

**Appendix D**  
**2010 Online Survey**

1. What is your overall opinion of the bikeways and trails in Virginia Beach?

<input type="checkbox"/> Excellent	Comments:
<input type="checkbox"/> Good	
<input type="checkbox"/> Fair	
<input type="checkbox"/> Poor	

### 1. What is your overall opinion of the bikeways and trails in Virginia Beach?

About 75% of respondents rated Virginia Beach’s system to be Poor or Fair.

PUBLIC INFORMATION MEETING • MARCH 18, 2010  
**bikeways & trails plan update**

Please see the comment sheet by mail to the Office of Planning and Development at 202 263-1750 or via email at [planning@virgbeach.com](mailto:planning@virgbeach.com)

1. What is your overall opinion of the bikeways and trails in Virginia Beach?

<input type="checkbox"/> Excellent	Comments:
<input type="checkbox"/> Good	
<input type="checkbox"/> Fair	
<input type="checkbox"/> Poor	

2. To where would you like to bike or walk for daily activities?

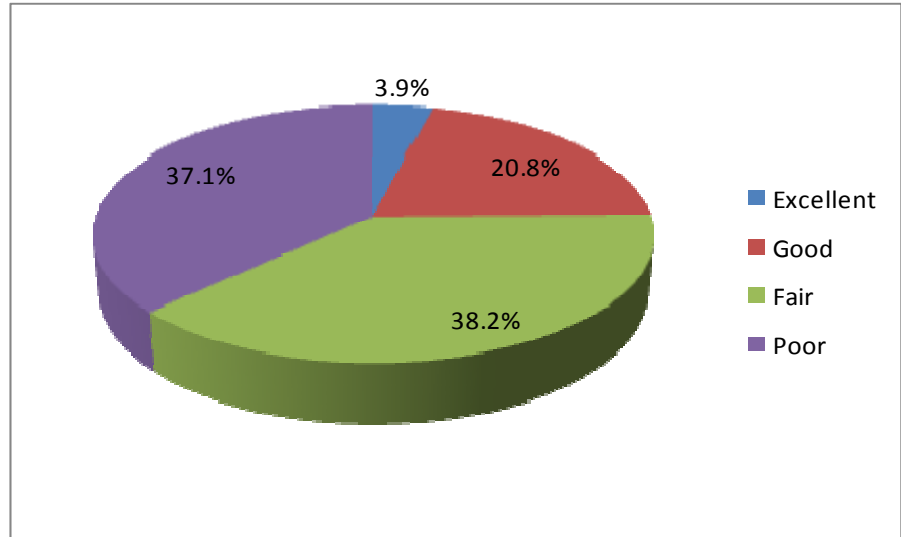
<input type="checkbox"/> School	Other:
<input type="checkbox"/> Church	
<input type="checkbox"/> Recreation	
<input type="checkbox"/> Shopping/Drug Store	
<input type="checkbox"/> Other Shopping	
<input type="checkbox"/> Park/Beach	

3. What is the distance of your commute to work?

<input type="checkbox"/> 0 miles	Comments:
<input type="checkbox"/> 1-5 miles	
<input type="checkbox"/> 6-10 miles	
<input type="checkbox"/> 11-15 miles	
<input type="checkbox"/> 16-20 miles	
<input type="checkbox"/> 21+ miles	

4. What obstacles are there to biking and walking in your part of Virginia Beach?

<input type="checkbox"/> No good routes	Other:
<input type="checkbox"/> Heavy traffic	
<input type="checkbox"/> Snow	
<input type="checkbox"/> Bridges	
<input type="checkbox"/> Road/Drainage	
<input type="checkbox"/> Distance	



- Add more multi-purpose/horse trails.
- Bikeways - Excellent base network exists. Next steps should be neighborhood clinics to get onto that network.
- Definite need/desire for additional bikeway and trails
- Effort nicely shows. It would be nice to have the financial resources to meet the potential for a superb trail system here at the Beach.
- Great plans, but it seems that lack of funding and public involvement hinder progress of plan.
- I use them frequently for pleasure and training.
- It seems to me you are doing the best you can in a tough economic climate. A " " number of cyclists.
- Major roads need bike lanes
- Most of the trails are great - but cross walk lights need to be adjusted for bikes/ pedestrians
- Motorists don't respect the bike laws and police don't enforce them.
- Need more asphalt and shared bikeways
- Not as well advertised for best exposure
- Not enough protect paths - Shore Drive, Great Neck, Atlantic Ave, Virginia Beach Blvd, Independence Blvd
- Overall, inadequate, but improving.
- Please keep up the effort to add bike paths to NEW subdivisions and when the City remodels the Oceanfront development.
- Riding on the road, on the shoulder or even in a designated bike lane that is part of the road are all too dangerous.
- Road riding on Providence and Indian River Road is not safe. Bike lanes and more educa-

tion are needed for auto drivers.

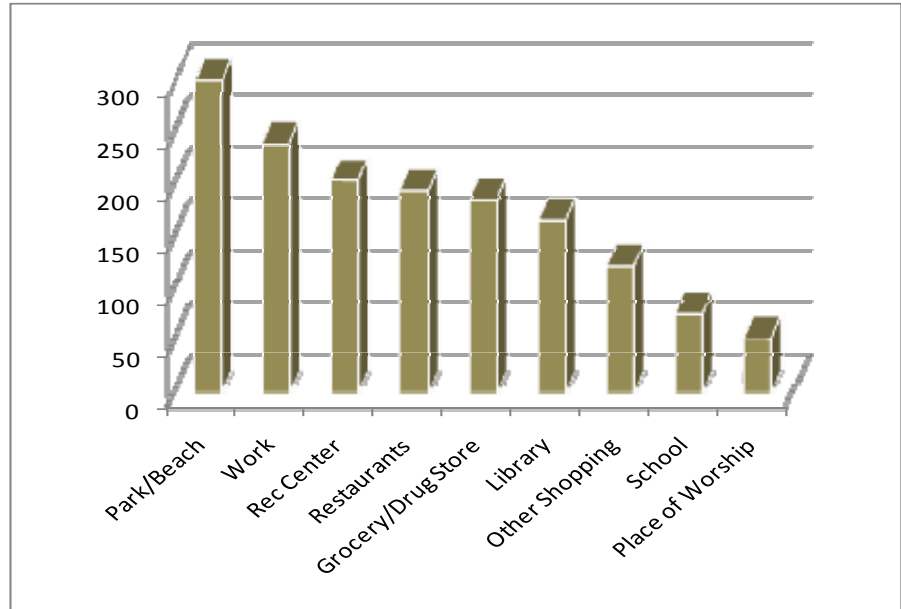
- Some great bikeways exist but often times there are no connections between them.
- Some paths are adequate but too disconnected from each other.
- The City of Virginia Beach's goal should be to be in the top 50 cities of bike friendly areas.
- The trails in the parks such as First Landing are great, but the roadways lack safe bike-ways.
- There are not nearly enough to satisfy the population.
- They are not continuous. Riding on sidewalk sections are extremely hazardous.
- Too fragmented. Need more connectivity to make city wide. 264 @ Independence Blvd = Death Crossing!!!
- Trails - Great "Destination" trails (drive to park, use trail, drive home). Linking them via greenways is next needed step.
- We need many more options not riding in vehicle lanes.
- Where paths exist - the riding is good. On roads that have no paths, the riding is very scary. Ex. Princess Anne road between Holland and Seaboard Road, Holland Road, etc.

1. What is your overall opinion of the bikeways and trails in Virginia Beach? (continued)

2. To where would you like to bike or walk for daily activities?

<input type="checkbox"/> School	Other: _____
<input type="checkbox"/> Church	_____
<input type="checkbox"/> Restaurants	_____
<input type="checkbox"/> Grocery/Drug Store	_____
<input type="checkbox"/> Other Shopping	_____
<input type="checkbox"/> Park/Beach	_____

**2. To where would you like to bike or walk for daily activities?**



- activites
- All are possible
- all over virginia beach
- ANY road that has heavy traffic - Cycling should be a SAFE transportation option.
- anywhere
- anywhere
- around the city
- Around town/rural areas
- bars/ clubs
- beach
- Bike lanes on city streets
- bike path
- bike paths
- boardwalk
- Boardwalk, Town Center
- bus stops, light rail
- Communicate with biketeams in VABeach where their weekly rides are located and add a bike lane to those roads. Eg. Atlantic Ave ( 47-83rd), Shore drive to Great Neck Rd to First Colonial and end at Laskin Rd. About 300+ people use that route every week.
- Connect the bases.
- everywhere
- exercise
- Exercise

- exercise
- exercise (we ride 30-100 miles on a ride)
- Exercise from home. Local sidewalks are adequate.
- Exersice/workout for road racing
- for exercise
- For exercise - Great Neck Road to Oceanfront
- Friends' homes in other neighborhoods
- Friends, The Beaches
- Friends/family homes, entertainment venues, work
- I routinely ride my bike to church and work. I ride my bike within a 5 mile radius of my home.
- I walk the beaches already, but it would be nice to have some "connectivity" in the Southern part of the City to the shops and restaurants at the Red Mill area.
- I would like the option of being able to get everywhere by bike on nice days or when gas prices skyrocket.
- If I could have only one, I would pick along Thalia Creek.
- If safe bikeways were available to do daily travels, I would bike 3-5 and do the tasks marked (Restaurants, Grocery/Drug Store, and Park/Beach)
- I'm a teacher's assistant.
- Just distance (10 mi) for exercise
- just for fun
- just ride
- long exercise rides
- Military Bases. Long distance paths/trails for fitness purpose.
- my neighborhood
- neighborhoods
- no more please
- oceanfront
- oceanfront
- Other - exercise
- Parks, Bay, Ocean Front,
- pleasure, exercise
- post office
- Providence Road and Potters Road
- Recreation center and Library
- Recreation Road Cycling
- rural areas for competitive cycling
- Sandbridge Beach
- scenic parts of city
- Shore Drive
- Sight seeing routes
- The more exercise we get, the more fit our society will become.

2. To where would you like to bike or walk for daily activities?  
(continued)

## 2010 Online Survey

### Appendix D

2. To where would you like to  
bike or walk for daily activities?  
(continued)

- Town Center and Recreation Centers
- Training
- training for competitive cycling
- Training for triathlons
- triathlon training
- United States
- US
- We use our bikes to get to the Oceanfront for beach and other organized activities.
- Work
- Work - I currently do ride 3-4 days/week to work from Red Mill area to Dam Neck/  
Princess Anne area
- Work and to Sandbridge
- workout
- Would like bike access from Red Mill area to Sandbridge Beach.
- YMCA, Post Office, bank

### 3. What is the distance of your commute to work?

3 What is the distance of your commute to work?

0 miles

< 1 mile

1-3 miles

3-5 miles

5-10 miles

10+ miles

Comments:

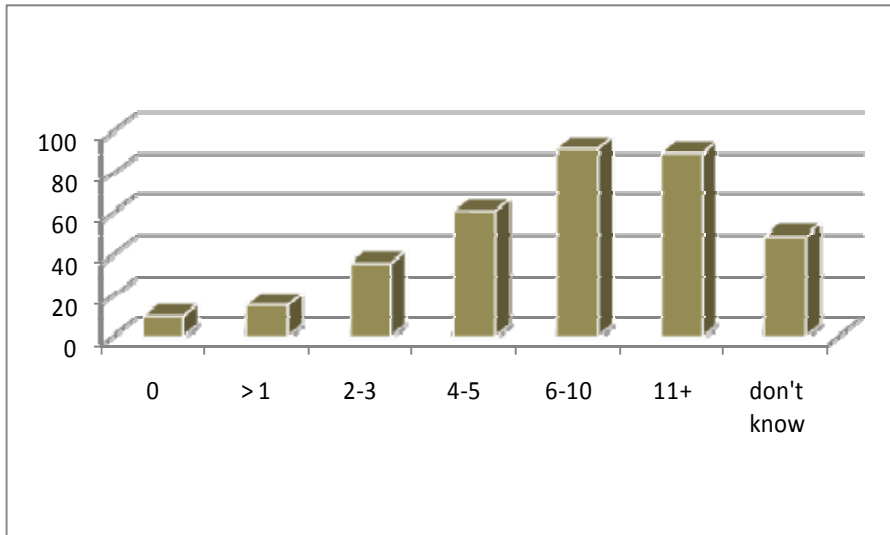
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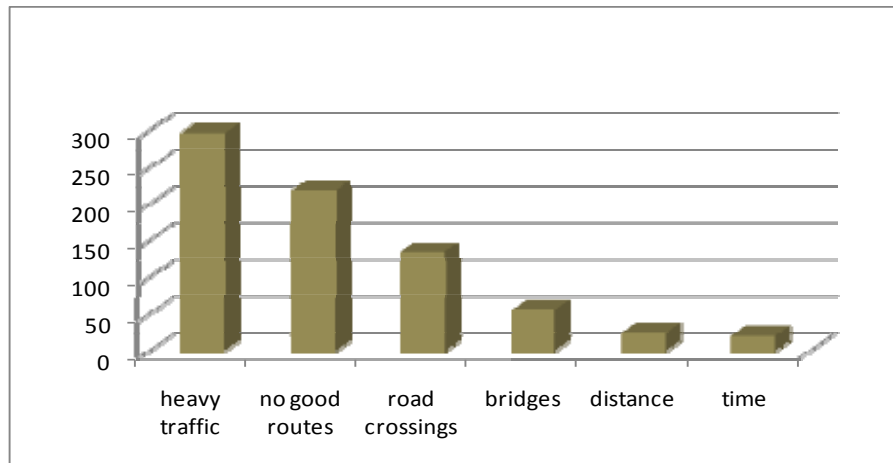


- 3 miles each way now, prior job was 10+ (in Norfolk)
- 5.5 miles one way (11 miles round trip)
- 6 miles
- Currently 0, but has been up to 20 miles and I rode my bike to/from work.
- I commute to work at 13th Street either thru First Landing State Park or on Great Neck Road to First Colonial Road. It depends on the mood, time and weather.
- I enjoy recreational riding. I will ride 16-20 miles 2-3 times a week.
- I live in Virginia Beach but work in Newport News (64 miles round trip per day).
- I ride to work (5-10 miles) 3 times a week.
- I ride to work about 1/2 the time but Baltic Avenue is tough.
- I used to work on Lynnhaven Pkwy. There was not a safe way to ride from the Virginia Beach Contemporary Art Center to Lynnhaven Pkwy. I would have liked to commute by bike, especially when the weather was cool.
- Retired
- Retired
- Retired
- Retired, but I drive 6 miles for my primary recreation.
- Riding is ok from Red Mill area to Dam Neck/Princess Anne since I'm riding with traffic on the path. Coming home, riding against traffic can be dangerous since drivers often look to the left to turn right and don't see you coming from the right at intersections.
- Wife - 6 miles
- Woodstock to Fire Station #18 on Lynnhaven Pkwy

4 What obstacles are there to biking and walking in your part of Virginia Beach?

<input type="checkbox"/> No good routes	Other: _____
<input type="checkbox"/> Heavy traffic	_____
<input type="checkbox"/> Time	_____
<input type="checkbox"/> Bridges	_____
<input type="checkbox"/> Road Crossings	_____
<input type="checkbox"/> Distance	_____

### **4. What obstacles are there to biking and walking in your part of Virginia Beach?**



- 1 lane roads with ditches and no sidewalks near seaboard rd
- 1 side of the road mostly and I try to ride as safe as I can but frequently on my "" is less hazardous from cars but probably most hazardous in other ways.
- 2 way traffic
- afraid of crime
- aggressive or inattentive drivers, particularly at intersections
- air pollution from proximity to cars
- ANGRY auto drivers, not enough curbside for a bicyclist.
- Backwards enforcement of traffic laws. Cyclists may "violate" a traffic law in interest of their safety and they get ticketed. If a motorist violates a traffic law and endangers a cyclist, there is no enforcement. There's not time to get the license plate # and if you do the police don't follow up.
- bad driver attitude/unsafe roads
- Bike lanes covered in glass and debris
- bike routes are intermittent and isolated
- Biking is a problem due to traffic. Walking is fine - northern Great Neck Road.
- Blocked thru paths
- Cars not sharing the road
- construction
- construction inhibits bike travel
- crazy drivers
- crime
- crossing side streets & commercial driveways
- danger
- Dangerous and non-compliant (with ASHTO standards) bike paths
- Dangerous drivers.
- disappearing bike paths



- Disconnected Bike Paths
- Ditches on both sides of Princess Anne Road between Winterberry Court and the Municipal Center Safety Concerns: Poor quality shoulders to get out of the way of speeding traffic.
- Driver intolerance, no bike routes
- Drivers don't know we are allowed on the roads
- Drivers not paying attention
- Education of both cyclists and motorists. Perhaps a series of public service announcements could help.
- facilities to safely lock bike
- feeder roads
- few water crossings
- glass on edges of road
- Heavy traffic on Atlantic Avenue (North End) and Pacific Ave. Baltic Avenue was recently redone, but road is not appropriate for bikes.
- Heavy traffic on South Holland Road, no bike/trails to Dam Neck Road nor General Booth Blvd., No trails connecting thru the various neighborhoods.
- Horrible gaps in routes
- I do ride on hazardous roads (Shore Drive & Atlantic) and have had minor problems only. "Most" motorists are courteous and considerate. But I do have the option to ride at low traffic periods. (Retired)
- I live near Shore Drive. It would be great to have a bikeway the length of shore Drive to the Oceanfront! The road has almost no shoulder and is dangerous to bike.
- I live near the intersection of Great Neck and VB Blvd., and would love to be able to ride my bike to work, the oceanfront or the bay, but there is no good/safe route. It would be great to have bike paths along Virginia Beach Blvd., Great Neck Rd., Laskin, Shore Drive and other major arteries since those are the quickest routes to anywhere in the city. I bet more people would consider biking to work, etc. if they didn't have to ride in the street with the traffic or on the sidewalk with the pedestrians.
- impatient drivers
- inconsistent sidewalk
- interstate on off ramps
- Interstate ramps
- Irrate Commuters
- Lack of bike lanes
- Lack of bike lanes
- Lack of bike lanes on roads, increasing safety
- lack of bike lanes or wcls
- Lack of bike specific trails
- lack of connecting sidewalks
- lack of cut thru between subdivisions
- lack of cutthru between subdivisions
- lack of lighting
- lack of safe bicycle path
- lack of separate trails ( off the roads)
- Lack of shoulders but I still use it. Princess Anne Road between Holland and Sandbridge

*4. What obstacles are there to biking and walking in your part of Virginia Beach?  
(continued)*

4. What obstacles are there to biking and walking in your part of Virginia Beach?  
(continued)

Road.

