley-Horn to edit the technical memos into a final report and finalize the illustrative story map (shared with CTAC at today's meeting). The final committee meeting was held on September 18, with presentations planned for the Technical Advisory Committee meeting on October 8 and the RRTPO policy board meeting in December.

### **Ashland Trolley Line Trail Study**

The Ashland Trolley Line Trail advisory group is working in concert with the VDOT Ashland to Petersburg Trail Study. The next steps are to identify segments of independent utility along the conceptual 14-mile route from Ashland to the City of Richmond. Henrico County is making application for Transportation Alternatives (TA) set-aside funding for the initial segments of the trail in conjunction with utility work being done along Spring Run in the Lakeside area. TPO staff attended the public meeting hosted by Henrico County on September 19. Field visits to additional segments are planned for the fall with the next committee meeting planned for early December.

### **Greater RVA Transit Vision Plan: Phase 2**

Phase 2 focuses on the 20 corridors identified in the *transit2040* vision for high-frequency service by 2040. The Kimley-Horn team has shared its initial recommendations for the first cut of near-term enhanced transit corridors with the steering committee (including representation from CTAC), RRTPO Technical Advisory Committee (TAC), the RRTPO Policy Board and the Community Transportation Advisory Committee (CTAC), and GRTC. Kimley-Horn is working on the more detailed analysis for the 12 selected corridors and will share their results with the committee in October, TAC in November, and RRTPO Policy Board in December.

### **RRTPO Active Transportation Work Group Meeting Tuesday November 12 (11:00 a.m. – 12:30 p.m.)**

This quarterly work group presents and discusses topics related to bicycle and pedestrian infrastructure, healthy lifestyle and transportation options for the Richmond region. Following the November TAC meeting, the Work Group will join others in the region to provide input to the Department of Conservation on the 2023 update of the Virginia Outdoors Plan which includes many recommendations for regional trail connections.

## **RRTPO WORK STATUS REPORT – August 2019**

### **7100 Program Management**

#### **7110 Program Management**

- There was no RRTPO policy board meeting in August.
- RRTPO Technical Advisory Committee, August 13: FY18 – FY21 Transportation Improvement Program (TIP) amendments; Regional Travel Demand Model: Task 5; Ashland Complete Streets Pilot Study; Transit Vision Plan: Phase 2; and Ashland Trolley Line Trail / Ashland to Petersburg Trail.

### **7200 General Development & Comprehensive Planning**

#### **7210 Community Transportation Advisory Committee (CTAC)**

- Developed the agenda for the September 19 CTAC meeting (KEL)

### **7300 Long-Range Transportation Planning**

#### **7310 Long-Range Transportation Plan**

- RRTPO hosted a full day workshop on Scenario Planning sponsored by Consortium for Scenario Planning and facilitated by Frank Lenk from Mid-American Regional Council (MARC) on August 21. The workshop was attended by 26 planners. The workshop aimed to create an executable scenario planning process design for the RRTPO 2045 Long-Range Transportation Plan with considerations of time, budget and staff capacity constraints.
- Worked on developing the scope of the 2045 LRTP update after evaluating the potential of integrating scenario planning in the process.
- Continued work on the Socioeconomic Data & Analysis Report. Work including performing employment trend analysis from 2008, creation of the population and employment density maps and research work on environmental justice dataset.

#### **7320 Regional Travel Demand Model (RTDM)**

- Developed the scope of work for the second phase of the on-call consultant support. The consultant support is for the LRTP update process. The consultant support for the 2045 LRTP update is mainly required to develop scenarios and performance matrix through which the scenarios will be evaluated. The scope identifies 12 work tasks.
- Met with the consultant to go over the scope and budget.
- Attended web-based meetings on the RTC model development process.
- Provided the details to code 2045 future year highway and transit network to the consultant for the RTC model update process.

- Reviewed the 207 and 2045 Socioeconomic data for Tri-Cities for errors and provided comments to Tri-Cities MPO staff.

## 7330 Transit

### *Greater Richmond Transit Vision Plan transit2040, Phase II (BVJ, CAP)*

- First Steering committee held on August 9. Committee members reviewed the Kimley Horn data recommendations for corridors/segments to be fully analyzed, making several adjustments through consensus
- Initial recommendations shared with TAC at their August 13 meeting, and to be shared with the TPO Policy Board on September 5
- Web site landing page for this project is under development for ready access to the analysis of the selected corridors/segments proceeds into the next phase

### *Regional Transit Network Workshop (BVJ)*

- The RRTPO hosted a hands-on network planning workshop facilitated by Scudder Wagg of Jarrett Walker + Associates on August 13. The workshop was attended by 27 planners who made up 5 teams of transportation engineers/planners, and advocates throughout the region. Issues covered network design, service frequency, basic capital and operating costs, and gave participants a good introductory understanding of the trade-offs involved in effective transit network planning. Materials from the workshop are available upon request [bjacocks@planrva.org](mailto:bjacocks@planrva.org)

### *GRTC*

Reviewed the agenda packet for the August 20 GRTC Board of Directors meeting, attended the meeting and prepared a summary. (KEL)

### *Paratransit and CHSMP*

Participated in the following activities related to paratransit and coordinated human services:

- Reviewed the following documents for consideration in future CTAC meetings and as resources for upcoming work tasks:
  - Use of Taxis in Public Transportation for People with Disabilities and Older Adults
  - Partnerships between Transit Agencies and Transportation Network Companies
  - Mobility Management State of the States Report
  - Universal Mobility as a Service: A Bold Vision for Harnessing the Opportunity of Disruption
  - Local and State Partnerships with Taxicab Companies
  - Partners in Transit. A Review of Partnerships between Transportation Network Companies and Public Agencies in the United States
  - Integrating Shared Mobility into Multimodal Transportation Planning: Improving Regional Performance to Meet Public Goals

