

Get Involved

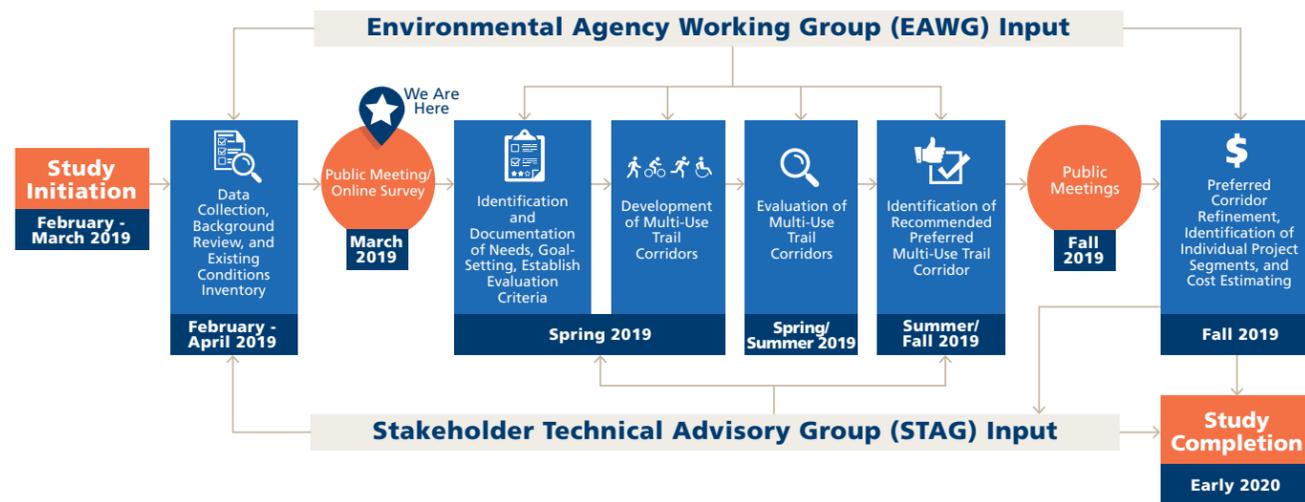
Written or verbal comments may be submitted at the meeting or may be submitted by mail or email to the contact information provided below. Please reference "Ashland to Petersburg Trail Study" in the subject heading. Also, you are invited to review the meeting materials from tonight's meeting hosted in a digital format, complete a study survey, and provide feedback on interactive study area mapping online at www.ATPTrailStudy.org.

Comments and feedback must be received by April 9, 2019.

Civil Rights

VDOT ensures nondiscrimination and equal employment in all programs and activities in accordance with Title VI and Title VII of the Civil Rights Act of 1964. If you need special assistance for persons with disabilities or limited English proficiency, contact 804-524-6000 or TTY/TDD 711.

Study Process



Contact Information

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Public Information Meeting

Ashland to Petersburg Trail Study

Tuesday, March 26, 2019 | 5:00 - 7:00 p.m.
Maggie L. Walker Governor's School Cafeteria
1000 North Lombardy Street
Richmond, Virginia 23220

Welcome

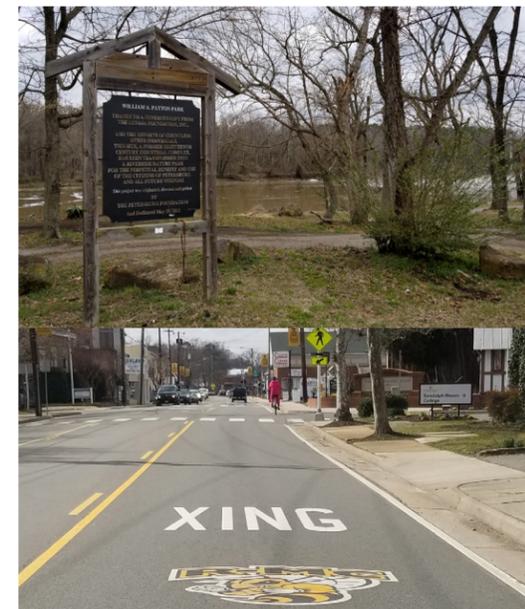
Welcome to the Virginia Department of Transportation's (VDOT) public meeting for the Ashland to Petersburg Trail Study to identify a preferred corridor for a multi-use trail that will connect people and places within the counties of Chesterfield, Hanover and Henrico, cities of Colonial Heights, Petersburg, Richmond, and the Town of Ashland.

