

# GRANBY ST BIKE LANES: WHAT YOU NEED TO KNOW

## Overview

- The City of Norfolk has proposed a bike lane for Granby Street, from Willow Wood Drive to Admiral Taussig Boulevard, totaling 2 miles to be built in 2025. The exception is Wards Corner where all current northbound vehicle lanes will remain as they are today, and a multi-use path will be created by widening the sidewalk. The project has \$822,000 of state funding allocated specifically for it, and the City has already conducted a traffic study and developed a conceptual design incorporating thousands of public comments. **This project will not move forward unless City Council votes to authorize it in December of 2021.**
- This project has been identified as a critical link in the city-wide bike network in the City of Norfolk Bicycle and Pedestrian Strategic Plan (2015).
- The preliminary designs propose creating a protected bike lane with painted lines and a physical barrier (low profile linear elements combined with vertical plastic posts) to separate bike riders from motor vehicles.
- The project would be accomplished through lane repurposing, which would remove a lane of travel in each direction except for Wards Corner. Wards corner would retain all northbound traffic lanes.
- Due to implementing a traffic light synchronization project in this area concurrently with the proposed bike lane project, **post construction motor vehicle travel time through the corridor will decrease, meaning automotive trips will take less time than today.**

## Why is the city doing this project?

- Good Policy - The City of Norfolk has adopted a Complete Streets policy. Complete Streets are streets that allow safe access to all people, regardless of age, ability, income, ethnicity, or chosen mode of travel, including pedestrians, bicyclists, motorists and transit riders. The City of Norfolk has also adopted a Vision Zero policy. Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safety, mobility, and equity for all road users.
- Good Engineering - This section of Granby St is a good candidate for a lane repurposing. The motor vehicle traffic on this 6-lane section of road is less than the traffic on the 4-lane section of Granby St between Riverview and the Zoo. The City conducted an extensive traffic study and tailored the design of the proposed project to maintain efficient traffic flow after lane repurposing.
- Safety - This section of Granby St is currently known for speeding and unsafe drivers weaving in between the three lanes of traffic. Between 2015 and 2019, 14 deaths and sever injuries occurred in this corridor. Speeding was a factor in 6 of the 14 occurrences.
  - The proposed changes will reduce speeding and poor driver behavior resulting in less severe crashes and less severe injuries to motorists, bicyclists, and pedestrians. Consistent traffic flow on the road section will be accomplished through synchronized signal timing.
  - Protected bike lanes will allow for bicyclists and scooter riders to be separated from faster traffic and facilitate more predictable behavior for drivers. Pedestrians and wheelchair users will have fewer lanes of vehicle traffic to cross with more consistent and predictable traffic.
- Good Cost Benefit Analysis - This project ranked fourth in Hampton Roads based on a cost-benefit scoring system as part of Virginia's Smart Scale transportation funding program when the City applied for funds in 2016. As a result, this project received \$822,000 in state funding.

## How will current and future traffic volumes be affected?

With the project, Granby Street will still be able to handle current and future traffic volumes. An extensive 192-page traffic study including modeling and simulation has been completed by Kimley-Horn in support of this project. The traffic study details are on the city's website for the project for citizen review. In short, the corridor has excess capacity for future traffic volumes as predicted by the Hampton Roads Transportation Planning Organization and Virginia Department of Transportation.

### Active users of bike infrastructure in Norfolk:

- Lime scooter from July 2020-July 2021: 616,186 trips / 542,233 miles
- New Lime ebikes June-July 2021 (two months): 7022 ebike trips/ 9,740 miles
- Bike use of Elizabeth River Trail at Plum Point Park Jan 2020- Dec 2020: 342 weekend average users, 202 weekday average users
- EOV eastbound repurposed bike lane Jan 2021-Aug 2021: 80 average per day
- Llewellyn bike counters show an average of over 2,000 monthly trips from April-August 2021.

### Will emergency response vehicle times be affected?

No, emergency response will not be adversely impacted. City Engineers have met with representatives from the Fire-Rescue Department and are committed to a design that works for emergency response vehicles. As the design process continues and is finalized, Fire-Rescue will continue to be consulted to ensure the design works well for them.

### How has the community been engaged thus far?

Community engagement on this project has been ongoing since 2015 when a national design consultant, Toole Design Group, was retained to manage the study of roadways for feasibility. Three public meetings were held, and community surveys were initiated ultimately resulting in approval of the Bicycle Master Plan in 2015. In 2020, two community input meetings were held by Zoom, a community advisory committee meets regularly, and civic league meetings are ongoing. Once the state funds are accepted, the design and construction process will continue to have community engagement.

### Can this funding be used for other things the city needs?

No. Design and construction of this project is financed through state transportation Smart Scale funds that cannot be used for schools, social services, etc. Supplemental city funds used for this project are specifically for Complete Streets initiatives.

## HOW YOU CAN GET INVOLVED

To help advocate for this project by signing our petition and other actions, please visit Bike Norfolk:  
<https://bikenorfolk.org/granby-st-bike-lane-advocacy>



For detailed project information, to review the FAQs, look at the detailed project map and to provide feedback to the city, please visit the city page at:  
<https://www.norfolk.gov/granbybike>