- Lack of sidewalks/trails
- Little to no shoulder
- Many designated bike routes or suitable sidewalks simply end without warning or combine on opposite side of street.
- Mediterranean Avenue desperately needs at least a sidewalk. It is very dangerous at this time.
- misinformed drivers
- Missing segments of sidewalk. Lack of bike lanes.
- moderate traffic
- motorist attitude against cyclist
- Narrow Roads, no shoulders or bike lane - Pungo
- Narrow roads. Horrific quality of roadways, paths, trails in the South part of the City.
- Narrow roads/steep drop offs/dangerous roads
- narrow shoulders and no bike lanes
- need bike lanes!!
- Need Trails to coincide with light rail
- Neighborhood is an island, bounded by Ferrell Pkwy, Providence Road and Princess Anne Road. Desirable destinations are west on Providence which is extremely unsafe.
- no bike lanes
- no bike lanes
- no bike lanes
- no bike lanes
- no bike lanes except for trolley lanes part way.
- No bike lanes on heavily traveled roads
- No bike lanes.
- No bike lanes. Dangerous drivers.
- No bike lanes; lack of respect for cyclists on the roads.
- no bike path on Independence
- no bike paths
- No bike paths
- No bike paths in Windsor Woods. Can't get to Recreation Centers easily. Town Center is a NO-GO.
- No bikeways or trails. Narrow roads. Not enough connectivity.
- No continuous bike lanes or shoulders. Cyclists forced to share road with high speed motorists.
- No dedicated space on roads
- No efficient bike lanes
- No good way to stay clear of the motorized traffic
- No obstacles in Kings Grant area with exception of North Lynnhaven Road (from Farm Fresh to 7-11 on Kings Grant) - heavy traffic on narrow road.
- no paths
- No route down independence from Shore Drive

- No safe bike route over lesner bridge
- no Sandbridge access
- no shoulders for competitive cycling training
- no shoulders/bike paths on Princess Anne Rd
- no sidewalk on the street
- no way to cross big intersections, no sidewalks
- Norfolk ave. - poor lighting on path
- Northampton Blvd is not safe for riders. Trying to get to Shore Drive could be deadly.
- not enough bike paths
- Not just heavy traffic, but drivers who do not respect cyclists on the road.
- Nothing approaching a bike lane
- other
- overcrowded roadways
- pain points
- paths stop or are overgrown with weeds so I can't get where i want to.
- People here don't know how to respect cyclist on the road
- people who don't bike & don't like bikers & aren't careful
- Police and other public/repair vehicles parking on the bike paths
- poor or no shoulders for cycling.
- poor road conditions, inconsiderate car drivers
- poor sideWALKs as bikeways
- Quality of infrastructure
- Roads are very narrow with no shoulder + deep ditches.
- rude and careless drivers
- Rude Drivers
- safe bike paths
- safety
- safety
- safety!!!
- Shore DR is unsafe as witness by the deaths!
- sidewalks too irregular, streets too congested
- The 5 mile section of Princess Anne...way to dangerous w/o bike lanes
- the obstacle is the bikes on the roads INSTEAD of the bike paths
- The traffic!
- There is no room to ride other than in the streets. There is the street and then the dirt.
- too few continuous trails for biking
- Too many trails or sidewalks that are concrete. Asphalt is smooth for bikers and smoother cut-ins on street crossings.
- Traffic Lights w/ no switches
- Traffic on Shore Drive makes it impossible to bike/walk
- trails are not connected to each other in other neighborhoods

4. What obstacles are there to biking and walking in your part of Virginia Beach?  
(continued)

# 2010 Online Survey

## Appendix D

4. *What obstacles are there to biking and walking in your part of Virginia Beach?*  
(continued)

- two lane roads with no on road bike lanes
- Virginia Beach needs to start preserving its green areas. Once they are gone, they won't be coming back. We don't need another Albanos or Taco Bell. Thanks
- Virginia Beach to Portsmouth is unsafe.
- waterways, no bike shoulders
- We ride on Laskin Road once a week, on average. It's too dangerous to cross First Colonial Road. We use the service lanes but that will not be available in the future, I am told.
- West Neck Road - a danger to drive on, let alone ride a bike or walk
- Within Foxfire Subdivision- Sidewalks are adequate to Princess Anne Middle School. From intersection with Seaboard Road - non-existent.

## **5. What are your major safety concerns about biking and walking in Virginia Beach?**

- "1. Disregard by motorists.  
2. Disregard by the legal system.

Our Commonwealth's attorney seems uninterested in taking a stand. A bicyclist can be killed and there is absolutely no ramification to the driver of the car: Daniel Hirsch, April 2009. His killer wasn't charged... because "negligence isn't a crime." " Since when?

He said the same thing when the trash truck driver recently killed the homeless man on the beach.

As long as the Commonwealth's Attorney can't take a stand against these deaths, bicyclists (and beach-sleepers) are in mortal danger.

But heaven forbid we see a naked man. Every Police officer in the city descended on a naked man on the oceanfront (Summer 2008) in every mode of transportation known to man: police on ATV's, bikes, SUV's, patrolcars, boats, pogo-sticks... because of... nudity? Now that's a crime!  
"

- 1. Drivers dont have a clue about the 3 foot passing rule. 2. No dedicated bike lanes around courthouse area. 3. A few bad riders acting like idiots and giving everyone else a bad name. 4. Traffic is unbelievable. 5. Drivers texting and talking on the phone - distracted drivers. 6. Accessible bike crossings along major routes.
- 1000s ride to the beach daily on Laskin road yet at night you can't even see the sidewalk going over the little bridge. If taking the service road there's no where to go when crossing Birdneck (a small gap flows 20 ft back from the intersection with no crosswalk).
- 2-lane roads with no shoulders or sidewalks (i.e. Princess Anne Road between Dam Neck & Nimmo), fast-moving traffic, lighting
- a lack of on road facilities on multi-lane roadways
- A lot of roads have no shoulder, some spots that could be nice to ride have high speed limits. It can feel very unsafe to have cars come by you very close at 55 mph & higher
- Aggressive drivers who do not share the road, requiring dedicated bicycle trails
- Almost no bike lanes
- Also, Albright Rd needs increased police presence to keep drivers from making a one lane road a two lane road and leaving little room to cycle on it.
- Also, bikers riding on the wrong side of the street.
- Also, no one properly yields to bikers
- Although there are some great paths in the City, the need for additional paths is very great.
- An attached part of the road is not safe as a bike path. Too many cars see it as a separate lane for them to use.
- Angry motorists getting as close as they can to cyclists as they pass rather than sharing the road. It is a no brainer...look at the stats and how many have died over the past few years on bicycles or just walking.
- As a competitive cyclist, my major concern is the lack of bike lanes throughout the city. Specifically the following roads: Great Neck/Drakesmile, Damneck, London Bridge, General Booth, Shore Drive, Indian River Rd., and rural areas in the SE part of the city. Please bear in mind that the multi-use paths that are currently in place do not meet the needs of the competetive cyclist. If we used those paths, the speeds we carry on the bike would atually increase the danger to pedestrians and recreational cyclists that do use them.

5. What are your major safety concerns about biking and walking in Virginia Beach?

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Please email the completed survey to:  
April 21, 2010 to  
Helen.Williams@virginiabeach.gov  
or call 757-463-1100  
or visit web@virginiabeach.gov

5. What are your major safety concerns about biking and walking in Virginia Beach?

6. What other concerns do you have about biking and walking in your part of Virginia Beach?

7. Any other ideas, comments or suggestions?

5. What are your major safety concerns about biking and walking in Virginia Beach?  
(continued)

- As stated in #4 ..... road to Sandbridge is narroa and dangerous for bicycling. Only one way in/out ... bicycling is extremely dangerous with no bike path.
- As with most urban/suburban areas, motorist feel they always have the right of way.
- at the oceanfront (south end) the Norfolk avenue bike path is dark and a trouble spot for criminals.
- Automobile traffic. Drivers go too fast and aren't paying attention, so in most areas it's not safe to bike on the roads, especially the major roads. But there aren't many other options. There are few bike paths and the sidewalks (even those designated as bike paths) are dangerous for biking. This makes biking on roads the only option in most parts of town, if you want to get anywhere. So many other places across the country are much more biker/pedestrian friendly. They have designated biking lanes on most roads in addition to separated bike paths in higher traffic areas. As a resort city, Virginia Beach is not very biker/pedestrian friendly, except right at the ocean front and in a few other areas.
- Automobiles do not respect cyclists and come way too close when traveling on roads like Virginia Beach Blvd., Great Neck, or Shore Dr. Better education about sharing the road.
- Being hit by a car
- being run over. incomplete paths.
- being struck by a car
- Bicycles do not belong on the road. They are a major traffic obstacle. There are plenty of places to bike without being on the roadway.
- Bicycles on the roadway within the car lanes even when a bike lane exists.
- bike lanes instead of sidewalks...
- Bike lanes are rare. Many streets don't even have shoulders and have dangerous ditches on the side.
- Bike paths are dangerous for cyclists other than those going 10 mph or less. The roads have zero shoulders or when they have a shoulder they stop and start making it dangerous to ride any part of the shoulder. I want to commute to work on my bike - but at the moment the roads have zero accomodation to ride during rush hour.
- Bikers are riding with the walkers.
- Bikes not on the bike paths
- Biking - Safe space on the major roads
- Biking - traffic and poor space on roads.
- Biking any long distance means biking on major roads. I don't feel safe biking west from my home. I live near the oceanfront.
- Biking is simply not safe here in Virginia Beach. To commute as a biker or to ride for exercise, a cyclist needs to be on the road and drivers in this area lack awareness of cyclists, and many are outright aggressive. I've stopped riding on the roads because I'm scared. The solution is simple: bike lanes. Creating bike lanes would reduce cyclist fears, motorist frustration, create jobs, attract visitors to more local restaurants and businesses, and promote a more active lifestyle in VB.
- Biking under over passes,
- Biking: No bike lanes; few paths, and no connections between the few that exist.
- Biking: Not adequate bike lanes on the roads
- busy, shoulderless roads where it is unsafe to ride; too many drivers don't take any heed or care around bikers, seem to deliberately pass as close as possible, even when there is no oncoming traffic.
- car drivers are very rude, inconsiderate-some times trying to buzz you on the road, yelling obscenities, crowding the biker into the berm.
- car drivers that don't look for others or who feel we are infringing on their roads/streets
- cars

- Cars
- Cars and traffic.
- Cars and trucks in Virginia Beach hate cyclists and don't honor a cyclist's right to use a road.
- Cars do not pay attention and put the lives of bicyclists in harms way.
- Cars don't care.
- cars don't obey crosswalk rules and walkers/bikers have to take their chances.
- Cars not providing enough distance from the cyclists while passing. Having a designated bike lane would greatly assist.
- Cars not recognizing that bikers have the rights as drivers. We need bike lanes and driver education of the bikers rights.
- Cars racing to close to the cyclist another problem being terrorized by gangs of teenagers and young adults.
- Cars turning right at intersections and not looking for cyclist. Cars coming out of side streets cutting or almost running you over.
- Cars will pass bikes at full speed in the same lane leaving an unsafe gap of just inches.
- Choke point at intersections. 264 at Independence Road. 264 at Rosemont Road. Holland Road to Dam Neck Road. Shore Drive. Independence Blvd (all the way).
- Commuting and medium to long distance cycling is not possible using multi-use paths. Simple 3ft. wide bike lanes or road shoulders is what is required for safe bicycling.
- Competition for space on the roads without designated bikeways or bike paths.
- Complete lack of enforcement of the 2 ft rule for motorized vehicles passing bicycle riders.
- Construction, no dedicated lanes for cyclists in most communities
- Crazy drivers. Unattractive roadways.
- Crime
- crime that happens on Norfolk Ave.
- Crossing busy intersections.
- Crossing Independence Blvd near Town Center or Euclid Rd there is no cross walk or PUSH to Cross button.
- Crossing Independence Blvd near Town Center or Euclid Rd there is no cross walk or PUSH to Cross button.
- Crossing under 264. I always cross under at Independence and there is always at least one person every time I'm driving. Extremely dangerous!
- crossing under I264 and entrance/exit ramps Crossing VB Blvd, anywhere!
- Crosswalks lights in certain areas do not work.
- Crosswalks need to be improved so that people who are biking are safer.
- Crowded roads and street crossings make many trips on bike too risky, especially with children.
- Currently cyclists are required to share the same lane on major routes where the speed limit is between 35 and 55mph and this is very unsafe for the cyclist and also frustrating for motorists.
- Cycling and walking don't mix well. a 20mph cyclist doesn't belong on a sidewalk or a path with kids and runners, unpredictable dogs & strollers. It is not safe for either party.
- Cycling on the streets, especially in population dense areas, such as Kempsville, is hazardous.

