

HAMPTON ROADS AT UPDATE

BY STEVE LAMBERT, TRANSPORTATION PLANNER
YORK COUNTY COMPREHENSIVE PLAN STEERING COMMITTEE

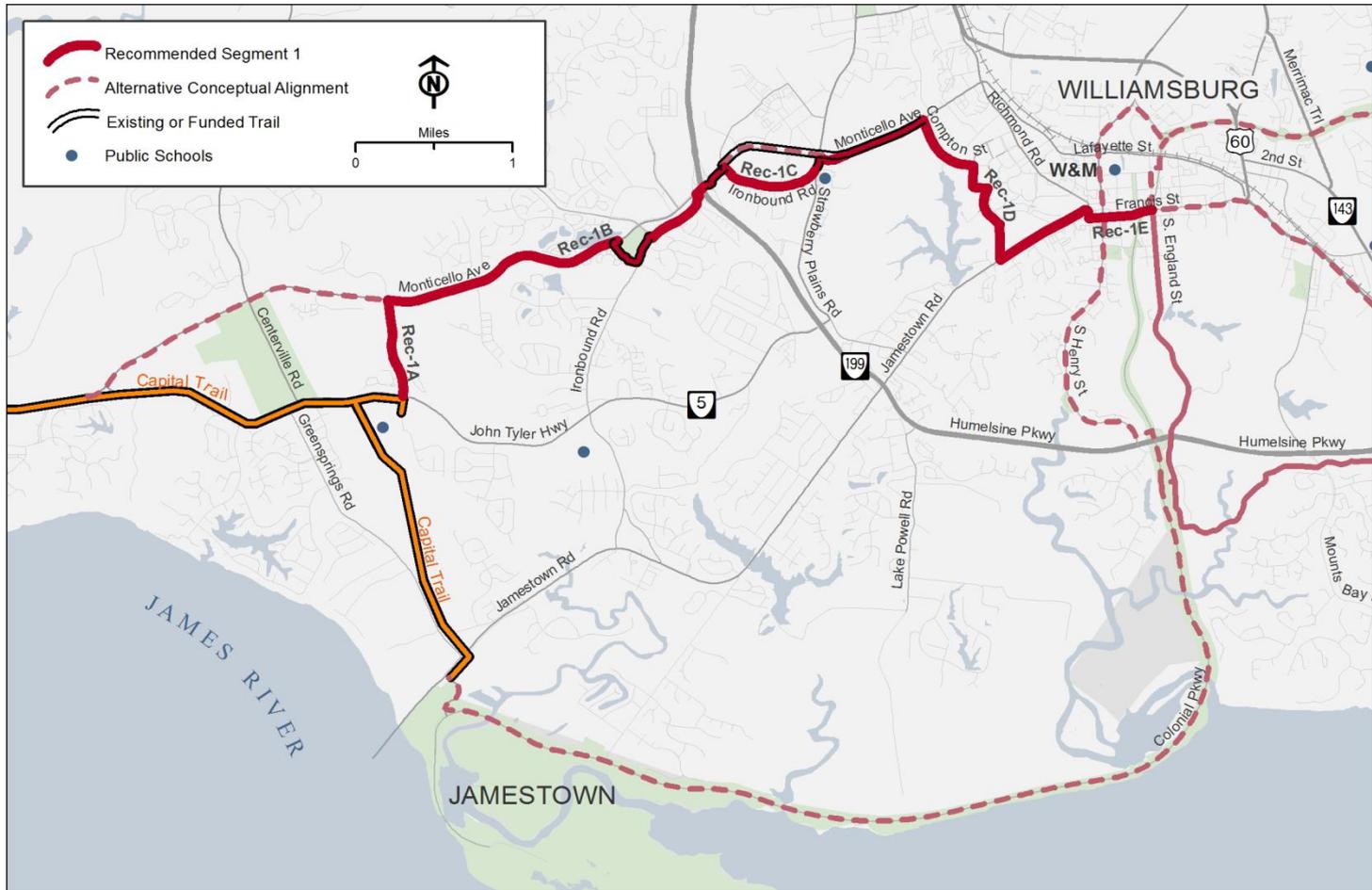
MARCH 6, 2019

BIRTHPLACE OF AMERICA TRAIL

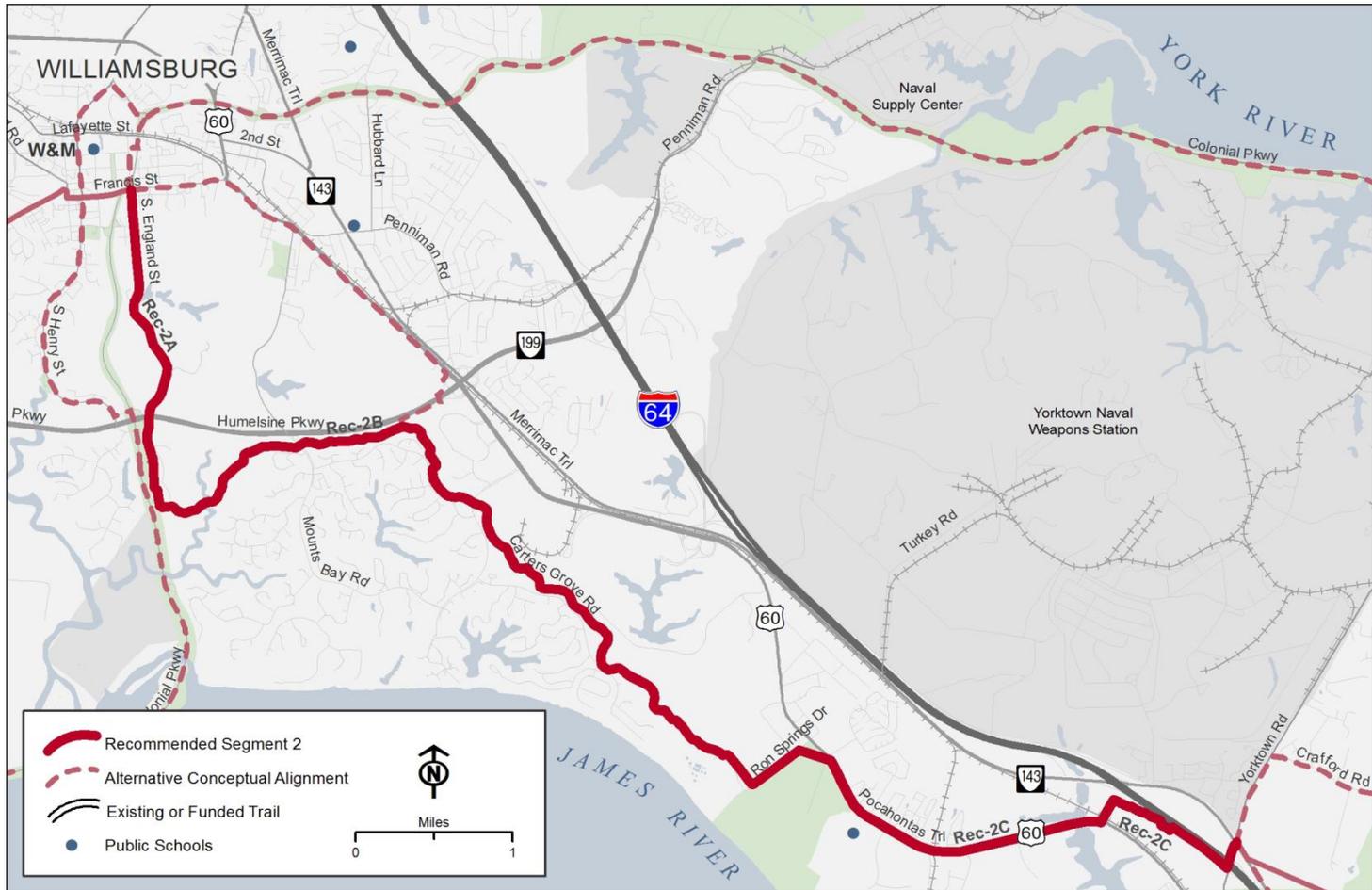
- Adopted October 2017 by the HRTPO
- Vision

