

HAMPTON ROADS REGIONAL TRAILS REPORT 2022



T22-11



OCTOBER 2022

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Hampton Roads Regional Trails Report, 2022

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ABSTRACT

This report is intended to serve as a resource for trail planning in the Hampton Roads region. The report provides history, existing conditions, current project status, planned future trails, and level of traffic stress information for regional trails in Hampton Roads.

ACKNOWLEDGMENT & DISCLAIMERS

Prepared in cooperation with the U.S. Department of Transportation (USDOT), Federal Highway Administration (FHWA), and Virginia Department of Transportation (VDOT). The contents of this report reflect the views of the Hampton Roads Transportation Planning Organization (HRTPO). The HRTPO is responsible for the facts and the accuracy of the data presented herein. The contents do not necessarily reflect the official views or policies of the FHWA, VDOT, or Hampton Roads Planning District Commission. This report does not constitute a standard, specification, or regulation. FHWA or VDOT acceptance of this report as evidence of the fulfillment of the objectives of this planning study does not constitute endorsement/approval of the need for any recommended improvements, nor does it constitute approval of their location and design or a commitment to fund any such improvements. Additional project-level environmental impact assessments and/or studies of alternatives may be necessary.

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Hampton Roads Regional Trails Report 2022

PREPARED BY:



OCTOBER 2022

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INTRODUCTION

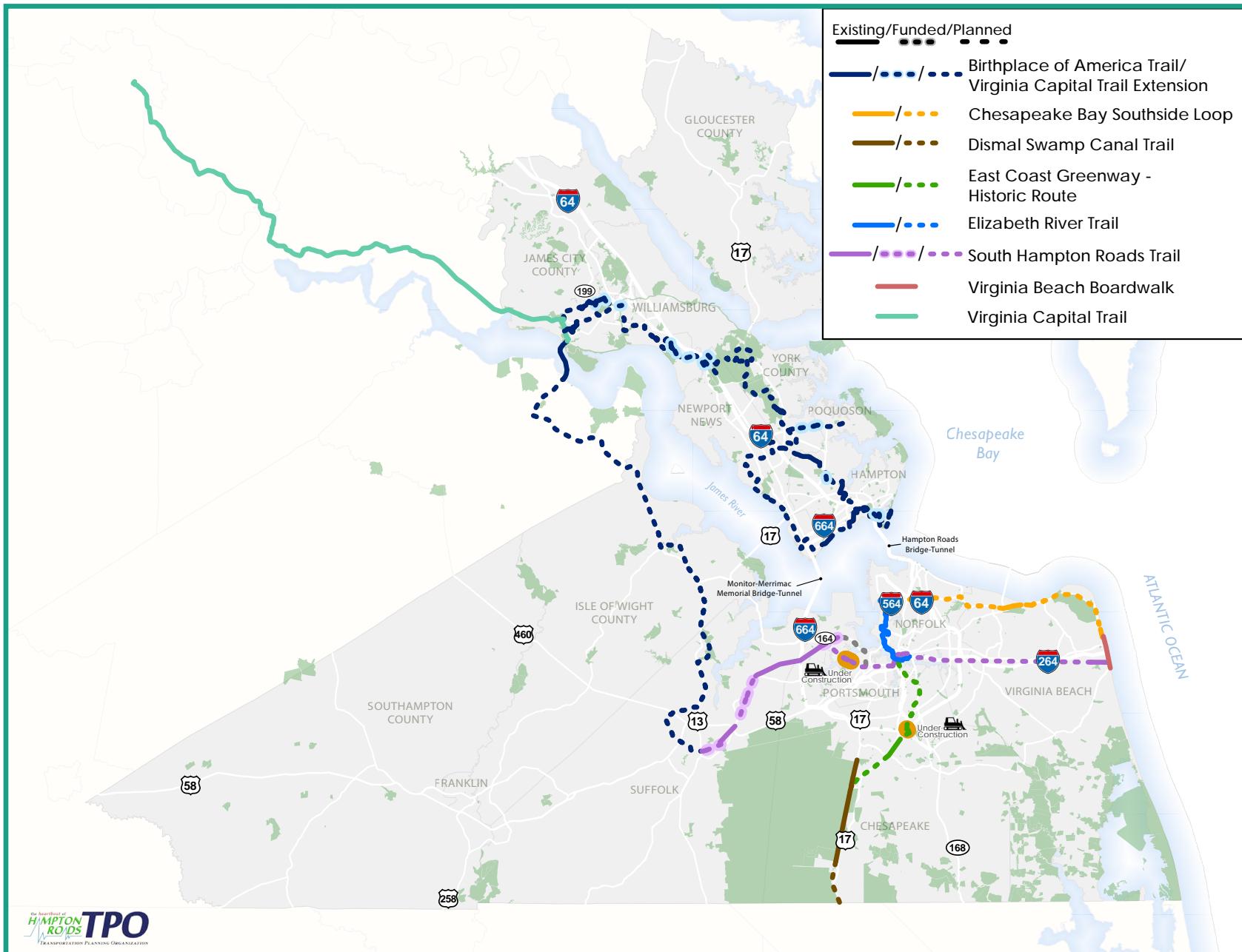
Hampton Roads is home to more than 1.7 million residents and is projected to grow to over two million by the year 2045. Over the past ten years, interest and activities in planning and construction of trails in Hampton Roads has increased significantly. These trails provide great opportunities for connectivity, recreational opportunities that improve quality of life, and overall community health. By incorporating more trails, this leads to a more robust region for people to live, work, and play.

One of the main goals of this report is to promote and generate discussion on trails that can link the Hampton Roads region via non-vehicular connectivity, ultimately helping make communities healthier, connected, and more active. Across the region, and nationally during the last decade, research has shown that people seek out destinations with more walkable/bikeable communities. Retirees tend to settle in communities that have these amenities to maintain active lifestyles, and the younger generations tend to live in communities with these same amenities.

The regional trails discussed in this report are the pillars for creating walkable and bikeable communities in Hampton Roads. A goal of these trails is to increase connectivity across Hampton Roads, making many of the region's natural, cultural, and historic places more easily accessible without a vehicle. Additionally, it is a goal of the HRTPO, VDOT, and many Hampton Roads localities to have an interconnected multi-modal system that allows bicycle and pedestrians users to use the trails safely and efficiently.

The *Hampton Roads Regional Trails Report* details and highlights key existing, funded, and planned trail segments (as shown in Map 1) as well as state and national trails that provide connectivity within and outside the Hampton Roads region. The report will also explore how continued planning efforts on these trails and other planned trails can help improve bicycle and pedestrian linkages across the region. Lastly, as part of this report, HRTPO staff, in collaboration with locality staff, conducted a Level of Traffic Stress (LTS) analysis on multiple existing and planned regional trail segments to assess safety in mixed-traffic conditions.

Map 1 - Hampton Roads Regional Trails (2022)



HAMPTON ROADS REGIONAL TRAILS OVERVIEW

Hampton Roads is home to several recreational trails that pass through and connect the region at the national, state, and regional levels. These trails provide opportunities for people to get outside and enjoy nature at their own pace. One great thing about trails is the wide diversity: runners, walkers, cyclists, skaters, of all ages and abilities enjoy using trails. The following section will briefly discuss the history of regional trails in Hampton Roads.

Virginia Capital Trail

The Virginia Capital Trail (VCT) is a 51.7-mile multi-use, fully-paved trail that crosses through four localities (City of Richmond, Henrico County, Charles City County, and James City County) and offers tons of Virginia's rich history, activities, and attractions along the way (as seen in the Virginia Capital Trail Brochure on the following page). In 2020, the Virginia Capital Trail had over 1.2 million usage counts, and although only a small portion of the trail extends into the Hampton Roads region, it is a significant trail for all of Hampton Roads users.

The trail starts in Virginia's current capital, Richmond, and extends to Virginia's first capital and settlement at Jamestown, with connection to the Historic Triangle area that includes Williamsburg (Virginia's second capital) and Yorktown. Along the trail, users can enjoy access to historic/recreational sites, and restaurants such as the Jamestown Settlement and museum, James City County's Chickahominy River Park, and various restaurants/convenience stores.

Virginia Capital Trail's history dates back to 1975, when the Commonwealth Transportation Board designated Route 5 as the Commonwealth's second Virginia Byway.¹ In 1996, VDOT issued a request for proposals to study the feasibility of connecting a trail between Richmond and Williamsburg parallel to Route 5, which was completed in 1999 with a preferred alignment for a multi-use trail along Route 5. In 2003, Governor Mark Warner, and the Secretary of Transportation at the time, Mr. Whitt Clement, made the Route 5 trail a priority for VDOT to obtain funds. The following year, the Virginia Capital Trail Foundation (VCTF) was formed as a nonpartisan advocacy partner to provide trail expertise, raise awareness, and seek funding and contributions to enhance and promote the trail.¹ During this same period, VDOT received funds to

Chickahominy River, Virginia Capital Trail



begin constructing the first two phases of the trail in James City County. In 2015, the Virginia Capital Trail was completed from Richmond to Williamsburg, offering places to rest, relax, dine, and explore.

¹ <https://www.virginiacapitaltrail.org/history>

For more information about the Virginia Capital Trail, please click [HERE](#).

Virginia Capital Trail Brochure

RICHMOND

HENRICO COUNTY

CHARLES CITY COUNTY

WILLIAMSBURG

JAMES CITY COUNTY

TRAIL ETIQUETTE

- Be Respectful and Alert
- Stay to the right, pass on the left
- Give audible warnings
- Obey all Trail and Road Signs
- Use safe speeds, slow down in congested areas
- Pull off the Trail when stopped
- Leash and clean up after pets
- Maintain single file
- No unauthorized motorized vehicles

Water Fill-up Stops

Fix-it Stations*

VIRGINIA IS FOR LOVERS®

*Equipped with basic bike repair supplies

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REGIONAL TRAILS

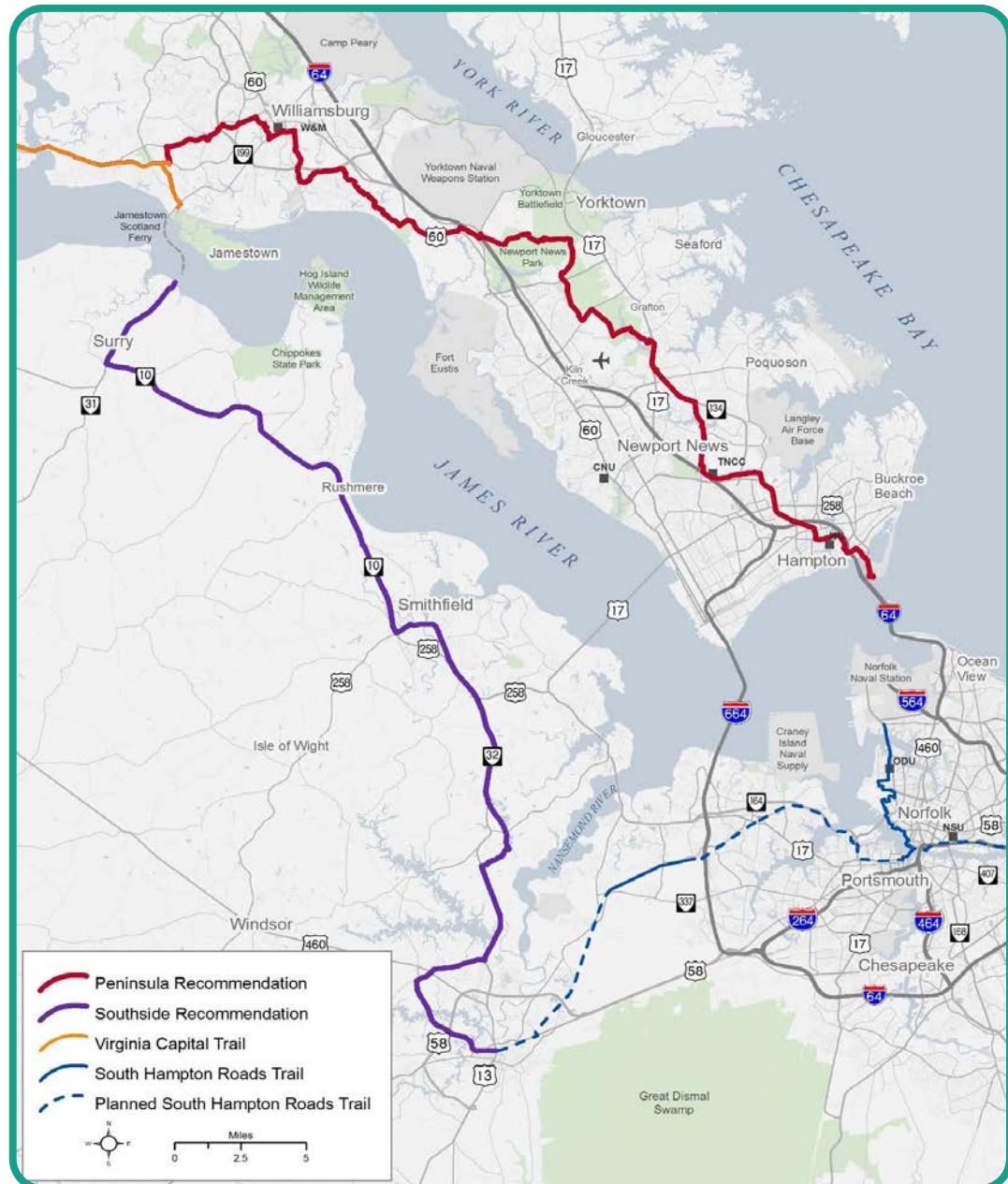
HAMPTON ROADS REGIONAL TRAILS

Birthplace of America Trail/Virginia Capital Trail Extension (VCTE)

Following the completion and success of the Virginia Capital Trail, the Hampton Roads region recognized the benefit of connecting the Virginia Capital Trail to Fort Monroe (in Hampton) and the South Hampton Roads Trail western terminus (in Suffolk), creating a trail system for individuals to run, walk, ride, or roll, free from motorized traffic. HRTPO and VDOT staff formed a regional working group in 2015, including local jurisdictions, state agencies, and bicycle advocacy groups. The BoAT Study, in collaboration with this working group, explored the feasibility of routes connecting the Virginia Capital Trail to Fort Monroe (in Hampton) and the South Hampton Roads Trail's western terminus (in Suffolk), creating the recommended routes as shown in Map 2.

HRTPO staff, locality staff, and bicycle advocacy groups have been advocating and planning to promote and build the trail since the completion of the BoAT Study. In order to promote and support the BoAT/VCTE, local advocates established a non-profit foundation in 2018 called the **Tidewater Trail Alliance** (TTA). After the BoAT Study was completed, staff from the City of Newport News, working with staff from York County and the City of Hampton, suggested modifying the draft alignment to add an additional loop that would give access to important areas on the Peninsula, including Christopher Newport University, the Newport News and Hampton downtown areas, as well as numerous other locations (shown in Map 3 on the following page).

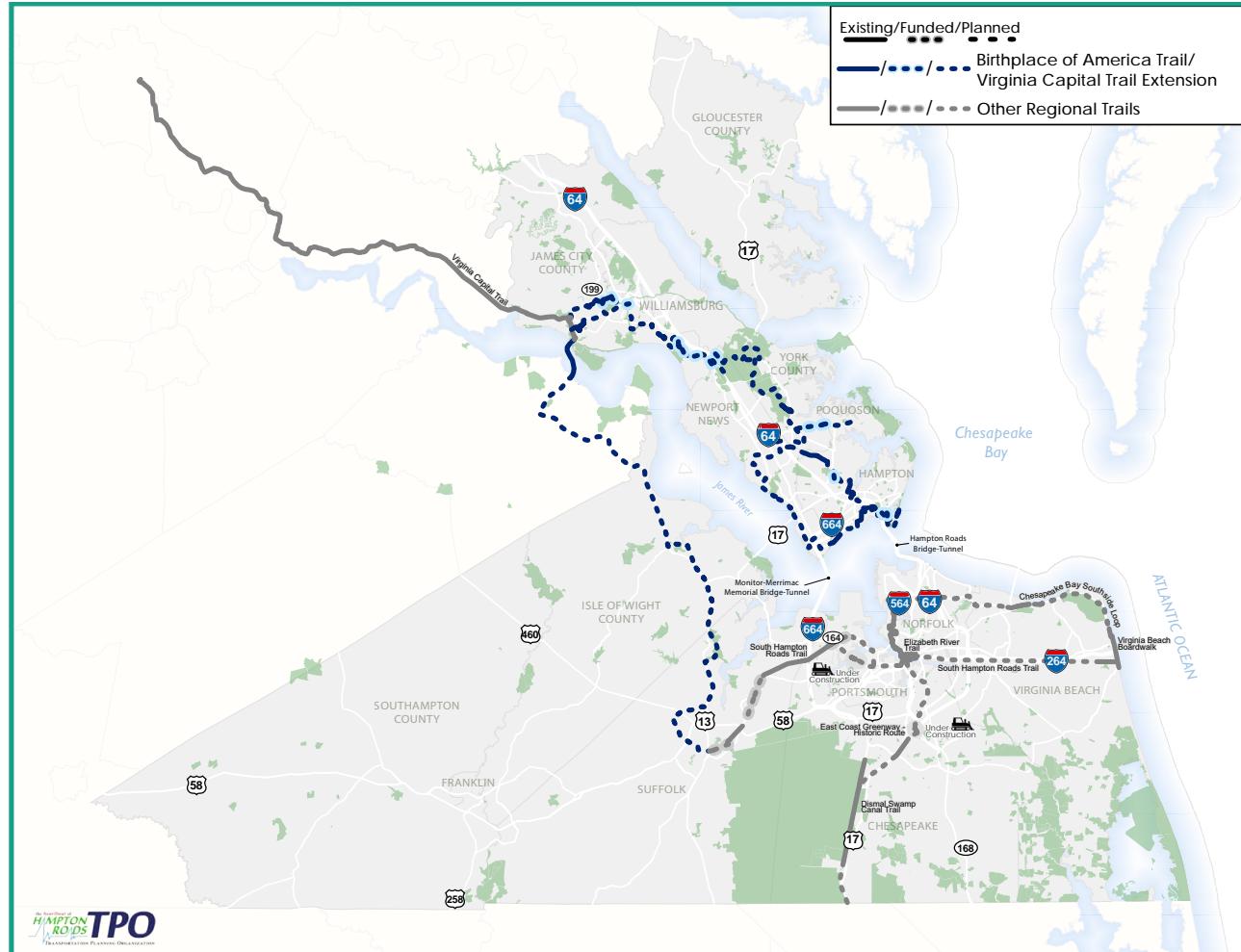
Map 2 - Birthplace of America Trail Study Recommended Routes (2017)



Key portions of the trail on the Peninsula are currently being planned and designed. The HRTPO staff, in collaboration with locality stakeholders, applied to the Rebuilding American Infrastructure with Sustainability and Equity (RAISE) discretionary grants program in the spring of 2021 for federal funding for three separate portions along the Peninsula. The HRTPO team started collaborating with VDOT's on-call consultant in the summer of 2021 to further examine important trail portions on the Peninsula. The planning process is now in progress, and it will help the Peninsula localities with cost estimates, route planning, and environmental analysis of the select sections along the proposed route.

As of August 2022, the proposed BoAT/VCTE route is shown below in Map 3. For more information about the BoAT/VCTE, please click [HERE](#).

Map 3 - Birthplace of America Trail/Virginia Capital Trail Extension Route (2022)



South Hampton Roads Trail

The South Hampton Roads Trail (SHRT), which connects to the BoAT/VCTE, Elizabeth River Trail, and Virginia Beach Oceanfront, is a crucial component of the trail network in the Hampton Roads Region. This multi-city initiative that aims to construct a 41-mile trail, mainly located on an old rail right-of-way, will allow locals, tourist, and trail seekers the best sites in the area to ride or walk.

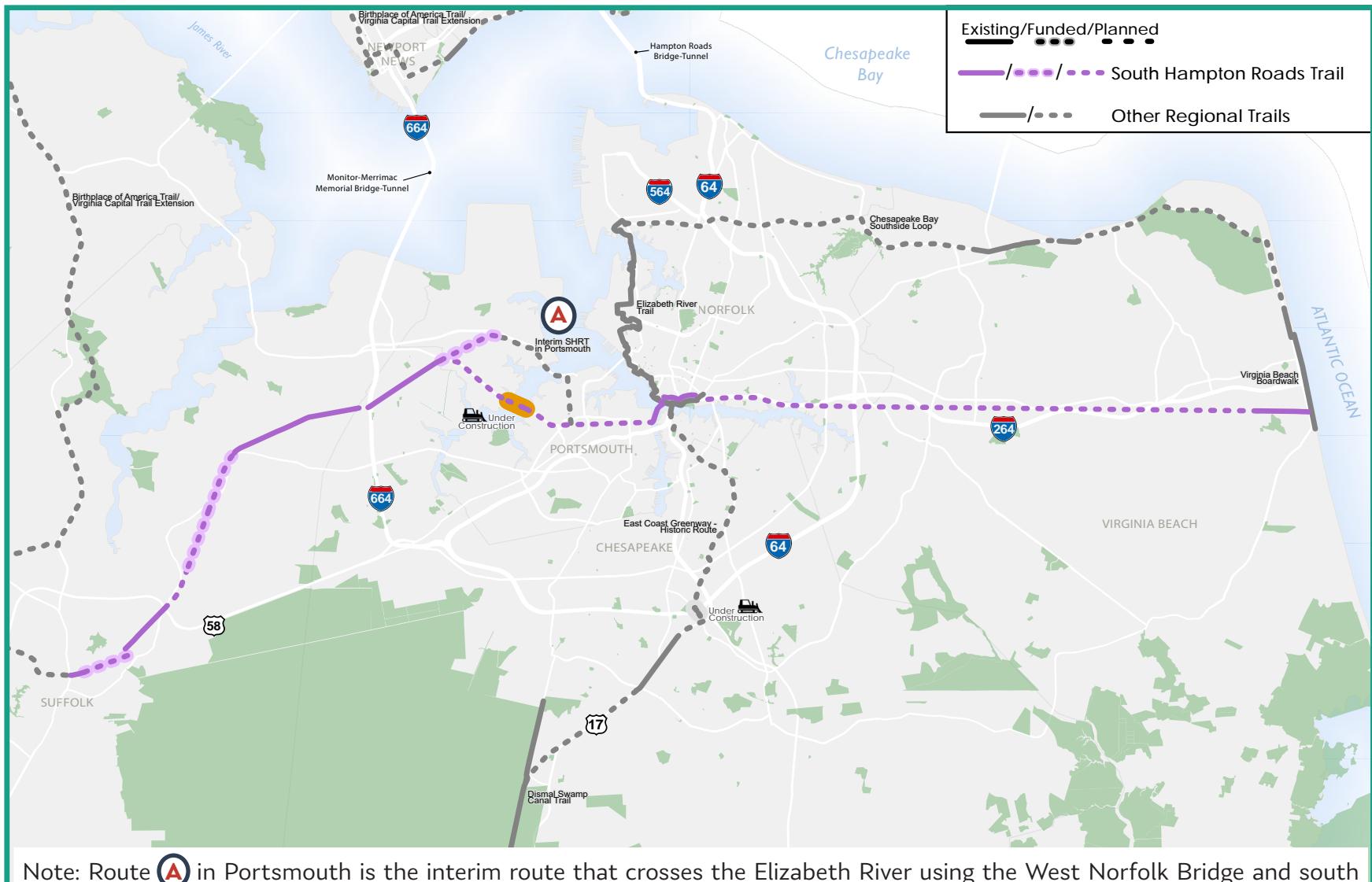
Current plans call for the trail to begin in downtown Suffolk, featuring suburban-style trails in the neighborhood of Driver, and ends toward the eastern terminus at the Virginia Beach Boardwalk, as depicted in Map 4 on the following page. There are numerous stakeholders contributing to advocacy, trail planning, technical assistance, funding, and management resources, including the cities of Suffolk, Chesapeake, Portsmouth, Norfolk, and Virginia Beach, HRTPO staff, Virginia Department of Conservation and Recreation, and others. In particular, the 757 Bike Mission, a non-profit organization, advocates and supports for the completion of the SHRT.

In the early 2000's, Southside communities recognized a desire to build trails on abandoned rail lines, and this is how the SHRT was born. At the time, regional right-of-ways were being donated, sold, traded, or given away by large national rail firms like Norfolk Southern and CSX. Suffolk gained a route from their downtown to the Chesapeake City line from Seaboard Coastline (now CSX Corporation). Both Chesapeake and Portsmouth acquired a route along the Atlantic Coastline route, while Norfolk and Virginia Beach purchased the former Norfolk Southern property right-of-way from Downtown Norfolk to the Virginia Beach Oceanfront.

Since the SHRT was established, localities have been working hard to design, develop, and construct segments. Localities have built several miles of new pathways and created thorough plans for future development over the last ten years.

For more information about the South Hampton Roads Trail, please click [**HERE**](#).

Map 4- South Hampton Roads Trail (2022)



Note: Route **A** in Portsmouth is the interim route that crosses the Elizabeth River using the West Norfolk Bridge and south along Mount Vernon Avenue's existing bike lanes to High Street into Downtown Portsmouth until the proposed route is further developed.



Elizabeth River Trail

The Elizabeth River Trail (ERT) is a ten and a half-mile trail, which runs from Norfolk State University northward to Terminal Boulevard, near Naval Station Norfolk (shown in Map 5 on the following page). The vision of the ERT was established by a committee, which included the West Ghent Civic League, Norfolk Historical Society, Norfolk Southern Corporation, and the City of Norfolk. The ERT vision is to create a recreational, social, and educational destination that improves environmental awareness, neighborhood connectivity, and innovative economic development in Norfolk. With this committee, the ERT was established from the conversion of abandoned railroads into a walking and biking trail. The development of the trail connects several Norfolk key landmarks including:

- Harbor Park, home to the Norfolk Tides
- Norfolk Downtown and Waterfront
- The USS Wisconsin and Nauticus
- Sentara Norfolk General Hospital
- Eastern Virginia Medical Center
- The Children's Hospital of The King's Daughters
- Old Dominion University

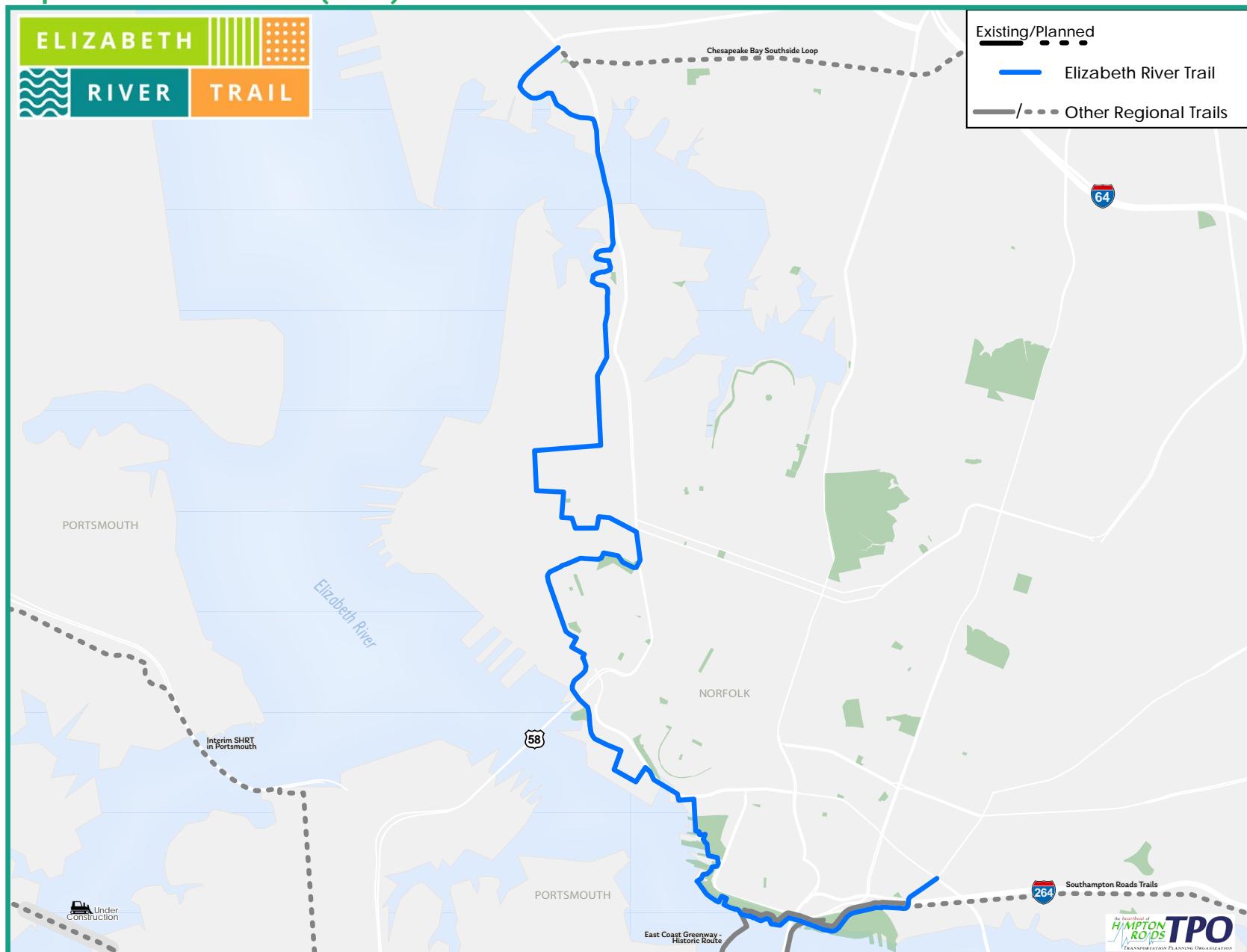
The trail can be accessed at various points along the Elizabeth River and offers scenic views and interpretive markers that tell the story of the area and environment. The trail's success led to more innovative and exciting features, including the first East Coast glow-in-the-dark stones, paving the way of the trail segments at Jeff Robertson Park, as part of a new park feature called [The Glowline](#).

