

Cape Charles Community Trail

Town Council Work Session

September 28 2017

Background

- Cape Charles Community Trail is funded mostly by the Federal Transportation Alternatives Program (TAP) @ 80%.
- TAP funding is allocated to the states by the Federal Highway Administration.
- VDOT delegates management to localities as a Locally Administered Project.
- VDOT and FHWA perform oversight.

Background

- Community Trail is intended to improve mobility for pedestrians, bicyclists, and other non-motorized vehicles.
- Coordinated with Eastern Shore of Virginia Bicycle Plan.
- Master Plan approved in 2007 after extensive community input.
- Established overall plan and priorities for initial phases (attached).
- Current TAP allocations:
 - \$1.0M – Master Plan and Phase 1, Central Park
 - \$1.6M – Phase 2, north Peach Street and Washington Avenue
 - \$0.8M – Phase 3, south Peach Street and any Phase 2 shortfall

Phases

	<u>Plan</u>	<u>Now</u>
Central Park	1A	1
North Peach Street	1B	2
South Peach Street	1C	3
Gateway	2	Future
Washington Avenue	Future	2
Bay Avenue	Future	4
Mason Avenue	Future	Future
Fig Street	Future	Future
Harbor Linkage	Future	1 & Future

Phases 1, 2 & 3 are funded. TAP application for Phase 4 being submitted by Nov. 1, 2017.

Phase 3 Funding

- Council adopted a Resolution on September 17, 2015 for “...Phase 3 – South Peach Street and any deferred portion of Phase 2 – North Peach Street and Washington Avenue...”.
- TAP application was submitted on September 24, 2015.
- Commonwealth Transportation Board (CTB) reallocated \$248K from other projects for projected Phase 2 shortfall in April 2016 to allow award of construction contract.
- CTB approved an additional \$817K for FY 2017 in June 2016.
- Phase 3 estimate of approximately \$1.0M; \$0.8M TAP, \$0.2M Town.

Phase 3 Design

- VDOT authorized start of Phase 3 design in June 2017.
- Land Studio contract amended for detailed design June 30, 2017.
- Public Input session held August 31, 2017.
- Summary of comments from public mark-up of alternate design concepts is attached.
- General support for design concepts in the commercial block of Peach Street (Mason to Randolph), with some desired refinement.

Phase 3 Design

- Lack of support for design concepts in the 1 ½ residential blocks (Randolph to Central Park):
 - No trail on sides of street or in middle of existing median.
 - Do not remove existing problematic landscaping (inappropriate size trees under utility wires, damaged trees, etc.)
 - No area recessed into verge for parallel parking to improve traffic flow/safety.
 - No surface improvement to Park entrance to improve vendor set up and avoid damage to turf.

Phase 3 Design

- However, supported improvements that may accompany trail construction:
 - Fix deteriorated curbs and driveway aprons.
 - Bury existing overhead utility service.
 - Narrow existing medians somewhat to improve traffic flow/safety.
 - Implement these improvements even if Town pays 100%.
- These are not eligible for TAP funding on a stand alone basis.

Phase 3 Design

- Other comments:

- Make additional improvements in the residential blocks by adding visual art, benches, swirled concrete, etc. (via email)
- Do improvements to Bay Avenue boardwalk instead as next phase as it is the most important feature of Town.
- Do improvements to Fig Street instead as next phase due to the increasing draw of Oyster Farm and lack of existing sidewalks. (via email)

Alternatives

1. Continue with a “low impact” Phase 3:
 - A. Semi-pervious surface at Park entrance for vehicle & vendor parking.
 - B. Eight foot trail with lighting in ROW on west side of residential blocks. No trees need be removed.
 - C. Narrow perimeter of existing medians by about 1 ½’ to improve safety. Extend medians north & south by about 10’ to add pervious surface.
 - D. Remove shrubs from median to improve safety and maintainability.
 - E. No changes to east side of residential blocks.
 - F. In commercial block: ten foot trail on east side, eight foot on west side, lighting on both sides, median with diagonal parking, parallel parking on both sides, remove two damaged trees, new trees in select areas.

Alternatives

2. Commercial Block only as Phase 3A:

- A. Same configuration as previously described.
- B. Provides connection to non-TAP funded improvements to south side of Mason Avenue, i.e., Strawberry Plaza and new sidewalk in front of Strawberry Street Station property.
- C. Residential blocks deferred to a future phase.
- D. As CTB has allocated funding, probably can be done with VDOT concurrence.

3. Reprioritize Bay Avenue Boardwalk as Phase 3:

- A. Land Studio now preparing TAP application for Phase 4, Bay Avenue.
- B. Currently available Phase 3 funding would be reallocated.
- C. Requires approval of CTB.

Alternatives

- If Council retains Phase 3, TAP application for Phase 4 (Bay Avenue) will be submitted at full cost estimate now being developed.
- If Council opts to move available Phase 3 funding to Bay Avenue, TAP application will be for the net amount.
- Schedule:
 - Adopt Resolution at October 19 Council meeting.
 - Submit TAP application by November 1, 2017.
 - CTB action by June 2018.
 - Start design in July 2018.