

# GRANBY STREET

# BIKE LANE CONCEPT

Willow Wood Dr to Admiral Taussig Blvd



## PUBLIC INVOLVEMENT SUMMARY

## 1. Executive Summary

This project seeks to implement the 2015 [City of Norfolk Bicycle and Pedestrian Strategic Plan](#) by designing a potential bicycle facility for Granby Street between Willow Wood Drive and Admiral Taussig Boulevard. A central component of this project development effort is to engage the community to help determine what type of bicycle facility would be most appropriate for Granby Street. The effort to involve the community involved the following activities:

- **An Advisory Group** (21 members).
- **Project postcards** (9,483 mailed).
- **Press release**
- **Facebook, Twitter, and NextDoor posts**
- **City of Norfolk News Flash**
- **City of Norfolk calendar event**
- **Email notifications to City Council**
- **City Manager Update**
- **A City of Norfolk website** (58 comments and questions).
- **A story map** (1,155 views).
- **An online comment map with video tutorial** (1,081 views and 1,707 comments placed).
- **An online survey** (713 records).
- **A first virtual workshop**
- **A second virtual workshop**

The public process generated an exceptional amount of engagement for a project of its size. Findings drawn from the results of the engagement include:

- The majority of survey respondents either have some level of comfort as a bicyclist already, or are interested in bicycling but concerned about the safety of bicycling on street. Better bicycling facilities could help those classifying themselves as “interested but concerned” or “somewhat confident” bicyclists.
- Most survey respondents bike for recreational purposes or to run errands for most of their trips, some respondents do commute to work, school, or religious institutions by bike.
- Most survey respondents who do walk on Granby Street consider the pedestrian facilities to be adequate for their needs.
- Providing a comfortable bicycle facility could attract bicyclists to Granby Street.
- A bicycle facility providing physical separation from vehicle traffic and including



comfortable intersection accommodations would probably appeal to the highest number of survey respondents.

- For those survey respondents that would prefer or benefit from physically separated bicycle facilities, there was no consensus on which type of separation would be most desirable.
- The Wards Corner area, and the intersections serving it, should be a priority for bicycle connectivity from Granby Street.
- The parts of Granby Street around Willow Wood Drive, Kingsley Lane, Ridgeley Road, Breckenridge Avenue, Sinclair Street, between Oxford Street and Warren Street, between North Shore Road and W. Little Creek Road, at E. Admiral Taussig Boulevard, and Kingsley Lane and between Willow Wood Drive and Severn Road should be assessed further and carefully considered for greater bicycle access and comfort.
- The similarities between heat maps showing where respondents desired intersection improvements and where respondents identified challenges to the proposed bicycle facility design suggest that intersection design at the locations listed here (in addition to others) will be important to the success of bicycle accommodations on Granby Street.

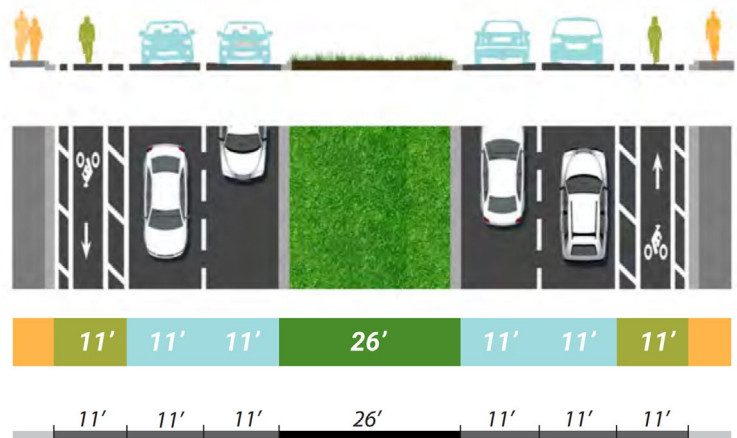
## 2. Project Overview

### Purpose

The purpose of the Granby Street Bike Lanes: Willow Wood Drive to Admiral Taussig Boulevard is to further develop the design concept for a bicycle facility along this corridor as proposed in the 2015 [City of Norfolk Bicycle and Pedestrian Strategic Plan](#). The community selected Granby Street as a priority corridor for bicycle infrastructure in that plan and a buffered bicycle lane was selected as the preferred concept. Conditions may have changed since the plan was adopted in 2015, so this development effort seeks public input to inform the selection and development of a design for potential bicycle facilities on Granby Street.

The City is also developing the draft [City of Norfolk Multimodal Transportation Master Plan](#) that identifies Granby Street as a “Boulevard.” This designation means that Granby Street is intended to move high volumes of people by bus, by bike, and on foot between Multimodal Centers.

This project would move Granby Street in the right direction to implement both the *City of Norfolk Bicycle and*



Concept Developed for Granby Street in the 2015 City of Norfolk Bicycle and Pedestrian Strategic Plan

*Pedestrian Strategic Plan and the City of Norfolk Multimodal Transportation Plan.*

Public input from this project will be used to develop concept plans for a bike facility along the Granby Street corridor. Multiple conceptual design alternatives will be considered where feasible. Public input is focused on two rounds of public workshops with an online comment map, an online survey, and a comment form comprising the primary methods for receiving public input. A second virtual workshop is tentatively planned for June 2021, during which participants will have the opportunity to provide input on the concept plans and traffic study results.

Public input, design concepts, a traffic study, and an updated cost estimate are anticipated to be completed by fall 2021 and will be summarized in a Memorandum recommending a design concept for the project. At that point, the Department of Transit will seek approval from City Council for an ordinance to accept [SMART Scale](#) funds to continue with the project. Should the City Council approve the ordinance, the project would move into detailed design and construction of the preferred bicycle facility concept.

### 3. Public Engagement Activities Overview

The Granby Street Bike Lanes project focuses on obtaining quality public input in determining the best design solution to implement the 2015 [City of Norfolk Bicycle and Pedestrian Strategic Plan](#) on Granby Street, achieved through the following:

- **An Advisory Group** of local stakeholders advises City Staff on public engagement through monthly virtual meetings, which commenced in January 2021. The Advisory Group has 21 members, including Vice Mayor and City Council Member Martin Thomas (Ward 1), City Council Member Courtney Doyle (Ward 2), and representatives from the Wards Corner Business Association, seven local civic leagues (Park Place, Colonial Place/Riverview, River Point, Talbot Park, Bolling Brook, Wards Corner, Suburban Acres), the City of Norfolk Bicycling and Pedestrian Trails Commission, Hampton Roads Transit, Norfolk Public Schools, three local religious institutions (Annunciation Greek Orthodox Cathedral, Temple Israel, Norfolk Church of Christ), and three local schools (Granby High School, Norfolk Christian School, and Norfolk Collegiate School).
- **Public notifications** about the project development effort and the first virtual workshop were issued through multiple channels:
  - **Postcards** were mailed to residents and businesses along the project corridor.
  - A **press release** was issued by the City of Norfolk Marketing and Communications Department. A copy of the press release is provided in the Appendix.
  - **Facebook, Twitter, and NextDoor posts** were issued by the City of Norfolk Marketing and Communications Department.
  - A **City of Norfolk News Flash** was emailed to all residents who signed up for email updates from the City.

- A **City of Norfolk calendar event** was created on [norfolk.gov](https://norfolk.gov) and notification sent to all residents who signed up for community event updates.
- **Email notifications** were sent to the local City Council representatives (Wards 1 and 2, Superward 6), the Advisory Group, all civic leagues citywide, 140 attendees of the 2019 Granby Street Multimodal Lanes Open Houses, 77 subscribers to email updates on the Granby Street Bridge Rehabilitation project, and 8 attendees of the 2019 Norfolk Bike Expo.
- A **City Manager Update** was issued and posted on the City's web page (<https://www.norfolk.gov/3823/City-Manager-Update>).
- A **City of Norfolk website** ([www.norfolk.gov/granbybike](https://www.norfolk.gov/granbybike)) that acts as a clearinghouse for information on the project and venue to provide general comments on the project to the City of Norfolk.
- A **story map** that provides detailed information on the project, the project's origins/background, and ways to get involved.
- **Public involvement materials** showing the scope of the project and its background.
- An **online comment map** that was open from 3/11/21 to 4/13/21 allowed the public to place icons with comments that illustrate how they use the Granby Street corridor, where they see opportunities/challenges for bicycle facilities, and where they live/work/recreate.
- A **video tutorial** on how to use the comment map.
- An **online survey** that was open from 3/11/21 to 4/13/21 allowed respondents to answer 10 questions on how they currently use the corridor and how they would like to use the corridor in the future. Questions included:
  - Which level of bicyclist would you consider yourself?
  - Why do you usually bike?
  - How do you use Granby Street (by walking, by biking, and/or in a vehicle)?
  - How safe you feel using Granby Street as a pedestrian/bicyclist/driver.
  - Would you bike on Granby Street if there was a bicycle facility?
  - Which of the following elements would make you feel safer and more comfortable using a bicycle facility on Granby?
  - Which of the following elements [from list in survey] would make you feel safer and more comfortable using a bicycle facility on Granby?
- A **first virtual workshop** that introduces the project and solicits feedback through existing channels.
- A **second virtual workshop** for feedback on the traffic study and design concepts developed in response to the first round of public input. This second workshop is

planned for June 2021 and will be announced via press release, the City of Norfolk website, City of Norfolk social media (including NextDoor.com), emails to civic leagues and stakeholders, and emails to all those who registered for the first workshop.