For more information about the Elizabeth River Trail, please click [HERE](#).

Rendering of The Glowline at Jefferson Robertson Park (WPA, 2022)



Map 5 - Elizabeth River Trail (2022)



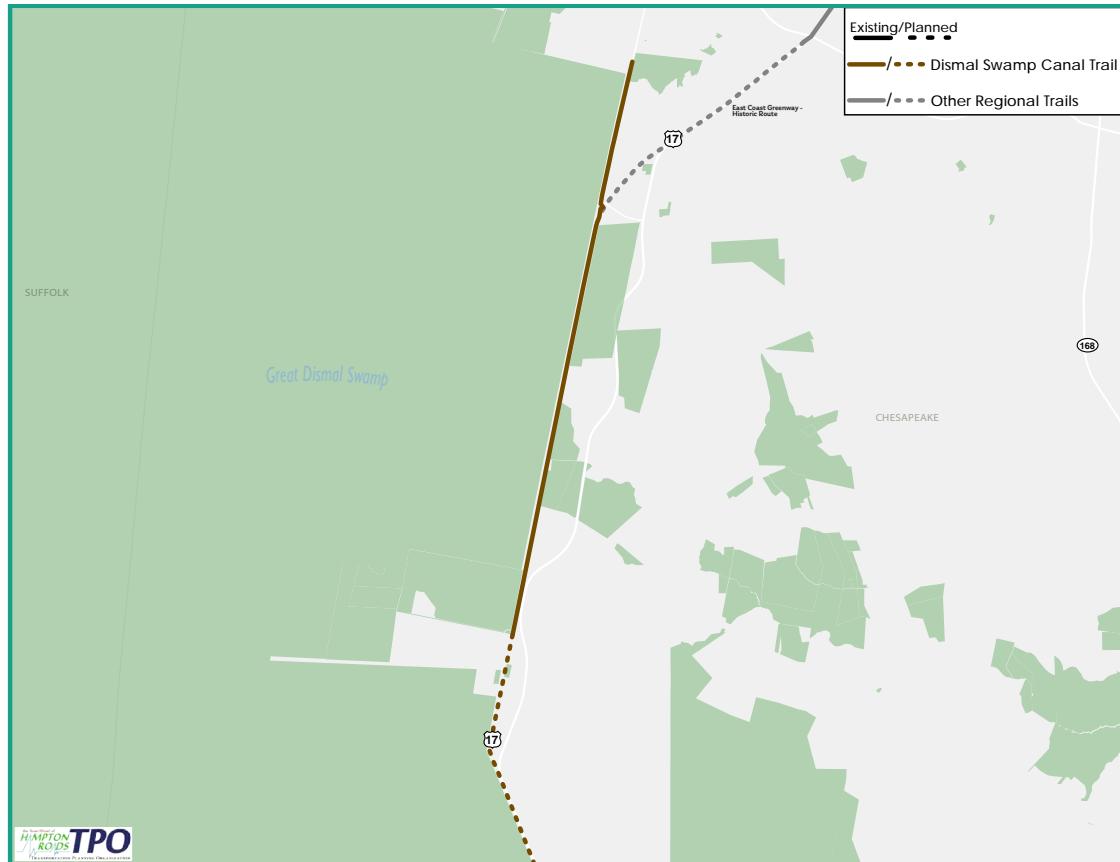
Dismal Swamp Canal Trail

The Dismal Swamp Canal Trail is a shared-use path open to bicycling, walking, running/hiking, horseback riding, and boating and was created using a former section of Virginia State Route 17. Alongside the Great Dismal Swamp National Wildlife Refuge and the Dismal Swamp Canal, the trail extends 8.3 miles south (as shown in Map 6) toward North Carolina. The area is well known for its historical significance, attracting many outdoor enthusiasts from all over, young to old, fitness-buffs to historians, to families looking for a pleasant day's adventure.

The East Coast Greenway's Historic Coastal Route has a section that includes the Dismal Swamp Canal Trail. The Dismal Swamp State Park and the route that runs alongside the Dismal Swamp Canal in Camden County, North Carolina, are currently intended to be connected. The East Coast Greenway Alliance ([pg. 15](#)) has been awarded funding to collaborate with local stakeholders on updating these plans to connect to North Carolina (southern segment). North Carolina has also recently prepared a strategy for their portion of these two routes, concurrently.

For more information about the Dismal Swamp Canal Trail, please click [HERE](#).

Map 6 - Dismal Swamp Canal Trail (2022)



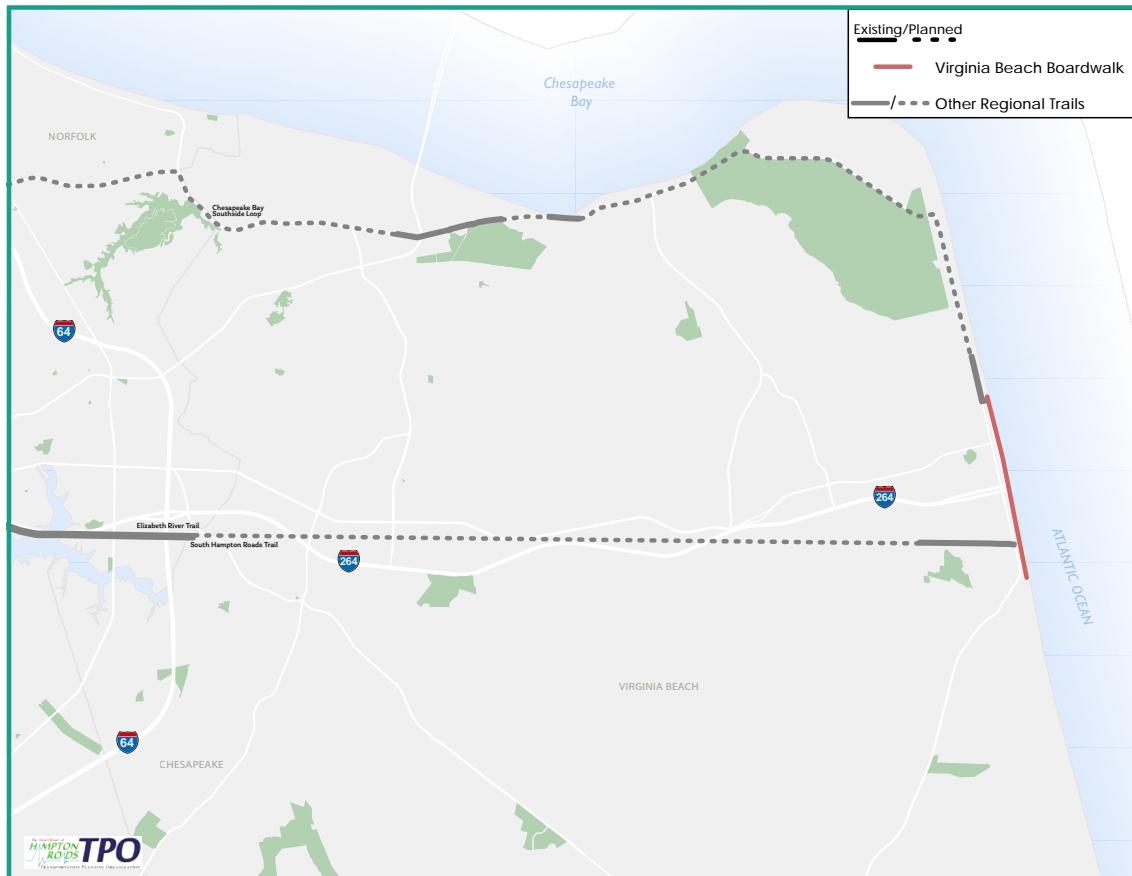
Virginia Beach Boardwalk

One of the most well-known tourist destinations in Hampton Roads is the Virginia Beach Boardwalk, which also has the most popular trail in the region. The three-mile long, 28-foot-wide Boardwalk with a separate two-way bicycle lane to minimize conflict between walkers and bikers, runs along the oceanfront from 2nd to 40th Street (as shown in Map 7). The Boardwalk is perfect for strolling, rollerblading, and biking, along with various events that attract locals, tourists, and beach-goers from food events, marathons, art shows, and Christmas light festivities throughout the year; this trail is truly versatile and unique in character.

Wooden planks were used to construct the original Virginia Beach Boardwalk, which was built in 1888. It linked the Arlington Hotel on 12th Street to the area's first luxury hotel, the Princess Anne Hotel, which was located on 16th Street. The Boardwalk was expanded in 1926 when the Cavalier Hotel first opened. The Virginia Beach Boardwalk has undergone significant transformation throughout the years, yet despite this, it continues to be a landmark where tourists have congregated for more than a century.

For more information about the Virginia Beach Boardwalk, please click [HERE](#).

Map 7 - Virginia Beach Boardwalk (2022)



STATEWIDE AND NATIONAL TRAILS IN HAMPTON ROADS

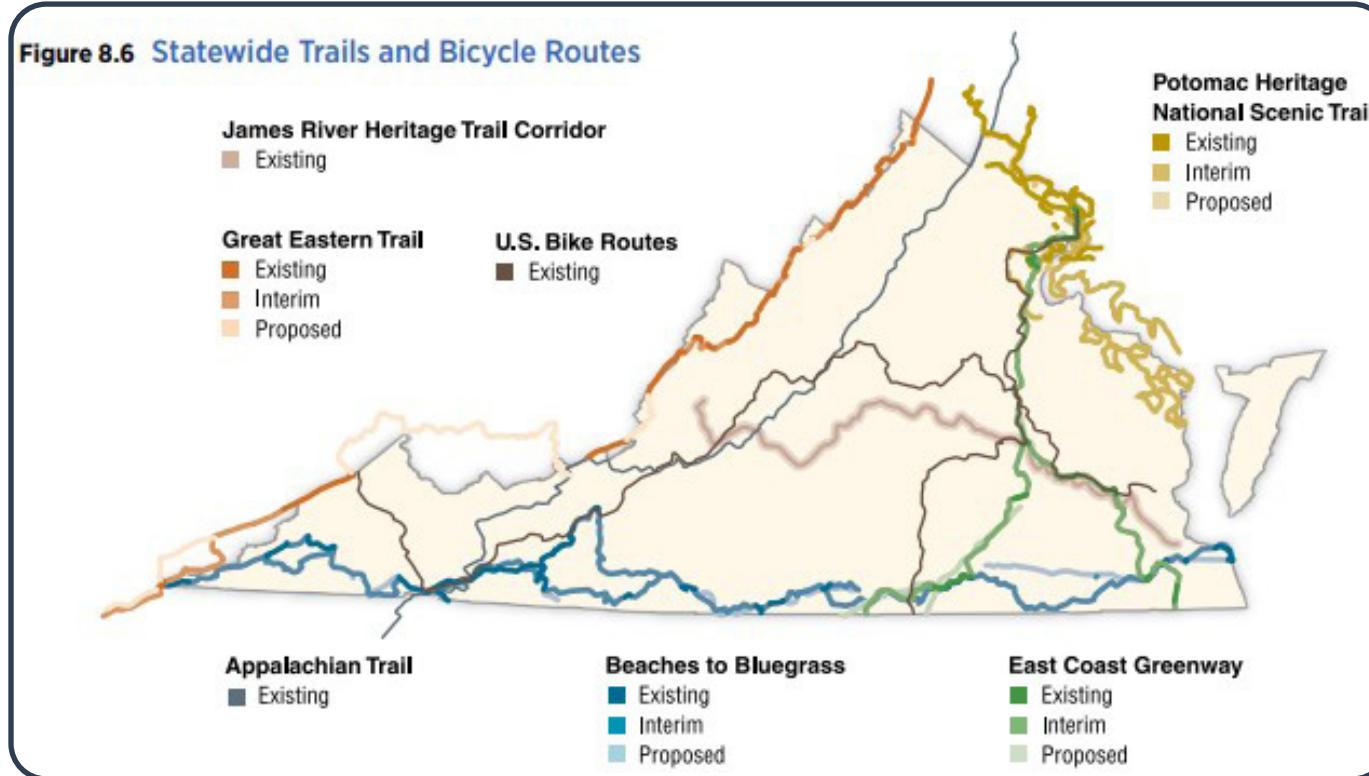
Access to scenic and natural areas both inside and beyond the region is made possible through Statewide and National trails. In Virginia, the State Trails Advisory Committee created code [10.1-204.1](#) to aid the Commonwealth in creating and executing a statewide network of attractive, sustainable, connected, and enduring trails for the use and enjoyment of Commonwealth residents now and in the future. Equally, the [National Trails System Act of 1968](#), as amended, established the creation of trails for individuals of all ages, interests, aptitudes, and physical capabilities in both urban and rural environments.

The National Trails System encourages increased public access while promoting the pleasure and appreciation of trails. National recreation trails, national historic trails, and national scenic trails are all part of this system.

The East Coast Greenway, the Beaches to Bluegrass Trail, and future trail routes like the Eastern Shore of Virginia Rail Trail are highlighted in this section since they cross through the Hampton Roads region.

Statewide Trail and Bicycle Routes (DCR, Virginia Outdoors Plan 2018)

Figure 8.6 Statewide Trails and Bicycle Routes



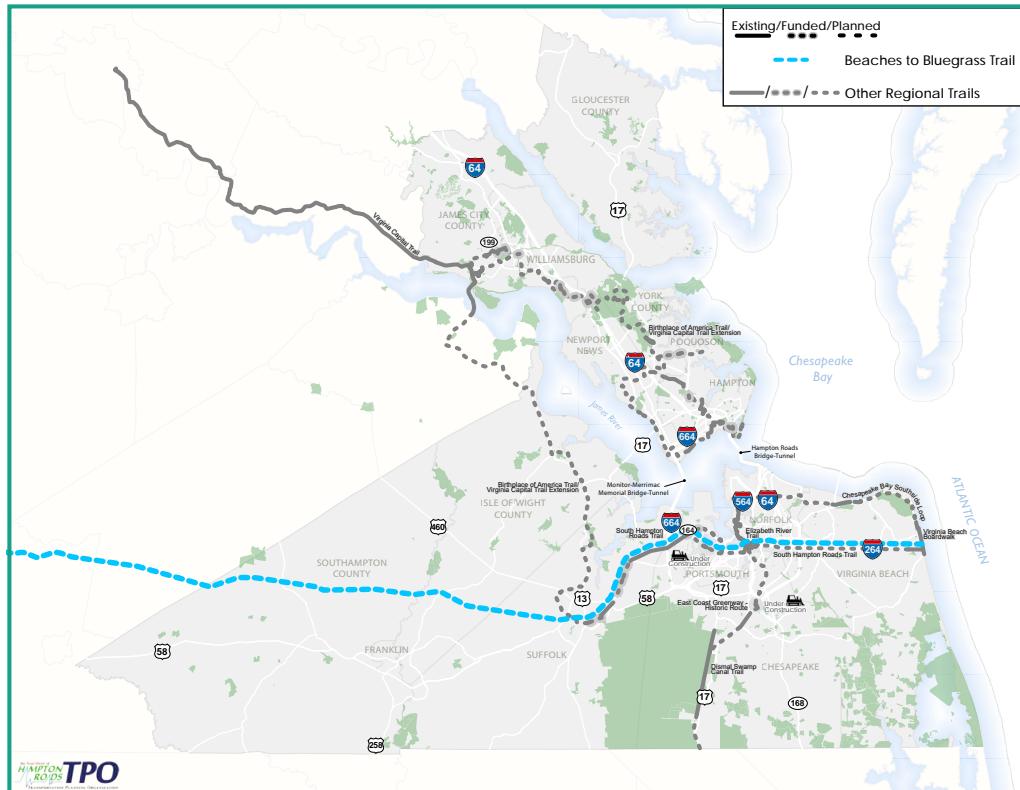
Beaches to Bluegrass Trail

The Beach to Bluegrass Trail, which spans more than 400 miles, is a developing statewide shared-use path and multi-use trail that will link localities in southern Virginia and offer thousands of Virginians easy recreational and transit alternatives. The trail will connect communities between the Virginia Beach Oceanfront and the Cumberland Gap, a historical key passageway through the Cumberland Mountains near the junction of the states of Kentucky, Virginia, and Tennessee.

The "Trans-Virginia Trail" and the "Southside Virginia Trail", which are precursors of the Beaches to Bluegrass Trail,² originally featured in the 1979 Virginia Outdoor Plan. The Virginia Department of Transportation (VDOT) and the Department of Conservation & Recreation (DCR) finished the trail master plan in 2015. The Beaches to Bluegrass Trail in Hampton Roads makes use of other planned trail networks, such as the South Hampton Roads Trail.² The Norfolk & Western/Virginia Beach Pipeline or the Atlantic Coast Pipeline could be used in the future as part of one of the Beaches to Bluegrass Trail's alternative routes; both potential alignments are being explored. When necessary, improvements and design planning will be completed to upgrade the trails in these places.

Map 8 provides the concept route for the Beaches to Bluegrass Trail. For more information about the Beaches to Bluegrass Trail, please click [HERE](#).

Map 8 - Beaches to Bluegrass Trail (2022)



²<https://www.dcr.virginia.gov/recreational-planning/document/b2b-brochure.pdf>

East Coast Greenway

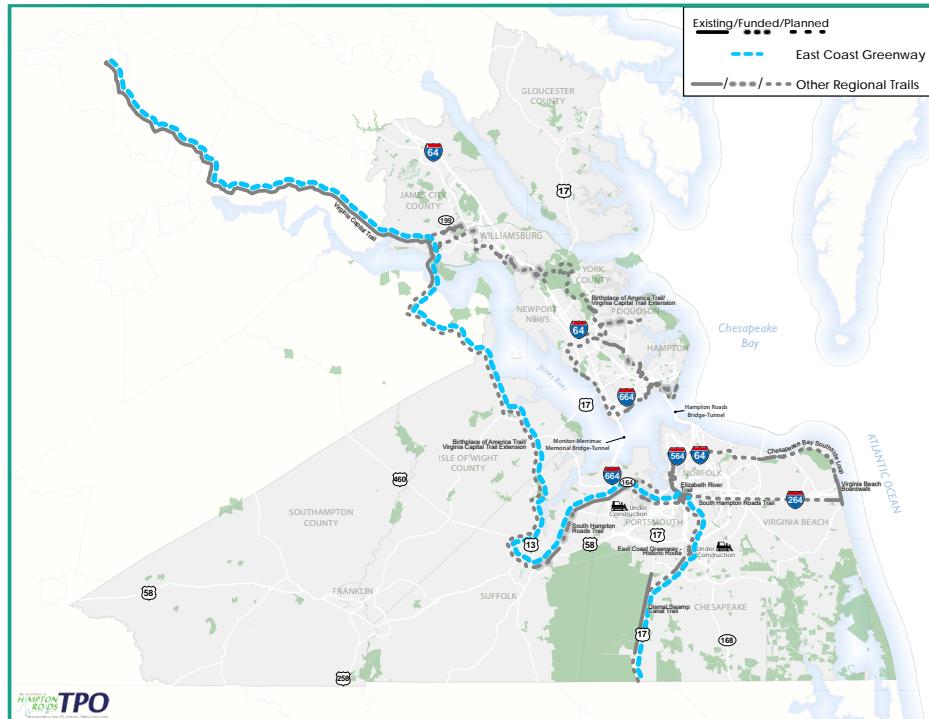
From Maine to Florida, the 3,000-mile national trail, East Coast Greenway (ECG), connects 15 states and 450 cities and towns. Through the most populous corridors in the country, ECG's goal is to provide off-road, shared-use paths, for bicyclist and pedestrians. As of 2021, over 1,000-miles of the trail meet this criteria, and future trail segments are in the planning, design, and constructions phases to complete the entire trail.

In the mid-Atlantic (Virginia, North Carolina, and South Carolina), ECG separates into two routes: the main route, which follows through the City of Petersburg (VA), City of Raleigh (NC), City of Fayetteville (NC), and connects back into one route in the City of Wilmington (NC). The secondary route, the Historic Coastal Route, traverses through the Hampton Roads Region, City of Elizabeth City (NC), City of Greenville (NC), and connects back in the City of Wilmington (NC). The Birthplace of America Trail/Virginia Capital Trail Extension, the South Hampton Roads Trail, and the Dismal Swamp Canal Trail are all followed by the Historic Coastal Route as it passes through Virginia to North Carolina (shown in Map 9).

The East Coast Greenway Alliance was founded in 1991 with the goal of planning, establishing partnerships, and publicizing an open-access national trail. Since then, promoting local trails have been a priority for the East Coast Greenway Alliance. The Alliance has funding to revise trail plans and cost projections between Virginia and North Carolina, as was mentioned in the section on the Dismal Swamp Canal Trail.

For more information about the East Coast Greenway Trail, please click [HERE](#).

Map 9 - East Coast Greenway



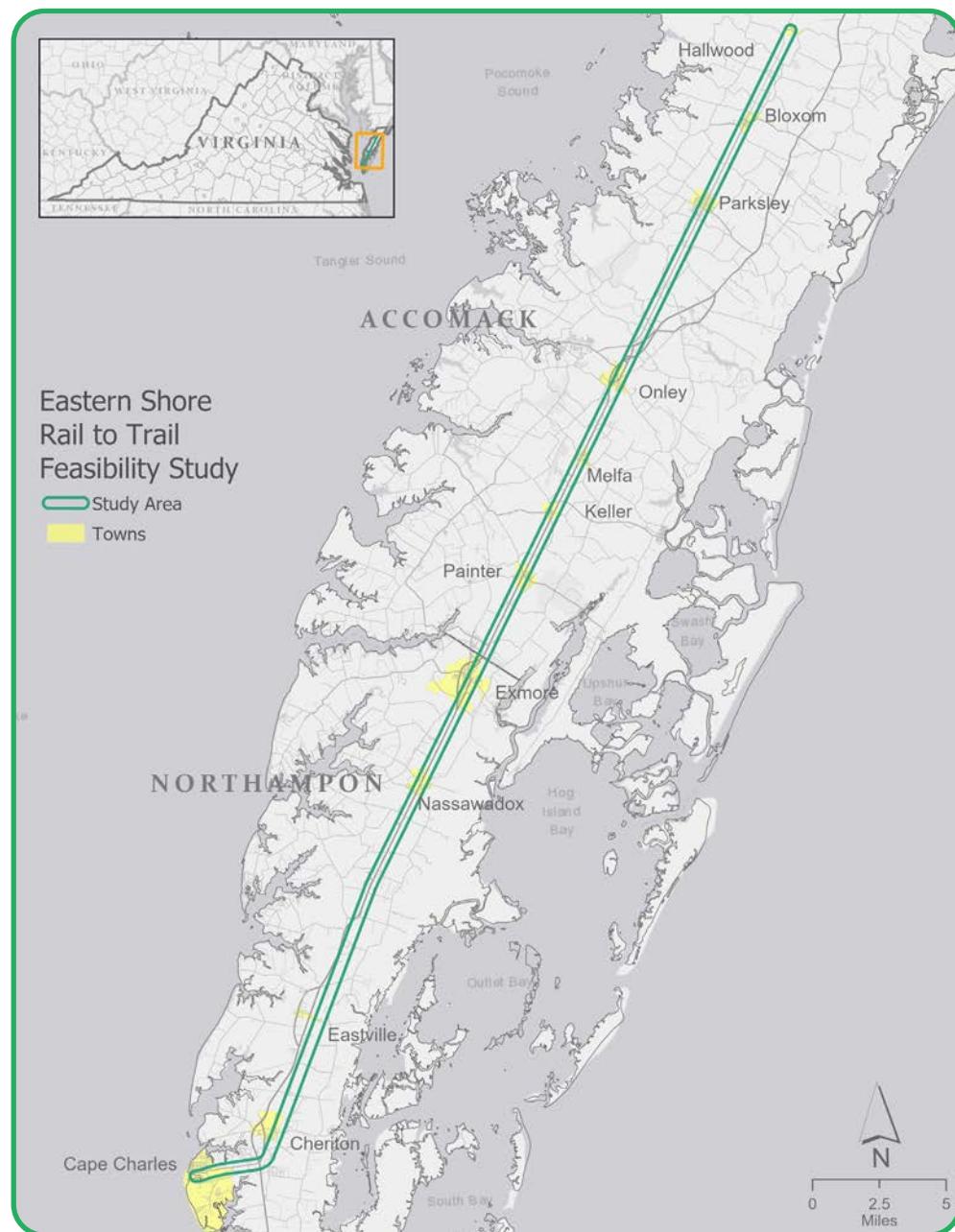
Eastern Shore of Virginia Rail Trail

The planned Eastern Shore of Virginia (ESVA) Rail Trail will be a 49-mile statewide walking and biking trail along the historic Eastern Shore railroad corridor (Map 10). The ESVA Rail Trail will provide a safe environment for healthy outdoor activities, attracting tourists and new businesses, resulting in economic growth and a healthier and more prosperous community. Because of the proximity of the ESVA Rail Trail to the Hampton Roads Region and other trails, there are a lot of interactions between the two areas.

The former Bay Coast Railroad line on the Eastern Shore presented an opportunity to convert the abandoned 49-mile right-of-way to a shared-use path. To determine whether it would be feasible to convert this former rail route into a shared-use trail, VDOT initiated the Eastern Shore Rail to Trail Study, which was completed in December 2020. This study aimed to assess existing conditions, determine the optimal alignment, create cost estimates for construction and maintenance, and offer options for a management structure. While the shared-use path alignment will largely follow the abandoned railroad right-of-way, the study looked for potential connections into Town and County destinations near the railroad alignment.

For more information about the Eastern Shore of Virginia Rail Trail, please click [**HERE**](#).

