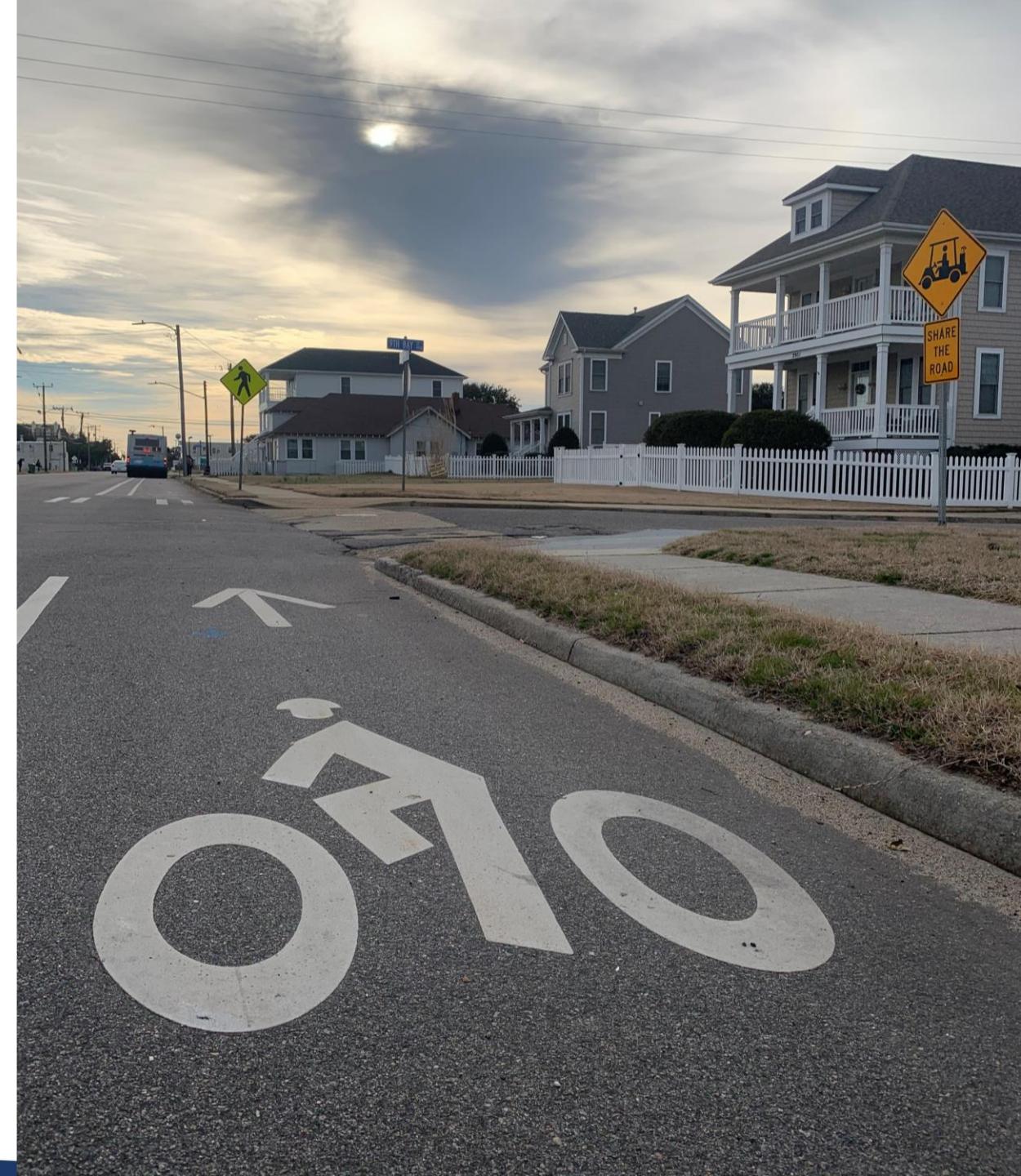




# Ocean View Avenue Comprehensive Transportation Study

Community Workshop #2  
June 27, 2022





# Welcome and Introductions

# Agenda

- Welcome and Introductions
- Summary of Public Engagement Round 1
- What Did We Hear About Golf Carts?
- Potential Crossing Treatments
- Preliminary Conceptual Alternatives
- Additional Considerations
- Project Timeline and Next Steps
- TABLE BREAKOUTS



