

Fall Line Trail Status Updates

Land Use, Housing, and Transportation Committee

October 21, 2025



Benefits of Fall Line Trail

- Regional shared-use paved path connecting Ashland to Petersburg
- Dedicated, - separated bike and pedestrian facility
- The City of Richmond's alignments for the Fall Line Trail (FLT) are designed to be an economic enhancement, for the nearly 13 miles long trail, that

Economic Benefits of Fall Line Trail

annual local tax benefit

**\$8.8 to \$11.3
MILLION**

- Approx. \$2.4 million in new property tax revenue due to a highly desirable amenity that enhances quality of life for parcels located within a 0.5 mile walk of the trail.
- Between \$6.4 million and \$8.9 million in local sales, meals, and lodging tax revenue generated by FLT users spending at Richmond businesses

overall economic impact to the city

**\$326 to \$383
MILLION**

- A projected \$201.8 million increase in assessed property value
- Between \$91.5 million and \$127 million in direct user spending
- Between \$32.7 million and \$54.6 million in annual wages and labor income supported by trail-related economic activity

Public Involvement

2019

- **September 30 and October 1:** The Virginia Department of Transportation (VDOT) held two public meetings to provide information on the project.

2022

- **January 24:** The City of Richmond adopted the City Center Innovation District Small Area Plan, which included expressing support for the FLT.
- **May 3 and May 5:** VDOT conducted two public hearings on the trail's location.

2023

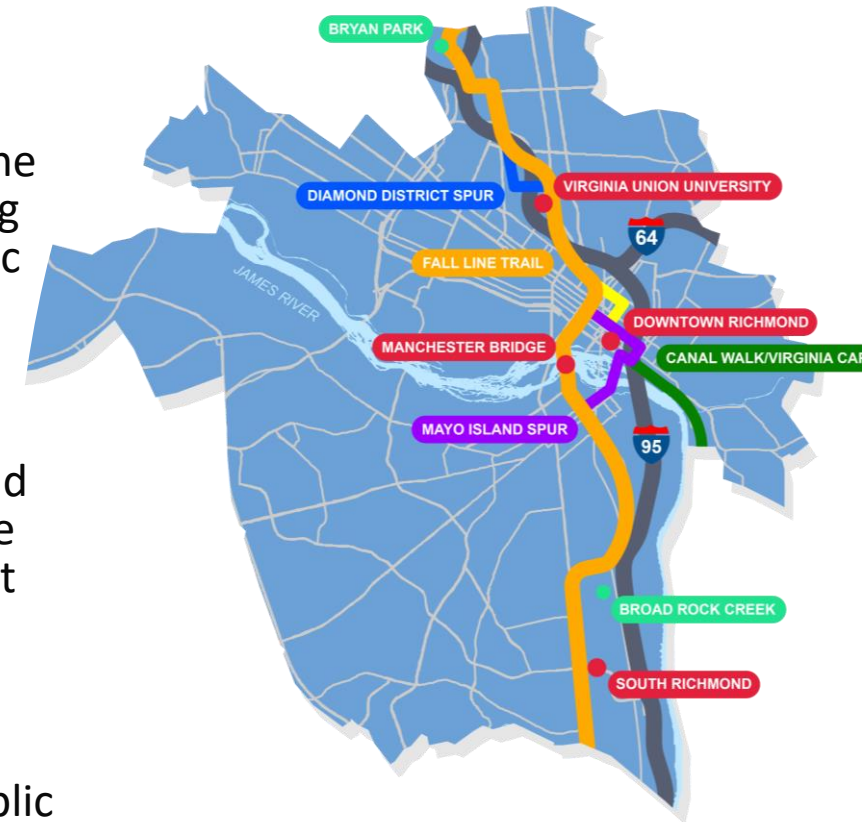
- **June** Public surveys for the Richmond Connects transportation plan were held, which included questions about the FLT.

