York 2040 Committee Meeting #4

Wednesday, March 6, 2019 – 7:00 PM
Tabb Library Meeting Room

Agenda

1. Call to Order – Montgoussaint Jons, Vice Chairman
2. Approval of February 6, 2019 Meeting Notes
3. Overview of the Historic Triangle Bicycle Advisory Committee – Amy Parker, Senior Planner
4. Regional Bike Planning in Hampton Roads
   - Robert Case, PE, PhD, Chief Transportation Engineer, HRTPO
   - Steve Lambert, Transportation Planner II, HRTPO
5. Sidewalk Plans and Planning in York County
   - Timothy Cross, AICP, Deputy Director of Planning and Development Services
6. Survey Status Report – Earl Anderson, AICP, Senior Planner
7. Other Business
8. Citizen Comment Period
9. Adjournment – 8:45 PM

Attachments:

- Draft Meeting Notes, February 6, 2019
- Sidewalk Briefing Paper
- Regional Bikeways Map

MEETING NOTES
York 2040 Committee
Wednesday, February 6, 2019
Public Works Multi-Purpose Room
105 Service Drive, Yorktown, Virginia

Members Present: Gregory "Skip" Brooks, W. Chad Green, Leigh Houghland, Montgoussaint "Montee" E. Jons, Michael S. King, Vivian McGettigan, Richard Myer, Sheila Myers, Jacob Rizzio, Eugene Seiter, and Cowles "Buddy" Spencer

Staff Present: Susan Kassel, Director of Planning and Development Services; Timothy Cross, Deputy Director of Planning and Development Services; Amy Parker, Senior Planner; Earl Anderson, Senior Planner; Gail Whittaker, Public Information Officer; Justin Atkins, Assistant County Attorney; and Victoria "Vicki" Diggs, Clerk

Members Absent: Mark Bellamy, Eric Henegar, and R. Anderson Moberg

Call to Order – Chairman Michael King

Chairman King called the meeting to order at approximately 7:00 p.m. and explained that the County's Economic Development Authority is having a function tonight that Mr. Moberg is attending as a member of the EDA.

In response to Chairman King's request, one visitor in attendance, Robert "Buck" Rodgers, introduced himself to the Committee.

Approval of December 5, 2018 Meeting Notes

The December 5, 2018 meeting notes were approved unanimously.

Potential Public Outreach Opportunities – Gail Whittaker, Public Information Officer

Ms. Whittaker stated that the main objectives of publicizing the Comprehensive Plan update are to inform the public about the Comprehensive Plan York 2040 Committee and the update process; to invite the public to offer comments and suggestions throughout the process via a variety of methods; to provide Committee members with the tools to reach out to the public; and to ensure that every effort has been made to gather citizen input for optimum "buy-in." During her presentation she highlighted the following public outreach efforts, some of which are underway while others are suggestions presented for the Committee's consideration, for engaging and involving the public in the Comprehensive Plan review and update process:

- Issuance of press releases regarding the Comprehensive Plan process and how citizens can become involved;

- Continual media updates providing specifics on meeting dates and locations, etc.;

- Utilizing the project website to offer the latest news and updates on meetings and the update process;

- Online surveys and Facebook polls;
- Commercials featuring Committee members to be posted on the County website and Facebook;
- A blog with information provided by Committee members;
- A phone comment line where citizens can leave recorded messages;
- Speaking engagements with homeowners associations, civic organizations, etc.;
- Table top displays at County events and other community locations such as the YMCA;
- 11" x 17" posters displayed at County facilities and local businesses;
- Meeting announcements on the County's cable channels 46 and 48 and on social media;
- Advertisements and articles in the Citizen News;
- A special program that can be aired in the fall on County TV, website, and YouTube, in which Committee members are interviewed about the Plan review process; and
- A presentation at an upcoming Board of Supervisors' meeting.

Following her presentation, Ms. Whittaker explained that only comments accompanied by the individual's name and address would be considered valid in any and all of the above scenarios. She also stated that the overall goal of the aforementioned media options is to obtain input from citizens and to entice them to attend meetings. In conclusion, she stated that all comments will be provided to the Committee.

In response to Mr. Rodgers' suggestion to use SurveyMonkey to obtain citizen input, Ms. Whittaker explained that this is the standard tool used by the County for online surveys.

Chairman King stated that SurveyMonkey is an excellent tool for gathering public input; however, a variety of options will also be utilized in order to reach all age groups so that the Plan truly reflects the desires of the citizens.

During the discussion on public outreach options, the following suggestions were offered:

- Ms. Myers suggested using the Yorktown Market Days as a venue to distribute information to citizens about the process and how they can participate via a table top display. Ms. Whittaker agreed and added that having items to give away would entice people to visit the table.
- Following Chairman King's remarks regarding acknowledging the importance of citizen comments, Ms. Whittaker stated that on the York 2040 website, comments can be attributed to citizens by identifying them by their first name and last initial.

- In response to Mr. Seiter's suggestion, Ms. Whittaker stated that information on the Plan update process could be disseminated to the local churches as well.

- Following Mr. Rizzio's suggestion to reach younger citizens by using Twitter and Instagram, Ms. Whittaker stated that the County has a Twitter account that will be used to disseminate information but that the County does not have an Instagram account.

- Ms. McGettigan suggested that Mr. Rizzio, as the Youth Commission's representative, could address this group on a regular basis updating them on the process and encouraging them to become involved and maybe included questions related to the Comprehensive Plan in their student surveys.

- In response to Mr. Myer's expressed concern that individuals could possible skew the results by repeatedly submitting the same comments, Ms. Whittaker stated that with staff's assistance they will be able to identify and properly handle this situation. Earl Anderson, Senior Planner, added that redundancy can easily be detected when the responder comments on Facebook. Likewise, Ms. Whittaker stated that surveys on SurveyMonkey can be set up to prevent individuals from responding to an online survey more than once.

- Mr. Jons suggested making a special effort to reach the Hispanic population.

- Mr. Myer suggested that "*Weigh Anchor"* should replace the current "*Raise the Anchor"* on the Comprehensive Plan blog site.

Mr. Brooks and Chairman King commended Ms. Whittaker on the presentation and for presenting so many options for the Committee's consideration to actively engage the public in the update process. Ms. Whittaker added that the County's Facebook page can be used to provide meeting dates and times and encourage meeting attendance; however, the survey will ask more specific, pertinent questions.

In response to Chairman King's query, Ms. Whittaker stated that she needs specific feedback from the Committee as to how they want her to publicize the update process. However, she also explained that she cannot move forward with the aforementioned media options until meeting dates and the survey have been finalized. Lastly, she pointed out that the absence of a Daily Press reporter specifically assigned to cover the County hampers her ability to fully inform the public about the update process.

In response to Mr. Rodgers' comment, Ms. Whittaker stated that she would be happy to provide him with a copy of her presentation.

In conclusion, Chairman King applauded Ms. Whittaker for her presentation and, with the Committee's concurrence, asked her to move forward with all of her suggested publicity options.

Discussion of Potential Survey Questions – Earl Anderson, AICP, Senior Planner

Copies of the draft Comprehensive Plan survey questions were distributed to all attendees. Prior to his presentation, Mr. Anderson explained that the draft telephone survey was composed of some questions used in prior surveys as well as some new ones. As he briefly reviewed the draft survey questions, the following recommendations were offered:

- Leigh Houghland expressed concern about the length of time it would take to answer the questions and he recommended telling the respondents in advance approximately how long it would take to complete. Mr. Brooks and Ms. Myers concurred and stated that otherwise most citizens will hang up before the survey is completed. Ms. McGettigan added that these lengthy questions would be better posed at the public forums. Several Committee members agreed that the lengthy questions should be omitted from the phone survey and posed in another, more appropriate venue.

- Mr. Seiter remarked that some of the questions offer too many options and that perhaps only the three most important questions should be included in the telephone survey. He also stated that should all of the current questions remain in the survey, it would be helpful to separate the questions into specific categories.

- Chairman King stated that it would be beneficial to place the easy questions at the end of the survey when the respondent is tired. He also pointed out that the survey does not have to include all of the draft questions as Ms. Whittaker will use a variety of tools to obtain input from citizens.

