



**Appendix F**  
**Public Comments:**  
**Specific Sites**

# Public Comments: Specific Sites

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Hundreds of the public comments were about specific sites and corridors, and many of those covered more than one site or corridor. The items which follow have been sorted by location and are tasks and projects that respond to the public comments. Many of these projects are echoed in the goals and tasks for the previous facilities goals. What follows is a summary.

Staff must review each of the items which follow to examine alternatives; weight costs versus benefits; outline funding streams and operational responsibilities; and develop consensus on solutions which are effective, practical and feasible.

Some of the suggestions contradicted other suggestions, and some suggestions suggested actions that were excessively expensive or ran counter to current planning and design practice.

The questions asked at the public input forums and the online surveys were general and did not point people to any particular areas, so the percentage of comments about each site or corridor suggests a level of public interest in that area.

### **1. SHORE DRIVE (93 SUGGESTIONS)**

Shore Drive was discussed in about a quarter of the total, making it far and away the most commented of all areas. Even though this is not a statistically valid survey, the sheer dominance of Shore Drive among the comments suggests an intense interest among citizens about what happens there.

#### **Item D.1.1: Improve Shore Drive thru First Landing State Park**

From Atlantic Ave to Kendall Rd, add asphalt outside the rumble strips to create either bike lanes or paved shoulders; fill/obscure parts of the rumble strips according to VDOT RS-5 to allow cyclists to cross over the rumble strips as needed, without compromising the strips' effectiveness in preventing motor vehicle run-off crashes.

#### **Item D.1.2: Improve the clumsy bike-ped facilities thru the intersection of Shore Drive and Atlantic Avenue.**

#### **Item D.1.3: Improve bike-ped facilities on Lesner Bridge**

An existing CIP project is planned to replace Lesner Bridge. The new bridge will have shared-use paths on both sides. Virginia state law will allow cyclists on the roadway portions of the bridge.

#### **Item D.1.4: Make Shore Drive bike-friendly and pedestrian-friendly.**

For the current CIP projects along Shore Drive, work with Public Works Engineering to develop plans for both off-road and on-road accommodations; in other words, provide shared-use paths and either bike lanes, wide outside lanes or paved shoulders from end to end. Assure that each project transitions properly into the existing features at each end.

Special attention is needed for pedestrian crossings. Many residents and visitors cross Shore Drive on foot to walk to the beach. Track the more favorable routes from beach access points and improve those routes .

**Item D.1.5: Improve the connections between Shore Drive and the Cape Henry Trail.****Item D.1.6: Provide for suitable bike travel along Shore Drive between Little Creek Base and Fort Story.****2. CRITERIUM (35 SUGGESTIONS)**

In 2008-2009, the City renovated the Sportsplex and its site in such a way that it included a loop road around the parking area. This loop road was built so that it could be used as a closed cycling facility called a criterium.

During 2009-2010, the City worked on a public-private partnership to build a field house next to the Sportsplex. The parking area necessary for both facilities compromised the criterium to the point of being unusable for cycling, and the new site layout would not accommodate rebuilding the criterium. There was little or no public resistance to demolishing the criterium, in part because many in the cycling community understood that the criterium would be rebuilt.

In 2008, Parks & Recreation prepared a "5K Fitness Facility Feasibility Study" to scope out a replacement for the criterium. Of five alternative layouts, two were selected through a public involvement process to be evaluated further. More detailed study revealed multi-million dollar costs. With such high costs, the project was shelved, although the events and other programmable usership at the facility could have been substantial.

In late September 2010, a question was raised again about rebuilding the criterium. Among the 1,500+ public comments, staff found none that mentioned the criterium, much less asked for its reconstruction. When the question was posed to BTAC and through it to the cycling community, 35 people responded in two days asking for its reconstruction and justifying its value. Many expressed dismay about the criterium having been closed in the first place. The enthusiasm and vigor of their responses suggests that this project should be reconsidered, perhaps in some way different from the 2008 study.

**Item D.2.1: Reconsider rebuilding the criterium.**

- Revise the parameters of the 5K Fitness Facility Feasibility Study and reevaluate the findings.
- Reconsider rebuilding the criterium and establish a priority level for the project.
- Pursue partnerships with the cycling community to scope, fund and build the criterium.

**3. BAYSIDE (16 SUGGESTIONS)****Item D.3.1: Provide sidewalks, paths or lanes along Pleasure House Drive.**

**Item D.3.2: Provide a shared-use path within the utility ROW along the north side of Northampton Blvd and beyond.**

**Item D.3.3: Reconnect Shell Rd**

Provide a shared-use path along the south side of Northampton Blvd across Lake Smith, reconnecting the two ends of Shell Rd

**Item D.3.4: Study bike-ped crossing sites along Northampton Blvd**

**Item D.3.5: Evaluate Hermitage Elementary as a SRTS site**

### **4. LASKIN ROAD (13 SUGGESTIONS)**

**Item D.4.1: Develop an alternate route around the gateway for cyclists.**

The Laskin Gateway project includes generous sidewalks for pedestrians, but no accommodations for cyclists. If the project succeeds, the sidewalks often will be too crowded for cyclists.