Map 10 - Eastern Shore Rail to Trail Feasibility Study (2010)



REGIONAL TRAILS: EXISTING SEGMENT SPOTLIGHT

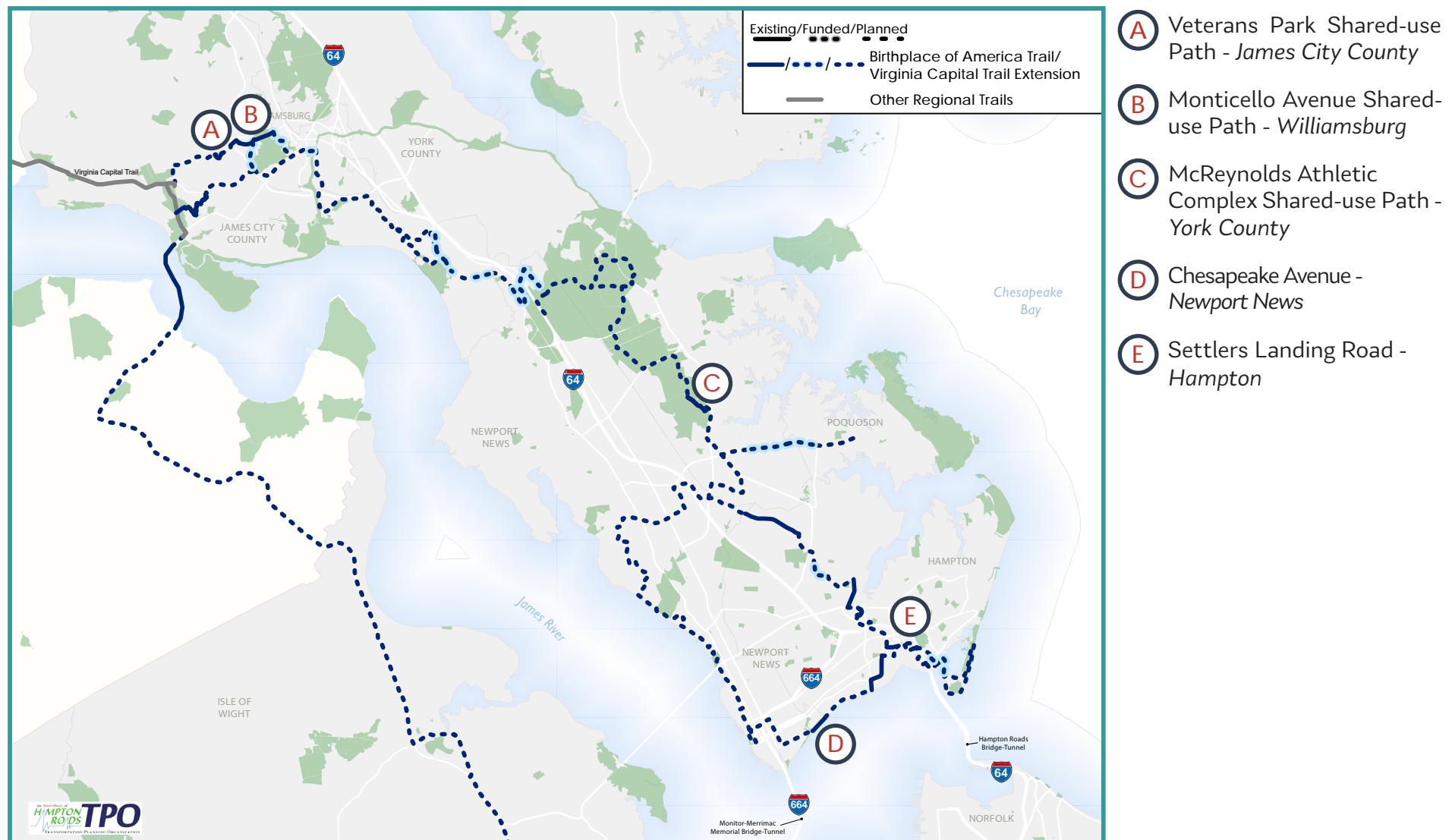
Trails within the Hampton Roads Region vary in phases when it comes to design, development, funding, and construction. Not all trail segments are continuous, funded, and complete at the same time. This section spotlights several existing segments of the Hampton Roads regional trails system, but not all existing segments are included.

BIRTHPLACE OF AMERICA TRAIL/VIRGINIA CAPITAL TRAIL EXTENSION	18
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SOUTH HAMPTON ROADS TRAIL	24
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ELIZABETH RIVER TRAIL	29
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DISMAL SWAMP CANAL TRAIL	37
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VIRGINIA BEACH BOARDWALK	38
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Birthplace of America Trail/Virginia Capital Trail Extension: Existing Segment Spotlight

The following map series will highlight an existing segment from each locality that are part of the Birthplace of America Trail/Virginia Capital Trail Extension route, as shown in Map 11 below.

Map 11 - Birthplace of America Trail/Virginia Capital Trail Extension Existing Facilities (2022)



A. VETERANS PARK

LOCALITY: James City County

FROM: Monticello Avenue

TO: News Road

DISTANCE: 0.42 Miles



DESCRIPTION:

Completed shared-use paths around Veterans Park in James City County.



B. MONTICELLO AVENUE SHARED-USE PATH

LOCALITY: Williamsburg

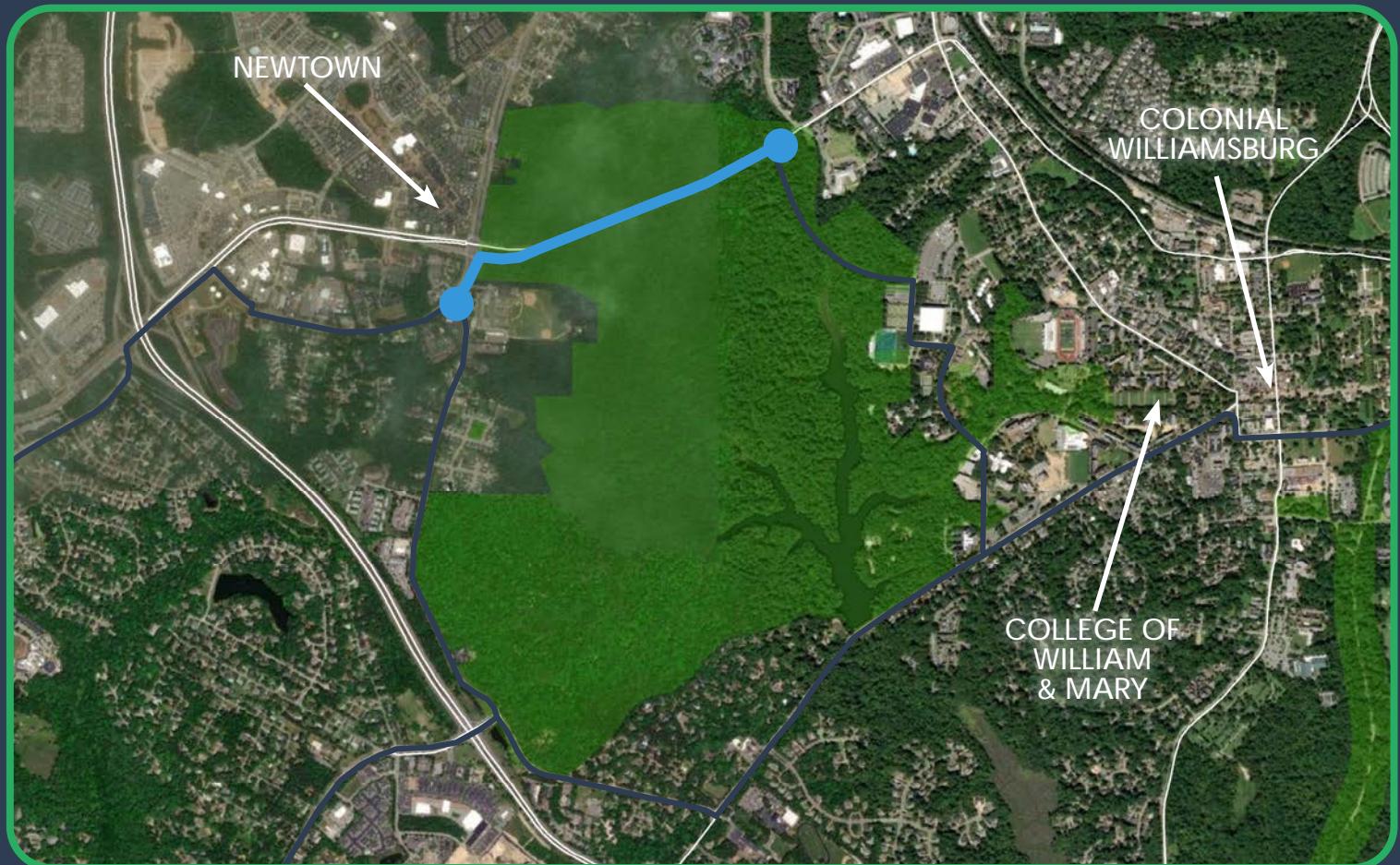
FROM: Strawberry Plains Road

TO: Compton Drive

DISTANCE: 0.8 Miles



DESCRIPTION: A recently completed shared-use path along Monticello Avenue connecting Williamsburg's New Town area to Compton Drive. This segment is one of several projects for the City to connect the College of William & Mary to the City's surrounding business districts.



C. MCREYNOLDS ATHLETIC COMPLEX SHARED-USE PATH

LOCALITY: Williamsburg

FROM: McReynolds Athletic Complex

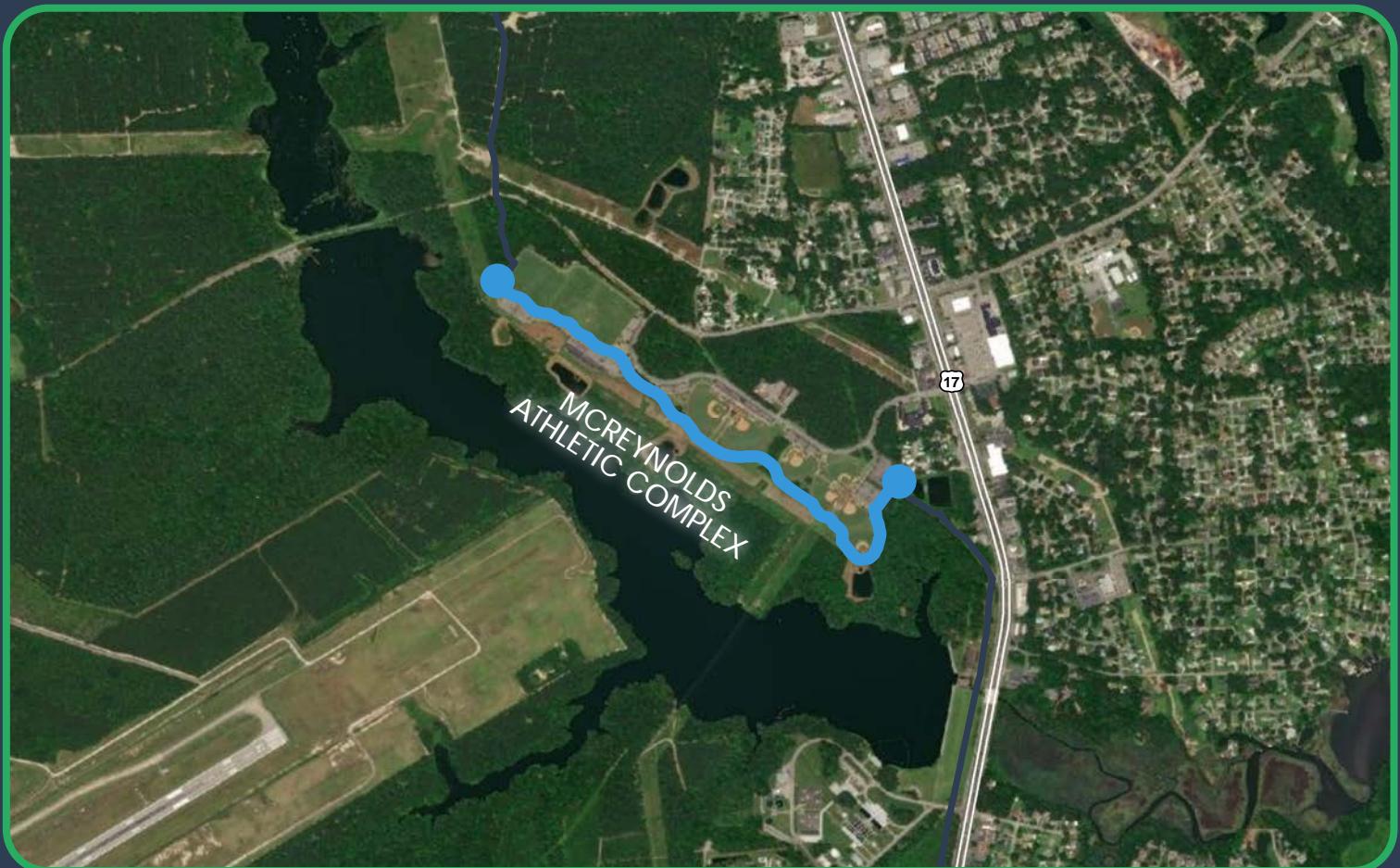
TO: McReynolds Athletic Complex

DISTANCE: 0.96 Miles



DESCRIPTION:

A shared-use path through York County's McReynolds Athletic Complex.



D. CHESAPEAKE AVENUE SHARED-USE PATH

LOCALITY: Newport News

FROM: Walnut Avenue

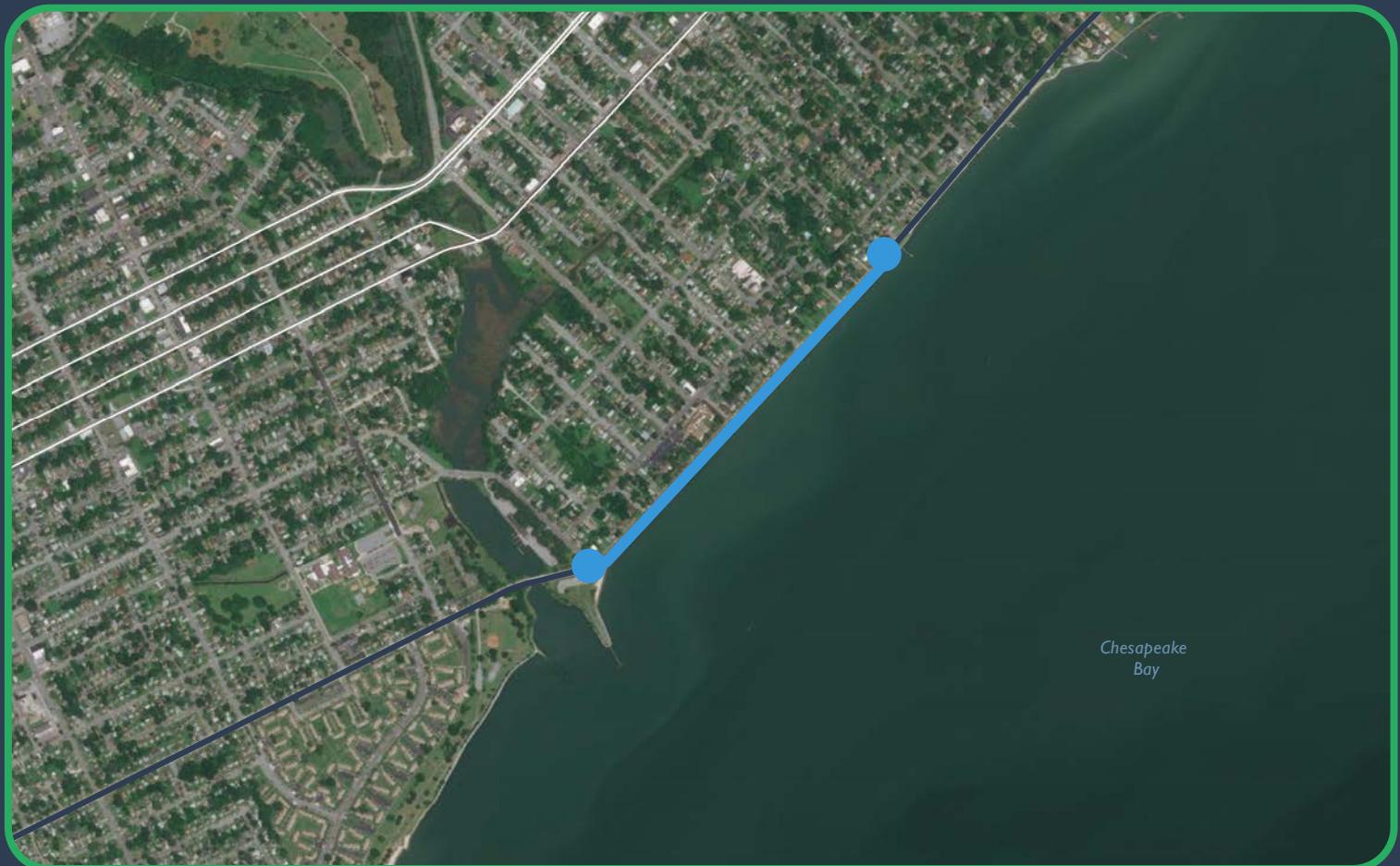
TO: Pear Avenue

DISTANCE: 0.6 Miles



DESCRIPTION:

A shared-use path along Chesapeake Avenue. This segment of the trail provides users with breathtaking views of the Chesapeake Bay and Hampton Roads along the waterfront.



E. SETTLERS LANDING ROAD

LOCALITY: Hampton

FROM: N. Armistead Avenue

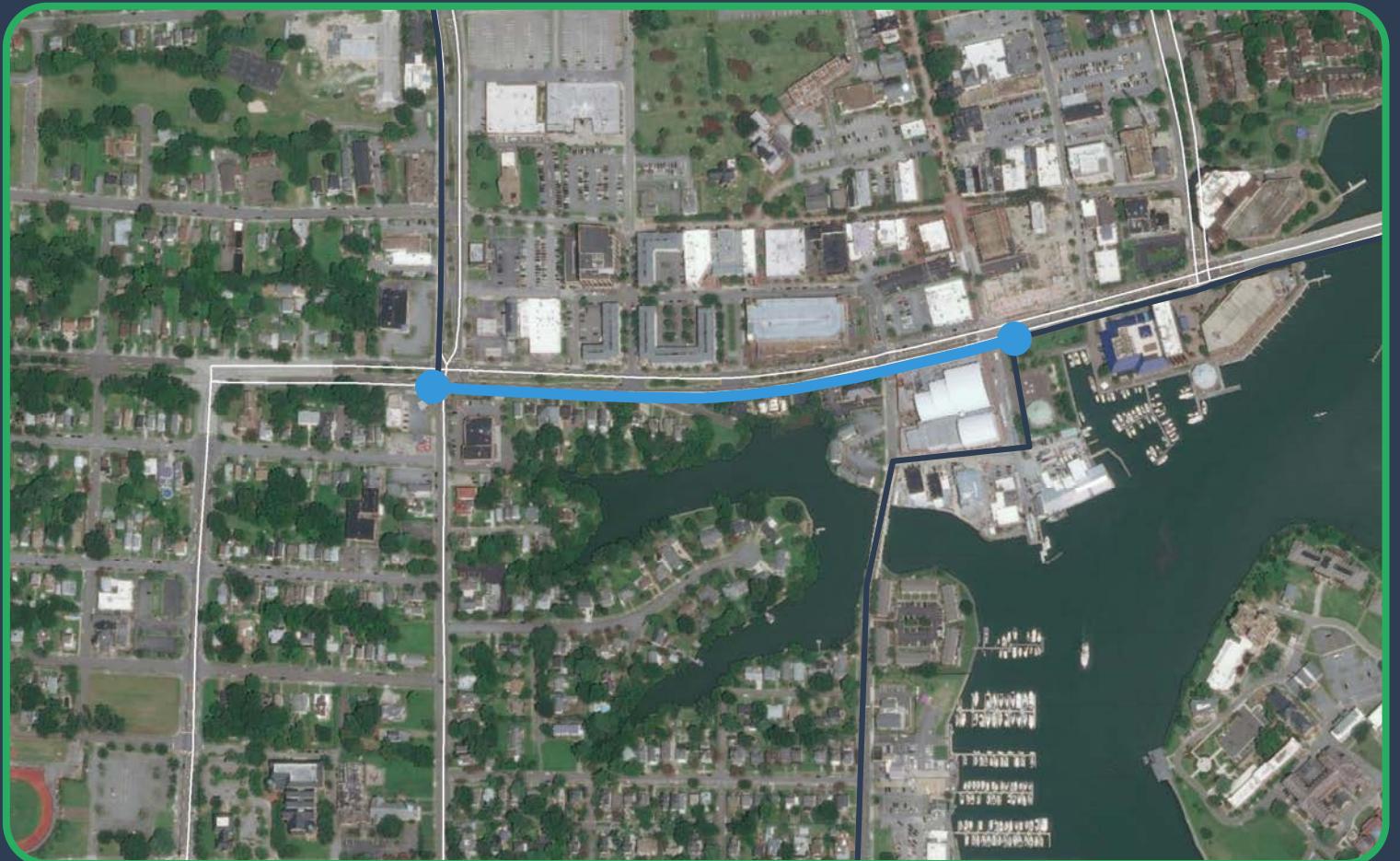
TO: King Street

DISTANCE: 0.35 Miles



DESCRIPTION:

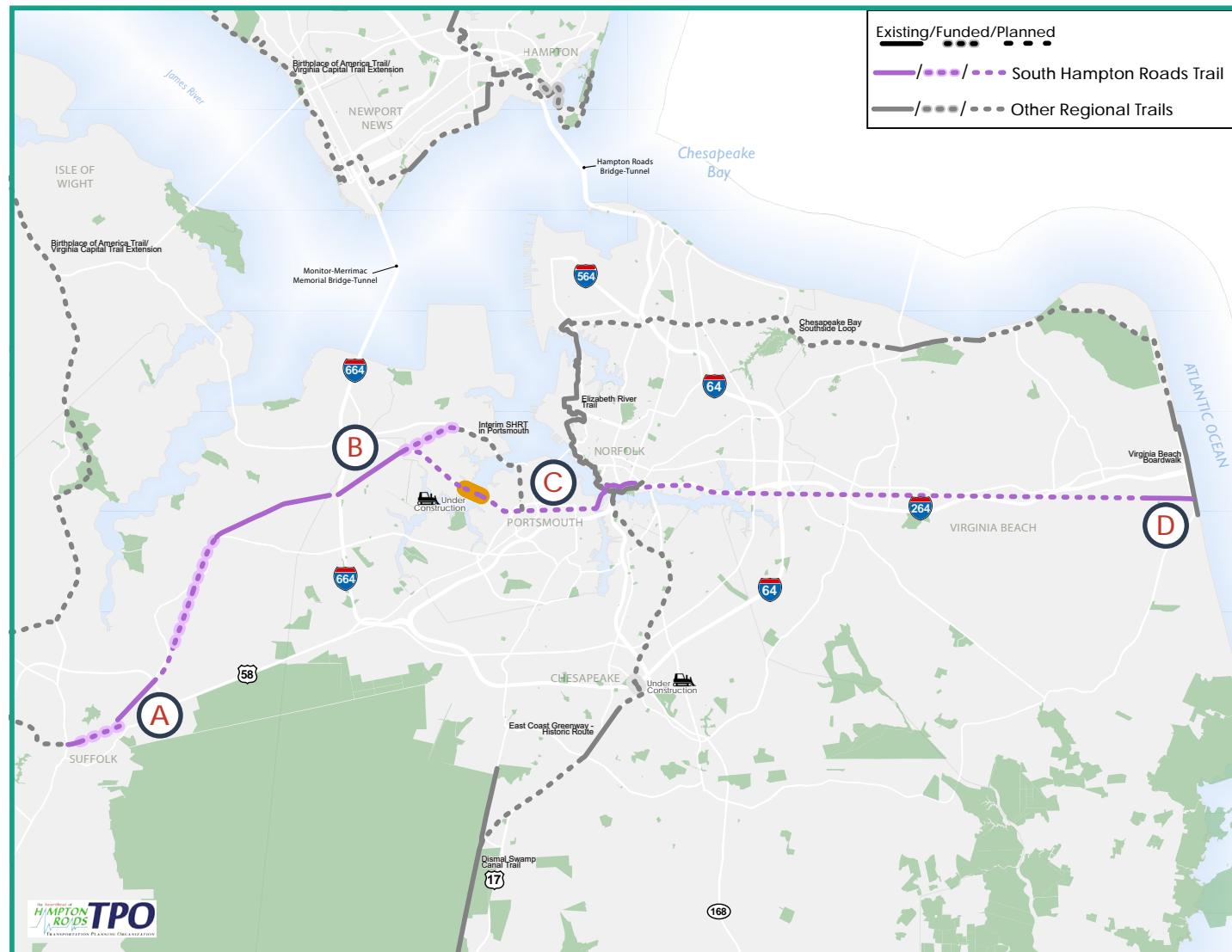
Completed bike lanes along Settlers Landing Road in Downtown Hampton.



South Hampton Roads Trail: Existing Segment Spotlight

The following map series will highlight an existing segment from each locality that are part of the South Hampton Roads Trail route, as shown in Map 12 below.

Map 12 - South Hampton Roads Trail Existing Facilities (2022)



- A** Suffolk Seaboard Trail - Suffolk
- B** Western Branch Chesapeake Trail - Chesapeake
- C** Mt. Vernon Avenue - Portsmouth
- D** Virginia Beach Trail - Virginia Beach

A. SUFFOLK SEABOARD TRAIL

LOCALITY: Suffolk

FROM: Suburban Drive

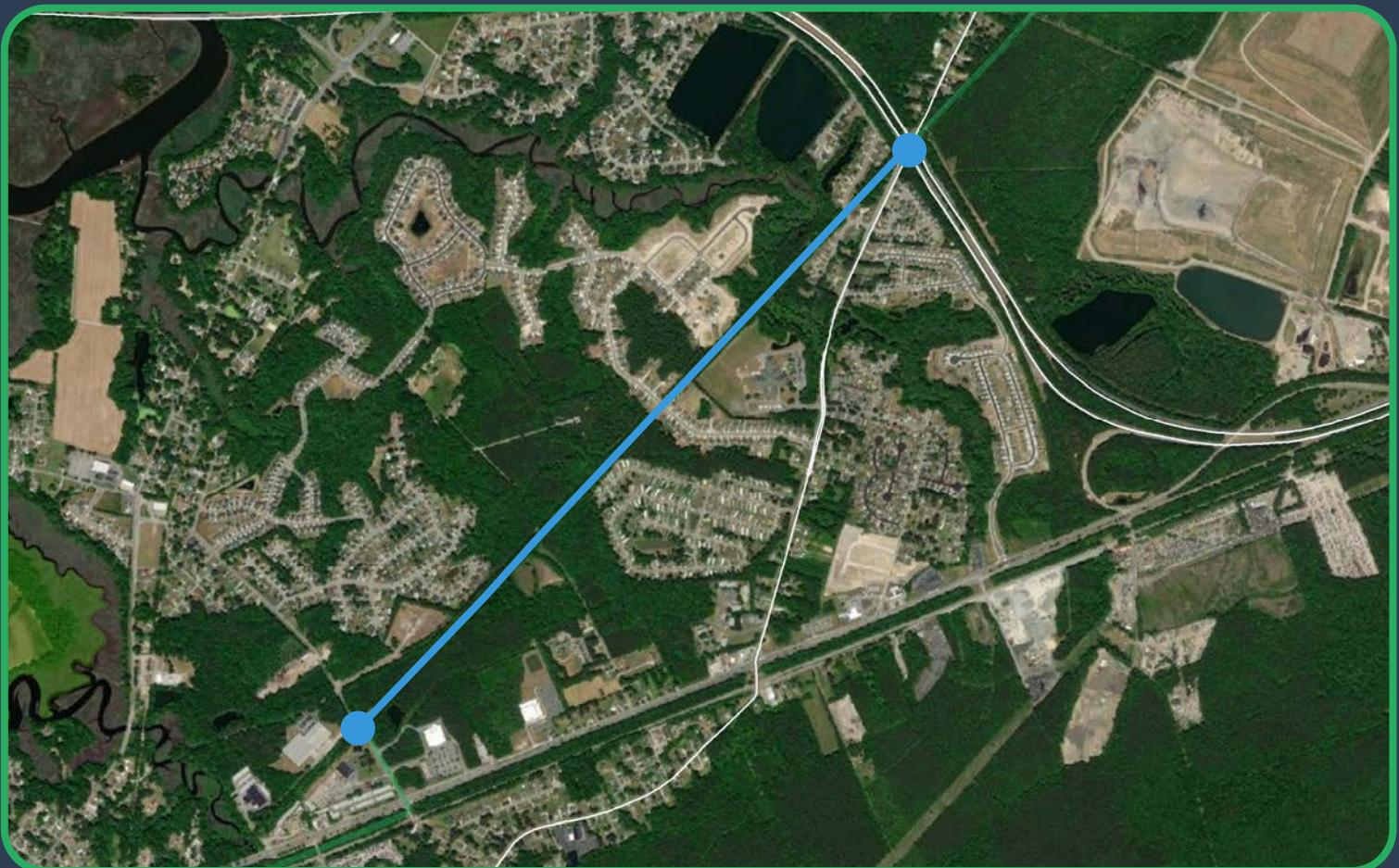
TO: Nansemond Parkway

DISTANCE: 1.7 Miles



DESCRIPTION:

Newly completed shared-use path as part of the Suffolk Seaboard Trail System.



