



*Photo Credit: Virginia Capital Trail*

# ASHLAND TO PETERSBURG (ATP) TRAIL STUDY

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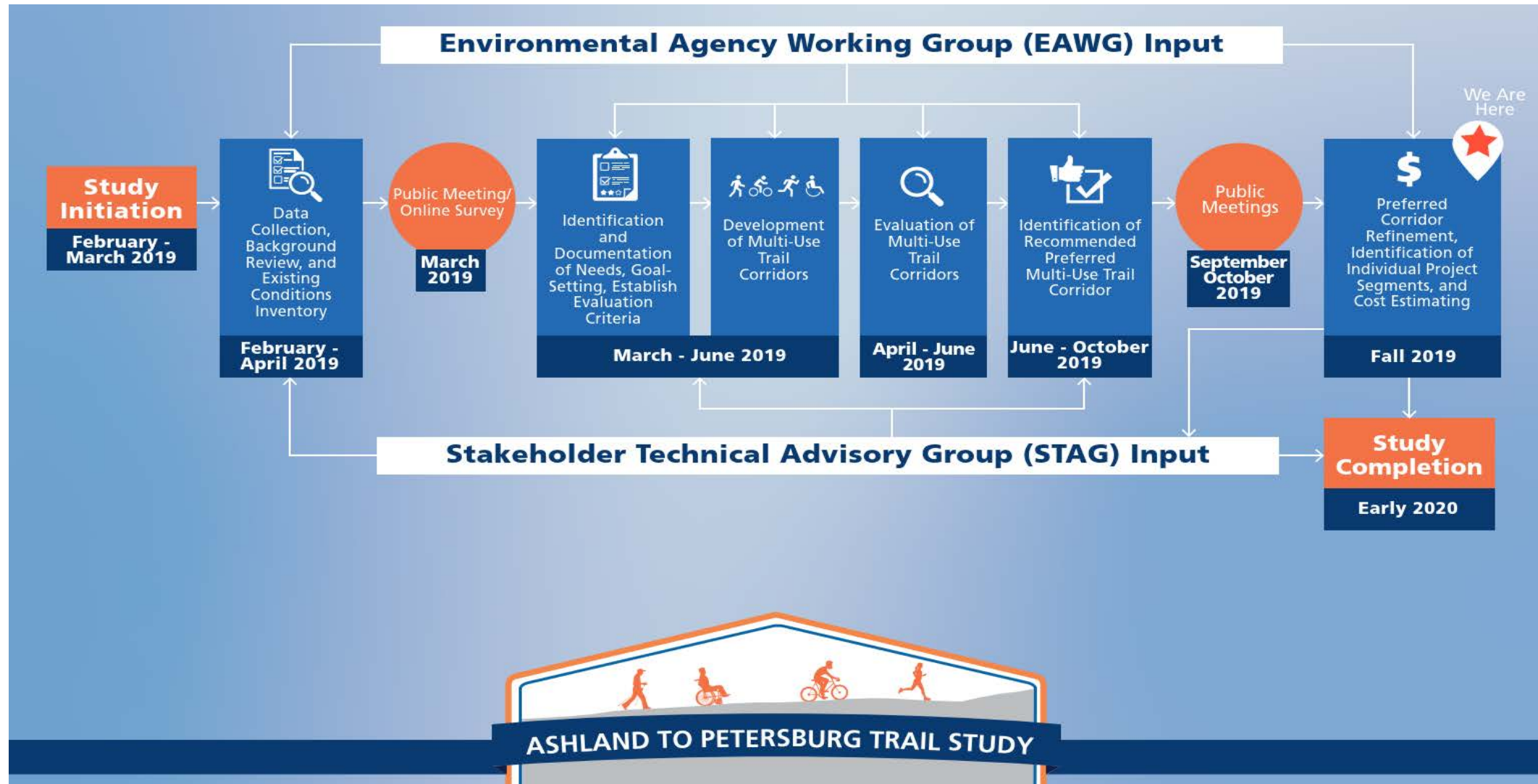
November 7, 2019