# Summary of Public Engagement

Round #1

February to April 2022

# Public Engagement Activities

## Civic League Meetings

- Met with five civic leagues in February 2022

## Norfolk.gov Webpage and StoryMap

- More than 813 views

## Community Workshop #1

- Held virtually on 03/14/22
- 61 Attendees

## Postcard Mailers

- 10,261 postcards to residents and business

## Social Media Campaign

- Facebook
- Twitter
- NextDoor

# Opportunities for Public Input

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## Online Survey

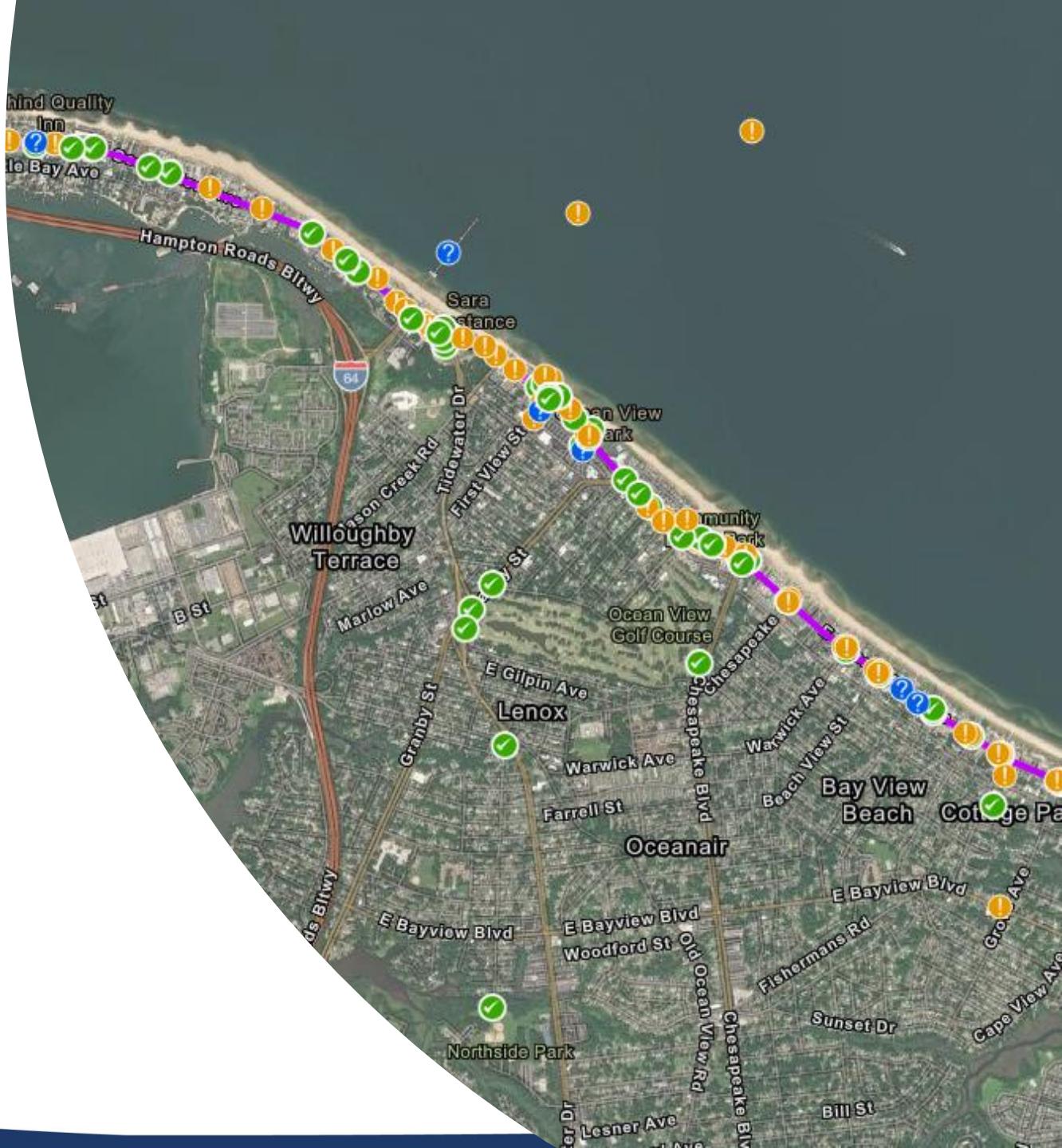
- 818 individuals responded
- More than 90% of the respondents live in the vicinity of Ocean View Avenue

## Online Comment Map

- 263 icons/comments placed

## City of Norfolk Webpage/Social Media

- 90 comments and questions submitted



# Survey Results: How Respondents Travel along OV Ave

## Drive a Car

- 88% drive a car either “always” or “almost always”



## Ride a Bike

- 57% ride a bike at least “sometimes”



## Walk

- 71% walk at least “sometimes”



# Survey Results: Priorities for the Corridor

**Safety is Paramount!**

Top 3 additional priorities ranked by respondents:

- 1. Increase the ease with which pedestrians can travel along and/or across Ocean View Avenue**
  - Ranked #1 by 38% of respondents
  - Ranked in Top 3 by 85% of respondents
- 2. Reduce vehicle speeds**
  - Ranked #1 by 26% of respondents
  - Ranked in Top 3 by 58% of respondents
- 3. Increase the ease with which bicycles and e-scooters can travel along and/or across Ocean View Avenue**
  - Ranked #1 by 18% of respondents
  - Ranked in Top 3 by 58% of respondents

# Survey Results: Walking

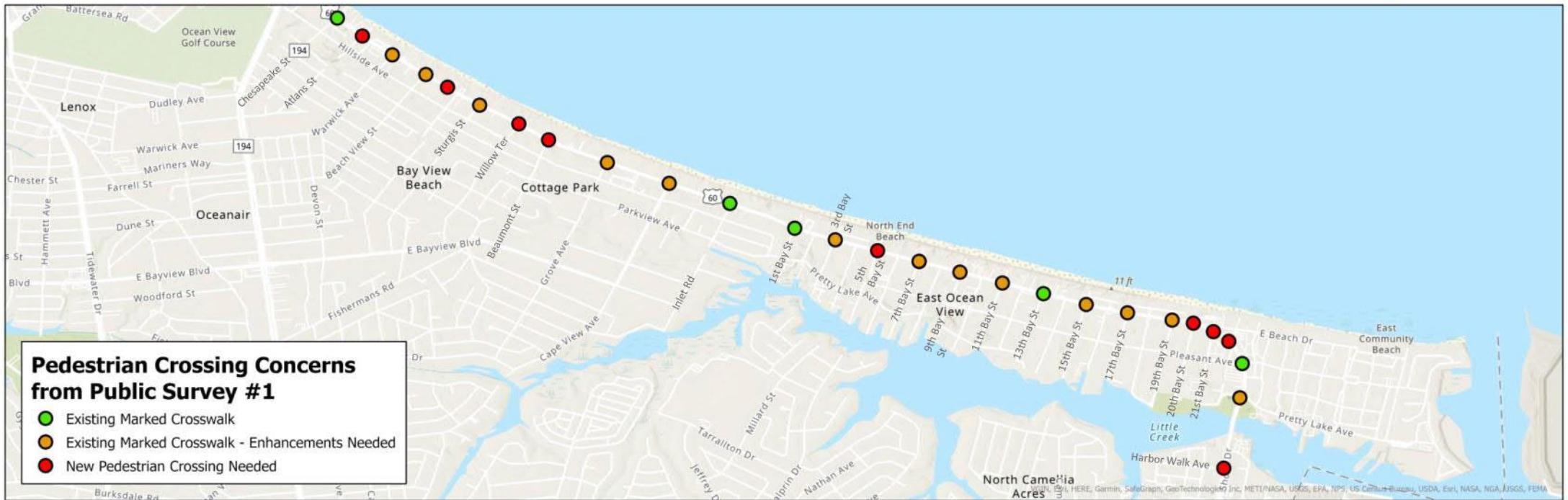
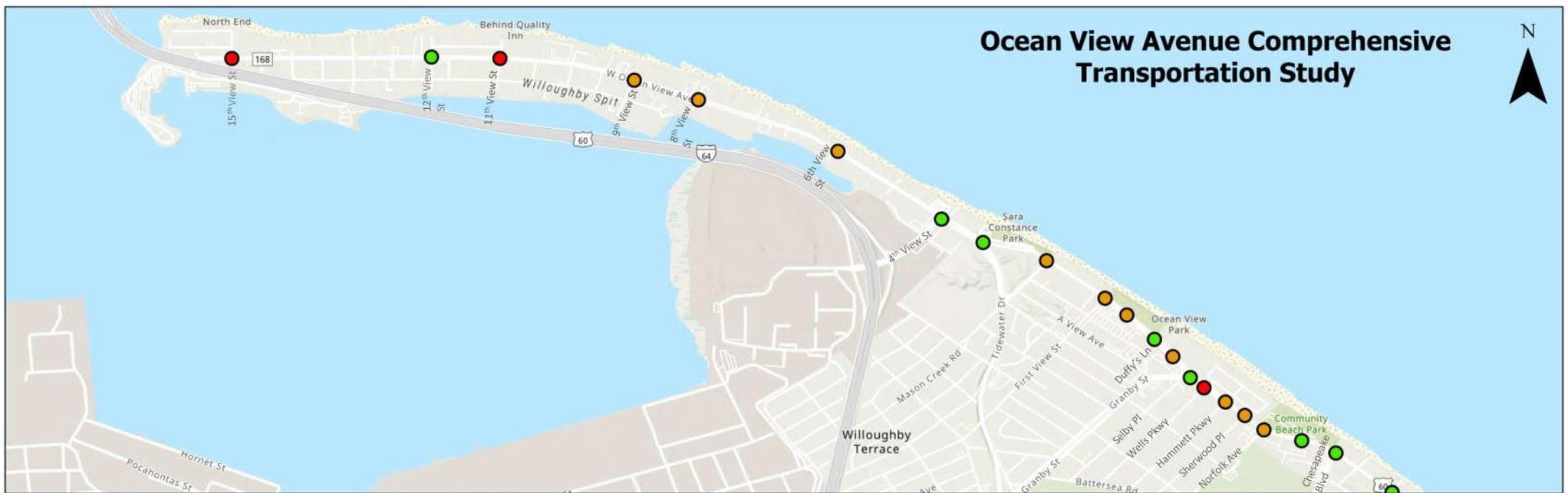