- Mr. Myer expressed concern about redundant density questions to which Ms. Susan Kassel, Director of Planning and Development Services, explained that the density questions are quite different in that each would encourage a different outcome. Also Mr. Myer suggested adding a question as to whether the respondent has school-age children.

- Ms. Myers explained that the question regarding whether or not the respondent would oppose policies that would encourage housing for service and retail workers and entry-level teachers, firefighters, etc. is unnecessary because no one would oppose such policies.

- Mr. Rodgers asked that the Senior Center be included in the question regarding County facilities.

- Mr. Jons suggested placing the demographic questions at the beginning of the survey as a precursor to the more important questions.

In response to a query, Mr. Cross stated that past surveys have always been able to obtain a sufficient number of completed responses in order to qualify as statistically valid within a 5% margin of error. Chairman King added that approximately 400 completed surveys are required and that the paid consultant will continue calling citizens until the required number of calls have been completed.

Mr. Cross stressed that this is the first draft of the telephone survey and that the consultants will offer their expertise in fine-tuning the questions.

Mr. Anderson explained that "green space" questions had been excluded from the survey as this concept typically receives unanimous affirmative responses and that comments on this item will be generated by other associated questions. In response to Mr. Brooks' query about the inclusion of mass transportation in the Plan since it will extend to 2040, Mr. Cross stated that a mass transportation question can be added to the survey if the Committee so chooses. Mr. Jons explained that some localities have started using smaller buses providing more direct routes to specific high demand locations and that many positive changes in mass transportation are rapidly forthcoming. Board Supervisor, Chad Green added that he had learned at a recent transportation meeting in Richmond that automated buses are the future for mass transit. Following this brief conversation, Chairman King asked that a transportation question be added to the survey.

In conclusion, Mr. Anderson stated that the income question will be modified by collapsing the income categories. Mr. Cross added that staff will take into consideration the Committee's suggestions when they meet with the survey consultant in the near future and that the resultant survey from this collaboration will be provided to the Committee for their review.

Preliminary Recommended Capital Improvements Program – Vivian McGettigan, Deputy County Administrator

Ms. McGettigan presented an overview of the County's Capital Improvements Program (CIP) which included the following information:

- The proposed CIP, which was recently presented to the Board of Supervisors, is a multi-year funding "plan" for repair/replacement of existing local government infrastructure, construction and/or acquisition of new facilities or equipment.

- Typically, only projects which cost in excess of $50,000 are included in the CIP.

- The County's current plan covers six years with year one representing those projects included in the adopted budget and years two through six representing the plan that identifies future needs and initiatives.

- Projects that are currently underway include a new Fire Station 1 now under construction on North Constitution Drive and the expansion of the existing Yorktown Library to enhance youth programs and technology.

- The County Administrator and the CIP Review Committee, representing all County departments and the Schools, meet and collaborate to determine which projects are the most important for inclusion in the plan which are subsequently presented to the Board of Supervisors for their consideration.

- Major projects included in the preliminary recommended CIP space needs include a new Law Enforcement Center; the renovation and expansion of the Public Safety Building, which houses the Departments of Fire and Life Safety and Social Services; co-locating the Planning, Development Services, Building Regulation, and Stormwater Divisions into one building by adding an addition to connect the current Parks & Recreation and Development Services Buildings; upgrading the Registrar's space via a short or long-term

lease of commercial property; and an increase in office space in the Finance building to mitigate current congestion.

- Public safety is a priority for the County Administrator, but he balances that with quality of life projects/items such as Yorktown enhancements, parks and recreation, sidewalks, etc.

- The CIP impacts the General Fund (Debt Service & Transfers) and is either paid by debt or pay-as-you-go. The County's debt policy was briefly explained and information on how the FY 2020 to FY 2025 CIP will be funded was provided.

- The Planning Commission will shortly receive a briefing on the draft CIP and will be asked to certify that it is consistent with the Comprehensive Plan. As the operating budget is developed, the CIP will be further refined and presented by the County Administrator in conjunction with the FY 2020 budget proposal on May 7th.

In response to Mr. Rodgers' query, Ms. McGettigan stated that the County does not prepare a ten-year CIP as it is extremely difficult to determine priorities that far in advance.

During and after Ms. McGettigan's presentation, the following comments were made by Committee members:

- Ms. Myer asked how locations for new sidewalks are determined, to which Mr. Cross explained that an internal staff team has recently been tasked with making these recommendations. He stated that during the last Comprehensive Plan update, this team solicited input from citizens, the Historical Triangle Bicycle Advisory Committee, and the County's Transportation Safety Commission, as well as comments received via SurveyMonkey, which included questions on sidewalks, bike paths, etc.

- Mr. Green suggested that the Committee members use every opportunity to talk to their friends and neighbors so that they will feel free to share their comments on the Plan with them.

- Mr. Spencer opined that more funds should be designated for economic development because good economic development provides substantial revenues for the County.

Discussion of April Meeting Date

Chairman King stated that the next meeting will be on March 6th and noted that the April 5 meeting date coincides with the School Division's spring break. Following a brief discussion, the Committee agreed to move its April meeting date from the 5th to the 8th. Mr. Cross added that the March meeting might be held at the Yorktown Library and that staff would notify the members of the definite location prior to the next meeting.

Adjournment

The meeting was adjourned at 9:06 p.m.

A SHORT HISTORY OF SIDEWALK CONSTRUCTION IN YORK COUNTY

PLANNING FOR SIDEWALKS

> *"In a number of very obvious cases, York County can be defined as the place where the sidewalk ends. Merrimac Trail, Richmond Road, and Second Street provide the most startling examples that sidewalk construction has not been a priority in York County as sidewalks quite literally end at the Williamsburg-York County line."*

That statement first appeared in the County's 1991 Comprehensive Plan, *Charting the Course to 2010*. That Plan laid out a series of recommendations to improve walkability in the County by 1) building sidewalks in commercial, tourist-oriented, and residential areas "as opportunities arise and funding becomes available," 2) requiring sidewalks to be installed in conjunction with certain development projects, and 3) incorporating sidewalks into road construction and improvement projects, as appropriate. The Plan also included a map of High Priority Walkways, including Bypass Road, Lightfoot Road, Second Street, and portions of Ballard Street, Dare Road, Hampton Highway, Lakeside Drive, Merrimac Trail, Richmond Road, Route 17, and Waller Mill Road.

In 1994, the York County Transportation Safety Commission began work on a County Sidewalk Plan that was ultimately adopted by the Board of Supervisors in 1995. That plan was based on two premises: that people should be able to walk safely to nearby schools, shops, parks, places of worship, and libraries, and that they should be encouraged to do so. Accordingly, the 1995 Sidewalk Plan focused on areas where people live within a reasonable walking distance of such facilities.

The idea of building and requiring developers to build sidewalks was not universally embraced – even by the Board of Supervisors. Indeed, the proposal to incorporate the Sidewalk Plan into the Comprehensive Plan passed by only a three to two vote. According to the minutes of that meeting, one member who was opposed stated that the Sidewalk Plan was "a prime example of trying to become what everyone who left Newport News and Hampton to come to York County for." Noting that York County is "a very attractive rural community," he stated that "people don't walk to the grocery store and the recreation centers because they don't want to." The Sidewalk Plan was also vocally opposed by prominent members of the York County Business Association, one of whom stated that sidewalks are not appropriate in a "rural area" such as York County and that if the County had to pay "one penny" for sidewalks, she did not want them.

Even VDOT was not entirely enthusiastic about incorporating sidewalks into road construction projects. A VDOT policy in place at the time required that localities wishing to include sidewalk and bicycle facilities as part of VDOT road construction and improvement projects would be required to pay a share of the added construction cost.

