



EASTERN SHORE RAIL TO TRAIL STUDY

Stakeholder Kickoff Meeting

John Bolecek, AICP (VDOT)

Chris Daily, PE (VHB)

February 5, 2020

Meeting Agenda



Introductions



Study Overview

- Study Goals
- Study Area
- Stakeholders
- Study Work Group
- Contact Information



Study Area and Existing Conditions



Potential Design Features



Proposed Tasks & Schedule

- Proposed Tasks
- Estimated Schedule



Framework Document

- Framework Document
- Next Steps



Discussion Points Throughout

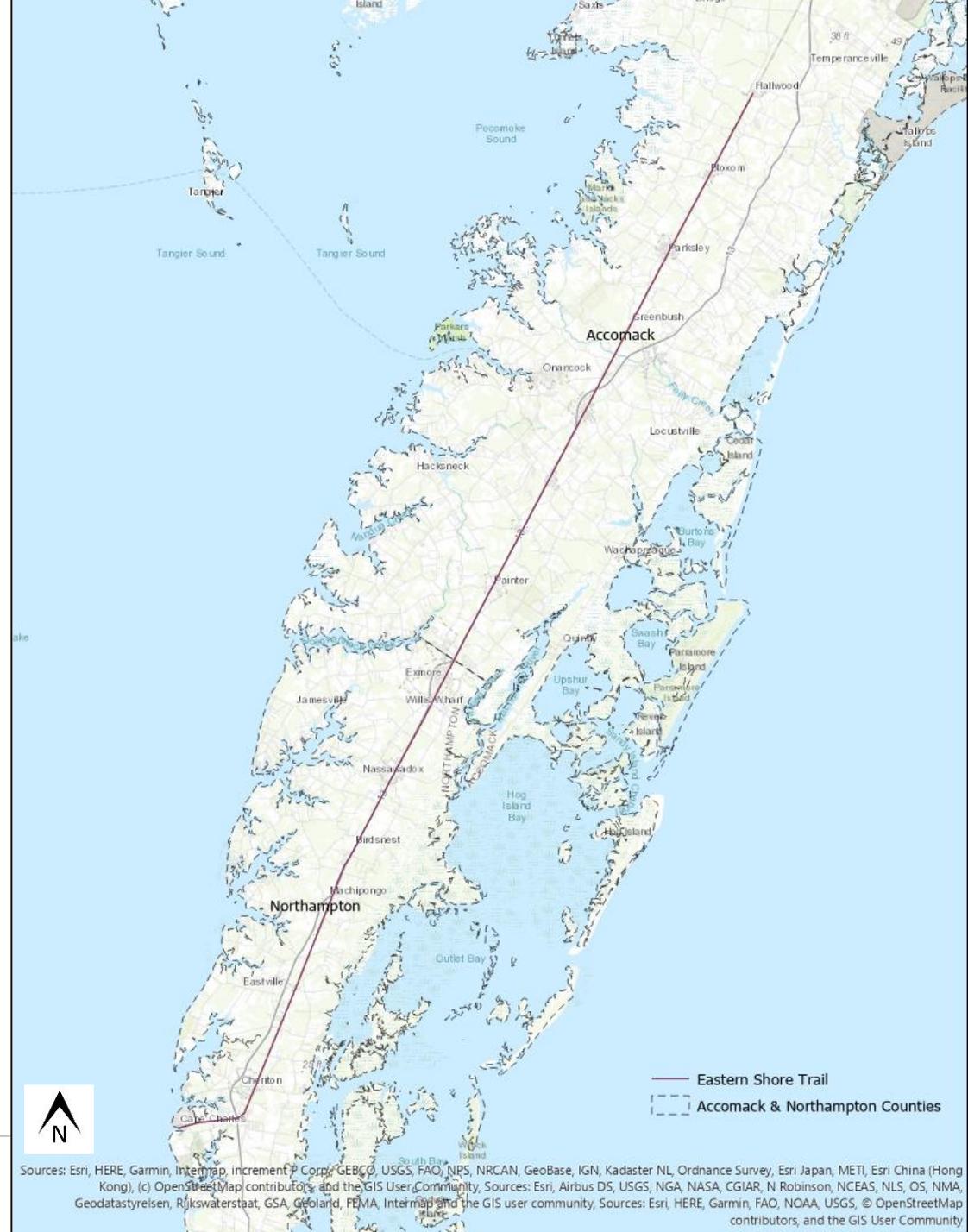


STUDY OVERVIEW

Eastern Shore Rail to Trail Study

Eastern Shore Trail Study

- **Rail to Trail opportunity**
 - Study requested by A-NPDC
- **Eastern Shore Railroad Corridor**
 - Former Bay Coast Railway
 - 49.1 miles from Cape Charles to Hallwood
 - Primarily flat and straight
 - 66' right of way
- **Connection between communities, businesses, state and federal parks, and other amenities**
- **Addition/extension of the Southern Tip Bike & Hike Trail**
- **Northampton County**
 - 12,000 residents
- **Accomack County**
 - 33,000 residents



Eastern Shore Trail Study

- **A-NPDC Request**
 - **Cost estimate for path construction**
 - Paved, ADA-compliant
 - Crush-and-run
 - **Condition assessment of the corridor**
 - **Maintenance costs**
 - **Potential spurs connecting to towns and public facilities**
 - **Recommended management structure**
 - **Compatibility with other planned uses of the corridor**
 - **Funding sources to pursue study implementation**
 - **Cost-benefit analysis of recommended options**





Study Goals



Phase 1 Goals

- 1) *Discuss known and potential considerations for the shared-use path development*
- 2) *Develop the Framework Document*



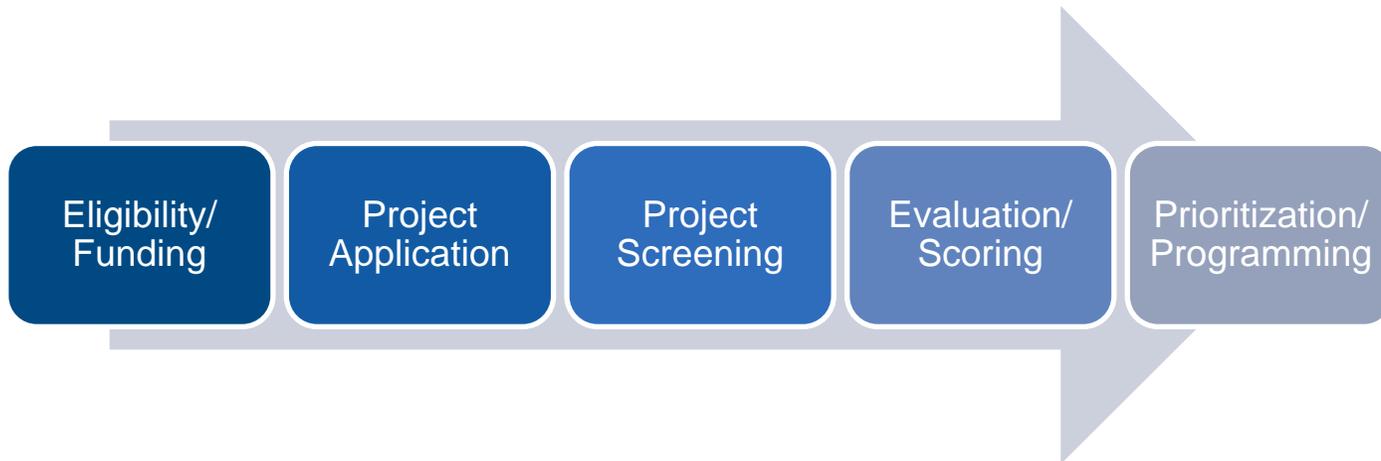
Phase 2 Goals

- 1) **Determine feasibility of a shared-use path within the abandoned railroad right of way**
- 2) **Develop a strategy to segment portions of the shared-use path and optimize funding opportunities**
- 3) **Develop one or more SMART SCALE applications for Round 4**
- 4) **Evaluate alternative management structures for the new shared-use path**
- 5) **Determine cost estimates for shared-use path construction**



What is SMART SCALE?

