

Agency and Stakeholder Coordination

Coordination with stakeholders throughout the Ashland to Petersburg Trail Study, summarized in the following table, has been crucial to identify the corridor that is practicable and preliminarily represents the least impactful options to environmental resources, that also meets local and regional active transportation planning goals.

ENVIRONMENTAL AGENCY WORKING GROUP

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

FEDERAL AND STATE AGENCIES

STUDY PROCESS	STUDY TIMEFRAME	KEY INPUT
Documentation of Needs	March - May 2019	• Agreement on Study Purpose (April)
Evaluation of Corridor Options	April - June 2019	• Agreement on Multi-Use Trail Corridor Options Preliminary Evaluation Approach (May) • Agreement on Options Retained for Detailed Evaluation (June)
Identification of Recommended Preferred Corridor Option	June - October 2019	• Agreement on Recommended Preferred Corridor Option (July)

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

STUDY PROCESS	STUDY TIMEFRAME	KEY INPUT
Data Collection and Existing Conditions Inventory	February - April 2019	• Meetings with individual localities and stakeholders (February/March)
Development of Corridor Options	March - June 2019	• Input received on Study Needs and preliminary trail corridor options during April STAG Meeting
Identification of Recommended Preferred Corridor Option	June - October 2019	• 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

* No permits will be secured as part of this planning study

Get Involved

Written comments may be submitted at the public meetings or by mail or email to the contact information provided below. Please reference "Ashland to Petersburg Trail Study" in the subject heading. You are also invited to review the meeting materials hosted in a digital format, complete the comment form and provide feedback on interactive mapping online at www.ATPTrailStudy.org.

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

Civil Rights

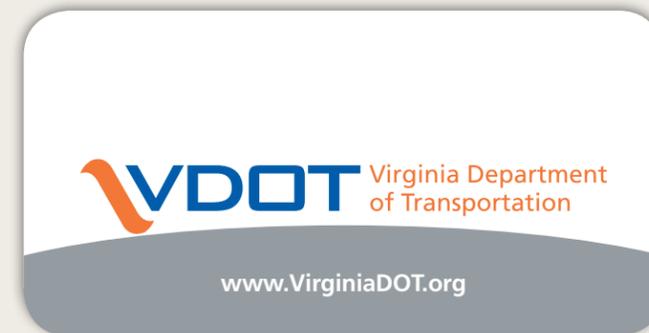
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Contact Information

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Public Information Meeting

Ashland to Petersburg Trail Study

Monday, September 30, 2019
5:00 - 7:00 p.m.
Hitlon Garden Inn Richmond
South/Southpark, Capitol Ballroom
800 Southpark Blvd
Colonial Heights, Virginia 23834

Tuesday, October 1, 2019
5:00 - 7:00 p.m.
Lewis Ginter Botanical Garden,
Kelly Education Center, Massey
Conference Center Auditorium
1800 Lakeside Ave
Richmond, VA 23228

Welcome

Welcome to the Virginia Department of Transportation's (VDOT) Public Information 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, and Richmond, and the Town of Ashland.

The purpose of tonight's 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, present the preferred multi-use trail corridor for

the development of future active transportation projects, and solicit feedback on the study findings and recommendations.

Your written or verbal comments can be provided tonight or submitted to the mailing address or email listed on the back of this brochure. 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 provide feedback on interactive mapping.

Study Purpose and Progress

The purpose of the Ashland to Petersburg Trail Study 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.

Following the March 2019 Public Involvement Meeting, VDOT has completed development and evaluation of the multi-use trail corridor options and presented a recommendation for a preferred corridor option to the Stakeholder Technical Advisory Group (STAG) and environmental agencies involved

in the study. The preferred corridor presented at today's meeting has been refined in coordination with participating STAG members and environmental agencies and represents the least impactful options to environmental resources, with consideration given to cost and feasibility of implementation.

When complete, the Ashland to Petersburg Trail Study will also identify independent/stand alone projects along the preferred corridor, which is intended to inform development of future active transportation projects in the Richmond region.