## **4. Engagement Analysis**

### ***City of Norfolk Website***

The City of Norfolk website provided a one-stop clearinghouse to access all web-based project information, including access to all opportunities to comment and details on upcoming virtual workshops.

The website has received 58 comments and questions through the page's web form. Comments and questions came from 11 different zip codes (25 from 23505, 11 from 23503, 8 from 23508, 6 from 23509, and the rest from other zip codes). A Q&A sheet is being developed based on the questions submitted and will be posted on the project web page.

### ***Story Map***

The story map provides a user-friendly and visually-oriented source of information for the project, including background and news/updates. As of April 19th 2021, the story map has received 1,155 views.

### ***Mailed Postcards***

A total of 9,843 postcards announcing the first virtual workshop and inviting people to learn more about the project development effort on the web page were mailed to commercial and residential addresses within and in nearby the project area. The mailing areas were determined using the United States Postal Service (USPS) Every Door Direct Mail (EDDM) program. Mailing routes used are shown on the map in the next section.

### ***Comment Map & Video Tutorial***

The comment map opened for public input on 3/11/21, and was closed on 4/13/21. The comment has been viewed 1,081 times as of 4/19/21, and the comment map tutorial video was played 20 times.

A total of 1,707 icons were placed on the map by the time the comment map was closed on 4/13/21, with the following breakdown:

- The "Home" icon was placed 221 times.
- The "Work" icon was placed 115 times.
- The "Recreate, Shop, Dine" icon was placed 377 times.
- The "Challenge" icon was placed 208 times.
- The "Speeding" icon was placed 293 times.
- The "Intersection" icon was placed 236 times.
- The "Opportunities" icon was placed 311 times.

The icons were also mapped to provide a visual overview of “hot spots” where certain icons were placed most often. The maps are included in A.3 and A.4 of the Appendix, and key takeaways are included in the analysis in section 5.

## ***Survey***

The survey asked a variety of questions about respondents’ use of Granby Street, as detailed in the previous section. The survey received 713 total records by the time it closed on April 13th, 2021. A summary of the responses is provided in the next section.

## ***Eventbrite (Round #1)***

An Eventbrite page was created to allow community members to RSVP to the first virtual workshop. RSVP’s were required to provide an estimated attendance for logistical purposes, to ensure all attendees would have all of the meeting details in one place, and so that they could be reached via email and notified of any changes or reminded of the meeting. The Eventbrite page was viewed 742 times, and 234 attendees registered through the site.

## ***Virtual Workshop (Round #1)***

The first virtual workshop was held via Zoom on Thursday, March 11th, 2021, and Zoom reported a total of 224 attendees. The workshop was structured around a presentation that introduced attendees to the background of the project and the project’s goals. A large portion of the workshop was devoted to guiding attendees through the comment map, which allowed for dynamic input and questions/troubleshooting with staff. Participants were also directed to the survey, story map, and project website for further information and input opportunities.

The presentation portions of the meeting were recorded and posted on the City’s YouTube page (<https://youtu.be/DqOhSnXgWic>) and on the project web page ([www.norfolk.gov/granbybike](http://www.norfolk.gov/granbybike)). The YouTube video was viewed 90 times as of 5/1/21.

# **5. Analysis**

## ***Survey***

As stated in the previous section, over 700 residents answered the survey questions between 2/16/21 and 4/13/21. A visual analysis of the responses to each question is provided in A.1 of the Appendix, and some key takeaways are as follows:

- Almost  $\frac{3}{4}$  of respondents live or work along Granby Street, over  $\frac{3}{4}$  of respondents use Granby Street to shop, dine, or run errands, and about half of respondents commute through corridor.
- “Somewhat confident” was the most frequently self-identified bicyclist category at 33.5%. People in this category tend to prefer facilities that are physically separated from vehicle traffic, but would be comfortable using bike lanes or paved shoulders if

necessary. The lowest percentage of respondents (19.5%) classified themselves as “no way, no how,” meaning that they rarely or never ride a bicycle regardless of the bicycle infrastructure provided. 22.8% of respondents were “interested but concerned.” **This indicates that the majority of survey respondents either have some level of comfort as a bicyclist already, or are interested in bicycling but concerned about the safety of bicycling on street. Better bicycling facilities could help those classifying themselves as “interested but concerned” or “somewhat confident” bicyclists.**

- The majority of respondents (77.3%) currently bike for recreation, followed by biking to shop/dine/run errands (35.9%), and 19.4% of respondents commute to work, school, or religious institutions by bike. About 19.4% of respondents do not currently bike at all. **This shows that while most survey respondents bike for recreational purposes or to run errands for most of their trips, some respondents do commute to work, school, or religious institutions by bike.**
- Over half of the respondents who indicated they walk on Granby Street feel safe doing so; 36.9% of respondents report not walking on Granby Street at all. **This suggests that the majority of survey respondents who do walk on Granby Street consider the pedestrian facilities to be adequate for their needs.**
- In question #5, 21.0% of respondents would bike on the roadway on Granby Street if they felt safer. In question #8, 49.8% of respondents would bike on Granby Street if there was a bicycle facility and 13.6% said it would depend on the type of facility. **This suggests that providing a comfortable bicycle facility could attract bicyclists to Granby Street.**
- In question #5, when asked if they bike in the roadway on Granby Street, 21.0% of respondents would if they felt safer, 26.4% of respondents already do but do not feel safe, and 7.0% of respondents already do and feel safe. **This suggests that the majority of survey respondents would benefit from a comfortable bicycle facility on Granby Street.**
- Preferences for elements of a comfortable bicycle facility in question #9 were mixed, however the two most popular elements were “a buffer with a vertical element (e.g. flex post/curb)” and “safe and comfortable intersection crossings” (43.1% and 40.8% of respondents, respectively). Respondents selected the bike lane design (37%) and buffered bike lane design (38%) at rates lower than the buffer with a vertical element, although those designs came close in popularity. **Overall, these preferences suggest that a bicycle facility providing physical separation from vehicle traffic and including comfortable intersection accommodations would appeal to the highest number of respondents.**



- There was no clear consensus on question #10, which asks what type of vertical protection for bicycle facilities would be preferred if such a design were advanced. In addition, more respondents skipped this question than any other question. A total of 116 respondents skipped this question, vs. an average of 6.5 respondents skipping each of the other 9 questions. **This suggests that for those respondents that would prefer or benefit from physically separated bicycle facilities, there was no consensus on which type of separation would be most desirable.**

### ***Comment Map (Icons)***

The heat maps in the Appendix show where notable concentrations of some of the icons were placed. These maps tell us the following:

- Respondents recreate, shop, and dine at the Wards Corner area more than any other place in the Granby Street study area. In addition, there was a notable concentration of intersection improvement icons placed around Granby Street at W. Little Creek Road and Granby Street at Louisiana Drive (both providing access to the Wards Corner area). The Wards Corner area also received large clusters of icons for where better bicycle access is desired. **This shows that the Wards Corner area, and the intersections serving it, should be a priority for bicycle connectivity from Granby Street.**
- Opportunities for better bicycle access were noted throughout the Granby Street corridor, with several clusters emerging: the areas around Willow Wood Drive, Kingsley Lane, Ridgeley Road, Breckenridge Avenue, Sinclair Street, between Oxford Street and Warren Street, between North Shore Road and W. Little Creek Road, and at E. Admiral Taussig Boulevard. Speeding was also identified as an issue at Kingsley Lane and between Willow Wood Drive and Severn Road. **These areas should be assessed further and carefully considered for greater bicycle access and comfort.**
- The maps showing concentrations of icons indicating challenges to the proposed bicycle facility design and concentrations of icons marking intersections that need to be improved are very similar. Specifically, the intersection of Granby Street with the following roadways have significant representation in the heat maps: E. Admiral Taussig Boulevard, W. Little Creek Road, Louisiana Drive, Thole Street, Kingsley Lane, and Willow Wood Drive. **The striking similarities between the heat maps showing where respondents desired intersection improvements and where respondents identified challenges to the proposed bicycle facility design suggest that intersection design at the locations listed here (in addition to others) will be important to the success of bicycle accommodations on Granby Street.**