- 71% of respondents say they walk or use a wheelchair along OV Ave
  - 39% of those find it “somewhat difficult” or “very difficult”
- Top reasons why respondents don’t walk along OV Ave or find it difficult:
  - Crossing Ocean View Avenue is too difficult or feels unsafe
  - Existing sidewalks do not feel safe
- If adequate pedestrian facilities were available:
  - 60% of respondents would be “very willing” to walk along OV Ave
  - 22% of respondents would be “somewhat willing”



# Ocean View Avenue Comprehensive Transportation Study

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# Survey Results: Riding a Bike



- 57% of respondents report riding a bike or e-bike along OV Ave
  - 62% of those find it “somewhat difficult” or “very difficult”
- Top reasons why respondents don’t bike along OV Ave or find it difficult:
  - Not enough dedicated bike facilities
  - Existing bike facilities do not feel safe or comfortable
- If adequate bike facilities were available:
  - 50% of respondents would be “very willing” to ride a bike along OV Ave
  - 23% of respondents would be “somewhat willing”





# What Did We Hear About Golf Carts?

# Survey Results: Driving a Golf Cart/NEV

- 12% of all respondents indicated they own a golf cart or neighborhood electric vehicle (NEV)
- Most common types of trips made using a golf cart/NEV:
  - Visiting neighbors
  - Visiting restaurants and shops or running errands
  - Visiting the beach
- If adequate golf cart facilities were available:
  - 34% of respondents would be “very willing” to drive a golf cart along OV Ave
  - 19% of respondents would be “somewhat willing”
  - 41% of respondents would “not be willing at all”
- More than 100 respondents commented in opposition to potential golf cart accommodations



# Summary of Literature Review

- Conducted literature review and case study review of existing or planned golf cart/NEV lanes
- Separate off-street paths are more common than on-street lanes
- Integration of golf cart/NEV lanes was more effective:
  - In age-restricted communities
  - In areas that largely consist of short-distance, residential-to-commercial trips
  - In communities with higher rates of golf cart ownership
  - Within “golf cart zones” versus isolated corridors



# Will We See Golf Carts on OV Ave?

- Golf cart/NEV lanes are NOT recommended along Ocean View Avenue
- Certain signalized intersections may be identified to permit golf carts to cross Ocean View Avenue
  - Potential locations for golf cart/NEV parking will need to be considered