To Connect the Virginia Capital Trail to Fort Monroe and the South Hampton Roads Trail via two off-road shared-use paths for non-motorized traffic

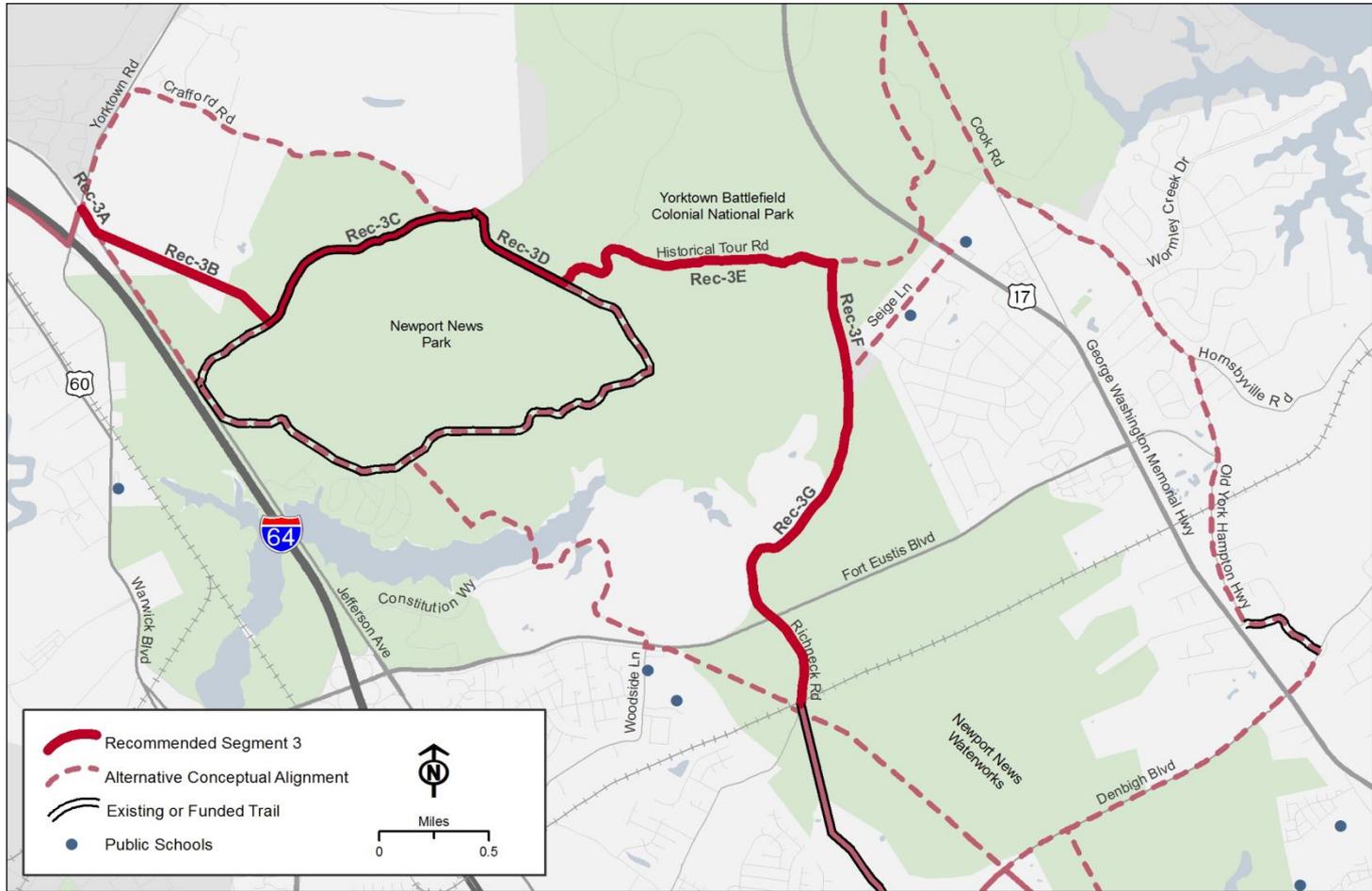
SEGMENT 1: CAPITAL TRAIL TO WILLIAMSBURG



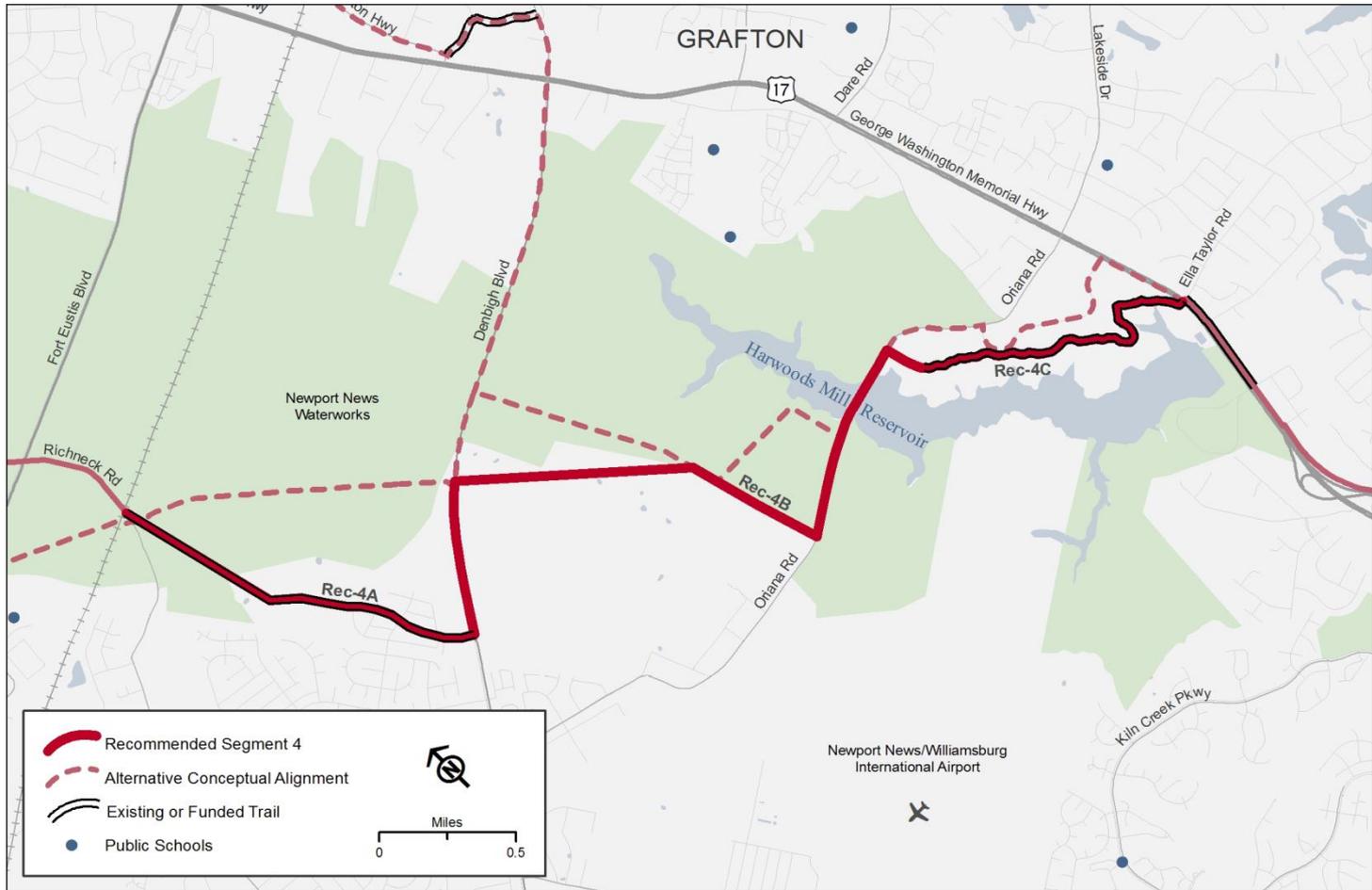
SEGMENT 2: WILLIAMSBURG TO YORKTOWN ROAD