- Public Transportation: An Investigation of Barriers for People with Disabilities
- Senior Transportation Abstracts: A Focus on Options
- Safe Mobility for a Maturing Society: Challenges and Opportunities
- Senior Transportation Alternatives: Why Are They Important and What Makes Them Work?
- The Current State of Transportation for People with Disabilities in the United States
- Participated in the August 14 meeting of the Goochland Community Partners. Provided an update on the RRPDC re-branding project, the Coordinated Human Services Mobility Plan, regional park and ride lot study, and regional transit vision plan. Also noted the dates of upcoming RRTPO policy board, TAC, and CTAC meetings and the date of the regional transportation forum. (KEL)
- Participated in the August 15 meeting of the Healthy Generations Regional Human Services Transportation Coordinating Committee in Fredericksburg. Among the topics discussed were the regional coordinated human service mobility plan, the FY20 Section 5310 grant award, staffing changes, grant opportunities, and the development of missions, goals, and objectives. Followed up by forwarding to Jennifer Falknor of Health Generations information concerning volunteer driver services in the Richmond region. Also sent a link to the regional transit vision plan to Paul Agnello of the George Washington Regional Commission.
- Participated in the August 20 Goochland Community Health Improvement Plan Steering Committee meeting at the Goochland County Administration Building. The meeting included discussions of how to enhance transportation options for Goochland residents including a faith-based volunteer driver program, an extension of the GRTC Short Pump route into Goochland, and development of a survey to determine transportation needs in the county. (KEL)
- Worked with the Age Wave staff to develop a letter of support for a proposed project "Enhancing Autonomous Shuttle Service to Build Smart and Connected Communities." (KEL)
- Participated in the August 20 Age Wave Neighborhood Livability Action Team meeting at Senior Connections; there was discussion of effective advocacy practices with members of the General Assembly.

*Regional Park and Ride Investment Strategy (BVJ, DM)*

- Final Technical Memo IV/V on Implementation Strategy and Funding as edited was distributed to the Study Advisory Group with doodle poll to set up their final meeting in September
- A story map draft serving as an executive summary for the project is under review, and will be shared with the committee, TAC in October, and the TPO Policy Board in December.



## **7340 Active Transportation: Bicycle and Pedestrian**

*Town of Ashland pilot project and regional guidance for Complete Streets*

- Established a landing page for the project on the PlanRVA web site to provide ready access for workshop materials (PR/BVJ)
- A public open house is being planned and actively advertised for September 23 from 4:00 – 7:00 p.m. at the Henrico County Tuckahoe library  
<https://planrva.org/transportation/complete-streets/> (PR/BVJ)

## **7400 Short-Range Transportation Planning**

### **7410 Performance Based Transportation Planning**

*Congestion Management Process*

Participated in the following activities to support the planning and development of the Congestion Management Process activities:

- Finalized the Congestion Management Process webpage. The webpage outlines what the CMP is with links to background documents.
- Created a story map for the Congestion Management Process. The story map contains data on the CMP network and congestion in the RRTPO study area.

### **7420 Transportation Improvement Program (TIP)**

*Development*

- On 8/5/19, participated in FY21 – FY24 STIP/TIP data quality review at VDOT Richmond District Office with Greta, Myles, and VDOT staff. (JL)
- On 8/15/19, reviewed the detailed/updated FY21 – FY24 STIP/TIP data quality at VDOT Richmond District Office with RRTPO and VDOT staff. Submitted results of comparison of the draft FY21 – FY24 STIP/TIP projects with the TPO's TIP, SYIP, and PCES to the VDOT staff on that day. The comparison results were as follows:
  1. One current TIP project (Vehicle Fuel Conversion Program-TI1802) could be in the draft STIP/TIP project list, because the project still has obligations in FY20 and FY21.
  2. Nine projects in the draft list were not in the current SYIP.
  3. Three new projects that the RRTPO will approve at the September 5, 2019 TPO meeting could be included in the draft STIP/TIP project list. (JL)
- Participated in TIP preparation process, maintenance, amendments, adjustments, and other TIP related tasks with RRTPO staff on 8/5/19. (JL)

*Maintenance*

- Received a TIP adjustment request from VDOT and DRPT jointly for the GRTC Miscellaneous Equipment for Bus Stops project (#T23338) and the Henrico County PE for Parking Lots project (#T23339) on 8/14/19. Received

the TIP adjustment concurrences from Henrico County and GRTC on 8/15/19. Prepared the TIP adjustment documents and submitted to VDOT and DRPT on 8/21/19. The updated TIP was placed on the RRPDC web site on 8/22/19. (JL)

- Received a TIP amendment request for three projects from VDOT on 7/22/19. They are: the Chesterfield Road Diet Study on Rt. 637/ Hopkins Rd, Turner Rd, and Whitepine Rd (UPC #115193); the Chesterfield Countywide Sidewalk Plan (#115202); and the Chesterfield Rt 150/Hopkins Rd Intersection Modification Report (IMR, #115534). On 8/22/19, prepared TIP amendment documents and included in the 9/5/19 TPO meeting agenda package for their approval. (JL)
- Received a TIP amendment from DRPT for the RideFinders Cash for Carpool Incentive Program (#T22896) on 6/24/19. On 8/22/19, prepared TIP amendment documents and included in the 9/5/19 TPO meeting agenda package for their approval. (JL)

*Regional Surface Transportation Block Grant (RSTBG)*

- Submitted TPO tracking sheets to VDOT on 8/1/19. The tracking records were: Based on VDOT PD-24 request on 8/1/19, shifted \$83,655 RSTBG funds (FY12 \$4,369 from the Richmond bike sharrows project, #100490; and FY12 \$79,286 from the Richmond sharrows project, #100491) to the regionwide project (#101492) on 8/1/19. The updated tracking sheets were placed on the RRPDC web site on 8/1/19. (JL)