# STUDY GOAL

- **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**
- **Provide information to help inform funding applications**

# STUDY PROCESS



# STAKEHOLDER INVOLVEMENT

## Environmental Agency Working Group (EAWG)

*Goal: Achieve permittable trail corridor*

### Federal and State Agencies



U.S. Department  
of Transportation  
**Federal Highway  
Administration**



**US Army Corps  
of Engineers®**



Virginia Department of Transportation



VIRGINIA DEPARTMENT OF  
ENVIRONMENTAL QUALITY

## Stakeholder Technical Advisory Group (STAG)

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

### Agencies, Localities, Planning Organizations, and Special Interest Groups



Virginia Department of Conservation & Recreation



# MARCH 2019 PUBLIC MEETING SUMMARY

831

## TOTAL SURVEYS

778 ONLINE SURVEYS  
53 PUBLIC MEETING SURVEYS

1055

## TOTAL MAPPING COMMENTS

949 ONLINE COMMENTS  
106 PUBLIC MEETING COMMENTS

## AGE AND GENDER

66 - Older 8%  
56 - 65 31%  
46 - 55 24%  
36 - 45 18%  
26 - 35 16%  
22 - 25 3%

279  
WOMEN

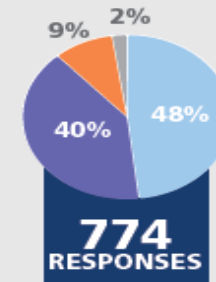
496  
MEN

66 - Older 15%  
56 - 65 26%  
46 - 55 23%  
36 - 45 18%  
26 - 35 16%  
22 - 25 1%

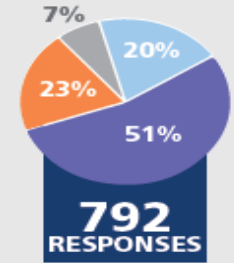
## TOP PUBLIC DESTINATIONS

- 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

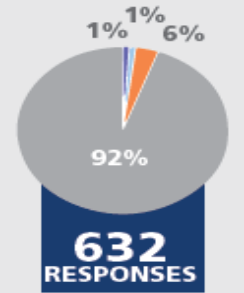
## TRANSPORTATION TYPE



Walking or  
Jogging



Bicycling



Small-wheeled  
Transports

■ Daily ■ Weekly ■ A Few Times a Year ■ Never

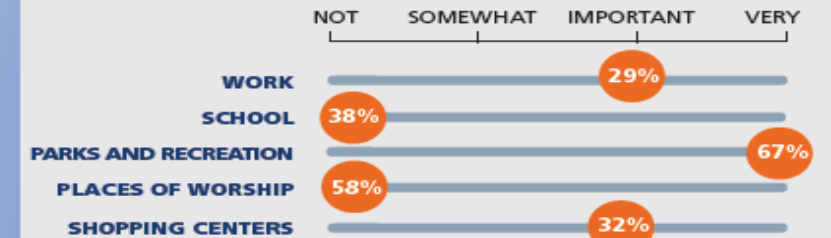
## AVERAGE TRANSPORTATION MILES

2% Less than a mile  
26% Less than 5 miles  
23% 5 to 10 miles  
19% 11 to 20 miles  
25% 20 to 40 miles  
5% More than 40 miles

## TRANSPORTATION BARRIERS

35% Personal safety  
1% Health reasons  
32% Lack of bicycle lanes  
10% Distance to destinations  
18% Lack of sidewalks  
3% Do not have time