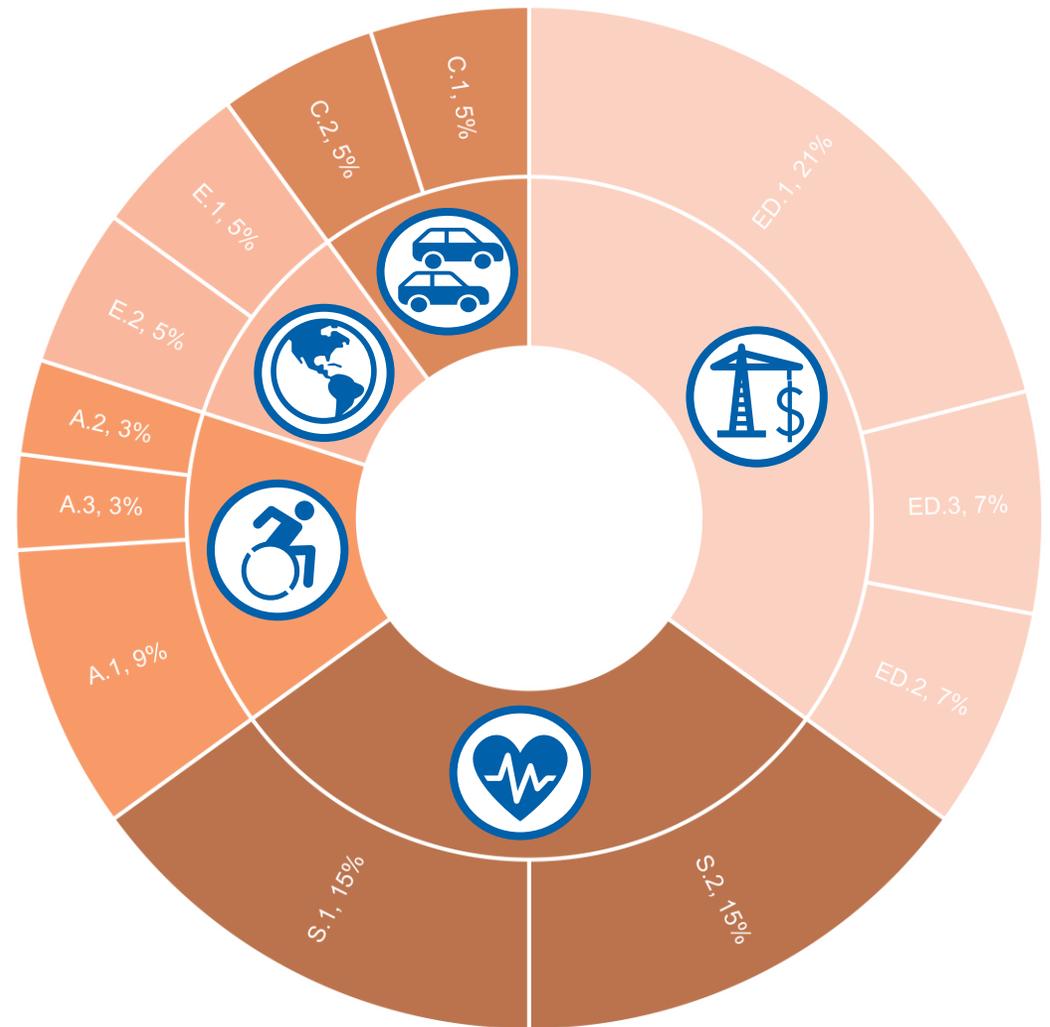
- **State Funding Program**
- **Based on maximizing the use of limited tax dollars**
- **Biennial Schedule**
 - **Pre-applications Due April 2, 2020**
 - **Full Applications Due August 3, 2020**
 - **January 2021 – Release of Project Prioritization**



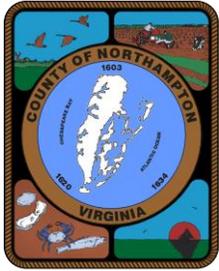
What is SMART SCALE?

- **Weighted Scored of Six Areas**

-  **Safety (30%)**
-  **Congestion Mitigation (10%)**
-  **Accessibility (15%)**
-  **Environmental Quality (10%)**
-  **Economic development (35%)**
-  **Land Use (0%)**
 - Not a factor in Eastern Shore Region



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



Hampton Roads Sanitation District



Virginia Department of Rail and Public Transportation



Dahlgren Railroad Heritage Trail Alliance



Study Team

- **VDOT, Central Office TMPD**
 - John Bolecek
 - Terrell Hughes
- **VDOT, Hampton Roads**
 - TBD
- **VHB**
 - Chris Daily
 - Chris DeWitt
 - Doug Mettler
- **Accomack County**
 - TBD
- **Northampton County**
 - TBD
- **A-NPDC**
 - TBD

Contact Information



VDOT Project Manager

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Consultant Project Manager

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STUDY AREA AND EXISTING CONDITIONS

