



Eastern Shore Rail to Trail Study

Stakeholder Meeting #3

John Bolecek, AICP (VDOT)

Chris Daily, PE (VHB)

June 2020



Meeting Agenda



Study Progress

- Smart Scale Application Update
- Preliminary Alignment
- Typical Crossings and Sections
- MetroQuest Survey Results



Stakeholder Feedback



Overview of Public Meeting



Introduction to Branding



Roundtable Updates

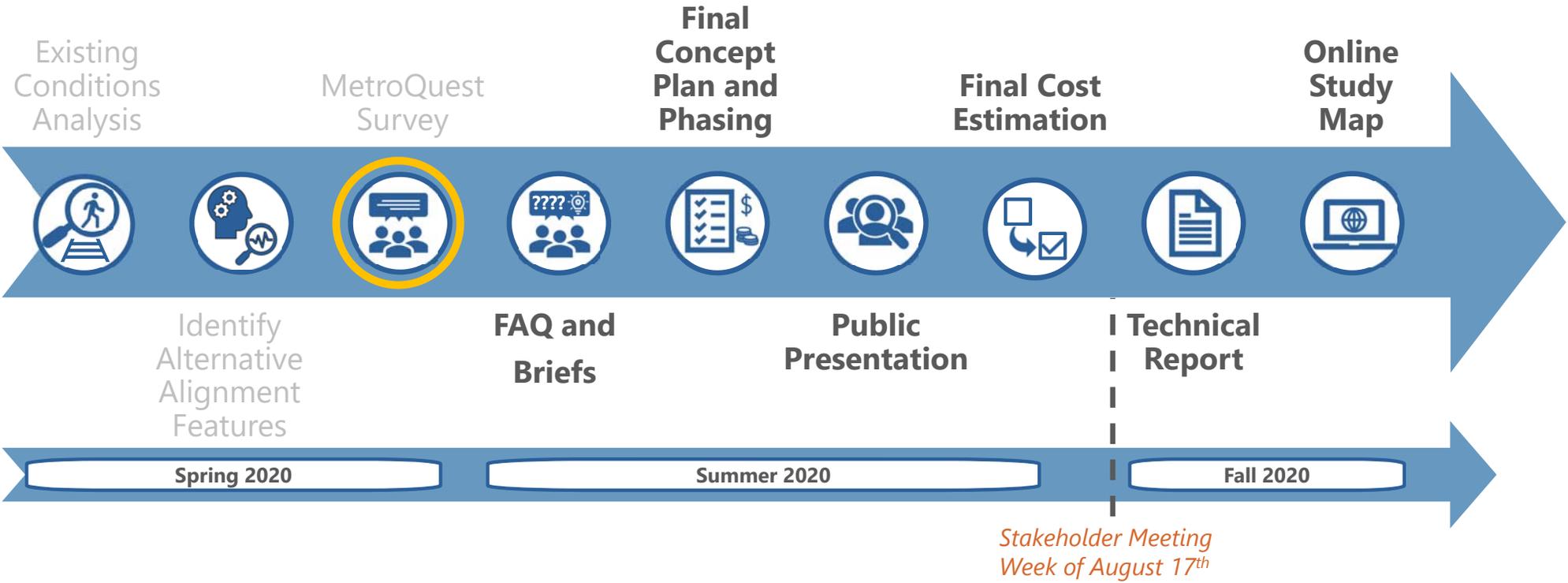


Final Discussion Opportunity



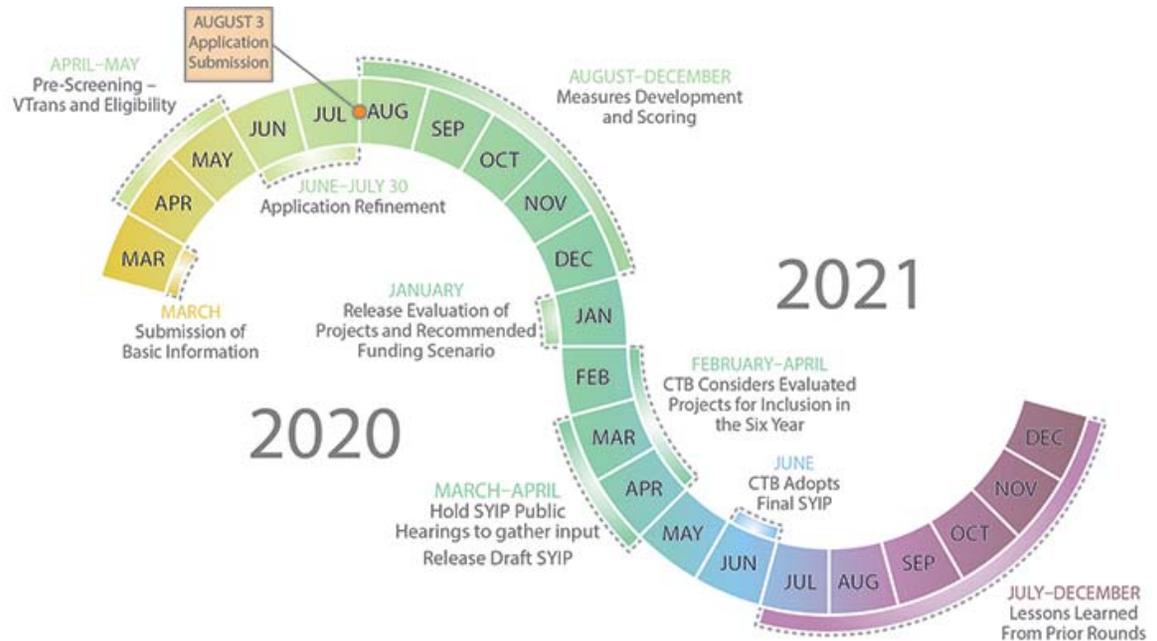
Study Progress

Tasks and Schedule

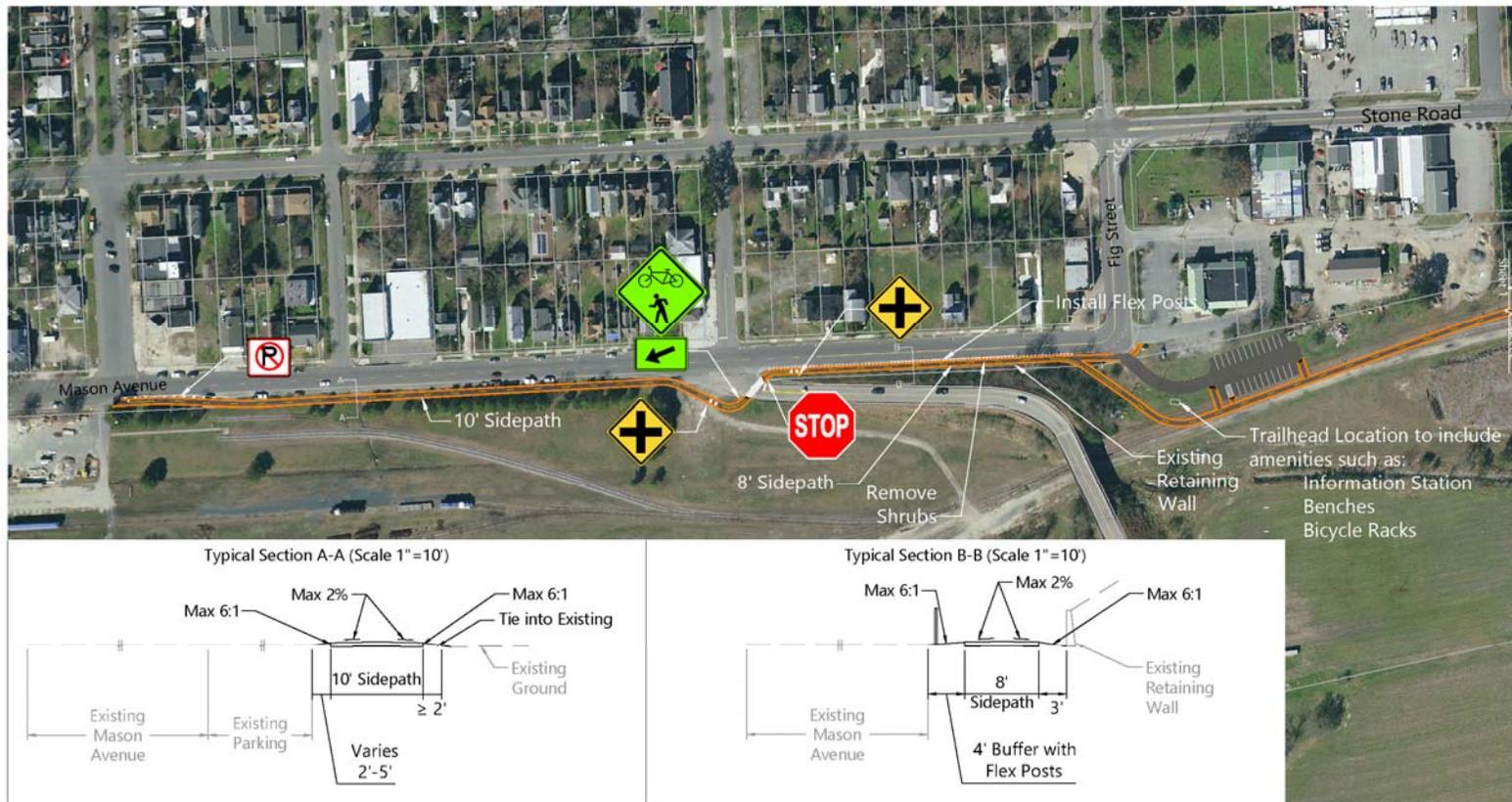


SMART SCALE Update

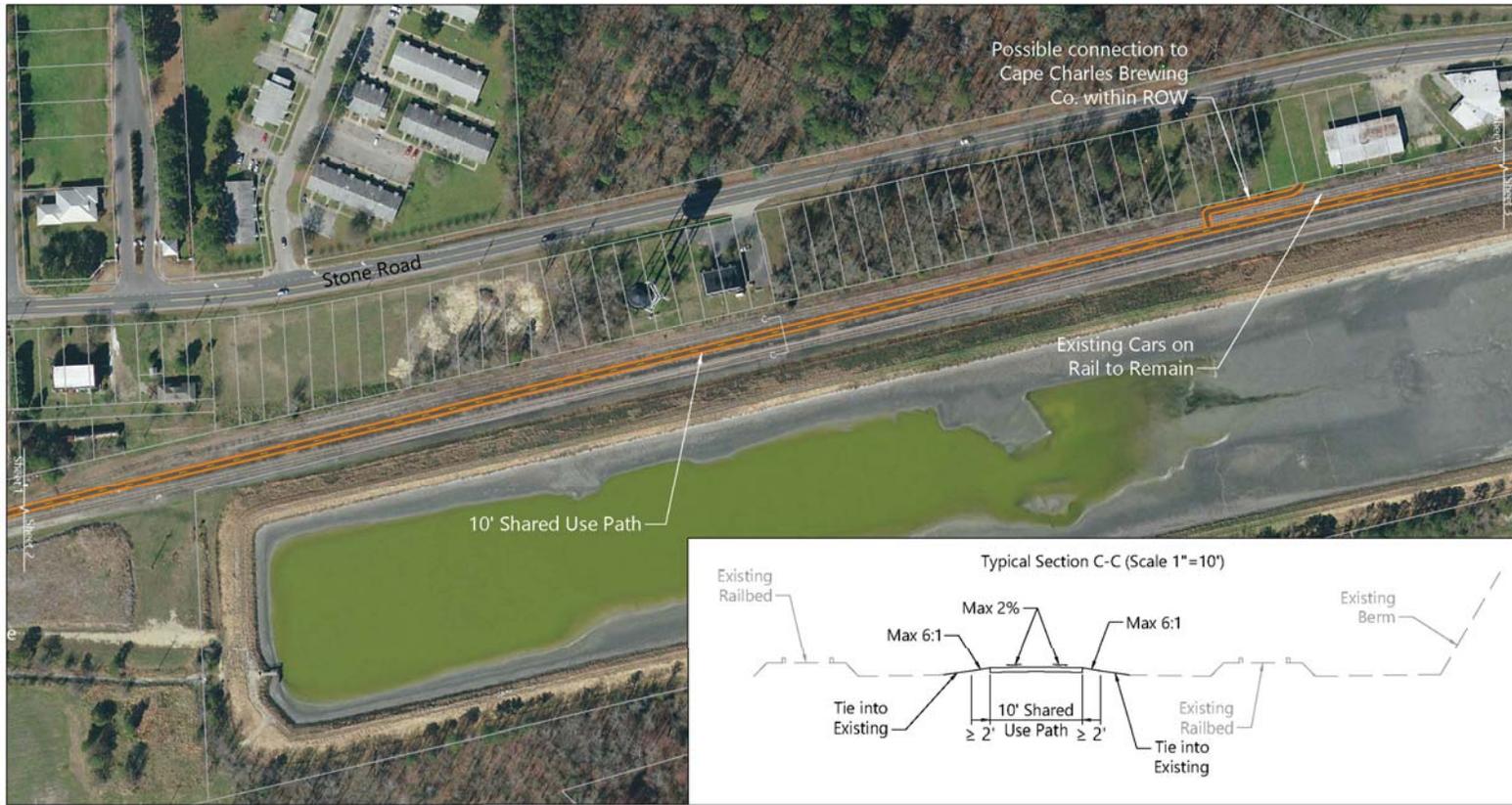
- All Applications screened in
 - Working on updating alignments to submit full applications
 - Detailed Alignments
 - Deadline of August 3rd