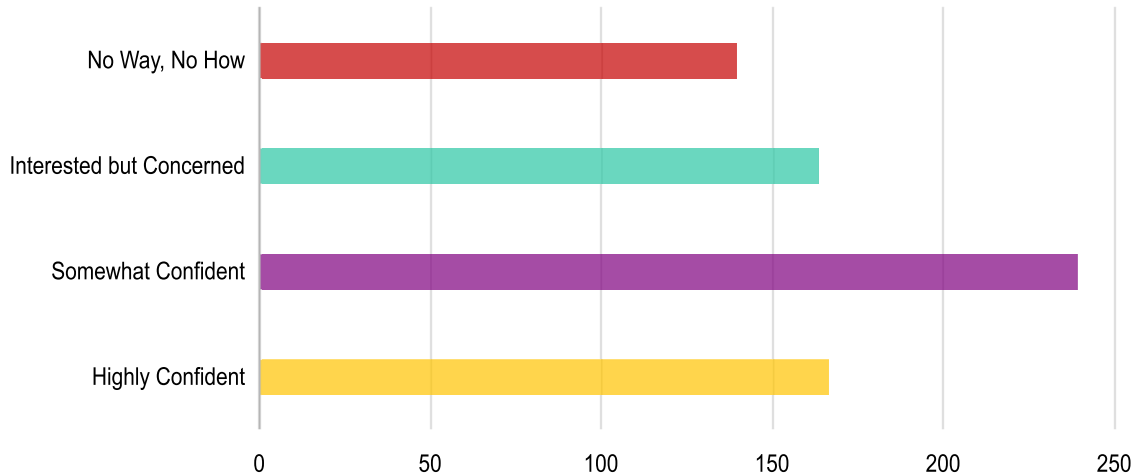
# APPENDIX





## A.1 Survey Questions & Responses

### 1. Which level of bicyclist would you consider yourself?



#### Answers

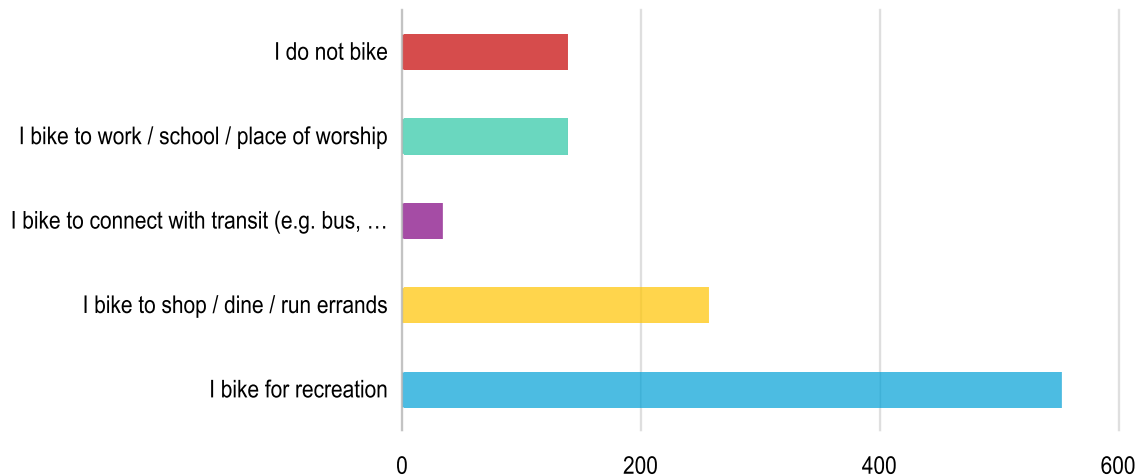
#### Count

#### Percentage

No Way, No How	139	19.5%
Interested but Concerned	163	22.86%
Somewhat Confident	239	33.52%
Highly Confident	166	23.28%

Answered: 707 Skipped: 6

## 2. Why do you usually bike?



### Answers

### Count

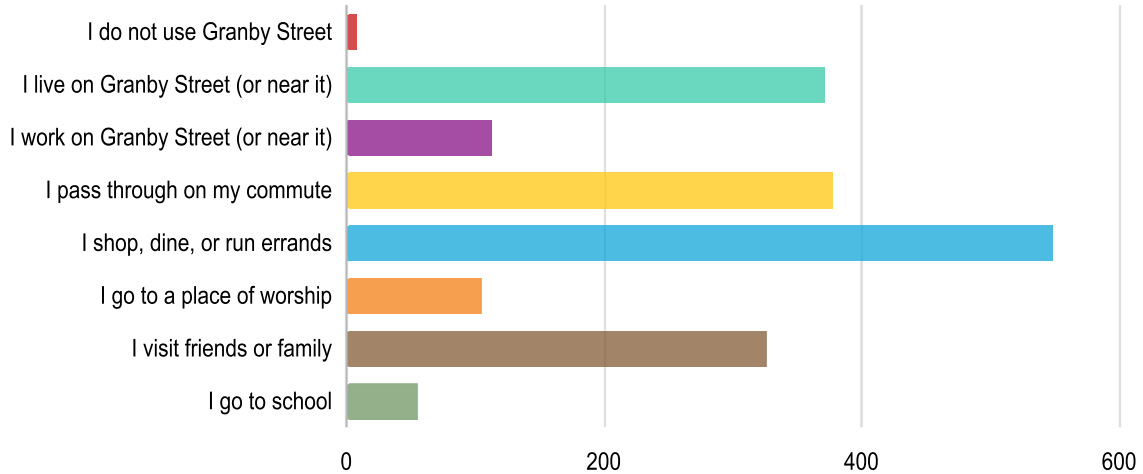
### Percentage

I do not bike	138	19.35%
I bike to work / school / place of worship	138	19.35%
I bike to connect with transit (e.g. bus, light rail)	33	4.63%
I bike to shop / dine / run errands	256	35.9%
I bike for recreation	551	77.28%

Answered: 710 Skipped: 3



### 3. How do you use Granby Street (by walking, by biking, and/or in a vehicle)?



#### Answers

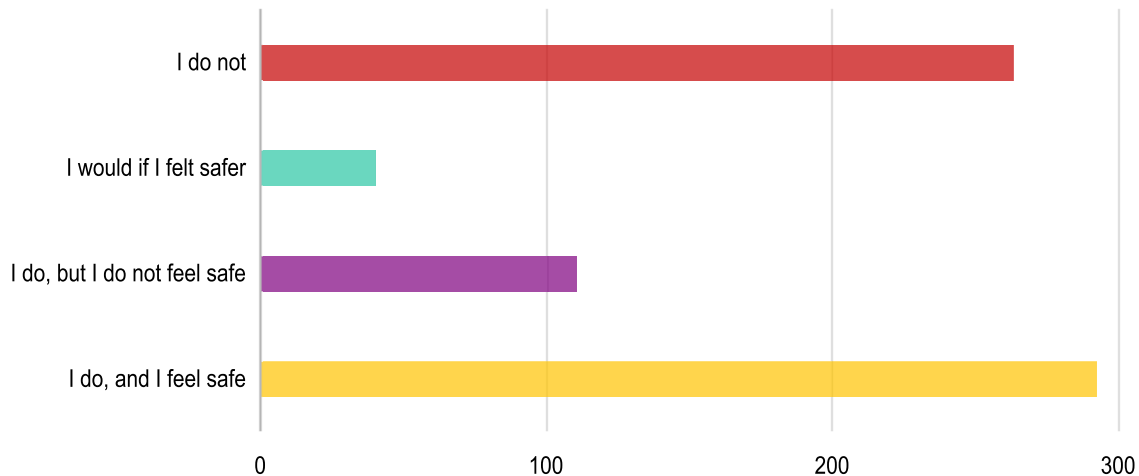
#### Count

#### Percentage

I do not use Granby Street	7	0.98%
I live on Granby Street (or near it)	370	51.89%
I work on Granby Street (or near it)	112	15.71%
I pass through on my commute	376	52.73%
I shop, dine, or run errands	547	76.72%
I go to a place of worship	104	14.59%
I visit friends or family	325	45.58%
I go to school	54	7.57%

