October 17, 2013

Mr. James S. Utterback, PMP
Hampton Roads District Administrator
Virginia Department of Transportation
1700 North Main Street
Suffolk, VA 23434

Re: HRTPO Action [Transportation Alternatives Program (TAP): Project Proposals]

Dear Mr. Utterback:

This is to certify that the Hampton Roads TPO, at its meeting on October 17, 2013, endorsed the enclosed project proposals to be funded with Transportation Alternatives Program (TAP) funds.

Please advise me of any additional information you may need in regard to the foregoing.

Sincerely,

Dwight L. Farmer
Executive Director/Secretary

JDP/kg

Enclosure

Copy: Jennifer DeBruhl
September 23, 2013

Camelia Ravanbakht, Ph.D., Deputy Executive Director
Hampton Roads Metropolitan Planning Organization
The Regional Building
723 Woodlake Drive
Chesapeake, Virginia 23320

RE: Transportation Alternatives Program Application

Dear Camelia:

The City of Chesapeake is requesting the HRTPO’s endorsement of our Transportation Alternatives Program (TAP) application for Chesapeake’s portion of the “Multi-City” Trail System. The total project cost is estimated to be $600,000 for design and construction of a 3 mile off-road trail system (Phase 1) along the abandoned Commonwealth Railroad right-of-way from Gun Court to the Portsmouth City line. We are therefore requesting TAP funding in the amount of $480,000, with the right-of-way necessary to construct the trail serving as the City’s required 20% match.

By way of background, the referenced rail line is now abandoned as the Commonwealth Rail Line has been relocated to the medians of State Route 164 and Interstate 664. The Virginia Port Authority, as imminent owner of the Commonwealth Rail Line, has expressed the desire to transfer the property to the City of Chesapeake. As such, Chesapeake proposes to construct a 10-foot recreational off-road trail to accommodate bicyclists and pedestrians. This trail would become a critical component of the larger “Multi-City” Trail that would eventually run from Suffolk to Ocean View, a distance of over 30 miles.

The trail project described above has been endorsed by the Chesapeake Parks and Recreation Advisory Committee, the Chesapeake Transportation Safety Commission, and the Chesapeake Bike and Trails Advisory Committee.

I will be in attendance at the TTAC meeting to answer any questions the committee members may have.

Thank you in advance for your consideration.

Sincerely,

[Signature]

Earl Sorey, P.E.
City Engineer

Attachment

c: Eric J. Martin, P.E., Director of Public Works
   Michael Barber, Director of Parks and Recreation
   Jaleh Shea, Director of Planning
FACT SHEET
Proposed Commonwealth Railway Trail in Western Branch
September 10, 2013

Project Scope:
- The abandoned Commonwealth and Seaboard rail lines provide an opportunity to develop a paved multi-use trail in Western Branch, which will add to the area's existing trail system.
- The first phase of the trail would extend from the Portsmouth City line to I-664 near Gum Road (Commonwealth Rail Line).
- The second phase of the trail would extend from I-664 to the Suffolk City line (Seaboard Rail line).
- With both phases of the trail, approximately 3.2 miles would be added to Western Branch's existing trail system.
- This trail would connect the existing off-street trails along Bruce and Tyre Neck Roads and create a "loop."
- Eventually, this proposed trail would be part of a multi-city project that follows the abandoned Commonwealth and Seaboard Railroad Line for 31 miles, from the Suffolk train station to Ocean View in Norfolk.

Project Details:
- The railroad right-of-ways are 50 feet in width; 10 feet of which would be a paved, asphalt trail.
- The trail would be used for biking and walking and would be off-road; motorized vehicles would not be permitted.
- The property would be maintained by the Department of Parks and Recreation.
- Traffic bollards would be placed at the 6 at grade crossings of the trail to promote safety.
- Trail amenities could be provided in addition to required trail signage.
- No lighting or landscaping is proposed at this time.