2023

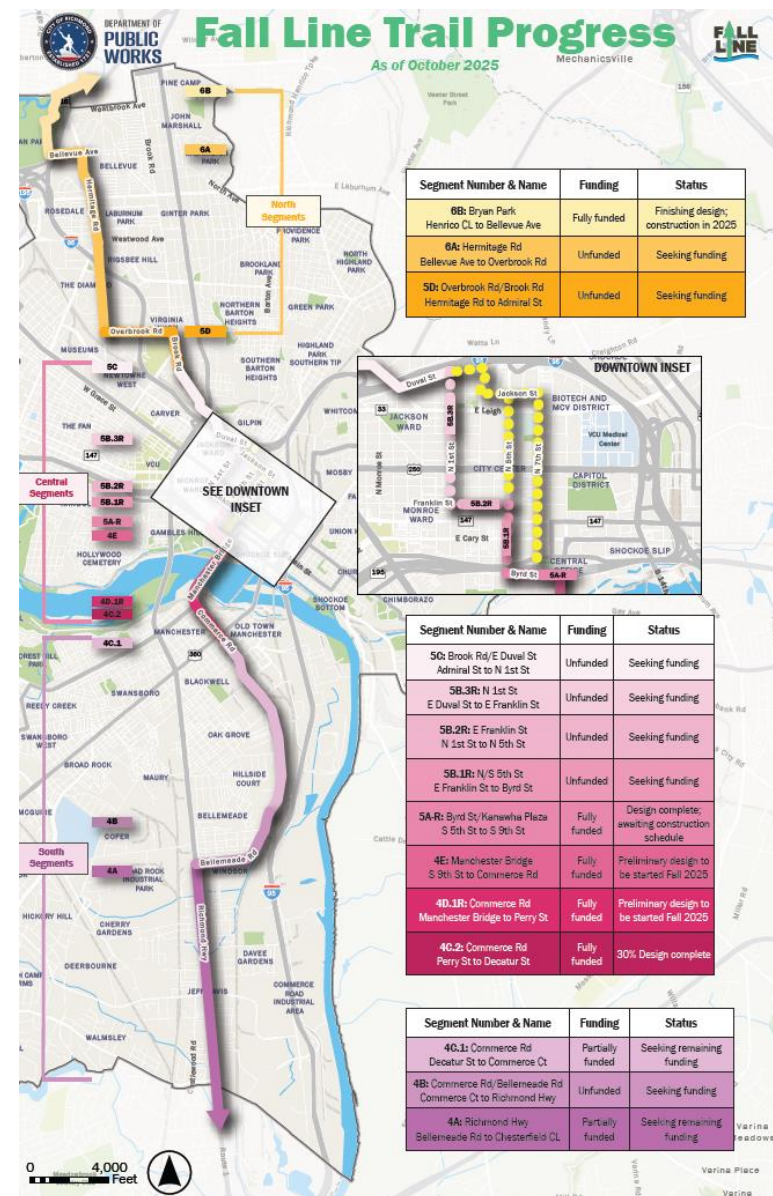
- **September** Public support for the trail was particularly high among those under age 25 and Hispanic respondents.
- **February 2023 to March 2024:** The Office of Equitable Transit and Mobility (OETM) held a public comment period for the Fall Line Trail Public Engagement Plan.

2024

- **March:** OETM closed the public comment period for the FLT Public Engagement Plan.
- **March 14:** The City of Richmond City Council officially supported the FLT by adopting the Richmond Connects Multimodal Strategic and Action Plans



14 Segments in Richmond

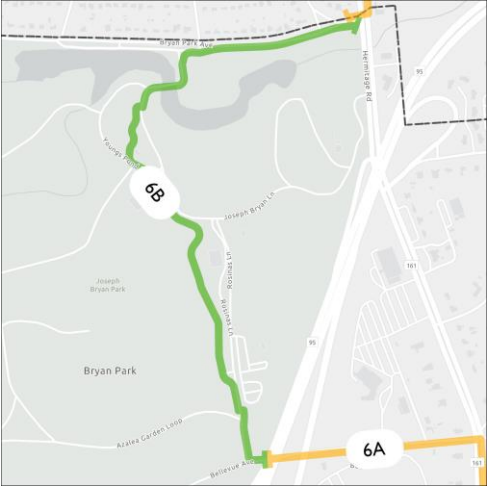


Segment ID: Project Title (North to South)	Estimated Project Cost	Secured Funding To-Date	Remaining Balance
6B: Bryan Park	\$3,760,000	\$3,760,000	-
6A: Hermitage Road	\$14,250,000	-	\$14,250,000
5D: Brook Road	\$8,620,000	-	\$8,620,000
5C: Brook Road to Duval Street	\$26,740,000	-	\$26,740,000
5B.3R: Duval Connector*	\$3,940,000	-	\$3,940,000
5B.2R: E Franklin Street*	\$10,180,000	-	\$10,180,000
5B.1R: 5th Street / 7th Street*	\$13,750,000	-	\$13,750,000
5A-R: Kanawha Plaza	\$4,590,000	\$4,590,000	-
4E: Manchester Bridge	\$29,714,000	\$29,714,000	-
4D.1R: Perry Street**	\$1,000,000	\$1,000,000	-
4C.2: Commerce Road Phase I**	\$14,442,000	\$14,442,000	-
4C.1: Commerce Road Phase II	\$87,661,374	\$55,044,831	\$32,616,543
4B: Commerce Court to Bellemeade Road	\$6,200,000	-	\$6,200,000
4A: Bellemeade Road to Route 1	\$44,425,000	\$26,171,265	\$18,253,735
Totals	\$269,272,374	\$113,245,504	\$156,026,870

* 5B projects in Downtown are combined for this presentation since the Downtown alignment is not set.