Smart Scale Concept Sample—Cape Charles

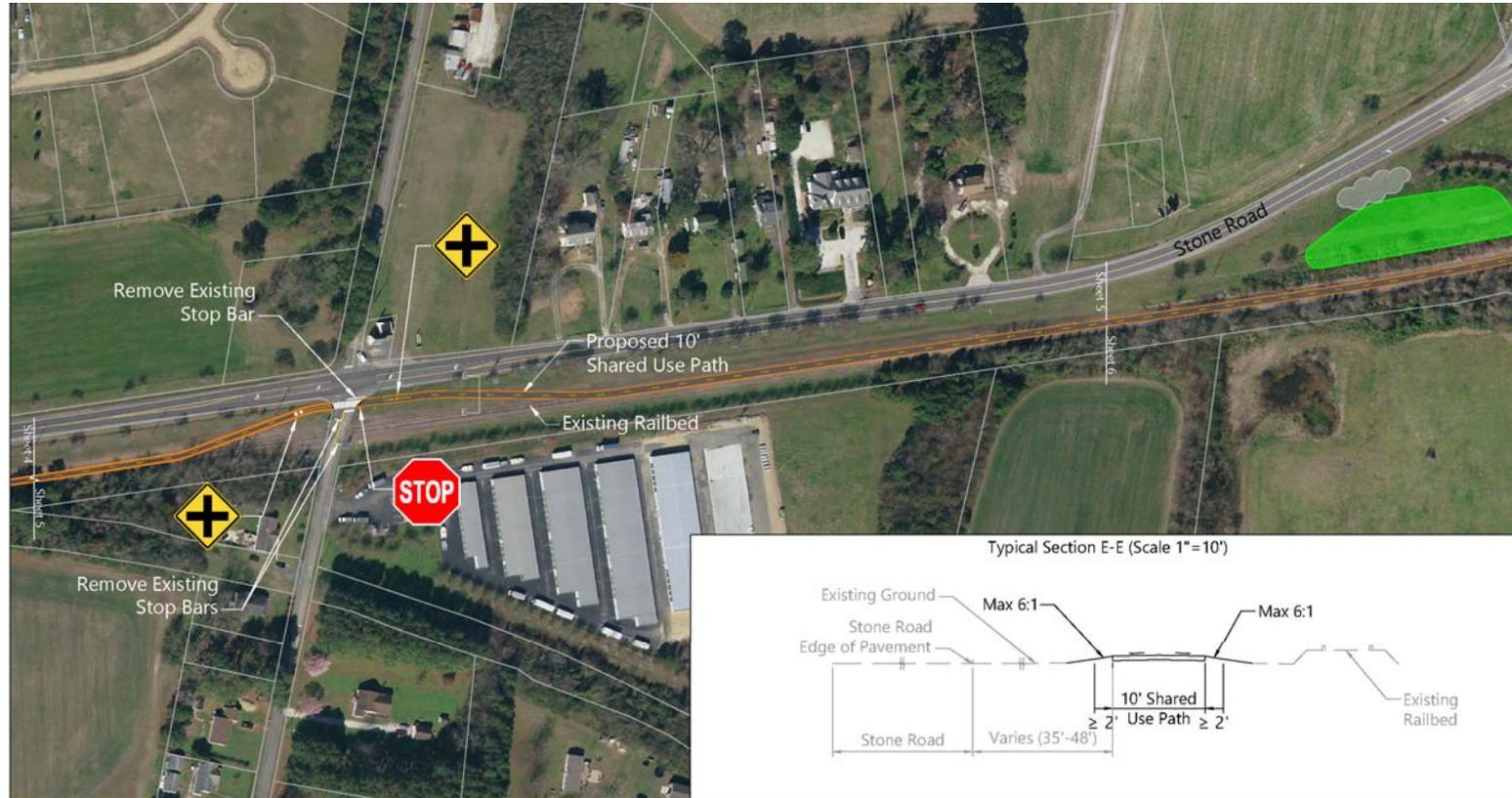


Smart Scale Concept Sample—Cape Charles





Smart Scale Concept Sample—Cape Charles



Fieldwork Summary

- [Log of Field photos](#)
- Clip of Field videos



General Alignment Constraints

Steep slopes and ditches



General Alignment Constraints

Residential driveways in rail ROW



General Alignment Constraints

No physical buffer to adjacent road



5% Alignment Concept

- A** Possible Trailhead
- B** Steep Slope / Ditch
- C** Possible Attraction
- D** Existing Vegetation Buffer
- E** Existing Traffic Signal
- F** Road Crossing
- G** Private Driveway
- H** Drainage Area / Wetlands
- I** Overhead Utilities
- J** Trees Very Close to Rail
- K** No Buffer Provided
- L** Rail Spur
- M** Drainage Under Track



