

**Town of Cape Charles TEA-21 Multi-Use Trail**  
**2<sup>nd</sup> Public Workshop**  
July 18, 2007  
Palace Theatre, 305 Mason Ave.

**MEETING SUMMARY**

**MEETING OBJECTIVE**

The main objective of the meeting was to gain public input on the conceptual master plan developed and several identified nodes. This meeting served as the 2<sup>nd</sup> public input meeting. Approximately 20 citizens attended. One final public input meeting will be held around the end of August.

**EVENING ACTIVITIES**

- Power Point Presentation
  - Project background and process
  - 1<sup>st</sup> public meeting summary
  - Conceptual master plan overview
  - Questions
- Workgroup Sessions
  - Master plan discussion
  - Review and comment on primary features
- Priority Voting
- Conclusion / Next Steps

**COMMENTS RECEIVED**

At the conclusion of the presentation the group was divided into three smaller groups to go over the master plan in detail. Groups were given a list of topics to guide their discussions. Each group's comments have been categorized based on topic in the table on the following page.

**PRIORITY VOTING**

Each individual that attended the meeting was given a series of dots to vote on their top priorities. One red dot was given to each individual to identify their top priority. Two blue dots were also given to each individual to identify their secondary priorities. Charts depicting each areas ranking are located on the last page.

**NEXT STEPS**

Consultant will review all comments received and make recommendations as to the final master plan components/alternatives. Consultant will then discuss recommendations with the steering committee and based on their comments develop the final master plan. A final public meeting will be held in the end of August, date to be determined.

**COMMENTS SUMMARY TABLE**

<b>TOPIC</b>	<b>GROUP 1 FACILITATOR: CAROL RIZZIO</b>	<b>GROUP 2 FACILITATOR: BILL SPIVEY</b>	<b>GROUP 3 FACILITATOR: CLAY MASSEY</b>
Trail Network and Linkages – General Comments	<ul style="list-style-type: none"> <li>○ Liked the proposed trail network</li> <li>○ Thought that the trail along the spoil site was a low priority</li> <li>○ Another low priority is the trail along Old Cape Charles Rd. past the Bay Creek Development.</li> <li>○ Discussed the safety concern at the sharp bend in Old Cape Charles Rd and thought that should be addressed.</li> <li>○ Desired mostly a hardened trail surface, asphalt preferred</li> <li>○ Suggested providing separate trail surfaces to serve different users.</li> <li>○ Favored closing the hump to pedestrian traffic and extending Fig St. for an at grade crossing of the rail road.</li> </ul>	<ul style="list-style-type: none"> <li>○ Favored most of the trail network</li> <li>○ Suggested that the trail along the spoil site should be relocated to the north of the spoil site along the rail road in order to connect to Route 13, thus complying with the intend of the county and VDOT’s plan’s</li> <li>○ Thought the trail should connect to the historic school along Old Cape Charles Road</li> <li>○ Suggested the trail connect Central Park to Bay Ave. via Monroe St; there was some opposition and concern that the width of the trail would alter the existing charm on residential streets, mainly along Monroe</li> <li>○ Low priority is the trail along Old Cape Charles Rd. past the Bay Creek Development</li> </ul>	<ul style="list-style-type: none"> <li>○ Joggers in the group. Liked the suggestion to use materials to accommodate joggers, even if only a few feet of the width,</li> <li>○ Concern about safety and wanted to see streetlights on the trail, preference for the drop-neck style that directed light to the walkways.</li> <li>○ Preferences for Phase 1 / initial investment / priority are “Where the people go and use”, i.e. intersection, Mason and Bay. (In voting, this group was pretty consistent to these three choices with maybe one or two dots on Fig and the park. The intersection appeared to be their overwhelming priority.</li> </ul>
Gateway	<ul style="list-style-type: none"> <li>○ Liked option 1 with the separate right turn lane from Fig St. onto Rt. 184.</li> <li>○ They suggested modifying it to include a separate right hand turn lane from Rt. 184 to Fig St.</li> <li>○ Discussed the idea of placing the right turn lanes so that the future implementation of a round about would be possible if desired.</li> </ul>	<ul style="list-style-type: none"> <li>○ Liked option 2 with the round about at the intersection of Fig St. and Rt. 184.</li> <li>○ Desired extending Fig south beyond Mason and provide an at grade crossing for pedestrians</li> <li>○ Liked the idea of a Gate Way Plaza as you enter the town</li> </ul>	<ul style="list-style-type: none"> <li>○ Liked option 2 with the roundabout but was concerned about the occasional large trucks carrying pre-cast members from concrete plant,</li> <li>○ Acknowledged RTE 642 is principal route to concrete plant,</li> <li>○ Responded favorably to roll curbs and small hard surface interior edge to allow large vehicle tracking,</li> <li>○ Keep views through roundabout median with low level planting,</li> <li>○ Strongly in favor of moving sign out on 184,</li> <li>○ Did not favor closing Fulcher Street intersection at 184,</li> <li>○ Favorable response to gazebo or other pedestrian scale imp.</li> <li>○ Recommended to shift Fig St. geometry to slow traffic and prohibit direct north – south movement without at least partially negotiating circle.</li> </ul>