FROM PLANNING TO IMPLEMENTATION

Despite opposition to sidewalks from some quarters, the Board of Supervisors during the 1990s began setting aside funding each year in the six-year Capital Improvements Program (CIP) for walkway development. These relatively small yearly increments of $20,000 or so accrued over time into a sidewalk development large enough to leverage state matching funds under the VDOT Revenue Sharing Program to accomplish some of the walkway priorities identified in the Sidewalk Plan. As a result, all three of the roads mentioned in the 1991 Comprehensive Plan excerpt above – Merrimac Trail, Richmond Road, and Second Street – now have sidewalks. These were high-priority projects because of their proximity to existing sidewalks in neighboring localities and high levels of pedestrian activity, but not all of the focus has been on the upper County. In the Tabb area, County and homeowners association funds were combined with VDOT Revenue Sharing funds to construct a 1,900-foot walkway along Victory Boulevard, connecting the two ends of Kiln Creek Parkway and tying into the existing multi-use trail along this road,

thereby eliminating the "missing link" that had prevented people from safely walking the entire loop. Revenue Sharing funds were also used to construct an off-road walkway linking the parking lots at Seaford Elementary School and Seaford Baptist Church to enable children and their families to walk safely between the school and the church.

Second Street, 1999 and 2007

The Yorktown village has been an area of special focus in the County's efforts to improved walkability. *The Yorktown Master Plan*, adopted in 1993, recommended a series of pedestrian improvements throughout the village as part of the Yorktown revitalization effort. In the early to mid-2000's, with the construction of brick sidewalks along Ballard Street and Water Street, the creation of a pedestrian plaza at Riverwalk Landing, and the construction of the scenic Riverwalk itself on the bluff along the York River, followed by the subsequent addition of a lighted sidewalk along Mathews Street, pedestrian connectivity and safety throughout Yorktown have been greatly enhanced for visitors and local residents alike. More recently, the County constructed a brick walkway along the north side of Ballard Street between Church Street and Bacon Street, which was completed in late 2018.

The Yorktown Riverwalk

Other sidewalk projects, which were funded through the sidewalk development fund, include two school-related sidewalk projects in the Tabb area: one located on the north side of Yorktown Road between Mt. Vernon Drive and Villa Way to allow Tabb Middle School students to walk safely to and from school, and another along the unnamed road between Villa Way and Mt. Vernon Elementary School to allow students to walk safety between the school and the Kings Villa subdivision. For the latter project, the School Division contributed half of the project cost.

In 2010, in response to the nationwide economic recession, the Capital Improvements Program was dramatically scaled back to include only those projects that were critical to County operations. No new funding was programmed for sidewalk development, and most of the previously programmed funds had been spent. Nevertheless, around this time the County did undertake some significant sidewalk projects thanks to the American Recovery and Reinvestment Act of 2009 (ARRA). With the adoption of the ARRA,

the Hampton Roads region received federal "economic stimulus" funds from VDOT to be spent on "shovel-ready" transportation projects. The Hampton Roads Transportation Planning Organization (HRTPO) subsequently reallocated these funds to the cities and counties in the region, based on population. The County's share – approximately $1.6 million – included $1.1 million for road rehabilitation, repaving, and safety improvements and $500,000 for sidewalks. The County used the sidewalk funds to construct the following three sidewalks, which were identified based on the Comprehensive Plan, observation of pedestrian habits and the safety issues associated with those pedestrian movements, and consultation with local VDOT staff:

- Commons Way (west side) from Bypass Road (Route 60) to the end (Williamsburg Commons duplexes)
- Hampton Highway (south side) from Indian Summer Drive (Four Seasons Apartments) to St. Clair Circle (Belmont Apartments)
- Hubbard Lane (west side) from Colonial Avenue to Penniman Road.

In 2012 as part of the Comprehensive Plan update that was then underway, the County's Transportation Safety Commission conducted a comprehensive review of the County's walkway needs based primarily on the presence of existing walkways and the location of schools, shops, and other activity centers within walking distance of residential areas and one another. County citizens participated in this effort by submitting their own walkway suggestions to the Commission. (A summary of the responses is attached.) The results of this analysis are shown on the *Existing and Proposed Walkways* map, which depicts both existing walkways and additional corridors that should be considered for some type of pedestrian accommodation. This map (copy attached) was included in the Transportation element of the 2013 Comprehensive Plan, which notes that the potential future walkway corridors depicted on the map are highly conceptual and will require more detailed analysis to determine the cost and feasibility of installing walkways and establish priorities for any funding that becomes available.

Since the 2013 Comprehensive Plan update, the *Existing and Proposed Walkways* map has been used to help identify sidewalk priorities, and the County has obtained matching funds through various federal and state programs to construct sidewalks in the following locations:

- Bypass Road between the Williamsburg city line and Route 132
- Hampton Highway (north side) between Autumn Way and Lake Dale Way
- Hubbard Lane (west side) between Colonial Avenue and Erin Leigh Court
- Route 17 (east side) between Yorktown Library and Ft. Eustis Boulevard
- Big Bethel Road (east side) between Running Man Trail and Tabb Elementary School
- Penniman Road (north side) between Hubbard Lane and Merrimac Trail
- Merrimac Trail (east side) between Penniman Road and James York Plaza
- Old Williamsburg Road between Woods at Yorktown and the Lackey Clinic

The locations of these future sidewalk projects, along with those of projects that have been completed in the past few decades, are depicted on the attached *Sidewalk Projects* map.

FUNDING FOR SIDEWALKS

When the topic of sidewalk and walkway construction is raised, two commonly heard questions are "How much do they cost?" and "How are you going to pay for them?" The first question is the harder of the two to answer because there are so many variables that affect the cost of building a sidewalk in a specific location. These include but are not limited to the width, pavement surface, the number of driveways and entrances, drainage, topography, and whether or not additional right-of-way or easements need to be acquired. By way of example, the three ARRA sidewalk projects that were constructed in the early 2010's ranged in cost from roughly $40 to $80 per linear foot. The Merrimac Trail and Second Street sidewalks

constructed five years earlier cost about $120 per linear foot to build, while the relatively uncomplicated sidewalk project along Yorktown Road was built for about $40 per linear foot.

The answer to the second question is that there are a variety of potential funding sources, both public and private, for sidewalk construction, and in the case of most publicly funded sidewalks in the County, the cost has been shared between the County and state and/or federal governments, as well as private interests and the School Division. Major funding sources are described below.

Capital Improvements Program (CIP). As noted earlier, from the mid-1990's through 2009, CIP funding for sidewalks was set aside in small annual increments that eventually accrued into a sidewalk development sizable enough to address some of the major deficiencies in the County's sidewalk network. After a ten-year hiatus, the County Administrator's preliminary recommended CIP for FY 2020-FY 2025 would not only restore but, with almost $735,000 of County funding programmed over the six-year period, greatly enhance that financial commitment to construction of sidewalks and bikeways. In most cases, it is expected that these funds will be used to leverage state and federal funds; however, it is likely that there will be some smaller projects that are entirely County-funded.

Revenue Sharing. York County has been an active participant in the VDOT Revenue Sharing Program since 1991, having been allocated more than $9 million of state funds to assist in various transportation system enhancement projects that have included new roads, widened roads, landscaping, sidewalks, and drainage improvements. The Revenue Sharing Program, which provides $1 of VDOT funds for every $1 matched by the locality, is available to all Virginia counties, cities, and towns seeking to improve their transportation system infrastructure. Revenue Sharing funding allocations are awarded by the Commonwealth Transportation Board (CTB) through a competitive application process.

Transportation Alternatives (TA) Set-Aside. Formerly known as the Transportation Enhancements Program, then as the Transportation Alternatives Program (TAP), the TA Set-Aside is intended to provide funding for transportation projects that expand non-motorized travel choices, with a particular focus on pedestrian and bicycle facilities. The project selection process in Virginia is coordinated by VDOT in conjunction with the regional Metropolitan Planning Organizations. Federal funds cover a maximum of 80% of the project cost, while the locality or other sponsoring entity is required to provide at least a 20% match. Eligible projects include pedestrian and bicycle facilities; "rails to trails" projects; construction of turnouts, overlooks, and viewing areas; historic preservation and rehabilitation of historic transportation facilities; inventory, control, or removal of outdoor advertising; archeological activities relating to impacts from implementation of a transportation project; environmental mitigation activities to decrease the negative impacts of roads on the natural environment caused by highway run-off and water pollution; wildlife mortality mitigation activities to decrease the negative impacts of roads on wildlife and habitat connectivity. York County was successful in obtaining funding under the TA Set-Aside to replace the old, obsolete asphalt path along Bypass Road between the Williamsburg city line and Route 132 with a concrete sidewalk.