Study Process

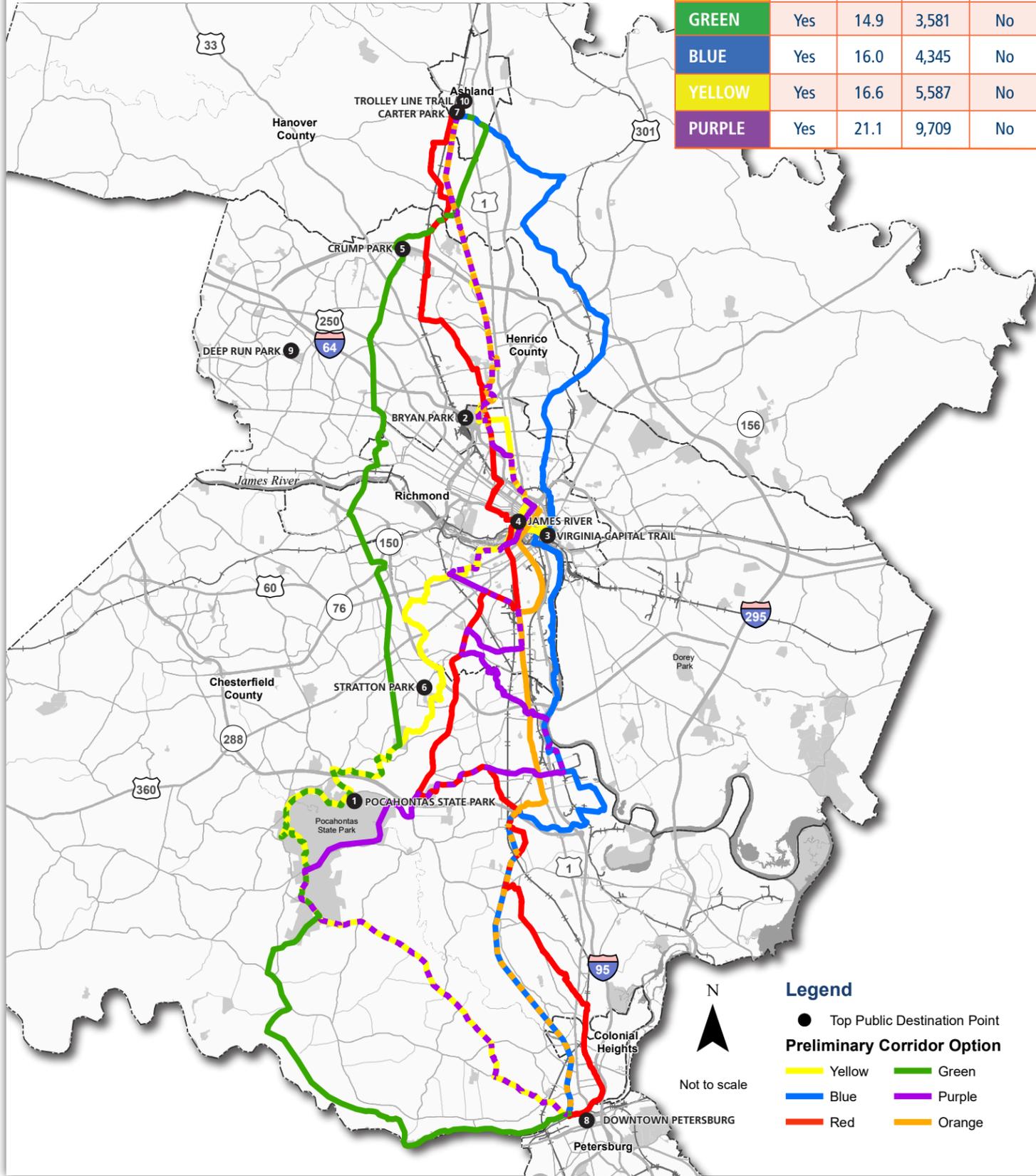


Preliminary Evaluation Results

The Preliminary Evaluation included consideration of six corridor options based on:

