

SOUTHERN TIP BIKE & HIKE TRAIL – PHASE III

JANUARY 17, 2018 KIPTOPEKE ELEMENTARY SCHOOL

- Will complete a 25 mile round trip trail to access destinations along it and at both ends.
- Will connect the ESVNWR, Sunset Beach Resort, Kiptopeke State Park, the towns of Cape Charles and Cheriton and their amenities and access to points north.
- Creation of a tourist destination to attract recreational and experienced bicyclists.
- A combination of stand alone trail and designated bicycle routes along roads.

TRAIL BENEFITS

- Will be an economic development driver - a 25-mile round trip trail would make Northampton County a premier destination for bicyclists and walking enthusiasts by adding to the tourism infrastructure and bringing in additional transient occupancy tax dollars
- It would provide an alternative to driving a car to work for some of our citizens or a safe route to shopping for those without a motorized vehicle
- It would provide a safe route to school for many Kiptopeke Elementary students
- Provides a premier outdoor experience for anyone using it – locals or tourists.
- Connects important natural assets – Eastern Shore of Virginia National Wildlife Refuge, Kiptopeke State Park, Cape Charles Natural Area
- Connects commercial interests – Sunset Beach Resort, Cape Center and Stingray's Restaurant, Windsor House, businesses in Cape Charles and Cheriton
- It would become the “first leg” of the Eastern Shore of Virginia trail system that would eventually connect with Maryland's trails on DelMarVa.

WHAT HAS BEEN LEARNED TO DATE

Two options for the trail and several sub-options resulted from discussions with A-NTDC, Bay Coast Railroad, VDOT, A&NEC, The Nature Conservancy, and Fish & Wildlife Services:

1. The only permissible way to cross Route 13 is at an existing traffic signal or with a bridge or underpass built perpendicular to the road.

Any crossing structure must comply with the American with Disabilities Act, making it necessary to acquire additional land for graded ramps or switchbacks.

2. The trail must end in a public place (or a commercial place that grants a legal easement in perpetuity or a fee simple transfer).

3. If Phase III is deemed feasible, the next steps include decisions on ownership and maintenance and applications for funding.

Phase I and II will be owned by the ESVNWR and will be maintained by Fish & Wildlife Services.

4. Bay Coast Railroad is not amenable to a trail with rail at this time nor will it permit any additional track crossings.

TRAILS & ROUTES ARE DIFFERENT

Phase III needs to be made up of both a trail and bicycle routes. The trail will follow the former railroad right-of-way owned by The Nature Conservancy. Bicycle routes will be located on the shoulders of selected roads.

TRAILS:

Dedicated bicycling/hiking trails have historically been economic drivers for communities. They attract tourists and their dollars.

Trails provide a safe venue for families with children or seniors either bicycling or walking.

In some places, shared used trails have increased property values because they are considered a desirable amenity, especially for access to schools or an alternative to driving a car to places of employment or shopping. (see handouts)

Experienced bicyclists might find trails a bit uninteresting due to the limited scenery.



TRAILS & ROUTES ARE DIFFERENT

ROUTES:

Bicycle and pedestrian routes built on the shoulders of roads:

- They are required to be 5 feet wide, and there are different sets of design standards for each type of use – especially for crosswalks and ramps for ADA compliance.
- Bicycle routes are not as safe as trails because of conflicts with motorized vehicles.

Designated bicycle routes can simply be part of the existing travel lane and marked with signage

- These are used where there is insufficient shoulder or right of way.
- These are the least safe for bicyclists, and they don't accommodate pedestrians.

Experienced bicyclists have expressed a preference for routes as they provide interesting scenery and options for choosing another route.



