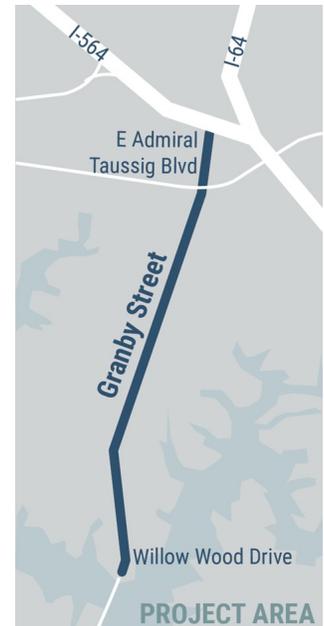
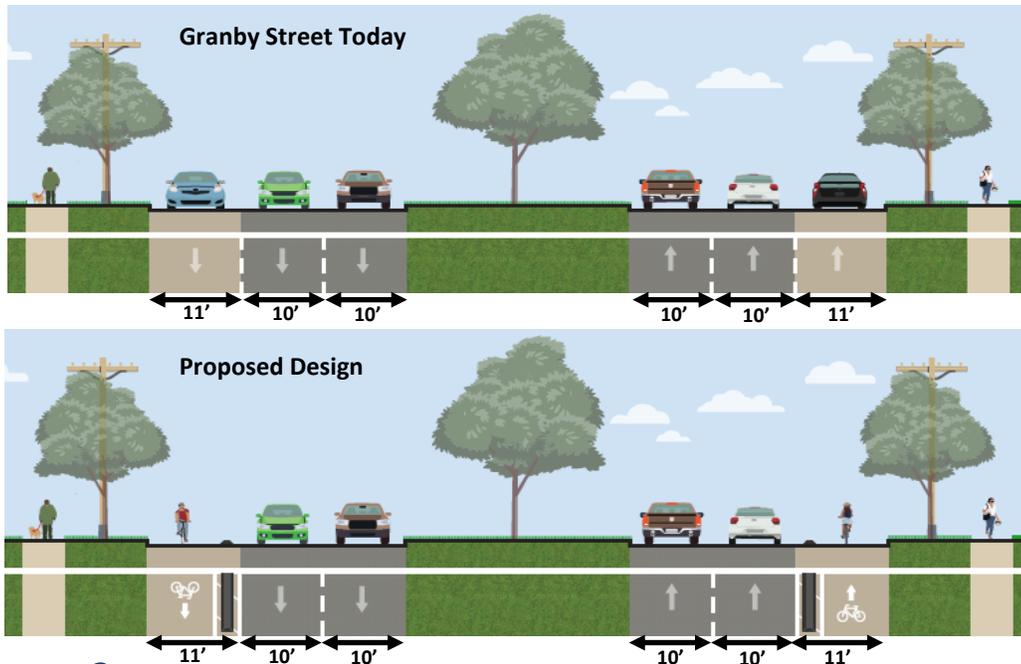


# FACT SHEET

## GRANBY STREET BIKE LANES

**WHERE?** Bike lanes are proposed along a **2-mile section of Granby Street** between Willow Wood Drive and Admiral Taussig Boulevard

**WHAT?** This **proposed project** would implement **lane repurposing** of the outer vehicle lane in each direction into **protected bike lanes** with a physical barrier between the bike lane and the adjacent vehicle.



### WHY?

1. Improved **safety for all road users**
2. Enhanced **mobility choices** on Granby Street
3. Building a **citywide multimodal network**

**WHEN?** This proposed project will only move forward if detailed design and construction funding is authorized by a **City Council vote in December 2021**. If the project funding is authorized, detailed design would begin in early 2022 with construction start in 2024.

**HOW CAN I LEARN MORE?** More information is available at the project webpage: [www.norfolk.gov/granbybike](http://www.norfolk.gov/granbybike). There, you can find the **Project Comment Map** showing the conceptual design for the proposed project, the **Project Q&A Sheet**, the **Traffic Study Technical Memorandum**, and much more.

**HOW CAN I PROVIDE INPUT?** The public input period is open **until 9 a.m. on October 22, 2021**. Visit [www.norfolk.gov/granbybike](http://www.norfolk.gov/granbybike) to provide your input on the interactive **Project Comment Map** or through the **"contact us"** form. You can also call **Norfolk Cares at 757-664-6510** to submit comments and questions. The Project Q&A Sheet will be updated periodically to answer additional public questions.

**Flip over for more facts!**

# FACT SHEET



# GRANBY STREET BIKE LANES

## SAFETY

- Lane repurposing is a [proven safety countermeasure](#) that reduces crashes and speeding.
- On average cities with protected bike infrastructure have [44% fewer fatalities](#) than other cities.
- This project supports [Norfolk's Vision Zero initiative](#) to eliminate all roadway fatalities and serious injuries.

## MULTIMODAL CHOICE & CONNECTIVITY

- This project is part of [Norfolk's 2015 Strategic Bike Plan](#), and Granby Street was the #1 requested corridor for bike facilities as part of public outreach for the Strategic Bike Plan.
- This project is consistent with [Norfolk's Complete Streets Policy](#) to allow safe access to all people, regardless of age, ability, income, ethnicity, or chosen mode of travel.
- Granby Street is a crucial north-south backbone for a citywide multimodal transportation network, as illustrated in Norfolk's draft [Multimodal Transportation Master Plan](#).

## PROJECT FUNDING

- \$822,000 of [Virginia SMART Scale funds](#) are available to cover the detailed design and construction of this project. Costs for additional enhancements would be covered with City funds.
- These SMART Scale funds cannot be used for a different street or for an off-road or median path.
- If Norfolk does not use the SMART Scale funds for this project, the funds will be deallocated and go back into the statewide pool of funding for future applications.

## TRAFFIC

- The [Traffic Study](#) for this project shows that the proposed lane repurposing would not impact current travel times for vehicles through the project corridor. Delay for lower-volume minor street movements would increase by less than 30 seconds as a result of lane repurposing.
- The traffic study accounts for speed limit reduction from 35 to 30 mph, projected traffic growth through 2025, buses stopping along HRT Routes 1 and 961, and traffic pattern changes anticipated after the HRBT Expansion and Express Lanes projects. It also includes travel time savings through traffic signal synchronization, which will be made possible by ongoing traffic signal technology upgrades.
- To avoid traffic impacts, lane repurposing is NOT planned in the northbound direction between Louisiana Drive and Little Creek Road. The sidewalk along this block will be widened into a shared use sidepath.

## BIKE RIDERSHIP

- In a month-long [online survey](#) conducted by the City of Norfolk in 2021, 64% of over 700 respondents indicated that they would bike on Granby Street if there was a safe and comfortable bike facility .
- According to ridership data from the [Strava fitness app](#), this section of Granby Street has the highest ridership out of any other corridor in Norfolk with over 4,000 bike rides recorded in 2019.
- Bike counter data on the Llewellyn Avenue bike lanes shows over 2,000 rides per month in May-July 2021.

## EMERGENCY SERVICES

- The bike lanes will be designed such that emergency vehicles will be able to use the bike lanes if necessary to bypass traffic in the vehicle travel lanes and to gain access to properties alongside Granby Street.

## MAINTENANCE

- A Maintenance Plan is being developed for the proposed bike lanes and will be provided to City Council for consideration as part of the Recommendation Memorandum for this proposed project in November 2021.

**For more information, visit [www.norfolk.gov/granbybike](http://www.norfolk.gov/granbybike).**