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Fig	<ul style="list-style-type: none"> <li>○ Liked the Fig St. alignment on the east side of the road</li> <li>○ Didn't see the need for any benches along this section</li> </ul>	<ul style="list-style-type: none"> <li>○ Thought the alignment was OK</li> <li>○ Was concerned about the width between existing tree line and adjacent property line.</li> <li>○ Recommended possibly using a pervious trail surface</li> </ul>	<ul style="list-style-type: none"> <li>○ Concern about damage to trees to Fig Street with trail construction, favored method or material to prevent root damage,</li> <li>○ Suggested Fulcher Street as an alternate trail route as a means avoid damage to trees on Fig Street,</li> <li>○ Favorable response to closing hump to vehicles and extending Fig Street with at-grade crossing on Mason,</li> <li>○ Concern about speed on Fig Street and was interested in traffic calming measures: <ul style="list-style-type: none"> <li>▪ Stop sign mid-length – Madison and Monroe both suggested,</li> <li>▪ Favored bump out design for benefits to pedestrian crossings and as traffic calming,</li> </ul> </li> </ul>
Washington	<ul style="list-style-type: none"> <li>○ Liked the alignment of Washington Trail and the placement of benches at various points.</li> <li>○ Also, desired the placement of trash cans along the trail.</li> </ul>	<ul style="list-style-type: none"> <li>○ Liked the alignment of Washington Trail and the placement of benches at various points.</li> <li>○ Liked the Nodes, especially at Washington and Peach</li> <li>○ Desires connection to the storm water management pond.</li> </ul>	
Bay	<ul style="list-style-type: none"> <li>○ Liked the crosswalks at every intersection</li> <li>○ Also liked limiting parking in front of the step locations accessing the boardwalk.</li> <li>○ Expressed a desire to ensure ADA accessibility</li> <li>○ Liked the large node at Bay and Monroe. Suggested adding similar nodes at Washington and Monroe.</li> <li>○ Smaller hardened access points at other intersections with foot washes.</li> <li>○ Desire restrooms at the north and south beach access points.</li> </ul>	<ul style="list-style-type: none"> <li>○ Liked the crosswalks at every intersection</li> <li>○ Liked bump outs in front of the step locations accessing the boardwalk.</li> <li>○ Liked the large node at Bay and Monroe.</li> <li>○ Liked parking alignment</li> </ul>	<ul style="list-style-type: none"> <li>○ Liked crosswalks at each intersection,</li> <li>○ Suggested public restroom facilities at each end of Bay – Mason and Washington.</li> <li>○ Strong preference for breaking up Bay Ave Boardwalk / Trail with nodes / iconic symbols at each intersection,</li> <li>○ Suggested drinking fountains at each intersection node</li> </ul>