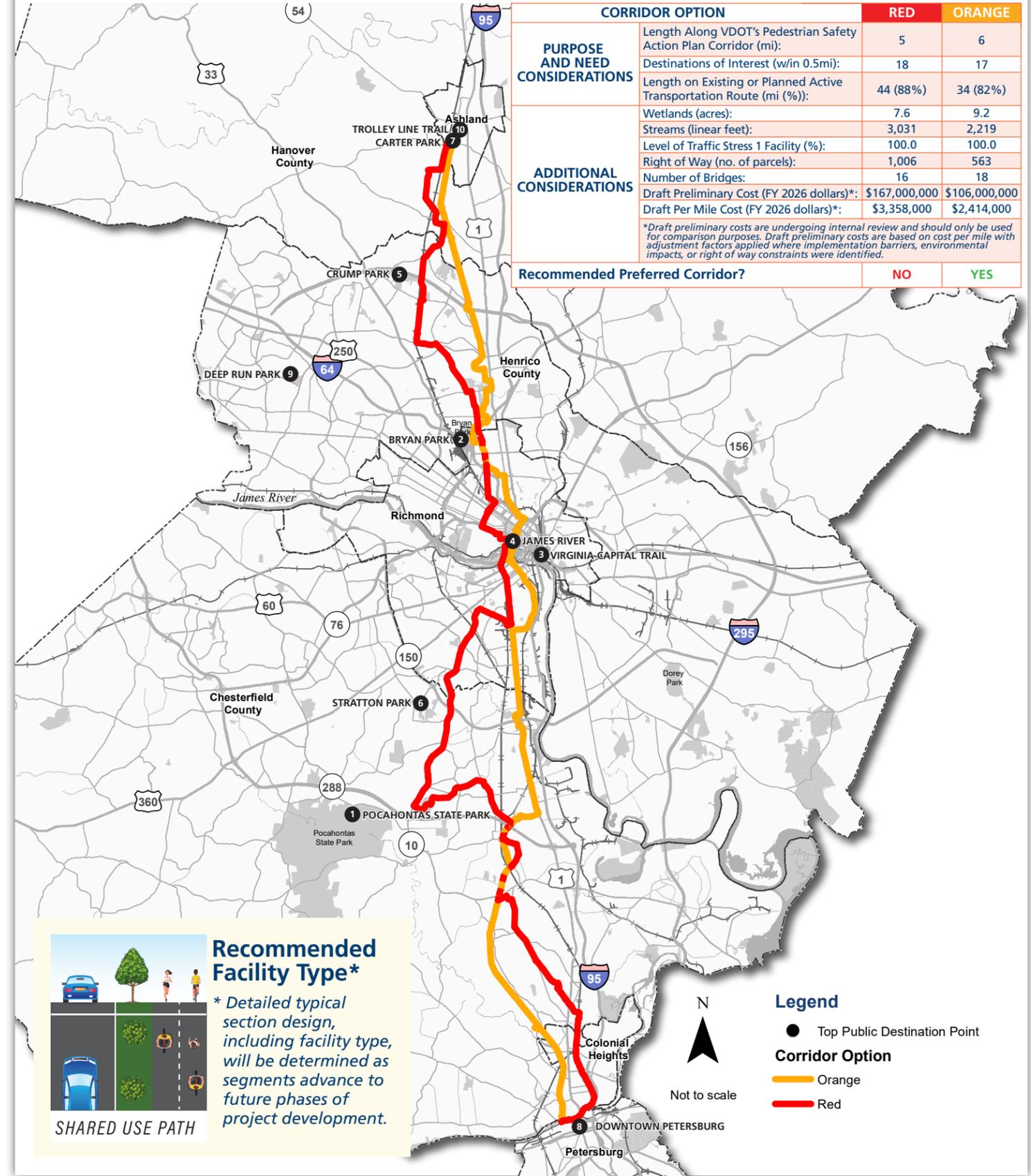
- Ability to meet purpose and need, considering the following need elements:
 - Safety, including areas of concern identified by VDOT's Pedestrian Safety Action Plan
 - Connectivity, including public and STAG defined destinations of interest
 - Consistency with existing or planned active transportation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

CORRIDOR OPTION	Purpose and Need Met?	Wetlands (Acres)	Streams (Linear Feet)	Retain for Detailed Evaluation
RED	Yes	8.0	3,112	Yes
ORANGE	Yes	9.6	2,307	Yes
GREEN	Yes	14.9	3,581	No
BLUE	Yes	16.0	4,345	No
YELLOW	Yes	16.6	5,587	No
PURPLE	Yes	21.1	9,709	No



Detailed Evaluation Results

The Detailed Evaluation analyzed the corridors retained from the Preliminary Evaluation Results, which met purpose and need and represented the least impact to aquatic resources, which indicates these corridors as appearing to be permissible. Please note that no permits are being secured as part of this planning study. The two (2) corridors were evaluated with consideration given to cost and feasibility of implementation to identify the most practicable 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 below.



	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	\$106,000,000
	Draft Per Mile Cost (FY 2026 dollars)*:	\$3,358,000	\$2,414,000
<i>*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.</i>			
Recommended Preferred Corridor?		NO	YES

Recommended Facility Type*

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

SHARED USE PATH