**TPO**  
**PL/Section 5303 Financial Status Report for YTD August FY 2020**

Project Name/UPWP Work Task Staff	Funding Sources	FY20 Budget Dollars(1)				% of funding	Total Expenditures to Date	Percent of Budget Spent	Balance Remaining
			JUL-19	AUG 19	Q1 FY 20				
7110 Program Management	PL	\$ 132,000	11,032	10,713	21,745	80%	\$ 21,745		\$ 110,255
	Sec. 5303	\$ 33,000	2,754	2,555	5,309	20%	\$ 5,309		\$ 27,691
	RRPDC	\$ 165,000	\$ 13,786	\$ 13,268	\$ 27,054		\$ 27,054	16%	\$ 137,946
7120 UPWP,Budget, & Contract Admin	PL	\$ 24,421	1,092	1,189	2,281	52%	\$ 2,281		\$ 22,140
	Sec. 5303	\$ 22,579	1,009	1,100	2,109	48%	\$ 2,109		\$ 20,470
	RRPDC	\$ 47,000	\$ 2,101	\$ 2,289	\$ 4,390		\$ 4,390	9%	\$ 42,610
7210 Public Outreach & Equity Analysis	PL	\$ 97,750	4,644	5,165	9,809	85%	\$ 9,809		\$ 87,941
	Sec. 5303	\$ 17,250	820	889	1,709	15%	\$ 1,709		\$ 15,541
	RRPDC	\$ 115,000	\$ 5,464	\$ 6,055	\$ 11,518		\$ 11,518	10%	\$ 103,482
7220 Special Planning Efforts	PL	\$ 99,000	6,240	6,453	12,693	100%	\$ 12,693		\$ 86,307
	RRPDC	\$ 99,000	\$ 6,240	\$ 6,453	\$ 12,693		\$ 12,693	13%	\$ 86,307
7230 Contingency Funding	PL	\$ 109,858	-	-	-	100%	\$ -		\$ 109,858
	RRPDC	\$ 109,858	\$ -	\$ -	\$ -		\$ -	0%	\$ 109,858
7310 Long-Range Transportation Plan	PL	\$ 242,096	10,310	24,961	35,270	80%	\$ 35,270		\$ 206,826
	Sec. 5303	\$ 60,524	2,577	4,675	7,252	20%	\$ 7,252		\$ 53,272
	RRPDC	\$ 302,620	\$ 12,887	\$ 29,636	\$ 42,523		\$ 42,523	14%	\$ 260,097
7320 Trvl Demand Model & Emis Analy	PL	\$ 218,500	11,814	11,199	23,013	66%	\$ 23,013		\$ 195,487
	Sec. 5303	\$ 11,500	6,029	5,462	11,491	3%	\$ 11,491		\$ 9
	Other	\$ 100,000	-	-	-	30%	\$ -		\$ 100,000
	RRPDC	\$ 330,000	\$ 17,843	\$ 16,662	\$ 34,505		\$ 34,505	10%	\$ 295,495
7330 Transit	PL	\$ 115,500	4,096	15,714	19,811	30%	\$ 19,811		\$ 95,689
	Sec. 5303	\$ 259,170	35,887	3,929	39,815	67%	\$ 39,815		\$ 219,355
	Sec. 5303-CO	\$ 10,330	10,330	-	10,330	3%	\$ 10,330		\$ -
	RRPDC	\$ 385,000	\$ 50,313	\$ 19,643	\$ 69,956		\$ 69,956	18%	\$ 315,044
7340 Active Transport - Bicycle & Ped	PL	\$ 178,500	16,861	10,996	27,857	85%	\$ 27,857		\$ 150,643
	Sec. 5303	\$ 31,500	21,557	1,861	23,418	15%	\$ 23,418		\$ 8,082
	RRPDC	\$ 210,000	\$ 38,418	\$ 12,857	\$ 51,275		\$ 51,275	24%	\$ 158,725
7350 Systems Resilience Plan	PL	\$ 110,682	\$ 1,175	\$ 852	2,027	100%	\$ 2,027		\$ 108,655
	RRPDC	\$ 110,682	\$ 1,175	\$ 852	2,027		\$ 2,027	2%	\$ 108,655
7410 Performance Based Transport Plan	PL	\$ 97,750	9,330	14,027	23,356	85%	\$ 23,356		\$ 74,394
	Sec. 5303	\$ 17,250	1,646	2,203	3,849	15%	\$ 3,849		\$ 13,401
	RRPDC	\$ 115,000	\$ 10,976	\$ 16,230	\$ 27,206		\$ 27,206	24%	\$ 87,794
7420 Financial Program/Transport Improv Program	PL	\$ 282,625	17,053	22,995	40,048	95%	\$ 40,048		\$ 242,577
	Sec. 5303	\$ 14,875	898	1,210	2,108	5%	\$ 2,108		\$ 12,767
	RRPDC	\$ 297,500	\$ 17,951	\$ 24,205	\$ 42,156		\$ 42,156	14%	\$ 255,345
7430 Rail, Freight & Intermodal Planning	PL	\$ 4,200	683	210	893	40%	\$ 893		\$ 3,307
	Sec. 5303	\$ 6,300	1,024	315	1,339	60%	\$ 1,339		\$ 4,961
	RRPDC	\$ 10,500	\$ 1,707	\$ 525	\$ 2,232		\$ 2,232	21%	\$ 8,268
<b>Total All Projects</b>		<b>\$ 2,297,160</b>	<b>\$ 178,860</b>	<b>\$ 148,673</b>	<b>\$ 327,533</b>	<b>\$ -</b>	<b>\$ 327,533</b>		<b>\$ 1,969,627</b>

**SUMMARY**

Funding Source	FY20	FY20 Spent To Date	Percent Spent	Balance
PL	\$ 1,712,882	\$ 94,329	13%	\$ 1,494,079
Sec. 5303	\$ 473,948	\$ 74,201	21%	\$ 375,548
CO-Sec. 5303	\$ 10,330	\$ -	0%	\$ -
Consultants	\$ 100,000	\$ -	0%	\$ 100,000
<b>GRAND TOTAL</b>	<b>\$ 2,297,160</b>	<b>\$ 178,860</b>	<b>14%</b>	<b>\$ 1,969,627</b>

(1) FY2020 UPWP approved June 27, 2019

## **Agenda Item B.1.**

*FY21 – FY22 Transportation Alternatives  
Set-Aside Projects Endorsement*

### **REQUESTED ACTION**

*The RRTPO policy board is requested to approve the attached resolution of endorsement for project applications in the FY21 – FY22 Transportation Alternatives (TA) Set-Aside process.*

### **RESOLUTION**

*The draft resolution for RRTPO action is included in the staff report and the resolution of endorsement and project descriptions to be submitted with the individual applications are included under this agenda tab.*

## **RRTPO POLICY BOARD AGENDA 10/3/19; ITEM B.1**

### **FY21 – FY22 TRANSPORTATION ALTERNATIVES (TA) SET-ASIDE PROJECTS ENDORSEMENT**

#### **Richmond Regional Transportation Planning Organization**

**REQUESTED ACTION:** The Richmond Regional Transportation Planning Organization (RRTPO) policy board is requested to approve the attached resolution of endorsement for project applications in the FY21 - FY22 Transportation Alternatives (TA) Set-Aside process.