5. What are your major safety concerns about biking and walking in Virginia Beach?  
(continued)

# 2010 Online Survey

## Appendix D

5. What are your major safety concerns about biking and walking in Virginia Beach?  
(continued)

- Danger of being hit by auto/trucks since roads do not have designated bike areas/paths/lanes. Roads are too narrow to allow for safe biking.
- danger, cyclist and pedestrian fatalities on the road.
- distracted drivers
- distracted drivers, being too close to fast moving cars/trucks, breathing exhaust
- distracted/speeding drivers. drivers who don't yield at appropriate intersections even though signs are posted (ie: Taste Unlimited at Shore & First Ct).
- driver aggression toward cyclists.
- Driver Education
- Driver education on sharing the road.
- Drivers
- Drivers and bike riders are un willing to share road with other.
- Drivers aren't looking out for bikers.
- drivers coming too close and running red lights
- Drivers do not pay attention/ and or follow crosswalk/intersection laws. Drivers do not stop before a crosswalk but pull into the crosswalk. If there is a left hand turn drivers tend to inch up into the intersection. Drivers turning right also do not stop behind the crosswalk/ intersection
- Driver's don't know the rules. I get yelled at all the time to get on the sidewalk. I ride at about 20 mph...it's not safe if there's a walker and the sidewalks are not smooth enough for road bikes.
- drivers dont pay any of attention to walkers of bikers- too busy on the cell phones and texting.
- Drivers in Virginia Beach think they own the road.
- Drivers need to be educated about bike safety
- Drivers not paying attention
- Drivers on cell phones, texting ,etc.
- Drivers on the roads do not respect cyclists on the road. Some do, but many do not.
- Drivers seem very aggressive & little regard for bicyclists or pedestrians in road. Not enough nice bike paths.
- Drivers who are disrespectful of bikers on the road
- Drivers who do not look BOTH ways at intersections.
- Drivers who want to make the right-turn on red so badly, they disregard everything else.
- Education of drivers.
- Every hostile letter to the Pilot includes a demand that bikes move to the sidewalk. They should all try it. Bikes don't mix any better with pedestrians and dogs than they do with cars. Drivers are not accommodating to bikes on the street (slowing them down) or crossing driveways.
- Every road leading to/from the Municipal Center is unsafe for bicycle travel - Princess Anne between Nimmo Parkway and Dam Neck, Princess Anne between General Booth and North Landing, and North Landing - all have no shoulder or sidewalk - there is no place to ride a bicycle.
- existing routes seem to start and end arbitrarily throughout the city making it difficult to ride safely
- Extensive traffic with very few safe areas to bike and walk without difficulty of crossing traffic or sharing the road
- fast traffic



- few bike trails in the area; too much traffic with bikes
- Focus has been on bikes paths and trails instead of bike lanes on the shoulders of existing roads, and especially incorporating into the plan of all new road projects.
- For bike trails to be effective, they MUST have the same right of way as the roads they parallel.
- For biking in my area - the rider must share the road with cars.
- For cyclists, biking on the road is a necessary risk due to the speeds and distances covered on a typical ride. With the lack of bike lanes in Virginia Beach, we are at high risk of being hit by inattentive drivers. Inattentive driving is here to stay, so the only safe alternative is increased shoulder room or specific bike lanes.
- For me, no problem. The motor vehicles may have a problem, because I ride in the the road and there is not enough room for both of us, but so be it.
- For pedestrians - crossing busy intersections is difficult.
- For recreational cyclists there are not enough bike paths outside of the Oceanfront, General Booth, and Damneck Rd.
- For walking, crossing any major artery (esp. Va Bch Blvd!) is life threatening and scary.
- Frequent rude aggressive drivers. Lack of understanding of cyclist's rights to ride the road.
- Generally poor understanding about the laws by drivers and cyclists. Pedestrians need to use the crosswalks.
- Get hit by a vehicle.
- Getting from the Ocean Front to my work off Lynnhaven Parkway without getting killed.
- Getting hit by a car
- Getting hit by a car.
- Getting killed by a car. Drivers are driving too close to bicyclists, there is not space on the side for bicyclists.
- Getting side swiped by vehicles or being run over because "Driver didn't see me in road"
- good bike lanes. Some of the bike paths are dangerous.
- hardly any dedicated bike paths along roadways
- Having good shoulders without a lot of tire flattening trash on it.
- Having just one single loop around Virginia beach (25-50 miles) would be a great start followed by a North to South and East to West. I also know that a continuous bike lane from Shore Drive to the Oceanfront would be heavily utilized as it is a very popular, though unsafe route already.
- having to ride on the street rather than having a dedicated bike lane. Cars always win!
- Having to use vehicle lanes with vehicles just not being aware of bikes.
- Heavily traveled roads would benefit from bike paths. Virginia Beach is a large road biking community. It would behoove the safety of bikers, walkers and car traffic to have bike paths-designated lane on the road for road bikes.
- Heavy traffic and no bike lanes
- Heavy traffic and thugs hanging out around paths
- Heavy Traffic, and sidewalks impeded by bushes and trees, left uncut by the city and home owners. Kempsville Rd between Minden and Bonneydale is a mess.
- Hit by car or truck.
- Hostile drivers Glass & Debris that is infrequently cleared from existing bike lanes
- How do two vehicles "share the road" when one is travelling 55 mph and the other is

5. What are your major safety concerns about biking and walking in Virginia Beach?  
(continued)

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(continued)

traveling at 20 mph? When driving, your concentration and expectation is on other cars and it is very hard to see cyclists and pedestrians until they pop out in front of you.

- I am an active triathlete who takes all the necessary precautions to ride on the road: helmet, blinking tail light, avoiding peak traffic times, proper road safety rules, etc. I would love for the public to be aware under such conditions I have a right to use the road and it is their responsibility to give me a safe distance rather than pulling up next to me yelling at me to get off the road.
- I am both a motorist and a bicyclist. From my prospective, the City needs to provide SEPARATE, designated lanes for cyclists throughout the City. This can be accomplished by simply painting solid, thick lines on the roadway that separate the motorists from the bicyclists.
- I am particularly concerned about aggressive driving, particularly at the intersection of Nimmo Parkway and Upton Drive, where drivers frequently run red lights and fail to observe pedestrian cross walks or walk lights. Drivers in many suburban areas frequently run through stop signs or stoplights and fail to look where they are going or yield the right of way.
- I cannot safely get from VB to work, in Portsmouth without going on Military Highway.
- I commute via Sandbridge Rd, London Bridge, and Dam Neck. Sandbridge road is extremely dangerous with narrow shoulders on these curved roads. It would be a much safer area even if change was similar to what was just done on Dam Neck between London Bridge and Holland.
- I don't feel safe riding on the road, especially since nothing happens to those who kill a bicyclists who were riding on the correct side of the road on a clear day in light to no traffic.
- I don't want to have to ride on the road to much traffic.
- I have been to Chicago, Denver and Ohio recently and there was safe bike and walking paved paths for commuting that tied in with bus routes if needed. These paths could be used without cars and bikes ever in contact. The roads in Tidewater were never designed for cyclist and having bike lanes that end at a busy intersection is not very safe either.
- I have no safety issues with walking as I do so in my neighborhood, which is low traffic. Major concern is cycling on roads such as Shore Drive. Riding on Shore Drive is necessary to get to Fort Story as there is no connecting bikeway.
- I like to get the bikers off the main roadways and onto a bike path.
- I live along Indian River Road and there aren't any sidewalks or trails at all outside of our neighborhood. It is very isolating.
- I ride the streets and many of them are sidewalks for walkers & bikers, I ride the backstreets with little if any problems. NO PROBLEMS
- I ride with my two teenage sons (16 & 18) and I worry one of them or myself are going to be injured or killed.
- I think drivers put all bicyclists under the same umbrella when in fact there are competitive cyclists and recreational cyclists. The paths along Dam Neck are not for competitive cyclists.
- I use the bike path is Norfolk Ave on a daily basis. I am extremely concerned with the safety issues in this area. We need the Lights fixed NOW!! We need more lights and higher intensity lights like the ones just installed on the new bridge. We need a greater police presence. A wall down the path to section it off from the trailer park/Atlantis apartments would be nice since this is biggest problem area.
- I wish there were more paths especially for cycling/walking or at least bike lanes along the existing roads.
- If a road is heavily traveled by cars it's likely to be a good route to get around town. Cyclists think the same way, but have to consider the safety of route before using it. Without bike lanes the safety risk increases.
- If I'm on the road there is very little space for a bike to be out of the way. Very minimal shoulder space. And people are not very conscious or considerate of bikes.

- If the right lane on roads like Laskin, Great Neck, Shore... was just a foot or two wider (even if not an official bike lane and therefore not adding legal concerns) drivers would have a much less stressful moment passing a lone cyclist.
- I'm in the Kempsville area and there are no bike/walk paths that I am aware of.
- Impatient drivers are my greatest concern.
- Impossible to ride horses on public property.
- In a number of places the city has bike/pedestrian paths crossed by right turn lanes that have only a yield sign. Most drivers whip right through these without looking. They are worse to cross than traffic lights where you at least get a signal.
- in most cases when on a bike route traffic comes out of the side streets looking the other way or there are trees bushes etc in the way
- In the majority of the city, there is no shoulder. I've been run off the road by motorists several times. Also, taking kids on walks or bicycle rides is ridiculous. Why no sidewalks?
- Indian River road has no shoulder or bike lane in the country section near court house estates and is highly congested in the kempsville area. Independence, virginia beach blvd, and lynnhaven pkwy are dangerous to bike
- Intersections
- Intersections too many large 4 lane crossings to deal with that are not pedestrian or biker friendly
- Intersections without ped crossings Poorly designed and constructed bike lanes
- It feels unsafe in some major roads because of the heavy traffic combined with a few if any sidewalks or bike paths.
- It is a hodgepodge of sidewalks, trails and on street.
- It is dangerous to bike when there are cars around you.
- It is not safe to bike in the streets. Dedicated paths are a must.
- It would be great to take my children to school by foot, however the lack of sidewalk through Pleasure House to Hermitage Elementary is scary especially when one reaches North Hampton Blvd.
- It's no secret cyclists and cars don't mix. As I bike 200+ miles a week I know first hand the problems VB has. My major safety concern is the lack of "Complete Streets" Virginia Beach has. And also the lack of driver awareness of cyclists. Laws need to go into effect which heavily penalize drivers for passing too close or throwing things at cyclists.
- Just as frustrating to me is to see recreational bike users on the main roadways talking on their cell phones, riding w/out helmets, and other activities which cause the public to look at us all the same-- there is a difference and people who use the roads need to understand their responsibility.
- Key choke points and dangerous crossings
- lack of bike lanes
- Lack of bike lanes and ignorant drivers who think cyclists don't have a right to share the roads.
- lack of bike lanes and lack of respect from drivers to bike riders
- lack of bike lanes on major routes and lack of alternative routes
- Lack of bike lanes on roads in Va Beach.
- Lack of bike lanes on roads.
- lack of bike lanes to separate bikes from autos on road.
- Lack of bike/walking paths means riding in traffic with drivers that are either unaware or unconcerned with biking safety rules.
- Lack of courtesy, everyone in a big hurry.

5. What are your major safety concerns about biking and walking in Virginia Beach?  
(continued)

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(continued)

- Lack of designated biking lanes - need to build them - especially along Atlantic at the North end, thru 1st Landing Park along Rte 60, Shore Drive, Great Neck Blvd and Laskin Rd.
- Lack of driver attentiveness, unwillingness of drivers to share the road, and aggression toward cyclists.
- Lack of enforcement of red light runners. Lack of meaningful enforcement of laws on the streets when bicyclists run lights or stop signs.
- Lack of interest by most of the city officials in caring about Safe Bicycle Routes in the city, and taking V.B into the future with cycling as an alternative transportation mode.
- Lack of lighting and police monitoring in the resort area on Norfolk Avenue.
- lack of paths in popular areas
- lack of planned bike ped ways
- Lack of respect by auto drivers
- lack of respect from drivers to bike riders
- Lack of riding area along the west side of shore drive and over Lesner bridge
- lack of separate trails off the roads and safer road crossings.
- lack of shoulder space.
- Lack of wide roads to provide 3' of passing space.
- lack preferred bike routes on major roads.
- lanes aren't wide enough.
- Large trucks that run up and down Princess Anne Rd and other rural roads. They are road hogs and very dangerous to even the cars that travel the roads.
- Lesner bridge is a barrier. Is there something that could be done as an interim measure before the new bridge is built and hopefully finished in 8 years?
- Lesner Bridge. We have the wonderful path all the way to the beach through First Landing Park, but Lesner Bridge is very pedestrian/bike unfriendly. For those of us who live west of the Lesner, the bridge is a barrier to a bike ride without needing a car to transport the bike.
- Lighting after dark or at dusk.
- lighting and safety, also accessible bathrooms
- Little awareness of road bikes. Drivers do not understand they need to look for road bikes!
- Major problem with bikers on Shore Drive from 83rd street to First Landing Park entrance. Very difficult to see them.
- Many motorist especially in rural vb don't recognize the right of bikes to use the roads
- Many of the roads have heavy traffic and offers no bike lane. Shoulders of a few roads are in terrible condition and forces a rider into the road to get around the damaged shoulder.
- Mixed speeds of parallel vehicles (15mph bikes sharing the road with 50mph cars) without signage to alert motorists.
- Mixing bikers and heavily trafficked roads is not safe. Bikers should use bike trails or lightly trafficked residential roadways
- More signage and pavement markings could help.
- Most of our intersections have no cross walks. I live at the North End where many people try to cross Atlantic Avenue with children, on bikes and with surf boards and other beach gear and there are no cross walks at all.
- Motor vehicles are not alert and aware of cyclists and that there is a obligation to share the road.
- Motorists (as well as unaware/careless Cyclists)

- Motorists are not considerate of walkers or cyclists.
- Motorists awareness of right of way on bike paths. Clear markings on bike paths (paved/shared/unpaved) that it is a bike path.
- Motorists do not seem to share the road with bikes. Separate lanes are needed.
- Motorists not paying attention. I try to stay off roads but must use them to get to bike trails. Crossing the Lesner Bridge is just plain dangerous, whether on foot or bicycle.
- Motorists unaware of laws surrounding bicyclists. Education is desperately needed!
- Motorists who can't wait for a few seconds to get past you, but have to squeeze past in front of oncoming traffic.
- Motorists with a sense of entitlement. I'm afraid to signal because a motorist will just grab my hand and pull me over.
- My children and I use the trail for bikes and pedestrians near Shore Drive. Bikers are taking a huge risk to bike with traffic on shore drive.
- My major concern are people, mainly youth, riding bicycles the wrong way (left side). Not only does this endanger them, it is a hazard to other bicyclists. I do not believe the law is enforced for bicycles traveling the wrong way.
- Narrow lanes on two lane roads
- Narrow roads and speeding cars.
- Narrow roads ways with heavy traffic
- Narrow roads with no shoulder and steep ditches. Need More bikeways from the Court-house area to the Beach and to Farmers Market Area.
- Narrow roads without bike lane or shoulder, 4 lane roads with cars at 55mph.
- Narrow roads, lack of shoulders, poorly designed and confusing roads (like the feeder roads on Laskin) aren't even safe for cars let alone bikes AND cars.
- Narrow secondary roads with little or no shoulder.
- Narrow sidewalks, biking on the street is not an option for me!
- Narrow sidewalks. Major thoroughfares such as between Town Center and Baxter Road cannot be walked.
- Need a bike lane (not on the sidewalk)Walking/running I feel very safe. I have to drive 40 minutes to find a safe place to bike on a competitive bike.
- Need crosswalks on Shore Drive as well as continuous sidewalks and it would be nice to have bike lanes as well along Shore Dr.
- Need paths physically separated from car traffic. Need to have "punch" through lanes that can connect neighborhoods so bikes can get off major thoroughfares.
- Need trails which are independent similar to Charlotte, NC. They took old railroad tracks & converted to biking/walking/running trails.
- Needs to be a bike path along Shore Drive thru First Landing State Park
- Needs to be a bike path along Shore Drive thru First Landing State Park
- No bicycle lanes. No paved shoulders. Deep roadside ditches in Pungo area.
- no bike lane in which to feel safe on Shore Drive.
- no bike lanes
- no bike lanes
- No bike lanes in places where there is no sidewalk
- No bike lanes on road.
- No bike lanes or shoulders.
- No bike lanes.

5. What are your major safety concerns about biking and walking in Virginia Beach?  
(continued)

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(continued)

- NO BIKE LANES. Shore drive is a central road for commuting but I am scared for my life to bike it.
- no bike paths, nor friendly to cyclists.
- No bike paths. Roads are too heavily travelled, plus drivers are understandably angry to be slowed down by us.
- No bike paths. Roads are too heavily travelled, plus drivers are understandably angry to be slowed down by us.
- No bridge type covered crossings at major highways. Once inside Town Center the area is fairly pedestrian friendly, but getting there is another matter. If you lived and or parked your car at Pembroke Mall and wanted to walk over you have to risk your life crossing an 8 lane highway. VB Blvd and Independence Blvd are highways that surround Town Center which is supposed to be friendly to pedestrians. People should not have to drive to Town Center if they live less than 2 miles away. That is ridiculous. I live in Columbus Station Apartments and walk to Town Center almost daily. I have to cross Columbus and it is down right dangerous. I can only imagine how much worse it will become when the construction on Bendix is completed and Bonney Road is connected to Town Center. You have a public park on the other side of Columbus and I watch people almost get mowed down by cars regularly. It is ridiculous!
- no connecting bike paths
- no decent shoulders on the roads or any type of bikeway on Ind Blvd, Va beach blvd and shore drive going towards the ocean front
- No designated bike lanes, so dangerous on the road. Drivers are not aware of bikers.
- No enforcement and no education. In court ordered Traffic Education, instructor informs students "Bikes Don't Belong on Roads."
- No enforcement of traffic laws by police department.
- No existing shoulders or bike lanes for most of the roads in VB.
- No good bike paths. Must be on the same road as cars with a curb that does not allow to get out of the way quick enough.
- no good bike paths; no shoulder to ride your bike safely
- no good separation of bike/pedestrians and cars, particularly along shore dr but in many other areas
- No or inadequate shoulders for cycling. Generally poor understanding about the laws by drivers and cyclists. Pedestrians need to use the crosswalks.
- No or limited bike lanes
- No proper lanes. Also, no one properly yields to bikers
- No provision for biking or walking under 464 at Independence Blvd Other Concerns: Drivers fail to use common sense or courtesy toward walkers or bikers
- No safe bike paths/lanes to support distance rides.
- No safe biking lanes. Have to go down Va Beach Blvd and no one looks before they turn. Not enough room to ride your bike on the road without cars going by and almost knocking you off.
- no shoulders for cycling training/commuting
- No shoulders on the roads or bike lanes in popular biking areas.
- no shoulders, no bike trails
- no signage letting drivers know that "BIKES BELONG"
- no ways to bike from kempsville to the oceanfront
- Norfolk Avenue - need lights near Lands End and Ocean Pebbles
- Not enough assigned bike lanes or "true" bike trails as such in NOVA (W&OD and C&O)

trails) where you can maintain cadence.