## AVERAGE ACTIVE TRANSPORTATION IMPORTANCE



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

ASHLAND TO PETERSBURG TRAIL STUDY

# PURPOSE AND NEED

- Identify a preferred corridor for a multi-use trail facility that will enhance the active transportation network in the Richmond metropolitan region, by improving bicycle and pedestrian safety, expanding non-motorized travel choices, and providing increased system linkage and connectivity to population centers, as well as key local and regional destinations, consistent with state, regional, and local transportation planning initiatives.
  - **Need elements:**
    - Need Element No. 1: Safety, including areas of concern identified by VDOT's Pedestrian Safety Action Plan (PSAP)
    - Need Element No. 2: Connectivity, including public and STAG defined destinations of interest
    - Need Element No. 3: Consistency with existing or planned active transportation facilities

# Corridor Development

- **Considerations Included:**
  - Existing or proposed bicycle and pedestrian facilities
  - Existing designated bicycle routes
  - Existing utility easements
  - Abandoned rail lines
  - Local and regional planning documents
  - Input from EAWG, STAG, and public comments received
  - Jurisdictional crossings (streams and wetlands)
  - James River crossing points
  - Knowledge of regional network



# PRELIMINARY EVALUATION

- **Included consideration of six corridor options based on following considerations:**
  - **Ability to meet Purpose and Need**
  - **Environmental conditions**

