

Segment 1 - Cape Charles to Nassawadox

Route Summary

This segment runs approximately 18 miles from downtown Cape Charles to the heart of Nassawadox and connects through multiple towns and destinations including Cheriton, Eastville, and Machipongo. Between Cape Charles and Machipongo, the segment runs parallel to but is separated from Route 13. North of Machipongo, this segment runs parallel and adjacent to Route 13.

Segment Opportunities

Destinations along this corridor include the Cape Charles Museum, Cape Charles Brewing Company, and the Eastern Shore of Virginia Barrier Islands Center as well as multiple other restaurants and retail shops. This segment connects the designated walking paths in Cape Charles and in Nassawadox. With a short addition of new sidewalk, the shared use path connects to existing sidewalk and provides a pedestrian route through Eastville. Trailhead opportunities along this segment include Cape Charles, Nassawadox, and Machipongo.



Fast Facts



18 Miles



4 Trailheads



\$12.1 Million

+ \$1M for Alternative
Soft Surface Path
+ \$5.9M for Rail Removal

Segment Constraints

The connection into the downtown area of Cape Charles, while a vital connection, includes design constraints along Mason Avenue. The future sidepath on Mason Avenue between Fig Street and Nectarine Street is limited by the existing retaining wall. An 8' sidepath and a physical barrier, such as flexible post bollards, is recommended at this location to maintain an adequate buffer from the retaining wall.

Closer Look

With the abundance of residential and retail land uses, Cape Charles serves as a primary trailhead location within this segment. A connection to the downtown area of Cape Charles is vital to the success of the shared use path. Downtown Cape Charles is a multimodal location with ongoing improvements. The shared use path could continue create a multimodal connection to destinations along Stone Road and to Route 13. A popular alternative mode of travel in Cape Charles is golf carts. The final design for the shared use path could consider golf cart usage in Cape Charles.

Segment 2 – Nassawadox to Eastern Shore Community College

Route Summary

This segment runs primarily adjacent to Route 13 for approximately 12.5 miles from Nassawadox to the Eastern Shore Community College. The segment connects through the Town of Exmore as well as Painter and Keller.

Segment Opportunities

Destinations along this corridor include numerous destinations in the Town of Exmore as well as the Blue Crow Antique Mall and the Eastern Shore Community College. With additional off-rail improvements, this segment could connect to multiple destinations along the shore including Willis Wharf Road Marina, Quiby Marina, and Wachapreague Marina. Trailhead opportunities along this segment include a new trailhead in Painter and a connection to the existing Town of Exmore park. The area adjacent to the railroad corridor may provide space for an event center within Exmore.



Fast Facts



12.5 Miles



1 Trailhead



\$6.6 Million

+\$1M for Alternative
Soft Surface Path

+\$4.1M for Rail Removal

Segment Constraints

Although many destinations in this segment are adjacent to the railroad corridor, three popular destinations are on the Eastern Shore's coast ranging from 1.5 to 5 miles away from the rail corridor. While connections of this length may not be practical for pedestrians, consideration should be given to providing bicycle accommodations along the existing roadways to these destinations. The roadways are primarily high-speed roadways with low traffic volumes.

Closer Look

Connecting through the Town of Exmore provides opportunity for off-rail connections to provide ped/bike connectivity throughout Exmore. Opportunities may include pedestrian signal upgrades at the existing signalized intersections on Route 13 as well as pedestrian and bicycle accommodations on Oakland Drive, Cathey Avenue, Main Street, or Occohannock Neck Road between the rail corridor and Route 13.

Segment 3 – Eastern Shore Community College to Onley

Route Summary

This segment runs approximately 4.7 miles from the Eastern Shore Community College to downtown Onley and connects through Melfa. South of Onley this segment runs parallel and adjacent to Route 13. North of Onley, the shared use path is separated from Route 13.

Segment Opportunities

This 4-mile segment includes numerous destinations such as Melfa Town park, Nandua High School, Eastern Shore of Virginia YMCA, the Onley Farmers Market, and multiple restaurants and retail stores within the Town of Onley. This segment connects to the designated walking path in Melfa. The Town of Onley presents an opportunity for a trailhead location within the rail right of way south of Main Street.

Segment Constraints

The northbound approach at Phillips Drive has been previously identified as a potential location for installation of a right-turn lane. The final design must coordinate with VDOT to not impede the inclusion of a future right-turn lane at this location.



Fast Facts



4.7 Miles



1 Trailhead



\$2.5 Million

+ \$800k for Alternative Soft Surface Path
+ \$1.5M for Rail Removal

Closer Look

The Town of Onley provides opportunity for off-rail connections to provide ped/bike connectivity to various retail centers along Route 13. Opportunities may include pedestrian signal upgrades at the existing signalized intersections on Route 13 as well as pedestrian and bicycle accommodations on Coastal Boulevard and Main Street / Market Street. Continuing accommodations along Market Street to the west of Route 13 could provide a multimodal connection to Onancock.



Segment 4 – Onley to Taylor Street south of Hallwood

Route Summary

This segment runs approximately 14 miles from the Town of Onley to approximately 0.6 miles south of the Town of Hallwood and includes the Towns of Parksley and Bloxom. The shared use path deviates from Route 13 north of Onley but follows the path of Route 316 Route 779.

Segment Opportunities

Parksley provides opportunity to serve as the primary trailhead for this location. Much of the infrastructure of a trailhead already exists in Parksley's downtown area, and more infrastructure is envisioned in Parksley's Downtown Revitalization Plan. Connection opportunities along this segment include a regional library and heritage center currently under construction in Parksley. Additional off-rail improvements may provide connection to downtown Accomac to the east.

Segment Constraints

This segment stops just shy of Hallwood and terminates at a dead-end point approximately 0.6 miles south of Hallwood. The railroad corridor still serves as an active rail line north of the termination point and through Hallwood and does not allow the rail to trail conversion to continue into Hallwood. Connection to Hallwood would provide a more logical termini for the shared use path but requires construction adjacent to the active rail line for approximately 0.6 miles. Rails with trails are not uncommon throughout the United States but present a different set of constraints than the rail to trail conversion process.

Parts of this segment, primarily in the northern section, have a large grade difference between the existing railbed and the adjacent roadway. The steep slope caused by this grade difference may require a physical barrier or fences in some locations to protect the shared use path users. Careful consideration must be given to the final design in such areas.

Fast Facts



13.5 Miles



2 Trailheads



\$7.4 Million

+ \$1.2M for Alternative
Soft Surface Path

+ \$4.5M for Rail Removal

Closer Look

The downtown area of Parksley is one of the main destinations along this corridor and the opportunities and desires outlined in Parksley's Downtown Revitalization Plan (2019) align with the benefits that the shared use path can provide this area. Although the rail to trail initiative for the former Bay Coast Railroad had not been established at the time of the revitalization plan, the plan identifies the railroad area and adjacent parcels as an important asset to the revitalization plan. Specifically, the parking area adjacent to the railroad corridor is envisioned as a revamped town square with a new entertainment area and upgraded utility posts to allow for food truck rodeos and other events. Designed alleyways lead from this area to the Eastern Shore Regional Library and Heritage center that is currently under construction. The revitalization plan also includes new sidewalk improvements within the railroad corridor as well as along Bennett Street. The proposed shared use path would serve the purpose of the planned sidewalks in the rail corridor and connect to the revitalized Parksley Town Square. The plan also calls for bike lanes to be added on Bennett street to promote a multimodal lifestyle. The shared use path allows bicyclists from outside of Parksley to connect to these new bike lanes and the downtown area of Parksley.