5% Alignment Concept

- | | | | |
|-------------------------------------|-----------------------------------|-----------------------------------|-------------------------------|
| A Possible Trailhead | E Existing Traffic Signal | I Overhead Utilities | M Drainage Under Track |
| B Steep Slope / Ditch | F Road Crossing | J Trees Very Close to Rail | |
| C Possible Attraction | G Private Driveway | K No Buffer Provided | |
| D Existing Vegetation Buffer | H Drainage Area / Wetlands | L Rail Spur | |



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Typical Sections—Sample

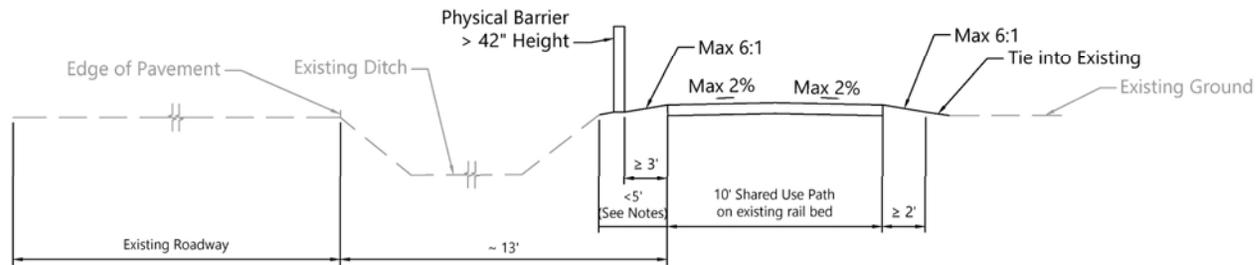
Existing Conditions

Looking East/North



Typical Section (Scale 1" = 5')

Looking East/North



Typical Sections—Sample

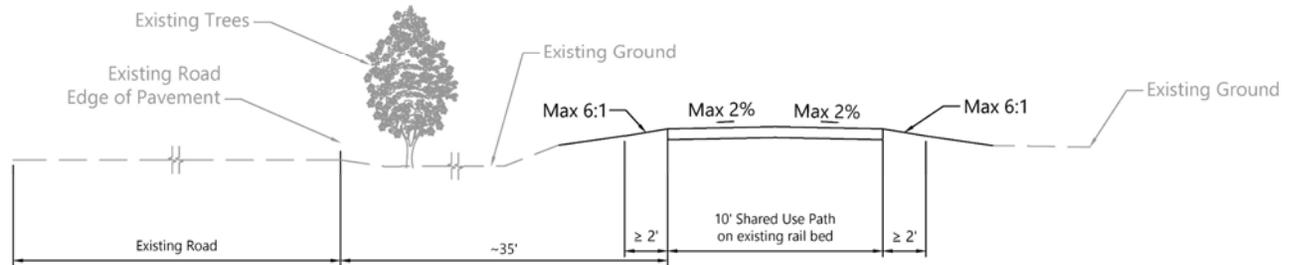
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Typical Section (Scale 1" = 5')

Looking East/North



Typical Sections—Sample

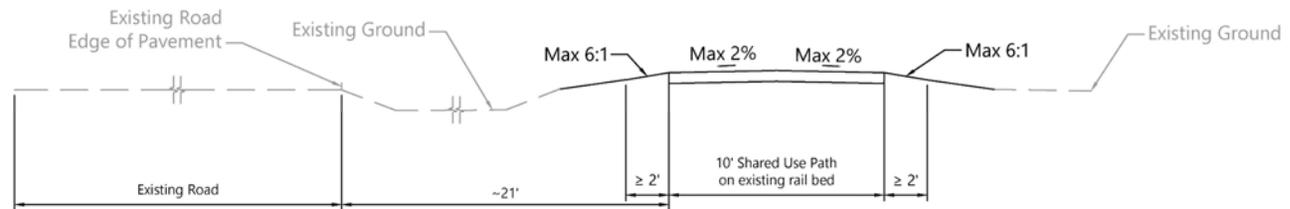
Existing Conditions

Looking East/North



Typical Section (Scale 1" = 5')

Looking East/North



Preliminary Cost Estimate

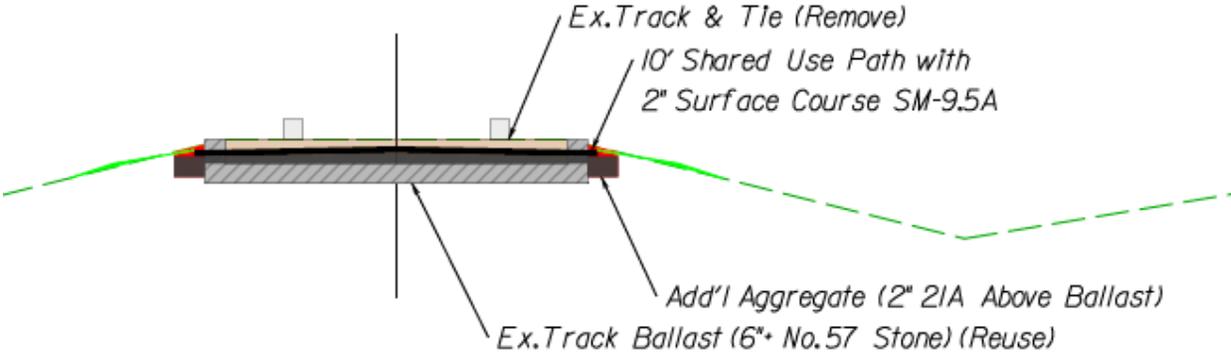
On-Rail Estimate
\$464,000/Mile



Off-Rail Estimate
\$721,000/Mile

Concept Estimate*
\$24,861,000

**Based on VDOT Per-Mile Cost Estimate for Shared Use Path and 5% Alignment. Does not include cost for intersection treatments or amenities.*