- not enough bike friendly roads, shoulders etc
- Not enough bike lanes on roads. I'd like to ride my bike to many more areas (I currently bike to work 3-4 times/wk along Dam Neck MUT), but don't feel safe doing it on sidewalks and roads. For example, there's no safe way to ride from my home in Red Mill to post office near VB Courthouse.
- not enough bike paths, cars get too close
- not enough crosswalks to cross busy streets
- Not enough nice bike paths.
- Not enough off road, properly connected trails
- not enough paths
- Not enough safe riding areas for those who wish to ride fast.
- not enough safety education. lanes aren't wide enough.
- not enough sidewalks
- Not enough sidewalks/bike paths and a shortage of safe crosswalks at main intersections.
- Not many bike lanes and the roads I ride are narrow and cars do not share the road!
- Not pedestrian friendly to the point of making it unsafe to travel by foot or bike.
- Not too many bike or walking paths.
- Obendorf's overdevelopment cannot be solved by adding trailways
- On high traffic area's, there should be a time slot for biking. After sun rise and before sun set
- On the Lesner Bridge, there is no guard rail between the roadway and pedestrian sidewalk. If a vehicle goes out of its lane, there is no way for a pedestrian to escape.
- Our driving public simply does not know that cyclists have rights to ride freely. The public is so stubborn about even realizing that all the trucks in Pungo, Sports cars at the O-front, and Navy personnel are deteriorating there own living conditions by creating high volume in traffic . If we can make cycling or public transportation, for that matter, a more appealing and safe option for travel, then we can have a positive effect on this area. This means less automobile traffic, lower number of accidents , and a happier community.
- People and their attitudes or lack of being considerate.
- people are careless
- People are crazy drivers & don't respect pedestrians or bicyclist
- People do not respect cyclists or do not want to share the roads. Infrastructure does not allow for road cycling. Serious safety concerns if riding alone.
- People don't pay attention when they are driving or on a bike.
- People don't respect cyclist on the road, Have many friends who are tri athletes that have had run ins with motorist. Making roads more bike friendly would make me considered riding my bike to work
- People knowing what the bike laws are
- People not knowing how to share the road, and respect cyclist- To afraid I will be hit by a driver because they either 1) don't pay attention or 2) don't care
- People on cell phones not paying attention so close to bikers and pedestrians.
- People who are driving in cars and not paying attention to their surroundings. They are either texting, talking on the phone, or messing with their ipod.
- people who don't bike & don' like bikers & aren't careful

5. What are your major safety concerns about biking and walking in Virginia Beach?  
(continued)

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(continued)

- Personally, I think that the fact that it is against the law to ride a bike on the sidewalk is ridiculous. I can understand this for neighborhoods/areas with little traffic, but I think that it creates a danger to both the biker and drivers on the busier streets.
- Plus very few safe routes in this area
- Police not enforcing the 2 foot clearance rule for drivers.
- police....are rude....
- Poor design of roadways, shoulders, illumination. Shore drive could have a wider shoulder (it narrows up in spots). 1000s ride to the beach daily on Lasking road yet at night you can't even see the sidewalk going over the little bridge. If taking the service road there's no where to go when crossing Birdneck (a small gap flows 20 ft back from the intersection with no crosswalk).
- poor driver education
- poor public knowledge of sharing the road
- Poor shoulders on most roads. Nowhere to actually ride a bike. Even the nice bike paths on Dam Neck road don't allow a safe crossing over Princess Anne.
- Potholes and non-visibility/lighting
- Protection from cars. Bike trails on the shoulder of roads. Nimmo bike trail is great. There is about a 12 ft. "buffer" between the road and the bike trail.
- Provision for bikes when planning road construction job sites. Traffic plans around construction areas often only seem to provide for cars, leaving bikes and pedestrians to take their chances.
- Reckless drivers, cell phone use, lack of attention for other users by drivers.
- Require bikers to have flashing lights and a license
- Ridiculously archaic rules about riding horses on public property (parks, etc) or beaches.
- Right now, bikers are trying to share the road. This is bound to create more hazards for the bikers and vehicle drivers. Bikers should have their own lane.
- Right turn on red drivers not looking BOTH ways before executing a turn.
- risky crossings and paths: independence at 264, rosemont at 264, laskin near 264, lesner bridge, independence north to shore drive, shore drive near Ft. Story, all along Holland and Rosemont (sidewalks suck)
- Road rage on behalf of the motorists
- road shoulder width and proximity to drainage ditches, major 2 lane roads with no safe area for cyclists (Southern section of Holland Road, Indian River Road at ~ Elbow Road)
- Road shoulders aren't safe; no good, safe way to get to the Oceanfront from Bayside; for a good ride, must put bike in car and drive to rural area, which defeats purpose.
- Roads are much too dangerous. Too much traffic on even the back roads and people speed on these roads.
- Roads are too narrow. When new roads are built or improved, they should be given a sufficient shoulder for "on road" cycling. The off the road multi-use paths could be just as dangerous due to crossing roads and simply not practical for cyclist who are training for races or using the bike as a fitness tool.
- Roads need more space for bikers and bike commuters. Parts of Dam Neck Road has space for this type of rider but lately there is road damage that causes bikers to merge out onto the road at certain points. This damage is just sitting there with barrels around it and not being tended to.
- roads with no bike trail other than sidewalk or no sidewalks altogether. Connectivity of bike trails is very poor.
- Roadways are not safe, sidewalks are full
- Rude and inattentive drivers make cycling on Lynnhaven Parkway (between Pleasant



Valley and Albright) difficult.

- Rude Drivers. Traffic which does not allow bikes the legal 2 feet of safe passage
- safety
- Safety Concerns: Driver inattention
- Safety! number one issue. There are very few bike paths in the northern section of the city where I live. Main roads are very dangerous for bikers.
- Safety, safety and safety. Roads are not designed for pedestrian and bicyclist (area around JEB Little Creek easy example, Navy has limited off base running due to safety concerns.)
- Sandbridge Road is very narrow with no bike lane. It is very dangerous and needs improvement.
- Scared of getting run over. The residents don't seem to care or are just ignorant of the biking laws.
- Sections where one must go out into/near heavy traffic
- Share the road - NOT SAFE - Drivers do not understand the concept of "share the road".
- shared-use paths, cyclists and walkers are going against each other. Many walkers and joggers use ear phones, which obstruct their ability to hear a cyclist approaching from behind. In addition, the use of a path forces cyclists to go opposite to traffic when there is only one multi-use path on one side of the road.
- Sharing the road with cars is dangerous. The side shoulder contains trash and road debris. We have to move into the lane to avoid what was pushed to the edge of the road.
- Sharing the road with drivers who just don't seem to see bicyclists and pedestrians. And conversely as a driver, sharing the road with bicyclists and pedestrians that don't obey traffic laws.
- Sharing the road with motorists that "can not see cyclists"
- Sharing the road with motorized vehicles.
- shore drive
- Shore Drive along First Lndg State Park
- Shore Drive Bike Path needs to be extended over the Lesner Bridge all the way to Little Creek.
- Shore drive could have a wider shoulder (it narrows up in spots).
- Side walks are not good for riding bikes - on roads traffic is heavy and the drivers appear to resent bikes.
- Sidewalks are wholly inappropriate for cycling, their inclusion in "bike trails" creates a dangerous situation for all involved. Cars are not on the alert for cycles on sidewalks at intersections, only pedestrians. Sidewalks and bike paths are in disrepair, overgrown by trees, covered in glass, even blocked by landscaping and other vehicles at times.
- Sidewalks do not equate to bike routes. It's generally unsafe to mix pedestrians and bikes. There are no suitable bike routes / bike lanes along any of the major roads in Va. Beach.
- Sidewalks to no where. Street with no crossing area.(Independence & Pleasure house Road) Bike Trail Crossing on Great Neck Road. Crossing Atlantic Ave and getting to Boardwalk from First Landing Park.
- Some of the roads are in very poor condition making it very difficult to navigate safely, lack of people understanding the rights of cyclists and waters
- Some red lights do not have a walk signal, which makes it dangerous to cross
- Some sidewalks are very narrow, so it is hard for two people to pass each other.
- Specifically, Shore Drive does not have a continuous bike bath going from west of the Lesner bridge to the east. The northern most side of Lesner provides the only continuous

5. What are your major safety concerns about biking and walking in Virginia Beach?  
(continued)

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(continued)

paved access for biking (and walking) unless you want to bike in the traffic lane on the southern side. This makes it very difficult if you are looking for a leisurely bike ride to First Landing State Park or just to bike to shopping at the eastern end. It is difficult to maneuver with pedestrians on the bridge, or if you encounter another bike on the sidewalk proceeding in the opposite direction.

- speed limits over 40MPH, poor driver education & a lack of on road facilities on multi-lane roadways
- Speeding Bicyclist not obeying traffic laws and riding in the middle of the road.
- speeding cars lack of safe paths (Shore Drive)
- The bike path at the north end around Atlantic Ave to Shore Drive should have a barrier between it and the roadway (either a Jersey wall or metal road guard).
- the bike path crosses side streets and not always sure if outcoming traffic will see me and yield right of way
- The city keeps spending millions of dollars for multi-use trails that DO NOT have the same right of way as the roads they run parallel to. This is NOT compliant with national safety standards. A "bike trail" that prevents drivers on parallel and crossing road from seeing the cyclists, and with a "Yield" or "Stop" sign at every intersection is not a bike trail -- it is a dangerous, glorified, and overpriced sidewalk. See Madison, WI or Riverside, CA for examples of how to do it right.
- The city-wide network of bike trails is incomplete and inconsistent. This is a particular and dangerous problem in the major highway heavy traffic zones, such as Virginia Beach Blvd. and Independence Blvd.
- the courts and press think it's okay to kill people that use transportation other than cars & trucks... enforce the law and make the penalties stronger and people will stop killing pedestrians and cyclists.
- The current system is not geared towards people who wish to use their bike for transportation. I have been commuting on my bike in Va. Beach for over 20 years and I have seen no progress in making this city more bike friendly.
- The growth of the trees and brush on paths need to be cut back.
- The lack of courtesy on the part of motorists; in general I feel the driving public believes a cyclist does not belong on the roadway, is behaving foolishly for cycling on the road, and has little regard for the cyclist's safety. I believe the "three feet" rule should be enacted as it has in other states/communities. I also see a lot of motorists pointing toward the sidewalk while passing me; seemingly their opinion is that I do not belong on the road and a sidewalk or path is adequate for my cycling use.
- The lack of sharing the roads, from people in automobiles
- The poorly lit areas near and on Norfolk avenue can be unsafe at night for anyone walking/biking even in a small group.
- The right shoulder is where most debris collects, forcing a rider to move farther left into the lane to avoid these hazards. Drivers too swerve to avoid hitting something in the travel lane. We use bike lanes (paved pathways) whenever possible.
- The roads are not designed for cyclists, and many drivers have the attitude that only cars should be allowed on the roads. Condition of the roads is also key. The sides of the roads have too many cracks and potholes to make riding effective.
- The roads are too narrow for bikers to ride safely.
- The roads with no bikeway accommodations often have trees or turns which make it impossible for drivers to anticipate a bicyclist (Elbow Rd or Indian River Rd, for example). These routes may last for under a mile, but they form an essential part of a complete bike trip from home to a destination. The safety concerns make riding somewhat prohibitive, even if there is a nice bike path a short distance from home. It doesn't make sense to drive a mile or two, take out your bike, and finish the route. There needs to be better connections from major route bike paths to prominent residential areas.
- The second major safety concern is the disregard motorists have not only for cyclists, but

also for pedestrians. When the light is red, they turn right anyway without looking. Most often, they usually have a cell phone to their ear and are not paying attention.

- The sidewalks all over VaBch just disappear and reappear, forcing bikes and pedestrians in and out of traffic or across peoples' lawns. Even with all the focus on Shore Drive, the side walk is not continuous on both sides of the Lesner Bridge. Wolfsnare, Laskin, Great Neck, etc all have gapped sidewalks and lack pedestrian crossings.
- The sidewalks can be very close to the road and it scares me when the cars drive right next to the sidewalk.
- there ae no bike lanes or paths where I live and the roads are narrow.
- There are either no sidewalks (for walking/running) or they are in disrepair and it is easy to trip. Since I run early in the morning, trails are too secluded for me to feel safe. I live right off of Princess Anne Rd in Kempsville so heavy traffic is the main reason I don't bike.
- There are no bike lanes and few sidewalks. It is ridiculous for a resort city of this size to have such a lack of safe biking & walking options. Shore Drive is atrocious. Please make our city more bike & pedestrian friendly!
- There are no bike lanes and there's not always a sidewalk either.
- There are no bike lanes- I fear for my life!
- There are no bike lanes on the sides of the road like all other parts of the country have. Even Williamsburg has nice bike lanes.
- there are no bike lanes or paths where I live and the roads are narrow.
- There are no bike lanes.
- There are no bike paths, or shoulders on the roads, so with traffic the way it is, biking is very dangerous unless you are in a big group.
- There are no designated bike lanes. Traffic is very heavy and drivers don't acknowledge bike riders. I'm afraid to get out and ride on the roads in traffic.
- There are no places that is just for bike riders. I don't feel safe riding on the road with the cars.
- There are no real bike routes here. Without real bike routes, like in San Jose, Ca has, the drivers here in Virginia will never respect biking.Walking is ok here because of the sidewalks.
- There are no safe cycling and walking routes from Sandbridge to adjacent communities/ shopping, recreation.
- There are no safe routes east to west between the beach area and town center.
- There are no shoulders or bike paths on the road that I live on, and the roads aren't wide enough to accommodate bikes and cars.
- There are not enough cross walks for pedestrians. A pedestrian in Virginia Beach takes their life in their hands trying to cross a street. Try crossing Atlantic Avenue at a corner-- even though a vehicle by law is supposed to yield the right of way because the speed limit is 35 mph, a vehicle will run you over before slowing to let you cross.
- There are not enough designated bike paths or bike racks at the destination points to lock bikes to.
- There are not many sidewalks along the roads, so many bikers ride alongside the traffic. It is dangerous because an accident could occur if a car tried to pass them and the biker could be injured.
- There are not safe bike lanes on main roads. Motor vechiles are not alert and aware of cyclists and that there is a obligation to share the road.
- There are very few dedicated bike lanes in VB, and where there a few, they only last for one or two miles, which makes them completely ineffective.
- There is a lack of bike lanes in Virginia Beach. Crosswalks do not bridge all four directions in many intersections. Pedestrians on the sidewalk are often not protected from

5. What are your major safety concerns about biking and walking in Virginia Beach?  
(continued)

5. What are your major safety concerns about biking and walking in Virginia Beach?  
(continued)

vehicles by trees, light poles, or planters.

- There is also no bicycle lane on most of Atlantic Avenue and Shore Drive.
- There is no bike corridor joining Independence Blvd, Little Neck, and Great Neck corridors other than Va. Beach Blvd sidewalk.
- There is no bike path or sidewalk for the many bikers who like to bike south on Princess Anne towards Pungo. The road is very narrow and dangerous for bike riding and causes significant traffic delays.
- There is no continuous loop that doesn't involve sometimes needing to drive on heavy traffic streets.
- There is no safe place for bikes on the majority of our roads. Bikers must ride in the street just like a vehicle. Unfortunately, this can be quite dangerous. I would even consider walking to work, but there is no walkway either. Most streets do not even have a shoulder, which would make it a little safer.
- There is not enough education to drivers on bicyclist rights on the roads. In addition, there is NO prosecution for drivers who intimidate or even hit bicyclist on the road.
- There is not enough road to share the cars and bikes together with. Most of the bikeways in Virginia Beach are wide sidewalks and do not favor the commuter and enthusiast.
- there needs to be a bike path all along shore dr. from First Landing State Park (east & west). This bike path should meet with path at Marlin Bay Rd. off of shore dr.
- There should be NO bicycling allowed on Shore Drive. Someone's going to get killed. Either the biker(s) or the driver who swerves off the road or into another car to avoid hitting a biker that they come up on. Every time I see a biker on Shore Drive I can't believe what I'm seeing - it seems so crazy that it's actually legal. It's basically the same thing as being allowed to ride your bike on any interstate.
- There's no dividers between the bike path and the major roads - for example, London Bridge Road, there's just a curb between the path and the road way - if a vehicle goes off the road up over the curb, the bicyclist is dead. need some type of barrier - shrubs & trees....etc which would help "cool" the environment as well and give a green affect.
- This community should have accepted the 3 foot passing law as did the majority of the other 50 states.
- to many cars not enough trails
- To notice every car to cross bike route - every signal crossing light must show safety signal when bike crossing.
- Too many bikes on 2 lane roads without bike shoulders.
- too many drivers don't take any heed or care around bikers, seem to deliberately pass as close as possible, even when there is no oncoming traffic.
- Traffic
- traffic
- Traffic
- Traffic
- traffic
- Traffic - no sidewalks or paths in the southern part of the City. Roads are much too narrow.
- Traffic - people who run red lights
- traffic and cars too fast
- traffic and distracted drivers
- Traffic and drivers who fail to yield
- Traffic and inconsiderate motorists.