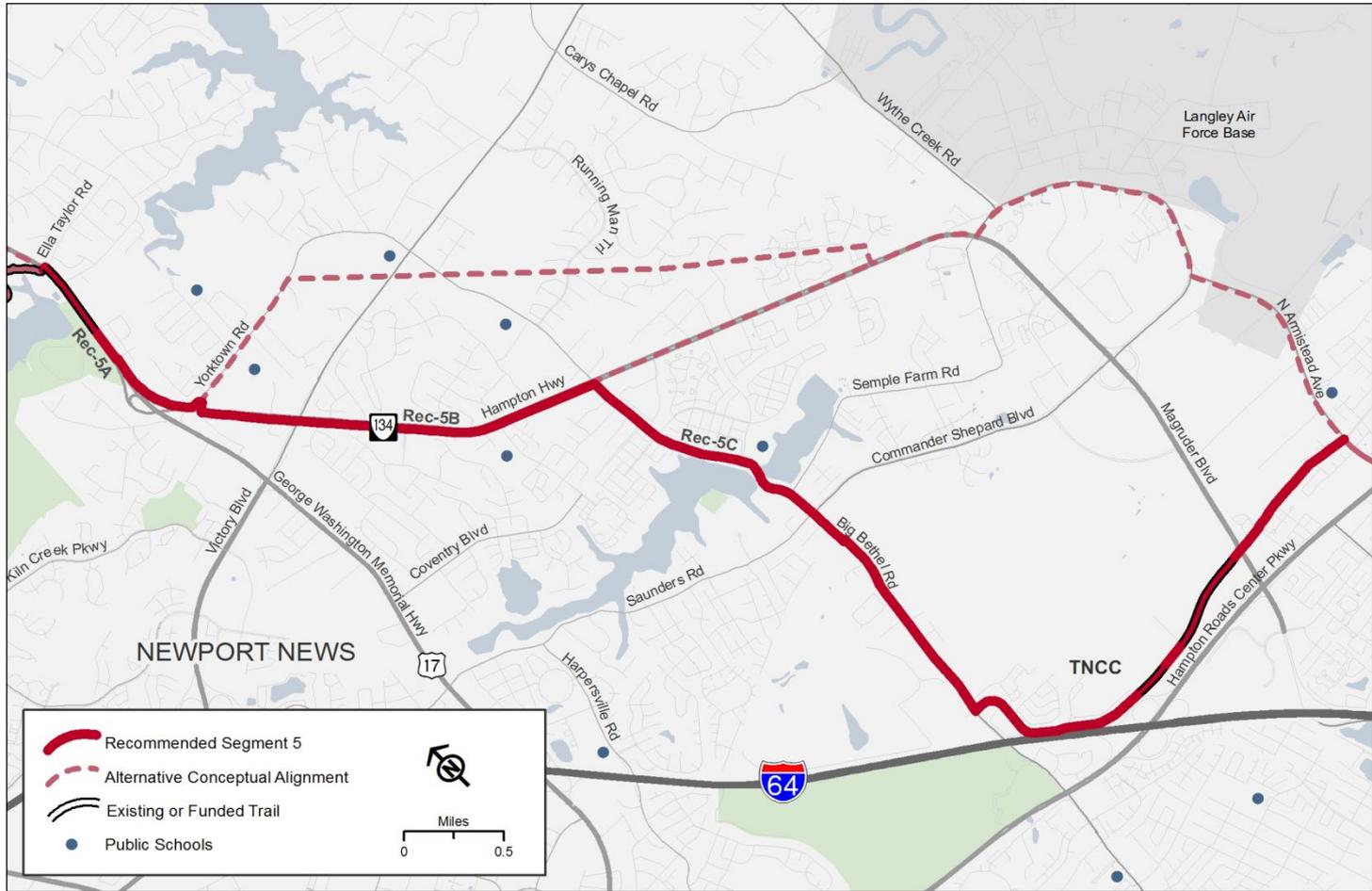
SEGMENT 3: YORKTOWN ROAD TO RICHNECK ROAD



SEGMENT 4: RICHNECK ROAD TO ROUTE 17



SEGMENT 5: ROUTE 17 TO NORTH ARMISTEAD AVE



SEGMENT 6: NORTH ARMISTEAD AVE TO FORT MONROE

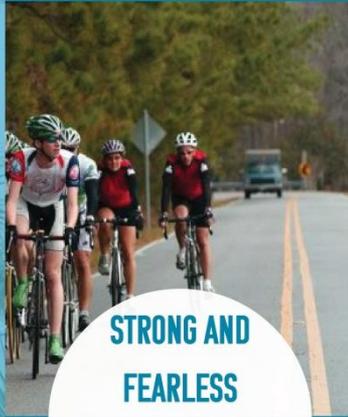


LINKING HAMPTON ROADS

Vision:

The Hampton Roads region is an **Active Destination for the world** where roadways, trails, and parks **comfortably accommodate all modes of transportation**. Non-vehicular opportunities exist for residents and tourists to safely and efficiently travel for both transportation and recreation. Active transportation is a preferred means of **commuting and recreation** that improves our community's **economy and health**.