CMAQ. The CMAQ (Congestion Mitigation and Air Quality) program is a federal transportation program that provides annual funding allocations to regions, including Hampton Roads. As the metropolitan planning organization (MPO) for the Hampton Roads region, Hampton Roads Transportation Planning Organization (HRTPO) is responsible for administering the process by which the region's CMAQ funds are allocated to specific projects. Projects are funded on an 80/20 basis, with 80% federal funding and a 20% local match. In Virginia, VDOT funds cover the local match. CMAQ funds are specifically intended for transportation projects and programs that help improve air quality and reduce traffic congestion, including bicycle and pedestrian facilities. The most recent CMAQ project in the County involved the construction of bike lanes on Capitol Landing Road between the Queens Creek Bridge in Williamsburg and East Rochambeau Drive.

Road Construction. According to VDOT's *Policy for Integrating Bicycle and Pedestrian Accommodations*, adopted by the CTB in 2004, all highway construction projects are initiated with the presumption that the projects will accommodate walking and bicycling. Although sidewalks add slightly to the total project cost, it is much cheaper to build sidewalks as part of a road improvement project than as a stand-alone project. The best example in York County is Ft. Eustis Boulevard between Route 17 and Old York-Hampton Highway, which includes concrete sidewalks along both sides of the street.

Private Development. The Zoning Ordinance requires sidewalks providing for safe and convenient pedestrian access to abutting public property or shopping centers shall be provided for all development except individual single-family detached homes. The ordinance further states that "developers are encouraged to extend sidewalks onto the adjacent shopping center or public site to connect with sidewalks located on those sites." For example, when the owner of James York Plaza shopping center on Merrimac Trail wanted to expand the center, the County recommended that the internal sidewalk be extended to the property line to connect with the new County-funded sidewalk. The developer agreed, and the result is a continuous sidewalk linking the three neighborhood shopping centers along this corridor. Not too far away on the other side of the street is the Wawa convenience store/gas station at the corner of Merrimac Trail and Penniman Road, where County site design standards required the developer to build sidewalks along both roads. The sidewalk was later extended further down Penniman Road as part of the development of the Williamsburg Animal Clinic adjacent to the Wawa. Over time, these and other incremental investments by developers will eventually result in an interconnected system, or at least, a system where any missing links can be constructed with a relatively small expenditure of public funds.

In addition, for new residential subdivision streets proposed for acceptance into the VDOT secondary road system and are projected to carry more than 400 vehicles per day, VDOT requires pedestrian accommodations on either one or both sides of the street, depending on the lot sizes in the subdivision. Pedestrian accommodations are also required along the street within one-half street centerline mile of a public school and in cases where new streets are connecting to an existing stub street that has pedestrian accommodations.

CONCLUSION

At the time of the original 1991 Comprehensive Plan, sidewalks were often thought of as urban amenities that were not appropriate in a county that many viewed as rural, at least compared with most of the surrounding jurisdictions. Since then, York County's population has grown by more than half, and with that growth and the continuing suburbanization of the County have come an increased public acceptance of and even demand for sidewalks. Much progress has been made in the past three decades toward making York County a more walkable community for its citizens, more and more of whom are recognizing the transportation, recreation, and overall quality-of-life benefits that a safe, interconnected system of pedestrian accommodations can have. The York 2040 Comprehensive Plan review process now underway provides an opportunity for the Steering Committee, Planning Commission, Board of Supervisors, and the citizens at large to envision the kind of walkway network that will be needed over the next twenty years to meet the needs and expectations of current and future residents.

Citizen Sidewalk Suggestions
February 13, 2013

Summary

- Hubbard Lane (7)
- Yorktown Road (5)
- Old Williamsburg Road (4)
- Seaford Road (4)
- Big Bethel Road (3)
- Cook Road (3)
- Dare Road (3)
- Goodwin Neck Road (3)
- Lakeside Drive (3)
- Tabb Walmart/Villages of Kiln Creek pedestrian connection (3)
- Carys Chapel Road (2)
- East Rochambeau Drive (2)
- Hampton Highway (2)
- Merrimac Trail (2)
- Penniman Road (2)
- Victory Boulevard (2)
- Waller Mill Road (2)
- Allens Mill Road
- Blackberry Bend
- Constitution Drive
- Grafton Drive
- Mooretown Road
- Queens Creek Road
- Railway Road
- Route 17 (Route 134 to Yorktown)
- Second Street
- Tide Mill Road
- Unnamed James-York Plaza entrance road
- Wolf Trap Road
- Yorkville Road

Citizen Comments
I would urge that a sidewalk be considered along Cook Road from Route 17 to the battlefield.
For your sidewalk planning, please consider Seaford Road as a prime place for sidewalks. School children could easily walk to Seaford Elementary and parents/residents could walk to the grounds around the school where sporting events are held and a playground is there. A walking track around the outer perimeter of the school grounds could provide residents with a safe walking environment. The sidewalk could also be designed wide enough to provide biking for area residents, an option sorely lacking for Seaford residents because of the clustered, individualized neighborhoods and the narrow, ditch-sided Seaford Road. A sidewalk-style walking/biking path from Seaford Road along Goodwin Neck Road would allow people to walk or bike to get groceries or shop those stores at the intersection.
The current high rate of traffic on Blackberry Bend as a result of the access road to the Greenlands makes this area a prime target for this initiative. This is a very dangerous road for the many pedestrians who walk through this area.
I suggest the Waller Mill Road get a sidewalk from the corner of Bypass Road (Route 60) at

Citizen Comments
least as far as the Waller Mill Elementary School. A dotted line cross walk would also be helpful at the school. It might slow traffic too. The timeshare visitors (unfamiliar to the area) and residents are frequently walking to the Kmart, Dairy Queen, Pizzeria Uno and other restaurants on the bypass. Also people are walking with dogs and strollers. The visitors are also the ones who sometimes drive very fast on the wide road. For three tourist seasons it is a pretty well traveled road. Waller Mill Road is fairly wide and has two traffic lanes – the least expensive way to deal with the mixed traffic would be to make a wide bike lane by painting a white stripe on both sides. It would help immediately, not cost very much, and we'd have a safer road.
I took a look at the sidewalk plan and see that there are some specific areas that have been selected for possible sidewalks. These areas all make good planning sense for sidewalks. One area that I am familiar with is the East Rochambeau Drive area near Great Wolf Lodge/Walmart and Pierce's BBQ this area is now very highly traveled and should be considered Important for many reasons. Bike lanes and or sidewalks (a reduction in speed limit) should be considered along East Rochambeau Drive from Barlow Road to the new Toyota dealership opening soon. This area is and will become very congested (and thus dangerous) as time moves forward.
Writing in order to recommend an area of road in York County that I think is in need of sidewalks. The road that I am recommending is Mooretown Road. This road has a number of public bus stops on it so there are people walking to and fro along a very narrow dirt shoulder on a very busy narrow roadway. Please consider this road for sidewalks.
The connector road (unnamed to my knowledge) between James-York Shopping Center and Hubbard Lane gets heavy pedestrian use. Cars also use this road, which makes a rather sharp curve at the shopping center end. The curve can be dangerous with a group of pedestrians walking abreast competing for space with cars; drivers can't see if traffic is coming from the opposite direction. Careful drivers try to hug the shoulder, but the temptation to cut the distance by taking a straight course could lead to pedestrian injuries. In the sixteen years I've been using this route, most of the pedestrians I see are very young people, often travelling in groups, trusting the traffic to avoid them. There are also some mentally compromised individuals who walk the road to get groceries from Food Lion. As their neighbors, we watch for these folks, but a sidewalk would make everyone safer and preserve the feel of community which foot travel encourages.
I concur, and would like to raise consideration for the identified need for sidewalks on Goodwin Neck and Wolf Trap as shown in the Sidewalk Plan table on Page 13. I live in Coopers Landing which is not shown on the table and should be included for both sidewalks given our location. I have chosen to walk to the Farm Fresh (1 mile) but it is pretty dicey right near the intersection with 17. I will not walk along Wolf Trap though I observe kids doing it regularly.
I saw in the paper that the County is taking suggestions regarding placement of sidewalks. I live on Vivian Court near the Lackey area of the County and would like to suggest that a sidewalk be put in along Route 238 (Old Williamsburg Road) between Baptist Road and the Woods at Yorktown. I see lots of people walking along that stretch of roadway at all hours and am concerned that a pedestrian will get hurt. Many people walk from the apartments to the convenience stores located just outside the gate at Naval Weapons Station Yorktown, often with young children either in a stroller, wagon or on a bike. Also if it is ever possible, it would be wonderful to see a bike lane added to Old Williamsburg from Goosley to the County line near Coburn Court. There is a high number of cyclists that use Old Williamsburg for training and with drainage ditches on either side of the road, it is a dangerous place to ride.
I believe York County and its citizens would greatly benefit from a sidewalk starting at York County Library on Route 17, up Cook Road passing by York High School up the length of Surrender Road going back to Cook Road all the way to the Victory Monument. Hopefully,