B. WESTERN BRANCH CHESAPEAKE TRAIL

LOCALITY: Chesapeake

FROM: Dorden Street

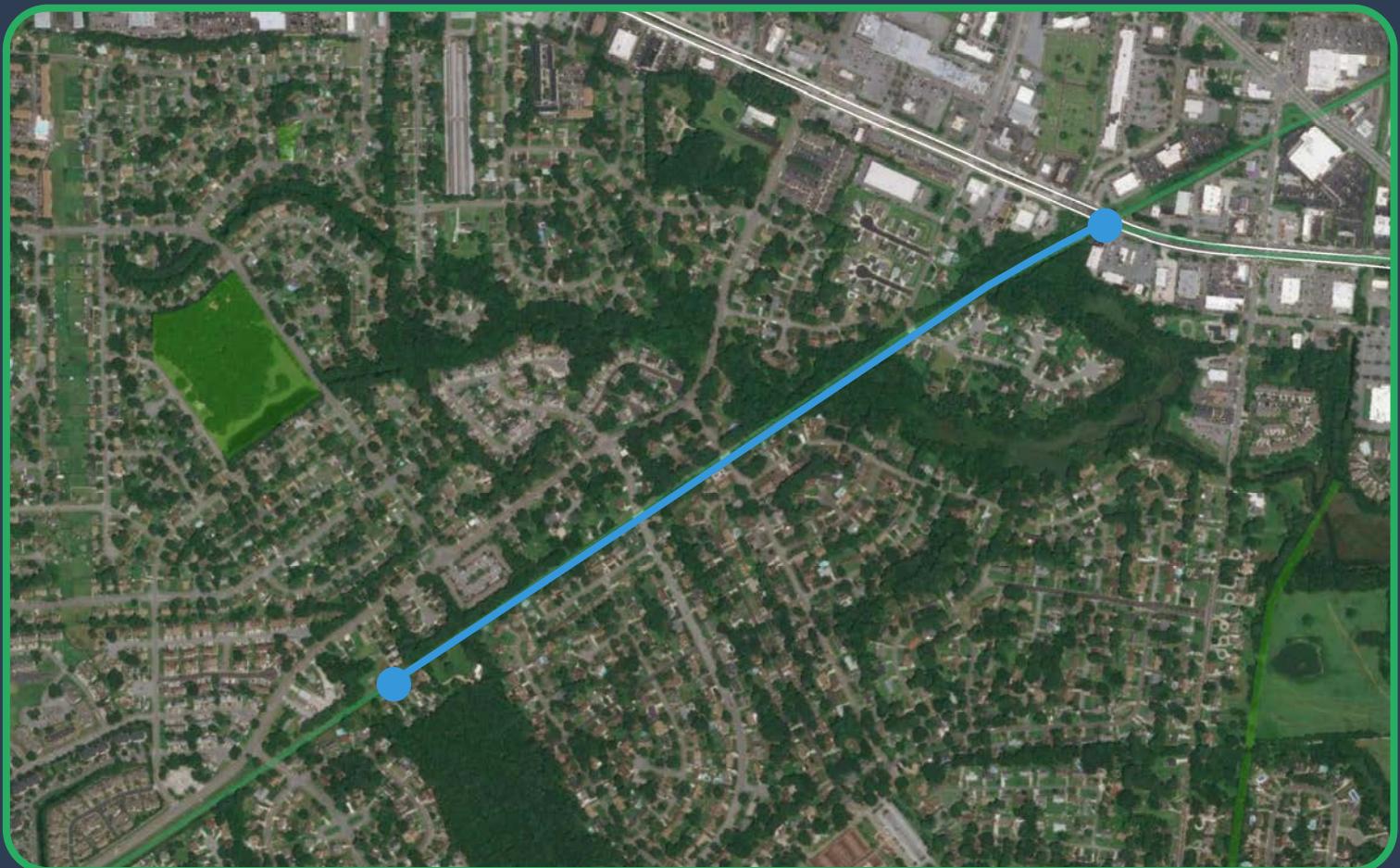
TO: Portsmouth City Line

DISTANCE: 0.75 Miles



DESCRIPTION:

Newly completed shared-use path along former rail right-of-way.



C. MT. VERNON AVENUE

LOCALITY: Portsmouth

FROM: Bayview Boulevard

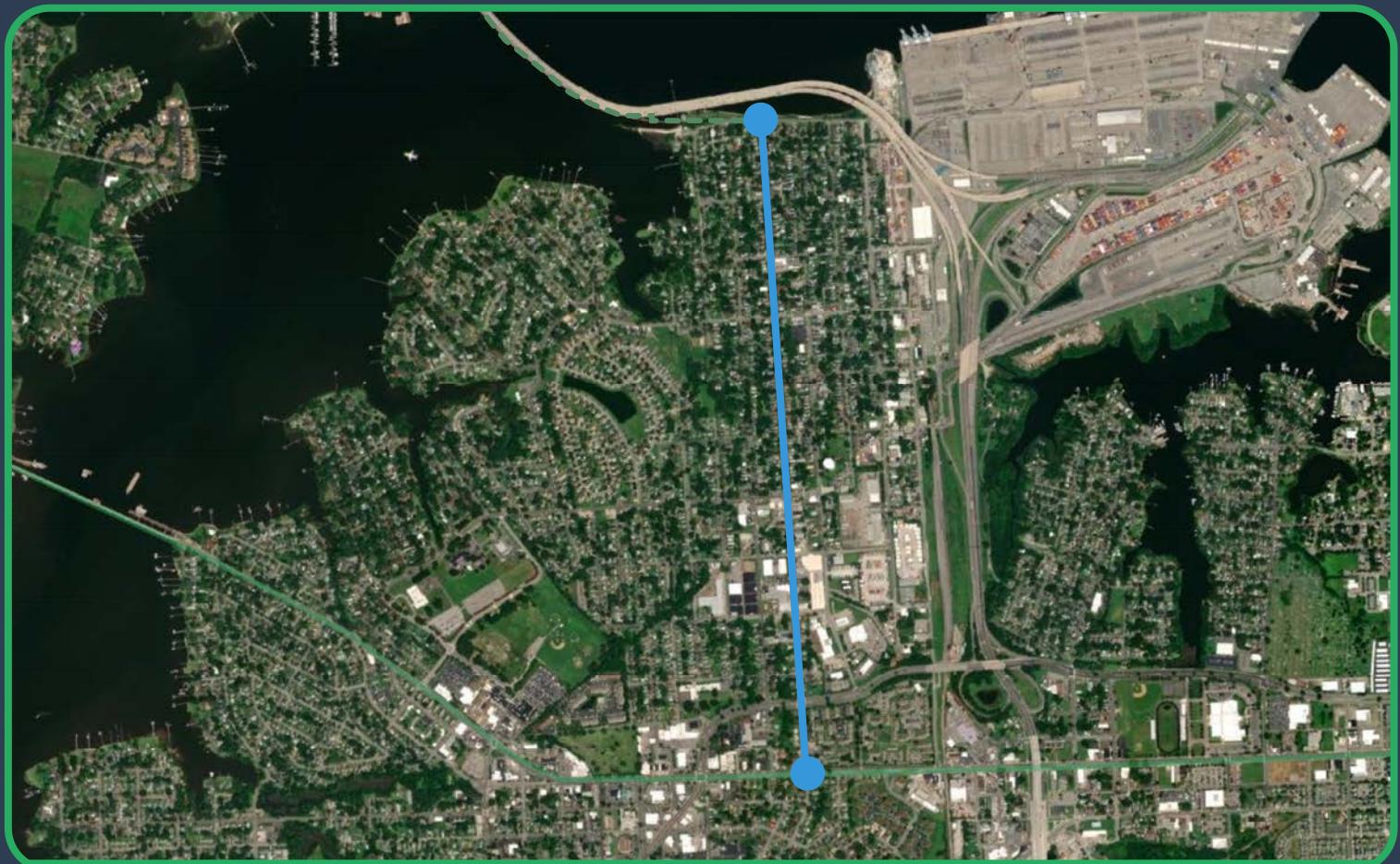
TO: High Street

DISTANCE: 1.3 Miles



DESCRIPTION:

Completed bike lanes along Mt. Vernon through the community of Port Norfolk in Portsmouth.



D. VIRGINIA BEACH TRAIL

LOCALITY: Virginia Beach

FROM: Birdneck Road

TO: Pacific Avenue

DISTANCE: 1.4 Miles



DESCRIPTION:

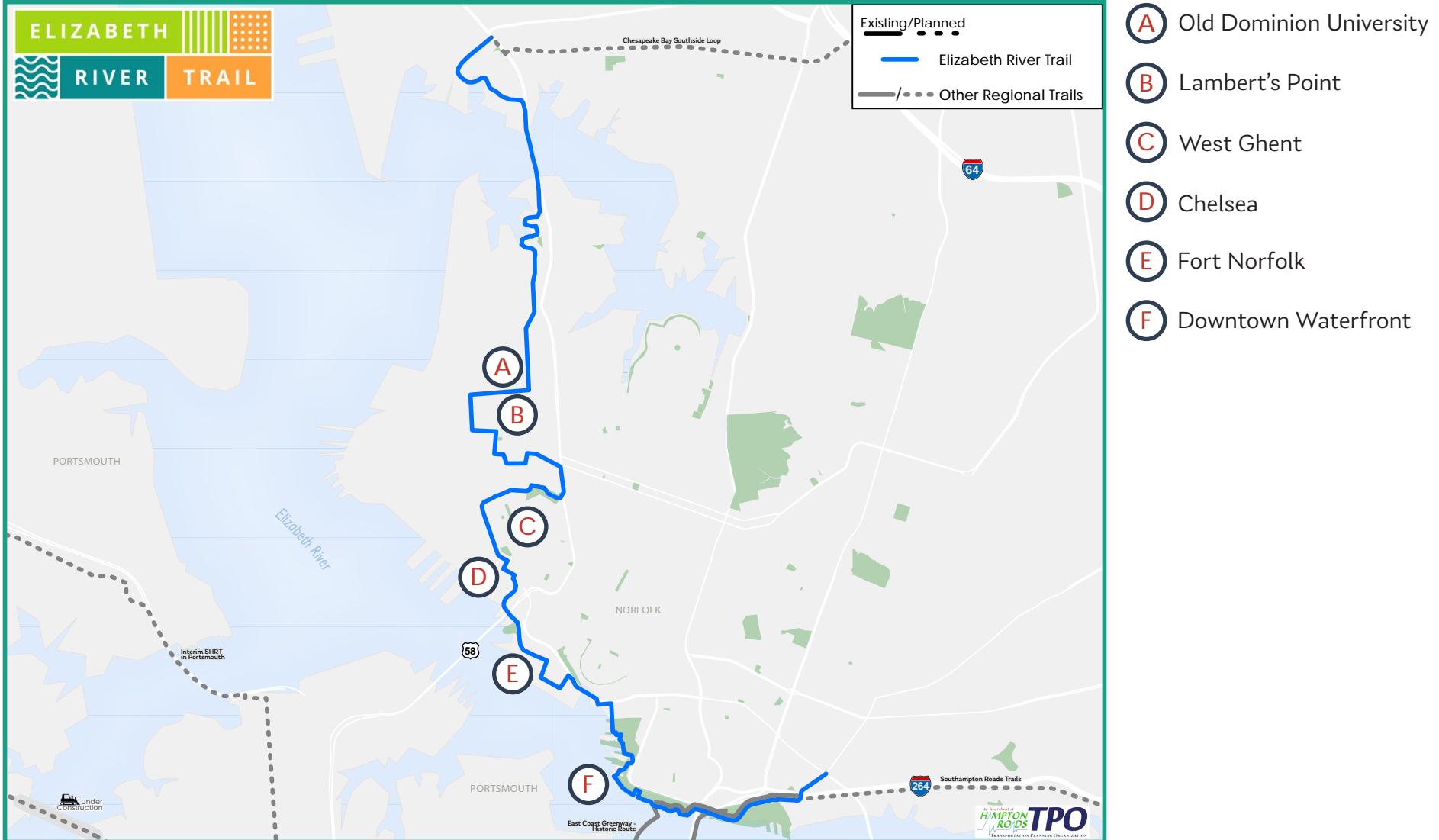
Completed shared-use path along Norfolk Avenue completing the eastern end of the South Hampton Roads Trail at Virginia Beach's Oceanfront.



Elizabeth River Trail: Existing Segment Spotlight

The following map series will highlight existing segments of the Elizabeth River Trail, as shown in Map 13 below.

Map 13 - Elizabeth River Trail Highlighted Segments (2022)

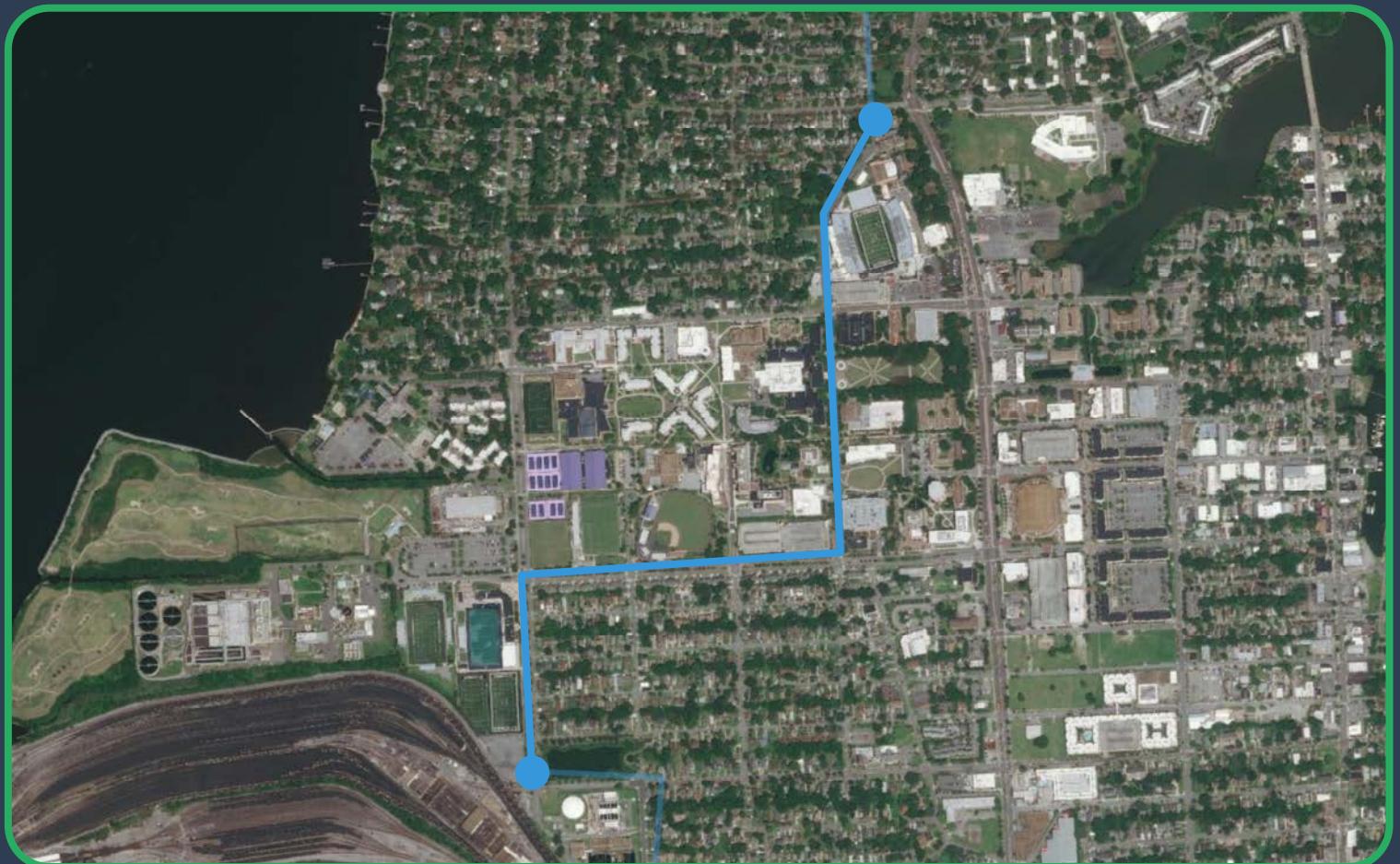


A. OLD DOMINION UNIVERSITY (ODU)

DISTANCE: 1.1 Miles

DESCRIPTION: The Old Dominion University (ODU) section stretches the entire campus - from Powhatan Fields to the Perry Library, past the student center and up to Foreman Field.³

³<https://elizabethrivertrail.org/map>



B. LAMBERT'S POINT

DISTANCE: 1.1 Miles

DESCRIPTION: This stretch of the trail starts with the bustle of Hampton Boulevard, but quickly transforms into a quiet trip through residential neighborhoods.³

³<https://elizabethrivertrail.org/map>



C. WEST GHENT

DISTANCE: 1.4 Miles

DESCRIPTION: The West Ghent section is a scenic route that encompasses the Redgate Avenue pines, Lamberts Creek, and Jeff Robertson Park. Jeff Robertson Park is planned to include glow-in-the-dark stones, as mentioned on [pg. 9](#). It also parallels the Norfolk Southern Lambert's Point Yard.

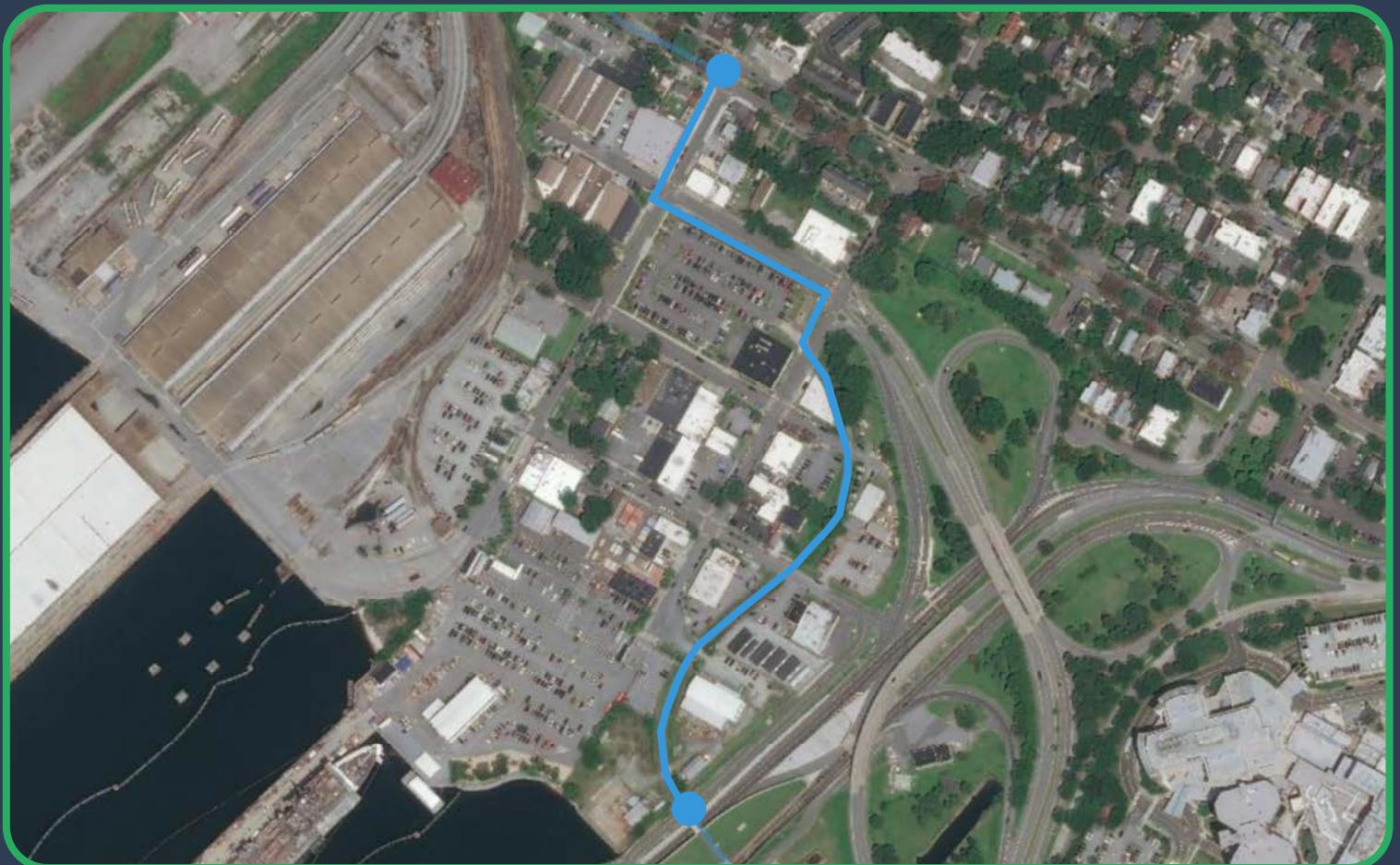


D. CHELSEA

DISTANCE: 0.3 Miles

DESCRIPTION: This portion of the trail weaves through the Chelsea neighborhood - home to an eclectic mix of restaurants, breweries, and businesses.³

³<https://elizabethrivertrail.org/map>



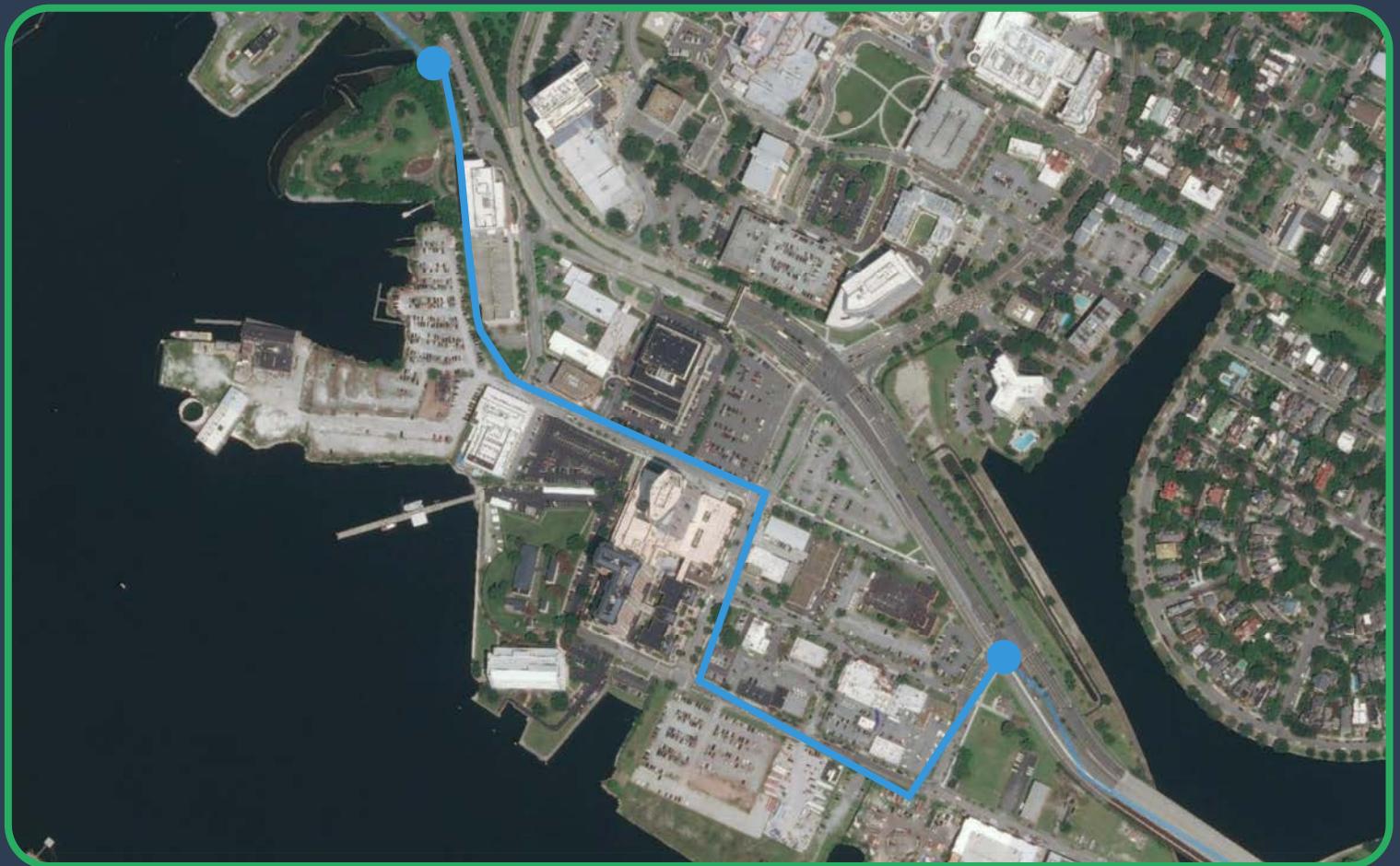
E. FORT NORFOLK

DISTANCE: 0.92 Miles

DESCRIPTION: As the name implies, this portion of the trail passes by the historic Fort Norfolk, the last remaining harbor-front fort authorized by George Washington in 1794. It also encompasses local favorite Plum Point Park.³



³[https://elizabethrivertrail.org/
map](https://elizabethrivertrail.org/map)



F. DOWNTOWN WATERFRONT

DISTANCE: 1.14 Miles

DESCRIPTION: The Downtown Waterfront section is comprised of some of Norfolk's most-loved treasures. Waterside Marina, Town Point Park, and the Nauticus all reside along this portion of the trail.³

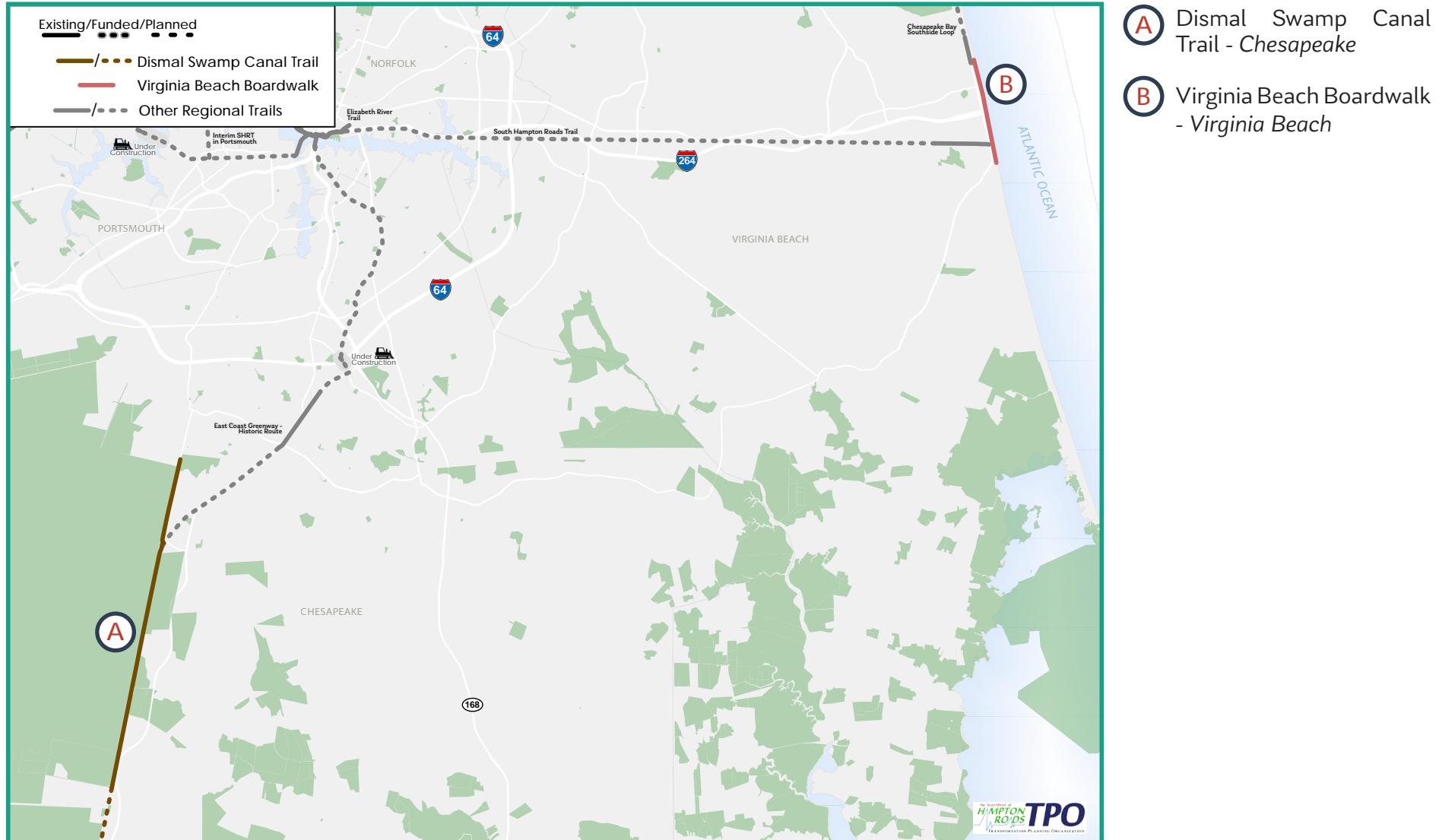
³<https://elizabethrivertrail.org/map>



Dismal Swamp Canal Trail & Virginia Beach Boardwalk: Existing Segment Spotlight

The following map series will highlight existing segments of the Dismal Swamp Canal Trail in Chesapeake & the Virginia Beach Boardwalk in Virginia Beach, as shown in Map 14 below.

