Appendix E

Public Comments from Meetings

1. What are your main issues with biking and walking around Virginia Beach?

- A 10-mile loop.

- Access to the network. It's hard to get from homes to the bike network. Connect into the high-density residential areas.

- Avoid major intersections – cross mid-block

- Bike lanes are good for many reasons – they're green, safe and effective

- Bike lanes, not bike trails

- Bike projects aren't all alike; we cannot use cookie cutters to make them

- Bike renters should have signs that show the local rules of the road.

- Bike rides in Pungo & Back Bay area need to realize when riding tandem that they need to move over for cars passing.

- Cape Henry Trail ends at Jade Avenue, but kids want to keep going, so they end up on Shore Drive. Don't make them cross Shore Drive.

- Communication between departments

- Compare where people prefer to ride vs. where they DO ride.

- Compatibility of different types of cyclists

- Confusion: proposed versus existing features on the map

- Connecting the dots for a continuous trail.

- Connectivity

- Connectivity

- Crossing interstate ramps and getting under the interstates

- Crowding on the boardwalk, especially during the resort season.

- Curb cuts: location, surface, not done right, narrow, not enough

- Cyclists are not very courteous.

- Cyclists don't shout ahead when preparing to pass – this takes education

- Cyclists making clumsy maneuvers

- Cyclists obeying the law, especially at stop signs

- Cyclists ride the bike path at different speeds. Passing is difficult.

- Cyclists riding 2-3 abreast

- Do projects in the 1st Precinct first.

- Drainage (ponding along the roadway)

- Drivers in Virginia Beach are inattentive, impatient, and hostile.

- Education – people unaware

- Education for motorists about driving around them

- Education of cyclists: "A" cyclists are the worst offenders. They are aggressive, running stop signs and breaking other traffic laws.

- Edwin Drive is a cut-thru

- Enforcement and education

- Ferrell Parkway has good bike accommodations but dumps cyclists onto busy Indian River Road, which has no bike accommodations.

- Following them is frustrating for motorists
- Getting to Lesner Bridge – narrow path between the guardrail and the roadway
- How should pedestrians behave around cyclists?
- I want to commute but it's not safe.
- If there's no room for cyclists, signs don't matter. We need shoulders to ride on.
- Include the "3 feet to pass" issue in the City's legislative agenda
- Interconnectivity of different bike facilities
- Irregularities in the surface
- Is there special liability associated with bike lanes? (My response was that there's no more liability for bike lanes in the City than there is for roadways.)
- Keep bikeways friendly for walkers.
- Keep the bikeway (shared-use path) on the south side of Shore Drive, where the Cape Henry Trail is, as well as the trails that are west of Lesner Bridge.
- Keep the pavement clear of sand and stormwater
- Major secondary roads need bicycle facilities.
- More pedestrian signals
- More sidewalks
- Motorists navigating around cyclists on narrow curvy roads
- Narrow roads with steep banks and no shoulders
- Narrow roadways make it hard to get (on bikes) out of your own neighborhood.
- Need a side trail along the rail corridor across the City
- Need more signage like "share the road"
- not a continuous flow
- Not sure how useful the current system is
- Parking and a wooded trail. Parking can be gravel. Make it 10-15 spaces initially but plan for expansion later.
- Parking.
- Perhaps the City should require cyclists to have licenses. Right now, there's no way to identify an individual who has just broken a traffic law.
- Perpendicular access (from inland to the beach and back).
- Poor roadway shoulders – both construction and maintenance
- Princess Anne & Holland Roads: narrow roadways
- Put a trail around the National Golf Course.
- Rebuild or replace the Princess Anne arena, which was on about 20 acres near Dam Neck Road. Connect to the West Neck Creek area.
- Recognize how many horses there are in Virginia Beach. One recent report said that there were 2,000 in Virginia Beach, about the same in Chesapeake, and about 5,000 in the lower Tidewater area.
- Recreational bikers and serious fitness riders
- Safer/bike-friendly paths and areas to allow a healthy commute to work, reduce obesity (major U.S. problem) and decrease pollution / better for environment.
- Safety
- Safety of cyclists; motorists, too

> 1. What are your main issues with biking and walking around Virginia Beach? (continued)