Typical Crossings—Sample

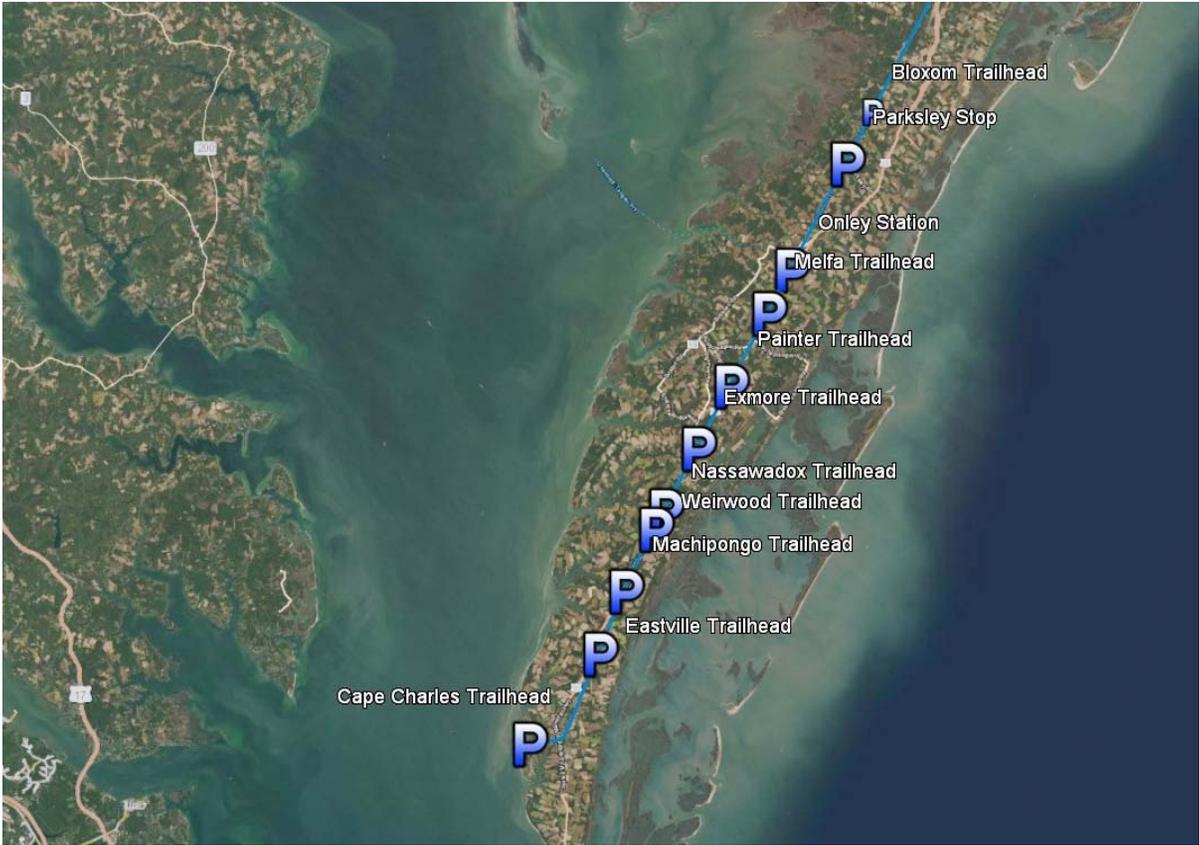




Typical Crossings—Sample

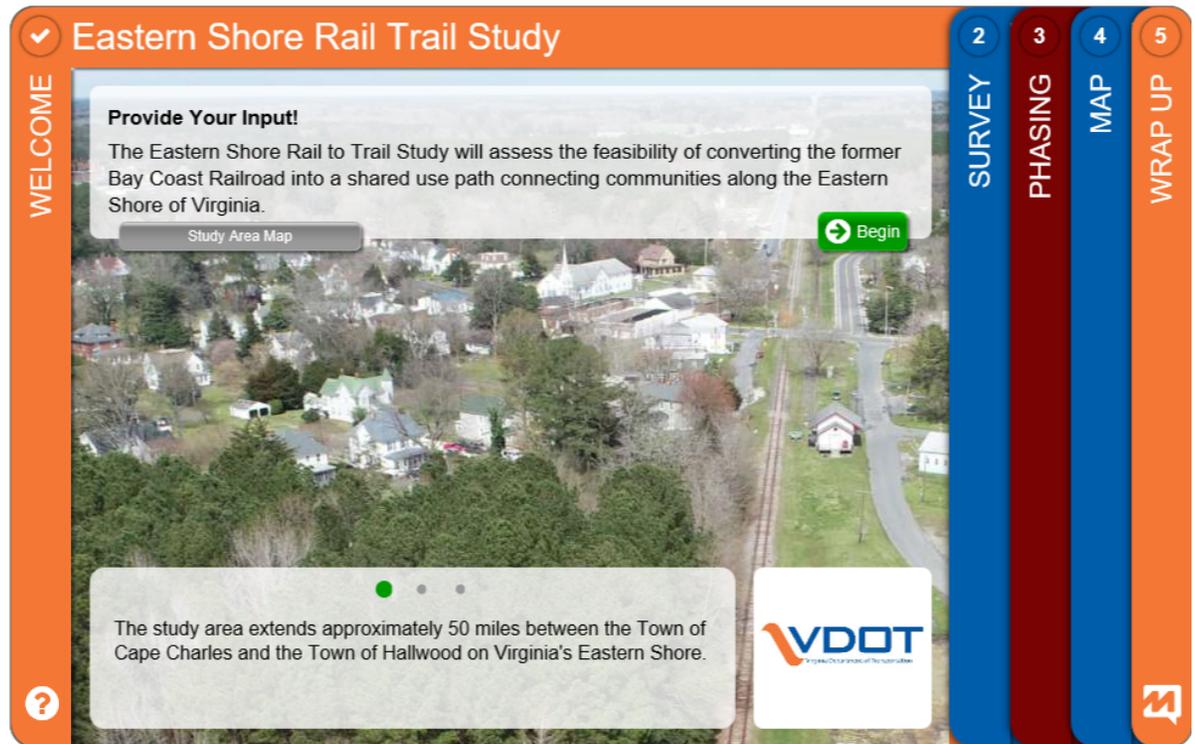


Trailheads and Attractions

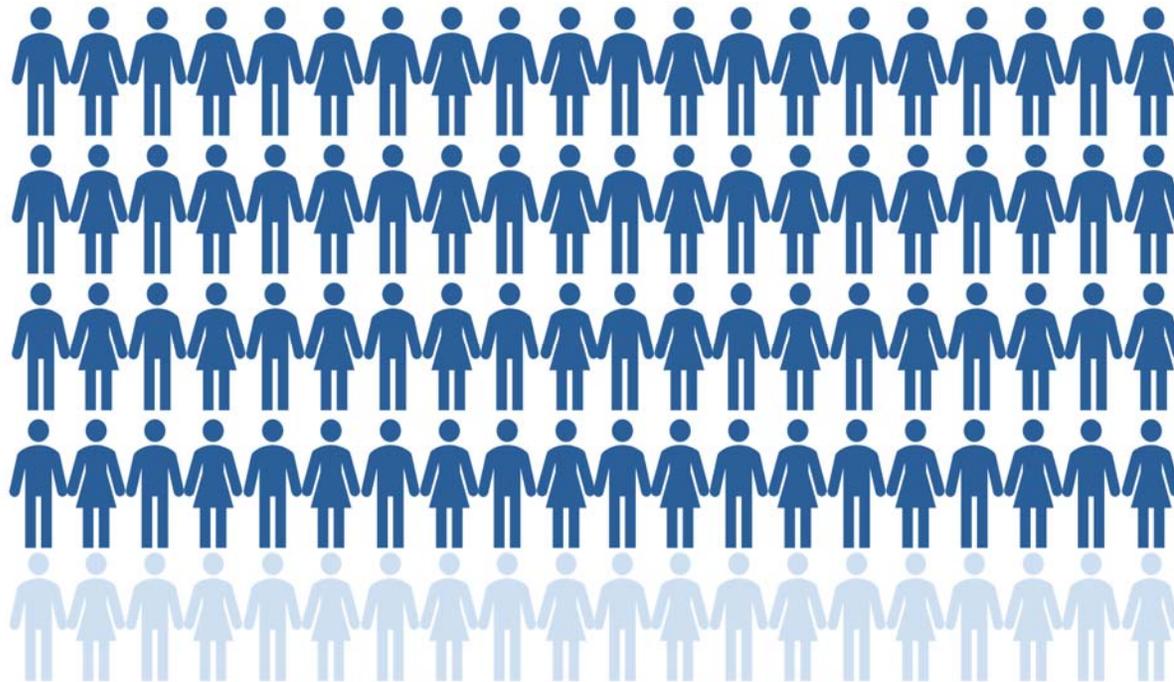


MetroQuest Survey

- Survey available May 15th to June 5th
- 3,400 participants
 - 50,110 Data Points
 - 6,043 Comments
- 6,009 comments



