



**Appendix G**  
**Public Feedback Comments**

# Public Feedback Comments

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*This is a complete collection to date of responses to the feedback survey which was used at public open houses in December 2010 and at several forums since then, including clubs and civic association meetings.*



### **1. Does this vision fit your vision for the City of Virginia Beach?**

- Yes. A bicycle route that connects neighborhoods, shopping and waterfronts.
- Yes. I like the idea of restriping traffic lanes on the major roads.
- No. I would rather have a city-wide network that facilitates walking, riding, and bicycling throughout the City. It's too expensive to provide a bikeway and trail system along all roads.
- Yes.
- Very Good
- Yes
- Yes. I strongly agree with the proposed "themes" and routes.
- Yes. Absolutely, it should be easier to commute on bikes.
- No. Vision Statement: Change ride to "bike"
- Yes.
- Yes. The definition of "safely" can often strain progress. Some of us bike riders do not need dedicated bike paths everywhere. Some bike paths are important but cost a lot more than shared use.
- Yes. Make it Happen!
- No timeframe for horse trails. \$3.00/gallon of gas - would love to not have to travel so far to ride.
- Yes. I would like to see more connectivity between neighborhoods and bikeways for transportation more than recreation.
- Yes.
- No. We need to be more proactive to get more paths. We are a flat area-perfect for biking.
- No. The City has promised to restore the equestrian facilities lost at Princess Anne Park and create an equestrian trail system for years. Two trails were planned and started by the equestrian community – the West Neck Creek Trail and a trail around the perimeter of City property including the Sports complex (all playing fields) and the golf course. The plan was to create a large loop trail that would tie the two trails together and eventually reach all the way to Munden Point Park. More multiuse trails throughout the city would follow. Even though the West Neck Creek Trail is open, we have been waiting for years for Parks and Recreation to build a bridge spanning the ditch. Parking, too, is a problem. We were told to park in the lot at the trail-head, however, this is always full of City vehicles leaving no room for horse trailers. (FYI – many rigs are 50+ feet long and require a substantial parking and turning area). At the very least, we would like to see the City follow through and complete these two projects and keep the promises made. Restoring the equestrian arena at Princess Anne Park or another reasonable location is also high on the list. Several local clubs held horse shows and gymkhanas at the facility. In addition, the Shriners brought in national rodeos for entertainment and as fundraising events. Many elementary schools scheduled field trips to these events. Losing the arena was a tremendous loss not only to equestrians, but to the community as a whole.

### **2. Are there other important themes?**

- The importance of letting the public know about the future possibilities for bike routes (i.e. destinations).
- Cyclists need to be educated to ride safely and responsibly. Remove the bike lanes from the sidewalks.
- No.

- Walking is better if there are regular benches. Safety – retrain drivers!
- Bikeways with destinations (park at end, stopping). Bikeways within parks. For walking trails (such as Municipal Center, need a details trail maps on website).
- Emphasis on cycling awareness. BMX/MTB park consideration.
- BMX and mountain biking.
- No
- Heavy on bike/pedestrian paths. Not much for horses.
- Education for other people who share the road!
- Cool mile markers cast in an artistic design – all alike, the color could indicate the trail one is on.
- Need to get paths open and advertise, advertise, and advertise to bring summer visitors into the area for bike riding.
- Definitely! The continued loss of public (and private) locations for equestrians and the treatment of tax-paying horse people as second class citizens without equal voice or rights.

### **3. Do you have any other recommendations or action items?**

- Interested
- Right now, City Police need information seminars to learn about bicycle road rules.
- We need traffic calming and narrowing of Virginia Beach Blvd. It is difficult and dangerous to cross on foot.
- I would rather have a city-wide network that facilitates walking, riding, and bicycling throughout the City.
- Maintenance – keeping paths smooth. Funding
- Good job!
- “Encouragement” should include:
- Design Standard for bike racks at all public “destination” buildings (schools, libraries, recreation centers)
- Design Standards for multi-family developments to include bike storage and curb cuts
- Incentives for private businesses to include bike racks
- Integration of bikes with public transit sites to be developed (light rails, BRT, etc) – storage, on board transport, etc
- Bikeways in southern part of town – not a priority but it’s lovely south of the Green Line but too dangerous to bike.
- BMX, incorporating public transit
- No
- I’m supporting a multi-use trail that connects Violet Bank Road to Selwood Rd. This would provide safe access in/out of Bellamy Woods.
- Consider bike networks common in NL, BE, DE. Most are on bike paths in those countries but do not require dedicated facilities, only signage. My commute from Bayside to NOB (12 miles) is based on low traffic, fairly direct routes. Many local cyclists have these common routes. All that is needed is signage and a map. ORF perimeter road from Burton Station is an excellent route, well known to cyclists, but not included in plan. = Gateway to Norfolk
- I think most of the issues have been noted and addressed. I would like to see a projected timeline and prioritization of bikeways and trails.