**Item D.4.2: Improve Laskin Road.**

As the current CIP projects to improve Laskin Road advance, include both on-road and off-road accommodations. Portions of the existing service roads could be preserved for shared-use paths. Provide lighting that is suitable for the sidepaths as well as the roadway.

### **5. OCEANFRONT (31 SUGGESTIONS)**

**Item D.5.1: Widen the boardwalk bike path by 3 feet or more, if feasible.**

**Item D.5.2: Clarify where cyclists can go in the resort area.**

The current signs can be confusing.

**Item D.5.3: Extend the boardwalk around Rudee Inlet.**

Cooperate with the SGA office (existing CIP project)

**Item D.5.4: Improve bike-ped use on Mediterranean Avenue**

Develop on-road accommodations.

**Item D.5.5: Accommodate bike-ped use on 19<sup>th</sup> Street.**

Work with the 19<sup>th</sup> Street Corridor planning team to ensure that pedestrians and cyclists are accommodated in the final concept.

**Item D.5.6: Develop bike-ped routes running east-west to-from the oceanfront**

These should go both to the adjacent neighborhoods and beyond. Water bodies and NAS Oceana limit us to corridors at Shore Drive, Laskin Road, Virginia Beach Blvd, Norfolk Ave, and General Booth Blvd.

**Item D.5.7: Improve lighting along the Norfolk Avenue Trail.**

This has already been completed.

**Item D.5.8: Improve bike-ped facilities at the intersection of Shore Drive and Atlantic Avenue.**

This is an existing CIP project.

**Item D.5.9: Continue improving CPTED practices along the Norfolk Avenue Trail.**

**6. LYNNHAVEN (11 SUGGESTIONS)**

**Item D.6.1: Improve Little Neck Trail**

Raise it to current guidelines, dealing especially with pavement irregularities caused by tree root growth

**Item D.6.2: Restripe Great Neck Road**

Provide bike lanes along Great Neck Road when it is repaved next. Include widening each side into the median as necessary and feasible.

**Item D.6.3: Provide bike-ped facilities along Lynnhaven Road and Kings Grant Road.**

This is already in process using HSIP funding.

**Item D.6.4: Provide bike-ped facilities along Lynnhaven Pkwy**

There is no bike-ped connection from Lynnhaven Mall to Virginia Beach Boulevard.

**Item D.6.5: Provide bike-ped facilities along Potters Road**

The map shows a signed shared roadway.

**Item D.6.6: Provide bike-ped facilities along First Colonial Road**

This Plan echoes the 2004 Plan, which called for shared-use paths.

**7. TOWN CENTER AND THE MAIN BOULEVARDS (37 SUGGESTIONS)**

**Item D.7.1: Restripe Independence Blvd**

Provide bike lanes (or wide outside lanes) when it is repaved next. Include widening each side into the median if necessary and feasible.

**Item D.7.2: Widen sidewalks along Independence Blvd where feasible.**

**Item D.7.3: Build an interstate crossing from Town Center to Mt. Trashmore.**

**Item D.7.4: Build the Thalia Creek Greenway.**

**Item D.7.5: Install covered bike parking inside parking garages at Town Center.**

**Item D.7.6: Check traffic signals and adjust detectors as necessary to recognize bikes.**

### **Item D.7.7: Connect Town Center to the oceanfront using the former Norfolk-Southern ROW.**

### **Item D.7.8: Restripe Virginia Beach Blvd**

Provide bike lanes (or wide outside lanes) when it is repaved next. Include widening each side into the median if necessary and feasible.

### **Item D.7.9: Make Virginia Beach Blvd pedestrian-friendly.**

Require wide sidewalks and utility strips with redevelopment and new construction along any portion of Virginia Beach Blvd. Work with the Planning Department to describe different widths for different sections of the Boulevard.

### **Item D.7.10: Improve Laskin Road & Virginia Beach Blvd.**

Provide safe corridors for cyclists and pedestrians at the confusing and intimidating intersection of Virginia Beach Blvd with Laskin Road.