MetroQuest Survey – All Participants

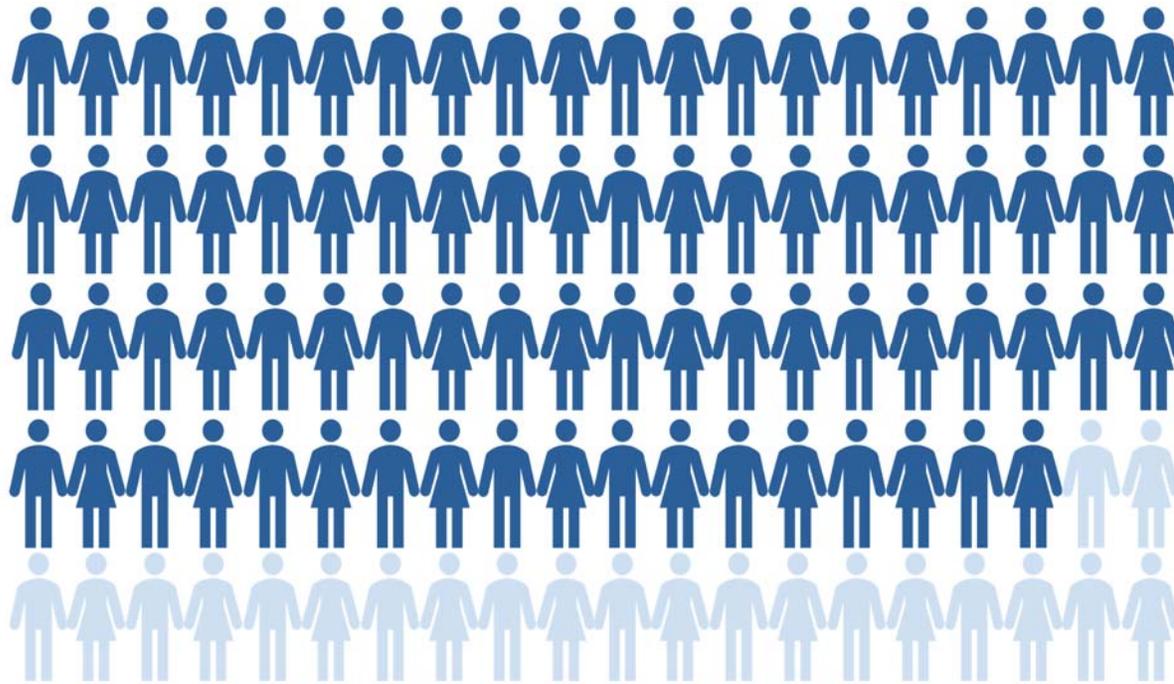


**90% of
Participants
would visit
this path**

Agreement with "I would visit this path if built."

- Strongly Agree or Agree
- Neutral, Disagree, Or Strongly Disagree

MetroQuest Survey – Eastern Shore Residents Only



88% of Eastern Shore Participants would visit this path

Agreement with "I would visit this path if built."