Eastern Shore Rail to Trail Study



Study Area

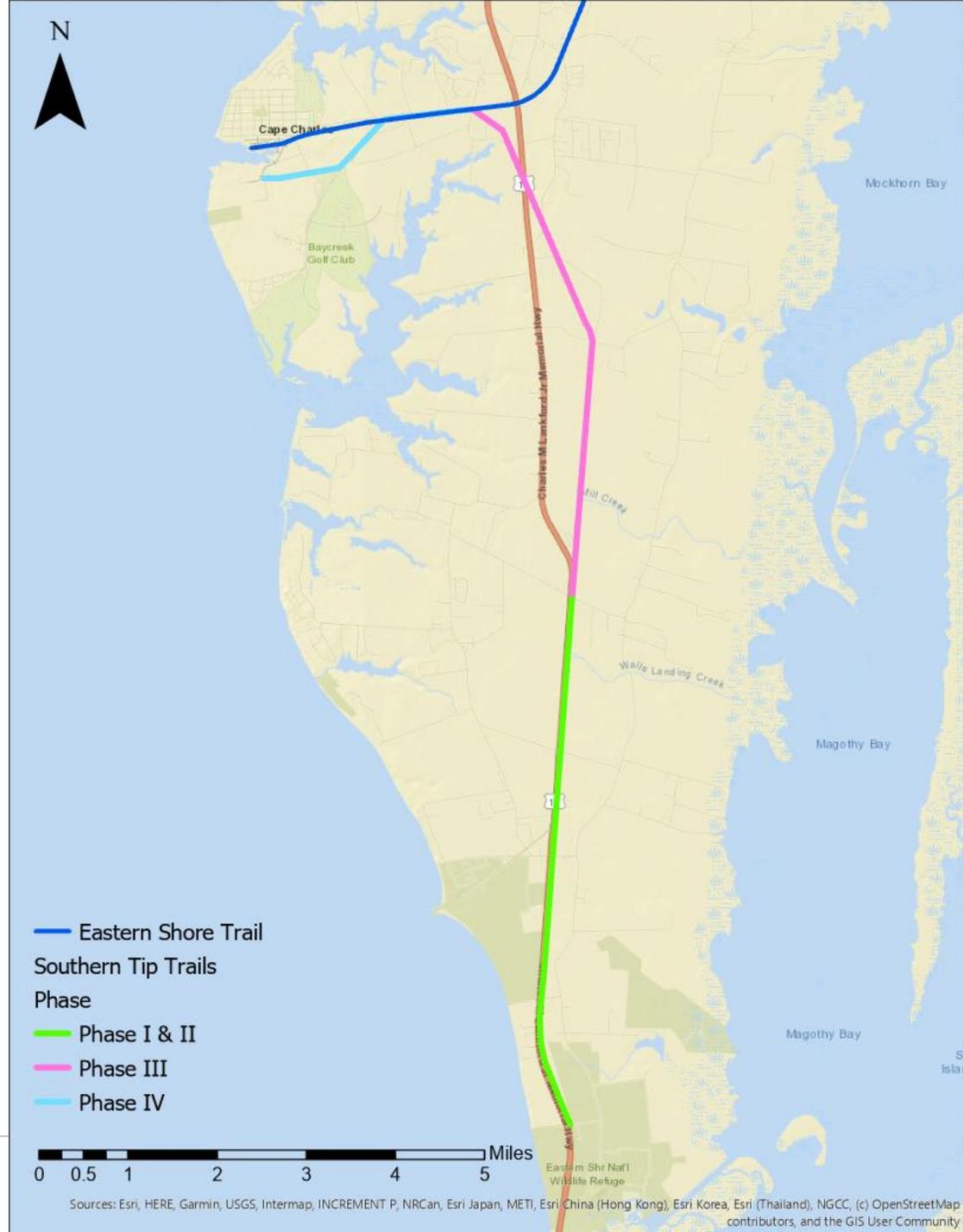
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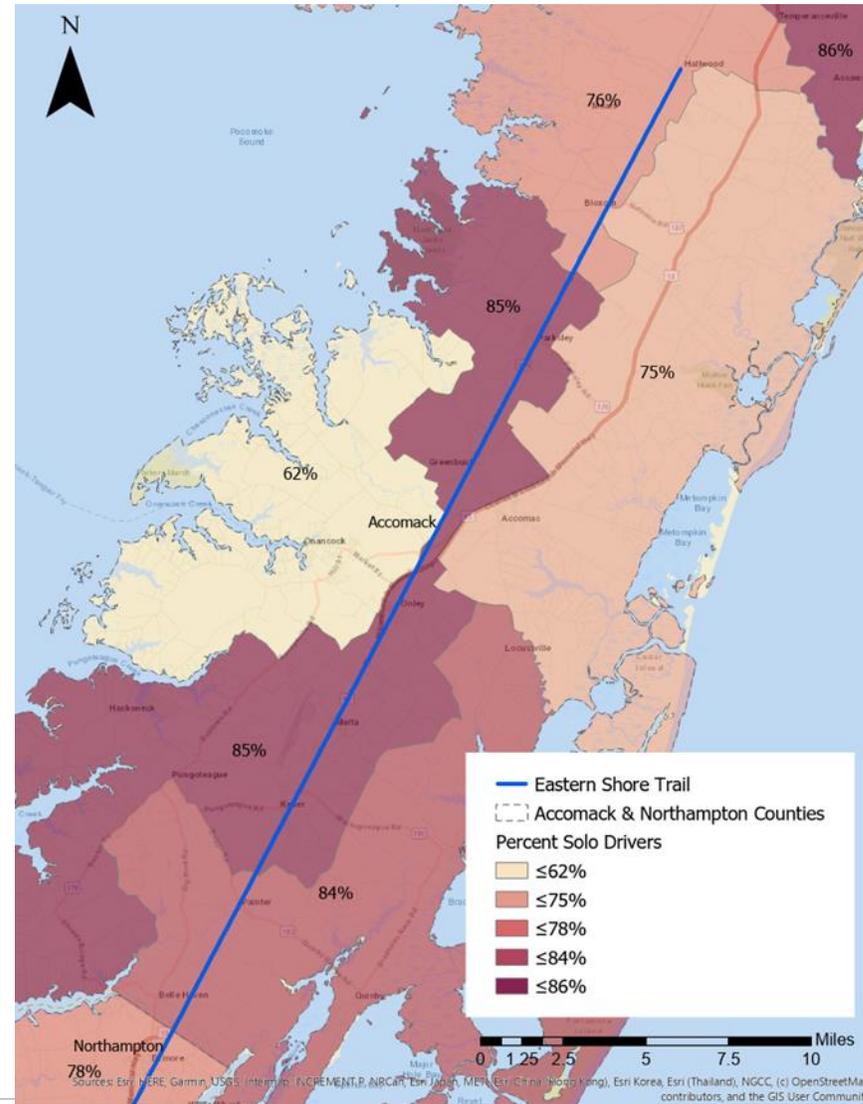
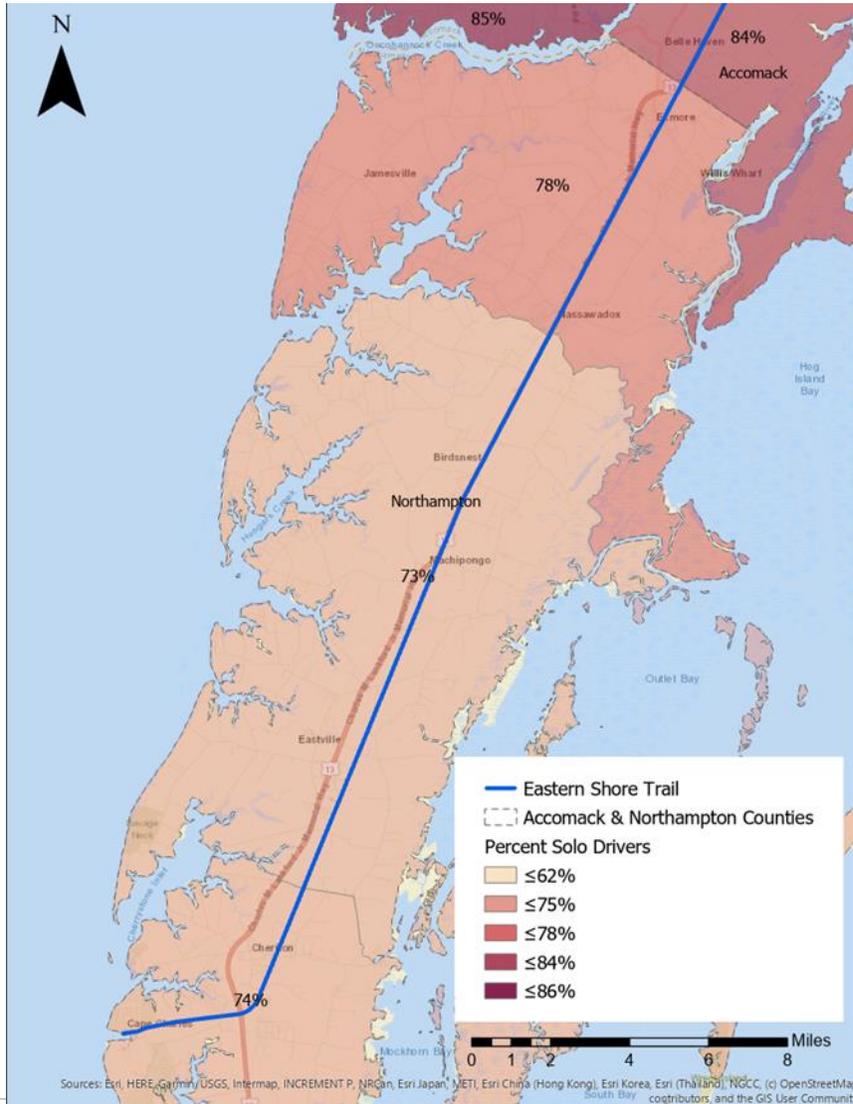
- Major Roadway
- Bay Coast Railway Study Area

Existing Paths

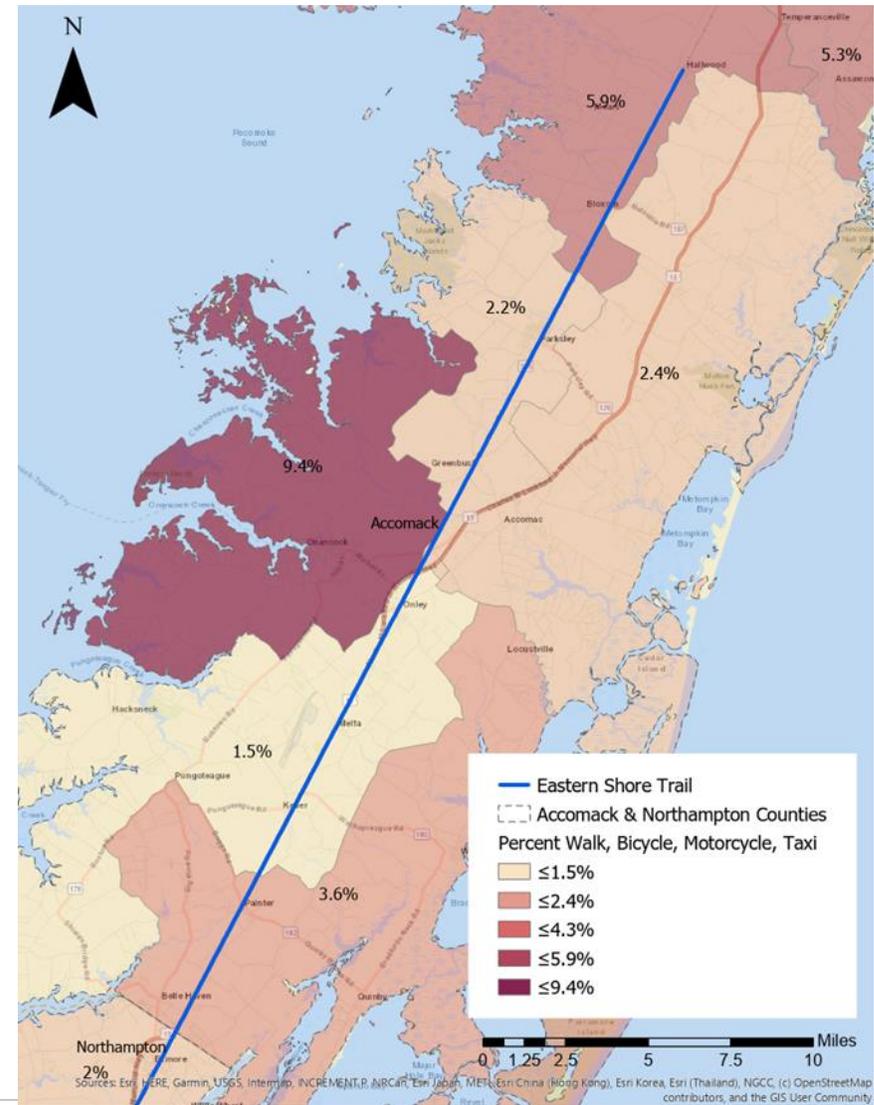
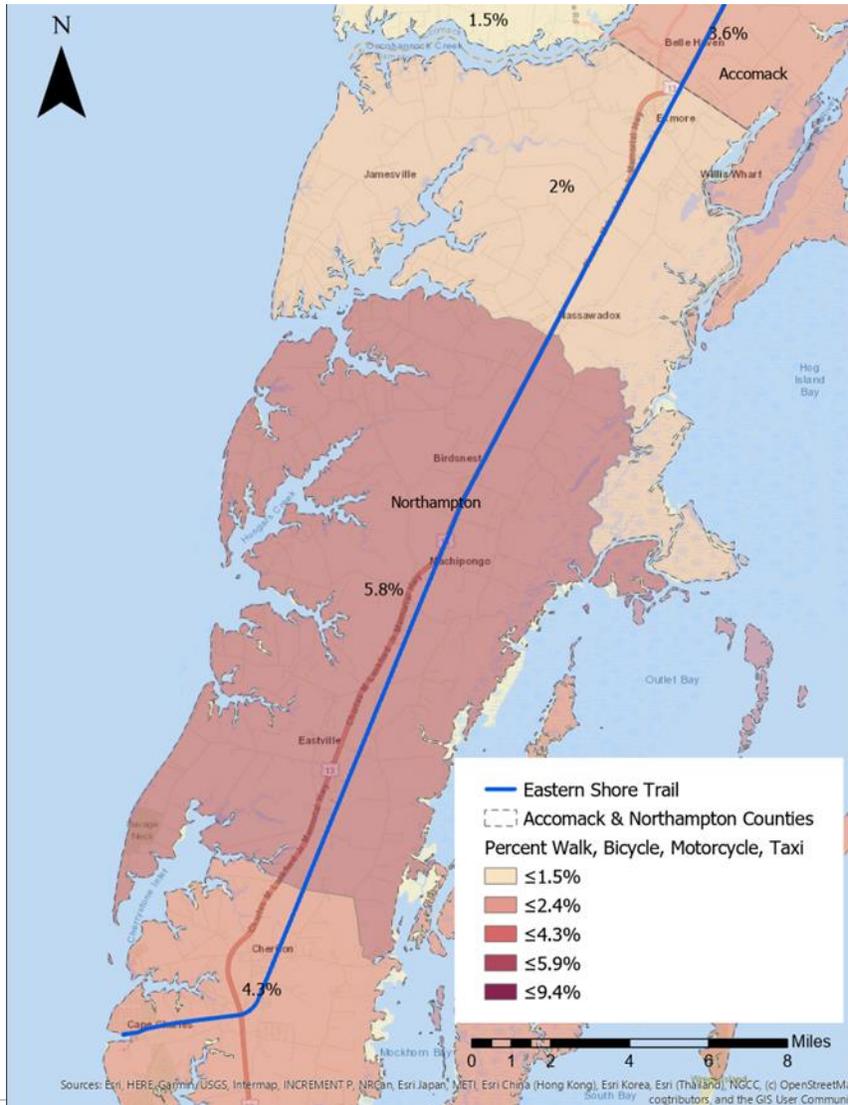
- Phase 1 opened in 2011
- Phase 2 opened in 2019
- Phase 3 design is completed
- Phase 4 feasibility study completed