- Traffic and people on cell phones while driving
- Traffic and unconcerned drivers.
- traffic and very few side walks or bike trails
- Traffic does not yield to pedestrians or cyclists. I've had many near misses even though I follow traffic laws as if I were in a car.
- traffic is heavy; roads don't have bike lanes; drivers don't want bikes on the road.
- Traffic makes biking very difficult.
- Traffic signals and bicycling around Town Center
- Traffic signals dont always change at intersections.
- Traffic signals don't always change when at an intersections.
- Traffic turning into the lane I am in.
- Traffic with lack of sidewalks in some areas or trails to get around traffic.
- Traffic! Bikers have to share the roads with cars and the cars do not want to share with the bikes.
- Traffic, lack of bike lanes along sides of streets, not pathways w/ a lot of glass and curbs
- Traffic, lack of bike lanes. It would be terrific to have bike lanes added to the major roads.
- Traffic, no bike lanes adjacent to roads.
- traffic, poor bike lanes
- traffic, safety at night - need good lighting
- traffic, specific trails safe for families
- Traffic. No separation between vehicles and bicycles. Inattentive drivers!
- Unfortunately the paths supposedly built for cycling use in the city are generally hazardous due to debris from the road, or trash tossed from passing cars. Additionally, the paths in my Little Neck area neighborhood are (in some spots) unsuitable for cyclists due to tree root growth. The concept of sharing the road has to be publicized and made the norm with the same rigor as seat belt use campaigns.
- unwillingness of drivers to share the road
- vehicular traffic
- Very few major secondary roads have on road facilities (paved shoulder/bike lanes) that would make commuting by bicycle feasible.
- Very few roads with dedicated bike lanes or wide shoulders.
- Very few safe routes in this area
- Very few shoulders or bike lanes for people on road bikes.
- Virginia beach blvd between First Colonial and Birdneck is in desparate need of a path. Many citizens use this for walking to and from bus stops, homes, and shopping centers. I find that they end up walking dangerously close to the busy street.
- Walking - areas where there are no sidewalks
- walking and being able to cross a busy road safely.
- Walking on "" streets is "" but trying to cross Virginia Beach Blvd is probably more hazardous than bike riding.
- walking or biking alone due to strangers.
- "Walking: No sidewalks in most places. Sidewalks on only one side of street with few crosswalks. Narrow sidewalks. Major thoroughfares such as between Town Center and Baxter Road cannot be walked. Cannot walk to all bus stops on sidewalks -- have to go on dirt paths and grass. Example

5. What are your major safety concerns about biking and walking in Virginia Beach?  
(continued)

5. What are your major safety concerns about biking and walking in Virginia Beach?  
(continued)

-- stop on Independence going South near Witchduck Rd. Bus stops at least should have connecting sidewalks leading to them. "

- We lack safe places to cross I-264. Paths below overpasses are poorly lit, poorly maintained, and generally frightening.
- We need a 5 minute weekly televised safety segment about safety for cyclists and vehicles and rules for both. Tips on lights, reflective gear, helmets, clearance, and I'll Be more than happy to host it.
- we need bike lanes
- We need more street lights to see and be seen after dark.
- We need separated bike paths EVERYWHERE.
- We need wide, CLEAN! , shoulders/pathways and a 5 minute weekly televised safety segment about safety for cyclists and vehicles and rules for both. Tips on lights, reflective gear, helmets, clearance, and I'll Be more than happy to host it.
- well lit trails
- Where to begin? I have biked and/or walked substantial distances throughout Virginia Beach and except for a few areas it is very difficult to safely navigate the roadways by either bike or foot. Bikes are especially unsafe because there are practically no bike routes on the main thoroughfares. The bike routes that are in existence are only in some areas and often do not connect. I would need to drive my bike to the closest bike-friendly road.

## **6. What other concerns do you have about biking and walking in your part of Virginia Beach?**

- "Why can't the easy gaps in routes be completed?  
Why can't the eastbound side of the Lesner Bridge sidewalk get connected on each side?  
Why can't the gap between the two Shell Roads get a path or paved shoulder on Northampton Blvd?  
Whose idea was it to cut the rumble strips in the shoulder of Shore Drive between First Landing Park and Atlantic Avenue instead of putting them in the white line. It ruined the shoulder for safe cycling.  
Why isn't Laskin Road bike friendly between Birdneck Road and Linlier (Linbay Drive)?  
Anybody ever try to use the signed ""bike route"" on Oceana Blvd? There is none from General Booth up to the Oceana Main Gate, then it starts, then it suddenly ends up by the railroad tracks.  
  
These short gaps cause cyclists to needlessly mix in traffic. Dodge hazards and create an overall unsafe system. VB is close to being able to say you can get there from here on a bike, but these needless gaps in the routes are ridiculous."
- about stumpy lake-- is that open to the public now to canoe / kayak on??? I paddled it about 4 years ago and, upon taking the boat out and putting it back on my car, a police officer appeared and said the lake wasn't open to boating. I called Parks and Rec and was told not yet was it allowed. Is it now?
- All cyclists also drive but as cyclists we should also try and be more considerate of motorists.
- all neighborhoods should be connected via the paper-streets so that everyone could cycle or walk off the major highways - like kids and the retired.
- Also, bicyclists riding down narrow roads with no bikeways such as portions of Princess Anne or North Landing create very dangerous conditions for everyone.
- Also, could use more Share the Road signs on rural routes
- Although many drivers give us ample room when passing. I think more signs to remind drivers to share the road would help.
- Angry motorists and elderly motorists
- Appreciate the nice trail along Shore Drive to First Ct, then First Court to the Rec Center. Thank you! Hope to have a bike/walk path at Pleasure House Point once it becomes a park!
- Areas with narrow, broken, heavily-angled sidewalks and overhanging bushes are difficult to ride on.
- As a cyclist, riding on the sidewalks/paths is not an option due to the speed and distances covered in a typical ride. Therefore having increased shoulder room or a designated bike lane on popular cycling routes would be an enormous improvement.
- As an active senior citizen living in an over 55 community, having easy access to biking and walking would go a long way to staying healthy and happy.
- As an oceanfront resident I am also very concerned about intersection at Norfolk Ave and Pacific. I walk/bike across that intersection everyday. Many cases of people running the red light and not yielding the right of way when they are making a right turn. I have almost been struck several times. I also wish there were some stronger rules and enforcement about the 4people rental bikes on the boardwalk a complete menance and danger to all of us regular bikers. We all HATE them!!
- As indicated in question 5, try riding a bike under the I264 overpass. What a nightmare! A form of sheltered bike trail should be developed to provide safe passage through this zone. C'mon engineers!
- Automobile drivers unaware of cyclist's rights to the highway

6. What other concerns do you have about biking and walking in your part of Virginia Beach?  
(continued)

- Awareness of drivers
- Bad drivers who are forced to drive due to the lack of constant public transportation
- Bicycles are a road hazard
- bicyclists who obstruct traffic or ignore traffic signals or signs.
- Bike paths don't form circuits, so you're stuck doing "out and back".
- Bike paths that are set up are for recreation and not for the serious rider or commuter.
- Bike paths that end without warning. Improperly placed bike path ramps (Should be linear to path of travel).
- Bike paths, particularly combined with the sidewalks, need to be marked more clearly.
- Bike trails that are not on grade are not the equivalent of a bicycling friendly city.
- Bikers and walkers trying to share the sidewalk makes for dangerous situations
- Bikers do not wear helmets. They do not observe rules of traffic or safety. Va Beach is not a rural setting.
- Bikes being ridden on sidewalks for pedestrians out of sense of defensive safety precaution. I don't blame them but it then creates a safety issue for pedestrians.
- Bikes don't trip most traffic lights so you have to sit and wait for a car to cross or make a legal right on red onto a busy road & come back to get across. Euclid Rd / Kellam Ave bikes don't trip lights.
- Bikes not on the bike paths
- Biking on roadways very dangerous
- Biking on shore drive is extremely dangerous. Traffic is heavy on shore drive and is very hard for cars and bikes to share the road.
- biking over sharp objects on the side of the road, (glass, nails)
- Biking should be highly encouraged and planned as a mode of travel within the Oceanfront, especially to and from City planned events. We attend many of the weekend activities and get frustrated with the number of people walking on the bike paths. The City should make it easy for people to ride around the Oceanfront as an alternative to driving.
- Can no longer get to Oceanfront area through Fort Story. Must now ride Shore Drive part of the way if on a road bike. Riding a mountain bike is easier due to First Landing State Park paths.
- car drivers rude to cyclists
- Cars cutting in front of you at street and other crossings.
- City does not recognize the value of cyclists either toward improved health of the population or the income from events related to the sport.
- City should modify road shoulder on shore drive between Atlantic Ave and First Landing Park entrance to allow cycles to use. Currently there are rumble strips. Wouldn't take much to make bike ready.
- Condition of the sidewalks.
- Corrupt and ineffective city government. If you rear end another motor vehicle, the accident is automatically your fault, regardless as to why it occurred. However, if you run over a cyclist from behind and kill him (as happened last year on Shore Drive), there is no crime because there was no "intent." And the City will bend over backwards to protect your privacy because of your prestige and position. A bicycle is a vehicle just like a car or truck. The cyclist has the same obligations, RIGHTS, and PROTECTIONS as the driver of any motor vehicle.
- Crosswalks like the one at Indian River and Kempsville Rds. It takes several rotations to get across the street.
- Cycling is becoming more and more popular, yet the general public is very antagonistic towards cyclists.



- Cyclists are traveling faster than a walker, and with the narrow paths, there is not much room to accommodate both needs. I would prefer that cyclists have use of the road.
- Dam Neck Rd. is a perfect example. There is a good, useable shoulder lane, that is well-suited for bikes, but whoever designed the curbs that turnout into the lane at every intersection or turnaround basically foiled the entire idea of using that lane for bike traffic. The paved "bike trail" that runs along Dam Neck Rd is only about 24 in wide and is used by joggers, walkers and bikers - I don't want to have to dodge joggers and walkers while attempting to ride at 20 mph on a bike.
- damage to my bike from poor road conditions
- Dangerous intersections that don't have cross walk signals and are too dangerous to cross without.
- designated bike routes may work for slower speed riding, but are not straight or smooth enough for going at higher speeds (maybe over 10 mph). Even on my mountain bike I go faster than that, and certainly would like to ride faster on my rode bike, maybe 18-20 mph.
- Destinations - Bikeways and bike paths to specific events/locations (such as concerts/ special events at parks or beaches)
- Developers should be responsible for improvements (wider shoulders or bike lanes) on roads in front of thier projects. Examples include Shore Drive condos, Indian River Plantation, Courthouse Estates.
- Disconnected paths. They almost reach a destination, but there is a gap and the gap often covers a high traffic area. (e.g. Oceana and General Booth, Lagomar to Sand-bridge/Upton/Princess Anne)
- discontinue leapfrog development which creates too much motor vehicle traffic on rural roads which were not built for the traffic volume.
- Distracted drivers (on phone - texting or talking)
- Don't blame me on my bike if you can't get around. Not my problem. Cars are a luxury. I even see bike shop employees drive to work. Makes me sick!!!
- Drivers are not bike friendly.
- Drivers are not kind to bikers or walkers
- Drivers do not allow adequate safe space.
- Drivers do not have respect for the bikers, and it scares me to ride on the roads.
- Drivers in area do not respect bike riders.
- Drivers occupied with cell phones/texting.
- Drivers of cars using cell phones and texting and not paying attention.
- Due to location, concerns about safety in walking/biking alone.
- Educate the public about the need for compassion, patience and understanding for other people around them! Also, inform the public that cyclists (going 20-30 miles/hour) are not allowed on the sidewalk.
- Enforce making people stop parking cars over sidewalks and blocking paths.
- Every year more cyclist's are being hit by cars not because of any fault other than cars and bikes shouldn't be on the same road
- Expressway traffic is terrible. Cars are finding routes off main avenues to bypass the traffic and are now congesting local neighborhood roads - often without obeying the local speed limits.
- fast traffic, inattention by drivers and bikers
- Feeder roads present another hazard. Cycling is becoming more and more popular, yet the general public is very agtagonistic towards cyclists.
- Few safe routes to get from one side of the City across to the other (across 264).

6. What other concerns do you have about biking and walking in your part of Virginia Beach?  
(continued)

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(continued)

- From my end of the City nothing connects and nothing is marked for bikes.
- General safety.
- getting to the biking/walking trails can be a challenge...parking when you get there if not in the neighborhood,. not enough sidewalks making walkers have to walk in the streets...not really a safe thing
- Heavy traffic and irate drivers. Must ride on side of road which doesn't allow much room for vehicles to pass safely.
- Heavy traffic with small shoulders. Drivers get more frustrated when a bike is getting ahead. There are very few roads that have wide shoulders for riding safely.
- Heavy traffic, no bike lanes
- heavy traffic; no safe way to get to office or Oceanfront
- High speed limits on major roads like VB Blvd, poorly design crossings and signals make it almost impossible for a person walking to safely cross most major intersections.
- I also wish there were some stronger rules and enforcement about the people rental bikes on the boardwalk a complete menace and danger to all of us regular bikers. We all HATE them!!
- I am concerned that many people do not feel safe about walking/biking, and therefore, do not attempt to get to their destinations via these means. They then share a general apathy about moving about the city without a car.
- I believe in pathways between neighborhoods as long as they are useful for getting somewhere and not just joining neighborhoods. Ultimately, all roadways need to be wide enough and in good repair for all who travel them. Bicyclists and motorists both have a constitutional right to travel any roadways. There should be no blockages for any form of transportation. Please keep this in mind.
- I bike a lot and consider myself a part of the biking "community." However, I've almost been hit several times by cyclists riding in the street instead of the bike path or riding on the wrong side of the road. Perhaps some education on investment in paths and safety tips to the bike stores that sponsor rides might encourage use of the paths and increase safety?
- I can walk on the streets but there are no hiking/walking paths nearby.
- I enjoy cycling part of the 25/50 loop in Sandbridge. However, I have not been able to find the entire loop since the signs are not easy to see (near Dam Neck and Princess Anne)and there is no map available that I have been able to locate.
- I feel much more needs to be done to get cyclists to obey laws and rules of the road. Pace lines often ride club type rides with 20+ riders who impede traffic during high traffic times. More discipline by the leaders would aid in motorists support.
- I have lived on Shore Drive since 1989 and have seen a lot. The City can manipulate pedestrian and cycling traffic to cross at designated crosswalks by putting up some pretty and solid plantings in the median, forcing people to cross at the median breaks.
- I live in foxfire off of seaboard road and work at the school admin building 2 miles away. I would love to ride my bike/walk to work, however riding/walking that stretch of road is suicide; no bike lane, no shoulder, heavy traffic, non-existent road crossings, distracted/ ignorant of the law drivers and poor lighting.
- I live on Shore drive and the lanes are too narrow for a car to pass a bicycle safely. Without rideable shoulders the only safe place for a bicycle is in the middle of the lane. This slows traffic and upsets drivers, but it is my only safe alternative on Shore drive and Great neck road. And no the bike paths are not a safe or practical alternative.
- I realize that it's not feasibly or financially practical for every street to have a bike path or walkway. However, I do believe they all should have at least a shoulder of some sort. This would at least allow us the ability to walk or bike without being in constant harms way. I live off North Landing Road. There is no where for me to walk on that road unless I walk in the grass. This is very unsafe..
- I see bicycle riders violating traffic laws and vice versa and then each group becomes

frustrated with the other.