- Strongly Agree or Agree
- Neutral, Disagree, Or Strongly Disagree

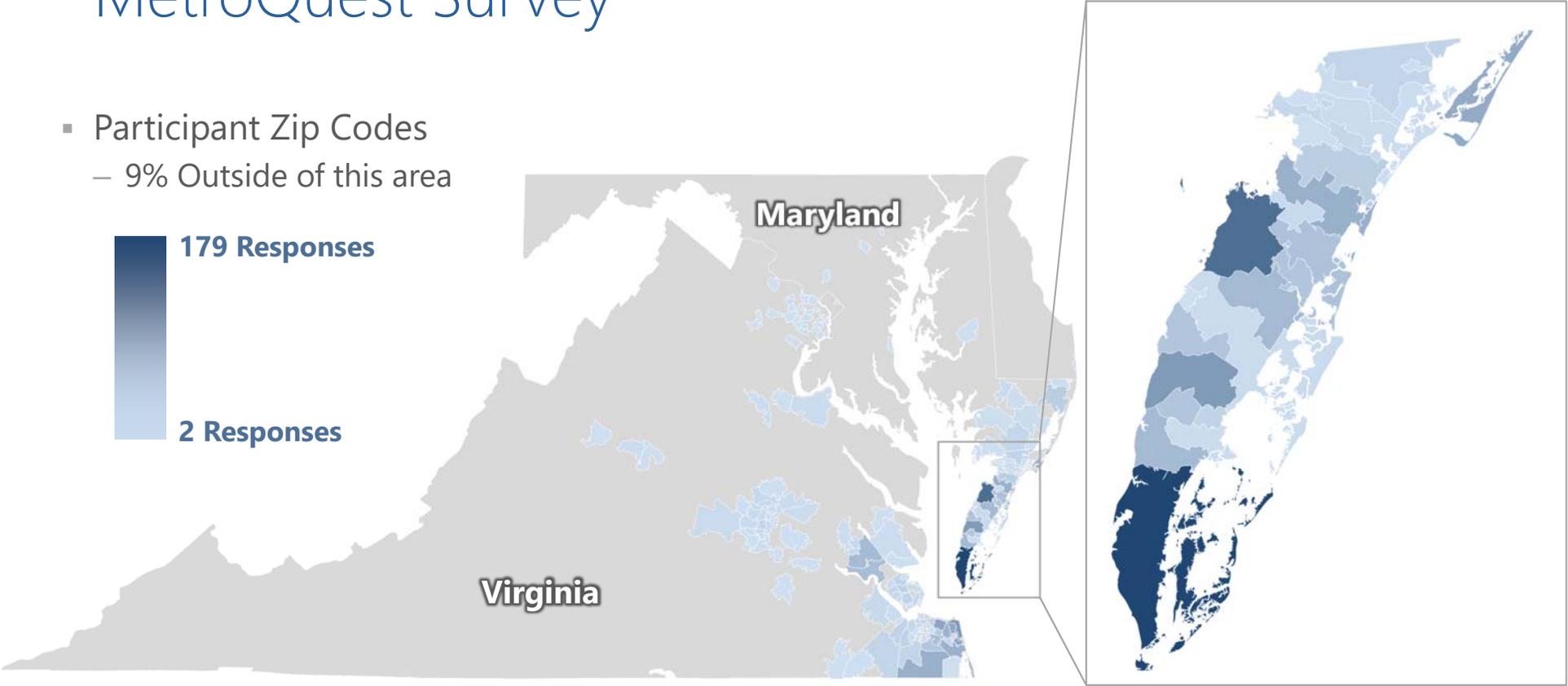
MetroQuest Survey

- Participant Zip Codes
 - 9% Outside of this area



MetroQuest Survey

- Participant Zip Codes
 - 9% Outside of this area



MetroQuest Survey

- Most Important User Benefits – General Responses

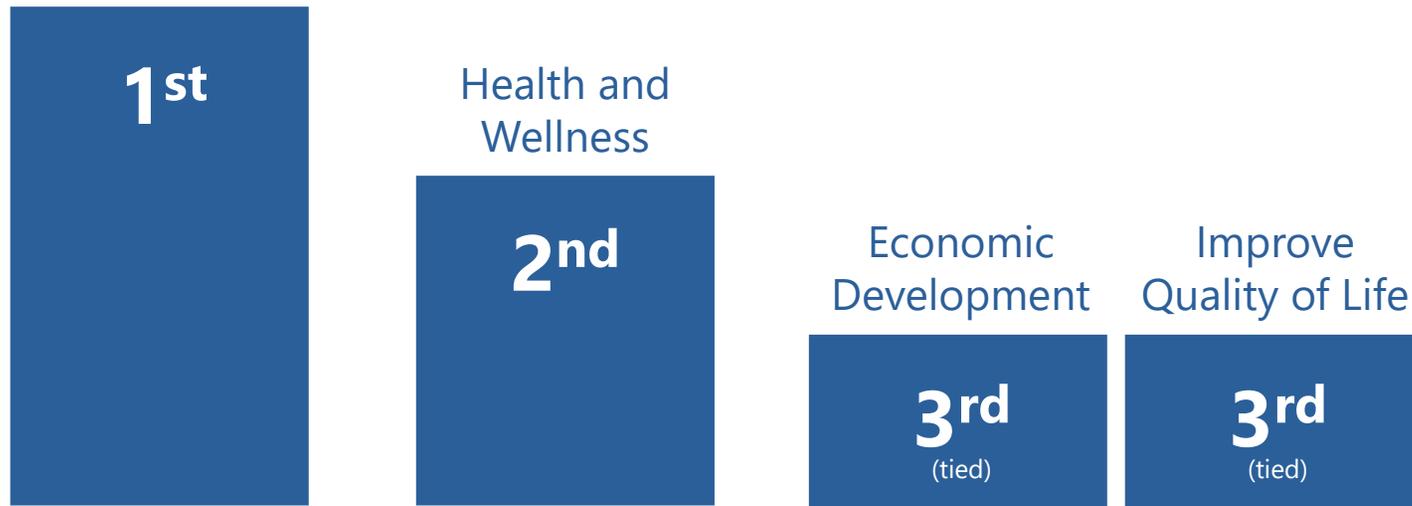
Safer Places to Walk and Bike



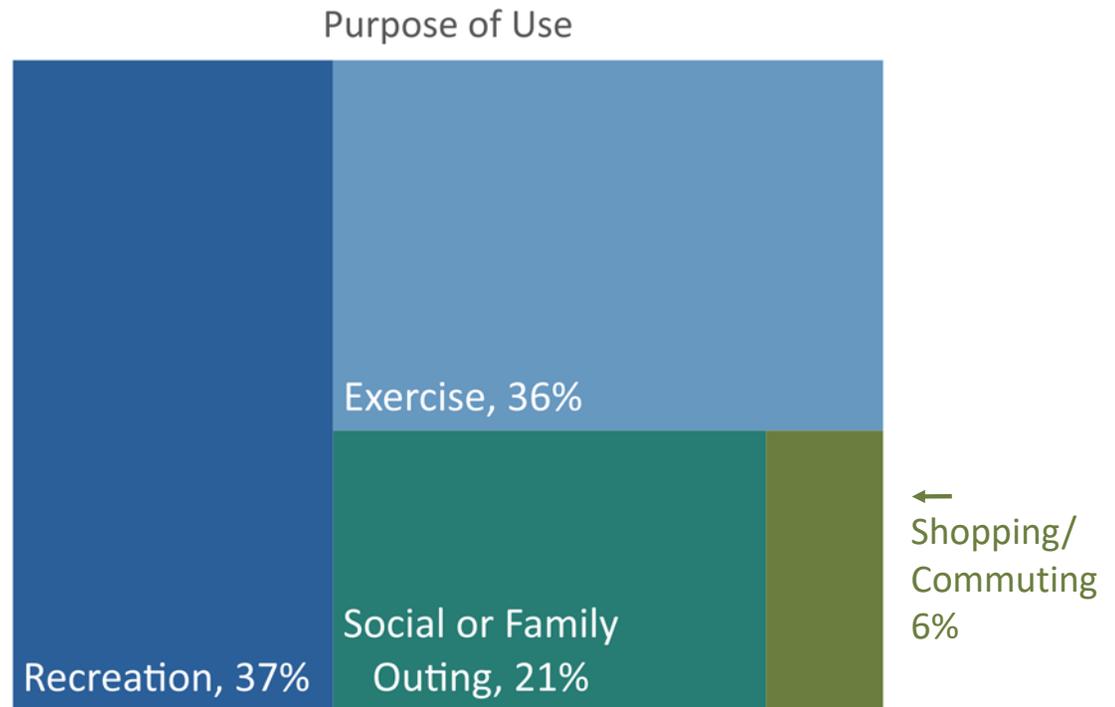
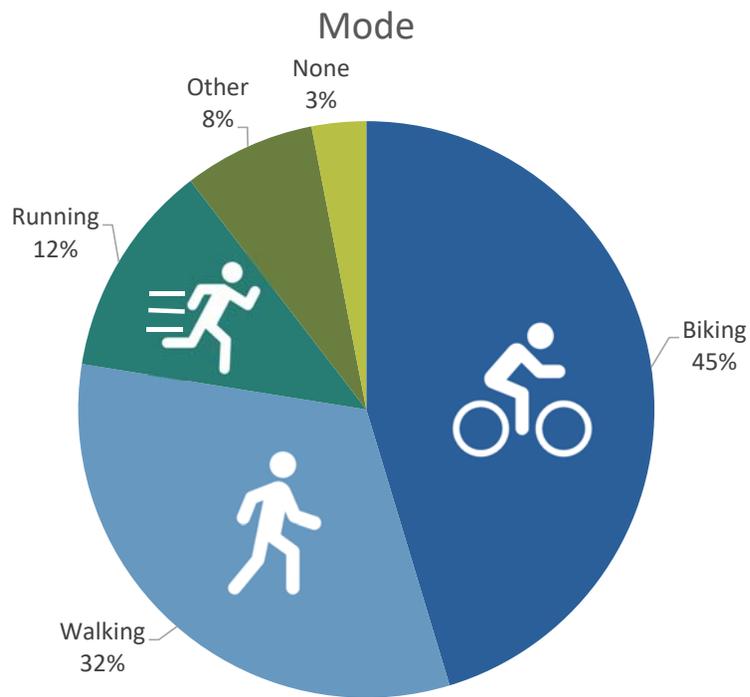
MetroQuest Survey

- Most Important User Benefits – Eastern Shore Residents

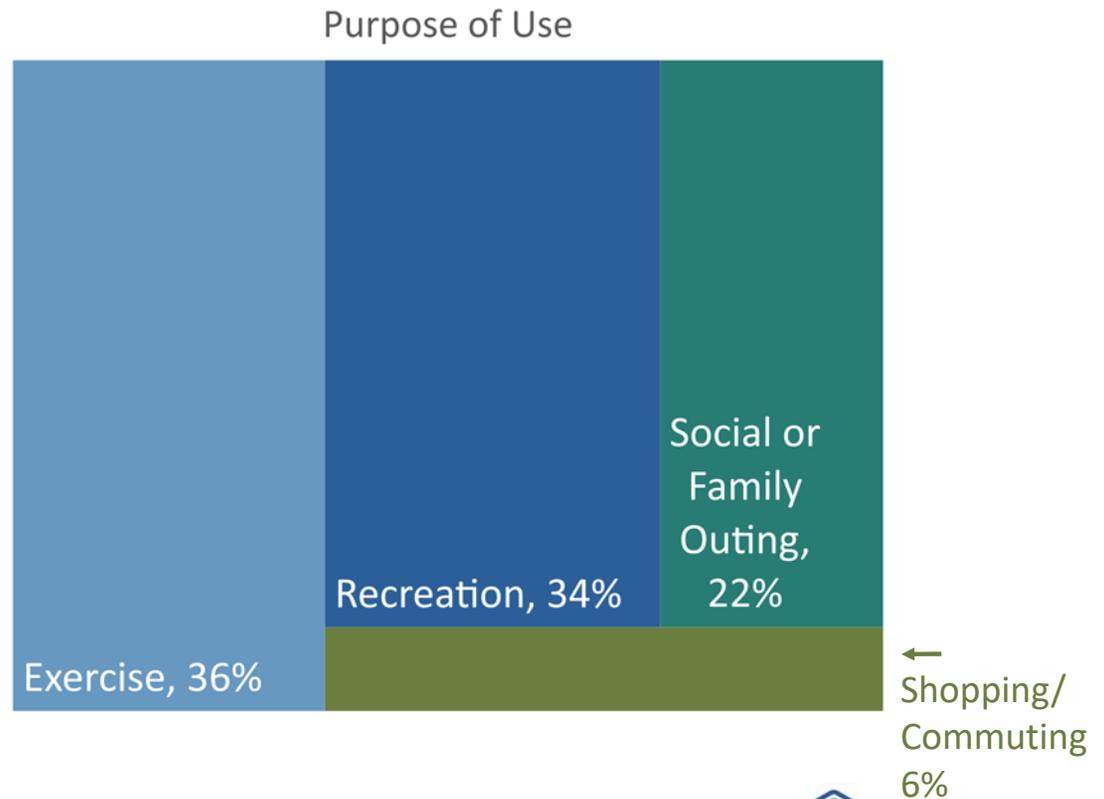
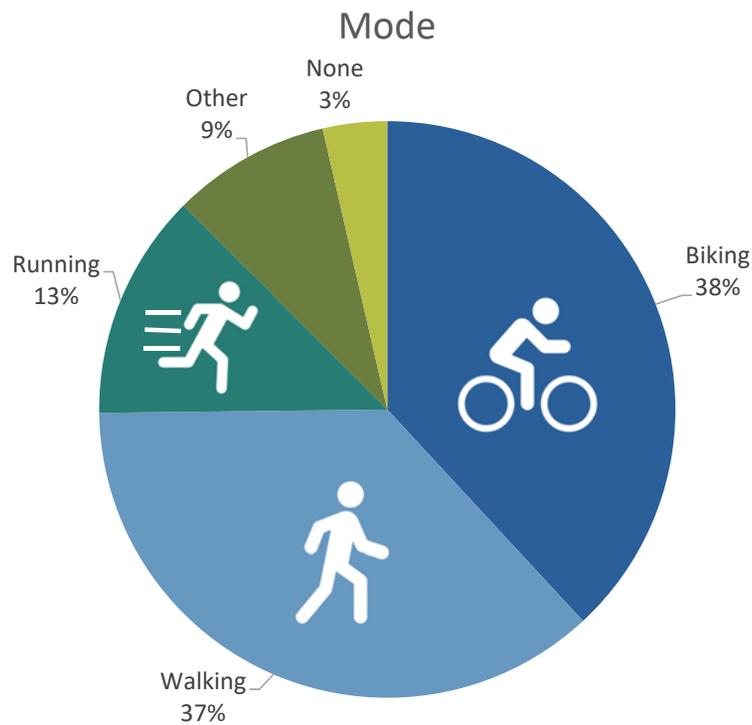
Safer Places to Walk and Bike