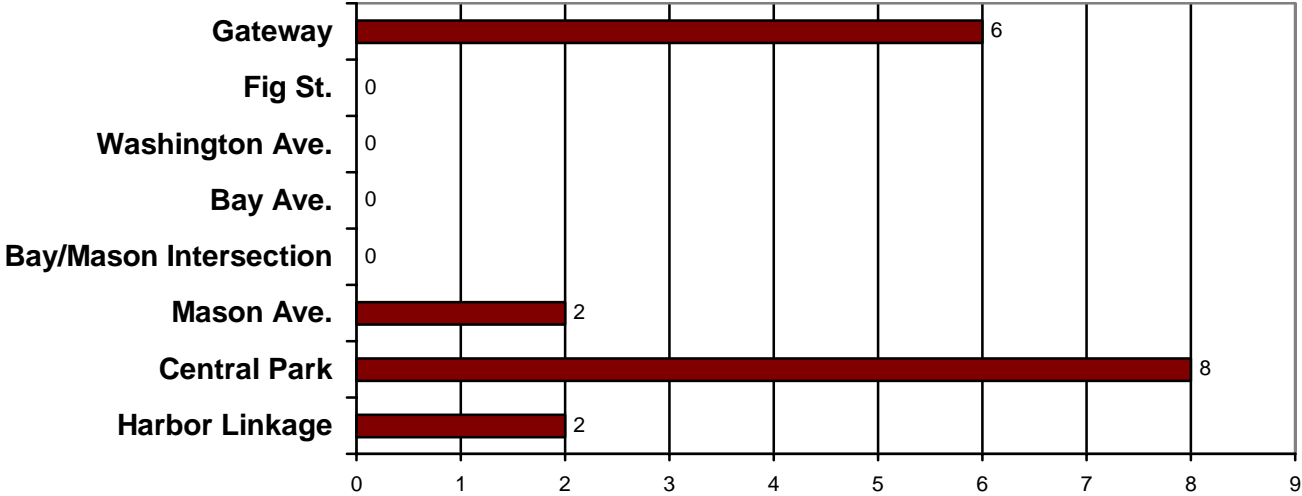
<b>TOPIC</b>	<b>GROUP 1 FACILITATOR: CAROL RIZZIO</b>	<b>GROUP 2 FACILITATOR: BILL SPIVEY</b>	<b>GROUP 3 FACILITATOR: CLAY MASSEY</b>
Bay & Mason Plaza	<ul style="list-style-type: none"> <li>○ Discussed the unpleasant odors associated with the transfer station.</li> <li>○ Felt that a formal amphitheater is not needed and with the odors associated with the transfer station generally did not think it was a good idea.</li> <li>○ Liked the covered educational display area and expressed that this intersection is a popular one.</li> <li>○ Desire restrooms, showers, foot wash, and hardened access to the beach</li> <li>○ Thought the water taxi stop at this location is a good idea.</li> </ul>	<ul style="list-style-type: none"> <li>○ Liked the amphitheater</li> <li>○ Liked the covered display area, but expressed a concern about the windy conditions</li> <li>○ Like the water taxi Station 1 at this location, but questioned the need for Station 2</li> </ul>	
Mason Avenue	<ul style="list-style-type: none"> <li>○ Liked the trail on the south side of Mason.</li> <li>○ Expressed a desire for angled parking. We discussed VDOT's standards and agreed that it was unlikely.</li> <li>○ Generally liked the idea of curb bump outs. Some favored more, some thought that the amount shown was good.</li> <li>○ Liked the plaza at the intersection of Mason and Peach and thought that it would fit in nicely with the dinner train rides proposed on the adjacent lot.</li> </ul>	<ul style="list-style-type: none"> <li>○ Thought the trail along the Southside was good.</li> <li>○ Liked node at Peach and Mason.</li> <li>○ Favored bump outs.</li> </ul>	<ul style="list-style-type: none"> <li>○ Trail was favorable. Most discussion /comments dealt with streetscape type elements, such as the following;</li> <li>○ Favored going back to angled parking. We discussed the VDOT review of numbered streets and concluded that this option was highly unlikely to be approved,</li> <li>○ Concerns about parking availability. We discussed costs of parking garages / decks and the need for more surface parking,</li> <li>○ General assumption /conclusion are that local merchants / employees use on street spaces. Discussion on signage to help control time limits to encourage leaving on-street Mason Street spaces for visitors / customers.</li> <li>○ Desired lights in the trees. Discussion on the option of up lights for trees but this suggestion was not well received due to perceived light pollution.</li> <li>○ Would like to see Master Plan consider closing Strawberry Road between Mason and Randolph and create a pedestrian plaza.</li> </ul>