Commute Mode – Solo Drivers



Commute Mode – Walk/Bike/Taxi



Transit Network



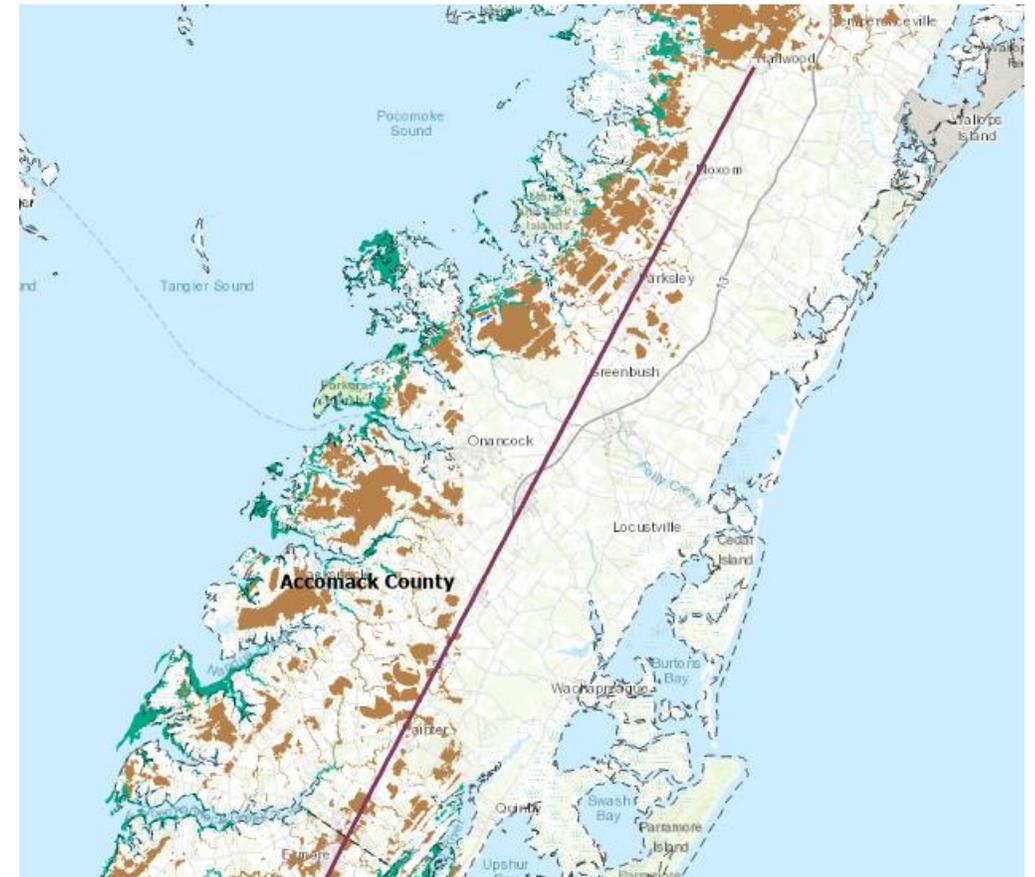
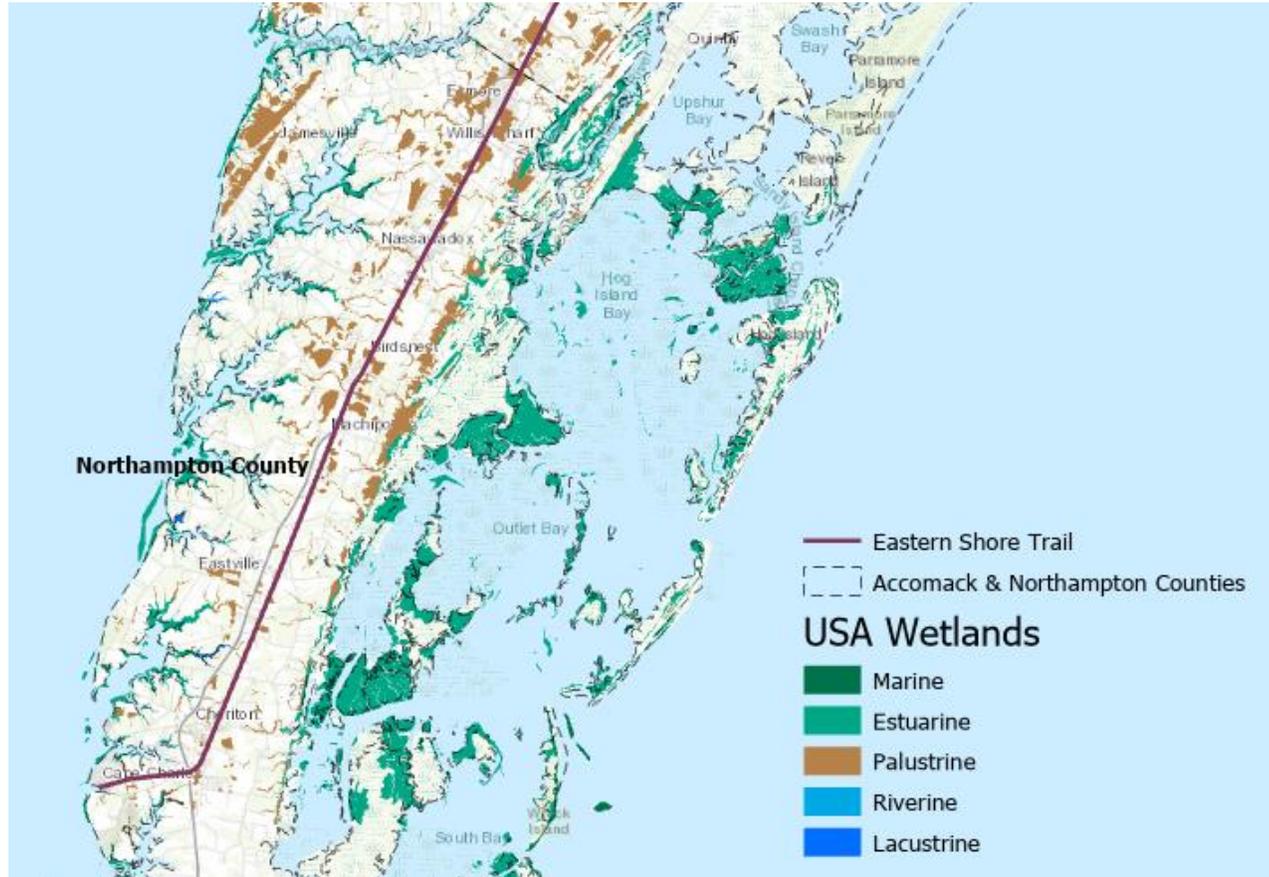
School Locations