**BACKGROUND:** The TA Set-Aside program provides capital grant assistance for projects defined as transportation alternatives. The RRTPO TA allocations are directed towards on- and off-road pedestrian and bicycle facilities, infrastructure projects for improving bike and pedestrian access to public transportation, trails that serve a transportation purpose, and safe routes to school projects.

A resolution of support or letter of endorsement from the local MPO is required for all project applications within the MPO boundary. The resolution below covers all projects submitted by localities to RRTPO staff. A brief description of each project is also attached, organized by locality.

Applications for TA Set-Aside funding must be submitted to VDOT through the SMART Portal on or before October 1, 2019. The resolution of endorsement will be submitted by the RRTPO to VDOT directly. Applications will be reviewed by VDOT and the RRTPO. The FY21 – FY22 TA selection recommendations will be brought to TAC and the RRTPO policy board for review and approval in the spring of 2020.

**TAC RECOMMENDATION:** The RRTPO Technical Advisory Committee (TAC) has reviewed and recommends approval of the TA Set-Aside project endorsements resolution.

**STAFF RECOMMENDATION:** RRTPO staff concurs with the TAC recommendation.

**RRTPO POLICY BOARD ACTION REQUESTED:** The following resolution is presented for RRTPO policy board review and action:

**WHEREAS,** the Transportation Alternatives (TA) Set-Aside Guidance requires all Transportation Alternatives applications located within the boundaries of a Metropolitan Planning Organization, to obtain a resolution of endorsement from the appropriate MPO; and

**WHEREAS,** Chesterfield, Goochland, Henrico and Powhatan counties and the City of Richmond have indicated their intent to submit FY21 – FY22 Transportation Alternatives applications for the following projects (descriptions are attached):

Chesterfield County:

- Courthouse (Courts Complex – Rt.10) Trail
- Rt 1 (Gettings - Dwight) SW/Bike Project

Goochland County:

- West Creek Trail – Leg 2

Henrico County:

- Lakeside Community Trail – Phase I
- Lakeside Community Trail – Phase II
- Lakeside Community Trail – Phase II
- Nuckols Road Corridor Shared Use Path

Powhatan County

- Courthouse Village Sidewalk Extension;

City of Richmond:

- Tredegar Street Sidewalk;
- Greene Elementary School-Safe Route to School-Phase II
- Carnation Street Sidewalk – Phase II
- State Route 161 (Westover Hill Boulevard) Bike Infrastructure-Phase I
- State route 147 (Main Street) Pedestrian Curb Extensions-Phase I
- 1st, 2nd, and 3rd Street Bike Infrastructure-Phase II
- Browns Island multiuse Trail Connection to T. Potterfield Bridge
- Maymont Neighborhood Sidewalk- Phase II
- State Route 161 (Park Drive/ Blanton Ave) Bike Infrastructure Phase II
- State Route 147 (Cary Street) Pedestrian Curb Extensions-Phase II
- Commerce Road Pedestrian Curb Extensions

**NOW, THEREFORE, BE IT RESOLVED**, that the Richmond Regional Transportation Planning Organization endorses these projects as applications for the FY21 – FY22 Transportation Set-Aside process.

Attachments

MAB

**RRTPO POLICY BOARD AGENDA 10/3/19; ITEM \_\_\_\_**

**FY21 – FY22 TRANSPORTATION ALTERNATIVES SET-ASIDE  
PROJECT ENDORSEMENT**

**CHESTERFIELD COUNTY: COURTHOUSE (COURTS COMPLEX – RT 10) TRAIL**

**Richmond Regional Transportation Planning Organization**

On motion of \_\_\_\_\_, seconded by \_\_\_\_\_,  
the Richmond Regional Transportation Planning Organization policy  
board approved the following resolution:

**WHEREAS**, the Transportation Alternatives (TA) Set-Aside Guidance requires all Transportation Alternatives applications located within the boundaries of a Metropolitan Planning Organization, to obtain a resolution of endorsement from the appropriate MPO; and

**WHEREAS**, Chesterfield, Goochland, Henrico and Powhatan counties and the City of Richmond have indicated their intent to submit FY21 – FY22 Transportation Alternatives applications for the following projects (descriptions are attached):

Chesterfield County:

- Courthouse (Courts Complex – Rt.10) Trail
- Rt 1 (Gettings - Dwight) SW/Bike Project

Goochland County:

- West Creek Trail – Leg 2

Henrico County:

- Lakeside Community Trail – Phase I
- Lakeside Community Trail – Phase II
- Lakeside Community Trail – Phase II
- Nuckols Road Corridor Shared Use Path

Powhatan County

- Courthouse Village Sidewalk Extension;

City of Richmond:

- Tredegar Street Sidewalk;
- Greene Elementary School-Safe Route to School-Phase II
- Carnation Street Sidewalk – Phase II
- State Route 161 (Westover Hill Boulevard) Bike Infrastructure-Phase I
- State route 147 (Main Street) Pedestrian Curb Extensions-Phase I
- 1st, 2nd, and 3rd Street Bike Infrastructure-Phase II
- Browns Island multiuse Trail Connection to T. Potterfield Bridge
- Maymont Neighborhood Sidewalk- Phase II
- State Route 161 (Park Drive/ Blanton Ave) Bike Infrastructure Phase II
- State Route 147 (Cary Street) Pedestrian Curb Extensions-Phase II
- Commerce Road Pedestrian Curb Extensions

**NOW, THEREFORE, BE IT RESOLVED**, that the Richmond Regional Transportation Planning Organization endorses these projects as applications for the FY21 – FY22 Transportation Set-Aside process.

\*\*\*\*\*

This is to certify that the Richmond Regional Transportation Planning Organization approved the above resolution at its meeting held October 3, 2019.