TYPES OF BICYCLE USERS



**STRONG AND
FEARLESS
(EXPERIENCED)**

1%

- Approximately 1% of population
- Willing to ride anywhere regardless of roadway conditions
- Prefer direct routes



**ENTHUSED AND
CONFIDENT
(MODERATE)**

5-10%

- 5-10% of population
- Comfortable riding on all types of facilities but prefer using dedicated bike facilities
- May stray from a more direct route in favor of a dedicated bike facility



**INTERESTED
BUT
CONCERNED**

60%

- Approximately 60% of population
- Prefers biking on trails or other facilities separated from roadway



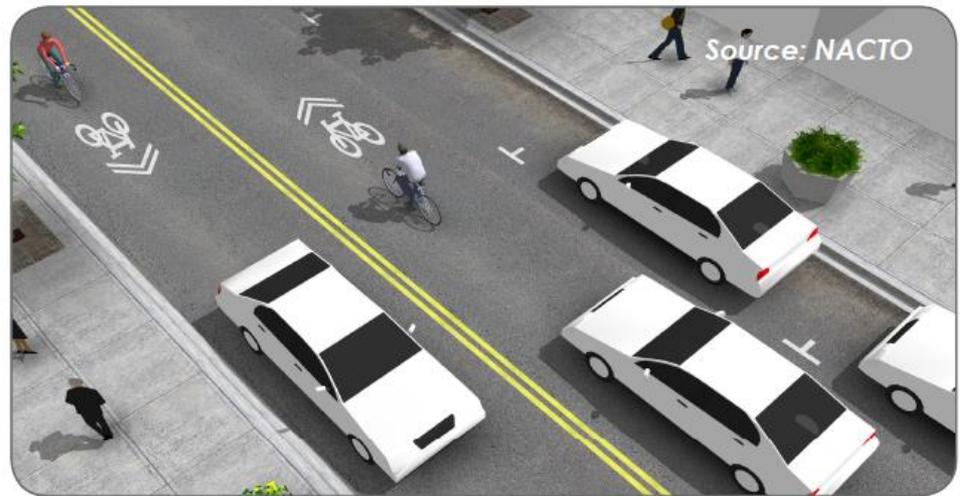
**NO WAY,
NO HOW
30%**

- Approximately 30% of population
- Not interested or not comfortable biking in most conditions

*Portland Bureau of Transportation
Introduction | 9*

BICYCLE FACILITY TYPES

SHARROWS



- On-road markings designate roadway as shared by bicycles and vehicles
- Appropriate for streets with low-speed (≤ 25 mph) and low-volume traffic
- Can be used where limited road width cannot accommodate other bike facilities
- Preferred Placement: center of travel lane

BICYCLE FACILITY TYPES

BIKE LANES



- Striping separates marked bicycle lane from vehicular traffic
- Appropriate for streets with posted traffic speeds of 25-35 mph and low-moderate traffic volumes
- Desired minimum: 6 feet

BUFFERED BIKE LANES



- Painted buffer zone separates bike lane from vehicular traffic
- Provides greater separation from traffic than standard bike lane
- Appropriate for streets with high speeds (30-45 mph) and/or high-volume traffic
- Desired minimum buffer width: 2 feet
- Desired bicycle travel area width: 7 feet

BICYCLE FACILITY TYPES

ONE-WAY PROTECTED CYCLE TRACK



- Dedicated and protected space for bicyclists
- More attractive to a wide range of bicyclists of all levels and ages
- Desired minimum width: 5 to 7 feet
- Desired minimum buffer: 3 feet
- Alternative Protection Strategies include: bollards, movable planters, parking lanes, and a raised curb

TWO-WAY CYCLE TRACK



- Dedicated and protected space for bicyclists
- More attractive to a wide range of bicyclists of all levels and ages
- Desired minimum width: 12 feet
- Desired minimum buffer: 3 feet

BICYCLE FACILITY TYPES

BICYCLE BOULEVARDS

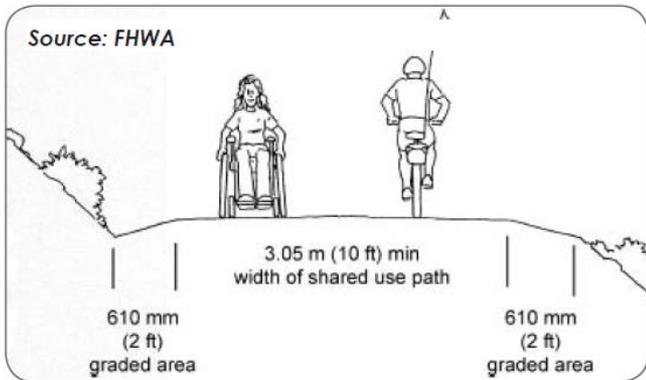


- Local Streets
- Enhanced with design treatments
- Direct routes



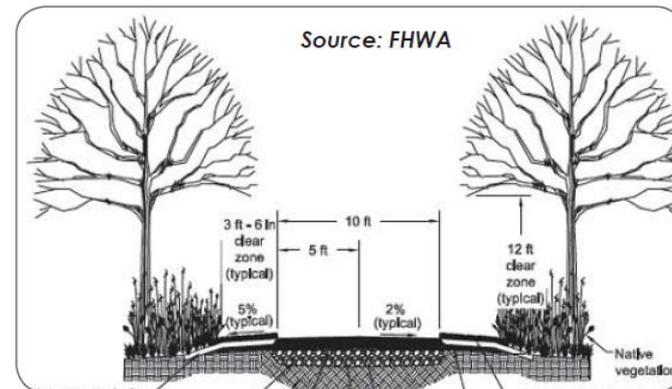
BICYCLE FACILITY TYPES

PAVED SHARED-USE PATH



- Two-way path is shared by bikes and pedestrians
- For trails along roads, the trail is separated from the road by a curb and may include plant buffer strip between trail and roadway
- Desired width: 10 feet
- Desired minimum shoulder from roadway: 2 feet

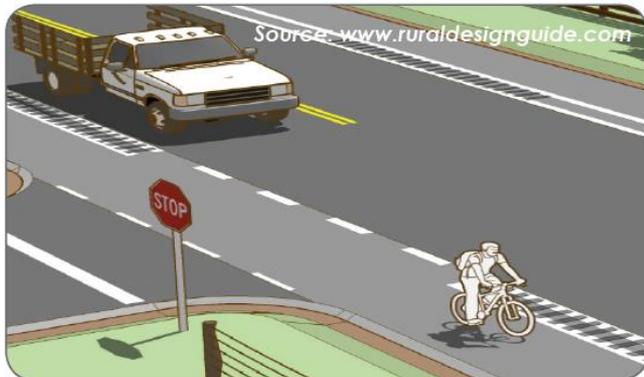
UNPAVED SHARED-USE PATH



- Two-way path shared by bikes and pedestrians
- Typically not along roadways
- More attractive to a wide range of users of all levels and ages
- Desired minimum width: 12 feet