Opportunities for Development



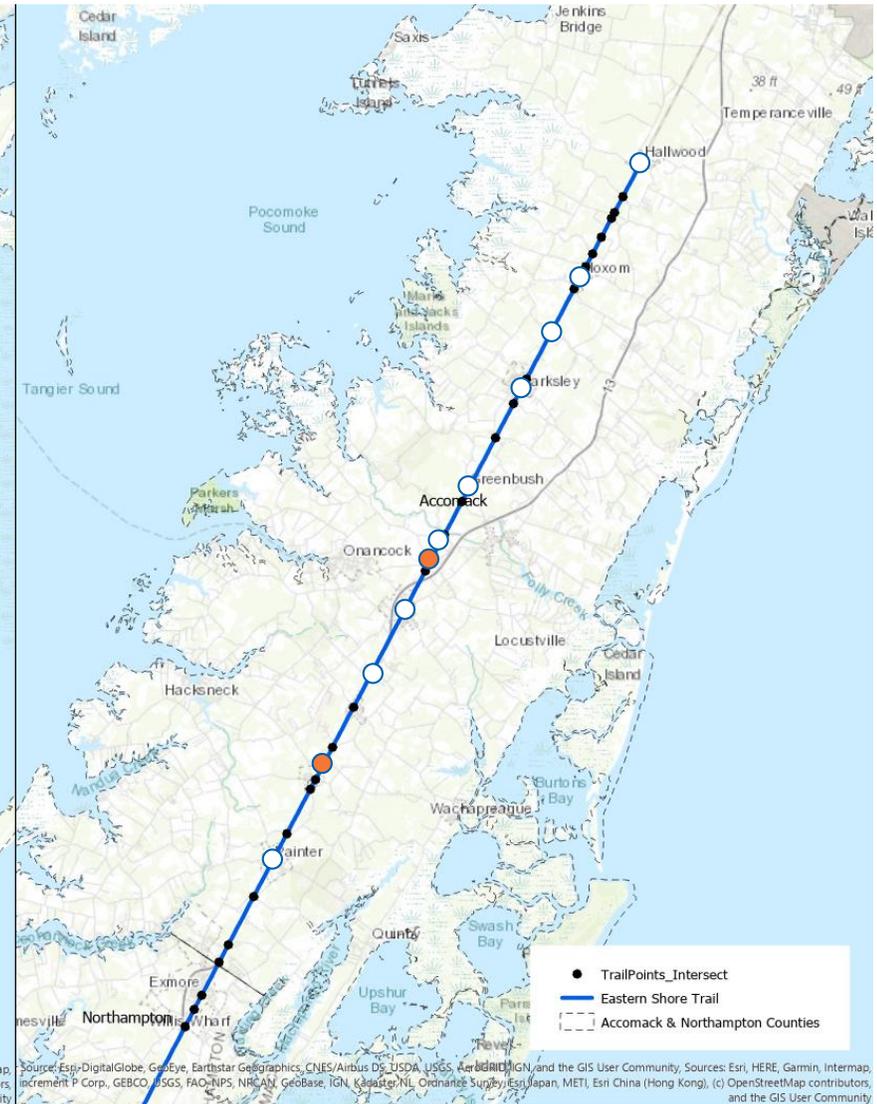
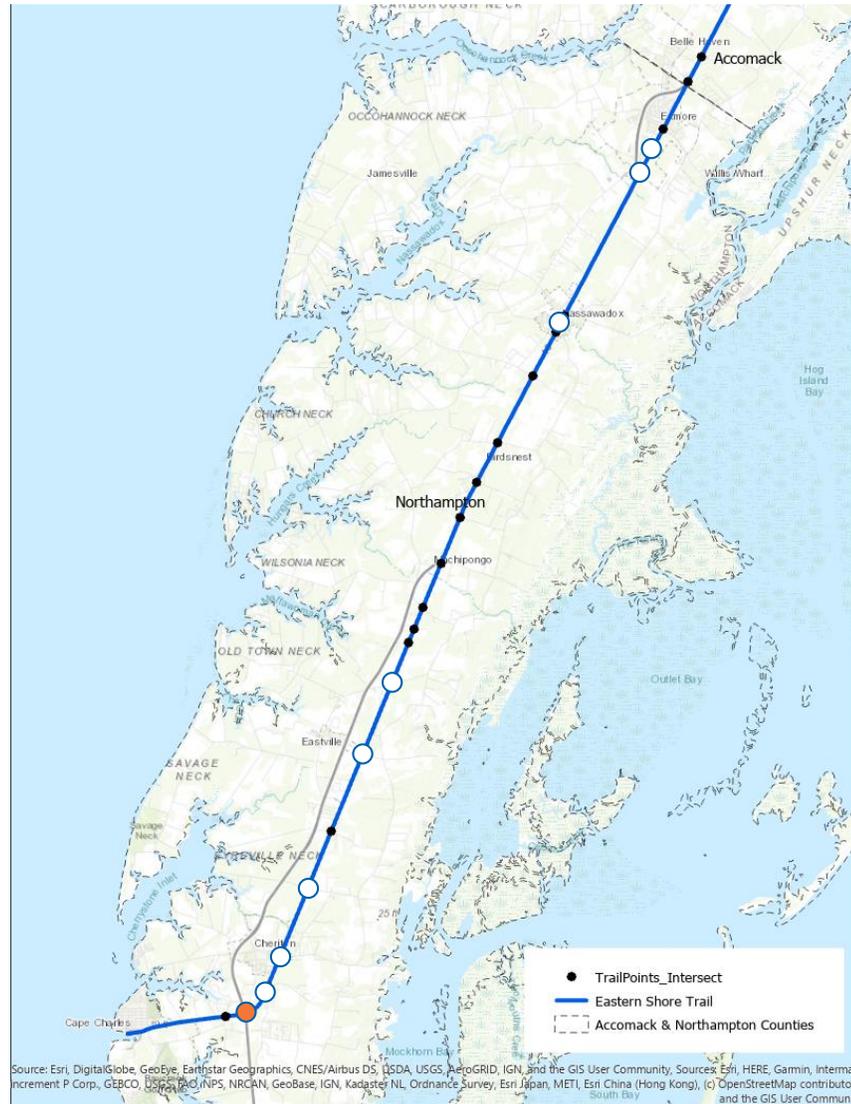
Wetlands



Road Crossings

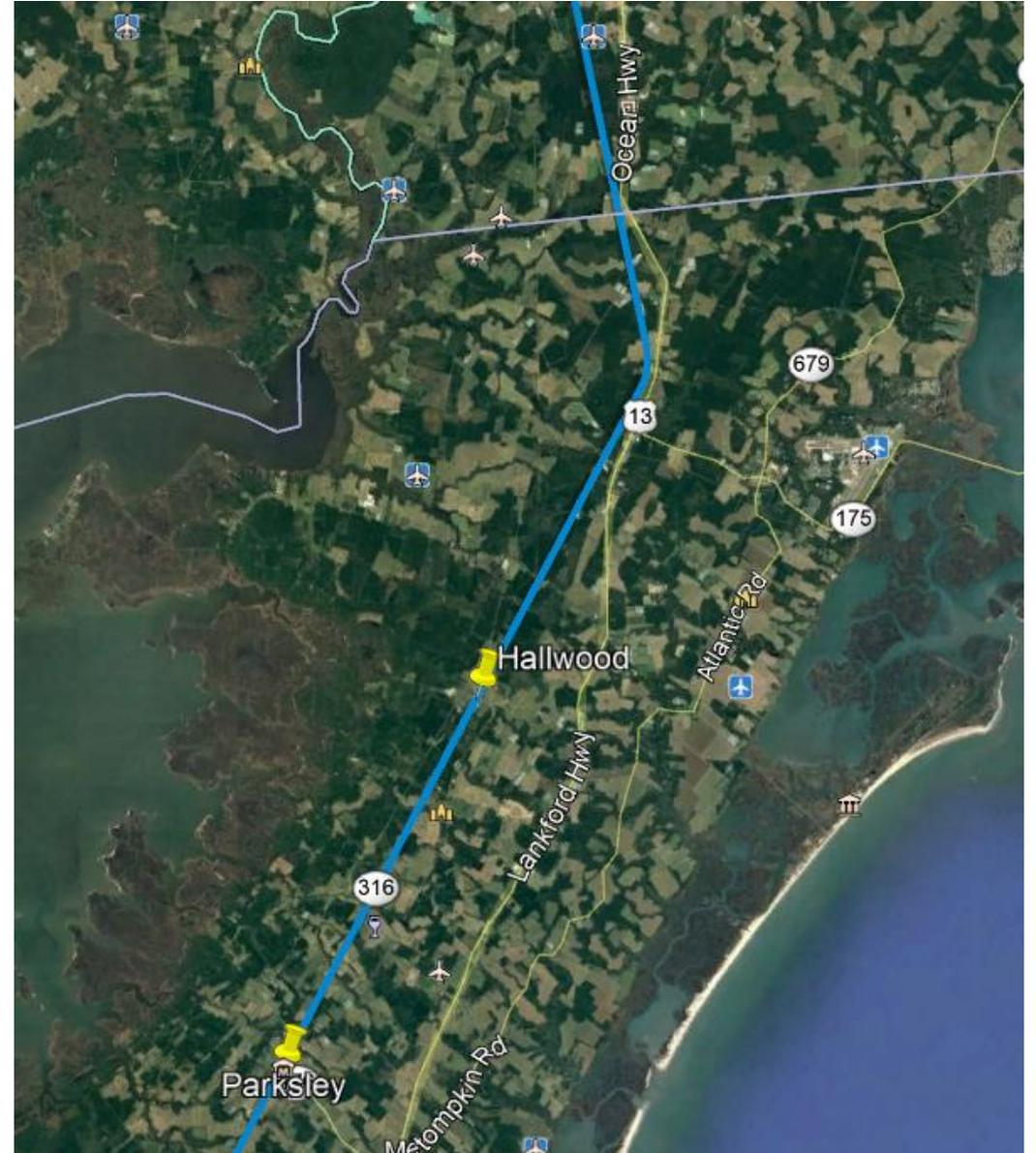
- **Arterial Crossings**
 - Lankford Highway
 - Wachapreague Road
 - Tasley Road