** 4D.1R and 4C.2 are combined for this presentation as they are combined in SMART SCALE and the CIP.

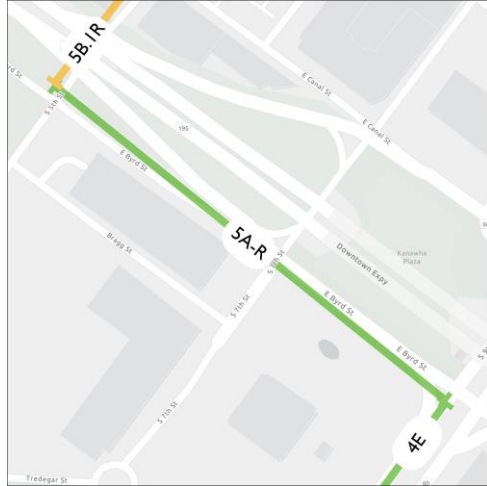
Fully Funded Segments – Status Update



6B – Bryan Park

\$3.8M secured

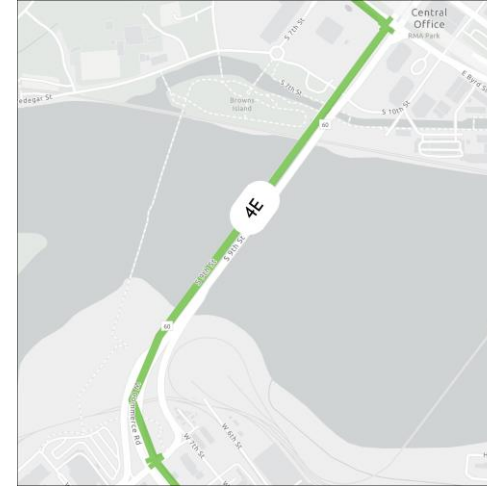
Construction to be completed by Summer 2026



5A.R – Kanawha Plaza

\$4.6M secured

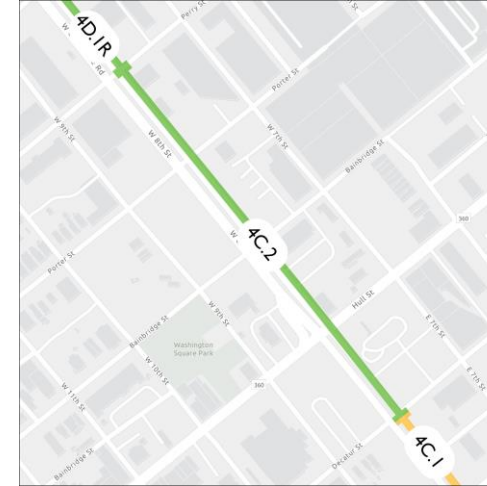
Design complete; awaiting construction timeline