EASTERN SHORE OF VIRGINIA BICYCLE PLAN HISTORY


- ❑ Planning a comprehensive bicycle trail network for the eastern shore region of Virginia began in the year 2000.
- ❑ The Eastern Shore of Virginia Bicycle Plan was completed and adopted by Accomack County and Northampton County in June 2004.
- ❑ The plan identified proposed routes and destinations following Virginia Department of Transportation standards for bicycle facilities.
- ❑ A Northampton County Bicycle Committee was formed in January 2006 to begin the development of a bicycle trail within the county – the first leg of this trail is the 2.6 mile stretch from the Eastern Shore of Virginia National Wildlife Refuge north and parallel to and on the east side of Route 13.
- ❑ The latest version of the Bicycle Plan was approved in 2014. It is available for viewing at http://www.a-npdc.org/wp-content/uploads/2016/05/Bike-Plan-FINAL-DRAFT_4-September-2014_MinimumSize.pdf

PHASE I (COMPLETED)

EASTERN SHORE OF VIRGINIA NWR TO CEDAR GROVE DR



PHASE I

- **Trail starts at Refuge Visitor Center (VC) parking lot (mile marker 0.0)**
 - **Continues north 2.6 miles (parallel to Rt. 13's northbound lanes)**
 - **Presently ends at Cedar Grove Drive (with constructed parking lot)**
 - **Trail 10-foot wide, asphalt surface, 2-foot wide shoulders (14-foot total)**
 - **Grand opening on October 21, 2011**
 - **Use for walking and bikes (no horses, ATVs, golf carts)**
 - **Funding from FWS & Northampton County (through a VDOT grant by ANPDC)**
- 



Cedar Grove Drive

Kiptopeke State Park

US Route 13

Latimer Siding Drive

ESVNWR Visitor Center







Eastern Shore of Virginia
National Wildlife Refuge

Southern Tip
Bike & Hike Trail



Trail Length: 1.5 miles

Difficulty: Easy

Trail Type: Loop

Trail Surface: Paved

Trail Features: Restrooms, Water, Parking

Map of the Eastern Shore of Virginia National Wildlife Refuge showing the Southern Tip Bike & Hike Trail route.

Logos for the Virginia Department of Game and Inland Fisheries, VDOT, and other partners.

PHASE II (CONSTRUCTION IN 2018)

CEDAR GROVE DRIVE TO CAPEVILLE DRIVE



PHASE II

- Cedar Grove Drive to Capeville Drive
- Approximate 2.4 miles (currently TNC ownership, within 66-ft wide RR ROW)
- Ends just south of Cape Center (crosses Townsend Drive)
- Trail same design as Phase I (paved, 10-foot wide, 2-foot shoulders - 14' overall)
- No constructed parking lot planned
- Part of the ANPDC Bike Plan (updated 2014)
 - Board specified Bike Plan from Cedar Grove to Capeville to be on the RR ROW