- **Map Legend**
 - Arterial Crossing
 - Collector Crossing
 - Local Crossing



Potential Conflict

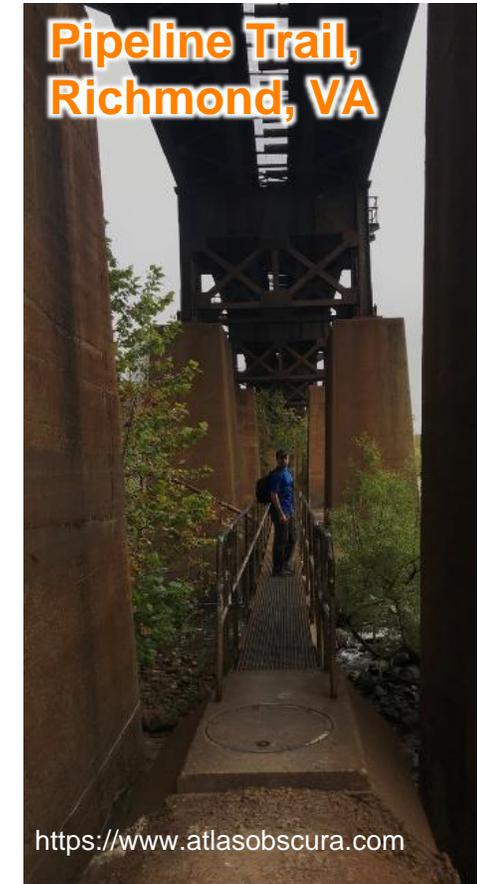
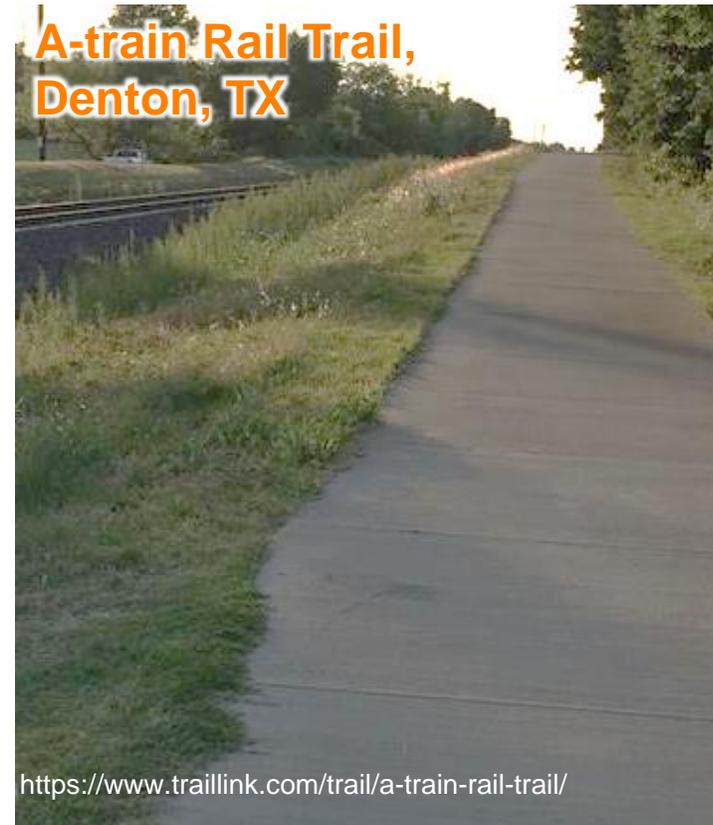
- **Possible Railway Retention**
 - Northern most 7 miles of proposed abandonment
 - North of Parksley to Hallwood





Utility Considerations

- **Broadband (Existing in some parts)**
- **Natural Gas (Future Possibility)**
- **Sewer (Planned – HRSD)**
 - **Should not preclude co-alignment within 66' ROW**
- **Benefits of Shared ROW**
 - **Efficient use of ROW**
 - **Makes utility space more functional and visually attractive**
 - **Uninterrupted access to utility for maintenance**
 - **Simplifies easement coordination to one agency, not multiple property owners**





POTENTIAL DESIGN FEATURES

Eastern Shore Rail to Trail Study

Pedestrian Crossing Opportunities

High-visibility crosswalk (includes continental crosswalks)



Marked crosswalks that use high-visibility surface markings to indicate optimal or preferred locations for pedestrians to cross and help designate right-of-way for motorists to yield to pedestrians. Crosswalks are often installed at signalized intersections and other selected locations with appropriate levels of pedestrian and vehicle traffic.

CRF: 19% to 40%

Situation: Visibility

MUTCD Reference:
VA MUTCD 2011 Section 3B.18

Rectangular Rapid Flashing Beacon (RRFB)



The RRFB is a high-frequency blinking pedestrian warning sign that is used in tandem with a pedestrian cross sign. The flashing pattern can be activated with pushbuttons or automated pedestrian detection (e.g., video or infrared), and should be unlit when not activated.

CRF: 47%

Situation: Midblock crossings

MUTCD Reference: IA-21

Pedestrian countdown signal



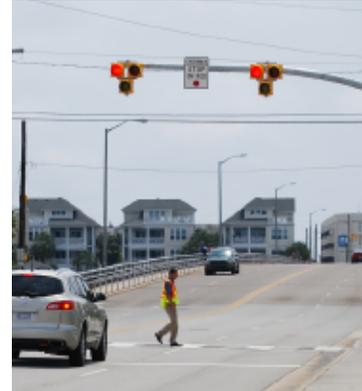
A pedestrian signal head that begins a visible and potentially audible countdown at the beginning of the walk phase or at the beginning of the clearance (i.e., DON'T WALK) interval. The incorporation of a pedestrian countdown signal provides pedestrians with information that has been demonstrated to reduce pedestrian crossings when only a few seconds remain.

CRF: 55% to 70%

Situation: Signalized crossings

MUTCD Reference:
MUTCD Section 4E

Pedestrian Hybrid Beacon (PHB)



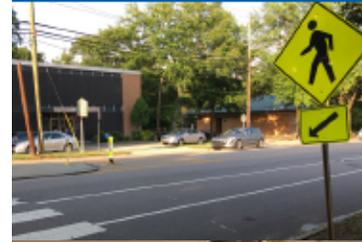
A beacon that is used to warn and control traffic at unsignalized marked crosswalks. Key design components of PHBs include: overhead beacons with circular yellow signal indication centered below two horizontally aligned circular red signals facing both directions on the major street; overhead signs labeled "CROSSWALK STOP ON RED" to indicate that the location is associated with a pedestrian crosswalk; a marked crosswalk; countdown pedestrian signal heads; and pedestrian pushbuttons.

CRF: 18% to 37%

Situation: Midblock crossings

MUTCD Reference:
MUTCD Section 4F

Pedestrian warning signs



Highly visible signs that indicate the presence of pedestrian crossings to motorists. Pedestrian warning signs should be used in combination with marked crosswalks at signalized and unsignalized crosswalk locations.

CRF: 4% to 15%

Situation: Awareness of crossing

MUTCD Reference:
VA MUTCD 2011 Section 2C.50 and 7B

Transverse rumble strips



A pavement treatment for motorists where either grooves into the surface or strips of material above the surface alert drivers of an area to reduce speed. A vehicle passing over the rumble strips produces noise and vibration and alerts the driver to a potentially hazardous situation.