- I would like to be able to ride to Sandbridge but roads are unsafe.
- I would like to have bike lanes added to major roads like Shore Drive and Great Neck and Laskin Road.
- I would use the 8-80 rule. All bike paths should be safe for 8 year olds to 80 year olds. We need to attract women and middle schoolers by making the paths perceived as safe to use.
- idiot drivers
- If bikers prefer to use main roadways, they should pay for a license like everyone else
- If I want to take a relaxed ride on my beach cruiser to the beach or to the store multiuse paths are great, but remember they don't serve cyclists. I think a lot of the roads around Virginia Beach can be retrofited with a 1'-2' cycling shoulder. Mainly General Booth, Pacific Ave, and Sandbridge Road. Also many of the shoulders VB does have are not maintained and are full of rocks and debris which make them more unsafe than riding on the right side of the lane.
- If no bike trails on south Holland Road, then build bike trails thru the various neighborhoods which can join one another.
- If there is more awareness about biking, advertising, advertising and more advertising. Stiffer finesas well.
- I'm in the Kempsville area and there are no bike/walk paths that I am aware of.
- in most area I can only bike on the street and because of the general negative attitude in Va Beach vehicles run me off of the road.
- Inattentive drivers.
- It would also be nice to ride to Oceanfront from Red Mill. It can be done, but the area near Dam Neck and General Booth can be scary when on a bike.
- It's not clear whether bikes should use sidewalks or not. A lot of time they have to out of necessity, but that doesn't work well for pedestrians.
- It's the culture. In other major cities, especially out west, pedestrians and cyclists are respected. In Virginia Beach, they are considered a nuisance and an annoyance. Virginia Beach is NOT a cyclist and pedestrian friendly city. The City needs to put up more cross walks with blinking lights and it needs to put up Share the Road signs, and it needs to add a cycling shoulder to all it roads. Use Charlottesville as an example.
- Just make it easier and safer to get around.
- Just too dangerous, have to go to pungo, suffolk, chesapeake for safe routes. I ride about 100 miles per week.
- Just widen/replace sidewalks with better paths. Enforce making people stop parking cars over sidewalks and blocking paths.
- kidnap
- Lack of connecting paths.
- Lack of designated trails & bikeways. What trails we do have go no where or are side-walks along major roadways. Lack of shade in the summer.
- Lack of dual use paths
- Lack of options to do so
- lack of public concern for bicyclists and pedestrians.
- lack of safe paths (Shore Drive)
- Lack of sidewalks for pedestrians and dangerous road crossing situations.
- Lack of understanding on behalf of the motorists and biking people of the laws governing the roads. More emphasis should be paid to these laws and rules when taking the drivers test at DMV

6. What other concerns do you have about biking and walking in your part of Virginia Beach?  
(continued)

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(continued)

- Lanes on the vast majority of roads in Va Beach are much too narrow to accommodate safe use by cyclists and cars simultaneously. Virginia code requires cars to allow 2ft minimum clearance when passing a cyclist, in all but the rarest of cases this requires the car to cross into the lanes of oncoming traffic. Riding on a shoulder where available is hazardous as debris collects there such as trash, yard waste, etc which can cause flat tires and crashes. Wider lanes on roads and if using separate infrastructure, use the paved MUPS on London Bridge, Dam Neck, and General Booth as an example. They are the only ones that offer any real benefit to cyclists.
- Laskin Road does not accommodate bikers or walkers
- Lighting and bushes/trees where you can not see clearly
- lighting and potholes (unrepaired areas)
- limited sidewalks
- little driver awareness
- Little usable bike lanes.
- Live just 2 miles from Bay but very dangerous to ride bike there. Crossing Northampton BLVD and Shore Drive not to mention Independence BLVD. Parking is very limited at the Bay.
- local driver unawareness of cycling rules/integration into vehicle traffic.
- Loose dogs.
- Lowering the speed limit on Shore Drive is awesome, but still needs to be enforced.
- Major concern is the amount of traffic
- Make bike lanes! especially over the Lesner bridge.
- Many motorized vehicle drivers are hostile to on road bicycles.
- Many parks with wonderful trails do not have a simple map posted on the board near their parking lot. Many trail maps aren't easily found (if there at all) on vb.gov.com. Hyperlink to parks?
- Many...too many to list
- More bike lanes, at least better, more substantial shoulders to be able to not only maintain two feet but do it safely.
- More patrolling of these areas at night, or emergency call boxes so people can get help if they're robbed/mugged and have no phone to call for help.
- Motorists don't seem aware of how much space to give cyclists. We need more shoulders on the roads & bike paths are great, like the one at London bridge extension & Dam Neck.
- Muggers use these paths as well.
- Multi use trails need to be created for runners, cyclists, and mountain bikers.
- My concerns mostly stem from all the stress that our inter-state and major blvds. create. To relieve this we need to create more cost effective and positive options for public transportation. This includes cycling. There have been efforts before, but 15 feet of bike lane will not cut it. More importantly, how about some bike lanes that go to the Va Beach Courthouse. Then, I think, you would see directly how good of an impact that this idea could have.
- My husband rides on Indian River Road to Pungo for his rides as many do. Indian River road from Elbow to Lynnhaven Parkway is very treacherous with no shoulders and many curves in the road.
- My nearest busy street is Shore Drive; there is no need to say anything further..I am a road cyclist, not a mountain/trail cyclist. Seashore Park is one of the best areas for a mountain bike ride, but not for the road cyclist.
- N. Lynnhaven Rd & S. Lynnhaven Rd (near Virginia Beach Blvd) do not have any sidewalks or bike paths. Laskin Road does not accommodate bikers or walkers

- Narrow bridges, overpasses, and underpasses where there's no room for error.
- narrow roads
- Narrow vehicle traffic lanes that don't support bike traffic.
- Need marked out biking lanes/areas along the sides of the roads that lack shoulders to raise awareness that cyclists are OK to share that (portion of the) road.
- Need more crosswalks on roads like shore drive etc
- Need more room on the shoulders of the roads. Need people who run over bicyclists to be prosecuted. Need more "share the road" signage.
- Need to put up "Share the road signs on Salem Road". Also, paint in bike lines on all major roads reading to and from the beach.
- New bike route along Birdneck Road is very bumpy and has uneven surfaces that make curbs unsafe
- Nimmo trail is awesome but would be best if it went all the way to Sandbridge beach.
- No areas for horses. More restrictions instead of looking for ways to expand horse use.
- No bike lanes down Holland Road and Princess Anne between Courthouse and General Booth.
- No bike paths !!!
- No bike/scooter racks at local shopping strip. Haygood Shopping Center.
- no connectivity from Kempsville to the Ocean Front
- no laws to keep drivers a safe distance away from cyclists
- no ongoing plan that I can glean
- No or poor sidewalks in many communities
- No safe bike or running paths, just roads.
- no safe paths in Sandbridge, vehicles speeding (on a regular basis), and narrow roads, no designated space
- No safe place to be on road because roads are narrow with ditches and no shoulders.
- No sidewalks
- No trails to get off the road (away from cars)
- north bound general booth 1 ft shoulder would be doable and helpful.....
- not bike or pedestrian friendly unless you are willing to travel at 6 am.
- Not enough bike lanes.
- not enough bike paths
- Not enough bike trails for the recreational rider.
- Not enough bikeways/paths on which to ride. No connectivity.
- not enough dedicated bike/walking paths
- Not my part of the beach, but I think VB Blvd near the oceanfront could be better.
- occasional benches would be lovely!
- Off road and dirt trails would also be a nice addition to cycling in Virginia Beach. At this time there are very few if any choices for mountain biking or cyclocross in the city. There is a very large market for this type of sport and it would not interfere with traffic.
- on some walkways overgrowth of bushes,trees make it unsafe or dangerous--no room on sidewalks, too many places for people to hide. Also, too many places with out sidewalks
- Our trails in First Landing State Park are excellent, but walking or biking to them along Shore Drive is often dangerous. The reduced speed is a step in the right direction, but

*6. What other concerns do you have about biking and walking in your part of Virginia Beach?  
(continued)*

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(continued)

bike lanes would be a drastic improvement.

- Overall, Virginia Beach has done a masterful job of providing very nice multi-use trails in many, many areas of the city; I use the new Birdeck Road trail as well as the Gen. Booth, Dam Neck and London Bridge trails regularly.
- Parks and Rec should look at making the parks safe rather than endangering the adjacent neighborhoods.
- Paths to no where. Paths just drop you off into a street with no markings. No crosswalks by your city parks, libraries, etc. No signs saying you are entering a road way. I have seen many near misses at the Church Point walkway and then there is no pedestrian crossing to the rec center.
- People not paying attention to the walkers, runners and cyclists around them, mainly around the road / street intersections.
- police and safety are not helpful
- Police don't enforce the laws
- poor displays of courtesy on the part of drivers
- Poor education of Va drivers. Many drivers think a cyclist has no right to be on the road. They yell "get on the sidewalk" (which is much more dangerous) not realizing we're on a 50 mile ride cruising at 20 to 30+mph. Some pass unsafely failing to simply break for a few seconds to be able to move over a few feet to pass safely.
- Poor signage for both drivers and on bike paths. Bikers should be alerted to the end of a path. Drivers should be warned about bike paths crossing the road and at bike path intersections.
- poorly constructed bike paths,i.e. bumpy transitions along curbs.
- Poorly maintained sidewalks for pedestrians. Lack of attention paid to cyclists and pedestrians by motorists.
- present paths have too much broken glass to ride a bike on
- Progress is great on the southside of the city, but more effort needs to be added to new expansions and growth in VB
- safety
- Safety
- Safety - need good street lighting
- Safety and Security (education)
- safety of bike when locked up.
- Safety of cyclists on roads, no share the road signs, education of the public, no bike lanes for cyclists vs recreational biking
- sandbridge road a 1 ft shoulder would be helpful an doable...shoredrive move rumble strip over 1 ft and give us a 1 ft shoulder...also north bound general booth 1 ft shoulder would be doable and helpful.....
- shore drive move rumble strip over 1 ft and give us a 1 ft shoulder
- Shore Drive needs to be safer. Add bike lanes, crosswalks and sidewalks! How many more pedestrians or cyclists need to die before something is done? This is such a residential area mixed with bars and restaurants that people want to walk/bike to. Kudos on lowering the speed limit on Shore Drive, but please add sidewalks and bike lanes.
- Some parts of the bikeway/walkway are bumpy.
- Speeding Bicyclists not obeying traffic laws
- speeding cars (failure to enforce current speed limit)
- Still, Virginia Beach Blvd. is the main corridor in the city and it's a bicyclist's nightmare.
- Stopping constantly for street - no thoroughfare of just bike trails in neighborhoods

- Stupid drivers. It's just not safe!
- The bike and multipurpose way are GREAT!!! I would like to see more of the same.
- The bike path from Bayside towards Great Neck just ends suddenly in gravel at Marlin Bay Drive. Are there plans to extend it, or post a signs as to a suggested bike path, or a sign that states that the path ends, rather than just let it end so abruptly?
- The bike route along Great Neck Road should be called Break Neck Road. It's noisy, traffic is frightening fast, there is no room for error for drivers or riders, no separation between bikes/peds and idiot drivers.
- The bike trails in the city are dangerous and don't go anywhere. Adequate shoulder for riding and sidewalks for walking would be money better spent instead of more worthless trails.
- The city could provide online and/or printed maps that allow you to put in your starting address and your destination and they should be able to provide you with a SAFE walking or biking route to get there. Taking a bike anywhere in VB is quicker than taking the bus and/or public transportation and much HEALTHIER.
- The city had the opportunity to include a bike lane to Shore Dr from Great Neck Rd to Atlantic Ave when it was expanded to add stutter bumps. If the city supports cycling and wants be cost effective that would have been a good time to add the bike lanes. There is no road route to the oceanfront from the Great Neck/Shore Dr area without riding in traffic on either Great Neck Rd or Shore Dr.
- The City needs to add a cycling shoulder to all it roads. Use Charlottesville as an example.
- The City needs to put up more cross walks with blinking lights
- The City needs to put up Share the Road signs
- the city to have large citizen advisory board/group
- The commercial Shore Drive section is dangerous for pedestrians and cyclists. There should be at least one pedestrian cross walk with traffic signal posted near the Great Neck area.
- The distance is sometimes too great, so there is sometimes not enough time.
- the fact that car drivers don't give cyclists much room when they are passing cyclists. Need more crosswalks on roads like shore drive etc
- The frequent instances of driver road rage directed at cyclists neither makes the news or results in significant prosecution. It seems that assault and/or harassment doesn't count if the victim is a cyclist.
- The growing frustration of both the motorists and the growing population of competitive cyclists. We must make it safe for both.
- The ignorance most drivers have towards cyclists the majority think we should be on the sidewalks.
- The lack of bike paths, which forces bikers to choose between riding in traffic lanes or riding on sidewalks, which are too narrow to permit bikers and pedestrians to pass.
- The mini stop signs on the bike path are ridiculous and should be yield signs instead. I would ride my road bike, hybrid bike or even my beach cruiser to work/home if there was a safe way to go over the Lesner Bridge!
- The new sidewalk/pathway on the Providence Road/I-64 overpass is excellent, but I feel that the guardrail that was removed should be reinstalled to protect pedestrians/bicyclists on the pathway and to protect motorists from running off the embankment. The handrail installed now does not look strong enough to hold back a motor vehicle from going over the edge.
- The planning board and city still projects a mindset of VA Beach being a rural community with low traffic density and that citizens only drive.
- The public should be made more aware of the laws concerning biking/walking, like wear

*6. What other concerns do you have about biking and walking in your part of Virginia Beach?  
(continued)*

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a helmet, etc.

- The Pungo Strawberry Festival draws a HUGE crowd to Pungo and there is not a sidewalk for the heavy foot traffic during that weekend.
- The roads aren't wide enough for bike trails nor are there enough of them.
- The roads to biking are all destroyed so it isn't suitable to ride the bikes.
- The sidewalks and bike paths don't connect all the time so I'm walking and then I get to an intersection and the path doesn't continue on the other sides.
- The sidewalks in my area are wonderful. I enjoy running on them. However, I do not feel safe biking on the road and "sharing the road" with traffic.
- The southern section of Wolfsnare Rd & First Colonial. No sidewalk, wide street, but it's not walker friendly. Kind of a free for all with cars and the 7/11.
- The speeds can be too high for some areas where the paths already exist.
- The total lack of consideration for pedestrians and bicycles in the planning of the retail areas and the streets.
- the trails on Norfolk Avenue bike path have been cut back of shrubs, trees etc but the problem lies in the cut throughs where fencing has been cut and opened from trailer part etc for escape routes. I live directly across the street from one of them and watch people go in and out daily. One occasion I had the opportunity, standing on my top deck, to call out as 3 young males had a gentleman cornered. With phone in hand they thought I was calling police and escaped through the opened fence back into the trailer courts.
- the whole road of Pleasure House that leads to Chicks Beach needs complete sidewalks or at least room for pedestrians and cyclists. Cars speed through there consistently, it's a 25 zone and they are going 45 to 50 sometimes even with the fire station there.
- there doesn't seem to be very many
- There are a few bike paths in the area but they are only 1 mile long and then you have to bike in the road. The sidewalks are blocked by vehicles or overhanging branches and bushes
- There are a lot of intersections with crosswalks, but no sidewalks on either side. There are a lot of sidewalks that are randomly missing concrete sections. Some sidewalks are slanted so much that they are not useable because that causes knee problems. The rumble strips at the end of the sidewalks for the blind are impassable by roller blades. Some have space at either end so you can go around it, and some do not.
- There are inadequate bike parking security facilities at many shopping areas. I can walk on the streets but there are no hiking/walking paths nearby.
- There are no connecting bike lanes which allow cyclists to travel long distances
- There are no trails in my vicinity, Many sidewalks are in bad condition with trip and fall hazards. Many times, I have had drivers roll right past stop signs and almost hit me. That stop bar and crosswalk painted on the pavement means nothing.
- There are paths near my house but they don't connect to other paths. (i.e. the Dam Neck path doesn't have a path on Holland to connect with)
- There are so many cyclists and pedestrians that ignore the basic rules of safety. They assume that they have the right of way and that the car drivers are watching for them.
- There are too many bikers and joggers on the sidewalks and trails.
- There aren't any mall or recreation center near enough to bike or walk.
- There aren't many crosswalks (with pedestrian lights), even major intersections near malls and shopping centers.
- There is heavy traffic and many ditches alongside the roads. The roads are also windy, so oncoming traffic cannot see the bikers/walkers.
- There is no sidewalks in my neighborhood, and the streets are too bumpy to ride safely. It's an old neighborhood (Arrowhead). I'd say most every street needs to be repaved.



- "There seems to be an overall negative attitude by the city and by the population against cyclists. Virginia Beach is very pro a lot of recreational activities and brings in a lot of events (re- tax dollars) that supports these, but cyclists are not included in that support. We have great weather and terrain to support a major cycling event that would promote the resort. Other cities do it and receive a lot of Tax revenue but Val Bch is seen as very negative towards cyclists. VA Bch should promote being one of the best places to live for optimum health through recreational sports. I ride for my health and need to ride more than 10 mph in order to achieve health benefits (pre-diabetic). "
- There seems to be confusion about whether bikes should be used on the road or on the sidewalk.
- There should be a biking/walk path along Shore Drive from 83rd to Great Neck road
- There's barely enough room for the lanes, much less cyclists or walkers.
- There's no connection on shore drive at the base of the Lesner bridge on the Chicks Beach side that allows a bicyclist to ride up over the bridge and safely into a bike path.
- threatened for just riding.
- Time to cross with a walking signal is way too short. If you a walking a child in a stroller and/or are a senior and/or disabled you are taking a big risk.
- To have more biker friendly paths on the major roads like vb blvd., laskin, independence, etc. To have road signs that notify drivers to look out for bikers.
- To have road signs that notify drivers to look out for bikers.
- Too many wide roads, strip malls, isolated subdivisions, office "parks", big box stores and other dated bad planning still prevails.
- Too much traffic for safely crossing major roads, even at places that have lights and cross walks. This makes it tough while biking and even tougher when running or walking.
- "Tourist!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!  
Tourist!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!  
Most of the Tourist at the oceanfront are very rude to bicyclist, they have no respect for the rules to share the road- Plus, all the Surry bikes that are allowed to be rented at the oceanfront clog up the bike path, or have out of control kids and teens on them and are riding on the boardwalk and bike path etc...."
- Tourists not paying attention and are very rude to bicyclist at the oceanfront Honestly the roads are so clogged up because of tourist traffic, even to get to the grocery store it's a pain to drive, I'd rather ride my bike, but then I either almost get hit or yelled at by inconsiderate people who don't know the rules of the road to Share
- traffic
- traffic and no safe place to ride 15 mph (riding on sidewalk at that speed endangers pedestrians)
- Traffic on the bridge can travel very fast. I am hoping that with the reduction in the speed limit, this will help. The speed and volume of cars on Shore make me very hesitant to bike directly on the road.
- Traffic Volume and Safety of riders
- Trails are not regularly cleaned. The bike trail on Dam Neck Rd. is often littered with glass making it unnecessarily dangerous to ride on.
- Unless we have Mandatory Education (both bike riders and drivers), most roadways will be safe only for cars. Designated multiuse lanes only confuse bike riders, drivers, and pedestrians.
- Using Sandbridge Road to get to the beach on a bike is hazardous but done daily by bike riders out of necessity.
- Vehicular traffic unyielding and sometimes hostile and even aggressive
- Very scary being out there on my bike.