Primary Shared Use Path Modes and Use - All Participants



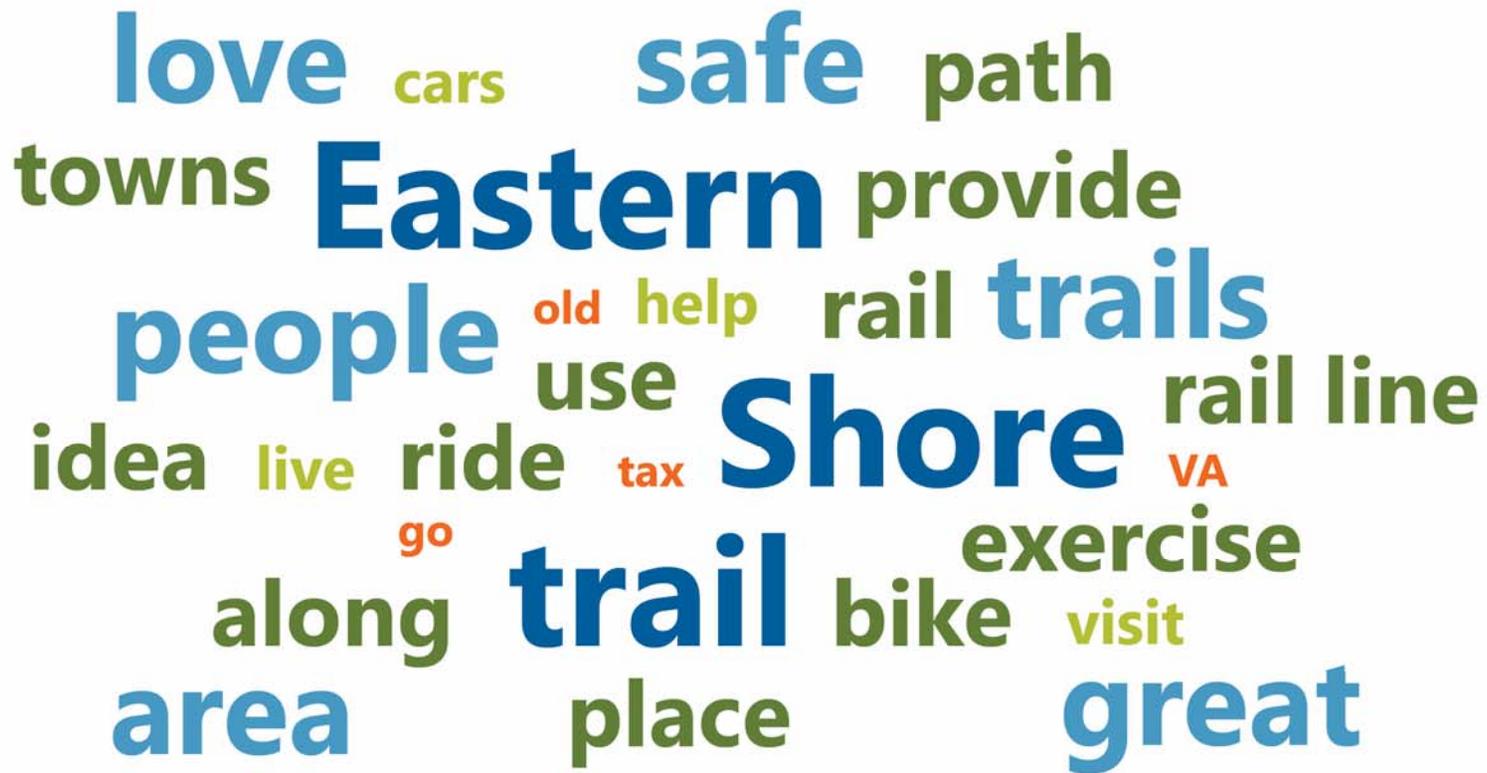
Primary Shared Use Path Modes and Use – Eastern Shore Residents Only



Marker Results



MetroQuest Comments—General Feedback



MetroQuest Comments—General Feedback



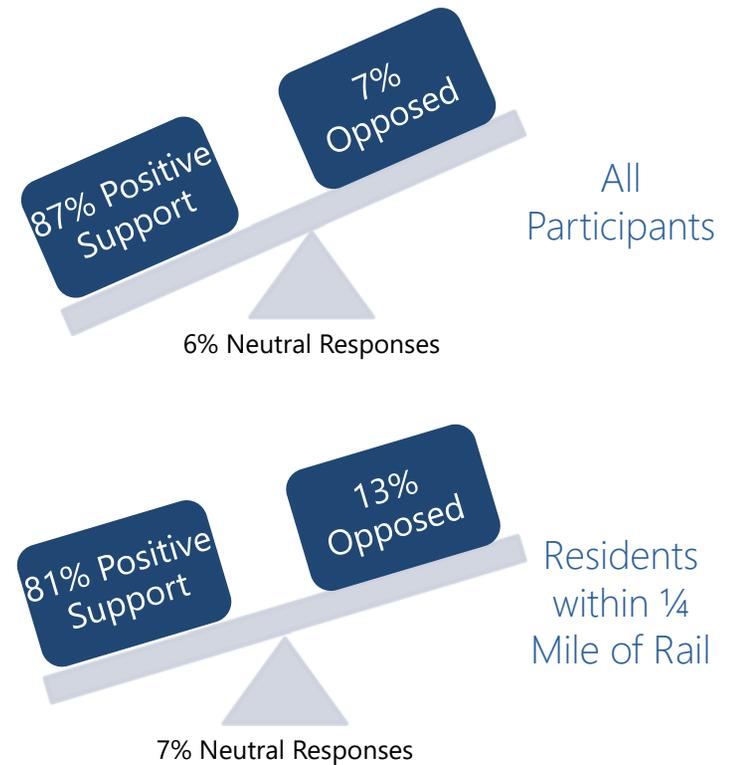
Positive Themes

- Build it now!
- No where safe to walk or bike now
- Great alternative to the beach
- This would help businesses



Negative Themes

- Waste of money
- Use ROW to improve Route 13
- Keep rails for train rides
- Farming Concerns
 - Trespassers, ability to move farm equipment, ability to apply pesticides





“Folks that presently park on RT 13 northbound **need access to their homestead** so these folks do not have to park on the highway”

“This could be a **game-changer for the economy** of Virginia's eastern shore.”

“There are no sidewalks in my neighborhood but the railroad tracks go right past my back yard. This would give my community **a much needed safe place** to walk/jog and teach our children to ride their bikes”



I'm **physically disabled and use a wheelchair** for being outside and going a long distance. This trail would **allow me get exercise, take in some of the beautiful nature** on the Eastern Shore, and **meet up with friends and family** to socialize and exercise at the same time. I think it's a brilliant idea and would benefit Virginians."



Eastern Shore residents do not have access in our rural area to walk safely. Many rural roads here on the shore are very round topped and narrow. It is **unsafe to walk** without lighting, sidewalks and other amenities afforded nearby cities. Tractor trailers daily fly up and down back roads where we used to walk carrying chickens, farm equipment, and fuel. We **need healthier activities** here since many of our citizens overweight and unhealthy. Beach access is either Cape Charles or Assateague beaches and there is nothing in the middle. The **YMCA is very expensive** for most people. A great usage of the raid road in making it available to everyone to walk, ride a bike, or walk their dog would be a great addition to our rural towns. **It would be a healthy addition to our counties** for so many to start making a healthier lifestyle by adding exercise to their daily routine."



Running or biking on the local roads here is extremely dangerous. You literally put your life on the line. I moved to the ESVA from Northern Virginia where we had amazing bike and walking trails. I used the W&OD almost daily! **Outside of a school track or a treadmill, you don't have a safe option** for biking/running. This would be great for the shore! And if food and sightseeing options could be co-located, it would be **great for our community, small business and also tourism!!**"



My doctor has recommended that I walk or ride my bicycle on a regular basis for exercise. However, I live in Exmore on a busy street that doesn't have a sidewalk so **doing either activity is unsafe** for me unless I drive to a school and use their facilities to walk or drive to a park to ride my bicycle. I also **try to conserve fuel and ride my bicycle to the grocery store** when weather permits. Again this is unsafe as I have to ride on the shoulder of Route 13 because there are no bike or walking trails to the shopping center that I use. **A trail with off shoots to the shopping center would be safer than riding on Route 13."**

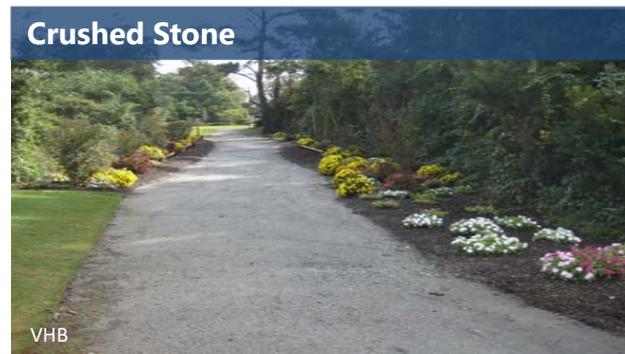
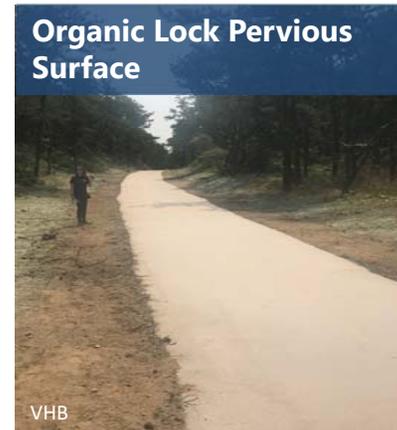


Stakeholder Feedback



Consideration for Materials

- Consideration of User Type
- Paved or Unpaved Surface
- Traditional Surfaces or Innovative Surfaces
- Drainage and User Comfort
- Maintenance of Surface Types
- Consideration for Existing Railroad Ballast





Overview of Public Meeting

Virtual Public Presentation

- Recorded presentation posted on VDOT project webpage
- To follow inclusion of Stakeholder and MetroQuest comments on materials presented

WHAT IS THE ASHLAND TO PETERSBURG TRAIL STUDY?