Bike Trail Phase II

Contracted for
Construction in 2018 by
FWS
2.4 miles

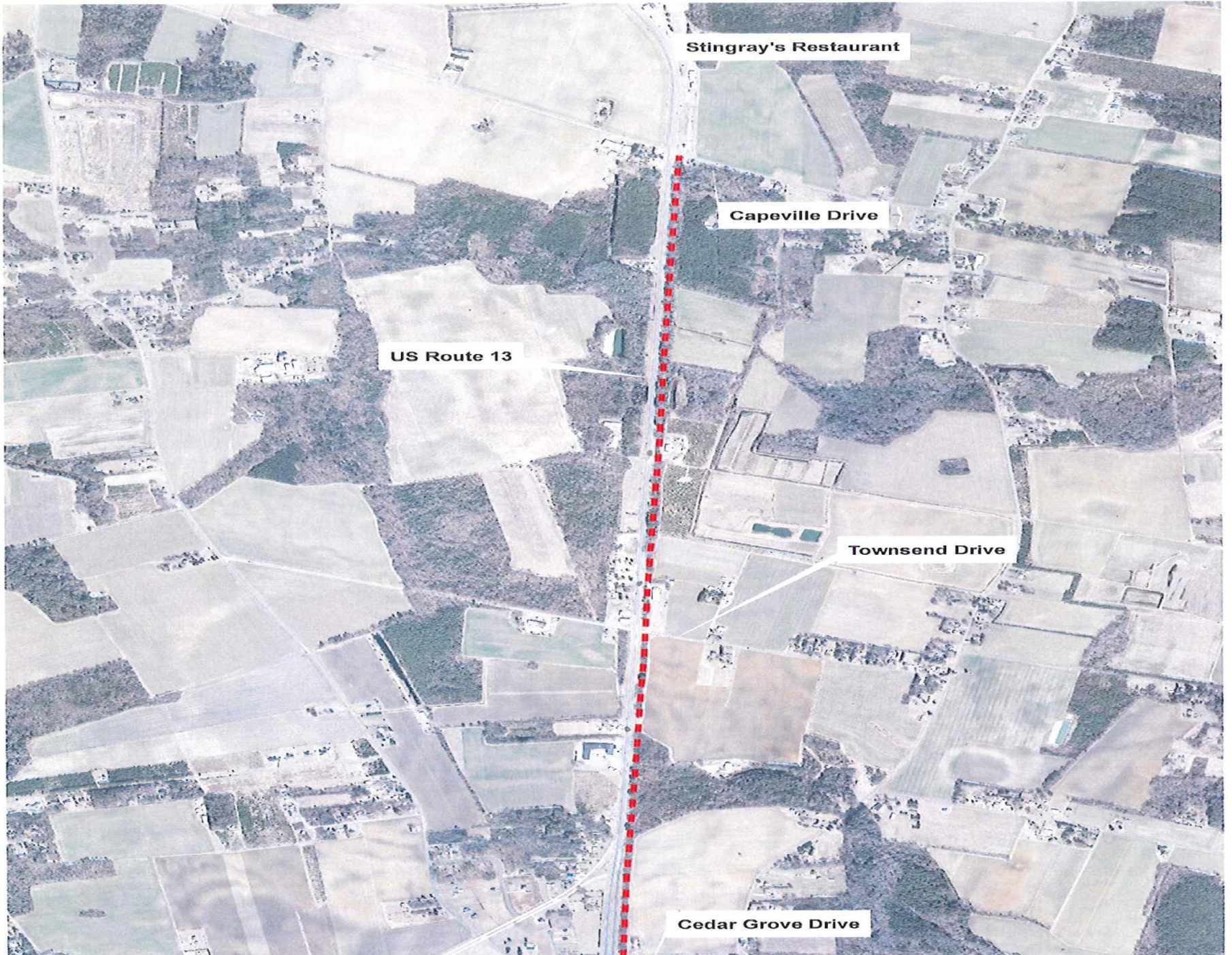


Sting Ray's Restaurant

Capeville Road

Cedar Grove Drive

Kiptopeke Park



Stingray's Restaurant

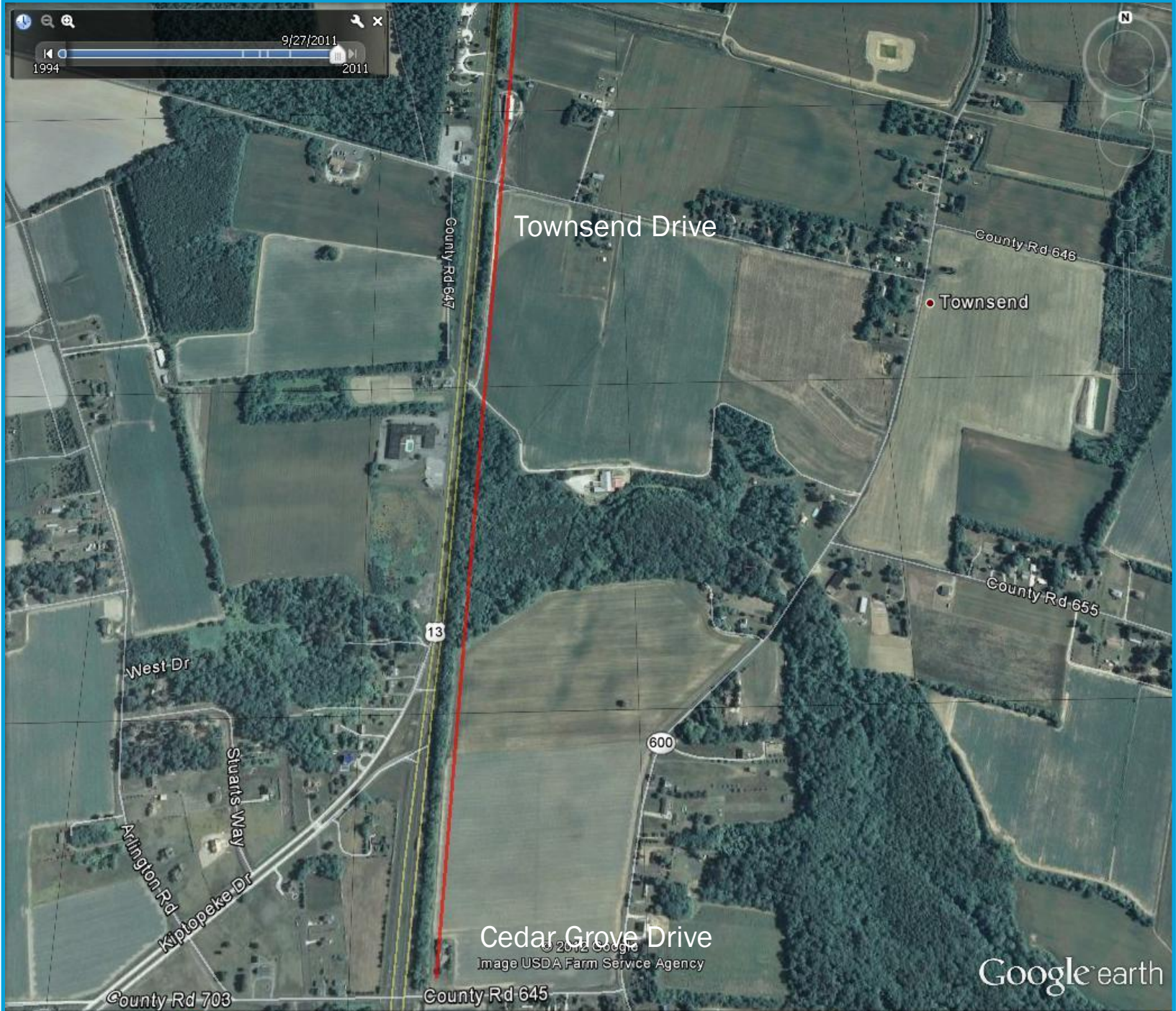
Capeville Drive

US Route 13

Townsend Drive

Cedar Grove Drive

9/27/2011
1994 2011



Townsend Drive

Townsend

Cedar Grove Drive

County Rd 647

County Rd 648

County Rd 655

West Dr

Stwarts Way

Arlington Rd

Kiptopeke Dr

County Rd 703

County Rd 645

13

600

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Image USDA Farm Service Agency