WITNESS:

BY:

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Sharon E. Robeson  
Program Assistant  
PlanRVA

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Chet Parsons  
Secretary  
Richmond Regional Transportation  
Planning Organization



## **FY21 – FY22 TRANSPORTATION ALTERNATIVES SET-ASIDE PROGRAM**

### **PROJECT APPLICATION DESCRIPTIONS**

#### **CHESTERFIELD COUNTY**

**Project Title:** Courthouse (Courts Complex - RT10) Trail

**Description:** Construct a 10-foot wide multi-use trail on the south side of Courthouse Road from Courts Complex Road to Route 10. This project fills in the gap between the future sidewalk on Route 10 from Frith Lane to Courthouse Road (UPC 104889) and the future trail from Salem Church Road to Courts Complex Road (UPC 111715); will add to the surrounding pedestrian/bike network along Route 10, Salem Church Road, Courthouse Road, and Belmont Road; and is part of the larger Pocahontas Trail as shown in the County's Bikeways and Trails Plan. Pocahontas Park continues to add miles of single-track mountain biking trails and the new ride center (an official designation for a large-scale collection of mountain bike trails that offer recreational opportunities for all skill levels, from families to expert) has a new trailhead sign, expanded parking and plans to expand to add bathrooms. A future phase of the Pocahontas Trail will extend west along Courthouse Road providing access to the various Pocahontas State Park activities and ultimately provide a connection throughout the County. This project will continue to improve multimodal accessibility to the Chesterfield Government Center, Lloyd C. Bird High School, Chesterfield Technical Center, OB Gates Elementary, and the Chesterfield County Fair Grounds located along Courthouse Road. This quarter-mile long construction project will result in a 1.85 mile long trail.

**Project Title:** RT 1 (Gettings - Dwight) SW/Bike Project

**Description:** Construct a concrete sidewalk with ADA accessible ramps on the east side of Route 1 between Getting Lane and Dwight Avenue; utilize the existing pavement to provide a bike accommodation via a wide outside lane; install a high-visibility crosswalk, ADA accessible ramps, and audible, pedestrian-actuated signals at the intersection of Route 1 and Dwight Avenue. These improvements will connect to the existing sidewalk along the east side of Route 1. This project is included in the County's Bikeways and Trails Plan and will enhance pedestrian accessibility in the Bensley neighborhood. This area has a high percentage of individuals living in poverty and one/no-car households, as a result, there is more pedestrian activity. In recent years, the county and VDOT have made strides in retrofitting sidewalk along Route 1 in this area of the county (UPC 15988 - Route 1 Bridge Replacement at DSCR), but this will be the first location with a pedestrian-actuated signal for crossing the road. The suggestion for the audible, pedestrian actuated signal was made by a visually-impaired person who crosses Route 1 daily to get to and from work; however, these infrastructure improvements will benefit the many pedestrians who cross Route 1.

## **GOOCHLAND COUNTY**

**Project Title:** West Creek Trail – Leg 2

**Description:** The County has a deficient Level of Service for walking trails. There are currently no public recreation amenities serving eastern Goochland County. The lack of trails in this area is concerning given the significant growth in this area.

Goochland Co. has an opportunity to capitalize on an existing water/sewer easement that runs adjacent to Tuckahoe Creek. The proposed eight-mile long West Creek (East End) Trails in eastern Goochland County would generally be located between Broad Street Road/Route 288 south to West Creek Parkway/Route 288. The proposed 10-foot wide pedestrian trail would be centered along the existing 30-foot wide water/sewer easement. The majority of the trail alignment crosses property owned by one property owner, who has already agreed to grant the County a recreational access easement in perpetuity. Given that the trail will generally follow an existing previously disturbed public sewer right-of-way owned by one property owner will streamline the project and keep costs down. The trail system is divided into five segments, with Leg 1 is fully funded by VDOT and Goochland County. The County is currently pursuing survey and wetland delineation work for Leg 1.

Leg 2 would tie into Leg 1 near Tuckahoe Creek Parkway and HCA Hospital and follow the sewer easement north approximately 8,300 feet to a proposed creek crossing. The trails will be 10 feet wide and ultimately paved with asphalt. There are numerous areas that have been identified as wet areas that may potentially need a boardwalk or similar treatment.

## **HENRICO COUNTY**

**Project Title:** Lakeside Community Trail – Phase II

**Description:** Approximately 0.66 miles of 12-ft wide multi-use trail, termini points are Spring Park and Dumbarton Road. A trailhead with a parking lot located at the southeast corner of Dumbarton Road and Gillespie Avenue.

**Project Title:** Lakeside Community Trail – Phase II

**Description:** Approximately 0.50 miles of 12-ft wide paved multi-use trail, termini points are Dumbarton Road and Lakeside Recreation Area; Two 16-ft wide wooden bridges totaling 500-ft spanning over the Upham Brook waterway. Trail will connect to Phase I with an at grade crossing of Dumbarton Road. A spur trail, approximately 250-ft in length, will connect to the Brook Run Drive (Overlook at Brook Run apartment community).

**Project Title:** Lakeside Community Trail – Phase II

**Description:** Approximately 0.80 miles of 12-ft wide paved multi-use trail, termini points are Lakeside Recreation Area and Hilliard Road. A 16-ft wide wooden bridge will connect the trail to Lakeside Recreation Area.

**Project Title:** Nuckols Road Corridor Shared Use Path

**Description:** Approximately 5200-ft of shared use path connecting Springfield Road to Francistown Road. Approximately 3200-ft will be off-road accommodations and 2000-ft on-road accommodations. Construction will include one 16-ft wide bridge approximately 200-ft in length going over the Meredith Branch tributary. Trail will follow the existing Nuckols Road right of way alignment.

## **POWHATAN COUNTY**

**Project Title:** Courthouse Village Sidewalk Extension

**Description:** This proposal would involve constructing sidewalks (five feet wide) and associated crosswalks along one side of State Route 13 (Old Buckingham Road) between Powhatan Middle School and Mann Road (State Route 687/1007), which is approximately 0.7 miles. The proposed sidewalks would connect to existing sidewalks that extend along State Route 13 (Old Buckingham Road) to the Courthouse Village, as well as an existing sidewalk along State Route 687 (Mann Road). The proposed sidewalks would connect Powhatan Middle School and Powhatan Elementary School to Fighting Creek Park, Powhatan County Public Library, Powhatan YMCA, and other destinations in the mixed-use Courthouse Village.

## **CITY OF RICHMOND**

**Project Title:** Tredegar Street Sidewalk

**Description:** Construct brick sidewalks, ADA complaint ramps, and cross walk improvements on the north and south side of Tredegar Street, from South 7th Street to Belle Isle Pedestrian Bridge. This area is directly adjacent to the face of the river. There is a significant amount pedestrian and bike traffic crossing the available bridge in the area. The additional sidewalk, ADA ramps, and crosswalks will improve the safety of bike and pedestrian travelers and add aesthetic value to the area.