- Sharing the road with large equipment
- Sidewalk gap at Lake Joyce
- Some places have rules signs along trails.
- Some routes are posted and used already but have not been improved
- Southern roads: narrow road widths do not allow for "sharing the road"
- Southern roads: no emergency services – no way to contact or call for help
- Speeding
- Strategy for 'A' cyclists
- The "peloton" blowing thru signs
- The hole in front of McDonald's at W. Great Neck Road
- The northeast part of the City has a lot for runners – Oceana, the state park, etc.
- The plan presents a vision of what we want, but how does that translate to what we build on any one project? We need details for each type of path so that everybody understands what is expected.
- There are different categories of cyclists
- There are no public trails for horses except along West Neck Creek.
- There needs to be better traffic education.
- Tickets to people that "skim" cyclists within a few inches to scare us from riding as if we are in "their" space.
- Traffic: not enough paths to get around.
- Trails can be public or private.
- Trails not connected
- Trolleys.
- Unpaved trails.
- Very pleased with the direction things are going in now
- We don't mind sharing the trails. Multi-use is OK.
- We need a wide shoulder on Shore Drive and on General Booth Boulevard.
- We need continuous east-west routes.
- We need more signage, such as "bikes belong".
- What can we do about bikers not using trails and sidewalks?
- Where is it legal to cycle? On the sidewalks?
- Where the center line is solid, motorists must cross to pass cyclists
- Where will the money come from to implement the plan?
- Widen Shore Drive with bike lanes outside the rumble strips
- With all the work going on now along Atlantic Avenue, could bike lanes be added?
- Priorities of the Tidewater Horse Council:
  - Priority 1.   Princess Anne Park circumferential trail
  - Priority 2.   Heritage Park circumferential trail
  - Priority 3.   West Neck Creek loop trails
  - Priority 4.   Little Island Park – riding on the beach
  - Priority 5.   The southern half of the City.

2. What are the best improvements we can make "on the ground" to improve biking and walking around Virginia Beach?

- 19th Street.

- 31st Street: the single most dangerous area for cycling.

- 5th Street: where do you go? Hard to navigate.

- A higher-end facility might include these wants:

- A trail around the Princess Anne Athletic Center.

- Accommodate pedestrians in the underpass at Independence & I-264.

- Asphalt shared use paths (Shore Drive demonstration project)

- At the intersection of Virginia Beach Boulevard and London Bridge Road, the traffic signal timing is too short for a cyclist to cross the Boulevard.

- Between Spruce Circle and Sentara Way, there's a worn rut about 100' long connecting the two roads. Consider turning this into a paved bike/ped connection.

- Bike clubs in schools

- Bike paths along Nimmo Parkway – greening of the City

- Bikeway under Rudee Inlet bridge – connect to oceanfront boardwalk and shops/restaurants behind the bridge, which might help fund it

- Build a crossing from Town Center to Mt. Trashmore.

- Build a sidewalk approach to Lesner Bridge, even temporarily.

- Bushes overhanging the paths; other obstructions

- Connect things up.

- Connect trails from Dam Neck Road to Indian River Road

- Connection from Courthouse estates to Courthouse along North Landing Road

- Connectivity, continuity & clarity.

- Cyclists don't always trip the detectors for the traffic signals.

- Cyclists on roads

- Dedicated paths

- Direct routes for cyclists are hard to find.

- Even while riding around on smaller, less busy roads, I can't avoid getting on the bigger, busier roads to complete the ride and get where I'm going.

- Fundraising thru biking (e.g., the annual MS ride)

- General Booth Boulevard's northbound lane from Birdneck Road to the Aquarium needs on-road accommodations. The trail isn't suited to road cyclists, and the recessed reflectors in this 55mph section make the road like a chokepoint for road cyclists between Pungo and the Oceanfront.

- Get families to the beach.

- Get rid of the bumpouts. They are death traps for cyclists.

- Hitching posts.

- Improve driver visibility at sunrise along the east-west sections.

- Improve the connectivity for bikes on smaller roads.

- Improve the crossing of the Cape Henry Trail at Great Neck Road.