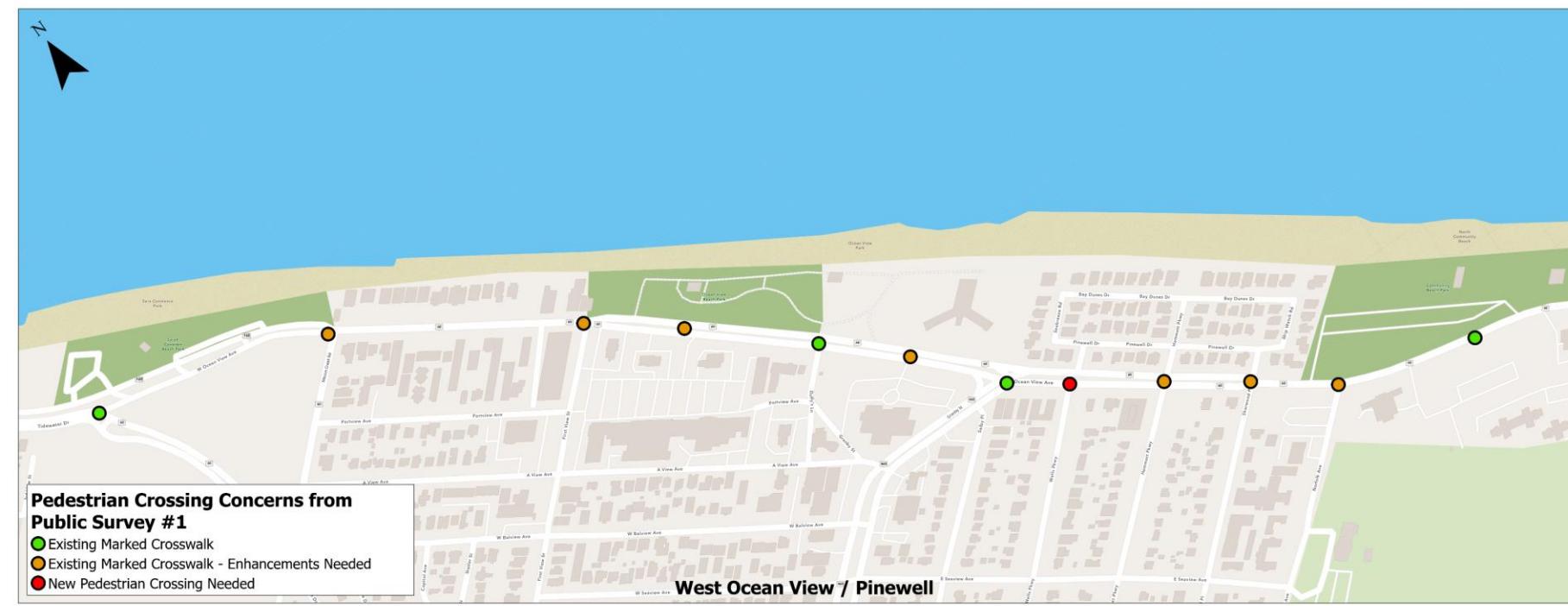
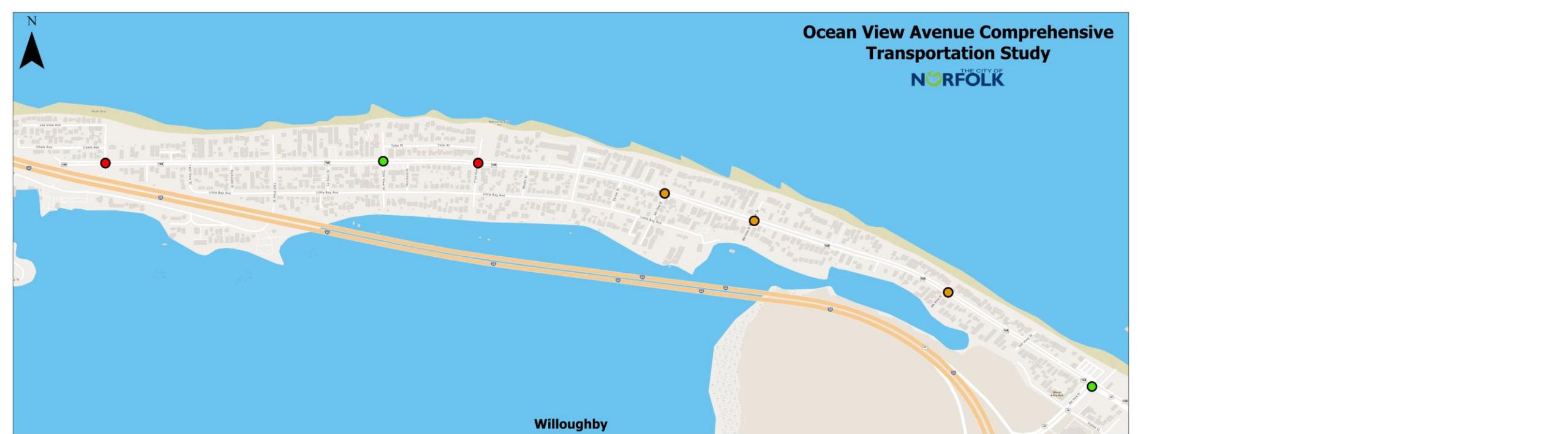




# Potential Crossing Treatments

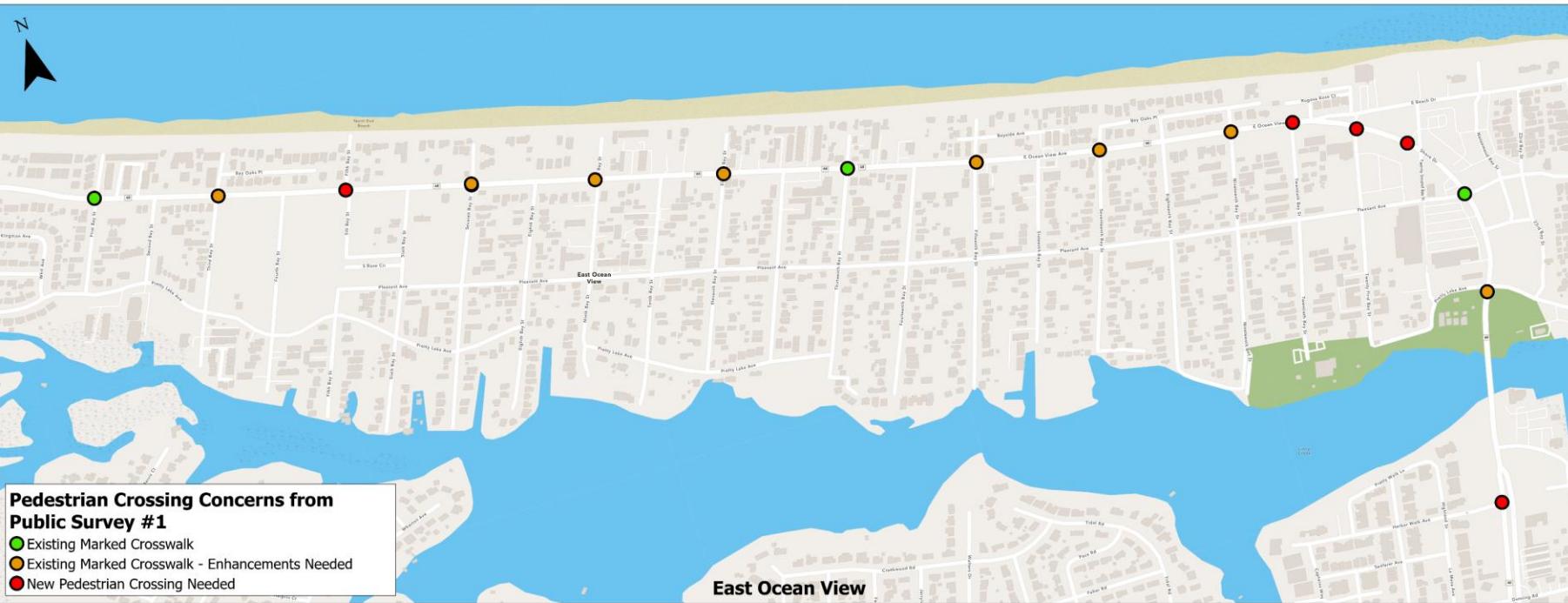
# Potential Crossing Treatment: Golf Carts at Signalized Intersection