**Project Title:** Greene Elementary School-Safe Route to School-Phase II

**Description:** Construct sidewalk improvements on Clarkson Road to Greene Elementary School. Phase II Safe Routes to School Improvements (this application) will continue to enhance pedestrian safety along Catalina Drive from Clarkson Road to Cranford Avenue for children walking to school from the neighborhood. Currently no sidewalks exist in this area to allow for safe passage along these streets. The installation of new sidewalks will improve pedestrian mobility and safety while travelling to Greene Elementary School.

**Project Title:** Carnation Street Sidewalk-Phase II

**Description:** Phase II constructs new sidewalks on Carnation Street from Warwick Rd to Hioaks Rd, this would provide for pedestrian and wheelchair travel along the Corridor making a link from Hioaks to Midlothian a pedestrian friendly, viable and safe. This new sidewalk would serve an underserved population with access to needed commercial and health services and when constructed will enhance pedestrian safety and improve mobility. Carnation Street itself has many high density apartment dwellings along the way. Sidewalk exists on Midlothian and Hioaks, but no sidewalk exist along Carnation which is a direct connector to Midlothian and Hioaks.

**Project Title:** State Route 161 (Westover Hill Boulevard) Bike Infrastructure-Phase I

**Description:** This project will create separated bike infrastructure on Westover Hills Boulevard from the Boulevard Bridge to Clarence Street and a Bike-Walk from Clarence Street to CSX Right-of-Way just south of Hill Top Drive. This corridor is a critical link to existing and future bike infrastructure projects including Forest Hill Avenue and the James River Branch Greenway. This project connects several neighborhoods to a growing commercial area as well as the expansive James River park system and also addresses critical barriers to safe bicycle access, namely the

James River, and State Route 161. There will be a combination of techniques used to create separated and shared bike infrastructure, namely pavement markings, ADA access, crossings, flex posts or other physical separation as needed, etc. This project is very close to the Westover Hills Elementary School.

**Project Title:** State route 147 (Main Street) Pedestrian Curb Extensions-Phase I

**Description:** This project is a low cost systemic approach to improve pedestrian safety and access along State Route 147 (Main Street) from US Route 1 (Belvidere Street) to State Route 161 (Arthur Ashe Boulevard). This project constructs pedestrian safety curb extensions on the upstream side of the cross streets to guarantee a narrower crossing distance for people crossing the street, managed speeds, and permanently preserve sight distance on the cross street. State Route 147 has been identified by VDOT's Pedestrian Safety Action Plan as a corridor that is over-represented by pedestrian crashes. The dense mixed land use anchored by the Virginia Commonwealth University, the Fan District, and the Museum District makes it an ideal candidate for these curb extensions. The corridor also serves a robust commercial district and Binford Middle School. The proposed improvements plus ancillary items will address long standing safety concerns expressed by the community.

**Project Title:** 1st, 2nd, and 3rd Street Bike Infrastructure-Phase II

**Description:** This project constructs design plans that have been finalized to complete a previous TAP application. The project scope includes converting existing on-street parking into a two way cycle track that is protected by a buffer and parked vehicles on 3rd Street from Broad Street to Byrd Street. It provides for a two way cycle track on Byrd Street from 3rd Street to 2nd Street. This project provides a separated bike lane on 2nd Street from Byrd Street to Spring Street.

**Project Title:** Browns Island multiuse Trail Connection to T. Potterfield Bridge

**Description:** This project will construct bicycle and pedestrian (ADA-compliant) access improvements on Browns Island from Tredegar Street to the T. Potterfield Memorial Bridge, a dedicated pedestrian and bicycle bridge crossing of the James River that links Downtown Richmond with the Manchester community on the south side of the river. Improvements will include replacement and improvement of a narrow, dated ramp structure that provides inadequate, and non-ADA access to the recently constructed bridge. Improvements will also be made to enhance bicycle and pedestrian access on Browns Island between T. Potterfield Bridge and Tredegar Street, improving access and flow of users on and off the bridge, on and off the island, and reducing user conflicts during heavily used days and during special events that are often hosted on the Island. These access improvements will tie into planned pedestrian improvements along Tredegar Street, site of the United States Civil War Museum and other heavily-visited James River Park System attractions.

**Project Title:** Maymont Neighborhood Sidewalk- Phase II

**Description:** This is Phase II of previously funded Maymont neighborhood Phase I sidewalk TA Project. The Maymont Neighborhood has a high level of pedestrian traffic that travels to destinations such as Maymont Park, Texas Beach within the James River Park System, and GRTC transit stops. Numerous streets located throughout the Maymont neighborhood do not have sidewalks nor ADA-compliant curb ramps. To create a safe and accessible pedestrian environment, sidewalks are needed throughout the neighborhood. . The Maymont neighborhood, located immediately to the east of Maymont Park, and southeast of Byrd Park, is a densely

developed older community. There are two public schools, including the Amelia Street School which provides alternative and special education services for students with disabilities. The neighborhood also has 16 GRTC transit stops, with boarding's and alighting's as high as 200 riders per day. As a result the community has a great deal of pedestrian activity, however the community has significant gaps in sidewalk continuity. Additionally, the eastern entrance to Maymont Park is on Hampton Street and during special events there are large numbers of visitors that park their vehicles throughout the neighborhood and walk to the park. . The installation of new sidewalk will help improve the pedestrian safety throughout the Maymont Neighborhood Area. Phase II will consist of new sidewalks on New York Ave from Hampton St. to Southampton Ave, Hampton St from New York Ave to Pennsylvania Ave and from Nevada Ave to Dakota Ave, Nevada Ave from Hampton St. to South Meadow St, Dakota Ave from Hampton St. to Greenville Ave and Colorado Ave from Carter St. to Alley.