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## Appendix G

- When can there be soft trails in the Pungo area?
- More work is needed to have all schools on task to encourage kids of all grades to bike to school regardless if they are in the “walk zone” or not.
- Need to separate bikes and autos. Bike paths need to be off road and separate.
- See #1 for a good start and a show of good faith by the City...and more. We’ve waited long enough for our turn. I first became involved in the 1980’s. Some of my friends have said they were working on trails for 20 years before I came along.

### **4. What do you need in your neighborhood or elsewhere to get where you want to go?**

- Bike paths in woods City recently purchased from Navy connecting Shadowlawn to Salt Marsh Point.
- Under the bridge (path or sidewalk) Rudee Bridge
- Sidewalk/bike path on Winston Salem and Mediterranean Avenue
- How to travel “out of” our Kings Grant area to ride to other areas of interest. Virginia Beach Blvd is not safe for cyclists.
- Provide direct access to/from Ocean Lakes/Upton Estates, Red Wing Park and Oceana Naval Air Station east entrance (off Oceana Blvd).
- Connector Trails. Violet Bank Drive right-of-way made into multi-use path!
- Connector Trails.
  - 1. Bike path thru neighborhood south of Providence to (Violet Bank Drive) link Bellamy Woods to Recreation Center – Providence Road is too dangerous to walk/bike along it and widening is not in the near future.
  - 2. Connect Bellamy Woods to park along Salem Road.
- Connector Trails.
- Connector Trails.
- Connector Trails. Bellamy Woods has 400+ homes that are essentially isolated by surrounding roads – Providence and Ferrell Parkway. A bike/walk trail out of our neighborhood would be very nice.
- Road Crossings. 6-12 inches of shoulder – Northampton, Shore Drive. Ramps on Lesner Bridge to ride bike on bridge sidewalk. Bike lane on or parallel with Virginia Beach Blvd.
- Connector Trails, Sidewalks, Road Crossings. Fairfield is not accessible by bike to our library or middle and high school. Please include connectivity from Fairfield to our major school, library and recreation center.
- Connector Trails, Sidewalks, Road Crossings. Now I am talking biking and walking... there are no sidewalks in our neighborhood (Fairfield) and certainly no trails or safe road crossings...and no safe places for our children to play. It’s illegal to play in the streets, parks close early and you’re not allowed on school property after school hours. Where ARE the kids supposed to go? It’s no wonder teens hang out at the beach and on street corners.

### **5. Would you like to play a role in making it happen?**

- (name withheld)
- Yes. (name withheld)
- No.
- Absolutely! Our civic league has already noted support. What’s next to get it done? We want to help!
- Could talk to neighbors and distribute flyers; participate with civic league

- Yes.
- Yes, maybe volunteer for some trail work.
- Yes – dedicated bike commuter to Norfolk, fitness cyclist in Bayside/JEB Little Creek, ride 3,700+ miles/yr.
- Yes.
- Yes – already have. Tidewater Horse Council started the West Neck Creek Trail and did much of the work on it.

**Any other ideas, comments, or suggestions?**

- We need alternative routes for narrow, busy roads.
- Use off-road City acquired rights-of-way as much as possible. Bike trails without vehicular traffic are much more enjoyable.
- Connectivity – networked links are critical (corridors vs. dead ends)
- More bike paths at Oceanfront for tourists.
- Get digital on every trail – have cyclists upload bike “tracks” for you to analyze.
- Keep up the good work!
- A very important point – notice there is no ‘HORSE’ in the title “Bikeways and Trails Plan”!!! NOTE: Horses are a \$1.65 billion industry in Virginia and Virginia Beach is losing much of the revenue by pushing horse people to other communities to enjoy our equines.

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