# Ocean View Avenue Comprehensive Transportation Study

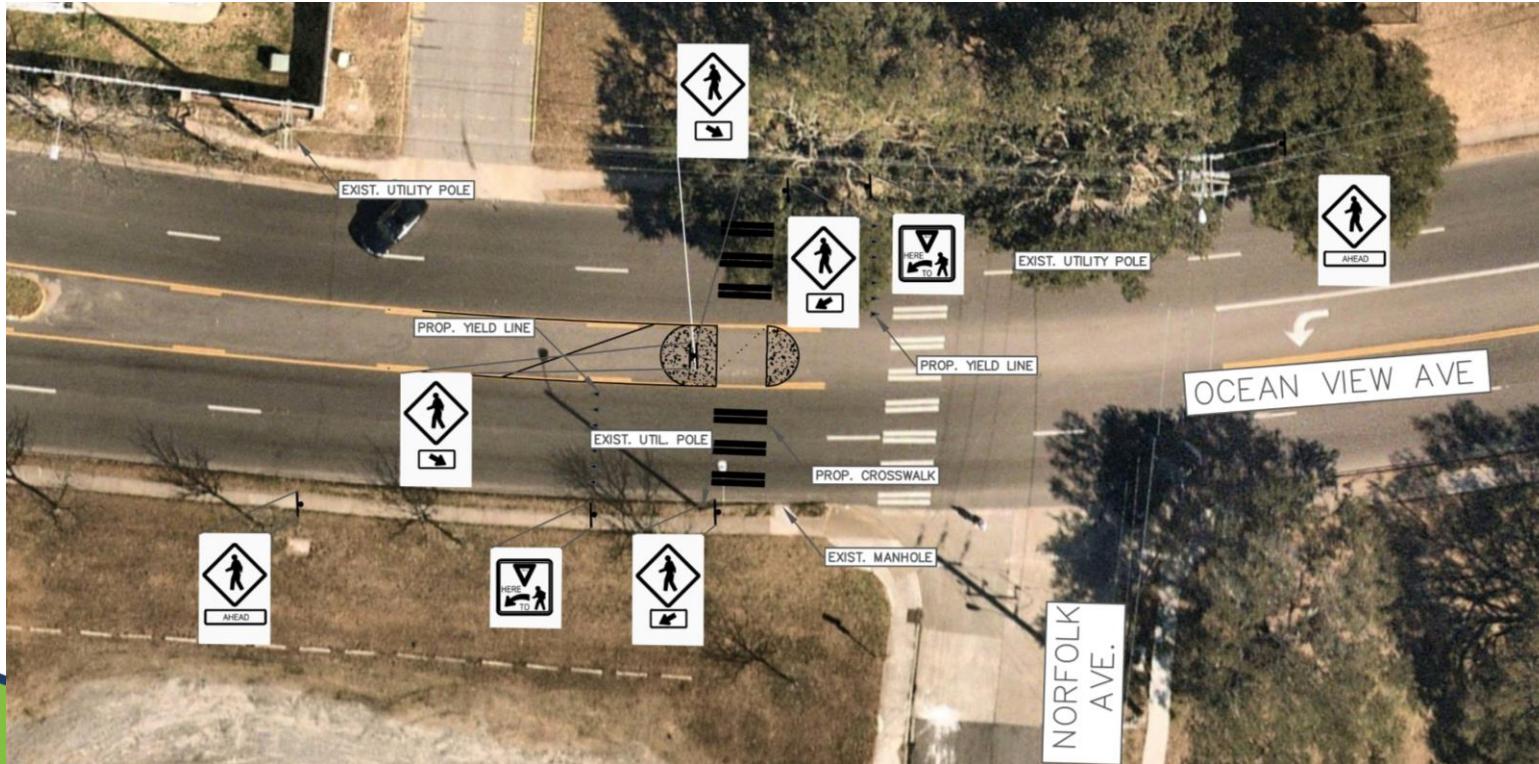
THE CITY OF  
**NORFOLK**



# Potential Crossing Treatment: RRFB at Unsignalized Intersection



# Potential Crossing Treatment: Pedestrian Refuge Island at Unsignalized Intersection



# Other Potential Crossing Treatments



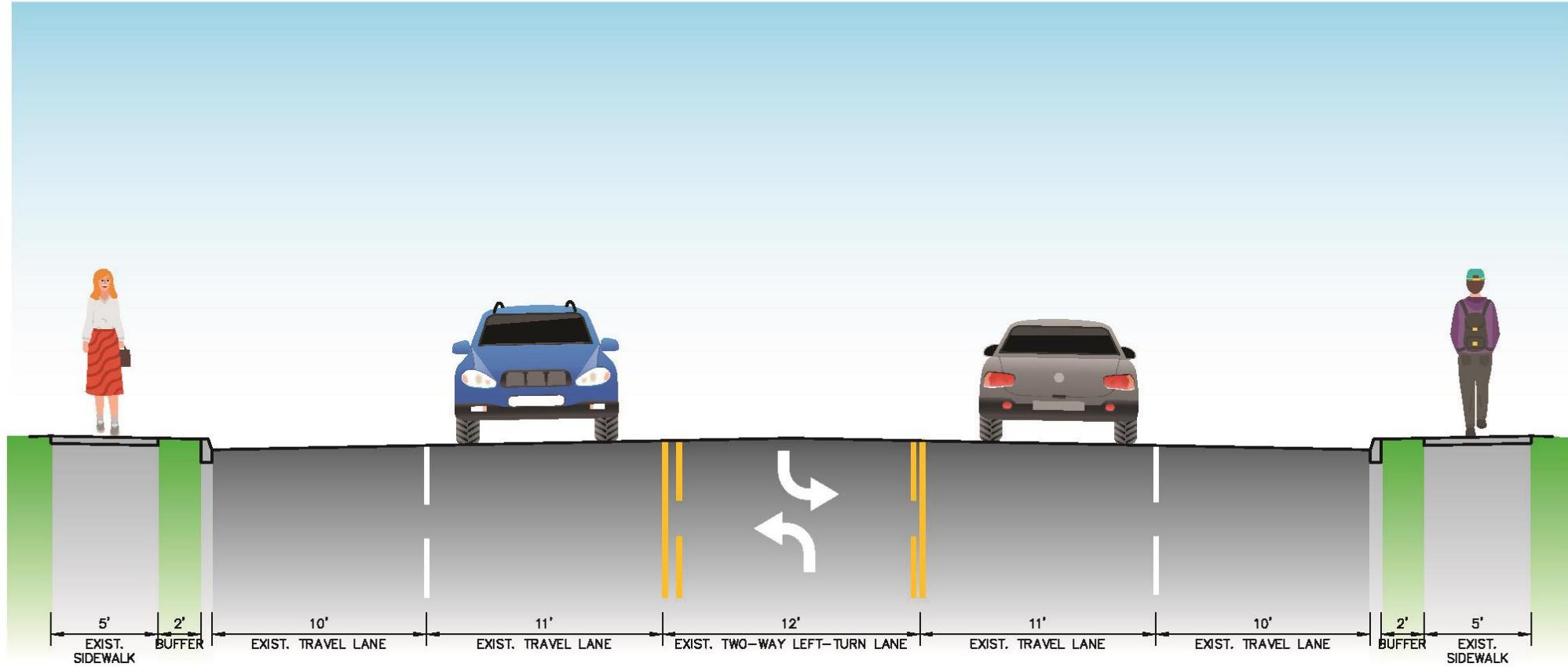