Map 14 - Dismal Swamp Canal Trail & Virginia Beach Boardwalk Highlighted Segments (2022)



A. DISMAL SWAMP CANAL TRAIL

LOCALITY: Chesapeake

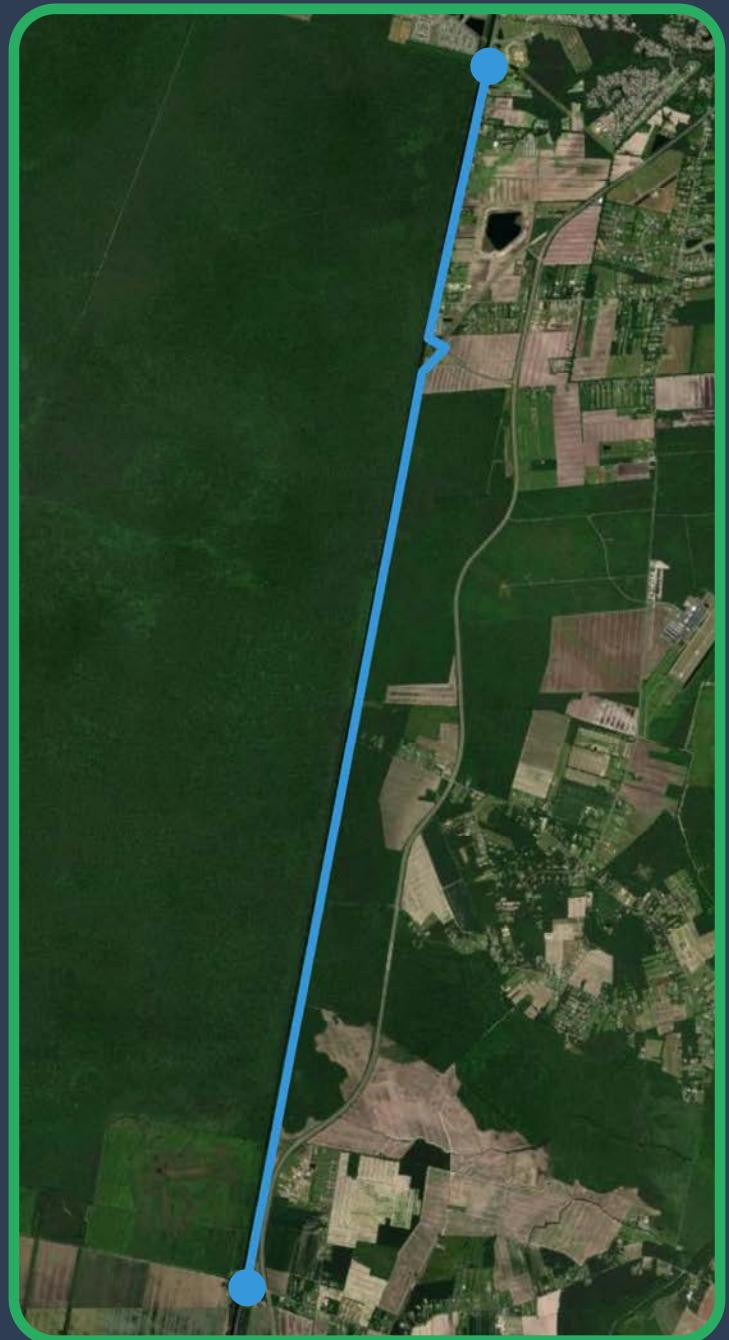
FROM: Route 17

TO: Route 17

DISTANCE: 8.5 Miles

DESCRIPTION:

The former Route 17 roadway along the Dismal Swamp Canal is converted into a shared-use path between the canal and the new Route 17 in southern Chesapeake. The trail has bathrooms along the route, parking, and also provides horse paths beside the trail.



B. VIRGINIA BEACH BOARDWALK & BIKE LANES

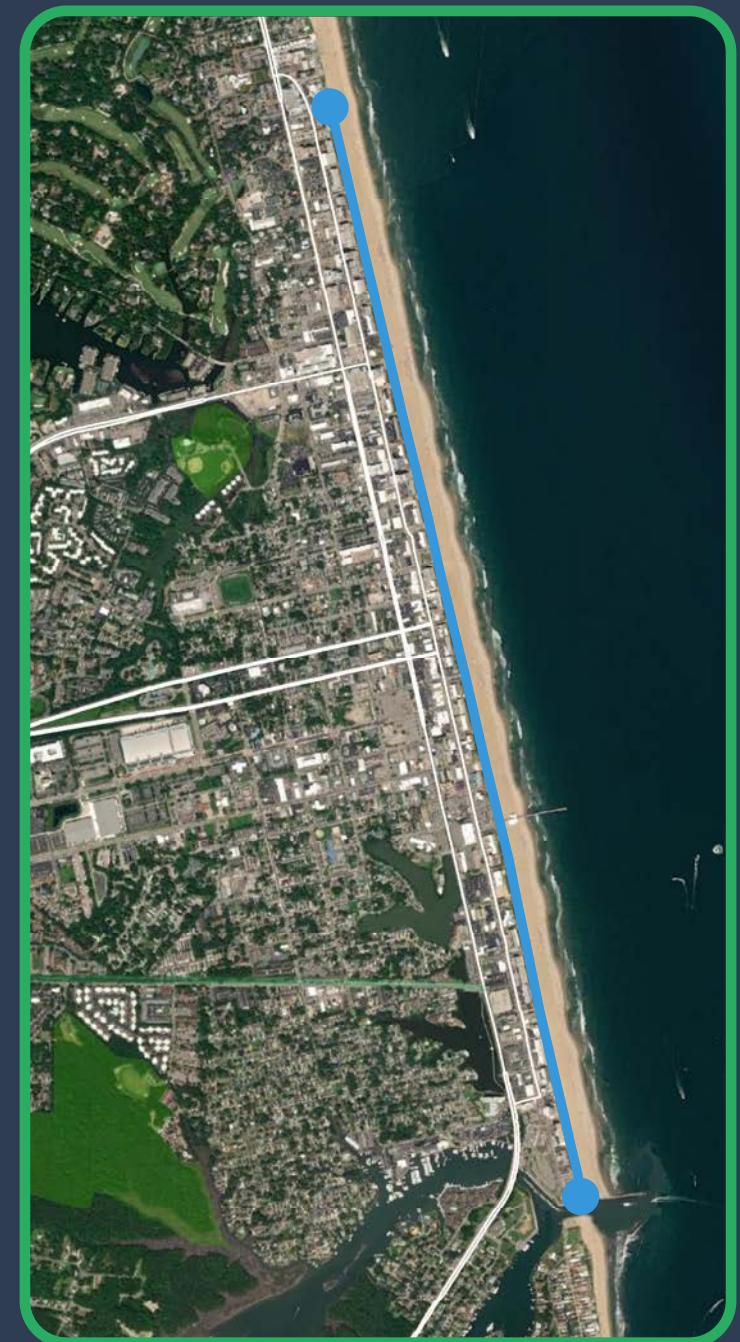
LOCALITY: Virginia Beach

FROM: Atlantic Avenue

TO: 40th Street

DISTANCE: 2.7 Miles

DESCRIPTION: The Boardwalk is home to the busiest bicycle/ pedestrian attraction in the state. You can either choose to ride your bike on the designated bike lanes parallel to the boardwalk or walk the boardwalk.

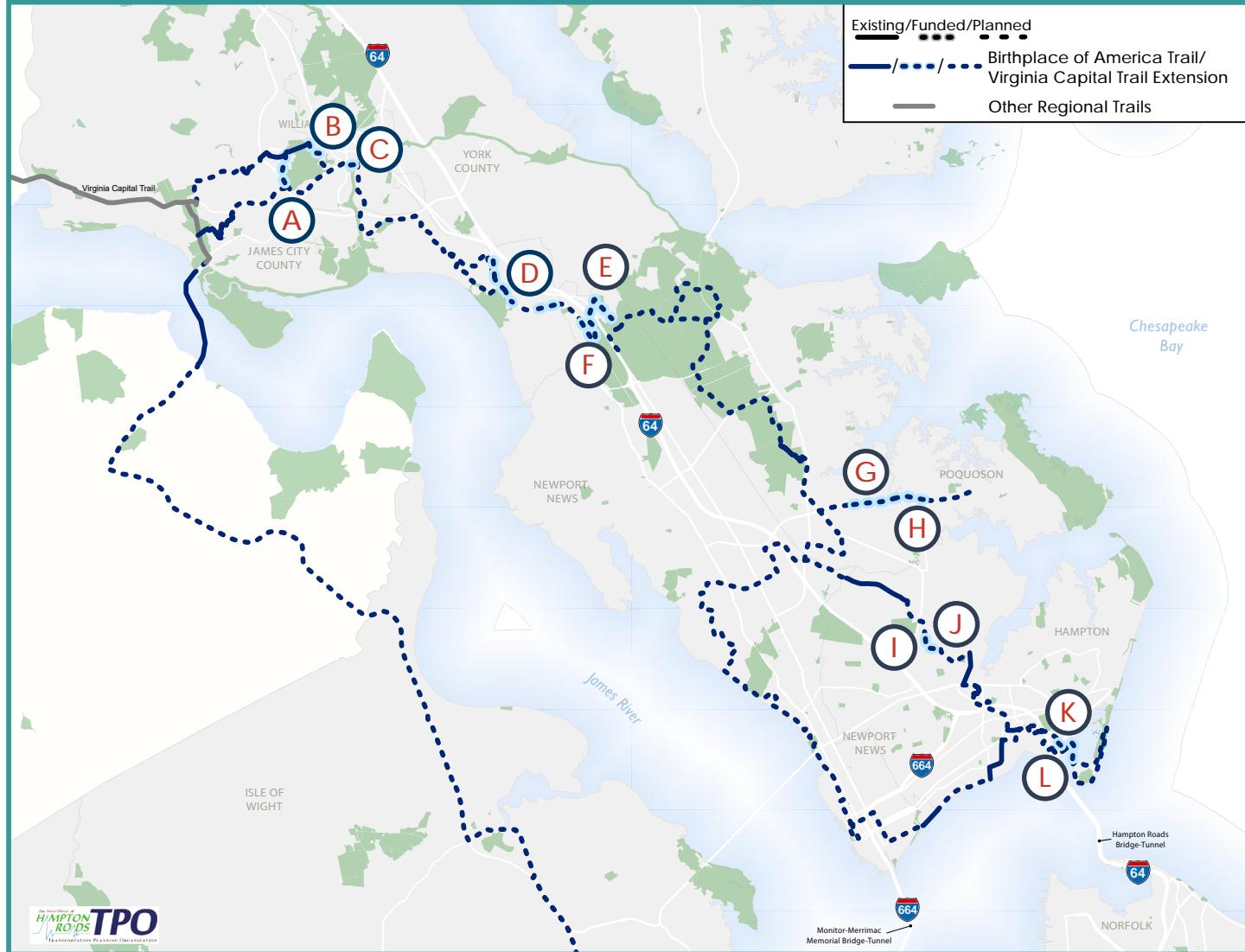


FUNDED PROJECTS (AS OF AUGUST 2022)

Birthplace of America Trail/Virginia Capital Trail Extension: Currently Funded Projects

The following section highlights the currently funded segments of the Birthplace of America Trail/Virginia Capital Trail Extension, as shown in Map 15 below.

Map 15 - Birthplace of America Trail/Virginia Capital Trail Extension Funded Projects (2022)



Birthplace of America Trail/Virginia Capital Trail Extension: Currently Funded Projects

A. College Woods Circuit Shared Use Trail, Phase 2

LOCALITY: Williamsburg

FROM: John Tyler Highway

TO: Ironbound Road

DISTANCE: 1.05 Miles

DESCRIPTION: A shared-use path along Strawberry Plains as part of the College Woods Circuit.

Completion Date: TBD

B. Compton Drive Shared-use Path

LOCALITY: Williamsburg

FROM: Monticello Avenue

TO: Brooks Street

DISTANCE: 0.48 Miles

DESCRIPTION: Shared-use path connecting the existing Monticello Avenue Shared-use Path to the College of William & Mary campus.

Completion Date: Construction Underway

C. Francis Street Sidewalk/Trail

LOCALITY: Williamsburg

FROM: Nassau Street

TO: South England Street

DISTANCE: 0.21 Miles

DESCRIPTION: 6-foot wide brick sidewalk to replace existing gravel path.

Completion Date: Construction Underway

D. Pocahontas Trail Multimodal Corridor

LOCALITY: James City County

FROM: Fire Station 2

TO: Plantation Road

DISTANCE: 1.86 Miles

DESCRIPTION: Shared-use Path along Pocahontas Trail.

Completion Date: 2030

E. Yorktown Road Shared-use Path

LOCALITY: Newport News

FROM: Elmhurst Street

TO: Newport News Park

DISTANCE: 2.39 Miles

DESCRIPTION: Shared-use path connecting the Elmhurst Street funded shared-use path to the Newport News Park entrance.

Completion Date: 2026

F. Elmhurst Street Shared-use Path

LOCALITY: Newport News

FROM: Warwick Boulevard

TO: Yorktown Road

DISTANCE: 0.4 Miles

DESCRIPTION: shared-use path connecting the Lee Hall area of Newport News to the Yorktown Road funded shared-use path.

Completion Date: 2026

Birthplace of America Trail/Virginia Capital Trail Extension: Currently Funded Projects

G. Victory Boulevard Shared-use Path

LOCALITY: York County

FROM: Big Bethel Road

TO: East Yorktown Road/Carys Chapel Road

DISTANCE: 1.20 Miles

DESCRIPTION: Shared-use Path along Victory Boulevard.

Completion Date: 2027

H. Victory Boulevard Shared-use Path

LOCALITY: Poquoson

FROM: York County Line

TO: Poquoson Avenue

DISTANCE: 0.73 Miles

DESCRIPTION: Shared-use Path along Victory Boulevard as part of the Poquoson Connector.

Completion Date: 2027

I. Veterans Memorial Gardens

LOCALITY: Hampton

FROM: Butler Farm Road

TO: Hampton Roads Center Parkway

DISTANCE: 0.28 Miles

DESCRIPTION: Shared-use path along Coliseum Drive.

Completion Date: Construction Underway

J. Hampton Roads Center Parkway Bike and Pedestrian Access

LOCALITY: Hampton

FROM: Coliseum Drive

TO: North Armistead Avenue

DISTANCE: 0.9 Miles

DESCRIPTION: Pedestrian/ADA access and associated amenities along Hampton Roads Center Parkway, including improvements to pedestrian access and safety at both of the endpoint intersections.

Completion Date: 2028

K. Mercury Boulevard Road Diet - Segment I

LOCALITY: Hampton

FROM: South Mallory Street

TO: South Willard Avenue

DISTANCE: 0.28 Miles

DESCRIPTION: Bicycle and Pedestrian improvements in Phoebe in accordance with ADA, the City of Hampton's Bike Walk Hampton Plan and the Birthplace of America Trail Study.

Completion Date: 2023

L. Mercury Boulevard Road Diet - Segment II

LOCALITY: Hampton

FROM: North Willard Avenue

TO: Fort Monroe

DISTANCE: 0.4 Miles

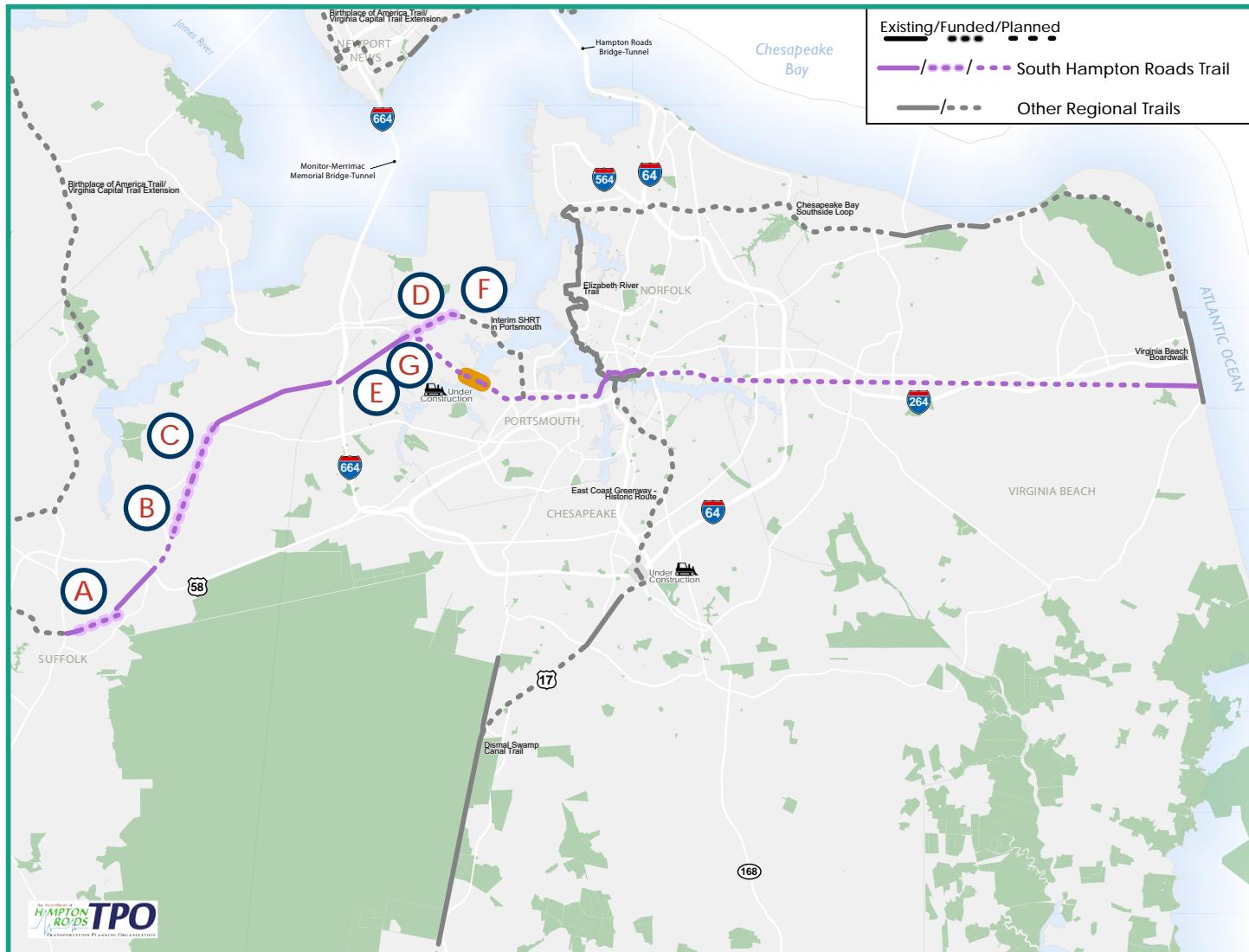
DESCRIPTION: Bicycle and Pedestrian improvements in Phoebe in accordance with ADA, the City of Hampton's Bike Walk Hampton Plan and the Birthplace of America Trail Study.

Completion Date: Construction Underway

South Hampton Roads Trail: Currently Funded Projects

The following section highlights the currently funded segments of the South Hampton Roads Trail, as shown in Map 16 below.

Map 16 - South Hampton Roads Trail Funded Projects (2022)



South Hampton Roads Trail: Currently Funded Projects

A. Suffolk Seaboard Trail

LOCALITY: Suffolk

FROM: Moore Avenue

TO: Suburban Drive

DISTANCE: 1.4 Miles

DESCRIPTION: Shared-use path along former rail right-of-way.

Completion Date: 2026

B. Suffolk Seaboard Trail

LOCALITY: Suffolk

FROM: Nansemond Parkway

TO: Cherry Blossom Lane

DISTANCE: 1.35 Miles

DESCRIPTION: Shared-use path along former rail right-of-way.

Completion Date: 2024

C. Suffolk Seaboard Trail

LOCALITY: Suffolk

FROM: Nansemond River High School

TO: Kings Highway and Nansemond Parkway

DISTANCE: 1.8 Miles

DESCRIPTION: Shared-use path along former rail right-of-way.

Completion Date: 2028

D. Chesapeake Trail Phase 3

LOCALITY: Chesapeake

FROM: Suffolk Line

TO: Taylor Street

DISTANCE: 1.2 Miles

DESCRIPTION: Combination of shared-use path and bike facilities.

Completion Date: 2026

E. Chesapeake Trail Phase 2

LOCALITY: Chesapeake

FROM: Dordon Street

TO: Taylor Street

DISTANCE: 0.9 Miles

DESCRIPTION: Shared-use path along former rail right-of-way.

Completion Date: 2024

F. Portsmouth Rail-to-Trail

LOCALITY: Portsmouth

FROM: Chesapeake City Line

TO: Old Coast Guard Road

DISTANCE: 1.8 Miles

DESCRIPTION: Shared-use path along former rail right-of-way.

Completion Date: TBD

South Hampton Roads Trail: Currently Funded Projects

G. Churchland Bridge

LOCALITY: Portsmouth

FROM: Duke Drive

TO: Shenandoah Street

DISTANCE: 0.55 Miles

DESCRIPTION: Shared-use path parallel to the new bridge.

Completion Date: FY 2023

OTHER PLANNED FUTURE TRAILS

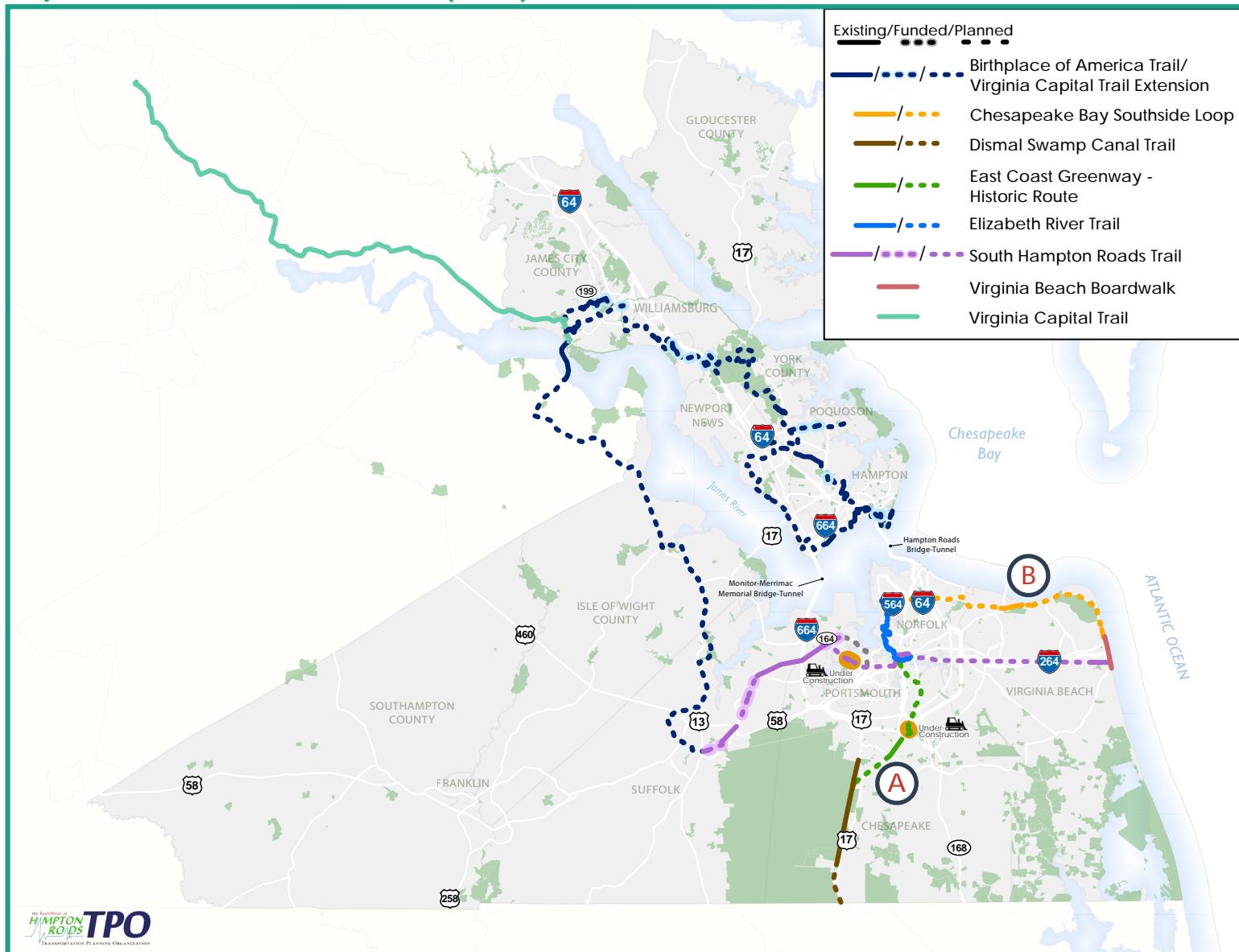
Communities in Hampton Roads have been diligently working over the last ten years to prioritize trail development as a crucial component of regional planning. Numerous localities are actively seeking funding and construction on trails to expand the connectivity between the City of Richmond, North Carolina, and the Eastern Shore of Virginia. Connecting the many diverse communities in the region will help promote Hampton Roads as a fantastic place to live, work, and play.

In order to further expand the regional trail system, the region will need to consider new locations to connect trails. The segment of the East Coast Greenway that runs between the Elizabeth River Trail and the Dismal Swamp Canal Trail is one example given in this report ([pg. 15](#)). For instance, this segment is a crucial gap that has not been examined outside of the designated route during the planning process for the [***Linking Hampton Roads Report***](#), the HRTPO's regional active transportation plan. The route is significant because it is the only currently planned bicycle/pedestrian connection into North Carolina, and it has the only shared-use path crossing the southern portion of the Elizabeth River.