4E – Manchester Bridge

\$29.7M secured

Preliminary design starting Fall 2025

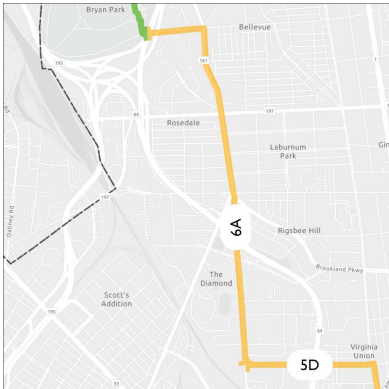


4D.1R/4C.2 – Commerce Rd Phase I

\$15.4M secured

Currently, in 30% design PE stage

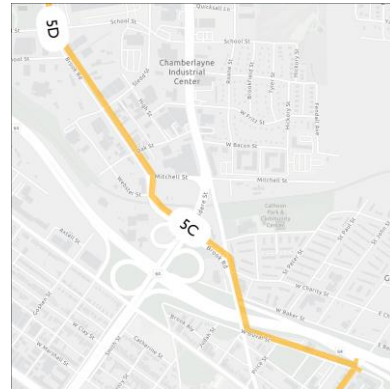
Unfunded Segments & Funding Strategies



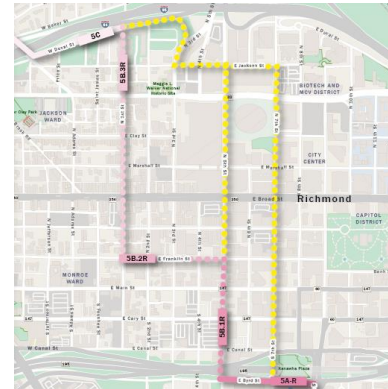
6A – Hermitage Rd
\$14.3M



5D – Overbrook Rd
\$8.6M



5C – Brook Rd/Duval St
\$26.7M



5Bs – Downtown Alignment
\$27.9M



4B – Bellemeade Rd
\$6.2M



- CVTA Local
- CIP



- SMART SCALE
- Revenue Sharing (RS)
- Transportation Alternatives (TA)



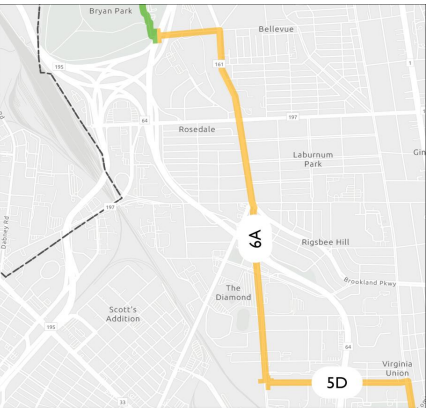
Richmond Regional
**Transportation
Planning
Organization**

- CVTA Regional
- Congestion Mitigation & Air Quality (CMAQ)
- Regional Surface Transportation Block Program (RSTBG)
- Carbon Reduction Program (CRP)



- Better Utilizing Investments to Leverage Development (BUILD)

Planning Phase – Leveraging Existing Projects



6A – Hermitage Rd
\$14.3M



5Bs – Downtown
Alignment
\$27.9M

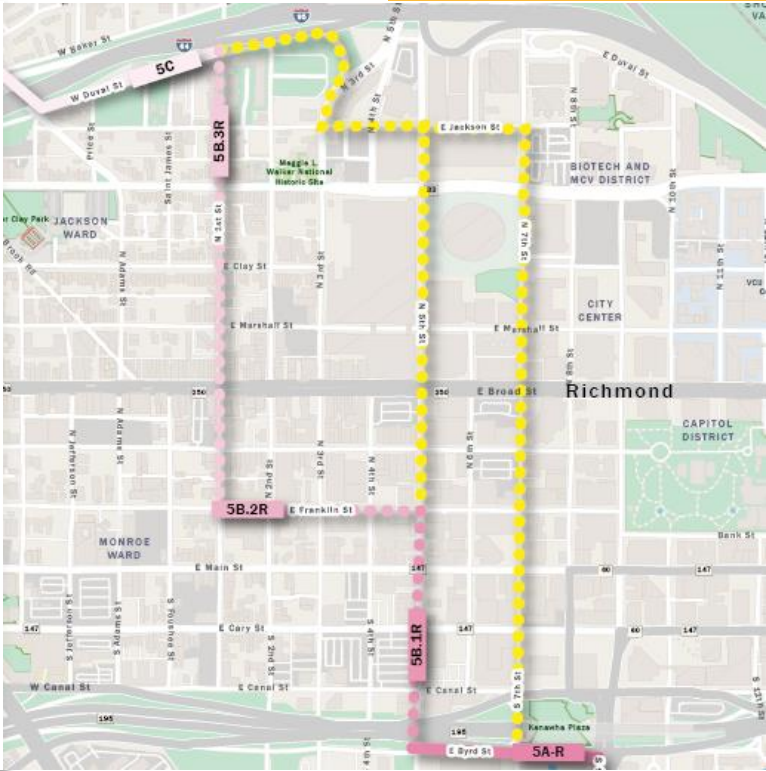
Segment	Cost
5B.1R: 5 th St/7 th St	\$13.8M
5B.2R: E Franklin St	\$10.2M
5B.1R: Duval Connector	\$3.9M

Downtown
alignment from
Duval to
Kanawha Plaza
not set.