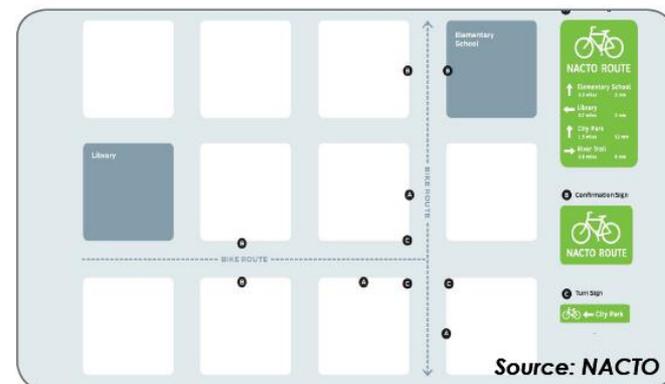
BICYCLE FACILITY TYPES

WIDE PAVED SHOULDER



- On the edge of roadways
- Appropriate on roads with low to moderate volumes and speeds
- Serves long-distance and rural regional travel
- Desired minimum width: 4 feet with buffer

SIGNED BIKE ROUTE

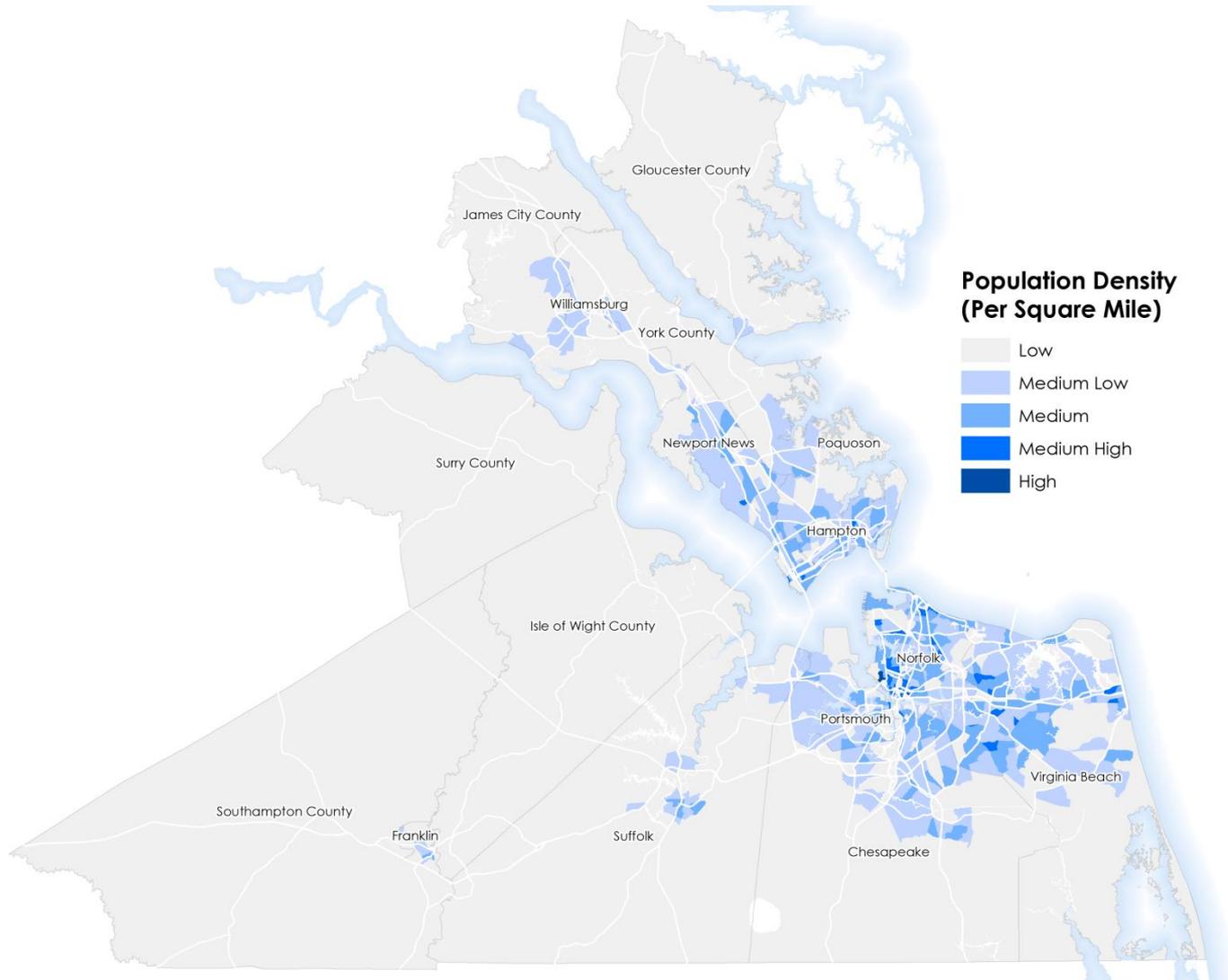


- Appropriate along more lightly traveled residential, secondary and rural roads
- Utilized to direct bicyclists to less-congested roadways
- Suggested route to get to specific destinations

