

Implementation Strategies

For the vision and recommendations expressed by UDA and KHA to be realized, specific implementation steps will need to be taken by the City of Chesapeake. The majority of the implementation steps seek to provide the conditions under which the vision can be achieved, by way of providing sensible land use regulation, necessary public investments, the development of appropriate programs and policies and other actions.

The implementation of this Plan will depend on action being taken to:

- Revise existing development regulations
- Undertake more detailed studies to resolve and explore the opportunities and constraints identified in this Plan
- Promote and assist special objectives; and,
- Make necessary infrastructure investments

The execution of the implementation steps will be phased and subject to a variety of factors, which will determine their timing. These factors include:

- The availability of financial resources necessary to implement specific proposals
- The interdependence of the various implementation tasks, in particular, the degree to which implementing one item is dependent upon the successful completion of another; and,
- The severity of the challenge that a particular implementation task is intended to address

The recommendations listed above have been divided into three types of projects:

- Immediate
- Near Term
- Long Term

Immediate

Low cost projects that are funded, easily implemented and consistent with the long range visions. These improvements are located within the existing right-of-way and can occur within 6 months to 5 years.

- Replace Gilmerton Bridge
- Corridor Signal Timing Coordination

Short-Term

Longer time horizon, engineering design may be required, slightly higher costs, can occur within 5 to 10 years.

- Strategic Intersection Improvements
- Lighting along Bower's Hill segment and at I-64/Cavalier Boulevard Interchange
- Update and Extend Access Management Plan (Access Control Plan) for South Military Highway
- Signage
- Repaving/Resurfacing of corridor
- Widen George Washington Highway to four-lane facility
- Establish Industrial Corridor Overlay District (ICOD)
- Landscaping and Streetscaping enhancement projects

Long-Term

Long time horizon, significant cost, right-of-way impacts, require other agency approval, may occur over next 10 to 15 years or beyond.

- I-64/Cavalier Boulevard Interchange Modification
- Widen South Military Highway to six-lane facility

PROJECT/PROJECT DESCRIPTION	IMPLEMENTED BY	PRIORITY	TIME HORIZON	COORDINATED WITH	PLANNING-LEVEL COST ESTIMATE
Gilmerton Bridge: Replacement of Gilmerton Bridge in the east is planned to begin construction in 2008 and completed by 2011.	City of Chesapeake	High	Immediate – Six Months to Five Years	VDOT, FHWA	
SMH Traffic Signal Coordination	City of Chesapeake	High	Immediate – Six Months to Five Years	VDOT	
SMH Traffic Signal Interconnect	City of Chesapeake	High	Short Term – Five Years to 10 Years	VDOT	
Repaving of SMH Corridor	City of Chesapeake	High	Short Term – Five Years to 10 Years	VDOT	
Turn-Lane Improvements along Corridor	City of Chesapeake	Medium	Short Term – Five Years to 10 Years	VDOT	
Improve and Provide Adequate Signage along SMH Corridor	City of Chesapeake	Medium	Short Term – Five Years to 10 Years	VDOT	
Update and Extend Access Management Plan (Access Control Plan) for SMH	City of Chesapeake	Medium	Short Term – Five Years to 10 Years	VDOT	
Upgrade George Washington Highway from SMH to Canal Drive to a Four-Lane Facility	City of Chesapeake	Medium	Short Term – Five Years to 10 Years	VDOT	
Upgrade SMH to a Six-Lane Facility	City of Chesapeake	Medium	Short Term – Five Years to 10 Years	VDOT	
Install New Lighting (Bower's Hill) and Replace Existing Light Poles throughout SMH Corridor	City of Chesapeake	Medium	Short Term – Five Years to 10 Years	VDOT	
Implement Landscaping and Streetscaping Enhancement Projects along SMH	City of Chesapeake, Developers, Corridor Business Owners	Low	Short Term – Five Years to 10 Years	VDOT, City of Chesapeake Planning and Economic Development	
I-64/Cavalier Boulevard at SMH Interchange Modification	City of Chesapeake	Low	Long Term – 10 Years to 20 Years	FHWA, VDOT	
Industrial Corridor Overlay District (ICOD)	City of Chesapeake	Low	Immediate – Six Months to Five Years	Economic Development, City Council, Planning Commission	