Answered: 711 Skipped: 2

**4. Do you walk on the sidewalk along Granby Street as pedestrian?**



**Answers**

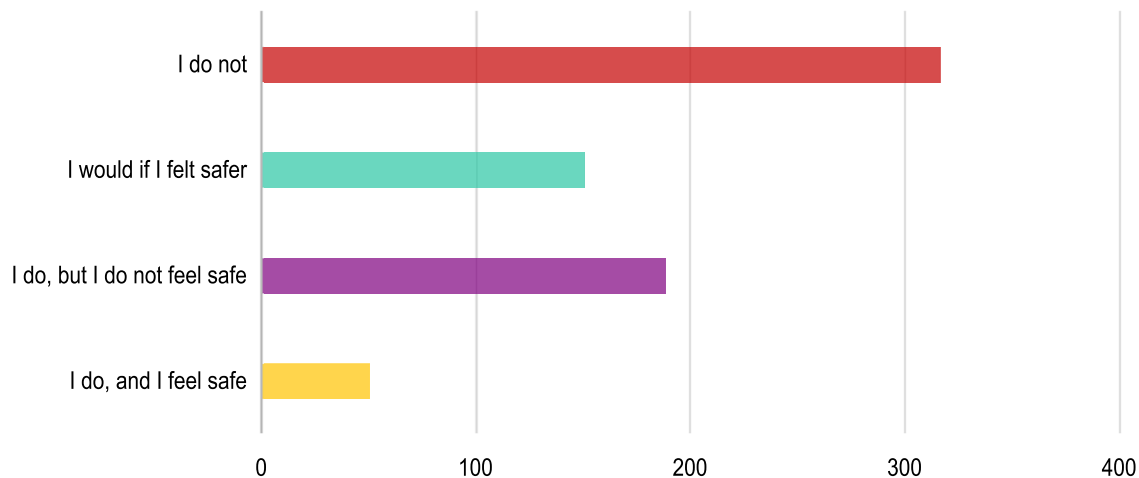
**Count**

**Percentage**

I do not	263	36.89%
I would if I felt safer	40	5.61%
I do, but I do not feel safe	110	15.43%
I do, and I feel safe	292	40.95%

Answered: 705 Skipped: 8

**5. Do you bike on the roadway on Granby Street?**



**Answers**

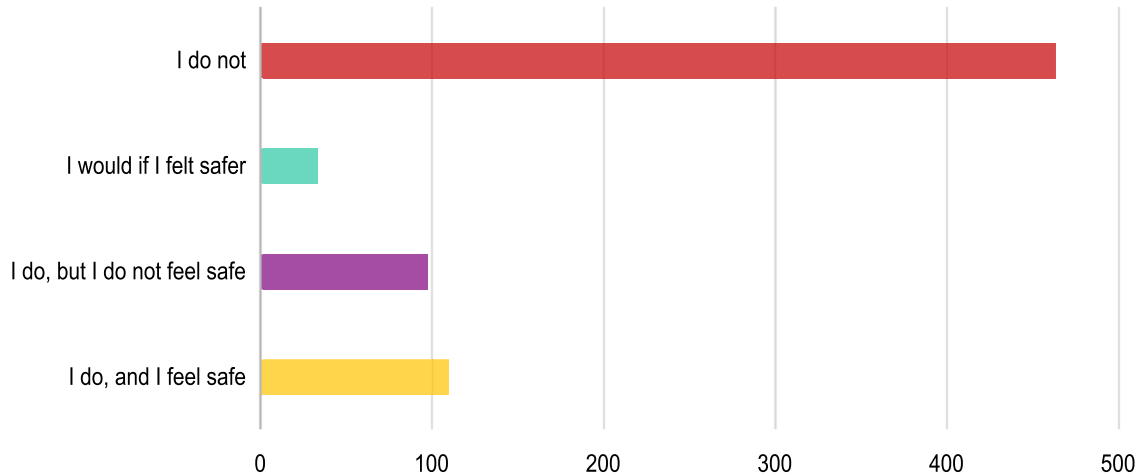
**Count**

**Percentage**

I do not	316	44.32%
I would if I felt safer	150	21.04%
I do, but I do not feel safe	188	26.37%
I do, and I feel safe	50	7.01%

Answered: 704 Skipped: 9

**6. Do you bike on the sidewalk on Granby Street?**



**Answers**

**Count**

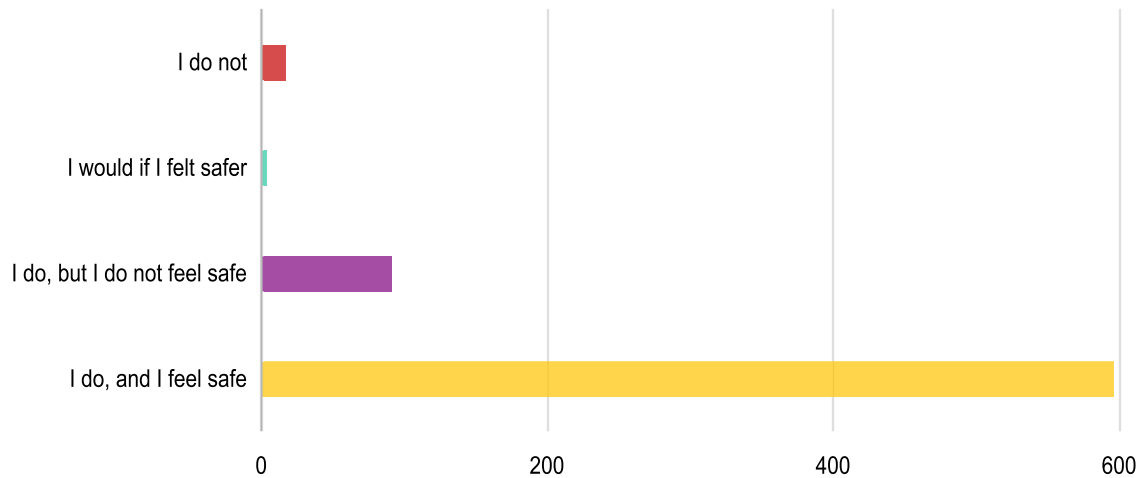
**Percentage**

I do not	463	64.94%
I would if I felt safer	33	4.63%
I do, but I do not feel safe	97	13.6%
I do, and I feel safe	109	15.29%

Answered: 702 Skipped: 11



### 7. Do you drive on Granby Street?



#### Answers

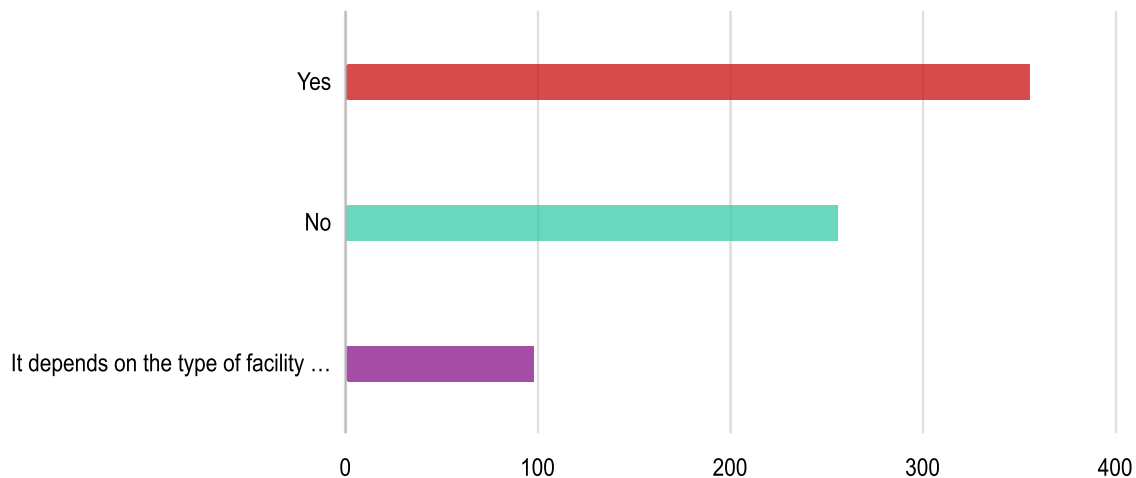
#### Count

#### Percentage

I do not	16	2.24%
I would if I felt safer	3	0.42%
I do, but I do not feel safe	90	12.62%
I do, and I feel safe	595	83.45%