## **8. INTERSTATES & INTERCHANGES (12 SUGGESTIONS)**

### **Item D.8.1: Improve underpasses and overpasses.**

- Provide new/improved bike-ped accommodations at each underpass and overpass along I-264 and I-64.
- Keep eye on CIP & VDOT projects for improvements to overpasses and underpasses

### **Item D.8.2: Add paths on sloped sides under bridges**

## **9. RAIL & UTILITY CORRIDORS (12 SUGGESTIONS)**

### **Item D.9.1: Catalog and review rail and utility corridors for future bike-ped facilities.**

### **Item D.9.2: Include bike-ped facilities with the transit corridor project.**

## **10. MAIN ROADS IN CENTRAL VIRGINIA BEACH (27 SUGGESTIONS)**

### **Item D.10.1: Improve sidewalks and sidepaths along Holland Rd**

### **Item D.10.2: Provide bike-ped facilities along Holland Rd**

Include both on-road and off-road bike-ped accommodations in the reconstruction of Holland Rd between Dam Neck Rd and Princess Anne Rd (current CIP project).

### **Item D.10.3: Use shared-use paths to connect neighborhoods along Holland Rd**

### **Item D.10.4: Restripe General Booth Blvd**

Provide bike lanes (or wide outside lanes) when it is repaved next. Include widening each side into the median if necessary and feasible.

**Item D.10.5: Provide paved shoulders along General Booth Blvd**

Add asphalt to provide paved shoulders along General Booth Blvd from near Croatan Rd to Oceana Blvd.

**Item D.10.6: Provide bike-ped facilities along Princess Anne Rd.**

Construction is beginning now on the widening of Princess Anne Road from Dam Neck Rd to Nimmo Pkwy. This project includes bike lanes and shared-use paths on both sides.

**Item D.10.7: Provide bike-ped facilities along the new section of Nimmo Pkwy.**

Construction has begun to extend Nimmo Pkwy from Princess Anne Road to General Booth Blvd, providing wide outside lanes. Rights-of-way are narrow and very constrained for widening of the pavement or providing sidepaths.

**Item D.10.8: Connect bike-ped facilities to Dam Neck Rd**

Dam Neck Road is an important east-west bike-ped corridor. Provide north-south connectors to help bikes-peds get to-from Dam Neck Road.

**11. KEMPSVILLE (22 SUGGESTIONS)**

Kempsville is the most densely populated section of Virginia Beach, but many portions are without notable bike-ped facilities.

**Item D.11.1: Provide bike-ped facilities along Indian River Road**

Current CIP projects to improve Indian River Road from Lynnhaven Pkwy to Elbow Rd include shared-use paths. PW Engineering is evaluating the opportunities and costs for including bike lanes, too.

**Item D.11.2: Restripe Indian River Road**

Provide bike lanes (or wide outside lanes) from the Chesapeake City Line to Lynnhaven Parkway when it is repaved next. Include widening each side into the median if necessary and feasible.

**Item D.11.3: Provide bike-ped facilities along Elbow Road**

A current CIP project for the reconstruction of Elbow Road from Salem Road to Indian River Rd includes shared-use paths to connect to the current end of the shared-use path along Dam Neck Rd.

**Item D.11.4: Restripe Providence Road**

Provide bike lanes (or wide outside lanes) when it is repaved next. Include widening each side into the median if necessary and feasible.

**Item D.11.5: Restripe Kempsville Road**

Provide bike lanes (or wide outside lanes) when it is repaved next. Include widening each side into the median if necessary and feasible.

**Item D.11.6: Restripe Centerville Tnpk**

Provide bike lanes (or wide outside lanes) when it is repaved next. Include widening each side into the median if necessary and feasible.

**Item D.11.7: Build a new shared-use path along the unbuilt ROW of Violet Banks Drive.**

## **12. SANDBRIDGE (22 SUGGESTIONS)**

**Item D.12.1: Develop a shared-use path along the Nimmo ROW**

Use the unbuilt City-owned ROW from Albuquerque Rd to Sandfiddler Rd.

## **13. SOUTH: PUNGO, COURTHOUSE AND TRANSITION AREA (28 SUGGESTIONS)**

**Item D.13.1: Improve parking and trails in West Neck Creek Park.**

The parking could be provided at the Buffington House as part of its adaptive reuse.

**Item D.13.2: Provide bike-ped connections to the courthouse area.**

The main east-west access to the courthouse complex in the future will be along Nimmo Pkwy, different sections of which are at different stages of development.

- Extend the shared-use paths in Courthouse Estates up the West Neck Blvd ROW to the Nimmo Pkwy ROW and thence to the courthouse area.

**Item D.13.3: Connect Ocean Lakes East Park to South Shore Estates**

Build a sidewalk along Tennyson Rd and a crosswalk on Upton Dr.

**Item D.13.4: Establish a circumferential trail for equestrians at Heritage Park.**

Work with the developer.

**Item D.13.5: Build a trail network within the Transition Area.**

Follow the ITA study.

**Item D.13.6: Improve conditions on southern roads.**

Provide paved shoulders on southern roads frequented by cyclists. See the discussion of the On-Road Network under Goal 6A.

**Item D.13.7: Provide sidewalks in downtown Pungo.**

**Item D.13.8: Connect from Princess Anne Middle School north to Princess Anne Rd.**

Provide sidewalks along Seaboard Rd.