Public Comments from Meetings
Appendix E

- Include bike parking along the Cape Henry Trail.
- Loop trails and networks of trails. Less than 10 miles can be OK.
- Make good connections at both ends and both sides of Lesner Bridge.
- Many recreational cyclists want to commute, too.
- Marked bike lanes
- More bike parking at shops and restaurants.
- More crossings under I-264
- More events at Trashmore Park
- More trails at Grommet Park
- More trails like Cape Henry Trail around Bayside area and high schools
- Mounting block.
- Need accommodations along Sandbridge Road. Bikers and runners alike cannot get to/from Sandbridge safely.
- Need bike lanes along Shore Drive from Great Neck Road to Atlantic Avenue
- Need painted bike lanes city-wide
- Need trails in Kempsville, too – not just at the oceanfront for tourists
- North end of Atlantic: again, where do you go?
- Ocean Avenue north of 64th
- On Dam Neck Road, when crossing Holland Road and London Bridge Road, cyclists on the sidepaths cannot see the traffic signal.
- Parking at West Neck Creek. What's at the Buffington House now is OK, but most people don't know about it.
- Path should be tractor wide.
- Pedestrian crossing buttons don't always work.
- Physical education in schools should include bike programs. Maybe there should be grants to help.
- Picnic tables.
- Probably need a bridge over West Neck Creek.
- Put up more bikeway signs so people know where they can ride. Keep them visible.
- Realize we know it is one of the nicest areas to ride but come on "tandem" 2 deep is against our laws.
- Restrooms and places for cyclists to buy supplies (spend money)
- Safe Routes To School program: include more schools.
- SCA is a student leadership group in all 11 high schools. With several boards set up in the foyer during their city-wide meeting, this was not the center of their attention but did get some good interest. Voting with blue dots on the bikeway types board, they clearly favored paved paths, followed by bike lanes and then unpaved paths.
- Shade
- Share arrows on existing roads
- Should make a parallel bike lane on the side of the new "Tide" light rail for a safe commuter ride.
- Shoulder improvements from Great Neck Road to Atlantic.
- Sidepaths? Lots of driveways cross other sidepaths.
- Sidepaths? Other problems along Dam Neck Road

- Sidepaths? Too much debris on Ferrell Parkway
- Sidepaths? Trash cans on the sidewalks along Kempsville Road
- Sidewalks – safe pedestrian connectivity – Seaboard Road
- Sidewalks along Kempsville Road are in awful condition. Others elsewhere are in bad shape, but these are so bad that runners must use the road instead of the sidewalks.
- Sidewalks along Pleasure House Drive.
- Sidewalks from Shore Drive to Bayville Rec Center along Greenwell Drive.
- Sidewalks on Holland Road south of Dam Neck Road
- Sidewalks wherever people have died.
- Something along Independence Boulevard under I-264
- Something along Indian River Road over I-64
- Something along Indian River Road past Lynnhaven Road
- Something from Mt. Trashmore to Town Center
- Strawbridge to the Courthouse along PA Rd & GB Blvd.
- The DMV exam should have more bike questions.
- There is no money to make these improvements, so why get our hopes up?
- There needs to be more traffic safety education.
- There should be bike education at elementary schools.
- Trails along Indian River Road (from adult vendor)
- Trails around River Oaks neighborhood (from adult vendor)
- Trash stays in the existing underpass.
- Unpaved means natural, with no rock.
- Use old RR ROWs
- Visitors don't know the rules.
- Water
- We don't need anything.
- We should have made the bike path 3' wider.
- Where a trail parallels a roadway, they should be 50 feet apart. This is not to prevent the horse from dealing with cars but to allow time to rein in a horse that bolts.
- Wider paths: need at least 5 feet for two to pass.

3. What are the best changes to law and policy that we can make to improve biking and walking around Virginia Beach?

- A central clearinghouse for cyclists about special situations and conditions on the roads, such as hazards and construction

- Advertising.

- Bridges don't need railing but do need a foot board.

- Conflicts between bikes and surreys. Surreys are slow and hard to control.

- Cost: who pays for all these trails?

- Cyclists now have a false sense of security. There have been lots of near misses, and there are lots of blind curves where anything could happen.

- Cyclists run red lights. Motorists wait for a chance to pass a cyclist, then get passed at the red light and have to do it all over again.

- Develop a brochure with different "proposed routes":

- Distribute the "Sharing the Road in VA" brochure to realtors, welcome wagon, etc., for new residents.