Google earth

Imagery Date: 6/20/2011 1994

37° 10' 51.02" N 75° 57' 57.00" W elev 24 ft

Eye alt 5902 ft



9/27/2011

Capeville Drive

● Capeville

Chaparral Rd

County Rd 683

Horseshoe Ln

Camp Ln

County Rd 624

13

Townsend Dr

60 Seaside Rd

Townsend Drive

© 2012 Google
Imagery © USDA Farm Service Agency

Google earth

County Rd 646

Imagery Date: 6/20/2011 1994

37°11'43.55" N 75°57'35.99" W elev 26 ft

Eye alt 7787 ft

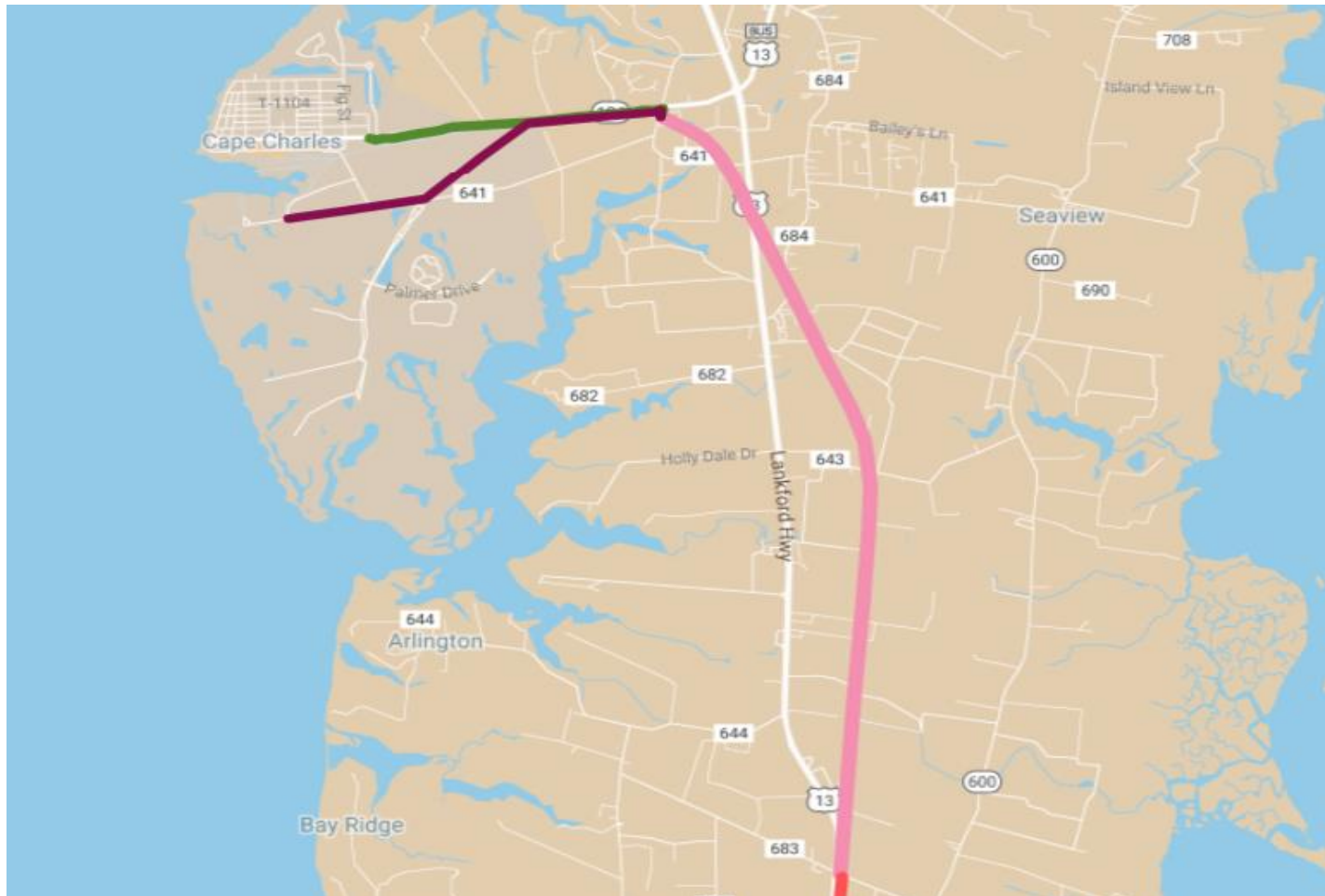
PHASE III (FEASIBILITY STUDY)

CAPEVILLE DRIVE TO POINTS NORTH



PHASE III PROPOSED ROUTE OPTIONS

Options 1A-1B – follow RR ROW across Route 13 from Kiptopeke ES - 2 alternatives at terminus of RR ROW



