

recreation paths, are also important parts of the City's bike network and link these key bike commuter corridors to the rest of the community.

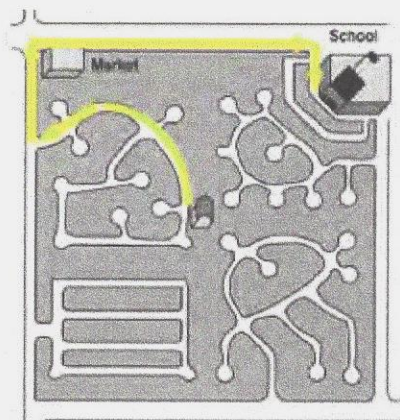
POLICIES AND ACTION ITEMS: BICYCLE AND PEDESTRIAN TRANSPORTATION

The following policies have been adopted as part of the Master Transportation Plan to increase cycling and pedestrian activity as viable transportation modes.

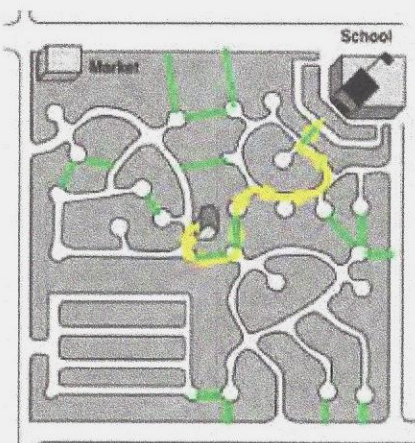
- » Create a definition and applicability for a citywide "Complete Streets" policy.
- » Major roadway improvements for roads identified on the Primary Bike Network-Commuter Route Map should be designed with on-street bike lanes by reducing landscape buffers by up to 5' where right-of-way allows.
- » All roads on the Primary Bike Network-Commuter Route Map should be evaluated for low-cost alternatives to road widening for bicycle and pedestrian accommodations.
- » Review codes and development practices to identify development requirements to address connectivity in and through neighborhoods, especially for pedestrian and bicycles.
 - › Remove physical barriers for bike and pedestrian facilities in and around neighborhoods
 - › Increase connectivity for bikes and pedestrians to neighborhood commercial centers, parks, and schools
 - › Where possible, require pedestrian and bike connections in neighborhoods that contain cul-de-sac and dead-end streets

- » Review codes and development practices to incorporate bike parking standards for commercial and multi-family residential developments.
- » Coordinate the Master Transportation Plan with other regional and local bike and pedestrian planning efforts, including:
 - › Capital Improvement Program
 - › City of Virginia Beach Subdivision Ordinance
 - › City of Virginia Bikeways and Trails Plan updates and amendments
 - › Hampton Roads Transportation Planning Organization
 - › Commonwealth of Virginia on statewide trails
 - › East Coast Greenway

The East Coast Greenway is a developing 3,000 mile trail network linking the East Coast from Maine to Florida. The trail will likely make its way through Hampton Roads in the mid-to-long range future. The City will continue to work with this non-profit group to coordinate the City's role in their plan.



A typical suburban neighborhood with fenced yards and no pedestrian facilities.



A typical suburban neighborhood with minor pedestrian facilities to assist walking or biking to the store, park, or school.