Another potential regional trail could be to create a loop (Chesapeake Bay Southside Loop) connecting the South Hampton Roads Trail terminus at the Oceanfront, following along the waterfront north into the Elizabeth River Trail in Norfolk (shown in Map 17 on the following page). This proposed route will not only provide bicycle and pedestrian access for many beach neighborhoods between Virginia Beach and Norfolk but can also provide a connection to the planned Eastern Shore of Virginia Rail Trail.

Recognizing these gaps in the planned regional trail system, HRTPO staff has identified a couple new proposed future trails. The proposed trail alignments, community access, and status of existing, funded, and planned sections were vetted with locality staff and are highlighted on the following page.

Map 17 - Planned Future Trail Routes (2022)



(A) East Coast Greenway's Historic Route - Elizabeth River Trail to Dismal Swamp Canal Trail

(B) Chesapeake Bay Southside Loop

REGIONAL TRAILS LEVEL OF TRAFFIC STRESS ANALYSIS

As part of this effort, HRTPO staff analyzed segments of Regional Trails with mixed traffic to assess the safety and comfort of users, known as a Level of Traffic Stress Analysis (LTS), highlighted in Map 18 and in the following sections analyzed.

What is a Low-Stress Bike Network?

A low-stress bicycle network is a network of routes, including streets and off-road separated paths, in which an average user would feel comfortable riding a bicycle.

Level of Traffic Stress

Level of Traffic Stress (LTS) scoring represent a range from the lowest stress to the highest stress facilities. The Level of Traffic Stress scores are defined below:

LTS 1 - Strong separation from all except low speed, low volume traffic. Simple-to-use crossings. LTS 1 indicates a facility suitable for children.

LTS 2 - Except in low speed / low volume traffic situations, cyclists have their own place to ride that keeps them from having to interact with traffic except at formal crossings. Physical separation from higher speed and multi-lane traffic. Crossings that are easy for an adult to negotiate. Limits traffic stress to what the mainstream adult population can tolerate.

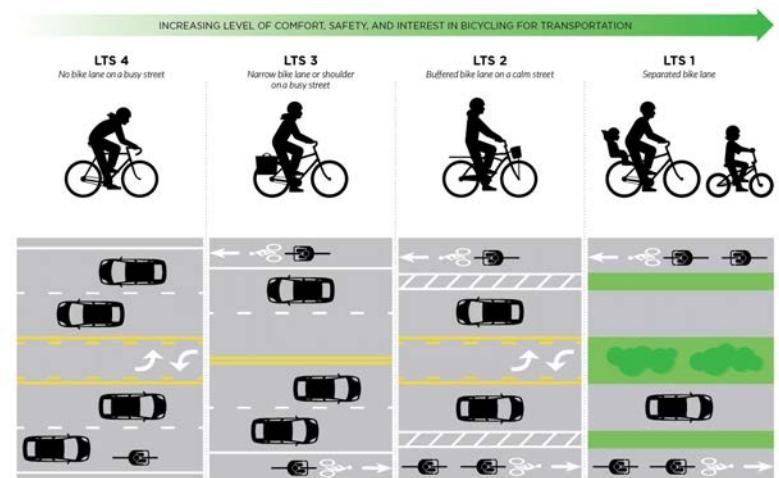
LTS 3 - Involves interaction with moderate speed or multi-lane traffic, or close proximity to higher speed traffic. A level of traffic stress acceptable to the “enthused and confident.”

LTS 4 - Involves being forced to mix with moderate speed traffic or close proximity to high-speed traffic. A level of stress acceptable only to the “strong and fearless.”

Routes rated as LTS 1 or 2 comprise the low-stress network.

The goal of these regional trails (both existing and future) should be to have a rating of LTS 1 or 2.

For more information on the methodology, data input & analysis, and data assumptions of the Level of Traffic Stress tool, please click [HERE](#).



Existing or planned sections of trails on rail-to-trail right-of-way or shared use paths are physically separated from vehicular traffic and are automatically assigned an LTS 1 score (and therefore not analyzed as part of this effort).

The criteria for the selected segments are below:

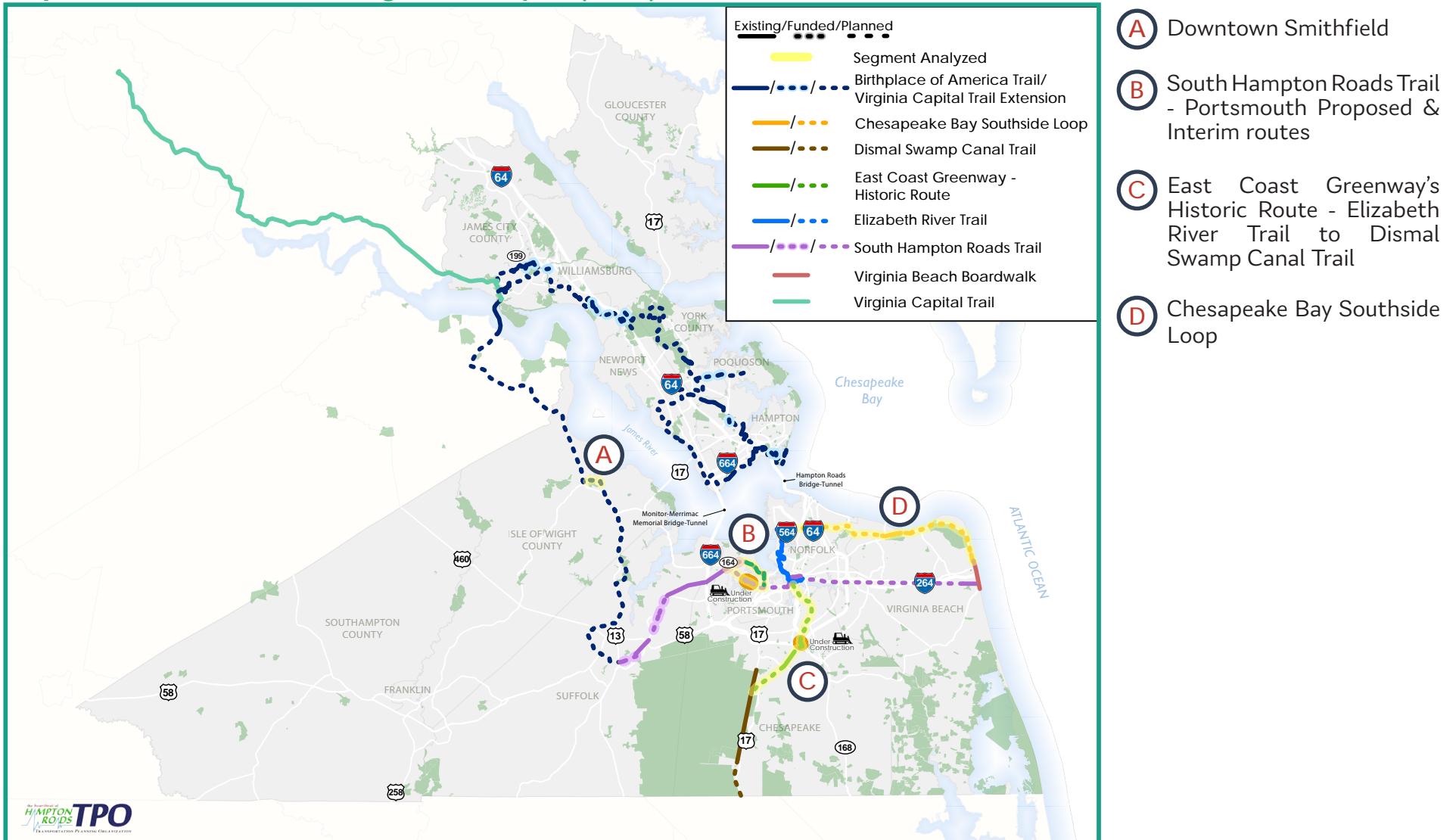
- ***Birthplace of America Trail/Virginia Capital Trail Extension, Town of Smithfield:*** The Smithfield section of the Birthplace of America Trail/Virginia Capital Trail Extension (BoAT/VCTE) was selected because it is in a quasi-urban environment in which a 10-foot shared-use path may not be feasible and therefore needs to be analyzed for traffic stress.
- ***South Hampton Roads Trail - Portsmouth Proposed and Interim routes:*** The Portsmouth section of the South Hampton Roads Trail was identified during the report development process during discussions with Portsmouth staff. As part of this analysis, HRTPO staff analyzed both the proposed and interim routes.
- ***Chesapeake Bay Southside Loop:*** This is a proposed future trail route from the Virginia Beach Trail/South Hampton Roads Trail (SHRT) at the Oceanfront, head north along Shore Drive, through the Chic's Beach area, connecting back into the northern termini of the ERT. This potential trail alignment would complete a loop of trails providing both locals and tourists with connections to coastal communities/points of interest. Also, the proposed trail could connect to the future Eastern Shore Trail via the Chesapeake Bay Bridge Tunnel.
- ***East Coast Greenway's Historic Route - Elizabeth River Trail to Dismal Swamp Canal Trail:*** A preliminary alignment based on locality proposed facilities were assessed as part of the HRTPO Linking Hampton Roads regional active transportation plan.

The following assumptions were used to eliminate sections to analyze as part of this effort:

- ***Birthplace of America Trail/Virginia Capital Trail Extension:*** The Peninsula portion of the trail is currently being evaluated by VDOT's on-call consultant with support from the locality staff, HRTPO and VDOT staff. The Southside route from Surry County to Suffolk, is planned to be constructed as a shared-use path as stated in the Birthplace of America Trail study.
- ***South Hampton Roads Trail:***
 - ***Suffolk:*** Suffolk's remaining unbuilt segments are planned as shared-use paths similar to its existing segments.
 - ***Chesapeake:*** Chesapeake's remaining segments are currently planned to be shared-use paths.
 - ***Portsmouth:*** Portsmouth's remaining High Street segments are planned to have shared-use paths in the future.
 - ***Norfolk:*** Norfolk's portion of the SHRT is part of the Elizabeth River Trail's eastern expansion, which is planned to be studied by HRTPO staff as part of the Fiscal Year 2023 Unified Planning Work Program.
 - ***Virginia Beach:*** Virginia Beach staff has recently developed a concept study for the section of the trail within the City and is planned to be constructed as a shared-use path.

- **Elizabeth River Trail:** All existing and future upgrades to the ERT will be developed and planned by Norfolk, ERT staff, and the ERT foundation. HRTPO staff will be working on a study of the ERT expansion with Norfolk and ERT Foundation staff.
- **Dismal Swamp Canal Trail:** The southern portion of the undeveloped segment of the Dismal Swamp Canal Trail (DSCT) is currently being updated through a Virginia Outdoor Foundation grant to review, update, and provide updated construction costs.

Map 18 - Level of Traffic Stress Segments Analyzed (2022)



BIRTHPLACE OF AMERICA TRAIL/VIRGINIA CAPITAL TRAIL EXTENSION

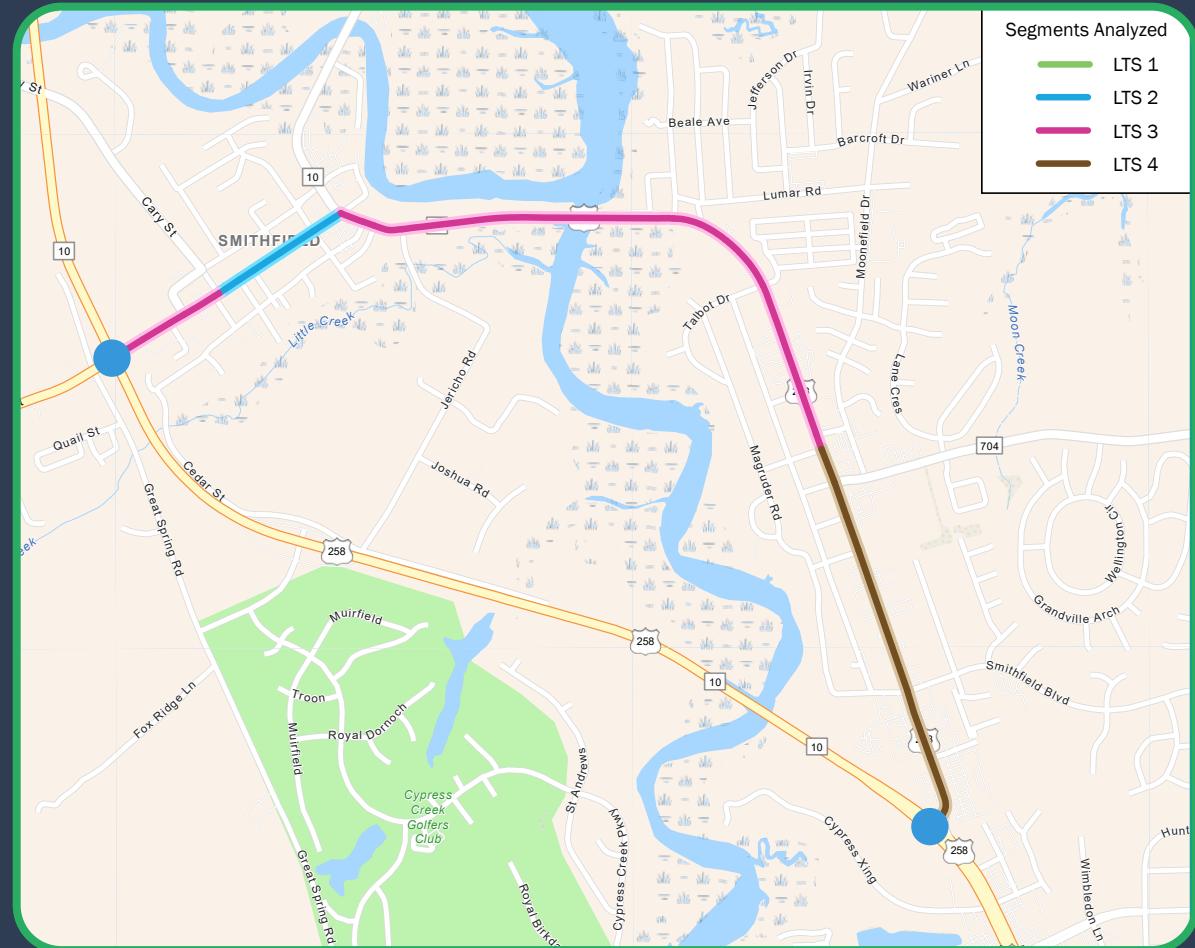
ROUTE: Main Street/S. Church Street

FROM: Route 10 Bypass

TO: Route 10 Bypass

DETAILS: The map below provides a close-up of the LTS analysis for this segment of the BoAT/VCTE. The eastern portion of Main Street provides an LTS 2 score, providing users with a low-stress technology roadway, while the western portion provides a current LTS 3 score. The difference between the segments is the right-of-way difference, where the portion is narrower and does not have on-street parking, and the eastern portion does.

The S. Church Street segments currently scored LTS 3 and 4 collectively due to their existing environment including higher traffic volumes. Future upgrades to these segments are planned by the town of Smithfield, which will make these segments safer.



SOUTH HAMPTON ROADS TRAIL - PORTSMOUTH PROPOSED & INTERIM ROUTES

ROUTE:

A Interim - Portsmouth Rail-to-Trail to West Norfolk Avenue to Western Freeway to Mount Vernon Avenue from Chesapeake City Line to High Street

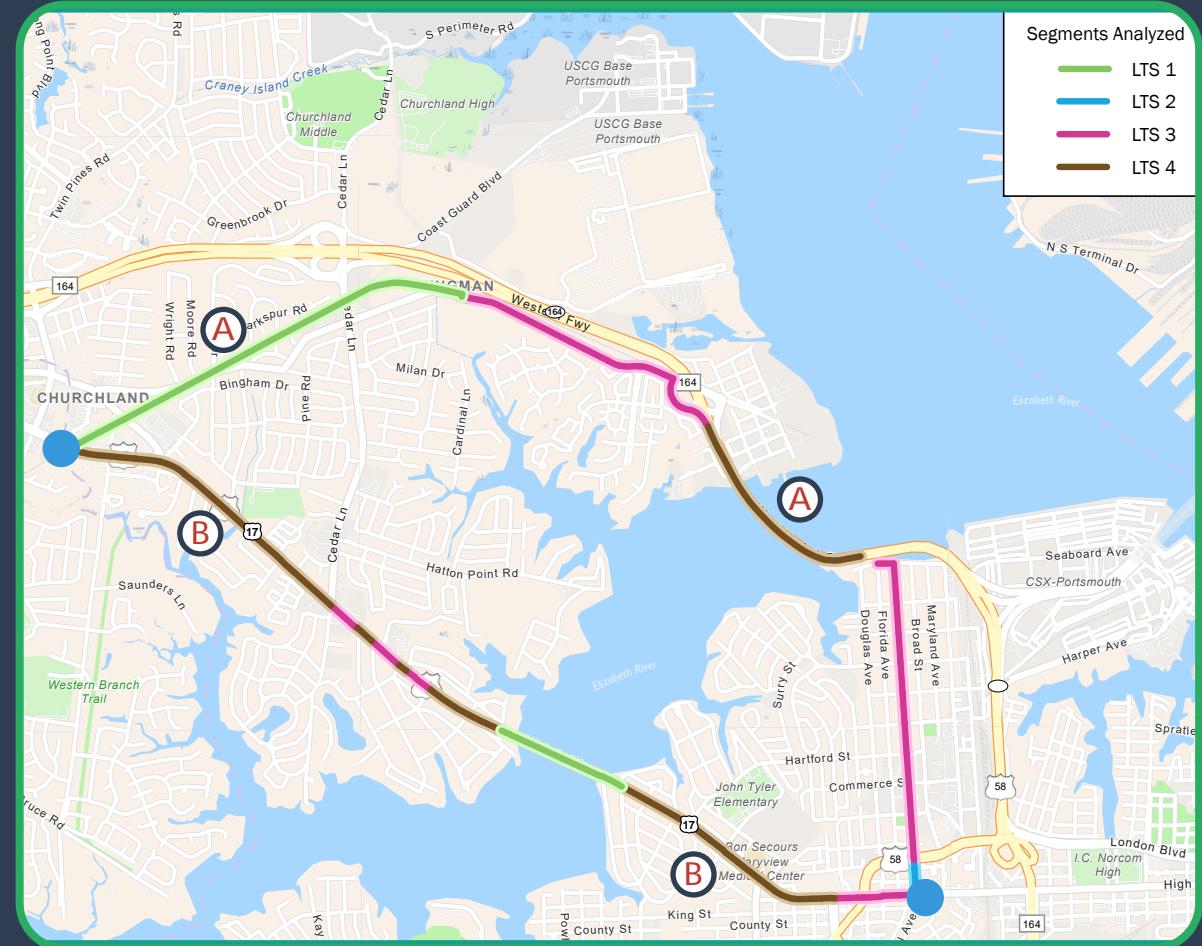
B Proposed - High Street from Chesapeake City Line to Mount Vernon Avenue

FROM: Chesapeake City Line

TO: High Street/Mount Vernon Avenue

DETAILS: After discussions with the City of Portsmouth staff, HRTPO staff added both the proposed and interim South Hampton Roads Trail routes to be analyzed by the LTS tool. The interim route **A** follows the future Portsmouth Rail-to-Trail shared-use path onto the Western Freeway to Mt. Vernon Avenue's bike lanes. The Portsmouth Rail-to-Trail (LTS 1 when constructed) shared-use path is a funded project and planned for construction in Fiscal Year 2023. Besides a few blocks of Mt. Vernon Street (LTS 2), the interim route scores an LTS 3 or 4.

The proposed route **B** follows south on High Street, crossing the Elizabeth River via the Churchland Bridge and heading into downtown Portsmouth. The Churchland Bridge, which is currently under construction, will be upgraded to shared-use paths. Both the western and eastern sides of High Street currently have an LTS 3 or 4. The Churchland Bridge will have an LTS 1 once completed. Also, the western side of High Street is ranked as the #1 priority for the City of Portsmouth's Bike-Ped Plan.



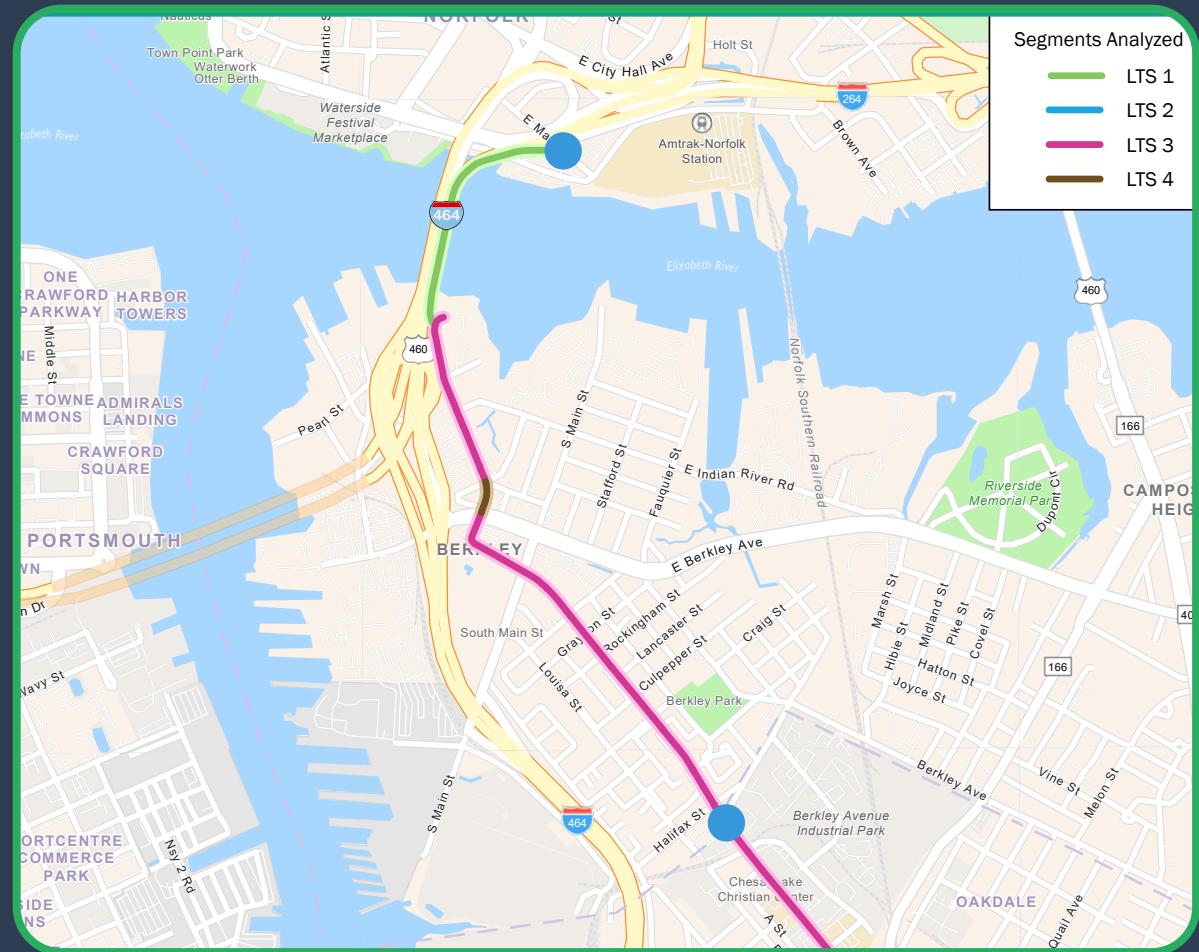
EAST COAST GREENWAY'S HISTORIC ROUTE - ELIZABETH RIVER TRAIL TO DISMAL SWAMP CANAL TRAIL - NORFOLK

ROUTE: Berkley Bridge/State Street/East Liberty Street

FROM: Elizabeth River Trail

TO: Chesapeake City Line

DETAILS: The East Coast Greenway Historic Route between the Elizabeth River Trail in Norfolk to the Dismal Swamp Canal is the second of the two future regional trail routes defined in this report. The route goes south using the Berkley Bridge shared-use path onto State Street to East Liberty Street into the City of Chesapeake. Currently, the Berkley Bridge has an LTS 1 score, and the rest of the route currently scores an LTS 3 or 4.



EAST COAST GREENWAY'S HISTORIC ROUTE - ELIZABETH RIVER TRAIL TO DISMAL SWAMP CANAL TRAIL - CHESAPEAKE

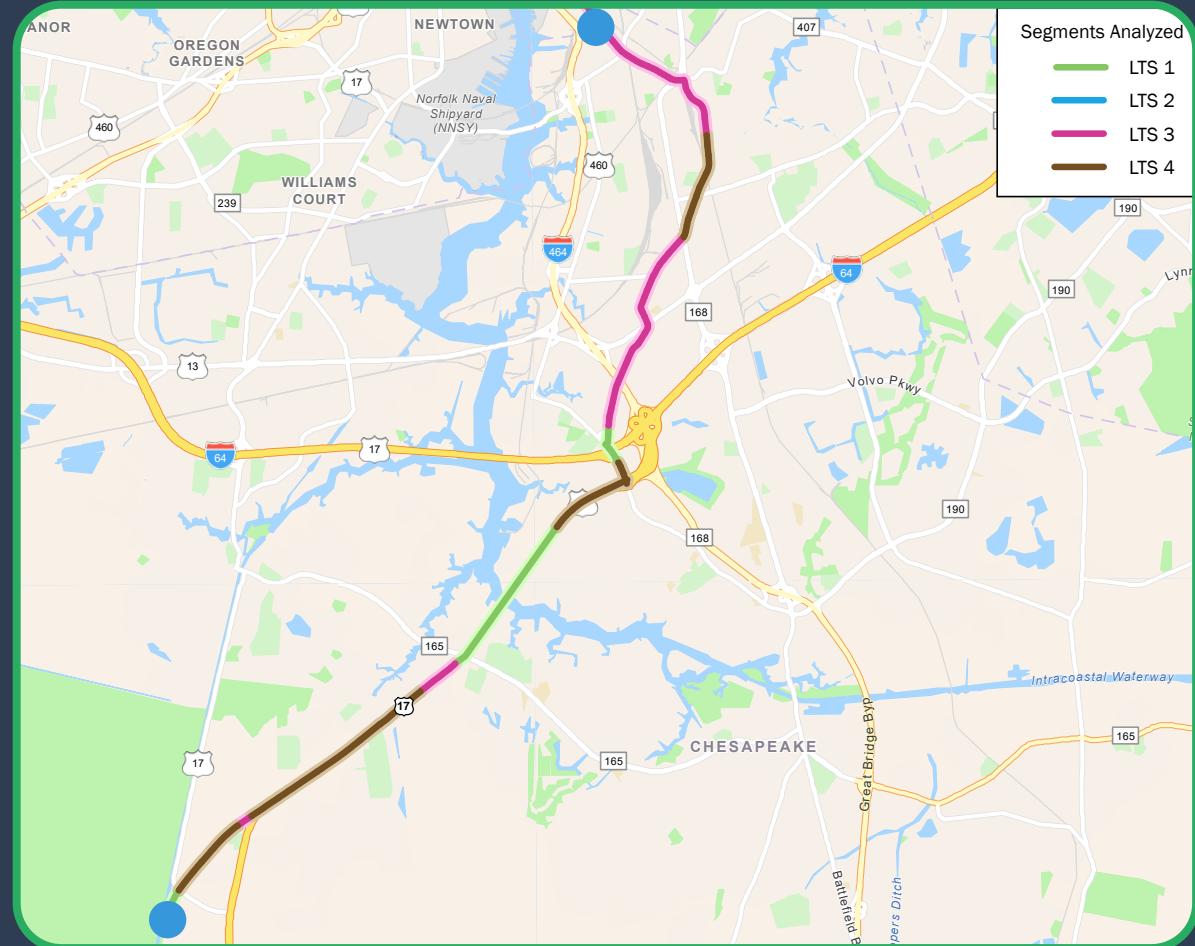
ROUTE: East Liberty Street/Campostella Road/Great Bridge Boulevard/Dominion Boulevard

FROM: Norfolk City Line

TO: Dismal Swamp Canal Trail

DETAILS: The Chesapeake portion of the East Coast Greenway's Historic Route has multiple segments with LTS

1. The Veterans Bridge on Dominion Boulevard, the (almost) constructed Great Bridge Boulevard Bridge over I-64, and Whedbee Carroll Lane near the Dismal Swamp Canal Trail. The Veteran's Bridge is important because it is the only separated bike and pedestrian facility crossing the southern portion of the Elizabeth River. The rest of the East Coast Greenway's Historic Route from the Norfolk City Line to the Dismal Swamp Canal Trail currently scores LTS 3 or 4.