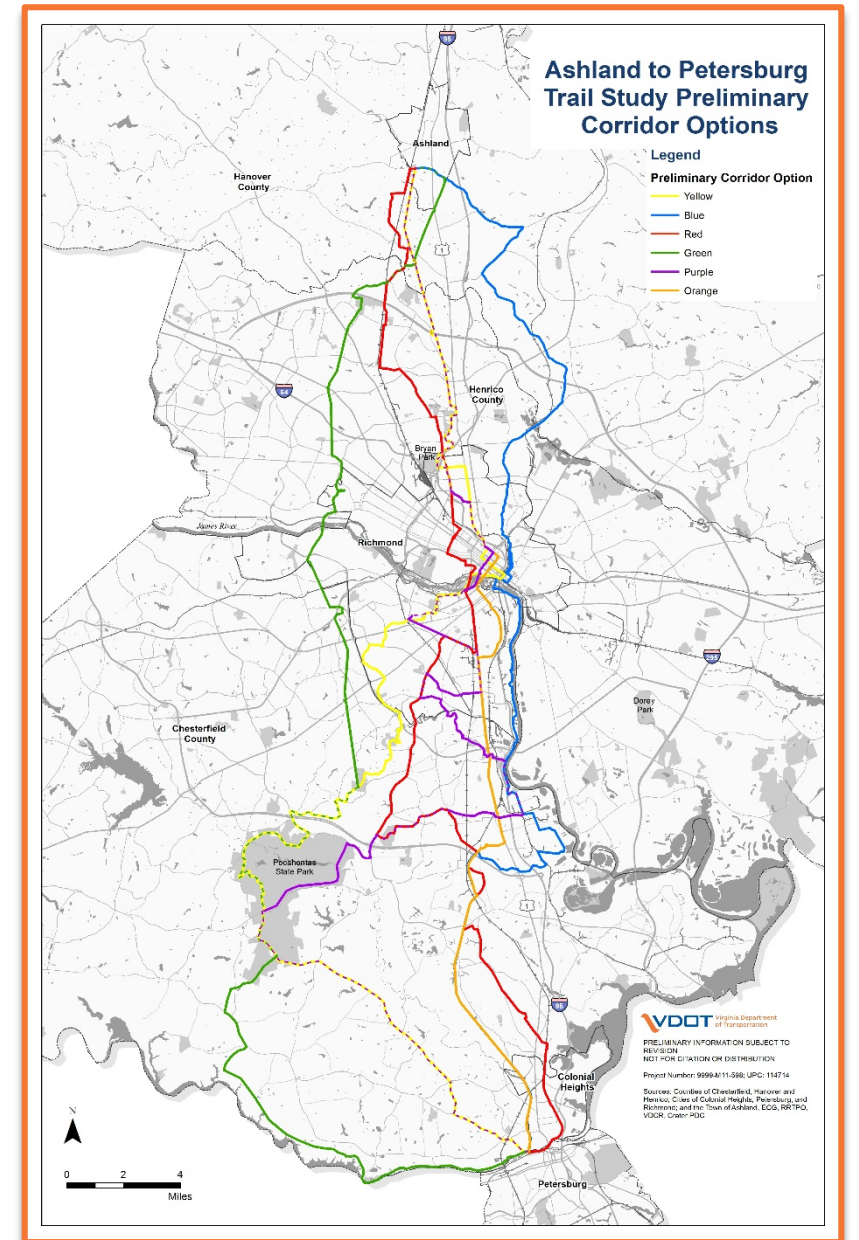


# PRELIMINARY EVALUATION RESULTS

Corridor Option	Purpose and Need Met? (Y/N)	NWI Wetlands <sup>1</sup>	NHD Streams	Retain for Detailed Evaluation? (Y/N)
		Acres	Linear Feet (lf)	
RED	Y	8.0	3,112	Y
ORANGE	Y	9.6	2,307	Y
GREEN	Y	14.9	3,581	N
BLUE	Y	16.0	4,345	N
YELLOW	Y	16.6	5,587	N
PURPLE	Y	21.1	9,709	N

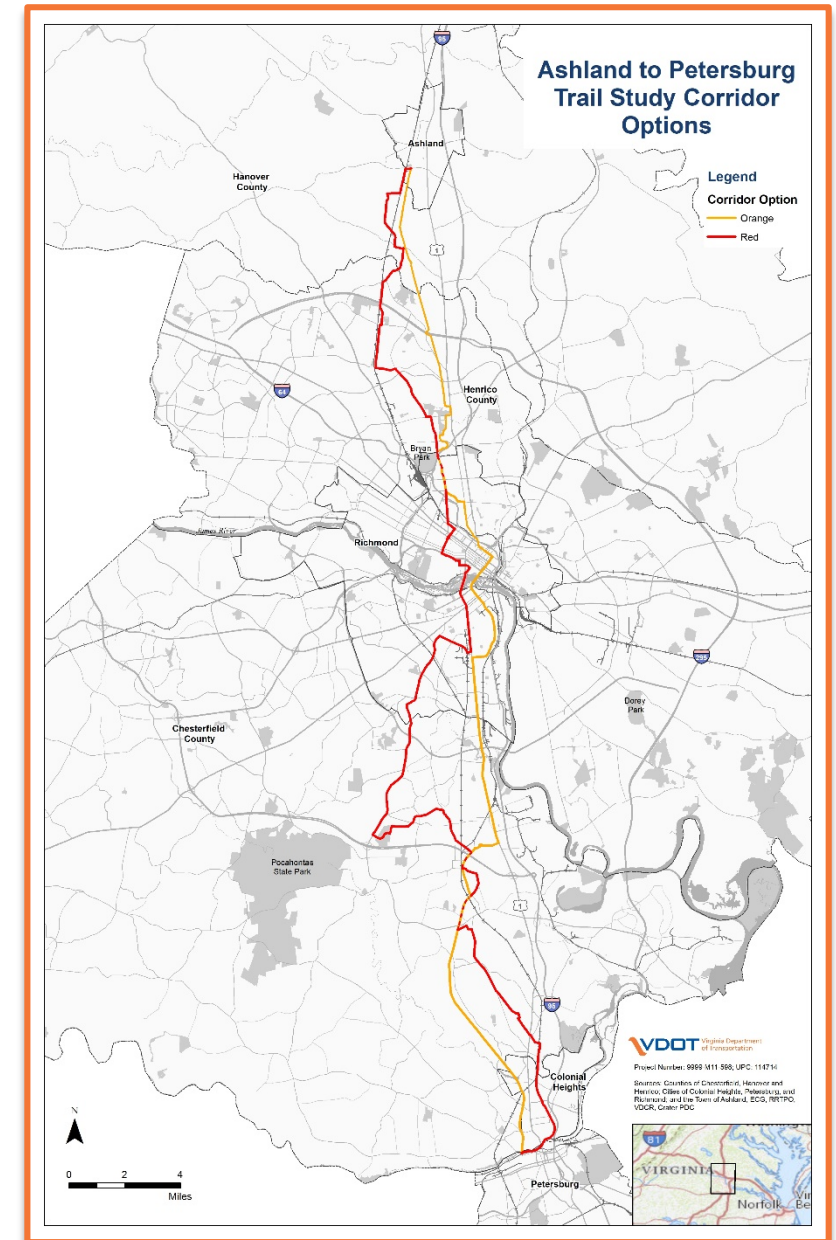
Notes:

