Eastern Shore Rail to Trail Study
Stakeholder Meeting #3

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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

- **Existing Conditions Analysis**
- **MetroQuest Survey**
- **Identify Alternative Alignment Features**
- **FAQ and Briefs**
- **Public Presentation**
- **Final Concept Plan and Phasing**
- **Final Cost Estimation**
- **Technical Report**
- **Online Study Map**

**Timeline**
- **Spring 2020**
- **Summer 2020**
- **Fall 2020**

**Stakeholder Meeting**
- **Week of August 17th**
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
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
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

Map showing the alignment concepts with various features and marked areas.
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

Remove Track and Build New Trail to East Side with Vegetation Buffer on West Side

Overhead Utilities Continue on West Side of Track

Parked Vehicles and Boats within Rail ROW

Barrier Islands Center

Machipongo Trading Company

Eastern Shore of Virginia

A

C

G

K

F

J

J

A

H

H

D

I
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
Typical Sections—Sample

Existing Conditions

Looking East/North

Typical Section (Scale 1” = 5’)

Looking East/North

- Edge of Pavement
- Existing Ditch
- Physical Barrier > 42” Height
- Existing Roadway
- ~ 13’

- Max 6:1
- Max 2%
- Max 2%
- See Notes
- 10’ Shared Use Path on existing rail bed
- > 2’
- Existing Ground

Proposed 10’ Shared Use Path

Existing Ditch Section

EASTERN SHORE RAIL TO TRAIL STUDY

VDOT
Typical Sections—Sample
Typical Sections—Sample

Existing Conditions

Looking East/North

Typical Section (Scale 1” = 5’)

Looking East/North

Existing Road Edge of Pavement
Existing Ground
Max 6:1
Max 2%
Max 2%
Max 6:1
Existing Ground

-2’

2’

1/10 Shared Use Path on existing rail bed

EASTERN SHORE RAIL TO TRAIL STUDY
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

179 Responses

2 Responses
MetroQuest Survey

- Participant Zip Codes
  - 9% Outside of this area

179 Responses

2 Responses
MetroQuest Survey

- Most Important User Benefits – General Responses

- Safer Places to Walk and Bike
- Health and Wellness
- Increase Tourism
MetroQuest Survey

- Most Important User Benefits – Eastern Shore Residents

1st
Safer Places to Walk and Bike

2nd
Health and Wellness

3rd (tied)
Economic Development

3rd (tied)
Improve Quality of Life
Primary Shared Use Path Modes and Use - All Participants

- Biking: 45%
- Walking: 32%
- Running: 12%
- Other: 8%
- None: 3%
- Shopping/Commuting: 6%

Purpose of Use:
- Recreation: 37%
- Exercise: 36%
- Social or Family Outing: 21%
- None: 3%
- Shopping/Commuting: 6%
Primary Shared Use Path Modes and Use – Eastern Shore Residents Only

- Biking: 38%
- Walking: 37%
- Running: 13%
- Other: 9%
- None: 3%

Purpose of Use:
- Exercise: 36%
- Recreation: 34%
- Social or Family Outing: 22%
- Shopping/Commuting: 6%
Marker Results

**Parking**
- 3,711 Markers

**Destinations**
- 1,735 Markers

**Amenities**
- 2,630 Markers
MetroQuest Comments—General Feedback

love cars safe path
towns Eastern provide
people old help rail trails
idea live ride tax Shore rail line
area go trail bike great
along exercise visit place
**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 to 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.”
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
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

A

EASTERN SHORE Rail to Trail Study

B

EASTERN SHORE RAIL TO TRAIL STUDY

C

EASTERN SHORE RAIL TO TRAIL STUDY
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
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
Tasks and Schedule

- **Existing Conditions Analysis**
- **MetroQuest Survey**
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- **Fall 2020:**

**Stakeholder Meeting:** Week of August 17th
Contact Information

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