- Education about general rules of the road:

- Education for both motorists and cyclists

- Education, perhaps beginning in high school Driver's Ed classes. Motorists often don't understand what it's like to be a cyclist. Perhaps include a question about cycling in the driver's license exam.

- Education: how to ride and how to pass

- Enforce not stopping for pedestrians in crosswalks

- Enforcement

- Enforcement needed for local cyclists who ride the wrong way, jaywalk, don't wear helmets under 14, etc.

- Erect signs showing motorists that horses have the right of way on public roads.

- Fragmented connections

- Give 3' when passing.

- Have a brochure at DMV for people renewing their licenses.

- Have one of the Bikeway Plan meetings at the Oceanfront.

- History tour

- Increasing numbers are seen lately on bikes at the oceanfront.

- Inventory the unsafe roads and inform cyclists

- It's good that the City opened the trolley lanes for cyclists.

- Licenses for cyclists

- Lights front & back

- Limit the number of cyclists in a pack.

- Maintenance and funding

- Make a brochure for accessible parking at the oceanfront.

- May horse trailers park in park parking lots?

- More bike racks.

- Oceanfront cyclists, including locals, can be very disruptive. Locals there are like their own breed of cyclist.
- Open City parks for riding, even if just around the perimeter or on weekends.
- Open the beach during the off-season.
- Other themed rides
- Pass the "3 feet when passing" law statewide.
- Pass the law that makes motorists responsible for damages caused by their vehicles.
- Permits for large groups
- Policy: commuters versus recreational cyclists: who has priority?
- Prosecute motorists who run down cyclists.
- Public education: motorists look mostly only for other cars.
- Public works standards for pedestrian and bikeways
- Put bike maps at the bike shops.
- Rental companies: need education for foreign workers who don't necessarily know the local rules of the road.
- Renters should have to provide helmets for riders under 14.
- Require new sidewalks in land development projects.
- Restrict events on red-letter days.
- Ride with traffic.
- Right on red: motorists must watch for pedestrians; no right turn on red during pedestrian cycle
- Rural area - Identify safe roads
- Rural area - Law enforcement
- Rural area - Riding abreast
- Rural area - Safety
- Rural area - Signs could point to safer roads
- Secure bike lockups
- See the "yield to peds in crosswalk" signs near Honeygrove and Independence
- See what Madison, WI is doing. Denver, CO has lots of bike racks, including some that are rather innovative.
- Slow down on the boardwalk's bike path.
- The Red Mill run
- There's a lot of animosity towards cyclists here. We need a public information campaign to cover the rules and how to share the road.
- Tourists riding all over the place with no regard for rules about lights after dark, riding the wrong way, etc.: need enforcement
- Use lights after dark.
- VDOT rule-of-thumb costs for bike lanes: $ 300,000/mile
- VDOT rule-of-thumb costs for paved shoulders: $ 250,000/mile
- VDOT rule-of-thumb costs for shared-use paths: $ 700,000/mile
- VDOT rule-of-thumb costs for wide outside lanes: $ 200,000/mile
- Walking on the oceanfront bikeway is not enforced but biking on the boardwalk is.
- We got it allowed for cyclists to ride in the trolley lane.

3. What are the best changes to law and policy that we can make to improve biking and walking around Virginia Beach? (continued)

- Wear a helmet.

- Wear bright clothing after dark.

- What other "low speed vehicles" are allowed on bikeways? Are golf carts?

- Which direction should horses ride on the road?

- Widening the roads for cyclists will require the use of eminent domain, which will be expensive.

Unsorted Comments

Southern District Forum
These comments were recorded at the Southern District Forum sponsored by Council Member Henley in February 2010, before the three questions were developed.

- Ditches make it hard to widen Princess Anne Road in the south part of the City

- Put copies of the plan in the libraries

Parks & Recreation Commission
These comments were received at a meeting in March 2010, before the three broad questions were developed.

- The commission gave suggestions of groups to contact regarding the public input for the plan: shoe shops, Tidewater Bicycle Association, Dan Edwards (schools), Tidewater Striders, …

- Tommy Johnson told about cycling from his home in the Kempsville neighborhood to his office in Town Center. He rides up Churchill Road, past Providence Elementary. The roads are pretty good for cycling, but there's little parking and nowhere to shower around Town Center. We talked about BikeStation.