Citizen Comments
the Park Service would be cooperative and might share the cost since tourist would benefit from such a sidewalk.
Sidewalks are greatly needed on Hubbard Lane. The section of road that runs from Erin Leigh Court to the Royal Grant neighborhood. This is a dangerous area with no shoulders that is frequently walked by the middle schoolers in the area.
I would like to recommend a sidewalk to be put in on Hubbard Lane from Sean's Glen neighborhood to Queens Lake Middle School (QLMS). A new sidewalk has been installed along Hubbard Lane and we thank you for that however, we have students that could walk to QLMS, as well. Not to mention allowing a side walk to be used for of the citizens living in the Cobble Creek and Queens Lake neighborhoods.
I reviewed the proposed sidewalk plan on the transportation site. I believe the highest priority for sidewalks would be those around the schools. When students do not have bus service because they live close to their school, sidewalks are most important for the students safety. I drive to Tabb High School on Yorktown Road and I see students walking to school on this narrow road that has no shoulder. This is unacceptable. Please keep this area as one of the highest priorities.
1. I would like to see sidewalk on the northeastern side of Hampton Highway between Woodlake Subdivision and Edgewood Subdivision. This would provide safer pedestrian access from these two subdivisions and the subdivision in between, Meadowlake Farms, to the Tabb Library and YMCA. VDOT allows the grass to grow so high that pedestrians health and safety is compromised from ticks, chiggers and sometimes snakes. It would also be helpful if the traffic signal at the Hampton Highway and Long Green Blvd. intersection had pedestrian signals. A little sidewalk on Long Green Blvd. to connect to the library and YMCA would also be helpful. 2. Victory Boulevard from Hampton Highway to Kiln Creek has no sidewalk nor is one planned but there is a shoulder which is safer than nothing but the shoulder is being infringed on by the landscaping which pushes pedestrians out into the travel way of the roadway. Please clear back the landscaping so the shoulder can be a safer place to walk. Installation of sidewalk should also solve this problem.
I live in Wythe Creek Farms, just off Cary's Chapel, in York County. There are many hundreds of households that live off Cary's Chapel as there are numerous developments (Woods of Tabb, Roberts Trace and Wythe Creek Farms). It would be wonderful to have a sidewalk along Cary's Chapel and the short stretch of Victory Blvd going into Poquoson. There are sidewalks in Poquoson; but, it isn't safe to walk from my home into Poquoson as it isn't safe to walk along Cary's Chapel.
I've been a Seaford resident for 12 years. I think a sidewalk down Seaford Road from Port Meyers to what used to be Burnett's or Country Market (or beyond) would be a good plan. I live in Seaford Shores just beyond the store and have seen how dangerous this road can be for pedestrians and bikers. This is mainly a 45 mph road which lacks much of a shoulder to walk on. The road is not lit and at night if someone is walking it is a disaster waiting to happen. I am a firm believer in community. The Seaford area would benefit greatly with people being able to walk not only for exercise but for social benefits. I grew up in a neighborhood with sidewalks and can't imagine a community being built without them. The road is not people friendly. A sidewalk/bike path would be a great addition to Seaford.
I read the article on page 14 of the latest edition of Citizen News and this is in response to the request for sidewalk recommendations. I live at 105 Carolyn Crescent which is at the end of Moss Avenue off Seaford Road. Our daughter attends Seaford Elementary and it is less than a mile away and no children are allowed to walk to school even if they live next door to the school. Why? Because Seaford Road is not safe due to a lack of sidewalks. Installing them would not only allow the county to save money on reduced bus route pick ups, it would also promote morning exercise for our

Citizen Comments
children who could walk or ride their bikes to school in the morning which would also combat the childhood obesity epidemic the entire country is faced with. It would be a win-win.
I would like to suggest adding a sidewalk to the Old Williamsburg Rd (Route 238) from the Yorktown Victory Center towards the shoppes just outside the Yorktown Naval Weapons Station. This would allow the residents of Riverwalk Townes, The Woods of York, and all other neighborhoods to safely enjoy walking, running, and biking to the beach & the shoppes just outside the Weapons Station.
As a business owner (York Lighting) and resident (Running Man), the following is my recommendation for sidewalks in York County. I believe it will facilitate exercise and save lives. From the intersection of Magruder Blvd [Hampton Highway] and Big Bethel Road (across from Exxon station), place a sidewalk on Big Bethel Road heading toward Tabb Elementary School, where the speed limit increases from 35 to 45 mph and route includes 4 schools (Tabb Elementary, Tabb High, Tabb Middle and Mt. Vernon Elementary) down to the intersection of Magruder [Hampton Highway] and the same road, now York Road, near Anchor Pools--this is one straight shot--from there turn right onto Magruder [Hampton Highway] and follow the merge onto Route 17 heading north. Continue the sidewalk to Yorktown, which includes 3 schools (York High, Yorktown Middle, Yorktown Elementary), as well as the new recreational fields on Route 17. Students use these areas frequently, as well as bicycle riders heading to Yorktown on Route 17. I am very interested in this project and would be interested in following it to completion. In reviewing the County's Sidewalk Plan, the areas above are included as Category A projects, which was reassuring to me. I hope that the Route 17 sidewalk will be included in the road widening project because your plan makes it clear that it is best facilitated while a building project is ongoing – the Big Bethel Road portion should also be a high priority because it would serve and protect so many school students.
Saw the article in the *Citizen News* and called to recommend a sidewalk(s) along Grafton Drive. She noted that there are sidewalk segments on the west side at the entrance to the Grafton school complex and also on the east side in front of the Wells Fargo bank. She stated that a lot of school students walk along Grafton Drive (to the Sno Zone, for example), as do seniors living in Rainbrook Villas. Ms. Forest also recommended a walkway between the Tabb Walmart and the Village of Kiln Creek, noting that a lot of Kiln Creek residents walk to and from Walmart but have to walk through the woods and the weeds because there is no pedestrian accommodation.
I have lived in the Schenck Estates subdivision for about 30 years. I really think that a sidewalk should be considered from Great Wolf Lodge all the way down East Rochambeau Drive to Lowes. Then it should connect to the hospital and the Home Depot shopping center somehow. A problem I see here are the tourists from Great Wolf Lodge that jog down the white line of East Rochambeau sometimes as far down as Schenck Drive. As you may know the speed limit down through there is 55, so you may even want to consider a sidewalk all the way down to Schenck Drive.
I was a bit surprised to see that the sidewalk ideas I was going to recommend to the Planning Division are already on the books and have been on the there since at least 1995. I believe there is an urgent need to install sidewalks along the following road segments: the 1.3 mile trek along Big Bethel Road, listed in the County Sidewalk Plan as a Category “A” Sidewalk, and the 2.1 mile trek along Yorktown Road, listed as a Category “C” Sidewalk in the plan. Both of the listed sidewalks are in the York County 1995 Sidewalk Plan; however, to my knowledge, no action has been taken to even start planning the installation of these sidewalks. Isn’t it a bit odd that after 17 years on the books neither one of these sidewalk segments have been planned, funded, or installed? Is the County’s Sidewalk Plan a blueprint for what is going