# Preliminary Conceptual Alternatives

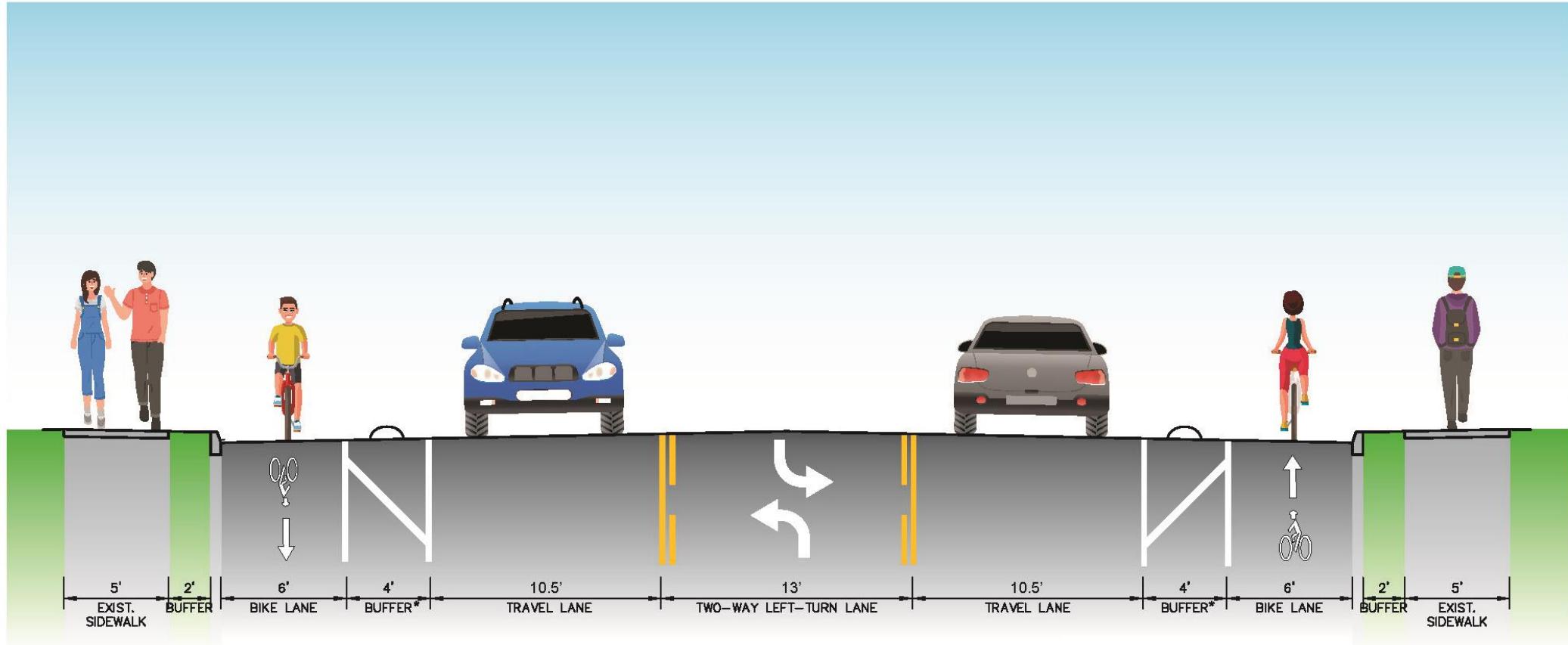
# Summary of Alternatives

Typical Section	Without On-Street Parking (~54' Pavement Width)	With On-Street Parking (~64' Pavement Width)
Existing / No Build	Alternative 1A	Alternative 1B
Directional Bike Lanes	Alternative 2A	Alternative 2B
Two-Way Cycle Track	Alternative 3A	Alternative 3B