6. What other concerns do you have about biking and walking in your part of Virginia Beach?  
(continued)

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- Virginia Beach has a huge and growing cycling population and very little access to safe bicycling routes. Short multi-use paths are not what cyclists, both recreational commuters, are looking for. Please strongly consider adding 3ft. bike lanes or road shoulders to major routes around Virginia Beach.
- walkers and bikers can not share the same path present paths have too much broken glass to ride a bike on
- Walkers should likely have sidewalks first but recreational bikers sometimes have no choice but to ride on sidewalk as well. A designated bike path would be better.
- We need a better mix of facilities, i.e. on-road types as well as "true trails" (not side-paths).
- When having to use the roads, people in cars don't use caution when passing cyclists.
- when i am in the woods there are often logs vines and other stuff blocking the way
- When new road projects come up we would like to see a 3 foot shoulder so cyclist can ride without worrying about getting hit.
- Where there are roadside bicycle lanes they are poorly maintained
- "Who inspects the traffic control " "manhole" " covers cut into dedicated bike routes? Has anyone who actually cycles looked at the brand new ones along Great Neck Road? They are sunken and create a hazard.  
Comments: Someone who actually cycles needs to attempt to ride the marked " "bike routes" " in Virginia Beach! It is a real eye opener to realize how much has been invested only to be abandoned on the ends or suddenly in the middle.  
  
It's unbelievable."
- would like to see more throughout the city. Love separate trails that are here but hope there will be many more. Restrooms

7 Any other ideas, comments or suggestions?

## **7. Any other ideas, comments or suggestions?**

- A lane designated for road bikers would be great. I don't feel the roads around where I live are safe/friendly for competitive bikers.
- a permanent type fencing to run instead of chain link or wood. they destroy the decorative wood fencing constantly that runs on side next to Norfolk avenue.
- A specified bike lane on main and busy roads is necessary.
- According to VDOT and the Commonwealth of Virginia, bicycles are vehicles that have the same rights and responsibilities to our public roads. It is past time to incorporate bicycle facilities into our roads, especially during construction projects, and enforce traf-fics laws on unsafe bicycle rides, such as those who ride against traffic.
- Add the bike lanes ASAP. The Kempsville-Witchduck rd expansion completely ignores this opportunity. A mixed use path is for runners, strollers, etc. Not a "road" bike. 3 feet is all that is needed. Most cyclists still put many more miles on their cars than on their bikes, so it really should not be an "us against them" scenario.
- Adding bike racks at Landstown Commons. Currently there are none.
- advertise positive messages about walkers and cyclists, make it part of the VB mentality that we welcome them...make this a place that all type of people with different activities can go and be safe
- All new or resurfaced road projects should be required to add either a bike lane to ash-palt bike path.
- An annual source of frustration is the lack of understanding and observance by pedestri-ans of the boardwalk bike path.During Summer months the police enforce the law against cyclists on the boardwalk, but not vice-versa. Apparently there is a statute for punitive measures toward riders, but not walkers. This is unfair and ridiculous.
- area very non bike friendly- caters to cars and tourists vs. living a healthy life style by encouraging walking or biking by having adequate road ways and paths .
- Bike lanes (on the road - bikes on sidewalks are dangerous), please!
- Bike lanes in common bike routes.
- Bike Sidewalks and feeder roads are more dangerous at intersection. 1 to 2 ft bike HOV lanes would be safer with share the road signs.
- biking and walking is the best way to improve the health of our community!!!!
- Build a bike racing course just for bikes without conflicting activities.
- Build bike paths or multiuse trails under Dominion Power's Power Lines (the big triangle shape lines). The City could negotiate with Dominion Power about that.
- Connecting bikeways to public transit needs to be a high priority.
- Consider re-striping the roads - take 1 to 1 1/2 feet from lanes on Shore Drive, Atlantic Ave, Virginia Beach Blvd, Independence Blvd, and Great Neck Rd to make a dedicated bike lane.
- Considering that this community includes the largest military base and population, it is quite disturbing to hear of Navy SEALs getting hit by motorists intentionally (in one case). Military members must stay in top physical performance and many have issues with running due to combat injuries and choose cycling as their way to stay in shape. These cyclists have enough to worry about due to military operations and the risks. Con-cerns about getting hit should not even be considered and it is about time this commu-nity make light of the inhabitants that live here year round rather than the tourists clog-ging our roadways adding further risk to Virginia Beach's residents. I have visited a lot of cities in this country who are not on the top ten list for the most fit as Va Beach is, and those communities have bike lanes throughout their roadways. Please make this a better place for outdoor cycling!
- Continue to make more effort to increase awareness and courtesy among drivers

7. Any other ideas, comments or suggestions?  
(continued)

- crosswalks
- Cycling to work is sometimes viewed as "tree hugging" event , when in fact, it is those people who are jealous of the smiles that cycling creates. Creating bike lanes is not only a way to improve our environment, but to bring in revenue to this area by attracting more permanent residents who seek this particular attribute in a community. I would invite ,personally, the head of the Planning, Design & Development Division on a ride anywhere in Virginia Beach with high volume in traffic. I want to do this not to chastise , but to give a better understanding of the challenges that a commuting or recreational cyclists faces. We can arrange this anytime. Please call (757) 424-6151. Ask For Aaron.
- Designate City-owned Land platted as "Violet Bank Drive" into a multi-use trails. Already exists as informal path (20+ years). Would get pedestrians and bikes off Providence Road. Has backing of Councilman Diezel and Bellamy Woods Civic League. Would provide missing east-west connection between existing arterials and cross proposed north-south secondary arterials. Would give 700+ homes with no access a connection to the bike/trail network. Very close to desired destinations (Kempsville Rec Center, Library, etc).
- Don't always need a bike path if the shoulder is wide enough and cleared. ex. shore drive. that should be a bikers freeway and safe.
- drivers. Put up signs. Enforce safety. Connect green space.
- Educate the public, the motorists and the cyclists with an awareness campaign. Final Kick Sports will gladly participate in anything geared towards safety and education. VB has the potential to be an athletic mecca on the east coast, bringing \$\$ and energy to the city.
- enforce traffics laws on unsafe bicycle rides, such as those who ride against traffic.
- Enforcement of laws for bikes riding the wrong way or against lights. Ticket them.
- even though I live in Norfolk, I live close enough to Virginia Beach border to bike between cities. Family and friends live within an hour's bike ride, would love to be able to do that.
- expand multi-purpose paths so they connect to longer destinations.
- Extending the bike trail to Sandbridge would be great and lessen the possible "wrecks" that currently take place on Sandbridge road with bikers. There would need to be a guardrail between the bike path and vehicle traffic so families can safely ride to the beach.
- For any future light rail connections, you have to get people to arrive at destinations and be able to use alternate transport - i.e. free bike programs in Paris. Focus on connecting our strong tourist spots to bike lanes. Routes to oceanfront then alternate connecting routes. a.) Widen shore drive by 5'. b.) Widen Great Neck for bike lane c.) create connection from Great Neck to Laskin to Pacific blvd. This loop would expand options for people to bike to ocean front and free up additional parking. Create bike lane on VA Blvd to allow bike traffic to connect to Laskin as major corridor. Concept to create hubs/loops around possible light rail facilities.
- For safe cycling to exist in our city we need both awareness and fairness in enforcement of vehicle laws. When cyclists riding road bicycles disregard traffic laws it provides an excuse for motorist ignorance.
- Get bicycles off the road
- Get with it folks! Light rail and bike paths instead of more roads.
- Great job with the bike trails going in down to Landstown Commons!
- Highly recommend and encourage a designated bike lane on the shoulder of Shore Drive for road bikes. Also, add a bike lane on the other primary roads in Virginia Beach.
- Horses are a major component of agriculture at the Beach. More stress should be placed on providing recreational riding in the Transition Area and southern part of the City.
- I absolutely love the trails at First Landing State Park.
- I am an avid bike rider. Just not on 55 mph roads.
- I am pleased with the Birdneck bike path and am looking forward to seeing that completed. Good job with that.
- I applaud the effort here, but you must differentiate between leisure bike paths and high-

speed, on-road bike lanes. Those of us who train long miles for upcoming cycling races must do so in the traffic lanes.

- i bike to work thru seashore state park and boardwalk so am very lucky.
- I do appreciate VB's commitment to Green Ways and bike paths.
- I don't understand why there is no bike path option on Shore Drive from Bloom to at least the Atlantic transition. It seems there could be an easy expansion considering most of the area is swamp land.
- I don't usually bike around virginia beach because of my concerns. Where I grew up I could ride my bike everywhere. It seems like if you want to bike now you have to drive to the bike trails and I would rather just be able to walk out my front door and go.
- "I have lived in Virginia Beach practically my whole life and in that time period I have had the good fortune to have lived within biking/walking distance of my work for a couple of years. The only reason I did walk or bike was because the distance was short enough that I considered the risk worth it. Anything over a few miles is just too dangerous--especially for bikes. In my travels I have been to two bike-friendly cities that Virginia Beach would do well to emulate. One is Portland, OR and the other is Madison, WI. We live in such a beautiful place--wouldn't be great (and greener) if we could transform our commutes into an activity where we would get more exercise, spend less money and be kinder to the environment. Create biker/walker friendly roadways that effectively navigate our area and the changes will happen. Thanks for taking the time to gather this feedback."
- I live on Bonney road and I like going to Mount Trash more to exercise, but I have to drive my car to get there. It would be a great idea to have a bike/walk bridge that goes over 264 for people to bike to Mt. Trash more from bonney road.
- I moved to this City in 1989. I LOVE this City. You have almost arrived as one of the best cities in which to live and move around. PLEASE take these suggestions and make the necessary changes to allow the residents to be safe while pursuing happy and healthy lifestyles.
- I not the City has won awards for walking, but that is generally at the Oceanfront. The Haygood/Aragona part of the City is awful for walkers and cyclists
- I support the Nimmo Trail 2 Sandbridge initiative at [www.nimmotrail2sandbridge.org](http://www.nimmotrail2sandbridge.org)
- I think this is a waste of time because in Va Beach the City Officials could care less and will never improve or add more bike line.
- I travel to Hilton Head SC every summer an ride a bike almost every where on the island because of the extensive bike paths... Someone from the City should do some research and see how it will benefit the not only locals but tourists. I do talk to a lot of people who are visiting Va. Beach and the majority of them complain that this city sucks for biking !!!
- "I used to bike to work, but stopped because I got hit. My route was Dam Neck to London Bridge. The trouble happens at the intersections. I personally choose not to ride too much in Virginia Beach due to it's traffic and lack of " "complete streets" ". I take all my rides out to the Back Bay and into Pungo. Even with no shoulder its much safer due to driver awareness and minimal traffic. One of the main reasons I love Virginia Beach is for the cycling from the beach to the farm lands. I think more people would be attracted to VB if the safety issues I mentioned where tackled."
- I was even with a group in the Lago Mar neighborhood that got pulled over by a police officer for impeding traffic riding 2 abreast. We were going about 20 mph in 25mph limit. I doubt a Sunday driver would have been pulled over for traveling 5 mph under the limit. (that's Pungo, never had the same problem with police in VB)
- I wish grocery stores had bike racks in front of them - gas is expensive jut to run to the store for a couple of items and it would be nice and a healthier way to go to ride a bike.
- I would like to bike to work and have so in the past, when I worked at other locations. Currently, to get to my work now I would have to cross I-264 on Independence Blvd. To do so at this location would be suicide.
- I would like to see some more off-road trails to ride - like the singletrack trails in Williams-

7. Any other ideas, comments  
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burg. Chesapeake offers a trail in Indian River Park, but this is the only trail available on the Southside for singletrack mountain biking. First Landing has a multi-use trail, but I would like to see a few more trails available in the area.

- I would love to see a rails-to-trails project like DC using the rail line from VB to Norfolk to build a bike-pedestrian path for commuting.
- I would paint cross walks that are part of designated bike paths (blue or red) to signal to drivers that they should not pull into the bike path as waiting to proceed.
- I would propose to create a bike path on roads with the most traffic. For instance princess Anne and Kempsville/Witchduck.
- I'd like to have bike paths in the are where I live.
- I'd like to see a network of pathways and sidewalks throughout the city that connect without fear of traffic.
- I'd like to see the cycling fraternity take on a clean up ". Maybe in Pungo or perhaps on a main road. Also in our cycling shirts to show motorists that we too care about our community. If YOU care to initiate this, I'd be happy to support and publicize it in my bike group. Peter Tempest 481-5275
- If a bicyclist who is properly using a roadway is hit by a vehicle, the driver should be prosecuted, not let off. Right now, pedestrians and bicyclists are open season for vehicles.
- If a driver hits a pedestrian or bicyclist, they should be held liable, not just get away with it by saying "I did not see him/her". Several people have been killed or seriously injured by drivers on Shore Drive and Great Neck without any punishment.
- If the city wants people to bike to work, then they need to make bike lanes and fine people who turn in front of bikes and pedestrians. You take your life in your hands on Independence, Va Beach Blvd, Kellam, etc.
- If the city would invest in bike paths, these problems would all but disappear.
- If you bike to the oceanfront, there is no place to park and lock your bicycle.
- I'm a cyclist with 30+ years of road riding in Va Beach. During that time little has changed for the safety of cyclists that ride the city roads. Although, it is encouraging to see this survey. Hopefully it will make a difference.
- "Improve:
  1. Gen. Booth Blvd- Va Aquarium to Dam Neck (bike lanes or paved shoulders)
  2. New Bridge Rd- shoulders
  3. Shore Drive- all- bike lanes, paved shoulders, wide curb lanes
  4. N. Independence Blvd- all- ditto
  5. Spruce Ct to Sentara Way- pave existing dirt path on city r.o.w.
  6. Va Beach Blvd- all – bike lanes
  7. Laskin Rd- bike lanes
  8. Planning/site plan approvals: review landscape plans to ensure that driver views of sidewalks and paths are not obstructed in both directions."
- Improved bike path from southside to the beach front and from southside to Sandbridge would be awesome. There are so many bicycle enthusiast of all ages that would take advantage of these trails
- improvements for alternative (self propelled) transportation could attract people to live in Virginia Beach... You see the really pedestrians friendly cities always recognized...
- Instead of using police as crossing guards on Atlantic Ave, they could be used to protect the citizens walking on Norfolk Ave.
- it would be super to have one or two very long connected bike routes, from the Norfolk line to the beach, and to have maps showing where the available routes are. I know there are a few bike trails in Va. Beach but I have no idea where several of them are, or how I can find and use them.
- I've found that using a flashing light on the back of my bikes, even during the day, makes motorists notice you.
- Just DO IT!!! Make new trails happen.