Historic Preservation Commission
These comments were received at a meeting in March 2010, before the three broad questions were developed.

- Archaeological digs at Baylick Pines turned up remarkable stuff.

- Are there bike accommodations in the Laskin Gateway? <Not in the current plan.> We must have them!

- First Landing State Park is a very different place from the rest of the City.

- Follow the routes of the early explorers.

- Fort Story. Getting in is confusing and uncertain. Can do it now with just a picture ID. Stay on the roads. The road thru could become a loop with Shore Drive.

- Get a trail from the oceanfront to Town Center.

- Historic bike tour.

- I should call Mark Reed for a copy of the script for a historic trolley tour done a few years ago. It's drivable and covers a lot of history quickly.

- I should coordinate with schools about the 4th graders studying local history.

- It's dangerous in the southern half of the City. Some told of driving up on cyclists lying in the middle of Seaboard Road.

- Loop the trails so users don't have to backtrack.

- Map the "50 most historic sites" and see how they match up with the trail system.

- Place historic signs along trails.

- Sandbridge area needs trails for families.

- Several people were impressed by the new trail along Lynnhaven Parkway.

- Some of the City's best sites are in Fort Story and Bayville areas.

- There's an off-road trail paralleling 168 in North Carolina all the way to the Outer Banks.

- Trails could be used for a tour of historic markers.

- War sites & Indian sites.

Bayfront Advisory Commission

These comments were received at a meeting in March 2010, before the three broad questions were developed.

- Cape Henry Trail is not the type of trail that road cyclists need.
- Concerns from Great Neck Road east to Kendall Road
- Conflicts with autos
- Cyclists don't use the Cape Henry Trail. It's mostly for families.
- Cyclists in groups start at Great Neck Shopping Center. They're near-pros and ride mostly in single file.
- Cyclists should be regulated.
- Cyclists use Shore Drive, but others want them off of Shore Drive.
- Drainage ditches make cycling more difficult.
- Northampton Blvd & Shore Drive have the heaviest bike use in the City. They need improvements like shoulder paving.
- Safety problems are caused by cyclists. One was run down.
- Shore Drive has heavy traffic.
- Shore Drive should have bike lanes.
- The ULI study recommended residential and commercial development in the Shore Drive corridor and said that the corridor should be pedestrian friendly.

City-wide SCA (HS Student Council Association.)

These comments were received at a City-wide meeting of the Student Council Associations in April 2010, without using the three questions.

- Bikes should have the right of way over cars, because they are more vulnerable.
- I would like to ride more, but I'm concerned about car traffic on some roads.
- I would like to see bike racks at destinations.
- I would like to see more curb cuts at intersections.
- I'm concerned about safety.
- There needs to be connectivity between existing trails.
- There should be "Share the Road" signs on roads.
- There should be more designated areas for biking.
- Trails are sometimes not accessible from neighborhoods.

Employee Wellness Day

These comments were received at a meeting in May 2010, without using the three broad questions .

- A link from Mt. Trashmore to Town Center
- A safe way to get to the courthouse by walking or by bike
- Better patrolling of bike paths and walking paths at Oceanfront
- Biking versus walking on the boardwalk awareness (conflict zone)
- Connectivity to the South Beach Trail from the Southern end of General Booth Blvd
- Fix the potholes

- Have more City bike meetings at the Oceanfront
- More bike trails, especially on busy streets
- More mountain bike trails, stunt trails, all-terrain (grass, rocks, gravel)
- More on-street bike lanes and paths
- More pedestrian-friendly areas and more parks
- More places to walk around the courthouse.
- More trails at the beach and on Shore Drive
- Safer commuter routes; more shoulders
- Shore Drive is a bad place to bike
- Start a bike dating service

Citizen phone calls

These comments were received by phone from citizens with special concerns.

- Mr. Murray called to discuss a trail along S. Woodhouse Road. Some citizens want a trail to get cyclists off the road so that they can raise the speed limit and drive faster. The Civic League opposes this trail and the raising of the speed limit. Further, the roadway is lined with large old trees that would be removed for construction of the trail.

- Ms. Hayes called because of children riding bikes on the streets at night without lights and without regard for traffic rules. She is concerned that one will get hurt and wants someone to do something about it.