Answered: 704 Skipped: 9

**8. Would you bike on Granby Street if there was a bicycle facility?**



**Answers**

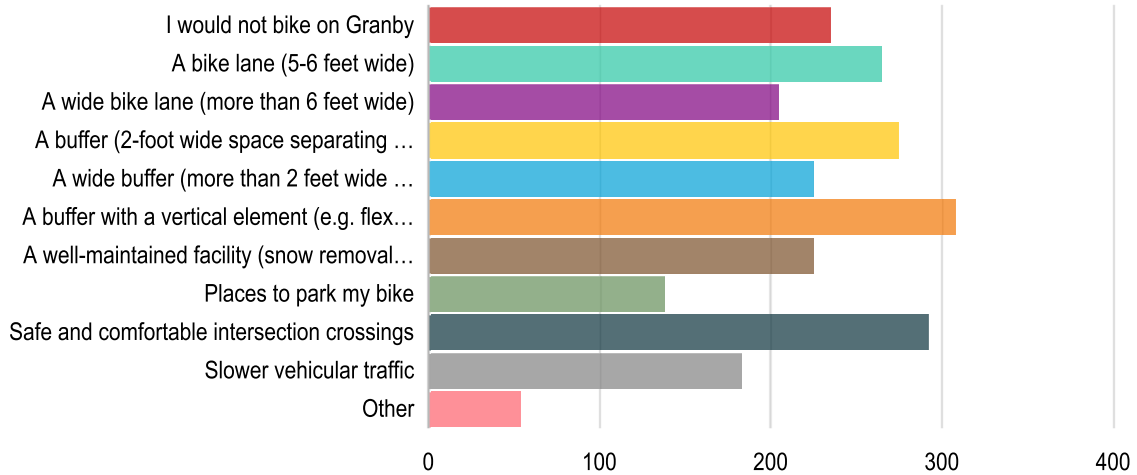
**Count**

**Percentage**

Yes	355	49.79%
No	255	35.76%
It depends on the type of facility provided	97	13.6%

Answered: 707 Skipped: 6

**9. Which of the following elements would make you feel safer and more comfortable using a bicycle fa...**



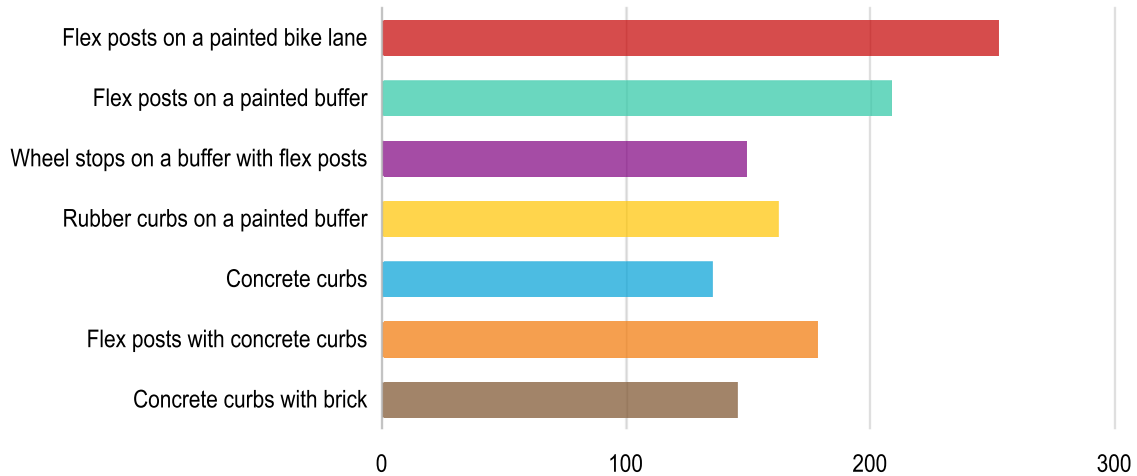
**Answers**

**Count**

**Percentage**

I would not bike on Granby	234	32.82%
A bike lane (5-6 feet wide)	264	37.03%
A wide bike lane (more than 6 feet wide)	204	28.61%
A buffer (2-foot wide space separating the bike lane from the adjacent vehicle lane)	274	38.43%
A wide buffer (more than 2 feet wide space separating the bike lane from the adjacent vehicle lane)	224	31.42%
A buffer with a vertical element (e.g. flex post / curb)	307	43.06%
A well-maintained facility (snow removal, debris removal)	224	31.42%
Places to park my bike	137	19.21%
Safe and comfortable intersection crossings	291	40.81%

**10. The design of bicycle facilities on the Granby Street corridor may include protected bicycle lanes. ...**



**Answers**

**Count**

**Percentage**

Flex posts on a painted bike lane	252	35.34%
Flex posts on a painted buffer	208	29.17%
Wheel stops on a buffer with flex posts	149	20.9%
Rubber curbs on a painted buffer	162	22.72%
Concrete curbs	135	18.93%
Flex posts with concrete curbs	178	24.96%
Concrete curbs with brick	145	20.34%

Answered: 597 Skipped: 116



## A.2 Online Survey (Format example)

**Granby Street Bike Lanes**

Tell us about your biking habits and preferences for Granby Street.

**1. Which level of bicyclist would you consider yourself?**

Choose one.

**No Way, No How:** Rarely or never ride a bicycle regardless of the bicycle infrastructure provided.

**Interested but Concerned:** Would bike on off-street facilities (e.g. sidewalks or trails) or facilities that are physically separated from vehicle traffic. May not bike at all if only bike lanes are provided.

**Somewhat Confident:** Generally prefer facilities that are physically separated from vehicle traffic, but would also be comfortable using bike lanes or paved shoulders if need be.