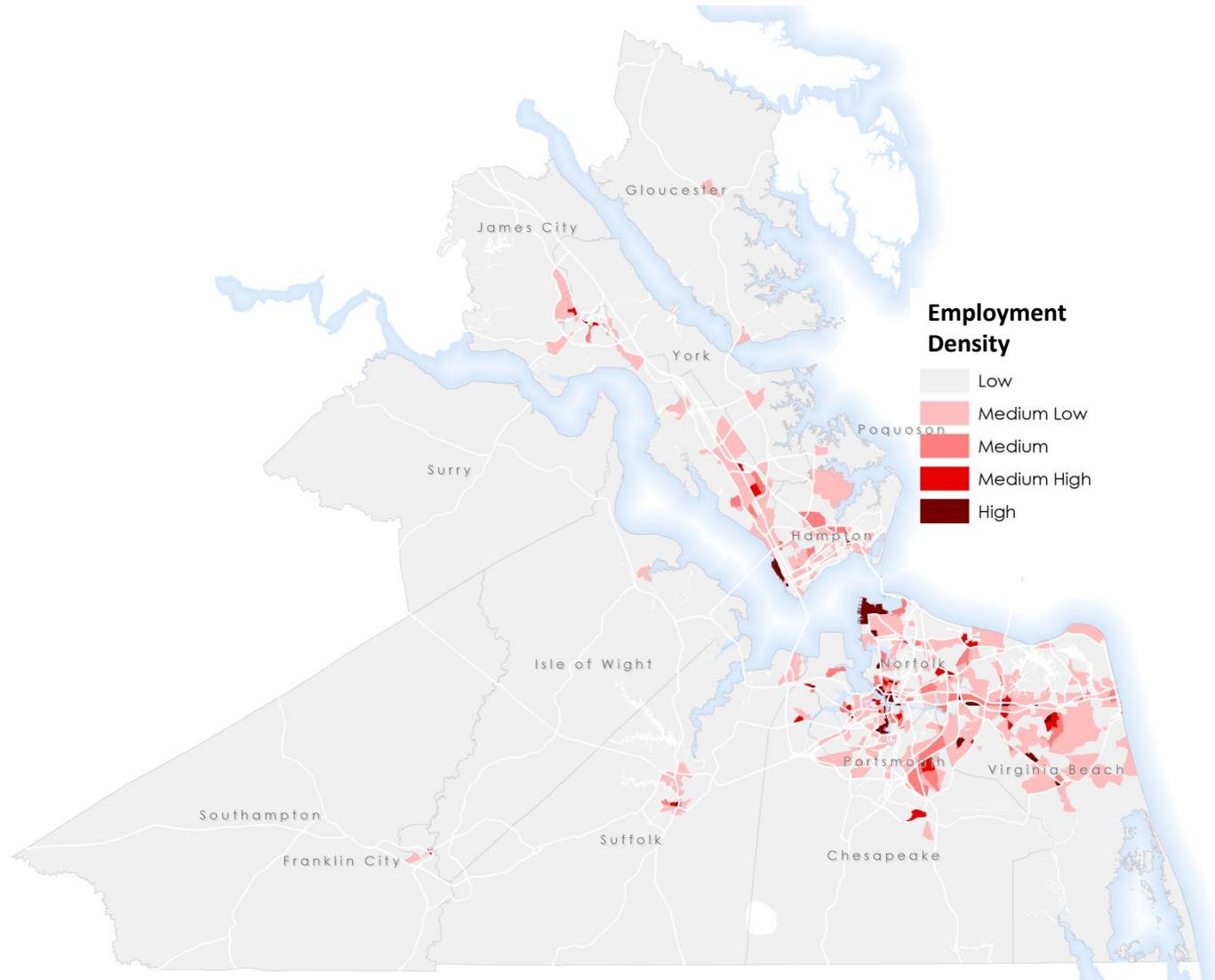
EXISTING CONDITIONS

- Land Uses
- Population Density
- Employment Density
- Degrees of Disadvantaged Communities
- Active Transportation Commute Mode Share
- Crash Analysis
- STRAVA Metro Data Analysis