City Center Innovation District SMALL AREA PLAN

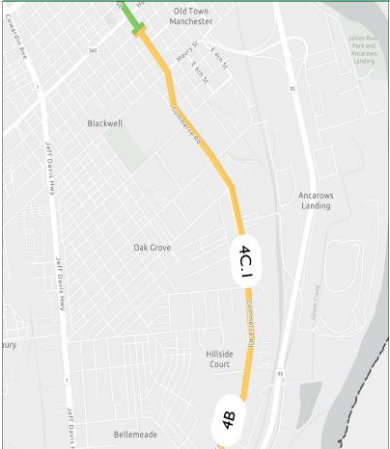


Final
Richmond, VA | November 23, 2021

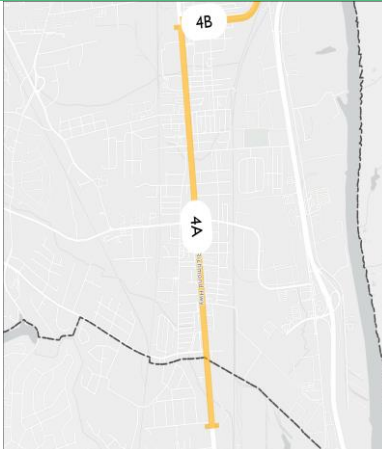


What's Next

Southside Planning Efforts



**4C.1 –
Commerce Rd
Phase II**
\$87.7M total
\$55M secured
**\$32.6M
remaining**

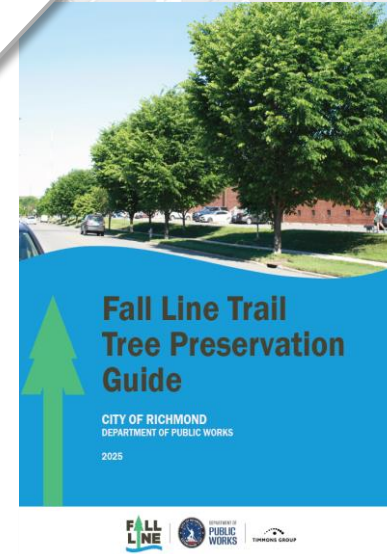
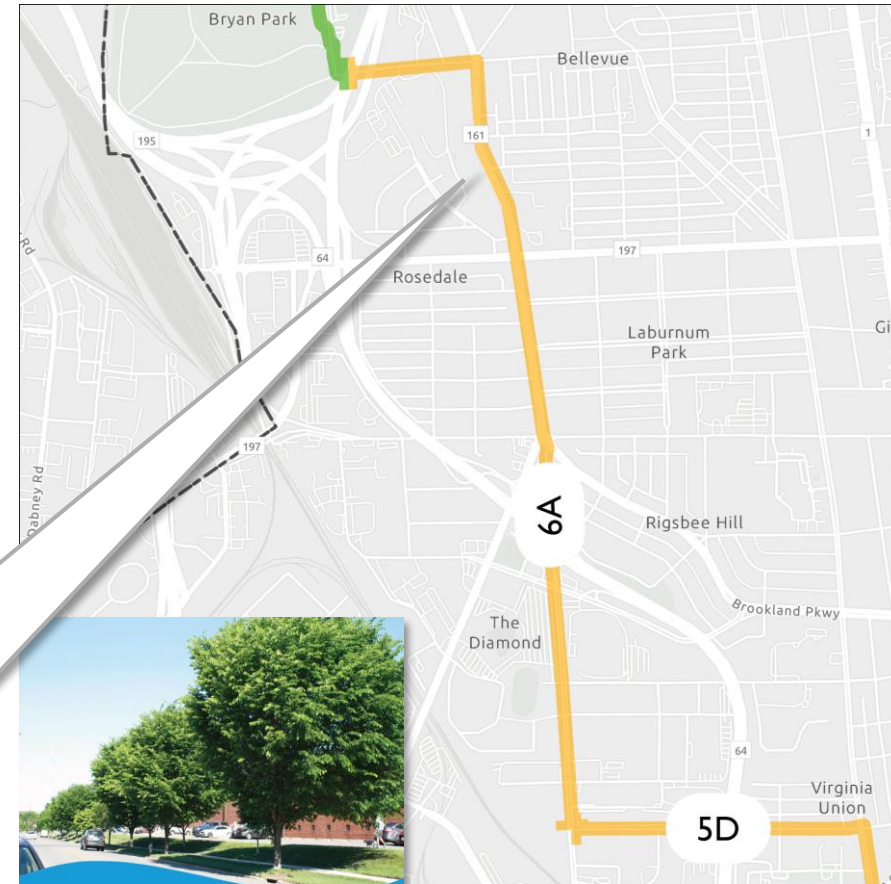


4A – Route 1
\$44.4M total
\$26.2M secured
**\$18.3M
remaining**

RICHMOND, VIRGINIA Oak Grove Hillside Bellemeade Community Plan



Initial conversations with adjacent
Northside neighborhood associations
are underway.
Direct engagement is scheduled to
begin in early 2026.



6A – Hermitage Rd
\$10.4M