**Highly Confident:** Comfortable riding with traffic, will use roads without bike lanes.

☐ No Way, No How

☐ Interested but Concerned

☐ Somewhat Confident

☐ Highly Confident

**2. Why do you usually bike?**

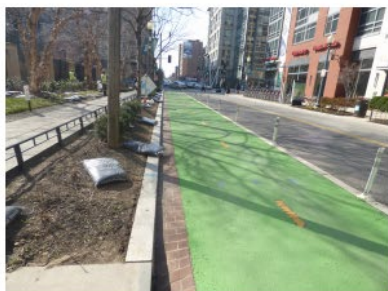
Select all that apply

☐ I do not bike

☐ I bike to work / school / place of worship

## A.2 Online Survey

*(Images provided for question #10)*



Flex posts on a painted bike lane



Flex posts on a painted buffer



Wheel stops on a buffer with flex posts



Rubber curbs on a painted buffer



Precast concrete curbs

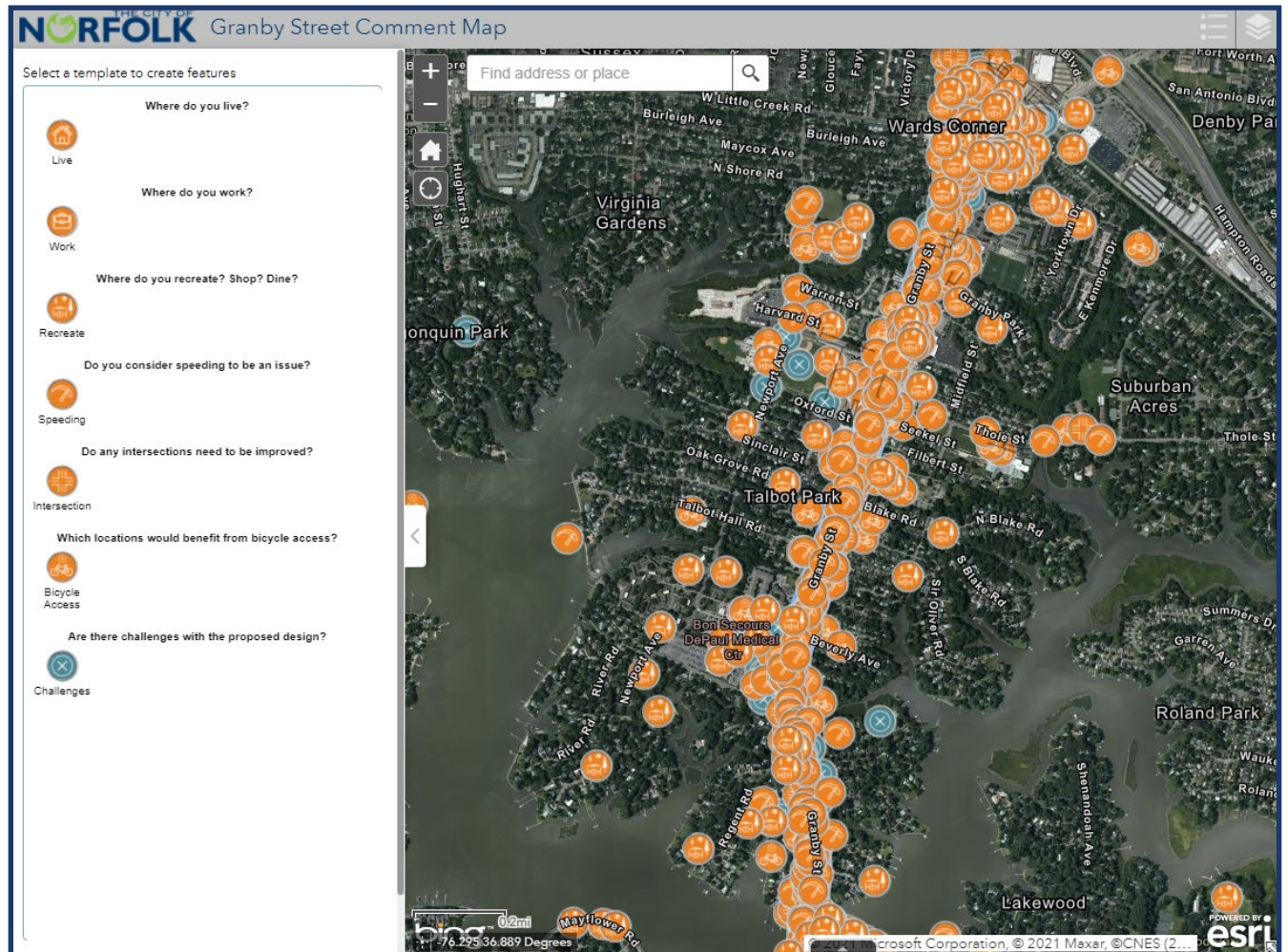


Flex posts with precast concrete curbs



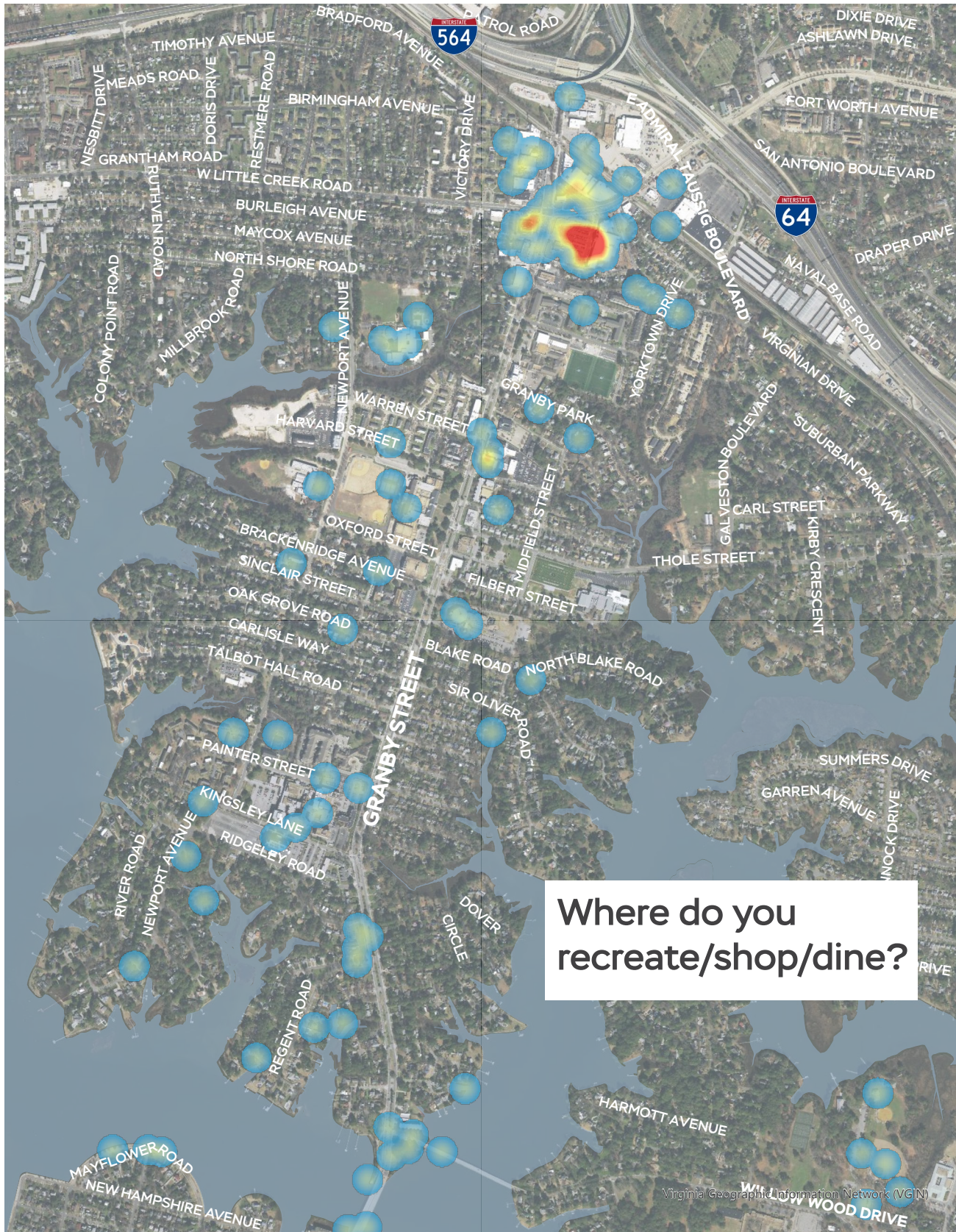
Cast-in-place concrete curbs with brick

## A.3 Comment Map





## A.4 Comment Map Heat Maps

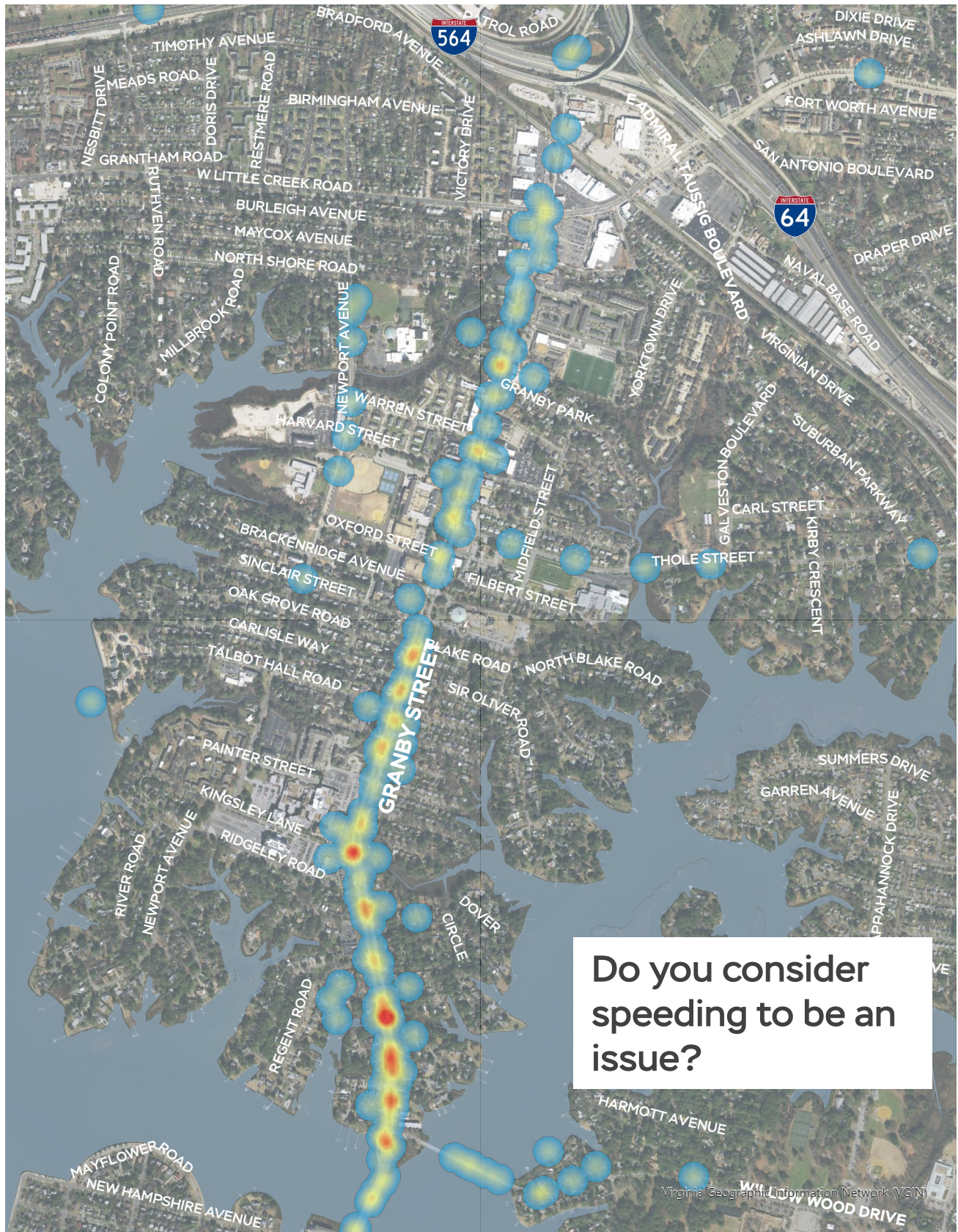




# GRANBY STREET BIKE LANES

Willow Wood Dr. to Admiral Taussig Blvd.