**Project Title:** State Route 161 (Park Drive/ Blanton Ave) Bike Infrastructure Phase II

**Description:** This project will create separated bike infrastructure on State Route 161 (Park Drive from the Boulevard Bridge to Blanton Avenue and from Blanton Avenue to French Street). This corridor is a critical link to existing and future bike infrastructure projects including Grayland Avenue and Douglasdale Avenue. This project connects several neighborhoods to Maymont Park, Byrd Park, Dogwood Dell Amphitheatre and the expansive James River park system. The project also addresses critical barriers to safe bicycle access, namely the James River, and State Route 161. There will be a combination of techniques used to create separated and shared bike infrastructure, namely shoulder wedging, pavement markings, ADA access, crossings, flex posts or other physical separation as needed, etc. This project is very close to the JB Cary Elementary School

**Project Title:** State Route 147 (Cary Street) Pedestrian Curb Extensions-Phase II

**Description:** This project is a low cost systemic approach to improve pedestrian safety and access along State Route 147 (Cary Street) from State Route 161 (Arthur Ashe Boulevard) to US Route 1 (Belvidere Street). This project constructs pedestrian safety curb extensions on the upstream side of the cross streets to guarantee a narrower crossing distance for people crossing the street, managed speeds, and permanently preserve sight distance on the cross street. State Route 147 has been identified by VDOT's Pedestrian Safety Action Plan as a corridor that is over-represented by pedestrian crashes. The dense mixed land use anchored by Carytown, the Museum District, the Fan District and Virginia Commonwealth University makes it an ideal candidate for these curb extensions. The corridor also serves a robust commercial district and Binford Middle School. The proposed improvements plus ancillary items will address long standing safety concerns expressed by the community.

**Project Title:** Commerce Road Pedestrian Curb Extensions

**Description:** This project will provide bicycle and pedestrian safety and access improvements on Commerce Road to better connect two Smart Scale projects funded for Hull Street Improvement and Kanawha Plaza area improvement on the south side and north side of the James River, respectively. This project will create separated bike infrastructure on Commerce Road from the Manchester Bridge on/ramps to Bainbridge Street. This corridor is a critical link to existing and future bike infrastructure projects including Manchester Bridge. This project connects several neighborhoods, like Manchester and Blackwell, to downtown as well as the

expansive James River park system. The project also addresses critical barriers to safe bicycle access, namely the James River, and Commerce Road. There will be a combination of techniques used to create separated bike infrastructure, namely pavement markings, ADA access, crossings, flex posts or other physical separation as needed, etc. This project will also utilize a low-cost systemic approach to improve pedestrian safety and access along Commerce Road from the Manchester Bridge to Decatur Street. This project constructs pedestrian safety curb extensions on the cross streets to guarantee a narrower crossing distance for people crossing the street, managed speeds, and permanently preserve sight distance on the cross street. The dense mixed land use anchored by the Manchester neighborhood makes it an ideal candidate for these curb extensions. The corridor also serves a robust commercial district and Blackwell Elementary School. The proposed pedestrian improvements plus ancillary items will address long standing safety concerns expressed by the community.

## **Agenda Item B.2.**

*FY20 Congestion Management Process*

### **REQUESTED ACTION**

*The RRTPO is requested to review and adopt the FY20 Congestion Management Process (CMP).*

### **RESOLUTION**

**RESOLVED**, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board adopts the FY20 Congestion Management Process as presented.

## **RRTPO POLICY BOARD AGENDA 10/3/19; ITEM B.2.**

### **FY20 CONGESTION MANAGEMENT PROCESS**

#### **Richmond Regional Transportation Planning Organization**

**REQUESTED ACTION:** The Richmond Regional Transportation Planning Organization (RRTPO) policy board is requested to review and adopt the *FY20 Congestion Management Process* (CMP).

**BACKGROUND:** The Congestion Management Process (CMP) serves as a systematic process for addressing congestion by providing information on transportation system performance and proposing use of alternative strategies and programs to help alleviate congestion. In addition, MPO planning regulations require the RRTPO to address congestion management through a process that provides for safe and effective integrated management and operation of the multimodal transportation system, based on a cooperatively developed and implemented metropolitan-wide strategy of new or existing transportation facilities eligible for funding under title 23 U.S.C. and title 49 U.S.C. Chapter 53, through the use of travel demand reduction and operational management strategies (see Section 450.320 (a) of the MPO planning regulations).

The *FY20 Congestion Management Process*, an update of the 2016 CMP Technical Report, is outlined on the Congestion Management page of the PlanRVA website at [planrva.org/transportation/cmp/](http://planrva.org/transportation/cmp/). The process evaluates the current conditions of the regional CMP network, using performance measures from various data sources to identify congested corridors and safety needs.

The RRTPO partners with the Federal Highway Administration (FHWA), VDOT, and the I-95 Corridor Coalition to access the data and tools necessary for analyzing INRIX (vehicle probe) data. The RRTPO has been monitoring system performance using the CATT Lab's Probe Data Analytics since 2014. Safety needs are analyzed using accident data from VDOT in the form of "Potential for Safety Improvement" (PSI). The process has been updated to include data provided by VDOT to report on the reliability of the network to comply with federal performance measures.

The CMP identifies strategies to improve the performance of the network and informs the planning products of the RRTPO including the Unified Planning Work Program (UPWP), Regional Surface Transportation Block Grant (RSTBG) and Congestion Mitigation and Air Quality (CMAQ) allocations, the long-range transportation plan (LRTP), and the Transportation Improvement Program (TIP).

**TAC RECOMMENDATION:** At the September 10, 2019 meeting, the RRTPO Technical Advisory Committee recommended the *FY20 Congestion Management Process* for RRTPO review and approval.

**STAFF RECOMMENDATION:** The staff concurs with the TAC recommendation.

**RRTPO ACTION REQUESTED:** The following resolution is presented for RRTPO policy board review and action:

**RESOLVED,** that the Richmond Regional Transportation Planning Organization policy board adopts the *FY20 Congestion Management Process* as presented.



## **Agenda Item B.3.**

*2045 Long-Range Transportation Plan:  
Scope, Schedule and Advisory Committee*

### **REQUESTED ACTION**

*The RRTPO policy board is requested to review and approve a Long-Range Transportation Plan (LRTP) Advisory Committee to be established to provide input and oversight in development of the 2045 LRTP.*

### **RESOLUTION**

**RESOLVED**, that the Richmond Regional Transportation Planning Organization (RRTPO) policy board approves the 2045 Long-Range Transportation Plan (LRTP) scope of work and schedule as presented to serve as general guidance to staff and the LRTP Advisory Committee for development and submission of the Year 2045 LRTP; and

**BE IT FURTHER RESOLVED**, that the Richmond Regional Transportation Planning Organization policy board approves the Long-Range Transportation Plan (LRTP) Advisory Committee established for the purpose of providing input and oversight in the development of the 2045 Long-Range Transportation Plan.