CRF: 24%

Situation: Speed reduction

MUTCD Reference:
MUTCD Section 3J-02

Shared-Use Path Crossing Examples



Google Maps



Google Maps



Google Maps



Google Maps

Shared-Use Path Materials

Paved Asphalt



Crushed Stone



Paved Concrete



Organic Lock Pervious Surface



Shared-Use Path Features

Path Lighting



Community Installations along the path



Path Signage and Flex Bollards

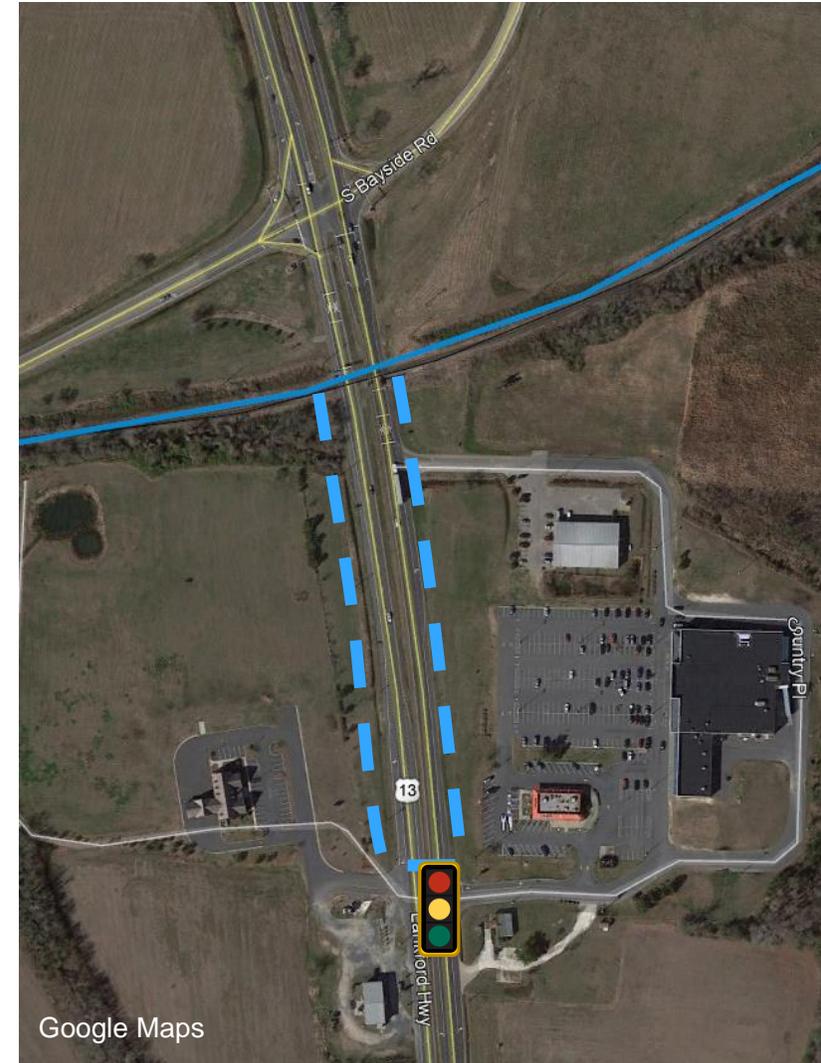


Crossing Opportunities at Lankford Highway

- **Crossing at the new signalized intersection**
 - ~0.3 mile deviation
 - Add Pedestrian Phases and Signal Heads
 - Consider Leading Pedestrian Intervals
- **High Visibility Crosswalk Markings**
- **Median Refuge**