THE CITY OF  
**NORFOLK**

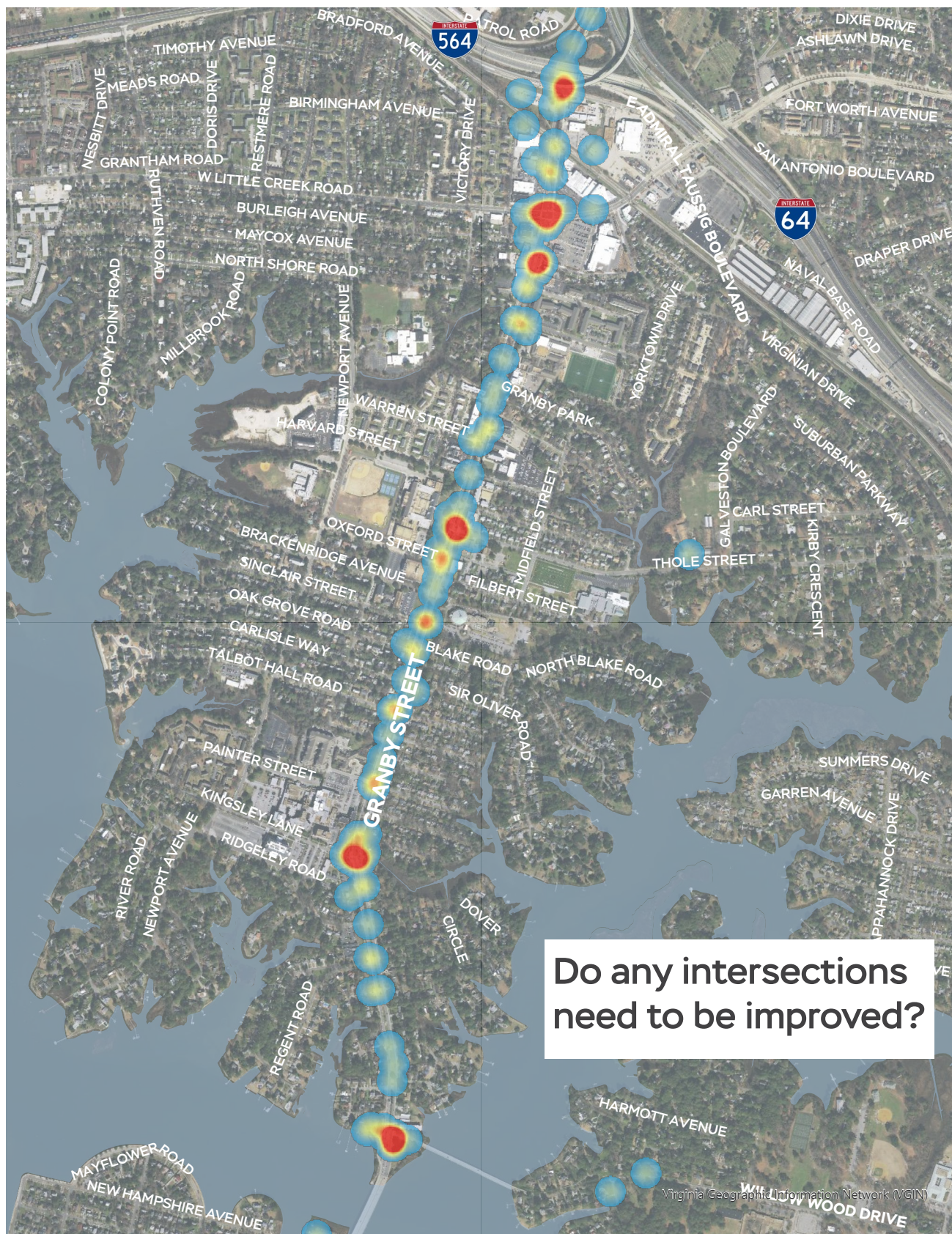




# GRANBY STREET BIKE LANES

Willow Wood Dr. to Admiral Taussig Blvd.

THE CITY OF  
**NORFOLK**



Do any intersections  
need to be improved?

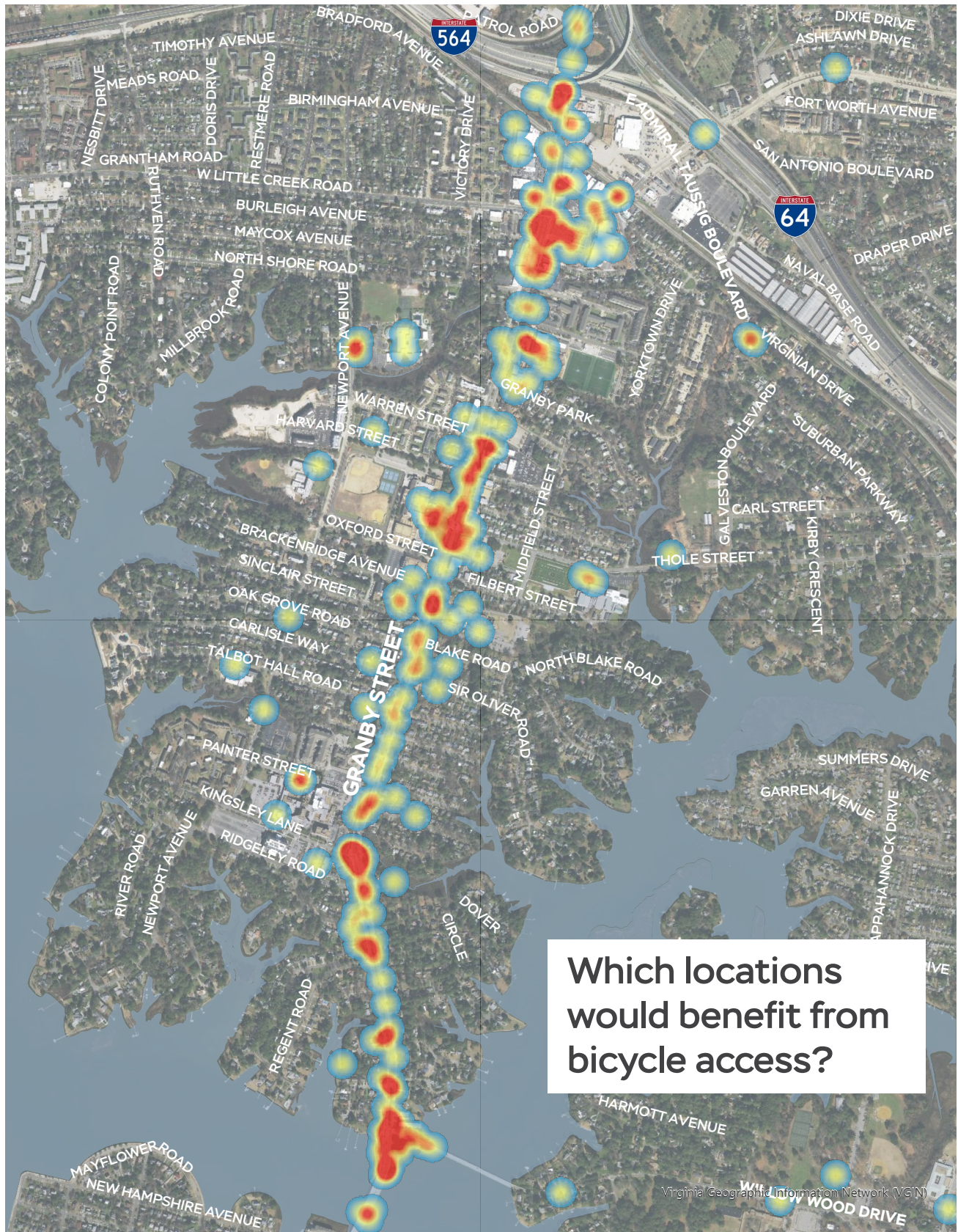
Virginia Geographic Information Network (VGIN)



# GRANBY STREET BIKE LANES

Willow Wood Dr. to Admiral Taussig Blvd.

THE CITY OF  
**NORFOLK**





# GRANBY STREET BIKE LANES

Willow Wood Dr. to Admiral Taussig Blvd.

THE CITY OF  
**NORFOLK**





## A.5 City of Norfolk Website (Home page example)

[Government](#)
[Business](#)
[Residents](#)
[Play](#)
[A to Z](#)

[Home](#) > [Government](#) > [Departments](#) > [Departments N to V](#) > [Transit](#) > [Projects](#) > [Granby Bike Lanes](#)

### Granby Street Bike Lanes - Willow Wood Drive to Admiral Taussig Boulevard

**Project Location**  
Granby Street between Willow Wood Drive and Admiral Taussig Boulevard (just south of the I-564 overpass)

**Project Information**  
The City of Norfolk Department of Transit is developing a potential project to implement bike lanes on Granby Street between Willow Wood Drive and Admiral Taussig Boulevard (just south of the I-564 overpass). To learn more about this project development effort, please visit the [Granby Street Bike Lanes Story Map](#).