Citizen Comments
to be done or a pie-in-the-sky publication that serves no actual purpose? Is there a way for citizens to track progress on the sidewalk projects that were completed since the 1995 plan was published? Shouldn't the sidewalks that are in the 1995 document have some priority before new sidewalk recommendations are added? What role has the York County Transportation Safety Commission played in tracking the progress of sidewalk installation since the publication of their 1995 plan? I've discussed the need for sidewalks on Big Bethel and Yorktown Roads with Mr. Shepperd, my District 5 representative, several times via email and I believe what he told me was that there are "right-of-way" issues preventing this work getting started? As I've reiterated to Mr. Shepperd, many students walk to and from schools along both of these roads and there are no sidewalks to keep them safe. Pedestrians, mostly our children, walking along Yorktown and Big Bethel Roads are having to dodge traffic as they walk on the paved road surfaces especially when the tall grass alongside the roads is not kept cut by VDOT. Some sidewalks have been installed along Route 134 (Category C); I asked Mr. Shepperd where the money came from for those and he said they were "shovel ready" projects that were funded with federal funds. I read in a recent *Citizen News* that jogging/walking trails are going to be installed along the Tabb area of Victory Blvd. and I was told this is also another Federally Funded Project. Are any Federal funds available to keep our children safe by installing sidewalks on two relatively short but hazardous road segments? The County Sidewalk plan states that the various categories the sidewalks are placed in has nothing to do with actually having sidewalks built? To me, this just doesn't make much sense; I believe the revised County Sidewalk Plan and/or the Comprehensive Plan should place priorities and timelines as to when sidewalks are to be installed especially when they are urgently needed installations such as on Big Bethel Road and Yorktown Road.
Two suggestions for sidewalks include Dare Road and Allen's Mill Road. Dare Road accesses Route 17, Washington Square Shopping Center, and Dare Elementary School. It is difficult to walk safely along Dare Road as there is little shoulder space and regular traffic. Allen's Mill Rd is a regularly used access for walkers and bike riders as a cut-through to Wolf Trap Road.
Good morning, After reading the *Citizen News*, we are so glad that the County is doing this type of service to residents and have asked for our input and needs. We live in York Crossing townhouses, and Washington Square condominium is next to us. It is a big residential area. Every day I've seen residents walking on Constitution Drive and Washington Square Drive to the Washington Square Shopping Center, or jogging along Constitution Drive to Dare Road. Frankly, it is quiet dangerous, because part of Constitution Drive is narrow, and there are no sidewalks for pedestrians, so pedestrians need to fight with those moving vehicles. If the County can add sidewalks in these areas, it will be very convenient and safe for pedestrians. It will encourage more and more residents to walk to the shopping center instead of driving, because it is such a short distance. This will be environmental and economic friendly for everyone. Please consider, and thank you for your time.
I would like to bring another location to your attention. DARE ROAD could use a sidewalk also. I have walked it and I see people walking all the time from the residential housing areas along the road to the shopping center. Children ride bikes – and there is no easement.
Called to recommend a sidewalk between the Villages of Kiln Creek and the Tabb Walmart.
In the latest *Citizen News* your Planning Division put out a request for ideas on sidewalks in York County. I would like to request that a sidewalk system be put in place on Rich Road just off Route 17 behind the Wal-Mart area of shopping. This small area is one way in and out and is adjacent to the Kiln Creek subdivision Yorktown side. There is a lot of foot traffic on this road cutting through the woods to get to the Kiln Creek area of businesses Ruby Tuesday, Texas Roadhouse etc. and vice-versa with Kiln Creek folks walking to Wal-Mart and Tropical

Citizen Comments
Smoothie, etc. It would be in the County's and the resident's best interests for a sidewalk system here in that it promotes safety (better to have a school bus pick up children waiting from a sidewalk vs. in the street) and access to businesses from Kiln Creek and the Rich Rd Area. With that said there is only about 0.75 of mile needed with a LOT of benefit and upside.
Called to recommend a sidewalk between Grafton Bethel Elementary School and the entrance to Piney Point subdivision (Piney Point Road).
I would like the planning commission to consider installing a sidewalk between Queens Lake Middle School and Sheppard Drive passing under the Colonial Parkway. I often see children walking along this unlit, very narrow part of Hubbard, with no shoulder and cars going 35 mph. There is an on/off ramp for the parkway as well as several side streets which all converge in this narrow section of road. A sidewalk would be used by several groups of citizens. First, kids could safely walk from the Hubbard neighborhoods to the QLMS as well as access the sports field, tennis and basketball courts, which are heavily used. Not an evening goes by without dozens of kids hanging out doing sports just like when we grew up. Second, residents from Creekside Landing, Royal Grant and Queens Lake could use the sidewalk to access the shopping center just off of Hubbard. I have tried to bike to the store a number of times, but the above mentioned section of road is intimidating. Third, many people use New Quarter Park and the residential roads in Queens Lake for biking and running. However, the section of road mentioned above is the most dangerous part of their route, with the exception of Lakeshead. Not only would a sidewalk make it safer, but it would encourage the two neighboring regions to interact more by opening a pedestrian corridor to sports and shopping areas.
I would like to see sidewalks placed on Cary's Chapel, Victory Blvd., and Big Bethel Road. A sidewalk that runs from Wal-Mart to Poquoson is much needed. Victory Blvd. traffic flow is at 55 miles per hour yet citizens, adults and children are walking on the curb or in the ditch/woods. This is both a hazard to the pedestrians and drivers. This also is true for Cary's Chapel, I see many elderly people walking down Cary's chapel. Big Bethel Road from Tabb Middle School to the intersection of Hampton Hwy (by Tabb Elementary School) many students walk this area to attend sports practice and school events, this road is also heavily trafficked with students riding bikes. As York County has no public transportation I believe we need to update the area and add sidewalks. The area has grown a huge amount since 1995. By adding sidewalks I believe this will also add value to our community as people will be able to leave their homes and enjoy the community in which they live. Please contact me at any time.
Thank you for letting us take part in this project. Please put sidewalks along Queens Creek Road. This is a very busy road. Kids walks to go to the school bus stop, and cars will run over them because there are no sidewalks. Thank you for your kind consideration.
I am a homeowner in Vineyard Heights. May I suggest that a sidewalk be built along Queens Creek Road. It is a major street where our school children are dropped off. We need the sidewalk on Queens Creek Road for the sake of our children and the elderly who find walking as an exercise for the healthy heart.