## **RRTPO POLICY BOARD AGENDA 10/3/19; ITEM B.3.**

### **2045 LONG-RANGE TRANSPORTATION PLAN: SCOPE, SCHEDULE, ADVISORY COMMITTEE**

#### **Richmond Regional Transportation Planning Organization**

**REQUESTED ACTION:** Review and approve a Long-Range Transportation Plan (LRTP) Advisory Committee established for the purpose of providing input and oversight in the development of the 2045 Long-Range Transportation Plan.

**BACKGROUND:** The Long-Range Transportation Plan (LRTP) is a significant decision tool to guide how the RRTPO and its partners will meet the transportation needs of the Richmond region over the next 20 years and beyond. The RRTPO staff is updating the region's long-range transportation plan (LRTP). The LRTP is a fiscally constrained 20-year planning horizon document that simultaneously develops a vision and goals for the region but also reflects the application of those programmatic transportation goals to project prioritization. The LRTP also includes financial components that demonstrate how the recommended transportation plan can be implemented. Federal regulation requires that each MPO develop an LRTP plan with at least a 20-year horizon. Federal regulations now also require the LRTP to have a performance-based planning focus as its foundation. This means the LRTP will apply a systematic review of transportation system performance – past, present and possible future – to define the region's investment priorities. The LRTP must be updated at least every five years to remain consistent with existing conditions, and to re-evaluate proposed plans, programs, and projects. The 2045 LRTP is due by September 2021.

As part of this update, the general scope and timeline for the LRTP will be shared. Staff will also brief the policy board on scenario planning and a proposed scenario plan component of the LRTP as part of the scope overview.

The LRTP Advisory Committee (AC) may be composed of TAC representatives plus additional stakeholders. A proposed membership list for the LRTP AC will be distributed at the October 3 meeting. The AC will meet often over the planning timeframe with more frequent meetings around specific milestones. The AC will spearhead the development of the LRTP with autonomy to make decisions guiding the process and outcomes.

**TAC RECOMMENDATION:** The RRTPO Technical Advisory Committee (TAC) has reviewed and recommends approval of the LRTP Advisory Committee as presented. The RRTPO CTAC has provided input to the staff on the proposed roster.

**STAFF RECOMMENDATION:** RRTPO staff concurs with the TAC recommendation.

**RRTPO POLICY BOARD ACTION REQUESTED:** The following resolution is presented for RRTPO policy board review and action:

**RESOLVED,** that the Richmond Regional Transportation Planning Organization (RRTPO) policy board approves the 2045 Long-Range Transportation Plan (LRTP) scope of work and schedule as presented to serve as general guidance to staff and

the LRTP Advisory Committee for development and submission of the Year 2045 LRTP; and

**BE IT FURTHER RESOLVED,** that the Richmond Regional Transportation Planning Organization policy board approves the Long-Range Transportation Plan (LRTP) Advisory Committee established for the purpose of providing input and oversight in the development of the 2045 Long-Range Transportation Plan.

## **Agenda Item C.2.**

*RRTPO Community Transportation Advisory  
Committee (CTAC) Meeting Report*

### **NO ACTION REQUESTED – INFORMATION ITEM**

*A brief report is provided on major discussion items  
from the September 19, 2019 CTAC meeting.*

## MEMORANDUM

**To:** Richmond Regional Transportation Planning Organization (RRTPO) Policy Board  
RRTPO Technical Advisory Committee

**From:** Kenneth Lantz, Jr., RRTPO Mobility Manager *KLJ*

**Date:** September 20, 2019

**Subj:** RRTPO Community Transportation Advisory Committee (CTAC) Meeting Report

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The following is a brief report on major discussion items from the September 19, 2019 CTAC meeting.

### **Virginia Breeze Bus Service**

Emily DelRoss, DRPT Statewide Program Manager, provided a presentation on the state-supported Virginia Breeze intercity bus service. Among the points covered were the goals of the service and its characteristics, performance and cost. The findings and recommendations of a service expansion study were covered, along with anticipated ridership and alternatives prioritization criteria and next steps

### **Richmond Regional Park and Ride Investment Strategy**

Barbara Jacocks, Transportation Planner, provided an overview of the regional park and ride lot investment study. Her presentation covered the project purpose, why the project is important, previous efforts, desired outcomes, the project scope, existing conditions, recommended lots, an overall evaluation methodology, project recommendations, and an implementation strategy.

### **Transit Vision Plan Phase 2 Initial Recommendations**

Barbara Jacocks presented a summary of the Greater RVA Transit Vision Plan Phase 2. Her presentation outlined the project purpose, differences from the first phase, the Phase 2 network and analysis plan and screening methodology. The list of initial segments was reviewed along with next steps and the schedule for the remaining study tasks.

### **2045 Long-Range Transportation Plan: Scope, Schedule, Advisory Committee**

Sulabh Aryal, Transportation Planning Manager, reviewed the major tasks and schedule for the development of the regional 2045 long-range transportation

plan. Chet Parsons, RRTPO Secretary, indicated that a plan advisory committee will be created and asked CTAC members to volunteer to serve on the committee.

**Next CTAC Meeting**

The next CTAC meeting is scheduled for Thursday, November 21, 2019.

KEL/

## **Agenda Item D.2.**

### *RRTPO Future Meeting Topics*

#### **INFORMATION ITEM – NO ACTION REQUESTED**

*The November 7 RRTPO policy board meeting is replaced by the Transportation Forum. There is a list of topics anticipated for the December 5 meeting and a list of additional future meeting topics to be scheduled at a later date.*

## **RRTPO POLICY BOARD FUTURE MEETING TOPICS**

### **November 1**

- Richmond Region Transportation Forum – Randolph-Macon College

### **December 5**

- Park and Ride Investment Strategy Study Final Report
- Ashland to Petersburg Trail Study: Final Report
- Regional Bicycle and Pedestrian Plan
- FY20 UPWP Budget Amendment
- FY21 UPWP Priorities
- SMART SCALE Overview

## **OTHER FUTURE MEETING TOPICS**

- Ways to Expand Funding Resources  
Revisit RMTA, i.e. Transportation Authority Work Group concept from NOVA and HRPDC
- BUILD (Better Utilizing Investments to Leverage Development) Grant Program
- RRTPO Membership Changes
- Public Engagement Plan