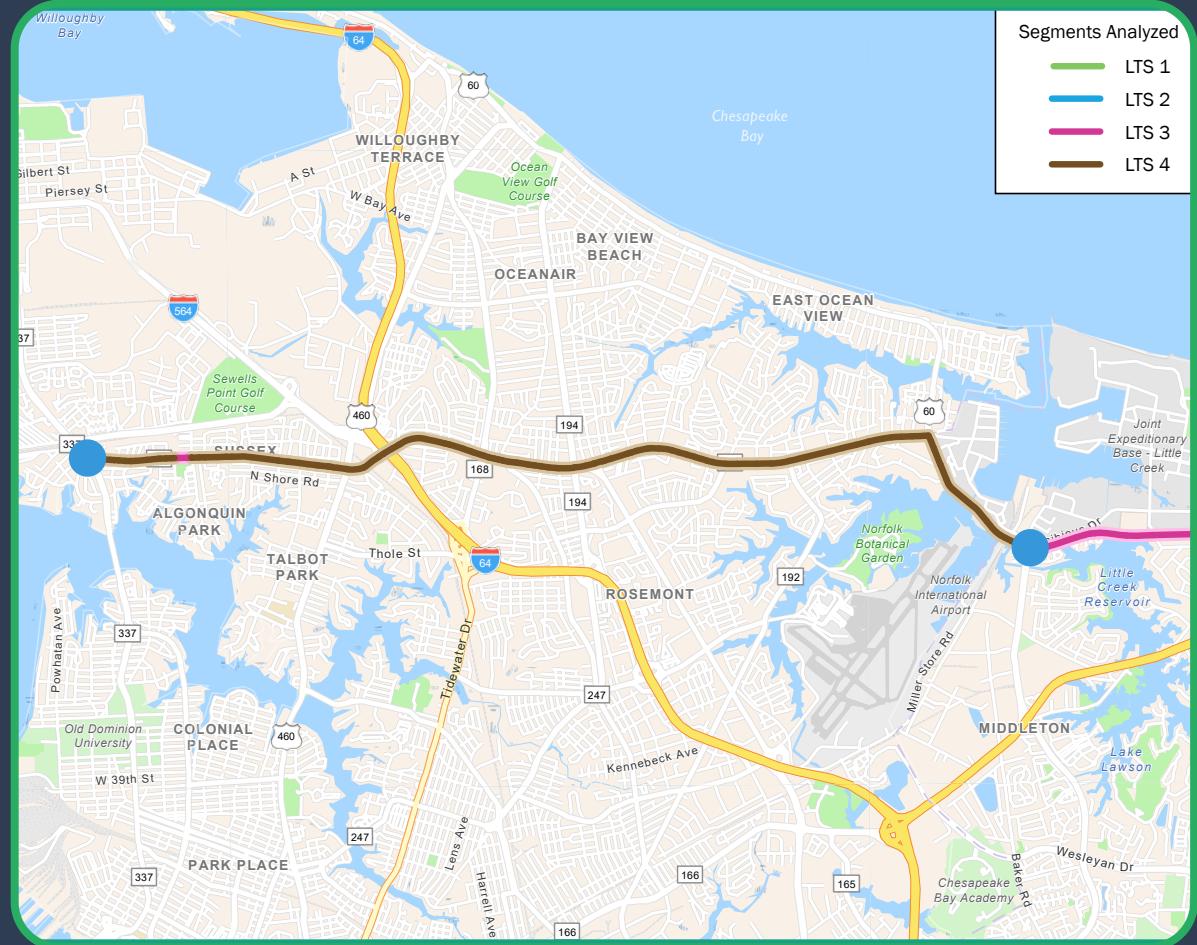
CHESAPEAKE BAY SOUTHSIDE LOOP - NORFOLK

ROUTE: West Little Creek Road/East Little Creek Road/Shore Drive

FROM: Hampton Boulevard

TO: Virginia Beach City Line

DETAILS: The Chesapeake Bay Southside Loop is one of the two future regional trail routes defined in this report. The City of Norfolk's portion of the Chesapeake Bay Southside Loop currently has scores of LTS 3 or 4 along the route. There is an opportunity to connect the Elizabeth River Trail to Norfolk and Virginia Beach bay communities.



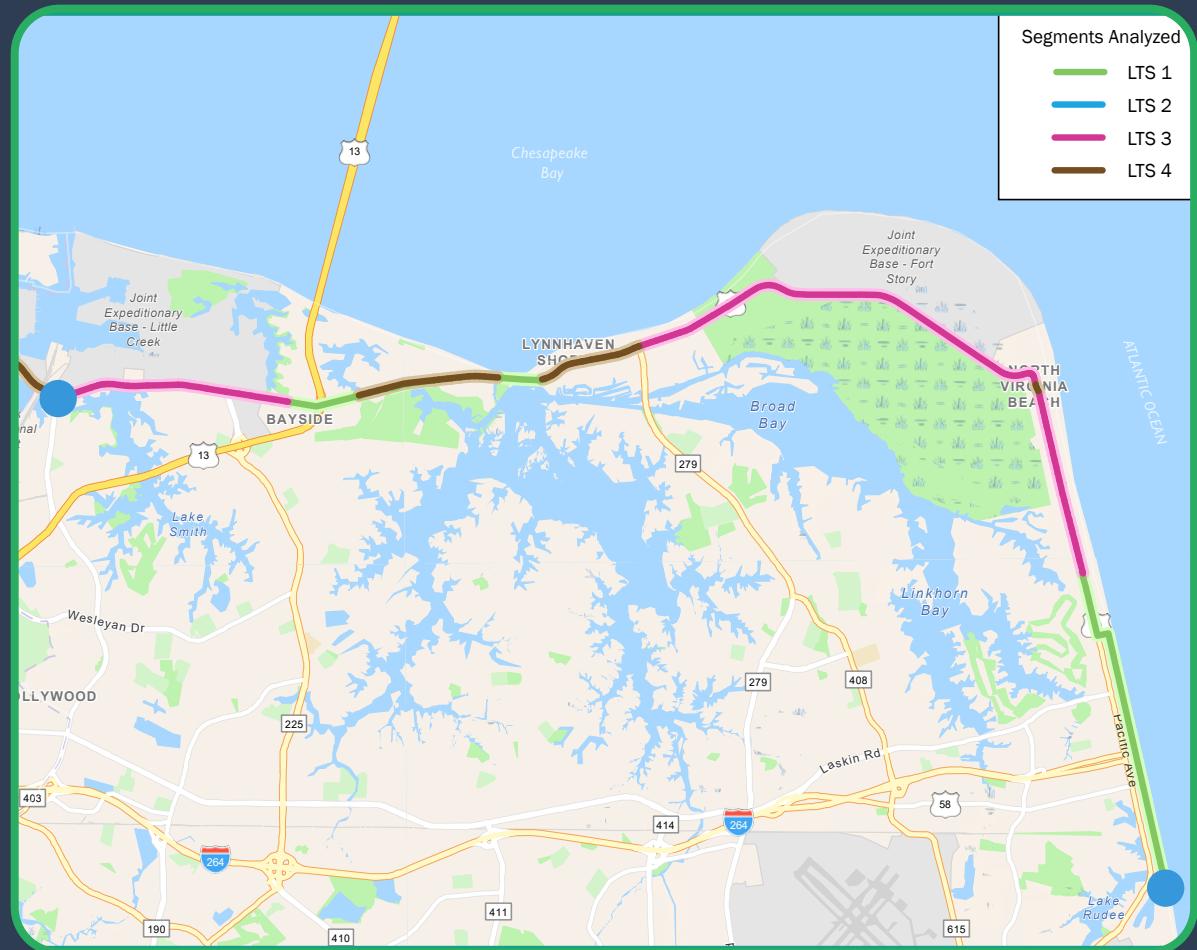
CHESAPEAKE BAY SOUTHSIDE LOOP - VIRGINIA BEACH

ROUTE: Shore Drive/Atlantic Avenue/Virginia Beach Boardwalk

FROM: Norfolk City Line

TO: Virginia Beach Trail/Norfolk Avenue

DETAILS: The Virginia Beach portion of the Chesapeake Bay Southside Loop has three existing segments of shared-use paths (LTS 1); Shore Drive near Northampton Boulevard, Lesner Bridge, and the Virginia Beach Boardwalk. The City of Virginia Beach also has several other projects in their Capital Improvement Program along Shore Drive in the upcoming years. Combined with their recently developed active transportation plan, this future trail could be completed in the foreseeable future and help connect the Elizabeth River Trail to Norfolk and Virginia Beach bay communities.



Regional Trails Level of Traffic Stress Analysis

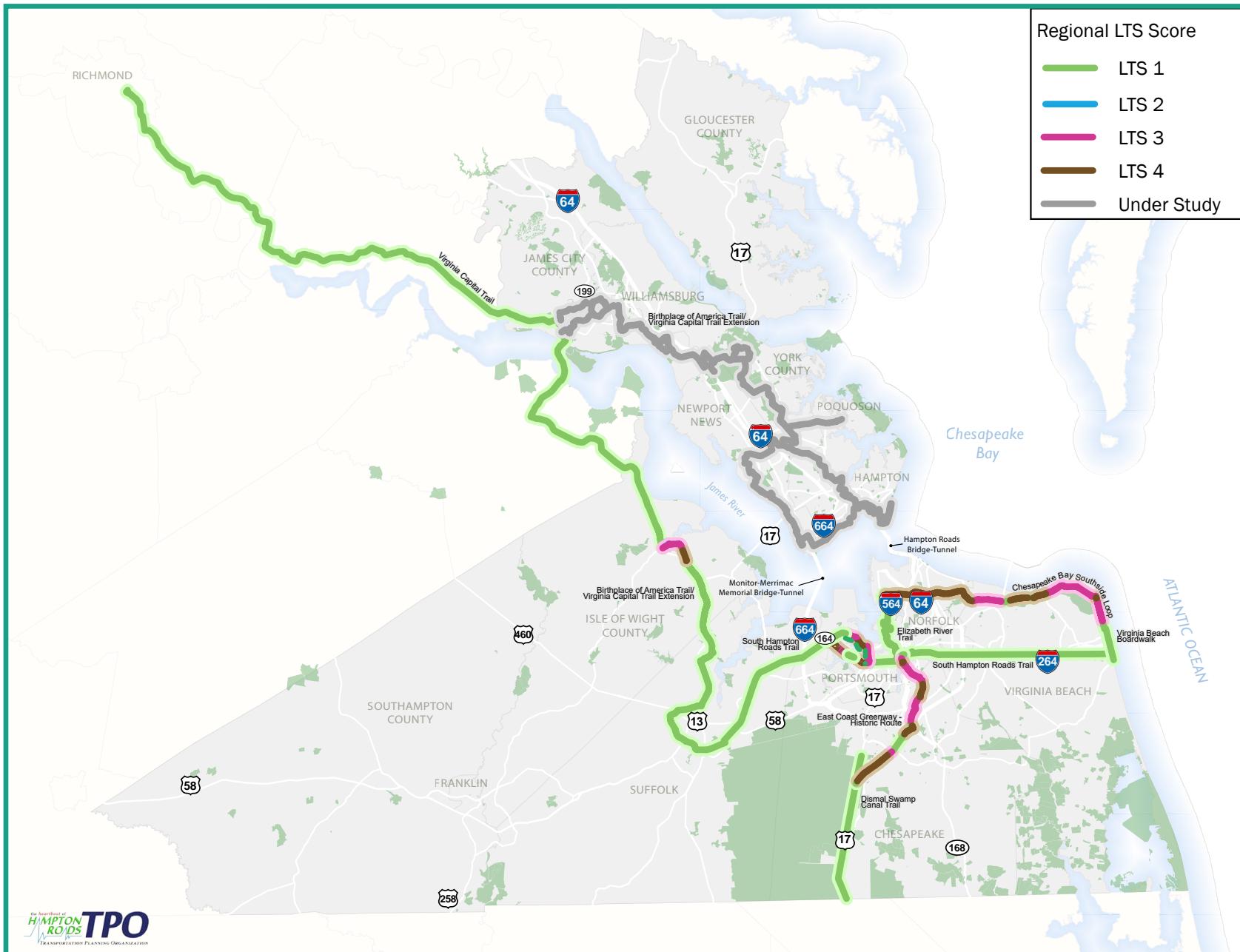
As stated earlier in this report, a main goal of this effort is to promote and generate discussion on regional trails that not only help create walkable and bikeable communities, but also increase connectivity across Hampton Roads - making jobs, essential services, and many of the region's natural, cultural, and historic places more accessible without a vehicle.

As regional trails are built, user safety and comfort are top considerations. The LTS analysis described on the previous pages helps facilitate safer trails that users of all comfort levels can enjoy. LTS scores range from 1 to 4, with LTS 1 representing the least amount of stress for novice users, including children (no interaction with traffic). LTS 4 facilities involve interaction with moderate speed traffic or close proximity to high-speed traffic and are generally only recommended for the "strong and fearless." A planning goal for our regional trails (both existing and future) is to create and maintain a low-stress network, meaning regional trails

should have a rating of LTS 1 or 2. Segments shown with an LTS 3 or LTS 4 should be modified to reduce traffic stress for users. In addition to the segments analyzed as part of this effort, the existing or planned sections of trails on rail-to-trail right-of-way or shared use paths that were not analyzed as part of this effort are physically separated from vehicular traffic and are automatically assigned an LTS 1 score.

Map 19 on the following page shows the LTS scores for existing and planned regional trails in Hampton Roads, except for the section of the BoAT on the Peninsula this is currently under study. Future LTS scores will be able to reflect the recommendations from the ongoing Peninsula BoAT study. Also in the near future, HRTPO staff plans to create an interactive map that will highlight, among other features, LTS scores to help facilitate better connected, more active, and healthier communities.

Map 19 - Regional Trails LTS Scores (2022)



NEXT STEPS

The *Hampton Roads Regional Trails Report* provides local stakeholders, residents, and tourists a central location to learn more about regional trails. The report also provides a resource to help monitor progress of the regional trail system. To help promote continued success with regional trail planning, the following are suggested next steps.

OVERARCHING THEMES:

- Identify Funding
- Use the Level of Traffic Stress Analysis results to find quick and cost-efficient upgrades to the existing network
- Improve the active transportation connectivity across the James River and Chesapeake Bay

SOUTH HAMPTON ROADS TRAIL

- Localities develop Marketing/Wayfinding/Branding plan
- Collaborate with Elizabeth River Trail
- Adopt HRT Elizabeth River Ferry as official SHRT & ECG routes

BIRTHPLACE OF AMERICA TRAIL/VIRGINIA CAPITAL TRAIL EXTENSION

Overall

- Develop a Marketing/Wayfinding/Branding plan
- Adopt Jamestown/Scotland Neck Ferry as official BoAT/VCTE & ECG routes (coordinate with Surry County as needed)

Peninsula

- Continue Collaboration with Peninsula Localities to plan, design, and construct the trail

Southside

- Collaborate with the Town of Smithfield, Isle of Wight County, Surry County, and Suffolk to develop strategies moving forward
- Look for opportunities to connect to Isle of Wight's Nike Park Trail

ELIZABETH RIVER TRAIL

- Expand and Improve existing and proposed infrastructure
- Collaborate with neighboring cities to connect to the trail

DISMAL SWAMP CANAL TRAIL

- Update cost estimate for the southern segment
- Research and plan connectivity to nearby neighborhoods

NATIONAL TRAILS

- Localities adopt and sign existing segments of the East Coast Greenway

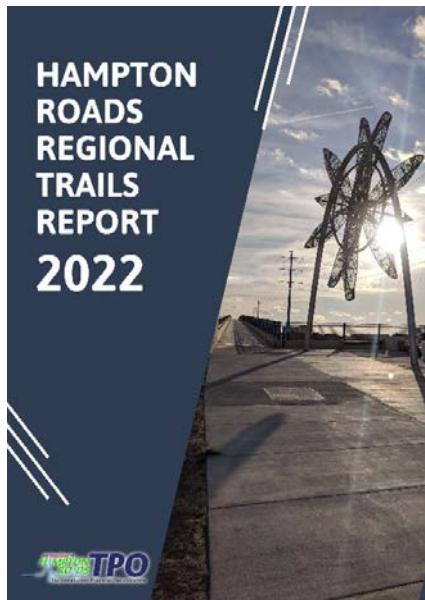
FUTURE TRAILS

- Localities plan, design and construct more trails

APPENDIX: PUBLIC NOTICE

Public Notice: Draft Regional Trails Report

To help promote a safe multimodal transportation network, HRTPO staff has produced the draft *Hampton Roads Regional Trails Report*. As outlined in the Fiscal Year 2022 Unified Planning Work Program, this effort investigates the connectivity between major regional active transportation trails to help identify gaps. In addition to taking a detailed look at existing and funded sections of key regional trails, the report also applies a Level of Traffic Stress analysis on sections of existing and proposed trails with mixed traffic to assess user safety and comfort.



The draft *Hampton Roads Regional Trails Report* is available for public review and comment from June 1, 2022 through June 15, 2022 at the link below:

https://www.hrtpo.org/uploads/docs/HR_Regional_Trails_Report.pdf

All interested parties are encouraged to review the draft report and send comments to Steve Lambert, Transportation Planner II, at slambert@hrtpo.org or by mail to 723 Woodlake Drive, Chesapeake, Virginia 23320 by close of business **June 15, 2022**.

APPENDIX: COMMENTS

Steve Lambert

From: Steve Lambert
Sent: Friday, June 24, 2022 8:48 AM
To: Jackson, Carl
Cc: Dale Stith
Subject: RE: Portsmouth - Western Freeway Conversation

Carl,

Thank you for the comments.

We will change the High Street facilities to sharrows.

Thank you,

Steve Lambert
Transportation Planner II
757-420-8300
slambert@hrtpo.org
723 Woodlake Drive, Chesapeake, VA 23320



From: Jackson, Carl <jacksonc@portsmouthva.gov>
Sent: Tuesday, May 31, 2022 2:37 PM
To: Steve Lambert <slambert@hrtpo.org>
Cc: Dale Stith <dstith@hrtpo.org>
Subject: RE: Portsmouth - Western Freeway Conversation

Hey Steve,

Just looking over the draft Trails Plan, thanks for including all the items we discussed about the interim trail. Just noticed on Page 27 (32 PDF), High Street only has Bike Sharrows at this time, not lanes (those lanes you see are actually parking lanes that cyclist like to use). Ultimately we would like to create an off-street shared use path to accommodate the trail.

I've also included some pictures if needed.

Carl E. Jackson, AICP
Manager of Transportation Planning
Portsmouth Planning Department
801 Crawford Street; Portsmouth, VA 23704
757-393-8836, x4205
jacksonc@portsmouthva.gov

APPENDIX: COMMENTS

From: Jackson, Carl
Sent: Friday, May 6, 2022 9:12 AM
To: Steve Lambert <slambert@hrtpo.org>
Cc: Dale Stith <dstith@hrtpo.org>
Subject: RE: Portsmouth - Western Freeway Conversation

Sure, I can do any time that morning.

Carl E. Jackson, AICP
Manager of Transportation Planning
Portsmouth Planning Department
801 Crawford Street; Portsmouth, VA 23704
757-393-8836, x4205
jacksonc@portsmouthva.gov

From: Steve Lambert <slambert@hrtpo.org>
Sent: Friday, May 6, 2022 7:57 AM
To: Jackson, Carl <jacksonc@portsmouthva.gov>
Cc: Dale Stith <dstith@hrtpo.org>
Subject: Portsmouth - Western Freeway Conversation

Carl,

Do you have any available time to discuss Western Freeway next Thursday, May 12? It would be virtual.

Steve Lambert
Transportation Planner II
757-420-8300
slambert@hrtpo.org
723 Woodlake Drive, Chesapeake, VA 23320



APPENDIX: COMMENTS

Steve Lambert

From: Steve Lambert
Sent: Friday, June 24, 2022 9:03 AM
To: Megan Gribble
Cc: Dale Stith
Subject: RE: CoVB Hampton Roads Regional Trails report Draft Feedback/Comments

Megan,

Thank you for the comments. We understand the difficulties with understanding the multiple designations of each trail and that is why we separated the report into existing and funded sections. We will look at ways that we can show the designations more clearly in the report maps.

As for the multiple names of the trails, HRTPO staff agrees and one of the next step goals is to develop marketing/wayfinding/branding plans to help address this issue (see page 56).

Thank you,

Steve Lambert

Steve Lambert
Transportation Planner II
757-420-8300
slambert@hrtpo.org
723 Woodlake Drive, Chesapeake, VA 23320



From: Megan Gribble <MGribble@vbgov.com>
Sent: Wednesday, June 15, 2022 12:53 PM
To: Steve Lambert <slambert@hrtpo.org>
Cc: Mark E. Shea <MEShea@vbgov.com>; Chad R. Morris <CMorris@vbgov.com>
Subject: CoVB Hampton Roads Regional Trails report Draft Feedback/Comments

Steve,

Thanks for the opportunity to review the draft plan and provide feedback.

Comprehensive and Transportation Comments/Feedback:

- It is somewhat difficult to keep track of the designations of each trail/trail segment in terms of which category they fit in:
 - o Existing
 - o Approved but not funded
 - o Approved and funded but not constructed
 - o In construction

APPENDIX: COMMENTS

- There are also several names for the trails VB and that was somewhat confusing for me to keep track of! This is probably just because I was unaware of the various names though.

Parks & Recreation Comments/Feedback:

- None

Megan Gribble, Transportation Planner II, (she/her)

City of Virginia Beach Department of Planning & Community Development

[Comprehensive/Transportation Planning Division](#)

MGribble@vbgov.com

(757) 385-1325 (Direct)

(757) 385-4621 (Office)

(757) 373-9884 (Cell)

2875 Sabre Street, Suite 500

Virginia Beach, VA 23452



APPENDIX: COMMENTS

Steve Lambert

From: Steve Lambert
Sent: Friday, June 24, 2022 8:53 AM
To: Rogard Ross
Cc: Dale Stith
Subject: RE: Comments on Hampton Roads Regional Trails Report

Rogard,

Thank you for your comments.

As for Segment B in Chesapeake, you are correct. And that is what we are currently showing. We have also updated the funding map (page 42 – map 14) because the other segment you mentioned recently received funding.

As for the Driver segment. We do show it as existing in Map 11. But we decided to only spotlight a segment in each locality due to Suffolk having multiple segments existing. We chose to highlight Segment A because it is the most recent segment constructed in Suffolk. We plan to edit the maps to better visualize the spotlighted segments versus all the existing segments.

Appreciate the feedback.

Thank you,

Steve Lambert
Transportation Planner II
757-420-8300
slambert@hrtpo.org
723 Woodlake Drive, Chesapeake, VA 23320



From: Rogard Ross <rogard@yahoo.com>
Sent: Wednesday, June 15, 2022 3:51 PM
To: Steve Lambert <slambert@hrtpo.org>
Subject: Comments on Hampton Roads Regional Trails Report

Hi Steve,

Just got a couple of last minute input about the report that I was asked to share with you. Guess the main thing would be in reference to Map 11 South Hampton Roads Trail Existing Facilities ...

- Only half of Segment B in Chesapeake is truly existing, i.e. from Dordon St to the Portsmouth City line. The other half is still to be built, although by the time you publish this perhaps the Dordon St. to Taylor Road can be added to the Funded Projects list. And then Taylor Road to Suffolk is still in the design phase.

APPENDIX: COMMENTS

- You show the Suffolk trail from Driver to the Chesapeake City Line on Map 11, but its unlabeled. Looks like it's part of Segment B, although it's really a disconnected part of Segment A. That may be a bit confusing.

Overall, the report looks quite good. Thank you for the work on it.

Sincerely,
Rogard Ross

APPENDIX: COMMENTS

Steve Lambert

From: Steve Lambert
Sent: Friday, June 24, 2022 9:01 AM
To: Travis Davidson
Cc: Dale Stith
Subject: RE: Regional Trails Plan comments

Travis,

Thank you for the comments. Please see our responses in red.

Page 7 & 8 – South Hampton Roads Trail has a local advocate community group organized through the South Hampton Roads Trail Facebook page. This group organizes support for the trail completion. Please add it to the section with a link to the FB page (<https://www.facebook.com/SouthHamptonRoadsTrail>) I administer this page and can provide more information, if needed.

HRTPO staff will add a sentence and the link to the South Hampton Roads Trail Facebook page.

Page 13 – Some recent maps have shown the B2B trail going north along roads and paths to First Landing.

Correct. The Beaches to Bluegrass Trail had two routes in Hampton Roads. In the Linking Hampton Roads Active Transportation Plan, staff decided to promote the South Hampton Roads Trail as the preferred alternative. Also, as part of the Future Proposed Trail Section, the Chesapeake Bay South Loop follows the route you speak of.

Page 14 – Recent ECG maps have shown the trail going south in Chesapeake through the Dismal Swamp Canal Trail to NC.

Thank you for catching this error. Will be fixed in final version.

Page 23 -Map location for C-G look to need to be moved up the page to be closer to the map areas described.

Thank you for catching this error. Will be fixed in final version.

Page 23 – Suffolk also has a 3.1 mile completed segment that connects to Chesapeake.

It is shown on page 23 on Map 11. We choose to spotlight one segment of the South Hampton Roads Trail from each locality.

Page 25 – Chesapeake Trail stops about 50 yards short of High Street at the Chesapeake/Portsmouth city line.

Correct. As for a physical marker for a terminus, Chesapeake staff provided the City line.

Page 26 – Mt Vernon bike lane only exists on Mt Vernon Ave. The map also shows High Street with a blue line. High St does not have bike lanes and High St is not part of the Mt Vernon segment.

Correct. We are removing the High Street Bike Sharrows from the existing section and will only be spotlighting Mt. Vernon (per a comment/correction from Portsmouth City staff).

Page 27 – High St is a 4 lane road with Sharrows in the right lanes. No bike lanes exist today or are planned according to the Portsmouth city webpage which shows a future redesign with sharrows as the bike facility and a sidewalk for pedestrians.

According to the Portsmouth Bike Ped Plan, the recommendations are for proposed shared-use paths along High Street.

Page 43 – funds have been awarded this year for work to complete the two remaining Chesapeake sections of the trail.
As of right now, HRTPO staff has not received notification of funding.

APPENDIX: COMMENTS

Page 43 – funds have been awarded this year to construct another Suffolk Trail section between Driver and the finished trail at Nansemond.

This page was done before the TA-Set Aside program was awarded. It will be updated in the final report.

Page 46 – Chesapeake currently plans to use a 5" sidewalk along Taylor Rd for part of their trail. They will not be using the planned rail line west of Taylor Rd. Chesapeake also plans to use an existing 8' widened sidewalk along Bruce Rd. The facilities from Bruce Rd onward are Sharrows on Gum Ct and possibly a path or shared use path. Design is TBD.

HRTPO staff has been notified by Chesapeake City staff about this information and will continue to monitor.

Page 46 – I have seen no plans for a shared-use path along High Street. High St currently has sharrows and shows future sharrows as indicated on their city webpage. I have seen no indication of a shared-use path along High Street between Old Towne and Mt. Vernon Ave.

The City of Portsmouth Bike and Pedestrian Plan has proposed shared-use paths along this route. The route was ranked as a top priority in the report.

Page 47 – More detailed and specific ERT information such as how to find out more information would be very helpful here

As to the ERT extension to the Virginia Beach line, HRTPO staff with the assistance of Norfolk, Virginia Beach, and ERT staff will be developing an analysis of proposed alternatives to extend the ERT to the Virginia Beach city line. The study, which is scheduled to kick-off early in Fiscal Year 2023, is referenced in the Regional Trails Report.

Thank you for the comments.

Steve Lambert
Transportation Planner II
757-420-8300
slambert@hrtpo.org
723 Woodlake Drive, Chesapeake, VA 23320



From: Travis Davidson <travis7davidson@gmail.com>

Sent: Wednesday, June 15, 2022 12:41 PM

To: Steve Lambert <slambert@hrtpo.org>

Subject: Regional Trails Plan comments

Steve,

Please see my comments below.