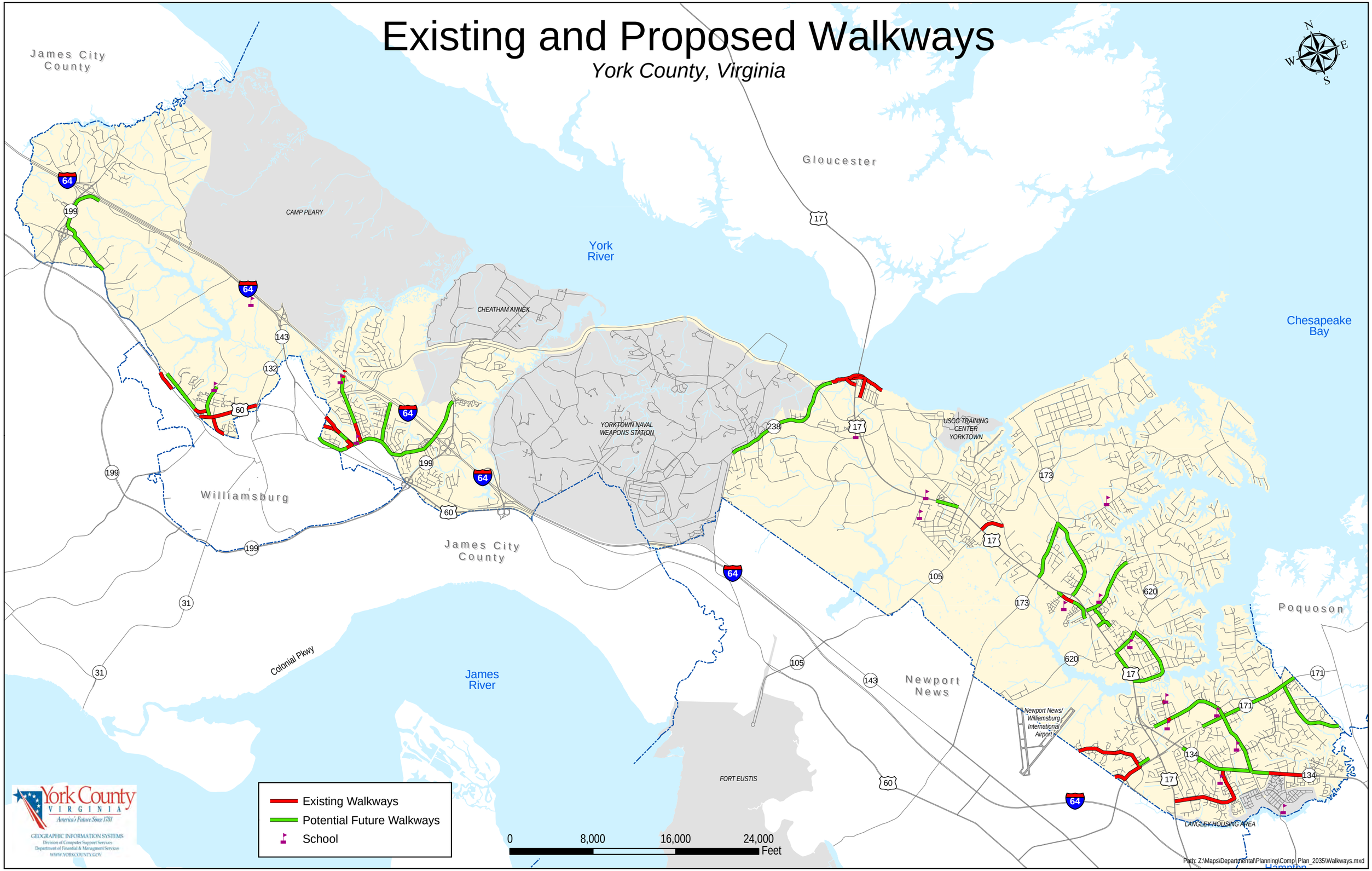
Citizen Comments
Thanks for providing the opportunity to give input concerning sidewalks in York County. As a resident of the Queens Lake neighborhood in the upper county, I am most familiar and concerned with sidewalk issues in the areas around West Queens Drive, Hubbard Lane, Penniman Road, Merrimac Trail, and 2nd Street: • I strongly support the plan to install a Category A sidewalk along Penniman Road from Merrimac Trail to Government Road. I would add a request to add a sidewalk spur from the newly constructed sidewalk along Hubbard Lane to connect with the concrete apron in front of Magruder Elementary school (currently, users of the new sidewalk are enticed to walk into the entrance driveway, with its heavy car and bus traffic, especially during wet weather when the grassy area without a sidewalk becomes muddy). • I'd also suggest that the sidewalk on Penniman Lane to west of Merrimac Trail be extended past where it currently ends at Magruder Lane until Harrop Lane or even further toward Penniman Road's intersection with Page Street. A very useful (albeit expensive) addition to this extended sidewalk would be a pedestrian bridge across the CSX railroad tracks to give pedestrian access to the Quarterpath Recreation Center and Swimming Pool via Bassett Road across Pocahontas Trail. • Extend to Capitol Landing Road the sidewalk that currently runs from the intersection of Merrimac Trail along Parkway Drive to Zelkova Road. This unserved section of Parkway Drive sees heavy pedestrian traffic from student workers housed at the International Housing at the corner of Capital Landing Road and Parkway Drive. • Complete the sidewalks along 2nd Street/Merrimac Trail to allow uninterrupted passage from Page Street to Penniman Road (at least). • Extend the sidewalk along Hubbard Lane from Sheppard Drive to Queens Lake Middle School.
Hi! I was recently reading the article regarding sidewalks in the York county bulletin and wanted to suggest an area that has heavy cut through traffic to look at. Tabb Lakes and Bridgewater Drives have major traffic that cuts through between Route 17 and Route 134. People speed through the neighborhood making it unsafe for kids riding their bikes, people running or taking their animals for walks, especially with the cars parked in front of their homes. I just thought I would add those two roads in the neighborhood to the suggestion list for consideration.
Called to recommend sidewalks along Lakeside Drive so that people can walk safely to Heritage Square shopping center. Stated that it would be a much better use of public money than the Lakeside Drive turn lane project, which he feels is not needed.
I see York County school buses that transport students from Tabb Middle school to streets that are within walking distance of the school. There are designated bus stops at Yorktown Rd & Collington Run, Yorktown Rd & Greenland Dr and Yorktown Rd & Tabb Lane. Yorkshire might also be a street where students have to ride the bus because of no sidewalks. Patriots Village is a newer subdivision, but maybe it is too far to walk to the middle school. A bus also stops on Anne Circle, Myers Rd, Myers Ct and Brook Run. These roads are just across from the school. The school does have crossing guards on the main road but there are no sidewalk that would allow the kids from that area to walk home I guess. Students on Uppershire Way are also supposed to ride a bus when they could easily walk to Tabb Middle since their street backs up to the school. Neighborhood schools could be made more inviting to the taxpayers if they could walk to them

Citizen Comments
on sidewalks and not have to walk on a main roadway to get there.
Called to recommend sidewalks along Route 17, especially between Cook Road and Yorktown or, alternatively, along Cook Road between Route 17 and Yorktown.
Hello. I am an Upper York County resident living in the Vineyard Heights neighborhood off of Queens Creek Road. Please consider adding sidewalks to Queen Creek Rd. The road itself is rather narrow, and there are many residents that walk or bike along that road to get to the bus stop on Penniman Road. It's very difficult to navigate when people are walking on the road, especially after dark and it's harder to see them. I believe this area would benefit greatly from sidewalks. Thank you for your consideration.
I recently moved into the Riverwalk Townes, a new community off of Old Williamsburg Road. I believe that it would be extremely beneficial to the community if either a bicycle path or sidewalk was placed along Old Williamsburg Road, heading into Historical Yorktown. I have spoken to many of my neighbors and if need be I can start a petition in efforts to show support for this. Please let me know if there are any additional steps I should take in efforts to get the bike path/sidewalk approved. Thank you.
Called to suggest a sidewalk from Tabb High School to the docks off Tide Mill Road. Says people walk to the docks and are taking up the roadway.
People from Woodlake Crossing and Running Man often access the Tabb Library and the Victory YMCA by walking or riding bikes along the grass shoulder on the Woodlake Crossing side of Route 134. This is very dangerous. The installation of a sidewalk from Lake Dale Way towards Victory Blvd past the church at the Greenlands light, past the utility building and up to the first exit of the next subdivision [Edgewood] would provide a much safer route for a large population. Thanks.
This is in response to the article in the county newspaper which asked if there are any areas in the county where we think sidewalks are needed. Thanks so much for placing a sidewalk on Hubbard Lane near Magruder School. I live at the end of the sidewalk and use it all the time. The sidewalk could be extended to Queens Lake. I see lots of runners and walkers walking from that area, and it can be dangerous. I don't know if you could have it going under the parkway overpass, but perhaps you could bring it to the parkway overpass, then continue on the other side… Hubbard lane is narrow there – no place for walkers.
Called to recommend a sidewalk along Goodwin Neck Road, which would enable her and others to walk safely between her home on Lotz Drive and the shopping center on Route 17. She stated that a lot of kids walk through the woods in the area to get to the shopping center and the parks on Wolf Trap Road. She also thinks it would be good to have a sidewalk on Seaford Road so that people can walk or ride bikes safely to and from Seaford Elementary School.
My husband and I would like to see --and are quite willing to pay more taxes for! -- more sidewalks and bike paths in the Dare/Grafton area. We live at 801 Dare Road, at the corner of Lakeside/Railway and Dare. Many joggers and bikers go along both Dare and Lakeside, especially on weekends. The joggers, especially, seem to take their lives in their hands trying to navigate safely along these narrow roads with large ditches on either side. In fact, a dear friend at our church was killed several years ago as she walked from her home on Railway Road to church. What a senseless tragedy! She had no other means of transportation. There are several churches, Food Lion, Roses, Big Lots and other shops and restaurants, Dare and Grafton-Bethel Elementary schools, Grafton Middle/High School, and the Sports Complex, all within walking distance to many neighborhoods in the area if sidewalks or a bike path/sidewalk combination were installed. For safety's sake, we would also need two or three