<sup>1</sup> National Wetland Inventory (NWI) wetlands numbers reflect all Cowardin classifications except Riverine.



# DETAILED EVALUATION

- Evaluation of 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 recommendation for a preferred corridor



# DETAILED EVALUATION RESULTS

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



# SEPTEMBER / OCTOBER 2019 PUBLIC MEETING SUMMARY

## TOTAL SURVEYS

411

## ONLINE SURVEYS

322

## PUBLIC MEETING SURVEYS

89

### SEPTEMBER 30, 2019 PUBLIC MEETING

- 70 attendees
- 22 surveys completed

### OCTOBER 1, 2019 PUBLIC MEETING

- 130 attendees
- 67 surveys completed

## AGE AND GENDER

66 - Older 14%  
56 - 65 29%  
46 - 55 25%  
36 - 45 15%  
26 - 35 14%  
22 - 25 2%  
16 - 21 1%  
Younger - 15 25%



## SURVEY COMMENT SUMMARY - REFLECTS A SUMMARIZED STATEMENT BASED ON MOST FREQUENT THEMES FROM COMMENTS RECEIVED

### Do you have any comments about or input on the preferred multi-use trail corridor?

- Excited for this trail to be built and in full support of this project
- The preferred orange line corridor looks like the most feasible and cost effective
- Consider going over the 9th Street / Manchester Bridge rather than the T. Potterfield Bridge

### Do you think the preferred multi-use trail corridor addresses the following need elements?

- |  |                  |
|--|------------------|
| • Provides a safe active transportation corridor through the Richmond Region:          | 94% YES<br>6% NO |
| • Provides connectivity for active transportation through the Richmond Region:         | 96% YES<br>4% NO |
| • Consistency with existing or planned local and regional active transportation plans: | 94% YES<br>6% NO |

### Please provide any additional information that you believe will assist in advancing the study's next steps.

- Important to have good trail signage and lighting for safety
- The trail should be paved in all areas and if it must run along an existing road, have barriers in place
- This trail will be great for our region and has a lot of support

## 284 - TOTAL INTERACTIVE MAP COMMENTS

- 1 Connect the trail with additional side streets to provide more outlets for use
- 2 Avoid the high traffic and safety concerns of Route 1 and use existing trolley right of way through Belmont Golf Course
- 3 Extend the Appomattox River Trail to connect with Old Town Petersburg
- 4 Steep incline at Brown's Island Way will discourage pedestrians and cyclists
- 5 Route 145 (Chester Road) is a safer and more preferred alternative than Route 1
- 6 Concern with over crowding on the T. Tyler Potterfield Memorial Bridge
- 7 Preferred crossing over the Manchester Bridge
- 8 Continue the trail through properties at the intersection of Route 625 and Kelmarbi Road
- 9 Relocate the northern terminus further north near Downtown Ashland
- 10 Avoid Villa Park Drive and use existing trolley right of way