Project Funding:
- Funding exists through the Moving Ahead for Progress in the 21st Century (MAP-21) Transportation Alternatives Program, a competitive grant program.
- The grant request amount is $600,000 for the first phase of the project. The City is required to contribute 20% ($120,000). The donation of the railroad right-of-way is expected to cover the City's required match.
- The deadline for application is November 1, 2013.
September 16, 2013

Mr. Dwight L. Farmer
Hampton Roads Transportation Planning Organization
723 Woodlake Drive
Chesapeake, VA. 23320

Subject: Request for HRTPO Board endorsement for Hampton Roads Transit (HRT) “ADA Bus Stop Compliance” project under the Transportation Alternatives Program (TAP) of MAP-21

Dear Mr. Farmer:

Hampton Roads Transit (HRT) requests the endorsement by the Board of the Hampton Roads Transportation Planning Organization (HRTPO) for its project application under the Transportation Alternatives Program (TAP) of MAP-21. HRT respectfully requests the endorsement of its application for the ADA Bus Stop Compliance program. HRT has nearly 3,500 bus stops in the six cities of its service district that serves over 50,000 passenger trips per day. Nearly 65% of our bus stops are not compliant with Americans with Disabilities Act (ADA) requirements regarding accessible ramps for wheelchairs and sidewalks at our bus stops. HRT is asking for $350,000 under the TAP grant program to retrofit some of the most utilized, non-compliant, bus stops with sidewalks and wheelchair accessible ramps. HRT anticipates coming forward in future years to continue retrofitting non-compliant bus stops in its system.

The ADA defines a “path of travel” as a continuous, unobstructed way of pedestrian passage by means of which the area may be approached, entered, and exited, by persons in wheelchairs. An accessible path of travel should consist of walks and sidewalks, curb ramps and other pedestrian ramps that allow unobstructed access to public transit vehicles. Many of the HRT bus stops have been in existence since before the passage of ADA; however there has been no dedicated funding to convert non-compliant bus stops into compliant stops. The bus stops are in city public rights-of-way, and unless the city has a roadway improvement project, the stops continue to remain in areas that provide physical challenges for people with disabilities.

As a Regional Transportation Authority, HRT is eligible to make this application for funding of its “ADA Bus Stop Compliance” project. The project aligns very nicely with TAP eligible projects under Activity #1 listed in Appendix A of the August 2013 Guidance document. This activity specifically identifies as eligible for funding, any project that “rehabilitates existing sidewalks to comply with ADA standards and to improve pedestrian access, as well as improving ADA accessibility by adding compliant wheelchair curb ramps.”
Hampton Roads Transit appreciates the consideration for support of this request and if you have any questions, you may call me at (757) 222-6000 ext 6133.

Sincerely,

Ray Amoruso
Chief Planning and Development Officer

Cc: Camelia Ravanbakht, HRTPO  
    Mike Kimbrel, HRTPO  
    William Harrell, HRT  
    Keisha Branch, HRT  
    Sibyl Pappas, HRT

Document Control: PS-205-GS-19076; EX380-GS-19-10037
September 20, 2013

Dwight L. Farmer
Executive Director
Hampton Roads Planning District Commission
723 Woodlake Drive
Chesapeake, VA 23320

Dear Mr. Farmer:

This is to request HRTPO endorsement for a long planned project, the Chesapeake Avenue Bike Trail located in the southern portion of Newport News, to be included as a candidate project for the Moving Ahead for Progress in the 21st Century (MAP-21) Transportation Alternatives Program (TAP).

The Chesapeake Avenue Bike Trail is planned along the Chesapeake Avenue waterfront from the Monitor-Merrimac Overlook to the Hampton City line. The trail will convert the existing bike route to a dedicated bike trail and construct a separate pedestrian promenade walkway along the Chesapeake Avenue seawall. The bike trail will physically separate the area of bicycle travel and motor vehicle travel, creating a safer environment for the cyclist. Given the water views and residential character of Chesapeake Avenue, the project also proposes to remove the existing rumble strip median and replace it with a landscaped median as well as creation of on-street parking along the northern (residential) side of Chesapeake Avenue. The proposed cost for the project is $500,000.

The trail was initially identified in the Hampton Roads Waterfront Parks Plan which was adopted by City Council in 1994. Since 1994, the project has further been identified in the Southeast Community Urban Waterfront Design Study (2007); the city's comprehensive plan, Framework for the Future 2030 (2008); and the Southeast Community Plan (2011).

If you have any questions regarding this project, please contact Michael S. King, Manager of Comprehensive Planning in the Department of Planning at (757) 926-8761. Thank you for your consideration of our request.

Sincerely,

James M. Bourey
City Manager

JMBayh
Enclosures: 3
Mr. Dwight L. Farmer
September 20, 2013
Page 2

CC:  Cindy Rohlf, Assistant City Manager
     Sheila McAllister, Director of Planning
     Michael King, Manager of Comprehensive Planning
     Jackie Kassel, Manager of Transportation Engineering
     Angela Hopkins, Senior Planner
Activate and connect existing open spaces.