# Alternative 1A Typical Section: Existing / No Build (54' Pavement Width)



# Alternative 2A Typical Section: Directional Bike Lanes (54' Pavement Width)

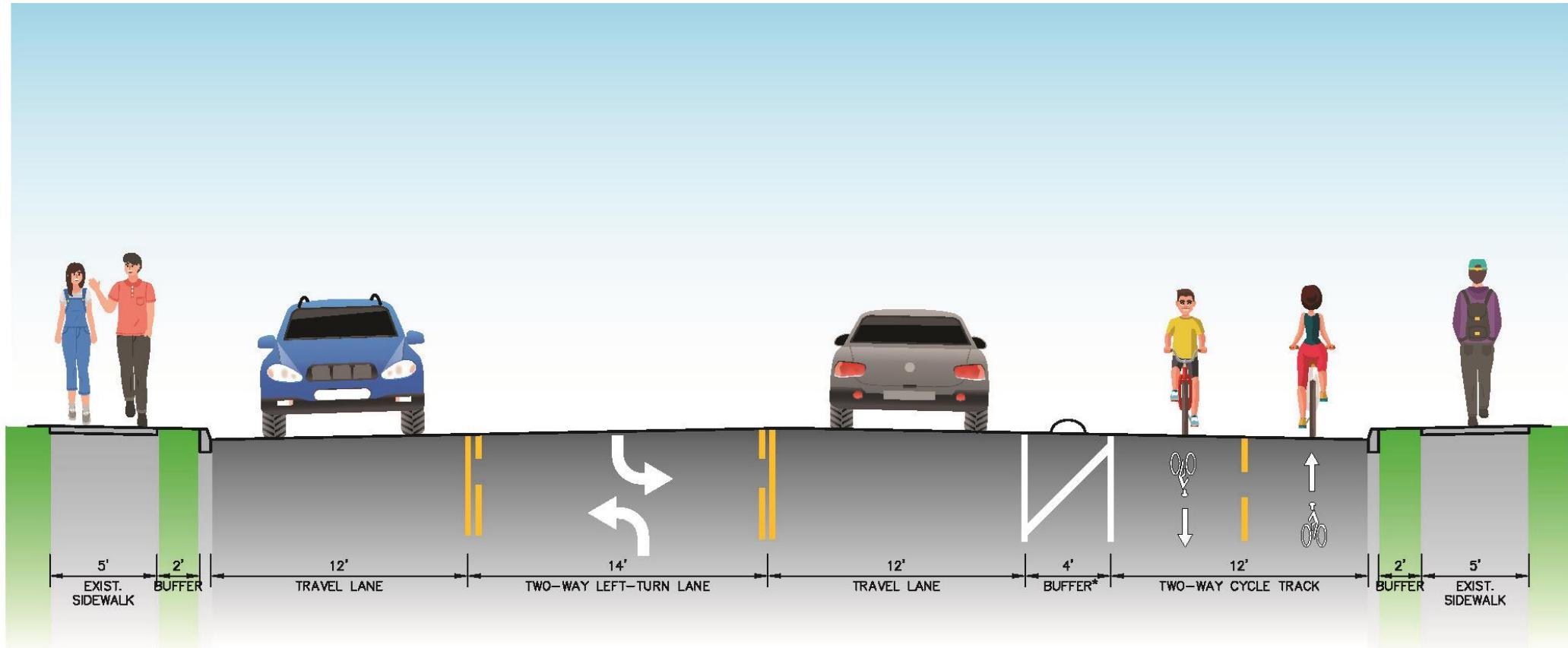


\*Physical separation to be provided where feasible

# Alternative 2A: Directional Bike Lanes (54' Pavement Width)



# Alternative 3A Typical Section: Two-Way Cycle Track (54' Pavement Width)

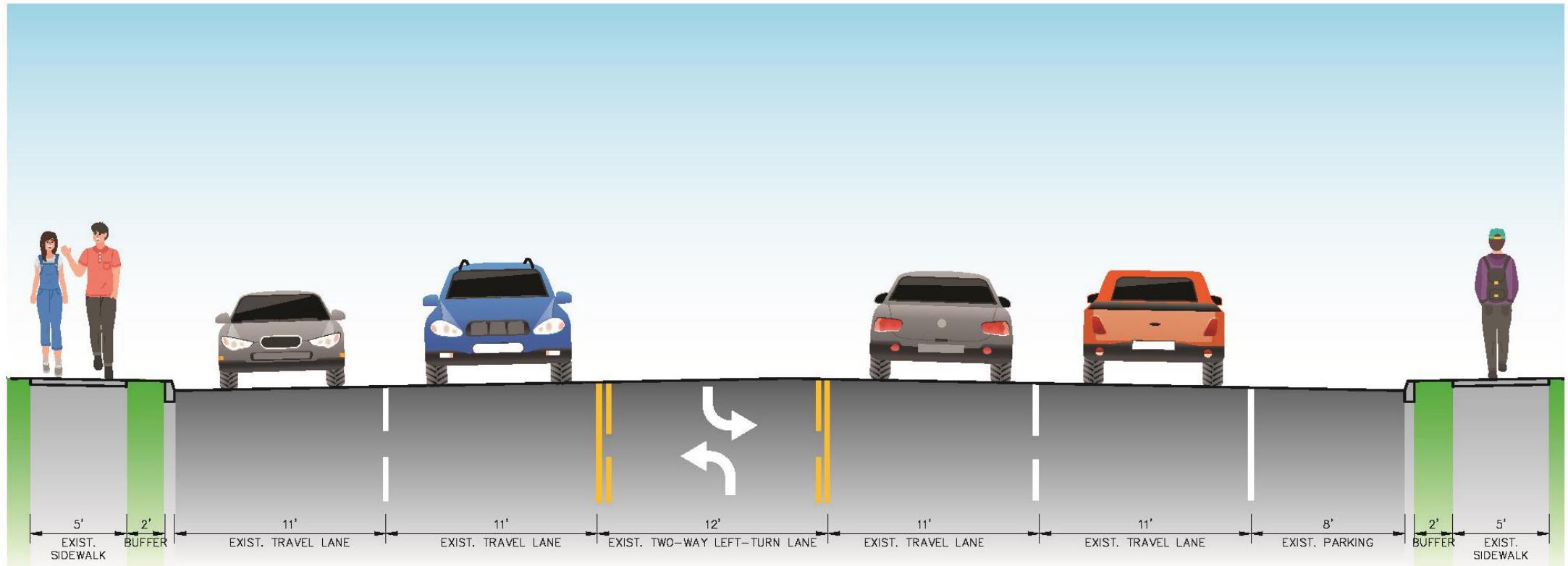


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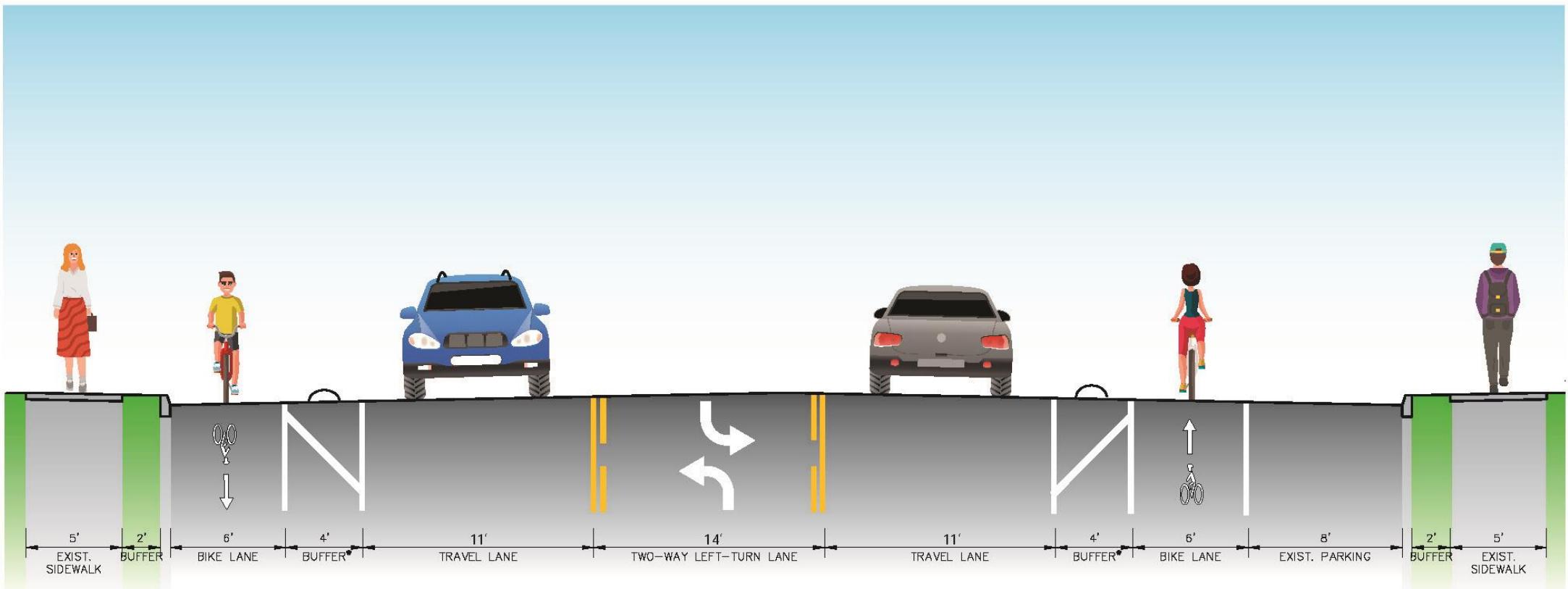
# Alternative 3A: Two-Way Cycle Track (54' Pavement Width)



# Alternative 1B Typical Section: Existing / No Build (64' Pavement Width)



# Alternative 2B Typical Section: Directional Bike Lanes (64' Pavement Width)

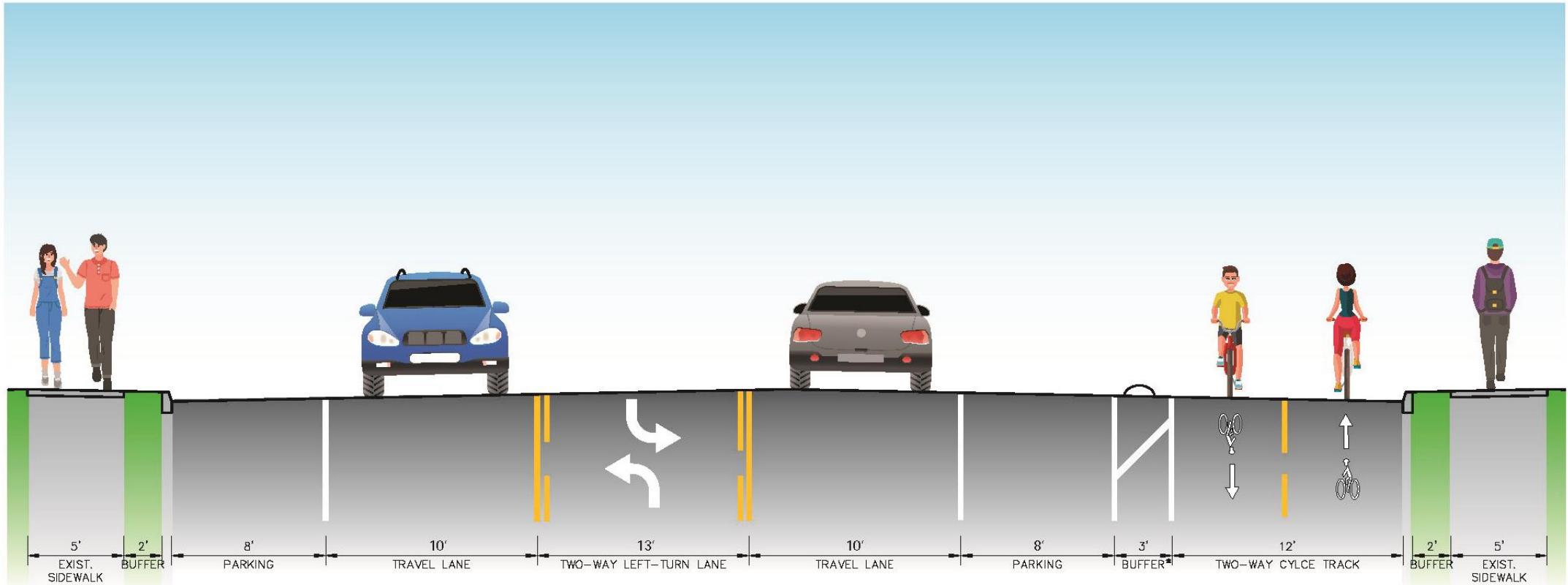


\*Physical separation to be provided where feasible

# Alternative 2B: Directional Bike Lanes (64' Pavement Width)



# Alternative 3B Typical Section: Two-Way Cycle Track (64' Pavement Width)



\*Physical separation to be provided where feasible

# Alternative 3B: Two-Way Cycle Track (64' Pavement Width)





# Additional Considerations

# Additional Considerations

- Motion to reduce speed limit to 30 MPH
- Review of sidewalk conditions for future improvements
- Planned bicycle parking and scooter corrals
- Planned relocation of HRT transfer center
- Review of on-street parking opportunities near Ocean View Beach Park





# Project Timeline and Next Steps

# Project Timeline



# Next Steps

- Review public comments and input from this workshop and the associated online survey
- Refine conceptual alternatives based on community feedback
- Perform future traffic operations analysis
- Hold third community workshop in late summer to gather feedback on refined alternatives

# We Need Your Input!

- Table Breakouts Tonight
- Online Community Survey
  - Deadline July 24, 2022
- Online Comment Form

Project webpage:  
[www.norfolk.gov/oceanviewstudy](http://www.norfolk.gov/oceanviewstudy)



# Table Breakout Exercises – 60 Minutes

## Rules of Engagement

1. Please allow everyone a chance to speak.
2. There are no bad ideas. Please share them all.
3. Respect opinions and ideas.
4. Stay focused on the specific topic.

Complete Paper Survey  
Tonight or Online Survey Later