Unsorted

These comments became separated from the question to which they were responses.

- A little more room on Shore? A little more room on the rural roads south of Gen. Booth? Why so stingy on the asphalt?

- All traffic signals that are triggered by pavement embedded sensors should be set to permit a bicycle to trip them. This is not very difficult and can be done on most existing traffic control systems.

- Along the course of my ride, I encounter eleven traffic lights. Almost all have pavement embedded sensors to trigger a light change. None of them are sensitive enough that I can activate them with the small mass of my steel frame bicycle. This forces a choice of waiting for a motor vehicle to trigger the light for me, or ignore the light and cross at an opportune moment, as if it were a stop sign or flashing red, instead of the steady red light that it is.

- And why is an ocean resort area so pedestrian unfriendly? You must know what it's like to try to cross Atlantic Avenue to try to go to the beach--it's like trying to cross I-264. No crosswalks, no pedestrian signs, and cars will run you over rather than having to slow to let a family cross. It's nuts! Not anything like a real ocean town. It's all about the vehicles. Weird, especially with the so-called "pedestrian friendly" Laskin Rd. project. Pedestrians and cyclists are open season for vehicles in Va. Beach.

- At the JEB-LC Gate 3 entrance, there is no provision for crossing Shore Drive from Tern Road.

- best time for tri's to be involved in advocacy initiatives, etc: Nov-Dec. Beyond that most have a 100% focus on training/competitions, and Sat-Sun mornings are their prime times.

- Coming off Constitution Drive, I line up on Constitution at the traffic signal with other vehicles intending to turn left onto Va Bch Blvd. From the light, it is an all out sprint to the traffic signal at Thalia Road. This is primarily to lessen the speed difference between myself and the vehicles passing me and to take best advantage of the gaps in traffic due to the timing of the traffic signal at Princess Anne HS. There is no real alternative to using

*Unsorted Comments
(continued)*

this river crossing as the only other nearby crossing is Bonney Road, that opens onto Independence Boulevard to an even worse situation for a cyclist.

- Continuing North, my route then has me crossing Independence Boulevard three times to avoid having to travel along Independence. I cross at Jericho, Ewell and Cullen. This requires that I ride through the Thoroughgood Elementary School yard, as there is no through road between Ewell and Cullen on the East side of Independence.

- Educating the public, law enforcement officers, and car drivers especially, is key.

- First Landing State Park is an excellent trail, and the city cextension past Great Neck Rd is great. The problem is Lesner Bridge, which is dangerous to cross by bike, or walking for that matter.

- FYI - There is a 100 yard section of missing sidewalk from the NE corner of General Booth Blvd & Nimmo Parkway heading east on the north side of Nimmo Pkway. There is a well traveled dirt rut there now. It connects the PA Rec Center & Strawbridge with WalMart/Red Mill Commons & Nimmo Trail 2 Sandbridge.

- I have near-daily occurrences of impatient drivers passing without providing the 2-foot clearance required by Virginia's Uniform Vehicle Code.

- Lake Whitehurst, Lake Smith/Little Creek Reservoir, and the Lynnhaven River Western Branch funnels all North-South traffic to either Newtown Road, Kempsville/Witchduck Road, or Independence Boulevard. This causes traffic congestion, even without introducing bicyclists into the motor vehicle traffic flow. A potential solution to the North-South bicycling dilemma would be a dedicated bicycle trail.

- Law enforcement agencies across Hampton Roads should enforce vehicle/traffic regulations and statutes in motor vehicle-bicycle collisions in the same manner they would in motor vehicle-motor vehicle collisions. Too often, the motorist is not cited for blatant violations, even in events where the cyclist is severely injured. This sends the wrong message to the motoring public; that bicycles are not "real" vehicles and you don't really have to pay attention to them.

- Local government needs to make bicycle-safe roads a priority. Adding shoulders or dedicated bike lanes on the roads will eliminate traffic backup behind slower-moving bicycles.

- My current commute along Centerville Turnpike from the Chesapeake/Virginia Beach border to Kempsville Road is a difficult stretch because there is no shoulder on Centerville Turnpike and the road is perhaps the worst in the entire Tidewater region. The result is a continuous section of roadway where both directions of travel have half the width of the traffic lane non-navigable by bicycle due to cracked and potted asphalt. There is a short section of multi-use trail on the North side of Centerville Turnpike, but it is only acceptable for casual, very low speed bicycle riders because of the uneven surfaces, very sharp changes in direction, and extremely dangerous side-street intersections due to obstructed line of sight in either direction.