The public green strip between Chesapeake Avenue and the water could be made more inviting for pedestrians use with trails and other elements. The street is presently wide enough for adequate safety, but it needs to be narrowed to support pedestrian use on Sundays for community recreation use, as in the image. Streets are used by cars only on Sundays for community recreation use, as in the image. The plan is to narrow the street to accommodate pedestrian use, making the waterfront potential as a public recreational benefit.
CHESAPEAKE AVENUE PROMENADE

A two-way bike lane will be designated on the south side of Chesapeake Avenue adjacent to the park. The bike lane will be separated from east bound traffic lane by street markings.
September 30, 2013

Dwight L. Farmer, P.E.
Executive Director
Hampton Roads Regional Transportation Planning Organization
The Regional Building
723 Woodlake Drive
Chesapeake, Virginia 23320

RE: Transportation Alternatives Program – City of Portsmouth Project Proposal

Dear Mr. Farmer:

The City of Portsmouth requests HRTPO support for the application to the Virginia Department of Transportation’s Transportation Alternatives Program (TAP) for a rail to trail project on the former Commonwealth right-of-way in the Churchland area of Portsmouth.

Portsmouth will be submitting an application November 1, 2013 for TAP funding for a 1.8 mile section of former rail right-of-way extending from the Chesapeake city line on High Street West northeast to the intersection of West Norfolk Road with Old Coast Guard Boulevard. Our application request will include paving a 12 foot cross section the length of the corridor, safe crossings of five intersections, signage, and amenities. We are requesting $900,000 in TAP funding and anticipate the total project cost to be $1,250,000.

Thank you in advance for your consideration in placing this item on the upcoming agendas. If you have any questions or require additional information, please feel free to contact me at wilsons@portsmouthva.gov.

Sincerely,

Susan L. Wilson, AICP
Manager of Transportation & Maritime Planning

Cc: James E. Wright, Jr., P.E., City Engineer, City of Portsmouth
Bob Baldwin, AICP, Director of Planning, City of Portsmouth
Brannon Godfrey, Deputy City Manager, City of Portsmouth
Mike Kimbrel, Principal Transportation Engineer, HRTPO

Department of Planning
801 Crawford Street • Portsmouth, VA 23704-3822 • (757) 393-8836 • Fax: (757) 393-5223
October 4, 2013

Dwight L. Farmer, P.E.
Executive Director
Hampton Roads Transportation Planning Organization
723 Woodlake Drive
Chesapeake, VA 23320

RE: Transportation Alternatives Program – City of Suffolk Project Proposal

Dear Mr. Farmer:

The City of Suffolk requests HRTPO support for our application to the Virginia Department of Transportation’s Transportation Alternatives Program (TAP) for the design and construction of a sidewalk and multiuse trail along the Shoulder’s Hill Road Corridor.

Suffolk plans to submit an application prior to November 1, 2013 for TAP funding for the extension of approximately 250 feet of sidewalk along the east side of the Shoulder’s Hill Road corridor and the construction of a 10’ wide multi-use trail approximately 1100 feet in length along the west side of the corridor. Other improvements will include crosswalks and pedestrian signal controls at the intersection of Shoulder’s Hill Road and Bennett’s Creek Park Road and closed stormwater drainage facilities. We are requesting $280,000 in TAP funds with an anticipated total project cost of $350,000.

Thank you for your consideration of this request and your assistance in placing this item on the upcoming agenda. Should you have any questions regarding this request, please contact me at 514-7703.

Sincerely,

Sherry B. Hanley, P.E.
Engineering Manager

Cc: Eric T. Nielsen, Jr., P.E., Director of Public Works, Suffolk
Edward Heide, Civil Engineer I, Suffolk
Camelia Ravanbakh, Ph.D., HRTPO
Mike Kimbrel, Principal Transportation Engineer, HRTPO
September 17, 2013

Mr. Dwight L. Farmer, Executive Director
Hampton Roads Transportation Planning Organization (HRTPO)
The Regional Building
723 Woodlake Drive
Chesapeake, Virginia 23320

SUBJECT: FY 2014-2015, MAP-21 Transportation Alternatives Program

Dear Mr. Farmer:

The City of Virginia Beach intends to file applications with the Virginia Department of Transportation (VDOT) for the MAP-21 Transportation Alternatives Program (TAP) funding. We respectfully request a letter of endorsement for the following projects to meet the requirements of the funding application.