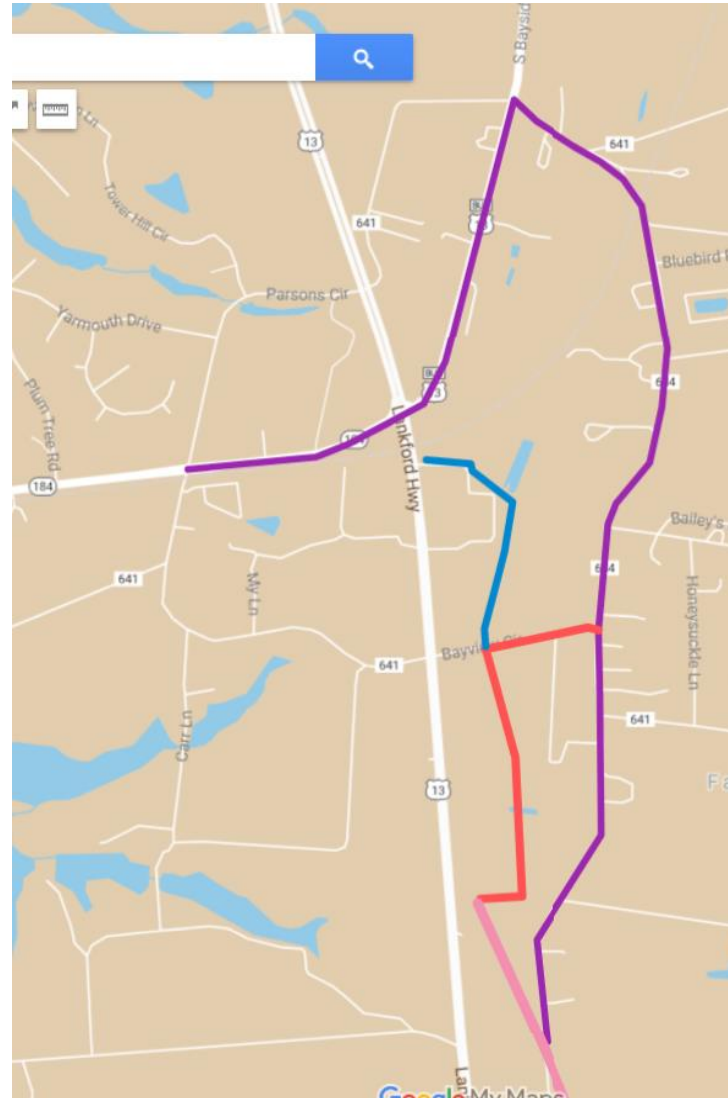
PHASE III PROPOSED ROUTE OPTIONS

Options 2A-2C – follow RR ROW past Kiptopeke ES – 3 alternatives

Option 2A – (purple) - At the RR ROW intersection at Fairview Rd travel north to Bayview Circle Rd and turn south at its intersection with Business Route 13 south of Cheriton. From there, it would continue to the signalized intersection of Route 13 and 184 (Stone Road). Continue on Stone Road to either Option 1A (yellow) or 1B (magenta).

Option 2B (red) – this option uses an A&NEC easement that abuts the RR ROW north of Kiptopeke ES and turns east at Bayview Circle Rd to north on Fairview Rd and continues as 2A above.

Option 2C (blue) – Follows a contiguous A&NEC easement north from Bayview Circle Rd to Food Lion Plaza. A trailhead could be built in the VDOT right-of-way north of Dollar General. Would require a short ride on Route 13 to the traffic signal to cross highway.





PARSONS CIR

MITCHELL LN

SEAVIEW DR

TNC
RR ROW ----

LANKFORD HWY

LANKFORD HWY

FAIRVIEW RD



STONE RD

BENDERS LN

OLD CAPE CHARLES RD

BAYVIEW CIR

LANKFORD HWY

LANKFORD HWY

----- TNC

Kiptopeke ES

ROGUE RD

PARSONS

COUNTRY PL

STONE RD

OLD CAPE CHARLES RD

MYLN

LANKFORD HWY

LANKFORD HWY





FUNDING

GRANTS PRESENTLY AVAILABLE

FEDERAL LANDS ACCESS PROGRAM

- **Goal:** Improve transportation facilities that provide access to **FEDERAL** lands
- **Emphasis:** high-use recreation facilities and economic generators
- **FHWA Eastern Federal Lands (EFL) awarded FLAP funding to Accomack-Northampton Planning District Commission (A-NPDC) for a feasibility study in 2015.**
- **A-NPDC's Transportation Technical Advisory Committee and FLAP Stakeholders group researched several possible routes in consultation with A-NTDC, Bay Coast Railroad, VDOT, A&NEC, TNC and Fish & Wildlife Services.**
- **A-NPDC prepared maps showing possible routes – posted on walls here for public viewing and comment**
- **Next steps**
 - **Two public meetings and preparation of Preliminary Engineering Report (PER) and Environmental Report (ER):**
 - **January, 17, 2018 – for public input to proposed routes and selection of two options for routes to be studied for the PER and ER.**
 - **Presentation to Northampton County Supervisors on January 22, 5 pm**
 - **2nd meeting after completion of PER and ER to present findings**
 - **Preparation of Feasibility Study by April 30, 2018**
- **If deemed feasible, applications for engineering and construction will be pursued as funding opportunities arise (next round in 2019).**

CONTACT:

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**See additional A-NPDC Transportation Planning work at:
<http://www.a-npdc.org/accomack-northampton-planning-district-commission/transportation-planning/>**