- My son Cole had a recent assignment to write a persuasive paper on a subject of his choosing. He chose to write about bicycling in the Hampton Roads area. I do not permit him to ride bicycles beyond our immediate neighborhood because I know how dangerous it is to share the road with motor vehicle operators. With my 40+ years of bicycling experience, I accept the risk involved. I will not afford my son, a novice cyclist, the same opportunity. That truly is unfortunate.

- Negotiating traffic around Pembroke Mall is another risky task. There are no bicycle lanes or useable shoulders on any road on any side of Pembroke Mall. My ride takes me up Constitution Drive to the Northeast corner of the mall. There my choice is to either illegally negotiate the traffic control devices at the intersection with Jeanne Street to continue North on Constitution, or to turn onto Jeanne and force passing traffic to cross a double yellow line to avoid me (as the lane is too narrow to accommodate a bike and any other vehicle).

- on road bike facilities that allow tri's to train individually throughout the week (his number one question is "where can tri's ride in order to train?"). He added that they been sponsoring group rides mainly out of necessity due to the lack of on-road facilities, i.e. the safety in numbers thing. The typically use Shore Drive in both directions for various routes which go all the way to Knott's Island and back. They sound like a very fast group.

- RE the bike path at Little Neck Road: I use it frequently and the roots created speed bumps along the entire path. I zig zag along the path to minimize the frequency and severity of the bumps however you can not avoid all of them. The roots should be re-moved and a pavement patch will be required.

- safety

- Shore Drive must be altered to accommodate bicyclists. The short bike trail terminating in First Landing State Park is very nice for those in the immediate vicinity of the park, but bicyclists West of West Great Neck Road are out of luck and have no choice but to use Shore Drive from West Great Neck Road all the way to the Norfolk border. In the past year, I and two other acquaintances from work have been involved with bicycle/automobile collisions on Shore Drive.

- Signage should be changed from the all too infrequent "Share the Road" reminders to a more strident warning, such as "Caution: Frequent Cyclists", or something similar, along all secondary and secondary-feeder roads.

- The Northern most crossing point over the Western Branch of the Lynnhaven River is Virginia Beach Boulevard. There is no bicycle lane here and the sidewalk is not usable due to the presence of pedestrians and the absence of ramps at all roadway/driveway crossings, both East- and Westbound.

- the tri's feel that Shore Drive could boom as a training ground and place for competing, given the right improvements.

- There are several blind curves on Little Neck Road where there is no shoulder, but in-stead open ditches on each side. Sharing the road at these critical points is difficult at best. Often, motor vehicles will cross the double yellow line, with two or even all four wheels in the oncoming lane, while trying to pass a cyclist. This is despite the cyclist's attempts to warn them or slow them. It is only a matter of time before one of these mo-tor vehicle operators causes a head-on collision with traffic coming around the blind curve from the other direction.

- Traveling on Kempsville Road is slightly better (than Centerville Turnpike), but there is inadequate space for bicyclists riding in the extreme right section of the right lane in either the Northbound or Southbound directions. That is not a problem in off-peak hours. Motor vehicle operators will simply take the left lane, leaving the right lane for bicyclists. This is not the case during morning/evening rush-hours.

- tri-athletes would like to see bike lanes on Shore Drive from N. Great Neck Rd to Atlantic Ave. This seemed to be his #1 priority. I mentioned the possibility of RS-5, widening the shoulder and cleaning it more often. He sounded interested and skeptical at the same time.

- Virginia beach needs to widen roads to allow for bikes (like Charlottesville) and needs to create an enviornment like D.C. where bikes are encouraged rather than discouraged.

- When planning any secondary or secondary-feeder road improvements, including a suffi-ciently wide shoulder should be a minimum accommodation, with a separately curbed bike lane the preferred accommodation. Separate curbs are easily constructed in asphalt, easily maintained, and are very effective at keeping motor vehicles out of the bike lane and bicycles out of the main traffic lanes. Additionally, they do not need to be as wide as a traditional shoulder lane.

*Unsorted Comments
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