- Keep up the good work.
- Learn and copy more progressive areas that promote safe bicycling.
- Lots of ideas and concerns. Would love to sit on a committee or working group. Battalion Chief David Hutcheson - 5904 Woodhaven Court - Woodstock Civic League President 651-7641 or dhutches@vbgov.com
- Love the new Birdneck loop and bridge. We love the trails in seashore state park and are looking forward to the new park which I understand will have similar trails.
- make bike paths and bike lanes for transportation not just recreation
- Make fitness part of what Virginia Beach is all about. We are being out done by cities like Washington D.C. They are way ahead of us when it come to bike riding.
- Make pedestrians and their safety a priority. Put an emphasis on their "right of way". Ticket drivers who put them in danger. Publicly announce it the same way you do "Click-it or Ticket".
- Make roads wide to accommodate cyclist and put up more "Share the road signs" on Dam Neck and also on General Booth. Make fitness part of what Virginia Beach is all about. We are being out done by cities like Washington D.C. They are way ahead of us when it come to bike riding.
- Many people cannot afford cars or their own personal transportation and that's okay, but they should be able to get to their jobs without it taking over an hour by bus. They should be able to walk or bike...and do so safely.
- Mixing cars, bikes and people in the same space is always going to be dangerous! Until we have separate lanes we cannot expect the average person to focus on anyone else but himself.
- More access to cycling lanes in communities other than those in the Great Neck area--more equitable allocation of "quality of life" type budgeting to other parts of the city
- More asphalt trails and paths along major roads. Ex. The Demonstration Path on Shore Drive - I LOVE IT.
- More bike lanes on roads would enhance liveability in VB and would be a step toward becoming a more progressive city, like Portland Oregon or Boulder Colorado.
- More bike paths.
- More bike trails.
- More information/training for citizens applying for a driver's license regarding the rights/responsibilities of bike riders.
- More input from VDOT in Appendix H of the Plan, more information on bridges for bicycles, and Centerville Turnpike/Mount Trashmore II
- More of a commitment for opening roads for safe bikeways.
- More police presence and enforcement of sharing the roads. I think more bicycle cops would help with law enforcement and bicycle awareness.
- More visible bike trails, more of a scenic route to where we want to go, somewhere there is not a lot of car traffic, and wider sidewalks
- Most bikes are moving too fast to be on the sidewalk and too slow to be in amongst the car traffic. They need their own paths.
- My husband and I both bike for transportation and pleasure (we are not in the racing bracket of biking) We feel that to reduce some of the road congestion more attention should be paid to advertising the benefits of biking to work, the beach and elsewhere around the beach. Incentives could be made to the businesses, schools, etc. to encourage biking. The racing teams and bike shops that organize rides need to ride side by side to switch the lead riders - the motorists see this as obstruction - it's necessary to train.
- My wife and I are active cyclists and sometimes getting across the simplest road is a major pain to do so safely. My wife was nearly killed several years ago when two cars hit

7. Any other ideas, comments or suggestions?  
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her on Shore Drive as she was commuting home from an 18 mile ride from work. There is little support for using a bicycle as an alternate means of transportation. As a tourist destination seems the focus is the Boardwalk and nowhere else. Bike paths that really do not connect much, that have no overall purpose for commuting, that does not connect major population centers to major sites of employment. Bike Path on Dam Neck does not lead to Dam Neck, gets to General Booth and nothing on General Booth for a lot of its length, just down near tourist attractions. More emphasis on residents and real connections for commuters to use bikes. A major plan to include bicycles in overall transportation planning like so many major and minor cities across the US do. We have lived here for over 30 years and can name many places we would rather ride a bike. When we retire we will likely move to get somewhere with more support for cycling.

- need bike racks at restraints and stores
- Need more public awareness and education about sharing the road.
- need to be more helpful to residents
- Need to trim back the trees on the bike path/sidewalks.
- Nimmo Trail - Lago Mar to Sandbridge
- Nimmo Trail to Sandbridge would help ease traffic on Sandbridge Road. Cars have to slow down for bicyclist because the road isn't wide enough to share.
- No coherent bike path/route plan.
- no on road bike lanes
- not enough bike paths
- Not enough signs to educate people to give right of way to walkers & bicyclist
- Oh, and don't ask me to pay with my taxes to widen roads. I was here first. Use car taxes. They are the problem, not me!!!
- on all new road construction, build in bike lanes that flow with traffic, not on a combined sidewalk/bike lane type arrangement.
- Only need a couple of feet of area to bike in, which are painted to identify to vehicles. Don't need four feet of shoulder outside of normal lanes.
- Our climate, residents and tourists all make this an area that could use bike trails much more than we do---to everyone's benefit and to the benefit of the environment
- Overall, infrastructure for biking and walking in Virginia Beach is good. Thank you for creating this opportunity for public comment. Please publish all of the comments you receive and data you compile as a result of this survey.
- Paint bikes on streets so drivers are aware of crossing bikers.
- Paint logo of "bike" onto designated paths to advertise their availability to public.
- perhaps educating BOTH cyclists and motorists on the rules of the road to include safety, courtesy and the fact that cyclists are also motorists.
- Please add bike lanes to the major busy roads!! Shore Drive, Virginia Beach Blvd, Independence Blvd, etc.
- please advertise bicycling and walking in a positive way and educate the public now that short trips are easily accomplished by bicycling or walking
- Please build around potential city center locations and train sites.
- Please build bike lanes and/or shoulders wide enough for bike use!
- P-L-E-A-S-E complete the Nimmo Pkwy Bike Trail to Sandbridge Beach! Pretty please.....
- Please consider developing a loop around Virginia beach (25-50 miles) where there is a continuous 3ft. wide bike lane or shoulder. Important and populate corridors include Shore Dr., Atlantic Ave., Laskin Rd. First Colonial, Great Neck Rd., and Independence Rd.
- Please extend Nimo trail to Sandbridge beach. it would be great to be able to bike



there.

- please insist that new roads and improvements to roads include wide shoulders for cyclists.
- Please limit the number of Surrys at the oceanfront that are allowed to be rented out- they make the bike path unusable for those who actually want to ride their bike places there
- Please make more bike trails. The one on Nimmo Parkway near Lago Mar is a perfect design.
- please make sure to keep hiking and biking trails clear of debris
- PLEASE PLEASE PLEASE Do not just CONSIDER bike lanes, but PLAN TO IMPLEMENT THEM, as other major and mid-size cities have done.
- Please punish and fine drivers who have collisions with cyclists or pedestrians
- Please, please, please note that the needs of the competitive cyclist are vastly different than the recreational biker. The general idea is that there aren't very many of us out there, but you would be so surprised at the numbers you see early in the morning on the weekends (we like to beat the heat and the traffic). Also note that the competitive cyclist is normally well educated and "well off" so the argument about us not paying taxes to maintain the roads is hogwash. We pay more than our fair share, trust me!
- Promote being a biker or a walker. Google has an app that provides a similar idea to what was mentioned above, but it does not tell you whether it is safe or well lit. The local municipality could really build upon their idea and provide its citizens with the information to make them safe and happy pedestrians.
- Public service announcements that educate both cyclists, motorists and recreationists about the do's and don'ts - and the remind everyone that PATIENCE can save a life.
- put an extra few feet of bike lane on the sides of the streets so people stop getting hurt.
- put up more "Share the road signs" on Dam Neck and also on General Booth.
- Putting in bike path network should be part of a larger plan to remove strip malls and big box stores, build light rail and traffic calm, all to create pedestrian-friendly, livable community.
- Quality of life is a design factor.
- Recommend the city create bike lanes on Shore Drive between the Shore Drive entrance to First Landing state park and Atlantic Ave. A shoulder exists on both directions but is not suitable for cycling due to combination of poor asphalt and rumble strips. This could easily be done since a shoulder already exists and would just need some resurfacing. Many cyclist do use this route which is dangerous as currently set up.
- Removal of rumble pavement on the shoulder of Shore Drive (near FT Story) would make the shoulders accessible. Also, where there are shoulders (throughout town), they are often full of debris or poor/unsafe road condition. It would be nice to have them clear/clean. When the city looks to improve or repave a road, recommend they seek the council of a competitive cyclist from one of the local stores to help the council/planners easily incorporate safe cycling shoulders and lanes. Lets make VaBeach one of the country's bike friendliest cities.
- Roads in the Little Neck corridor (especially the two lane section of Little Neck itself, should be widened or the drainage ditches converted to another type of drain system. The ditches do not provide me an escape route should I have to maneuver to avoid a car or other obstacle.
- routine sweeping of existing bicycle lanes Traffic signs depicting safe passing distance of cyclist Inclusion of bicycle lanes in current and future highway planning & design
- Separated bike paths very much like what are down at the strip are what we need. A walkway for walkers and a separate path for bikers.
- Sign existing roads for driver awareness.
- Since the speed limit on Shore Dr has been lowered, it is less terrifying to ride to work,

7. Any other ideas, comments  
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but still not safe. Bike lanes would be awesome!

- So far the plan looks good!
- some bike paths are in areas that come in contact with tree roots and need to be resurfaced(along Shore Drive behind Cape Henry Shores)
- Some of the more popular back roads in the area are almost single lane - but speed limits remain 55 mph. That's a closing rate between cars of 110 mph. Traffic engineers need to reevaluate these rural speed limits unless road improvements are made.
- Some of the multiuse pathways are ok but the best way to describe them is hodge-podge and paths to nowhere. They are OK for the kids and for mom and pop to tool around on but fall short for any distance riding.
- speed laws in Sandbridge are not enforced. While we visited South Padre TX the roads from the airport to South Padre Island are STRICTLY enforced...people know it and obey the limit.
- Spread awareness of the laws already on the books and expand multi-purpose paths so they connect to longer destinations.
- Stop building things that are not used...waste of money\...OR enforce the laws.
- Study ways to make bike routes and lanes more continuous.
- Suggest more infomercials on how cyclist and motorists can share the same space.
- sweeping the sides of the roads and any bike lanes.
- take a few of the bike cops and have the ride all over VA beach not just at the ocean front. See how they like it.
- Thank you for adjusting the speed limit to 35 on Shore Drive....
- Thank you for asking. I'd love to ride more, but lack of racks in shopping/restaurants and lack of safe crossing sometimes prohibit it.
- Thank you for removing the concrete bump-outs on Dam Neck Rd. When the road is repaved, it will be a nice route to cycle safely on.
- Thank you for working to make Virginia Beach more bike friendly!
- Thanks for thinking of bikes!
- Thanks.
- The bike trail near Shore Dr that crosses N. Great Neck is too short
- The City desperately needs to add bicycle lanes on the roads.
- The city leaders don't seem to get the fact that improved infrastructure for cyclists means increased tax revenue that cyclists generate with regards to the purchases to support that activity (those \$2 to 3,000 to 8,000 bikes do carry sales tax). It's too bad that the city will bend over backwards for a running event but do nothing to attract a cycling event. Do the home work Tuscan, AZ generates \$14 million plus over the weekend of El Tour de Tuscan with the 8,000 cyclists it draws.
- The City needs to invest in a few major bike corridors throughout the city. They need to include separate lanes or paths going each way and traffic signals for bikes. That way people can begin to really get around. Also more bike racks!! Even using the existing paths it can be difficult to park your bike!
- The City needs to make itself bicycle and pedestrian friendly. It can start by changing its fundamental attitude. Bike lanes and crosswalks would be a start. Also, if a bicyclist who is properly using a roadway is hit by a vehicle, the driver should be prosecuted, not let off. Right now, pedestrians and bicyclists are open season for vehicles.
- The city needs to recognize that its citizens want more and safer biking routs and walking trails.
- The city needs to think twice about the collision between yield only turn lanes and bike paths. At a traffic light the pedestrian gest a crossing signal at these turn lanes, the drivers just keep coming. They may be good for traffic, but they are terrible for people on

bikes and on foot.

- The city should not use taxpayers dollars for widening roadways for bikers. Bike trails are adequate. Bikers are a very small minority and there are far more important issues.
- The city still has not been able to connect our neighborhoods to its own recreation and school facilities. Why cannot the citizens safely bike to these areas? Childhood obesity is increasing, and safely accommodating a bike system to the places that children frequent, especially schools, will help in fighting this disease.
- the city's commitment to green spaces is not matched to bike and walking paths. Much of the green space/parks/city are impossible to access without getting near dangerous street traffic
- The criterium course built at the Sportsplex was great and hopefully can be rebuilt. This type of off the road course is great for racing, some types of training and to be used to encourage and teach young riders.
- The more bikeways, the less safe and taxpayers pay for their injuries.
- The present trails are good for exercise (loops and laps) but aren't good commuter trails. I'm from California where they plan paths for commuting purposes.
- The Pungo/Creeds area is becoming very popular with cyclists who enjoy the long rides in the country and it has created a very dangerous situation for both the cyclists and motorists because of the extremely narrow roads.
- The rail road tracks that run behind Virginia Beach BLVD and Bonney Road to town center, should be made into a bike path.
- The trails that exist are good trails, we just need more of them.
- There are beautiful areas for developing bike paths in wooded or natural areas so bicyclists can quickly cut across major urban developments. For example, areas around Holland Road, West Neck Creek, and Princess Anne Rd. Bike routes don't always have to be right on the road & it makes for a much more pleasant commute.
- There are many cities that have made bicycles a part of their transportation plan. Va. Beach still treats bicycles as toys and not valid forms of alternate transportation. Look at Portland, OR, or Minneapolis/St. Paul, MN to get a perspective on what a true bicycle friendly City is.
- There are not many trails or paths in the city of Virginia Beach.
- There are on average more commuting cyclist than ever on the road. More needs to be done to have a safe paved path for cyclist
- There must be an attitude shift to understand the bicyclists' perspective and make changes that really help. Look at what other cities have done in a relatively short amount of time because they have come up with a great plan and stuck with it.
- There needs to be both, better shoulders/ bike pathways and better signage/driver education.
- There's tons of potential. Glad to see someone cares. Good luck!
- Think for the future not just the moment. The city seems to have a tendency to do that sort of planning.
- This area could be GREAT for cycling - it's flat and the weather is good. Improving cycling brands an area as being progressive and would attract young people to the region. Thanks for your help.
- To be truthful, this is the worst area I've ever been to for cycling. There is so little concern from a high level about what happens on the roads. Cyclists get hit by cars every year here...usually several each year. There are no shoulders or bike lanes at all.
- Use Dominion Power Lines for commuter/walk lanes. Would allow an efficient walkway and pedestrian flow.
- Use of abandoned rail lines for path connectors.
- Use Power Line right-of-ways to construct paths.

7. Any other ideas, comments  
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- VA beach is a great place to live, but we need to improve on being a bike friendly city, we are very lacking in this department, I have a nice bike I paid money for and love to ride it but because of people not being bike friendly, or the roads/trails not there it's sometimes scary
- Va Beach should consider making wider shoulders mandatory. NY state did this many years ago. I went there on vacation and was amazed how easy it was to ride 100+ miles.
- VB has the opportunity to build on its great weather and beauty by encouraging/building bike/hike trails and crossings but seems to be uninterested.
- Vepco lights on roads often out. I drive Rosemont Road from Lynnhaven to VB blvd most days.
- Virginia Beach is a great city, but I feel we could copy Charlottesville and Chapel Hill in providing dedicated bike lanes along major roads.
- Virginia Beach is a spacious, sprawling city. Adequate sidewalks and bike lanes should exist on EVERY street. It should also be noted that human comfort comes into play when pedestrians and bikes are concerned. If adequate tree shade is not provided on sidewalks, many people perceive the walking environment to not be favorable for use.
- Virginia beach stands to gain from marketing itself as a beach destination that is Safe for cyclists. Perhaps starting out with a designated route at first & adding to it over time - Boulder CO has a safe system for cyclists & they got there one piece at a time. Watch this if you care <http://www.youtube.com/watch?v=X8AYDtJvT8>
- was hit by a car on my bike on VA Beach Blvd. in 2004. I haven't been out riding since. I was not seriously injured but I am not willing to risk that again.
- We are way behind the rest of the country in this area.
- We could all stand to learn from each other and work on solutions for motorists and cyclists alike. A weekly 5 or 10 minute TV program to help everyone learn safety & to get along.
- We live near Dam Neck Rd. Strawbridge Road, Princess Anne Rd., Indian River Rd are so dangerous, we limit our exposure and plan our biking excursions around them accordingly. This means more people riding on fewer streets. Offering safer access on these roads would be good for all traffic.
- We need a bike trail from LagoMar to sandbridge
- we need bike lanes
- we need to look at the west coast and see how bike friendly it is out there and model our city after WA, OR CA, etc
- We need trails along Holland, Independence, Rosemont, VB Blvd near 264/Laskin interchange, Laskin, Shore Drive. It would be fantastic if we had some offroad trails somewhere. Cape Henry is it.
- We need wide paths that people could use to bike, walk and run safely.
- We pay a lot of taxes and the city fails to adequately provide infrastructure to the Shore DR residents. Road and bridge improvements on hold..2016!
- We really expected better when we chose VB.
- Why can't the major power line right-of-way that bisects the City diagonally be used as a bike route?
- Why not ask the police to enforce drivers passing too closely to bicyclists, etc.?
- Why on Earth would a resort city not have a huge bicycling area for all of the tourists near the Beach? On road bicycle lanes should be at the Oceanfront on every street! The tourists would love that and so would the residents. You could use a few trees down there as well.
- Widen roadways and include a bike lane (well lit) on all road improvement projects.
- Wider shoulders in the rural part of the city would make biking safer in that area. However, large groups of bikers who block the road or fail to observe traffic laws or private

property rights should be ticketed. They give all bikers a bad reputation.

- With the closing of ft story to civilians there is no place to ride a road bike on this side of the city...and its too far to drive all the way out to pungo for a ride...lve now put my roadbike up on the ceiling and am consigned to only riding my mt bike thru first landing state park to the ocean front...ld really like to feel I could be safe out there on my road-bike!
- work a plan with the other cities to connect paths
- would be nice if designate bike routes didn't just end nowhere
- would love to see more bike lanes and access to sandbridge via bike lane or route would be great.
- Years ago my parents attended a greenway public hearing where information was shared about a possible Thalia Creek hiking trail. If there was one, I would definitely hike there during my lunch breaks. And if there was a canoe ramp, I would definitely be taking the canoe out after work and on weekends. Thanks!
- you are making some progress, keep it up the area will be a better place to live and work.

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