Legend
— — Path Deviation
to new signal



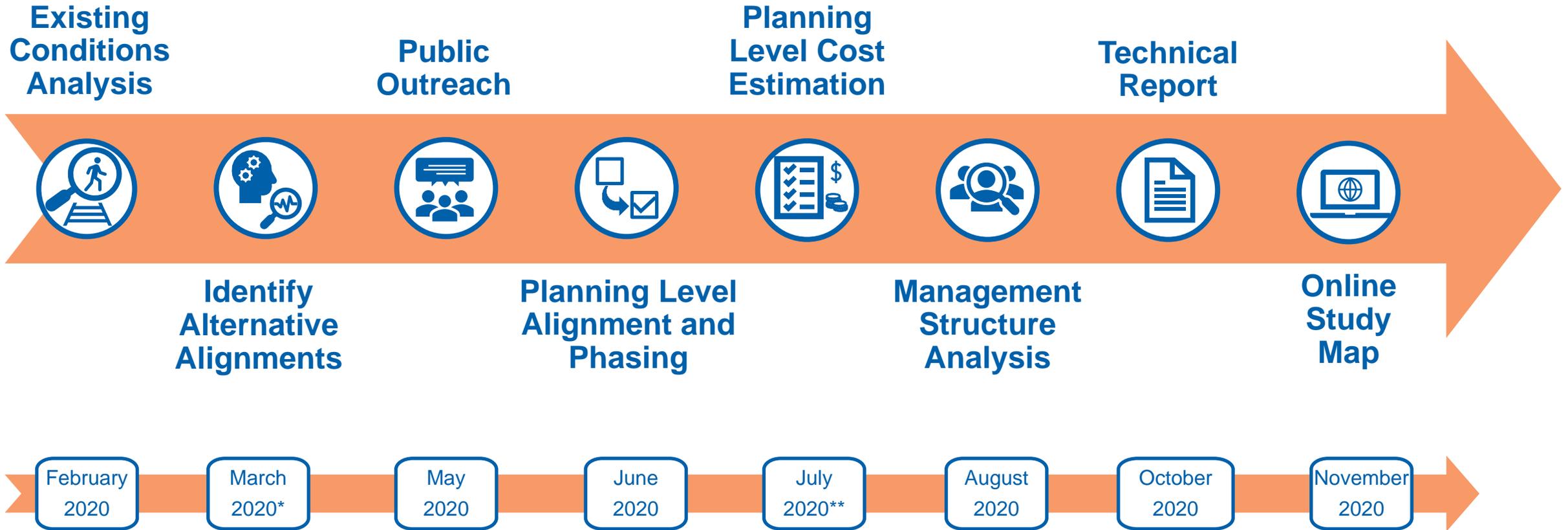


PROPOSED TASKS AND SCHEDULE

Eastern Shore Rail to Trail Study



Proposed Tasks and Schedule



*SMART SCALE Pre-Applications Due April 2, 2020 at 5PM

**SMART SCALE Full Applications Due August 3, 2020 at 5PM



Proposed Tasks and Schedule

Existing
Conditions
Analysis



Public
Outreach



Identify
Alternative
Alignments



April
2020

Public Use
Condition expires
May 29, 2020

Final Cost
Estimation



Final
Alignment and
Phasing

June
2020



July
2020

Use Negotiating
Period expires
July 6, 2020

Technical
Report



Management
Structure
Analysis

August
2020



September
2020

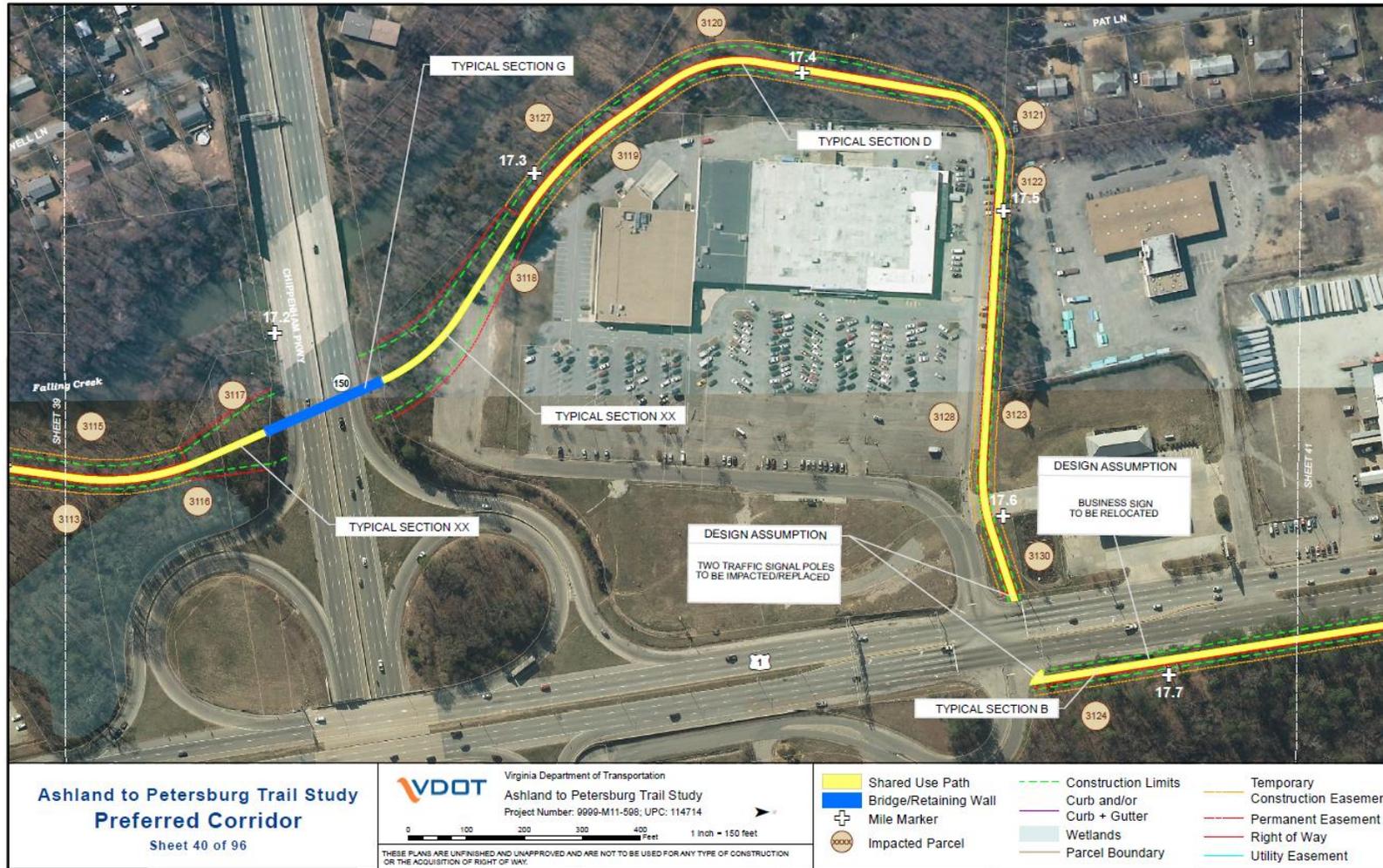


Online
Study
Map

October
2020

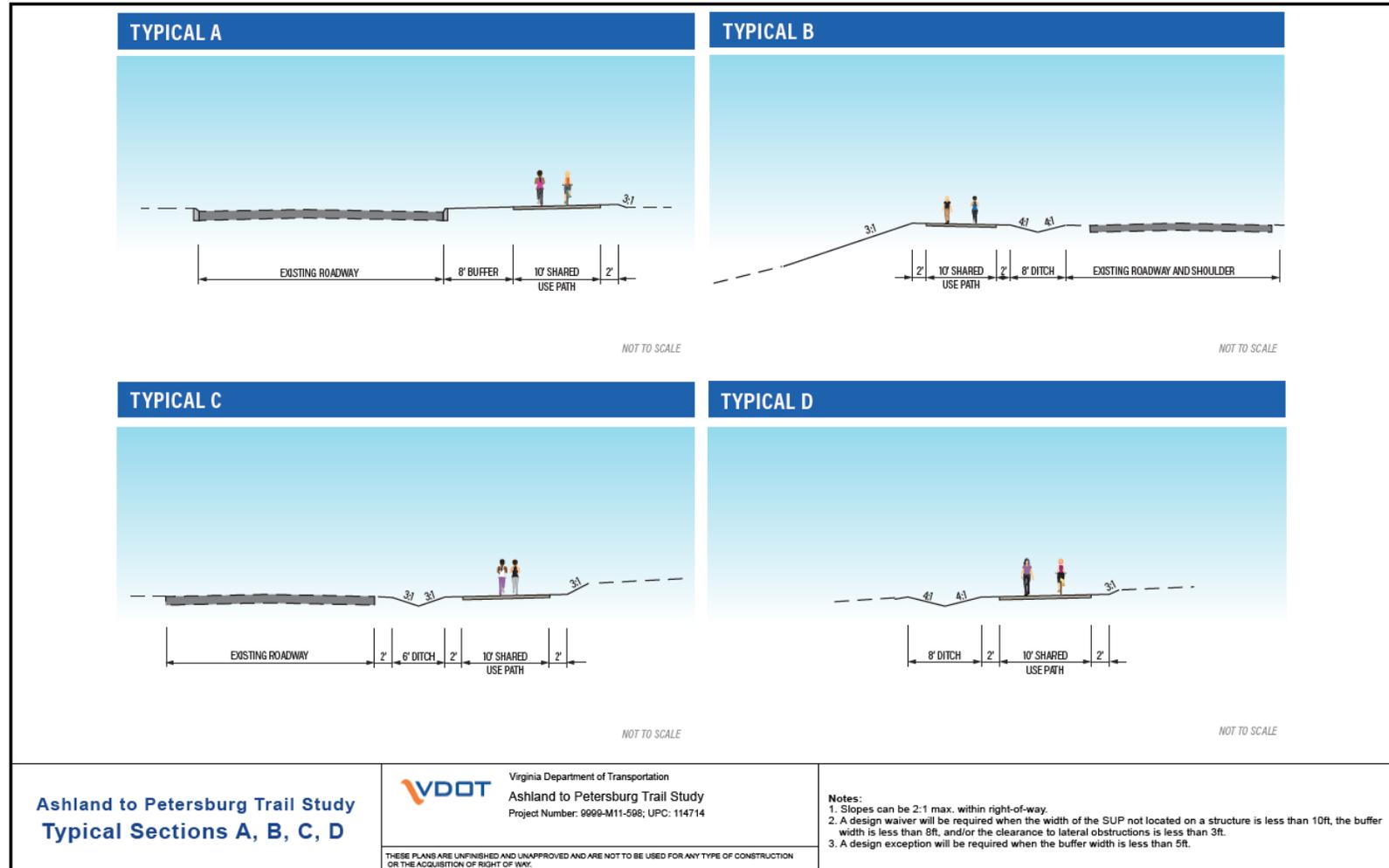
November
2020

Example Deliverables





Example Deliverables





FRAMEWORK DOCUMENT

Eastern Shore Rail to Trail Study

Framework Document



Study Team and Roles



Purpose and Need of Study



Study Limits



Study Scope



Data Collection Needs



Deliverables



Project Timeline



Stakeholder Agreement

STARS Program - Framework Document

Nine Mile Road (US 33) Corridor Improvement Study

1. Stakeholder Acceptance

The undersigned parties from VDOT and Henrico County concur with the methods and assumptions for the *Nine Mile Road (US 33) Corridor Improvement Study* as presented in this document.

VDOT (PM): Signature _____ Title _____ Date _____	VDOT (TMPD): Signature _____ Title _____ Date _____	Henrico County Signature _____ Title _____ Date _____
GRTC: Signature _____ Title _____ Date _____	Richmond TPO: Signature _____ Title _____ Date _____	

- (1) Participation on the Study Work Group (SWG) and/or signing of this document does not constitute approval of the *Nine Mile Road (US 33) Corridor Improvement Study*.
- (2) All members will use this document as a guide and reference as the study progresses through the various states of project development. If there are any agreed upon changes to the assumptions in this document, a revised document will be prepared and signed by the parties who originally signed it.

2. Introduction and Purpose

Nine Mile Road (US 33) in Henrico County is a commercial and residential arterial with pedestrian safety issues due to the lack of adequate pedestrian facilities. The purpose of this project is to evaluate operational and safety conditions and identify improvements that can be programmed into the Virginia Department of Transportation's (VDOT) Six-Year Improvement Program (SYIP). The alternatives evaluation will consider access management improvements and innovative intersection configurations. The study will also heavily consider improvements to transit and pedestrian accommodations. This framework document outlines the scope of work and associated



Study Team and Roles

- **Attend meetings and/or workshops**
 - Anticipated three in-person meetings and/or workshops
- **Provide input in your focus area**
 - Transportation planning (Ped/Bike planning)
 - Railway use information
 - Utility information
 - Preliminary design and cost estimating
 - Local Familiarity with Northampton and Accomack Counties
- **Review interim and final deliverables**



Purpose and Need of Study

- **Rails to Trails Opportunity**
 - Study requested by A-NPDC
- **Determine the feasibility of a shared-use path**
- **Segment the final path alignment into phases**
- **Develop one or more SMART SCALE candidate projects**
- **Determine total cost of construction**



Data Collection Needs

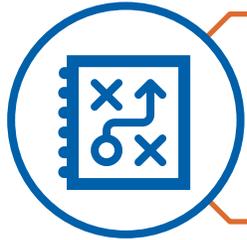
- **Environmental Data**
 - Wetlands
 - Topography
- **Cultural Data**
 - Park and Recreation Facilities
 - Historic Assets
 - Population Data
 - Conservation Lands
- **Traffic Data**
 - Road Crossing Locations
 - Speed Limit and AADT of Road Crossing Locations
- **Utility Data**
 - Known Utility Locations
 - Future Utility Possibilities
- **Land Use Data**
 - Right of Way
 - Surrounding Land Uses
 - Future Developments
 - Pedestrian Generators
 - Possible Development Locations
 - Transit Stop Locations and Ridership
 - School and Residential Locations
- **Other studies**
 - Comprehensive Plans
 - Bike/Pedestrian Plans
 - Previous studies in the vicinity
 - Previous plans within the vicinity to verify ROW and Utilities



Next Steps



Review feedback from stakeholders



Develop Framework Document



Study Team Review and Approval of Framework Document



Begin Phase II Tasks



www.co.northamptoncounty.va.us

Project Information Sharing

VHB SharePoint: Link to be distributed

Username: unique; will be provided separately to each individual

Password: unique; will be provided separately to each individual

Contact Information



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(804) 371-4869



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Questions and Additional Feedback



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