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Central Park	<ul style="list-style-type: none"> <li>○ Preferred Concept 1 with the large open area.</li> <li>○ Suggested removing the existing stage and just utilizing the gazebo for performances.</li> <li>○ Did not see a need to extend Peach St. to the park at the north gate. Suggested just removing the bleacher area and utilizing that for a trail connection. Did not want to remove the tennis courts.</li> </ul>	<ul style="list-style-type: none"> <li>○ Closer to option 2, with the historic pattern in the center, but would need to be modified.</li> <li>○ Questioned how many people the open area at the gazebo would accommodate.</li> <li>○ Suggested removing the basketball court.</li> <li>○ Liked the park linkages.</li> </ul>	<ul style="list-style-type: none"> <li>○ Preferred option 2 with only one bandstand / gazebo structure, but suggested reducing the scale of the central feature.</li> <li>○ Liked passive park concept with lots of trees for shade.</li> </ul>
Peach St.	<ul style="list-style-type: none"> <li>○ Liked the idea of adding medians where there are none currently, although, though they should be scaled down to allow for either angled parking or parallel parking on the south block in the commercial district.</li> <li>○ Liked the trail being located on both sides of Peach St.</li> <li>○ Felt that the northern section of Peach St is more of a priority than the southern section.</li> </ul>	<ul style="list-style-type: none"> <li>○ Questioned the need for a trail along both sides of the street</li> <li>○ Suggested having the trail in the median, once this option was explored and the need to have the trail cross mutable intersection this option was discarded</li> <li>○ Desired an enhancement to the north end of Peach St.</li> </ul>	<ul style="list-style-type: none"> <li>○ Liked median but would like to see median broken to allow 90 degree parking from either direction, similar to how it is now.</li> </ul>
Harbor Linkage	<ul style="list-style-type: none"> <li>○ Desire a direct pedestrian trail crossing along the east side of rail road property, but understand that it is not likely in the near future.</li> <li>○ Liked the proposed harbor water taxi stops but suggested the addition of another one near the harbor master building.</li> <li>○ Discussed a proposal to have the rail road provide a golf cart taxi service across the tracks. Everyone liked the idea and though it was worth pursuing.</li> </ul>	<ul style="list-style-type: none"> <li>○ Desire a direct pedestrian trail crossing along the east side of rail road property, but understand that it is not likely in the near future.</li> <li>○ Liked the proposed harbor water taxi stops but questioned the need for station 2 and suggested the adding another station at the town owned property on the north side of the harbor near the harbor master's building.</li> </ul>	<ul style="list-style-type: none"> <li>○ Liked the proposed harbor linkages.</li> </ul>
Street Furnishings	<ul style="list-style-type: none"> <li>○ The park has had proposals for different styles of benches to be installed and maintained by the garden club.</li> <li>○ Group felt that the styles along the trail should be consistent with the Harbor Area Design Guidelines currently being developed.</li> </ul>	<ul style="list-style-type: none"> <li>○ Some thought benches should be metal, preferably aluminum.</li> <li>○ Other's liked the wood and thought fit with the charm of the town, but had concerns about vandalism.</li> </ul>	

**PRIORITY VOTING**

Width of bar depicts number of votes each area received.

**TOP PRIORITY**



**SECONDARY PRIORITIES**

