Welcome to the public meeting for the Ashland to Petersburg Trail Study. The Study purpose is to:

- Identify a preferred multi-use trail corridor that will enhance the active transportation network and connect people and places across the Richmond region, consistent with state, regional, and local transportation planning initiatives

The purpose of this meeting is to:

- Provide an overview of the study process to date
- Present the findings from the development and evaluation of multi-use trail corridor options to connect people and places across the Richmond region
- Present the preferred trail corridor for the development of future active transportation projects
- Solicit feedback on the study findings and recommendations
STUDY PROCESS

Environmental Agency Working Group (EAWG) Input

Study Initiation
February - March 2019

Data Collection, Background Review, and Existing Conditions Inventory
February - April 2019

Public Meeting/Online Survey
March 2019

Identification and Documentation of Needs, Goal-Setting, Establish Evaluation Criteria
March - June 2019

Development of Multi-Use Trail Corridors
April - June 2019

Evaluation of Multi-Use Trail Corridors
June - October 2019

Identification of Recommended Preferred Multi-Use Trail Corridor

Public Meetings
September/October 2019

Preferred Corridor Refinement, Identification of Individual Project Segments, and Cost Estimating
Fall 2019

Stakeholder Technical Advisory Group (STAG) Input

We Are Here

Preferred Corridor Refinement, Identification of Individual Project Segments, and Cost Estimating

Study Completion
Early 2020
MARCH 2019 PUBLIC MEETING SUMMARY

**TOTAL SURVEYS**
- 778 ONLINE SURVEYS
- 53 PUBLIC MEETING SURVEYS
- **831** SURVEYS

**TOTAL MAPPING COMMENTS**
- 949 ONLINE COMMENTS
- 106 PUBLIC MEETING COMMENTS
- **1055** MAPPING COMMENTS

**AGE AND GENDER**
- 279 WOMEN
  - 66 - Older: 8%
  - 56 - 65: 31%
  - 46 - 55: 24%
  - 36 - 45: 18%
  - 26 - 35: 16%
  - 22 - 25: 3%
- 496 MEN
  - 66 - Older: 15%
  - 56 - 65: 26%
  - 46 - 55: 23%
  - 36 - 45: 18%
  - 26 - 35: 16%
  - 22 - 25: 1%

**TOP PUBLIC DESTINATIONS**
1. Pocahontas State Park
2. Bryan Park
3. Virginia Capital Trail
4. James River
5. Crump Park
6. Stratton Park
7. Carter Park
8. Downtown Petersburg
9. Deep Run Park
10. Trolley Line Trail

**TRANSPORTATION TYPE**
- **774 RESPONSES**
  - Walking or Jogging: 40%
  - Bicycling: 23%
  - Small-wheeled Transports: 7%
- **792 RESPONSES**
  - Daily: 51%
  - Weekly: 19%
  - A Few Times a Year: 14%
  - Never: 16%

**TRANSPORTATION BARRIERS**
- **632 RESPONSES**
  - Personal safety: 35%
  - Health reasons: 1%
  - Lack of bicycle lanes: 32%
  - Distance to destinations: 10%
  - Lack of sidewalks: 18%
  - Do not have time: 3%

**AVERAGE TRANSPORTATION MILES**
- **774 RESPONSES**
  - Less than a mile: 9%
  - Less than 5 miles: 48%
  - 5 to 10 miles: 20%
  - 11 to 20 miles: 7%
  - 20 to 40 miles: 5%
  - More than 40 miles: 1%

**AVERAGE ACTIVE TRANSPORTATION IMPORTANCE**
- **792 RESPONSES**
  - Work: 7%
  - School: 16%
  - Parks and Recreation: 32%
  - Places of Worship: 18%
  - Shopping Centers: 29%

*Numbers may not reflect total surveys or comments received, as responses were optional and multiple responses could be selected.*
## STAKEHOLDER COORDINATION

### ENVIRONMENTAL AGENCY WORKING GROUP

**Goal:** Agreement on a trail corridor which appears to be permittable*

### FEDERAL AND STATE AGENCIES

<table>
<thead>
<tr>
<th>STUDY PROCESS</th>
<th>STUDY TIMEFRAME</th>
<th>KEY INPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Documentation of Needs</td>
<td>March - May 2019</td>
<td>• Agreement on Study Purpose (April)</td>
</tr>
<tr>
<td>Evaluation of Corridor Options</td>
<td>April - June 2019</td>
<td>• Agreement on Multi-Use Trail Corridor Options Preliminary Evaluation Approach (May)</td>
</tr>
<tr>
<td>Identification of Recommended Preferred Corridor Option</td>
<td>June - October 2019</td>
<td>• Agreement on Options Retained for Detailed Evaluation (June)</td>
</tr>
</tbody>
</table>

### STAKEHOLDER TECHNICAL ADVISORY GROUP

**Goal:** Provide input in preliminary trail corridor options development and identification of preferred trail corridor option that meets local and regional needs