Travis

Regional Trails Plan comments

Page 7 & 8 – South Hampton Roads Trail has a local advocate community group organized through the South Hampton Roads Trail Facebook page. This group organizes support for the trail completion. Please add it to the section with a link to the FB page (<https://www.facebook.com/SouthHamptonRoadsTrail>) I administer this page and can provide more information, if needed.

APPENDIX: COMMENTS

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Page 47 – More detailed and specific ERT information such as how to find out more information would be very helpful here.

APPENDIX: COMMENTS

From: [Travis Davidson](#)
To: [Dale Stith](#)
Subject: 757 Bike Mission
Date: Wednesday, August 24, 2022 2:36:13 AM

Dale,

I am now the President of the 757 Bike Mission., a non-profit organization. We work regionally in Advocacy, Charity and Education.

We manage the South Hampton Roads Trail FB page. We are the local advocates currently working to complete the trail. Tidewater Bicycle Association started this page in around 2013 and now we manage and provide advocacy for the trail.

Is it possible to update the draft trail plan to include a statement similar to this one for BoAT?
See below:

“In 2018, local advocates formed a non-profit foundation, the Tidewater Trail Alliance (TTA), to advocate for and support the Birthplace of America Trail/Virginia Capital Trail Extension.”

Our might say that:

QUOTE

The 757 Bike Mission, a non-profit organization, advocates and supports the South Hampton Roads Trail. Find out more here (link to South hampton roads trail FB page)

UNQUOTE

Thank you.

Travis
757-287-7538

APPENDIX: COMMENTS

From: [Travis Davidson](#)
To: [Dale Stith](#)
Subject: Fwd: Adventure Cycling Association: Letter of Support for Virginia Beach Trail
Date: Wednesday, August 24, 2022 2:44:29 AM
Attachments: [Virginia Beach Trail Letter of Support_Adventure Cycling Association_March 2022_Final.pdf](#)

Dale,

I wanted to make sure you saw this information.

It seems worthwhile to me to add that the Trans America Trail begins in Astoria Oregon and ends in our region.

Can this be added to the draft?

Just for your information, I educated the ACA and asked them to send this letter. We worked with VB ATAC to get a draft support letter as a baseline for the letter.

Thanks again.

Travis

----- Forwarded message -----

From: **Travis Davidson** <travis7davidson@gmail.com>
Date: Thu, Jun 16, 2022 at 8:00 AM
Subject: Fwd: Adventure Cycling Association: Letter of Support for Virginia Beach Trail
To: Steve Lambert <slambert@hrtpo.org>
CC: Tom Howard <tomh@birthplaceofamericatrail.com>

Good morning Steve,

In follow up to Tom's email earlier, the ACA sent this letter to VB earlier this year. The ACA is working on sending more letters to other cities to express the same interest.

I also ask that you consider including the ACA's TransAm Trail in this document.

Also, thanks for putting the draft plan together. I am hopeful that you received a lot of good comments on it.

Travis

----- Forwarded message -----

From: **Katie Harris** <kharris@adventurecycling.org>
Date: Thu, Mar 24, 2022 at 3:59 PM
Subject: Adventure Cycling Association: Letter of Support for Virginia Beach Trail
To: <cmoffice@vbgov.com>
CC: <elinn@vbgov.com>, <wtclegal-BTAC@yahoo.com>, Travis Davidson <travis7davidson@gmail.com>, <CityCouncil@vbgov.com>

APPENDIX: COMMENTS

Hello City Manager Duhaney,

Please see attached letter of support from Adventure Cycling Association in regard to the Virginia Beach Trail.

Thank you,

--

Katie Harris

Director of Advocacy

Pronouns: she/her ([Here's why!](#))

Cell: 307.699.2236

Email: kharris@adventurecycling.org

Adventure Cycling Association

Inspiring, empowering, and connecting people to bicycle travel.

APPENDIX: COMMENTS

From: [Travis Davidson](#)
To: [Dale Stith](#)
Cc: [Tom Howard](#); [Troy A. Eisenberger](#); [Regard Ross](#); [Christina L. Fisher](#); [Mark W. Furlo](#); [Jackson, Carl](#); [Wright, James](#); [mayor@portsmouthva.gov](#); [Ken Sauer](#); [Michael Sawchuk](#); [Dustin Wallace](#); [Wayne Wilcox](#)
Subject: feedback on HRTPO regional trails plan - BoAT & South HR Trail
Date: Wednesday, August 24, 2022 7:35:52 AM
Attachments: [Draft Regional Trail Plan pg 38.png](#)
[Draft Regional Trail Plan pg 40.png](#)

Good morning Dale,

I have some comments concerning the draft Regional Trails Plan.

Page 38, funded projects for BoAT, I believe is missing the funded Isle of Wight wide shoulder being built to support the BoAT. I am copying Tom Howard as he would know best about the BoAT funded projects to include on this page. For Tom, I attached the page.

Page 40, is attached for Chesapeake, Suffolk and Portsmouth staff copied. I believe staff may have updates to add to this plan, such as estimated completion dates. I believe Chesapeake may have those for their two funded projects. I believe Portsmouth has the information for their 1.8 mile rail trail they just received bids on August 4th. Portsmouth I would think would want to add their recent \$19.3M RAISE grant award for the High St portion of the South Hampton Roads Trail. I will leave it to these city staff to review and update you.

For everyone's convenience, here is the link to the draft trails plan.

https://www.hrtpo.org/uploads/docs/HR_Regional_Trails_Report.pdf

Travis Davidson
President, 757 Bike Mission
(Advocate for [S.HR](#) Trail and manages [S.HR](#) Trail FB page)
757-287-7538

APPENDIX: COMMENTS

From: [Dale Stith](#)
To: [Dale Stith](#)
Subject: RE: Regional Trails Plan comments
Date: Friday, August 26, 2022 11:21:32 AM
Attachments: [image001.png](#)

From: Dale Stith
Sent: Wednesday, August 24, 2022 8:33 PM
To: Travis Davidson <travis7davidson@gmail.com>
Subject: RE: Regional Trails Plan comments

Hi Travis,

Thank you for all the great bike/ped information. I'm looking over all your suggestions and checking with various staff/sources to ensure there aren't any issues with incorporating some of your suggestions. I also thought it would be easier to respond to your emails with this one.

- For the 757 Bike Mission reference, I don't see any significant issues in adding this reference. However, I need to double check with a few sources to ensure we wouldn't upset other nonprofits who are also in support of the SHRT but aren't being listed (unlikely, but want to double check).
- I wasn't aware of the Trans America Trail, so thank you for bringing that to my attention. I also don't see any issues with adding this to the draft Regional Trails Report.
- My department doesn't oversee coordination for the various Federal/State funding grants but based on my understanding of the Safe Streets and Roads For All Grant Program, Task 8.7 is an unrelated effort and therefore won't necessarily help localities/projects compete for funds through this program. There is another team at the TPO starting a regional safety study that they intend to also serve as a regional Action Plan. Projects identified in this study/action plan, anticipated to be completed in the Spring, will help localities in their pursuit of this funding. My suggestion is to touch base with Norfolk staff directly if there is a project that you are recommending they pursue.
- Regarding your draft Regional Trail Report comments,
 - I'm having staff double check to make sure your comments submitted to Steve back in June have already been incorporated (I believe Steve did before he left). I was hoping that we could update the draft version currently on our website, but staff is still working on other report/map edits which has delayed the update.
 - Thanks for submitting additional comments this morning. We will follow up with staff internally and with the localities mentioned and update accordingly

Thanks and please let me know if you have any follow up questions. I will send another email when the draft Regional Trails Report is updated.

APPENDIX: COMMENTS

Dale

Dale M. Stith, AICP, GISP

Principal Transportation Planner | Hampton Roads Transportation Planning Organization
723 Woodlake Drive | Chesapeake, VA 23320
dstith@hrtpo.org | www.hrtpo.org | Phone: 757.420.8300

TPOHeartbeatLogoEMAIL



From: Travis Davidson <travis7davidson@gmail.com>

Sent: Wednesday, August 24, 2022 7:17 AM

To: Dale Stith <dstith@hrtpo.org>

Subject: Fwd: Regional Trails Plan comments

Good morning Dale,

I see some comments here that are to be included but aren't changed on the draft document you sent me. One example would the bike lane shown on high street.

Thank you.

Travis

APPENDIX: COMMENTS

From: [Dale Stith](#)
To: [Travis Davidson](#)
Cc: [Tom Howard](#); [Troy A. Eisenberger](#); [Rogard Ross](#); [Christina L. Fisher](#); [Mark W. Furlo](#); [Jackson, Carl](#); [Wright, James](#); [mayor@portsmouthva.gov](#); [Ken Saucer](#); [Michael Sawchuk](#); [Dustin Wallace](#); [Wayne Wilcox](#)
Subject: RE: feedback on HRTPO regional trails plan - BoAT & South HR Trail
Date: Wednesday, August 24, 2022 8:38:00 PM
Attachments: [image001.png](#)

Hi Travis,

Thanks for this information and the valuable input you've provided on the draft Regional Trails Report. In addition to any information Tom provides, I'll also follow up with TPO staff about the funding status of the shoulder in Isle of Wight.

I'll also follow up with locality staff in Chesapeake, Suffolk, and Portsmouth about any updates they may have to include in the draft Regional Trails Report before it is approved by the HRTPO Board in October.

Thanks again,
Dale

Dale M. Stith, AICP, GISP

Principal Transportation Planner | Hampton Roads Transportation Planning Organization
723 Woodlake Drive | Chesapeake, VA 23320
dstith@hrtpo.org | www.hrtpo.org | Phone: 757.420.8300

TPOHeartbeatLogoEMAIL



From: Travis Davidson <travis7davidson@gmail.com>
Sent: Wednesday, August 24, 2022 7:36 AM
To: Dale Stith <dstith@hrtpo.org>
Cc: Tom Howard <tomh@birthplaceofamericatrail.com>; Troy A. Eisenberger <teisenberger@cityofchesapeake.net>; Rogard Ross <rogard@yahoo.com>; Christina L. Fisher <cfisher@suffolkva.us>; Mark W. Furlo <mfurlo@suffolkva.us>; Jackson, Carl <jacksonc@portsmouthva.gov>; Wright, James <wrightj@portsmouthva.gov>; mayor@portsmouthva.gov; Ken Saucer <saucer.ken@gmail.com>; Michael Sawchuk <mpsawchuk@live.com>; Dustin Wallace <dustin_l_wallace@yahoo.com>; Wayne Wilcox <wtwilcox@gmail.com>
Subject: feedback on HRTPO regional trails plan - BoAT & South HR Trail

Good morning Dale,

I have some comments concerning the draft Regional Trails Plan.

APPENDIX: COMMENTS

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For everyone's convenience, here is the link to the draft trails plan.

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Travis Davidson
President, 757 Bike Mission
(Advocate for [S.HR](#) Trail and manages [S.HR](#) Trail FB page)
757-287-7538

APPENDIX: COMMENTS

From: [Dale Stith](#)
To: [Dustin Wallace](#)
Cc: [Tom Howard](#); [Troy A. Eisenberger](#); [Rogard Ross](#); [Christina L. Fisher](#); [Mark W. Furlo](#); [Jackson, Carl](#); [Wright, James](#); [mayor@portsmouthva.gov](#); [Ken Saucer](#); [Michael Sawchuk](#); [Wayne Wilcox](#); [hello@elizabethrivertrail.org](#); [Travis Davidson](#)
Subject: RE: feedback on HRTPO regional trails plan - BoAT & South HR Trail
Date: Monday, August 29, 2022 5:04:00 PM
Attachments: [image001.png](#)

Hi Dustin,

The current draft Regional Trails Report doesn't explicitly discuss an alignment for the ERT extension eastward to the future Virginia Beach Trail as that will be a separate study in the HRTPO Fiscal Year Unified Planning Work Program (<https://www.hrtpo.org/uploads/docs/FY2023%20UPWP%20FINAL.pdf>). Information on this effort is described under Task 8.7 (Extending the Elizabeth River Trail to the Proposed Virginia Beach Trail) on pages 63-64.

We haven't initiated Task 8.7, so I'm unable to provide a status update on the alignment. HRTPO staff will be reaching out to Norfolk and ERT staff soon to discuss the first steps of the study development.

Please let me know if you have additional questions.

Thanks,
Dale

Dale M. Stith, AICP, GISP

Principal Transportation Planner | Hampton Roads Transportation Planning Organization
723 Woodlake Drive | Chesapeake, VA 23320
dstith@hrtpo.org | www.hrtpo.org | Phone: 757.420.8300

TPOHeartbeatLogoEMAIL



From: Dustin Wallace <dustin_l_wallace@yahoo.com>
Sent: Sunday, August 28, 2022 12:22 PM
To: Travis Davidson <travis7davidson@gmail.com>; Dale Stith <dstith@hrtpo.org>
Cc: Tom Howard <tomh@birthplaceofamericatrail.com>; Troy A. Eisenberger <teisenberger@cityofchesapeake.net>; Rogard Ross <rogard@yahoo.com>; Christina L. Fisher <cfisher@suffolkva.us>; Mark W. Furlo <mfurlo@suffolkva.us>; Jackson, Carl <jacksonc@portsmouthva.gov>; Wright, James <wrightj@portsmouthva.gov>; mayor@portsmouthva.gov; Ken Saucer <saucer.ken@gmail.com>; Michael Sawchuk <mpsawchuk@live.com>; Wayne Wilcox <wtwilcox@gmail.com>; hello@elizabethrivertrail.org
Subject: Re: feedback on HRTPO regional trails plan - BoAT & South HR Trail

APPENDIX: COMMENTS

Good Afternoon, Dale,

Following up on Travis's comments, I noticed the draft report did not explicitly discuss an alignment of the ERT extension Eastward to the future Virginia Beach Trail at the Norfolk / Virginia Beach City Line at Newtown Rd. Specifically, along Curlew Drive, paralleling The Tide LRT, eastward. To caveat, Page 7 of the report depicted a notional alignment.

Do we have a status update on Eastward segment to include Curlew Dr? For situational awareness, I included ERT's distro, as I do not have the new president's email address.

Thank you for your time!

Very Respectfully,

Dustin Wallace
Bike Norfolk Member

On Wednesday, August 24, 2022 at 08:38:56 PM EDT, Dale Stith <dstith@hrtpo.org> wrote:

Hi Travis,

Thanks for this information and the valuable input you've provided on the draft Regional Trails Report. In addition to any information Tom provides, I'll also follow up with TPO staff about the funding status of the shoulder in Isle of Wight.

I'll also follow up with locality staff in Chesapeake, Suffolk, and Portsmouth about any updates they may have to include in the draft Regional Trails Report before it is approved by the HRTPO Board in October.

Thanks again,

Dale

Dale M. Stith, AICP, GISP

Principal Transportation Planner | Hampton Roads Transportation Planning Organization

723 Woodlake Drive | Chesapeake, VA 23320

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APPENDIX: COMMENTS

TPOHeartbeatLogoEMAIL



From: Travis Davidson <travis7davidson@gmail.com>
Sent: Wednesday, August 24, 2022 7:36 AM
To: Dale Stith <dstith@hrtpo.org>
Cc: Tom Howard <tomh@birthplaceofamericantrail.com>; Troy A. Eisenberger <teisenberger@cityofchesapeake.net>; Rogard Ross <rogard@yahoo.com>; Christina L. Fisher <cfisher@suffolkva.us>; Mark W. Furlo <mfurlo@suffolkva.us>; Jackson, Carl <jacksonc@portsmouthva.gov>; Wright, James <wrightj@portsmouthva.gov>; mayor@portsmouthva.gov; Ken Saucer <saucer.ken@gmail.com>; Michael Sawchuk <mpsawchuk@live.com>; Dustin Wallace <dustin_l_wallace@yahoo.com>; Wayne Wilcox <wtwilcox@gmail.com>
Subject: feedback on HRTPO regional trails plan - BoAT & South HR Trail

Good morning Dale,

I have some comments concerning the draft Regional Trails Plan.

Page 38, funded projects for BoAT, I believe is missing the funded Isle of Wight wide shoulder being built to support the BoAT. I am copying Tom Howard as he would know best about the BoAT funded projects to include on this page. For Tom, I attached the page.

Page 40, is attached for Chesapeake, Suffolk and Portsmouth staff copied. I believe staff may have updates to add to this plan, such as estimated completion dates. I believe Chesapeake may have those for their two funded projects. I believe Portsmouth has the information for their 1.8 mile rail trail they just received bids on August 4th. Portsmouth I would think would want to add their recent \$19.3M RAISE grant award for the High St portion of the South Hampton Roads Trail. I will leave it to these city staff to review and update you.

For everyone's convenience, here is the link to the draft trails plan.

https://www.hrtpo.org/uploads/docs/HR_Regional_Trails_Report.pdf

Travis Davidson

President, 757 Bike Mission

(Advocate for [S.HR](#) Trail and manages [S.HR](#) Trail FB page)

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APPENDIX: COMMENTS



"Building Virginia's Next Signature Trail"

My thoughts and viewpoints regarding the recent HRTPO Regional Trails plan along with my vision for the active trails system from Hampton Roads and how it ties into the statewide system. I will try to incorporate "bottom line up front" (BLUF) commentary.

- Overall, happy with the HRTPO Regional Trails Plan2022
 - Concerned about the use of BoAT / VCT extension terminology
 - Encouraged to see tie into the statewide Beaches to Bluegrass Trail
 - Encouraged to see the Chesapeake Bay Loop and the potential tie in for the Eastern Shore Rail Trail
 - Encouraged about the use of LTS planning strategy
 - Encouraged to see the vision being laid out for tie in of the Elizabeth River Trail along the historic Elizabeth River to the Dominion Bridge / Dismal Swamp for future ECG designation.

My concern with the use of the BoAT / VCTe terminology lies in the potential misunderstanding of the intent of that phrase. It may give someone the impression that once complete, the name of the Birthplace of America Trail will be changed to Virginia Capital Trail. I have always maintained that the Birthplace of America Trail is a project that is rooted in history of the region and a stand-alone project that connects to the Virginia Capital Trail. As such, I have advocated for a future branding of - Birthplace of America Trail, *a VCT Connector*. A potential change on the HRPTO Regional Trails 2022 should read, BoAT / VCTc.

The Virginia Capital Trail is a powerhouse project that has established its brand as a uniquely "Virginia" experience (much like the Virginia Creeper Trail). Part of it's magic is the fact that it connects past and present Capitals of the Commonwealth. This one of the reasons for its need to connect to Colonial Williamsburg Governors Mansion. Extending the VCT beyond James City County eastward, dilutes the "magic" of it name. Rather, I would envision a day where the VCT would stretch west to Staunton, VA via Charlottesville as these two localities served as capital cities in the days of the War of 1812. With the opening of the Crozet Tunnel, the potential to cross the Blue Ridge (on a multi-use path) is possible.

Other trails that could someday hold the same title as a VCT Connector would be the Fall Line Trail, Appomattox River Trail and the Shenandoah Rail Trail. The Virginia Capital Trail will someday rival other adventure tourism destinations such as the Katy Trail and the C&O / Great Allegheny Passage. *Brand protection is paramount*. This brings up another discussion that should be explored such as the Capital Trails Coalition in the NoVA / MD / DC marketplace. Should other trail projects promote the "Capital Trail" branding, it could negatively impact the marketing ability of the VCT.

As part of the leadership team of the Tidewater Trails Alliance whose mission it is to see the Birthplace of America Trail built, I would be proud to hold the distinction of a Virginia Capital Trail Connector. Not so much as a VCT extension. VCT connector branding preserves the intent of capitalizing on the clout of the VCT, eliminates any future confusion for the mission of the BoAT and preserves the strength of the VCT brand.

APPENDIX: COMMENTS



"Building Virginia's Next Signature Trail"

Beaches to Bluegrass Trail was originally conceived to compete with North Carolina's Mountains to Sea Trail, the SC Palmetto Trail and Ohio's Buckeye Trail. It is imperative that this effort continue in its development. Once again, branding is important. The Beaches to Bluegrass Trail is supported by the DCR and various advocacy groups throughout Virginia, including the TTA. In the western part of our Commonwealth, the B2B is marketed as a destination tourism location. In my travels as an industrial sales rep., I have seen this in Danville, Martinsburg and Galax.

The potential to promote the SHRT and the Eastern Shore Rail Trail with this network, is a boom to our regional active transportation initiatives. In my opinion, the South Hampton Roads project suffers from a branding deficit. What better way to promote the SHRT cooperative trails (Suffolk, Chesapeake, Portsmouth, Norfolk, VB and Eastern Shore) as part of the Beaches to Bluegrass Trail network? Taking this a step further and having the Beaches to Bluegrass brand / logo on their wayfinding signage would solidify this effort.

Although the Birthplace of America Trail traces part of its historical roots to the Cape Henry landing, a decision to brand the SHRT / Eastern Shore Trail is stronger with the Beaches to Bluegrass Trail brand, rather than the BoAT brand. The Tidewater Trails Alliance will continue to advocate for the development of all the regions SHRT components as the vision for a multi-use trail from the Oceanfront to the Virginia Capitol steps, materialize with time.

Chesapeake Bay Loop – This tie into the connection between the Eastern Shore Trail and the rest of the Beaches to Bluegrass Trail is encouraging. No further discussion needed other than to continue this dialogue with future planning sessions. I would suggest looking at the already established interim route of the Beaches to Bluegrass Trail. I have personally traveled this alignment from the King Neptune Statue to Suffolk's connection with the East Coast Greenway. Speaking of the **King Neptune Statue** – what better terminus symbol that this iconic statue. Think the Key West Buoy, the Appalachian Trail sign on Mt. Katahdin or the arch at Santa Monica's Pier at the terminus of Historic Route 66. People love this statue – we need to promote this symbol regionally as the terminus of the Beaches to Bluegrass Trail.

Levels of Traffic Stress / LTS Scoring being utilized in the HRTPO planning documents is a step forward in finding tools for our region to roll out our planning documents. In all efforts, having various tools available to our planning departments is like having a mechanic working on your car with the complete set of tools necessary to do so. LTS scoring is one of those tools and I am glad to see the HRTPO has taken the lead in publicizing the tool in its 2022 report. The Hampton Roads region has the opportunity to be a trail blazer (no pun intended) by taking this a step forward and transferring the planning tool to an actual visual aid. Marking regional bike and pedestrian trails with a colored outline will aid travelers as they route themselves from point A to point B. This is a discussion that is broader than I want to go into on this document, but rather important enough to warrant a discussion at the regional planning level.

Elizabeth Rivers Trail connection to the Dismal Swamp Trail – The ERT has done a magnificent job utilizing LTS scoring in its establishment of a continuous trail system in an urban environment. To continue its effort south to the Dismal Swamp Trail along the historical backbone of our regions economic development, will aid in the importance of the ERT as well as provide that connection that the East Coast Greenway is looking for to safely route this national project south to North Carolina. I would encourage the regional and ERT team to explore this opportunity.

APPENDIX: COMMENTS



"Building Virginia's Next Signature Trail"

Final Comments from Tom Howard - In conclusion, I want to thank the many people who work tirelessly to plan & develop our regions active transportation blueprint. The staff of the HRTPO has shown its leadership to other localities and non-profit organizations. Personally, it has given me hope that our region can take the next step in allowing walkers, cyclists and runners a safe place to move in the place we call home.

As many of you know, I have been involved in bicycle advocacy in our region for the past eight years. Starting out with the Peninsula Bicycling Association as an advocacy coordinator, a member of the steering committee for the Paths Connecting to the Virginia Capital Trail that became the Birthplace of America Trail and finally as a founding member of the Tidewater Trails Alliance. I am stepping down from my leadership post with the TTA to pursue some other interests but will always be committed to the mission & vision of the TTA. I will continue to serve as a board member of the TTA, but in a different capacity.

I am encouraged that the TTA is taking the next step in the establishment of the Birthplace of America Trail (BoAT). Reed Nester will be taking on the Chairmanship role of the organization, still supported by Katherine Preston (Vice Chair), Tom Carmine (Treasurer) and Beverly McLean (Secretary). Reed has a wealth of knowledge in transportation planning and the same desire to complete the BoAT. The TTA will benefit from his experience and ability to advance the cause on a more consistent manner than I have been able to do.

To the other board members of the TTA, I thank you all for your support over the years. You have all done a fantastic job. To Raleigh, Cristin, Dianne and Aaron – I hope to more active on the southside routing. Feel free to use me as a resource on our efforts to ramp up the enthusiasm for this leg of the BoAT. The southern leg has the biggest potential in creating that “greenway” experience that the VCT has established. I am excited for the growth of this leg of the BoAT.

In continuing support, I thank you all –

Tom Howard

Past Chairman – Tidewater Trails Alliance

tomh@birthplaceofamericatrail.com

757-449-9817



Walk, Run, Ride or Roll

APPENDIX: COMMENTS

From: [Robert A. Crum, Jr.](#)
To: [Tom Howard](#); [Dale Stith](#); [Cat Anthony](#); [Travis Davidson](#); [Reed Nester](#); SLambert@vbgov.com; [Jennifer DCR Wampler](#); [Pavithra Parthasarathi](#); [Matthew Klepeisz](#)
Cc: [Cristin Emrick](#); [Thompson, Richard M](#); [Raleigh Martin](#); [Beverly McLean](#); [Preston, Katherine K](#); [Tregg Hartley](#); [Benning \(Benny\) Zhang](#); [Aaron L. Bull](#); [Dianne Cheek](#); [Thomas Cosgrove](#); [Tom Carmine](#)
Subject: RE: Tom Howard - Personal Vision / Sign off
Date: Friday, August 26, 2022 9:45:53 AM
Attachments: [image001.png](#)
[image002.png](#)

Tom:

Thank you for the email, and for taking the time to provide these thoughtful comments for our consideration. We look forward to working with the Alliance, local governments and other stakeholders to continue to discuss these items and opportunities as we continue to advance the trail.

I want to personally thank you for your commitment to our community, and for all of your work to initiate this exciting opportunity for our region

Bob



Robert A. Crum Jr.

Executive Director

Hampton Roads Planning District Commission

Hampton Roads Transportation Planning Organization

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All email correspondence to and from this address is subject to the Virginia Freedom of Information Act and to the Virginia Public Records Act, which may result in monitoring and disclosure to third parties, including law enforcement.

From: Tom Howard <tomh@birthplaceofamericatrail.com>

Sent: Friday, August 26, 2022 9:27 AM

To: Dale Stith <dstith@hrtpo.org>; Cat Anthony <cat@virginiacapitaltrail.org>; Travis Davidson

APPENDIX: COMMENTS

<travis7davidson@gmail.com>; Reed Nester <reednester@gmail.com>; Robert A. Crum, Jr. <rccrum@hrpdvva.gov>; SLambert@vbgov.com; Jennifer DCR Wampler <jennifer.wampler@dcr.virginia.gov>
Cc: Cristin Emrick <cristinemrick@gmail.com>; Thompson, Richard M <rmtho2@wm.edu>; Raleigh Martin <raleighmartin1@gmail.com>; Beverly McLean <BeverlyM@covtrav.com>; Preston, Katherine K <kkpres@wm.edu>; Tregg Hartley <pbafatmanriding@gmail.com>; Benming (Benny) Zhang <myneighborbenny@gmail.com>; Aaron L. Bull <aaron@bullcm.com>; Dianne Cheek <cheek2cheekllc@gmail.com>; Thomas Cosgrove <Thomas.J.Cosgrove@hii-nns.com>; Tom Carmine <tomcarmine@gmail.com>
Subject: Tom Howard - Personal Vision / Sign off

I have attached some comments on the recent HRPO Trails planning document for 2022. I encourage all to read the attached as I transition to a different role with the TTA. I hope this helps in our common goals of making the Old Dominion a great state to live in.

Thank you.



BirthplaceOfAmericaTrail.com

Tom Howard

Past Chairman – Tidewater Trails Alliance

tomh@birthplaceofamericatrail.com

757-449-9817



[Friends of Birthplace of America Trail](#)

Walk, Run, Ride or Roll