Citizen Comments
sidewalk/bike overpasses crossing 17: one near Oriana or the Sports Complex, one crossing at Dare Road (servicing not only the middle/high school complex, but also the senior living complex and the Grafton Crossing neighborhoods to the local shopping center), and perhaps one crossing at Wolf Trap Road. It looks as if there's enough room with the easements to pave over the ditches along Railway/Lakeside and Dare, using conduit to channel rainwater, and make a nice, safe place for joggers and bicyclists alike to enjoy the scenery while getting helpful exercise. I should think it would cut down on some of the traffic, too. (Can you imagine people actually WALKING to church once again on Sundays?! Wouldn't that be wonderful?) We also think York County should partner with the Park Service to develop a bike path along Colonial Parkway, as well as bike paths on Crooks Road leading to the Yorktown Battlefields. What a beautiful tourist attraction that could be!
Called to suggest painting a continuous walkway through the existing commercial parking lots along Route 17, linking the businesses with one another and allowing people to walk safely from one business to another along the corridor. She suggested that it could be done as an Eagle Scout or other community service project.
Called to say that sidewalks are needed on Yorktown Road between Tabb High School and Tabb Middle School. She stated that there are a lot of school children that walk along Yorktown Road between the two schools, which she feels is not a safe situation.
I would like to suggest sidewalks along Route 238 in the area of Lackey. There are not sufficient sidewalks along this road. There is pedestrian traffic to the clinic and to the store at the corner of Baptist road. The speed limit is high along this road and it is dangerous for adults and children traveling along Route 238.
Our family lives between Magruder Elementary and Queens Lake Middle School(s). We were so happy and relieved to be able to get a sidewalk on Hubbard Lane so that we can walk, as a family, with our children to Magruder Elementary. But now our oldest child attends Queens Middle School. It’s a dangerous walk for us to walk him to QLMS because we are walking in mud and out on the street where drivers don’t always see us so it’s dangerous.
In response to the request for ideas and suggestions for where side walks are needed I suggest the following: • Hubbard Lane from the existing sidewalk through to and including Queens Lake Middle School • Waller Mill Road from the traffic signal to the Humane Society • Penniman Road from Hubbard Lane to the traffic signal • Merrimac Trail from Penniman Road through to Farm Fresh

Existing and Proposed Walkways

York County, Virginia



Gloucester

Yorktown Village

Lackey Clinic

Bypass Road
Commons Way

Merrimac Tr
Second St
Hubbard Ln

Williamsburg

Poquoson

James City

Completed Projects

Future Projects

Newport News

Hampton Hwy

Hampton

Surry

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HORIZONTAL ACCURACY: +/- 2.5 feet DATUM: VA State Plane South, NAD 83
VERTICAL ACCURACY: +/- 1 foot DATUM: NAVD 1988
DATE OF ELEVATION INFORMATION: 2007

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Sidewalk Projects

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Feet

N E S W

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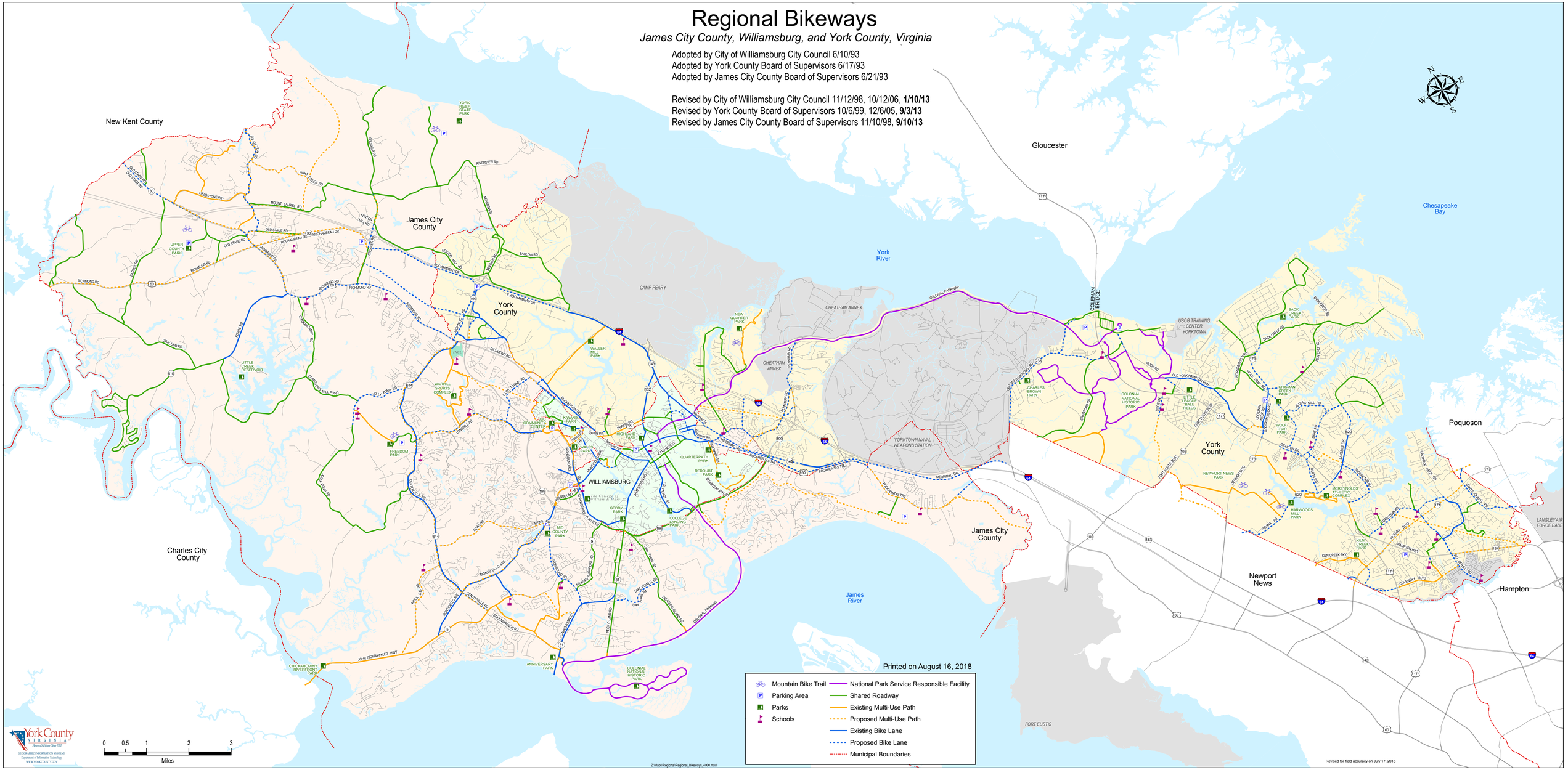
Regional Bikeways

James City County, Williamsburg, and York County, Virginia

Adopted by City of Williamsburg City Council 6/10/93
Adopted by York County Board of Supervisors 6/17/93
Adopted by James City County Board of Supervisors 6/21/93

Revised by City of Williamsburg City Council 11/12/98, 10/12/06, **1/10/13**
Revised by York County Board of Supervisors 10/6/99, 12/6/05, **9/3/13**
Revised by James City County Board of Supervisors 11/10/98, **9/10/13**