### AGENCIES, LOCALITIES, PLANNING ORGANIZATIONS, AND SPECIAL INTEREST GROUPS

<table>
<thead>
<tr>
<th>STUDY PROCESS</th>
<th>STUDY TIMEFRAME</th>
<th>KEY INPUT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Data Collection and Existing Conditions Inventory</td>
<td>February - April 2019</td>
<td>• Meetings with individual localities and stakeholders (February/March)</td>
</tr>
<tr>
<td>Development of Corridor Options</td>
<td>March - June 2019</td>
<td>• Input received on Study Needs and preliminary trail corridor options during April STAG Meeting</td>
</tr>
<tr>
<td>Identification of Recommended Preferred Corridor Option</td>
<td>June - October 2019</td>
<td>• Opportunity to provide suggested modifications and input on the identification of independent/ stand alone projects along the Recommended Preferred Corridor Option during the July STAG Meeting</td>
</tr>
</tbody>
</table>

* No permits will be secured as part of this planning study
Included consideration of six corridor options based on:

- Ability to meet purpose and need, considering the following need elements:
  - Safety, including areas of concern identified by VDOT's Pedestrian Safety Action Plan
  - Connectivity, including public and STAG defined destinations of interest
  - Consistency with existing or planned active transportation facilities

- Environmental conditions

<table>
<thead>
<tr>
<th>CORRIDOR OPTION</th>
<th>Purpose and Need Met?</th>
<th>Wetlands (Acres)</th>
<th>Streams (Linear Feet)</th>
<th>Retain for Detailed Evaluation</th>
</tr>
</thead>
<tbody>
<tr>
<td>RED</td>
<td>Yes</td>
<td>8.0</td>
<td>3,112</td>
<td>Yes</td>
</tr>
<tr>
<td>ORANGE</td>
<td>Yes</td>
<td>9.6</td>
<td>2,307</td>
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<tr>
<td>GREEN</td>
<td>Yes</td>
<td>14.9</td>
<td>3,581</td>
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<tr>
<td>BLUE</td>
<td>Yes</td>
<td>16.0</td>
<td>4,345</td>
<td>No</td>
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<tr>
<td>YELLOW</td>
<td>Yes</td>
<td>16.6</td>
<td>5,587</td>
<td>No</td>
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<tr>
<td>PURPLE</td>
<td>Yes</td>
<td>21.1</td>
<td>9,709</td>
<td>No</td>
</tr>
</tbody>
</table>
Corridors that met purpose and need and represent least impact to aquatic resources

- Included two corridors with consideration given to cost and feasibility of implementation to identify the most practicable preferred corridor

**Recommended Facility Type***

*Detailed typical section design, including facility type, will be determined as segments advance to future phases of project development.

<table>
<thead>
<tr>
<th>CORRIDOR OPTION</th>
<th>RED</th>
<th>ORANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>PURPOSE AND NEED CONSIDERATIONS</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Length Along VDOT’s Pedestrian Safety Action Plan Corridor (mi):</td>
<td>5</td>
<td>6</td>
</tr>
<tr>
<td>Destinations of Interest (w/in 0.5mi):</td>
<td>18</td>
<td>17</td>
</tr>
<tr>
<td>Length on Existing or Planned Active Transportation Route (mi (%)):</td>
<td>44 (88%)</td>
<td>34 (82%)</td>
</tr>
<tr>
<td><strong>ADDITIONAL CONSIDERATIONS</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wetlands (acres):</td>
<td>7.6</td>
<td>9.2</td>
</tr>
<tr>
<td>Streams (linear feet):</td>
<td>3,031</td>
<td>2,219</td>
</tr>
<tr>
<td>Level of Traffic Stress 1 Facility (%):</td>
<td>100.0</td>
<td>100.0</td>
</tr>
<tr>
<td>Right of Way (no. of parcels):</td>
<td>1,006</td>
<td>563</td>
</tr>
<tr>
<td>Number of Bridges:</td>
<td>16</td>
<td>18</td>
</tr>
<tr>
<td>Draft Preliminary Cost (FY 2026 dollars)*:</td>
<td>$167,000,000.00</td>
<td>$106,000,000.00</td>
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<tr>
<td>Draft Per Mile Cost (FY 2026 dollars)*:</td>
<td>$3,358,000.00</td>
<td>$2,414,000.00</td>
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</table>

*Draft preliminary costs are undergoing internal review and should only be used for comparison purposes. Draft preliminary costs are based on cost per mile with adjustment factors applied where implementation barriers, environmental impacts, or right of way constraints were identified.

**Recommended Preferred Corridor?**

Based on STAG feedback, both corridor options were reviewed and minor adjustments were made and are represented in the associated mapping and table above.
PREFERRED TRAIL CORRIDOR
Please review and provide your input on the Preferred Corridor at the mapping station.
NEXT STEPS

Thank you for participating at tonight’s meeting. Written or verbal comments may be submitted at the meeting or by mail or email to the contact information provided below.

Palmer Stearns, Project Manager
Virginia Department of Transportation
2430 Pine Forest Drive
Colonial Heights, Virginia 23834

ATPTrailStudy@VDOT.Virginia.gov

(804) 524-6179

Also, you are invited to review the meeting materials from tonight's meeting hosted in a digital format, complete the comment form and provide feedback on interactive mapping online at www.ATPTrailStudy.org.

Study Completion expected early 2020

Comments and feedback must be received by OCTOBER 11, 2019.

THANK YOU!