1. Buckner Boulevard Shared-Use Path
2. Shore Drive Shoulder Widening for On-Road Bike Facility
3. Greenwell Road Shared-Use Path/Sidewalk
4. Cypress Avenue and Mediterranean Avenue Sidewalks
5. Kendall Street Sidewalk

Additional information including the project’s scope and budget are attached.

If any of the projects are selected to receive TAP funding, we will initiate the necessary steps to have the projects added to the Transportation Improvement Program (TIP).

Please do not hesitate to contact me at 757-385-4131, or email me at ppullen@vbgov.com if you have any questions or need additional information.

Sincerely,

Phillip D. Pullen, P.E.
Transportation Division Manager
PDP/ta

Attachments (5)

Cc: Tonia Alger, Public Works/Engineering
Buckner Boulevard Shared-Use Path

This project will provide a 10-ft wide shared-use path along the south side of Buckner Boulevard from Rosemont Road to the western intersection of Rica Drive, a distance of approximately 0.6 miles. The path will tie in to an existing sidewalk that connects to Tidewater Community College at Student Avenue. A new crosswalk will be constructed on the south side of the Rosemont Road/Buckner Boulevard intersection. The shared-use path will be located within the existing right-of-way. This project will greatly improve safety for pedestrian and bicyclists.

The Total Project Cost is approximately $670,000. The City will provide the 20% match ($134,000) and request the remaining 80% ($536,000) in TAP funds.
Shore Drive Shoulder Widening for On-Road Bike Facility

This project will provide a 4-ft wide paved shoulder for an on-road bike facility along both sides of Shore Drive from Diamond Springs Road to Greenwell Road, a distance of approximately 3.5 miles. The design includes adding 4-ft of paved shoulder to each side of the existing pavement where there is currently grass or gravel shoulders, and 5-ft of paved shoulder where guardrail exists. The shoulder will be located within the existing right-of-way. This project will greatly improve safety for cyclists traveling Shore Drive.

This project will be constructed in phases. Phase I will include the design of the shoulder for both sides of the road and construction of the eastbound shoulder. The Total Project Cost for this phase is $1,179,080. The City will provide the 20% match ($235,816) and request the remaining 80% ($943,264) in TAP funds. The City will request funds for Phase II, which includes construction of the westbound shoulder, in the next TAP funding cycle.
Greenwell Road Shared-Use Path/Sidewalk

This project will provide an 8-ft wide asphalt path along the west side of Greenwell Road from First Court Road to Delco Road and a 5-ft wide concrete sidewalk from Delco Road to Shore Drive, a total distance of approximately 0.5 miles. The asphalt path will tie in to an existing asphalt path that connects the Bayside Recreation Center. This project includes piping the existing ditch, new curb and gutter, tree removal and driveway replacement. The asphalt path and concrete sidewalk will be located within the existing right-of-way. This project will greatly improve safety for pedestrians traveling to the recreation center.

The Total Project Cost is approximately $415,000. The City will provide the 20% match ($83,000) and request the remaining 80% ($332,000) in TAP funds.
Cypress Avenue and Mediterranean Avenue Sidewalks

This project will provide a 5-ft wide concrete sidewalk along the west side of both Cypress Avenue and Mediterranean Avenue from 22nd Street to 24th Street, a total distance of approximately 0.26 miles. Both concrete sidewalks will tie in to existing sidewalks along 24th Street that connects to Virginia Beach Middle School. This project includes piping the existing ditch, new curb and gutter, tree removal as well as driveway replacement. The concrete sidewalks will be located within the existing right-of-way. This project will greatly improve safety for pedestrians traveling to Virginia Beach Middle School.

The Total Project Cost is approximately $538,000. The City will provide the 20% match ($107,600) and request the remaining 80% ($430,400) in TAP funds.
Kendall Street Sidewalk

This project will provide a 5-ft wide concrete sidewalk along the west side of Kendall Street from Admiral Drive to the Cape Henry Trail and a 5-ft wide concrete sidewalk along the east side of Kendall Street from the Cape Henry Trail to Shore Drive, a total distance of approximately 0.2 miles. This project includes accessible curb ramps, tree removal as well as driveway replacement. Right-of-way will be required from the state park. This project will greatly improve safety for pedestrians traveling to Shore Drive to access the Beach.

The Total Project Cost is approximately $305,000. The City will provide the 20% match ($61,000) and request the remaining 80% ($244,000) in TAP funds.