The purpose of tonight's meeting is to introduce the study and offer an opportunity for the public to provide input to VDOT on active transportation (walking or jogging, biking and human powered transportation) needs in the study area. We also invite you to provide comments on where you walk, bike, or would like to walk or bike for work or recreation, and

identify important criteria to consider during VDOT's development and evaluation of potential multi-use trail corridors that will be conducted as part of this study.

Your written or verbal comments can be provided tonight or submitted to the mailing address or email listed on the back. VDOT representatives will be available throughout the meeting to discuss the study and answer any questions. Tonight's meeting is also available for viewing in digital format at the study website, www.ATPTrailStudy.org, where you are also encouraged to complete an online survey and provide feedback on interactive mapping to help inform the study's development.

What is the Ashland to Petersburg Trail Study



VDOT has initiated the Ashland to Petersburg Trail Study to identify a preferred corridor for a multi-use trail that will extend between Ashland to Petersburg, a distance of approximately 40 miles.

The Ashland to Petersburg Trail Study involves collaborative planning among local, state, and federal government agencies as well as interested stakeholders, with input from the public, to identify a multi-use trail corridor.

The process for the Ashland to Petersburg Trail Study will include the identification of opportunities, constraints, and project costs to arrive at a preferred multi-use trail corridor that connects people and places across the Richmond metropolitan region.

When complete, the Ashland to Petersburg Trail Study will also recommend identified segments along the preferred corridor, which is intended to inform development of future active transportation projects in the Richmond metropolitan region.

Project Purpose

The Ashland to Petersburg Trail Study will identify a preferred corridor for multi-use trail segments with the purpose to address the following active transportation needs in Richmond metropolitan region:

- **Enhance connectivity** to existing active transportation facilities or destinations of interest (such as residential and recreational areas and places of work).
- **Improve safety** for the non-motoring public; and
- **Maintain consistency with state, regional, and local transportation planning** missions to prioritize active transportation networks.

Study Area



Types of Trails

VDOT's transportation policies and *Road Design Manual* include provisions to allow for safe, convenient, and comfortable travel and access to persons "of all ages and abilities" regardless of their mode of transportation, including those walking, cycling, driving automobiles, riding public transportation, and delivering goods. There are a number of facilities, such as sidewalks, bike lanes, shared roadway, or other facilities, that provide accommodations for bicyclists, pedestrians, or other active transportation modes. For the purpose of this study, a trail is considered any combination of these paved facilities that can be used by both bicycles and pedestrians and are typically accessible to persons with disabilities. In addition to these facilities, shared-use paths can accommodate all active transportation users. Shared-use paths are physically separated from motorized vehicular traffic by an open space (buffer) or barrier. Users may include bicyclists, wheelchair users (both motorized and non-motorized), and pedestrians.

The type of facility and design guidelines for bicyclists, pedestrians, and other active transportation users are customized and characterized by their surrounding environment and how they fit into the community, as shown in the examples below. Regardless of the facility type and setting, the Ashland to Petersburg Trail Study will identify a corridor that accommodates both bicyclists and pedestrians, as well as other active transportation users.



Please review the meeting displays for more information about each of these facility types and provide your input on the active transportation needs in the study area and destinations of interest (such as residential and recreational areas and places of work), which will influence the type and setting of the multi-use trail corridors that are evaluated in the Ashland to Petersburg Trail Study.

Corridor Evaluation Considerations

As part of the study process, evaluation criteria are important for developing the preferred corridor for a multi-use trail. These criteria include:

Please provide your input to help determine which evaluation criteria are most important to the community or if there are other criteria that should be considered.