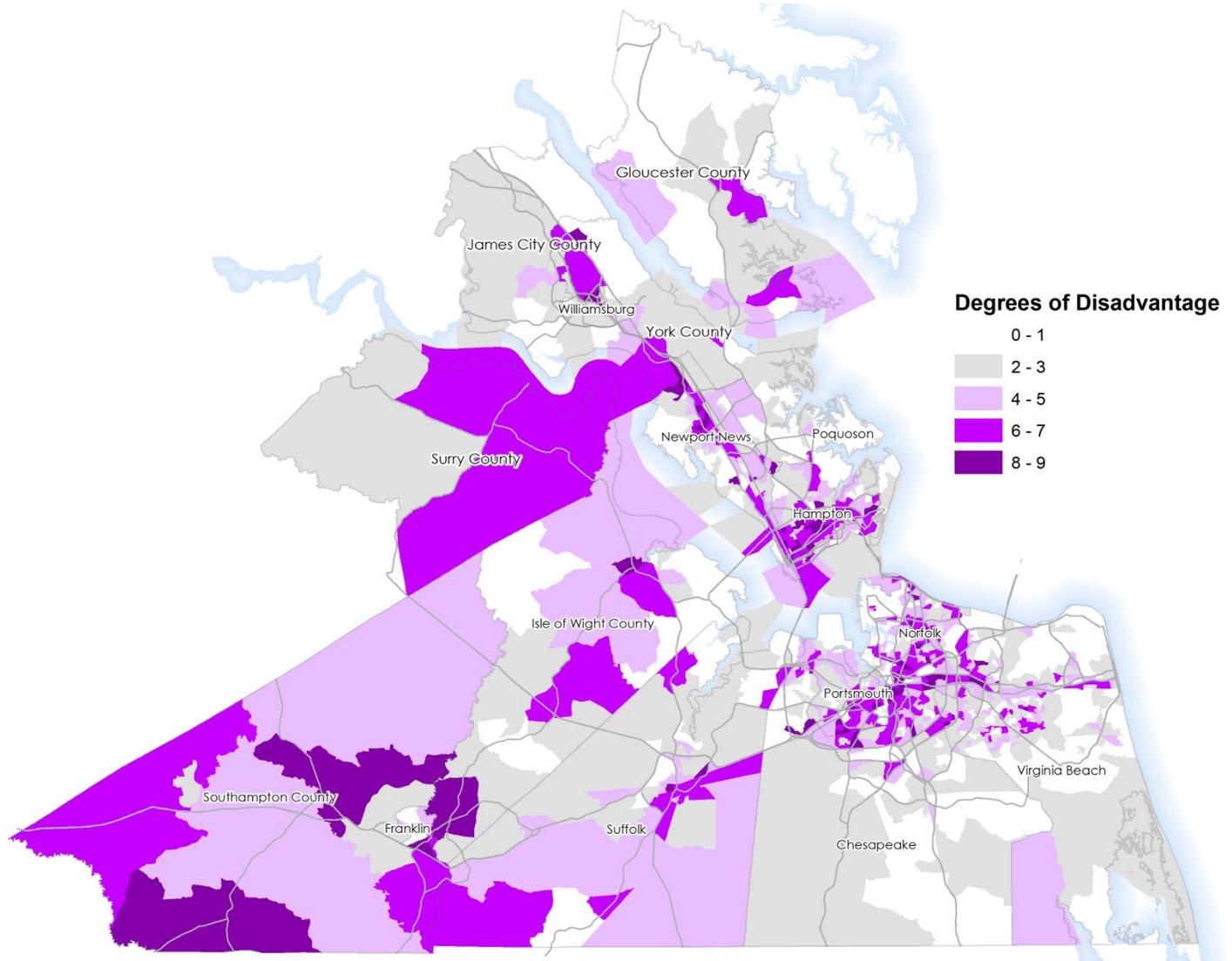
EXISTING CONDITIONS



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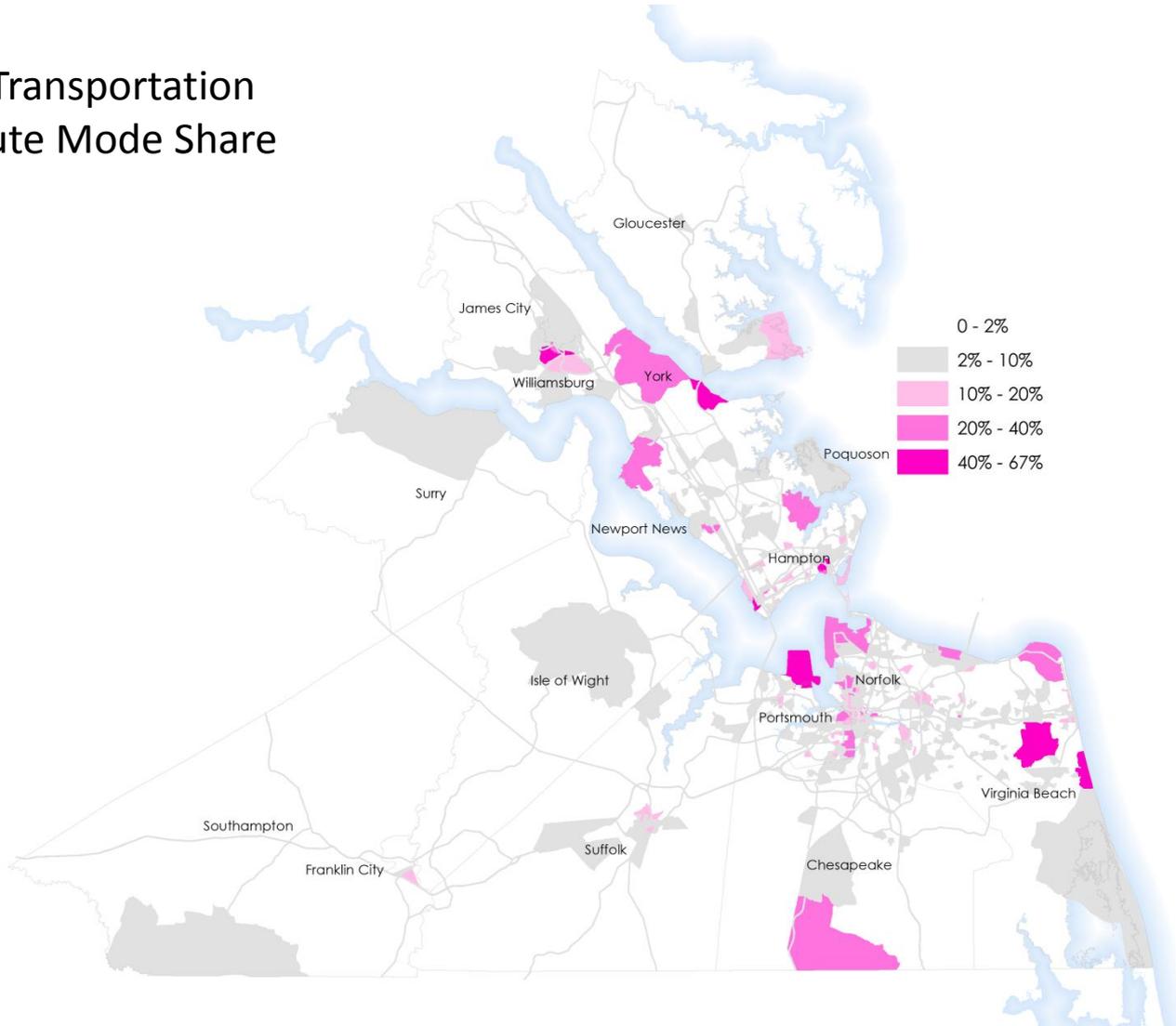