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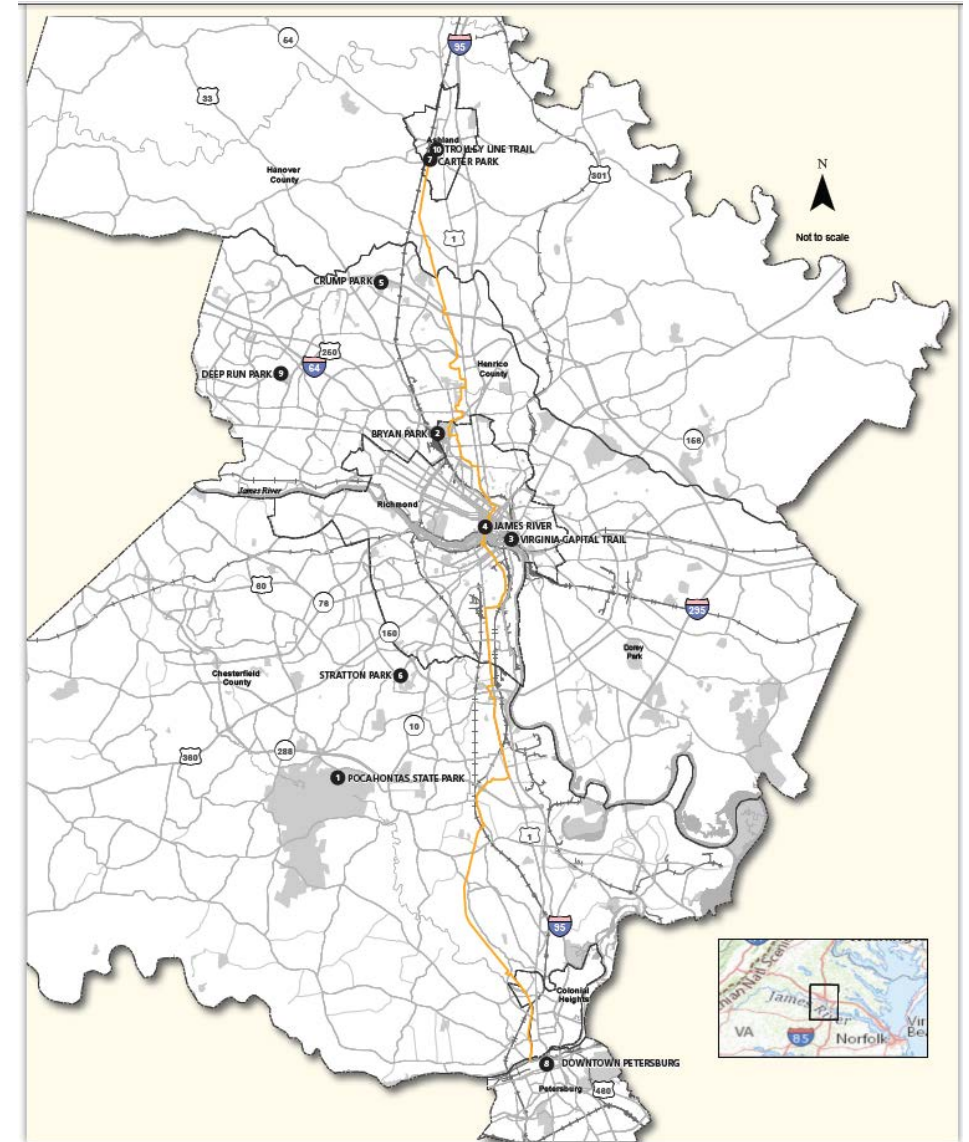


# NEXT STEPS

Study Process	Anticipated Study Timeframes	Study Participants*
Study Introduction	February – March 2019	<ul style="list-style-type: none"><li>• EAWG</li><li>• STAG</li><li>• General Public</li></ul>
Data Collection and Existing Conditions Inventory	February – April 2019	
Documentation of Needs	March – May 2019	
Development of Corridor Options	March – June 2019	
Evaluation of Corridor Options	April – June 2019	
Identification of Recommended Preferred Corridor Option	June – October 2019	
Refined Preferred Corridor Option and Documentation	August – November 2019	

# STUDY INFORMATION

[www.ATPTrailStudy.org](http://www.ATPTrailStudy.org)





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