• The Ashland to Petersburg Trail Study involves collaborative planning among local, state, and federal government agencies as well as interested stakeholders, with input from the public, to identify an agreed upon multi-use trail corridor.



The map shows the study area in Virginia, including Loudoun County, Stafford County, Shenandoah County, and Rockingham County. Key locations marked include Ashland, Warrenton, Shenandoah, and Petersburg. A blue line indicates the proposed trail corridor. The VDOT logo is in the top right corner.

ROUTE 50 STARS SAFETY AND OPERATIONAL IMPROVEMENTS STUDY - ARLINGTON COUNTY

A Study undertaken as part of VDOT's **S**trategically **T**argeted and **A**ffordable Roadway Solutions (STARS) Program

June 8, 2020

MEETING WILL BEGIN SHORTLY

Virtual Community Meeting



The image shows a busy multi-lane highway with many cars and a bus. The VDOT logo is in the top right corner.



Purpose Of This Presentation



Update Stakeholder Team on Study Progress



Present Typical Concepts



Communicate Information about Public Meeting



Gather Stakeholder Feedback and Updates





Virtual Public Meeting—Presentation Outline



Study Overview and Background



Study Progress

- Existing Conditions
- Preliminary Concept



MetroQuest Survey Overview



Preliminary Concept

- Preliminary Alignment
- Sample Shared Use Path Typical Sections
- Sample Road Crossing Designs
- Potential Trailhead Locations
- Anticipated Amenities
- Preliminary Cost Information



Next Steps



Your Input





Introduction to Branding

Potential Logos





Potential Shared Use Path Names

- Eastern Shore Rail to Trail (ESRT)
- Bay Coast Heritage Trail (BCHT)
- Eastern Shore Heritage Trail (ESHT)
- Canonie Atlantic Rail to Trail (CART)



Placeholder for real-time polling data





Roundtable Updates

Stakeholders



Northampton County



Accomack County



Accomack-Northampton Planning District Commission



Accomack-Northampton Transportation District Commission



Town of Cape Charles



Virginia Commonwealth Transportation Board, At-Large Rural



Canonie Atlantic Company



Virginia Bicycling Federation



The Nature Conservancy



Virginia Department of Conservation and Recreation



Virginia Department of Transportation



U.S. Fish and Wildlife Service



Virginia Department of Environmental Quality



Hampton Roads Sanitation District



Virginia Department of Rail and Public Transportation



Dahlgren Railroad Heritage Trail Alliance

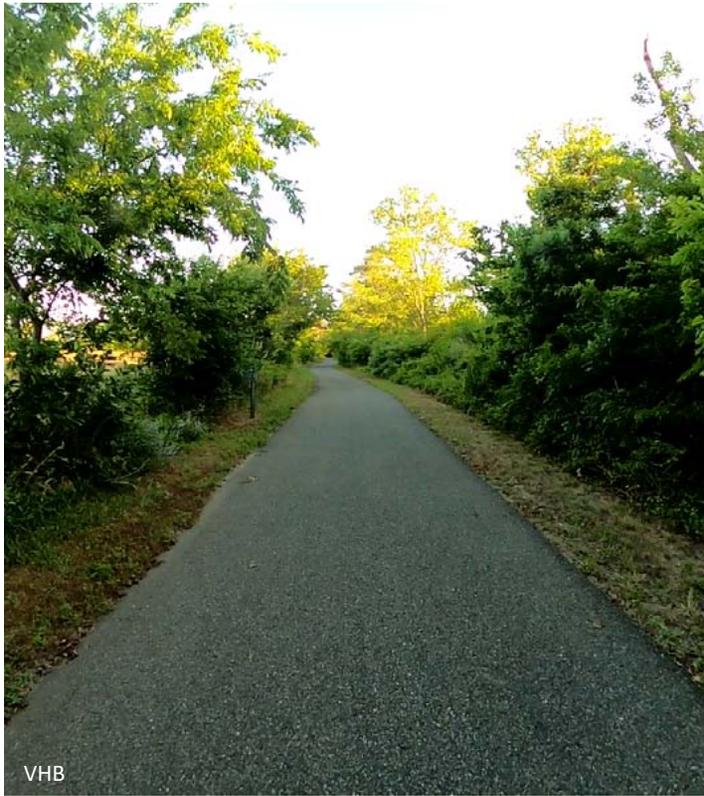




Final Discussion Opportunity

Next Steps

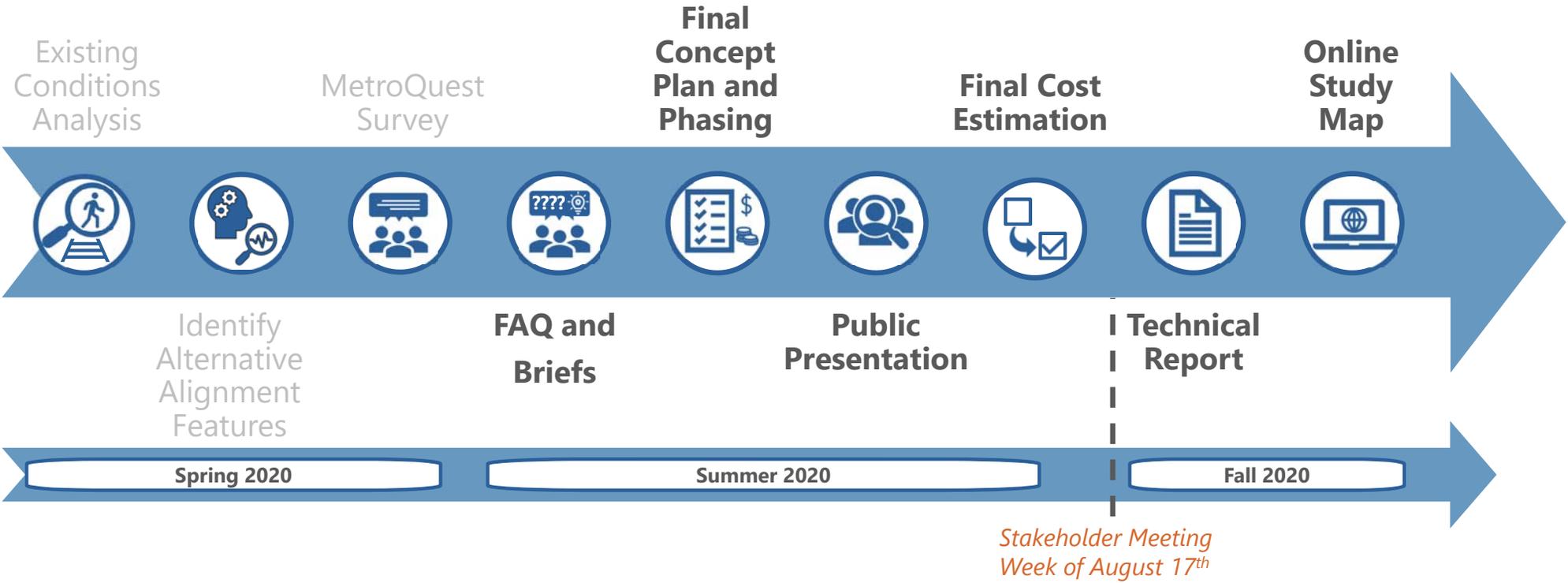
- 1 Brief Town and County Officials
- 2 Post FAQ and Briefing Slides
- 3 Incorporate MetroQuest and Stakeholder Feedback
- 4 Finalize Alignment Graphics and Phasing



VHB



Tasks and Schedule



Contact Information



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