EXISTING CONDITIONS

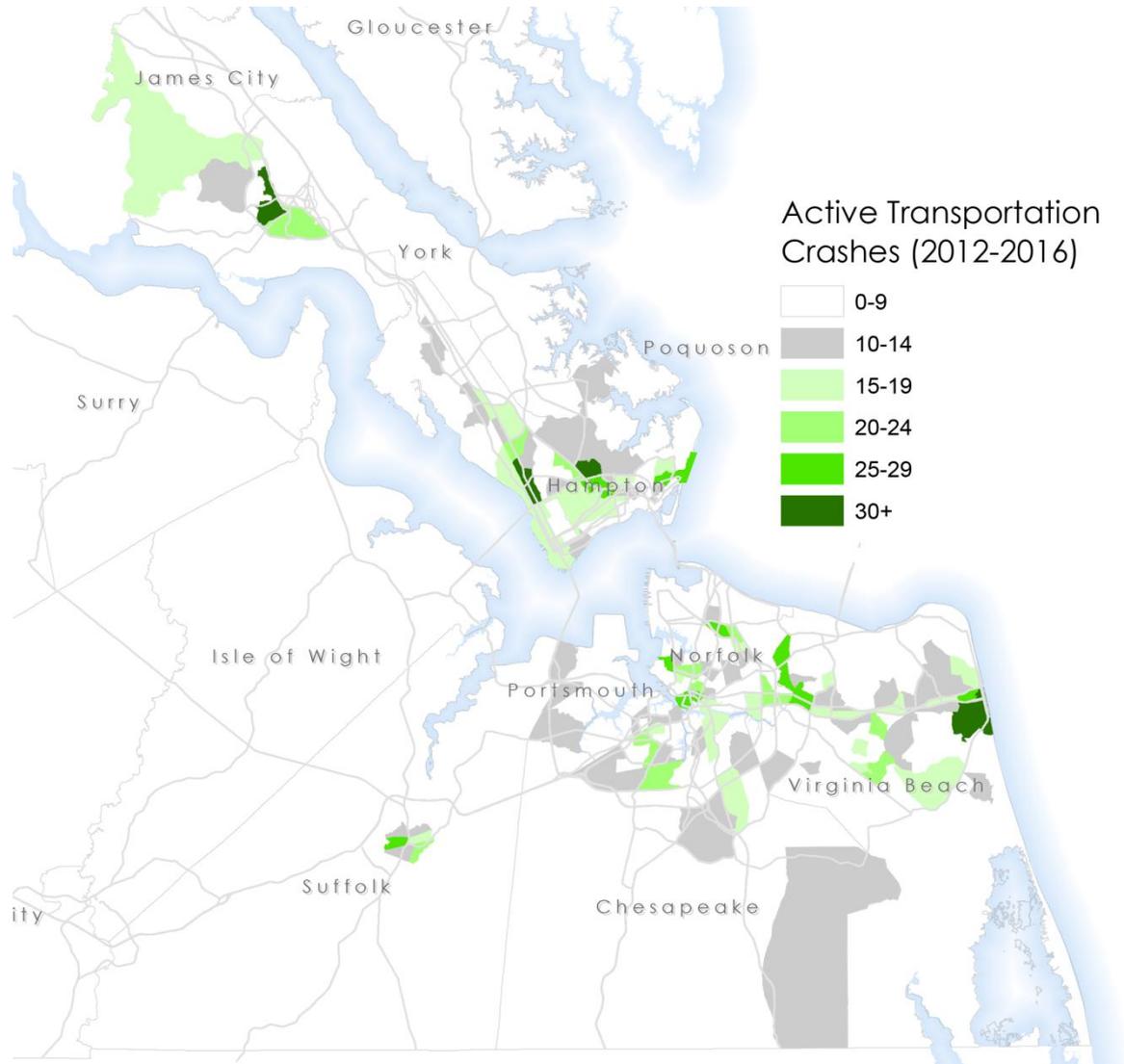


EXISTING CONDITIONS

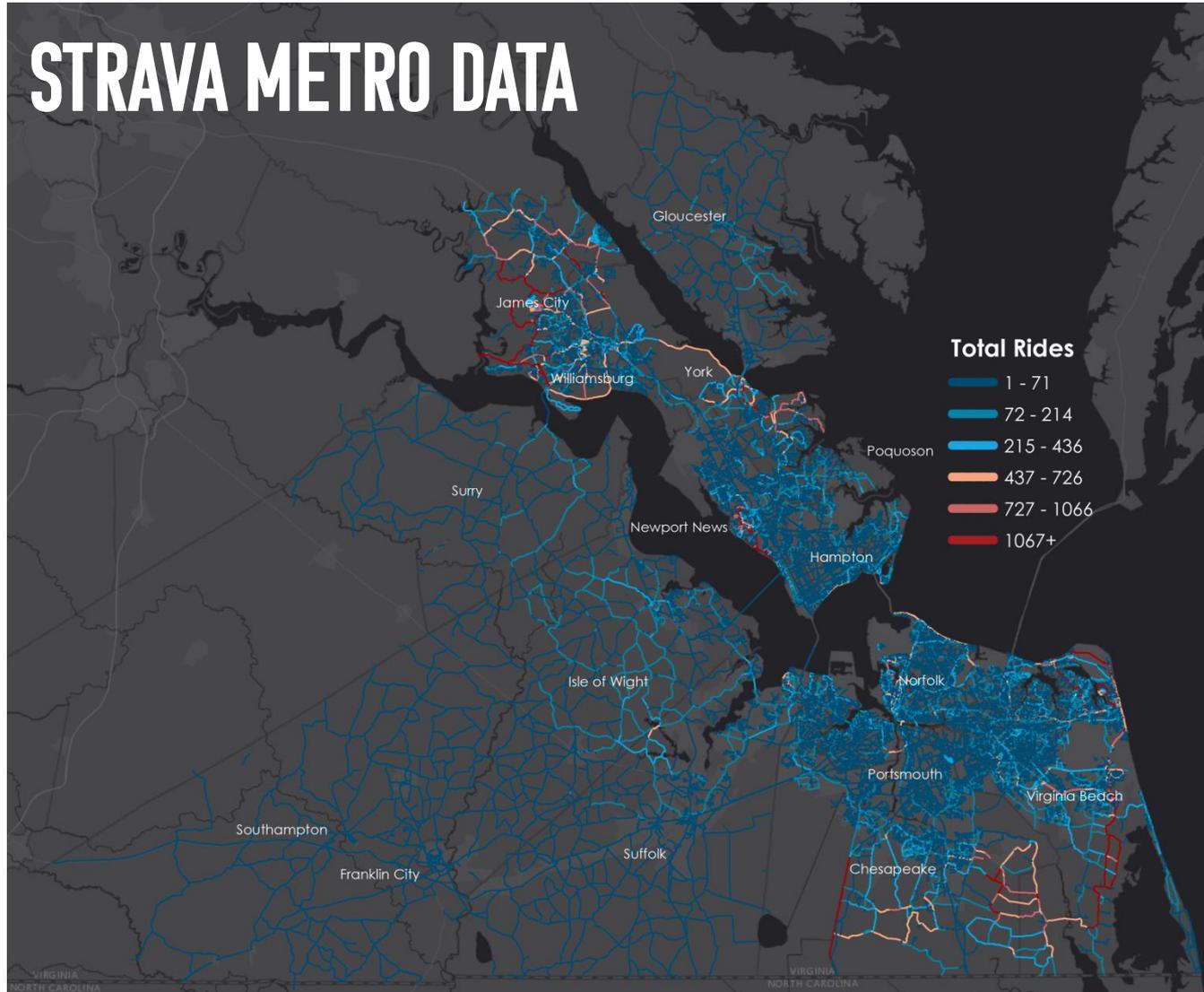
Active Transportation Commute Mode Share



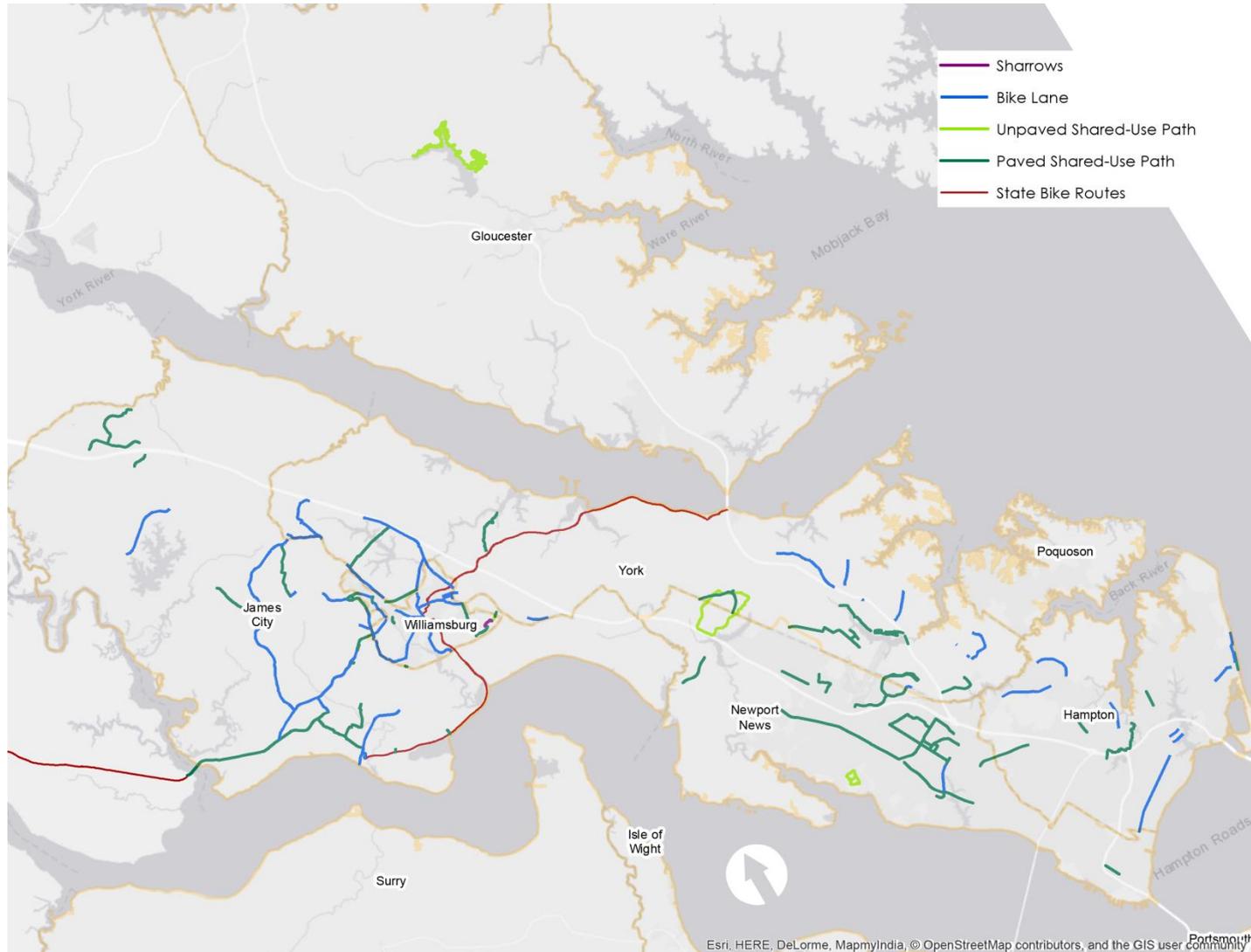
EXISTING CONDITIONS



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NEEDS ASSESSMENT- PENINSULA



NEXT STEPS

Chapter Four: Recommendations

- Collaborate with localities on regional and sub-regional AT facilities recommendations
- Public input campaign for regional recommendations
- Chapter Approval – Summer 2019

Chapter Five: Prioritization

- Prioritize regional and sub-regional AT projects
- Chapter Approval – Fall 2019

CONTACT INFO

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Organization**

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