**Public Outreach**  
[View a recording of the virtual workshop held on March 11, 2021.](#)  
  
[Provide your input through the Online Survey and Comment Map.](#)  
The survey will remain open until 9 a.m. on Tuesday, April 13, 2021.

**Project News**

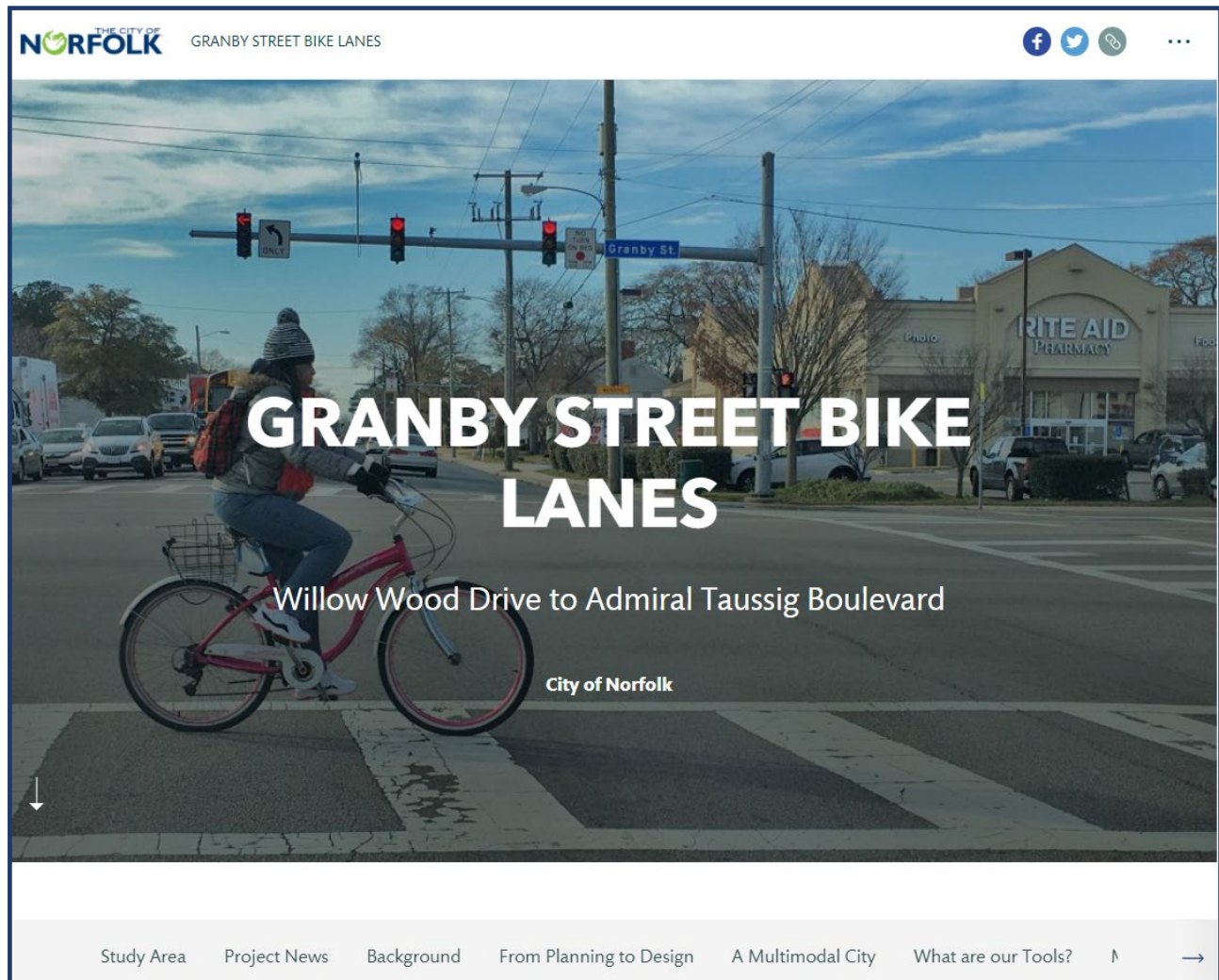
#### Contact Us

Click [here](#) to submit questions or comments to the project team.

[Project Info Sheet \(PDF\)](#)

## A.6 Story Map

*(Landing screen example)*



## A.7 USPS Every Door Direct Mail (EDDM) Routes (Used to deliver postcard announcing first virtual workshop)

23505,23509,23504,23508,23517

ROUTE

RESIDENTIAL

BUSINESS

TOTAL

AGE 25-44

SIZE

INCOME

COST

Show Table

Order Summary

Individual Routes Selected  
15

Post Office™ Drop-Offs  
3

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## A.8 City of Norfolk Press Release

# MEDIA RELEASE



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FOR IMMEDIATE RELEASE  
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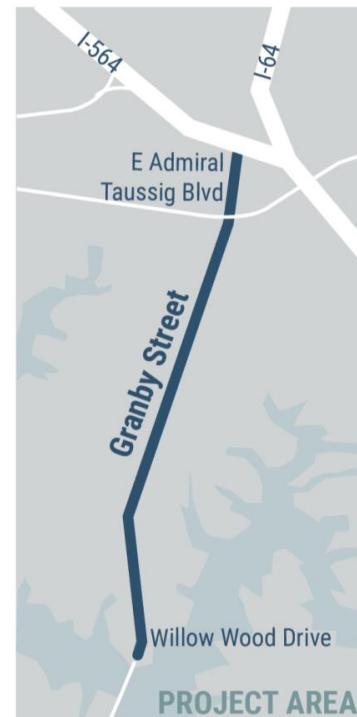
### Virtual Workshop to Explore Bike Lanes on Granby Street between Willow Wood Drive and Admiral Taussig Boulevard

*Community input needed!*

**NORFOLK, VA** – If you walk, drive, or bike along Granby Street between Willow Wood Drive and Admiral Taussig Boulevard (just south of the I-564 overpass), the City of Norfolk wants to hear from you. The Department of Transit is hosting a virtual workshop on March 11, 6:00 - 7:30 p.m., to explore possible bike lane options along this portion of Granby Street. Workshop participants will view a short presentation then join breakout sessions and give their input. To RSVP for the event and learn more about the project visit [norfolk.gov/granbybike](http://norfolk.gov/granbybike).

This virtual workshop is the first of two public engagement sessions planned as part of a project development effort for bike lanes along this section of Granby Street. During this workshop, participants will learn about the goals and timeline of the project development effort, review case studies, and explore a variety of bike facility types, such as bike lanes, buffered bike lanes or cycle tracks. The workshop will include small group breakout sessions with members of the project development team, where participants will have the opportunity to share how they currently use Granby Street and challenges relative to walking, biking and driving along the corridor. The City will also collect public input until 9:00 a.m. on Tuesday, April 13 through an online survey and comment map, available at [norfolk.gov/granbybike](http://norfolk.gov/granbybike).

The Norfolk Department of Transit will use the input collected through the March virtual workshop and the online survey to produce concept plans for bike lanes along the corridor, illustrating multiple conceptual design options where feasible. The overall project development process also includes a traffic study of the proposed bike lane impacts on traffic patterns. At the second public engagement session tentatively planned for June 2021, participants will have the opportunity to provide input on the concept plans and traffic study results. The goal of the project development process is to produce a recommended concept plan by the end of Summer 2021.



## A.8 City of Norfolk Press Release (*continued*)

As a key north-south corridor with commercial, residential and recreational centers, Granby Street is identified in Norfolk's Draft [Multimodal Transportation Master Plan](#) as a bicycle, transit and pedestrian emphasis area. A proposed design for Granby Street between Willow Wood Drive and Admiral Taussig Boulevard (just south of the I-564 overpass) was featured in the 2015 [Strategic Bike Plan](#). That proposed design illustrates repurposing of a single vehicle lane in the north- and south-bound directions to buffered bike lanes. In 2016, the City applied for [SMART SCALE](#) state transportation funding to complete the detailed design and construction of the proposed bike lanes along this portion of Granby Street. The funding application was successful and the funds became available in 2020. Prior to accepting state funds, the Norfolk Department of Transit is conducting this project development effort to refine the design concept in the Strategic Bike Plan and confirm public support through these public engagement workshops.

Given the documented safety benefits of well-designed lane repurposing and bike lane projects, this potential project is consistent with [Norfolk's Vision Zero Initiative](#), which aims to eliminate all roadway fatalities and serious injuries by providing safe ways for residents to travel. The Virginia [SMART SCALE](#) transportation funding program provides support for bicycle and pedestrian facility implementation and is scored by safety, congestion mitigation, accessibility, environmental quality, economic development and land use.

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