

Larchmont Civic League Meeting
August 28, 2023

Agenda. Informational Meeting about the Proposed Hampton Blvd/Jamestown Crescent/Hanover Avenue Traffic Light Project

Speakers. John Stevenson, City of Norfolk Director of Transportation, with Keith Darrow, City Transportation Engineer

Pedestrian safety. This topic was raised in several community conversations.

- As a result: Rectangular Rapid Flashing Beacons (RRFB) will be installed at Jamestown Crescent and Monroe Place. The contract has been awarded; contractor is waiting on delivery of equipment.

Background traffic studies. These studies have been completed for baseline information (neighborhood speed and volume studies)

Redesign enhancements overview.

- Elimination of the Hampton Blvd. southbound left turn onto Hanover Avenue.
- Jamestown Cres. right turn onto Hampton Blvd can now overlap during the southbound Hampton Blvd. left turn movement.
- Exclusive only southbound left turn has been changed to an exclusive-permissive (flashing yellow arrow) operation during lower Hampton Blvd traffic volume.
- Allow northbound Hampton Blvd vehicles to make a right turn onto Jamestown Cres.
- During traffic signal timing plan development, the transportation engineering staff will critically review when the intersection can operate in “Free Mode” vs. “Coordinated Mode.” Free mode allows for servicing of vehicle movements more quickly. Please refer to this U.S. Dept. of Transportation Federal Highway Administration manual for additional details about controller terminology:
https://ops.fhwa.dot.gov/publications/fhwahop06006/chapter_7.htm
- There will be a “rest-in-red” feature for late night traffic. Some examples of this are on Route 13 on the Eastern Shore.
- Not yet accomplished: Analysis to determine at what time some of the various signal options will take place. Engineers want to capture the timeline of when traffic is heavier before making those decisions.
- Other:
 - o The signaling of Hampton Blvd. now allows for a pedestrian crossing at the Jamestown Crescent/Hampton Blvd. intersection.
 - o Question: When was the decision made to reinstall the stoplight? It was driven by a Council decision. [President Kinnison: This is an information session about what is happening – this is not a session to protest the installation of the stoplight]
 - o Next steps: Complete the design specifications and the bid package. Anticipate advertising for bids Winter 2023. Construction could begin Spring 2024. This will

be approximately a 300 (calendar)-day construction project, allowing for long lead times of certain components of the signals (mast arm pole, control cabinet deliveries).

- Councilwoman Andria McClellan: This is not a “done deal” but it would be unique for city council to reappropriate \$\$\$. Feedback from neighborhood has been very helpful. When Council originally appropriated the funds, they did not have the survey information from Larchmont-Edgewater residents.
- Additional questions.
 - Was intersection modeling done? If not, could it be done by VMASC? [Virginia Modeling, Analysis & Simulation Center]. Councilwoman McClellan: The city uses traffic modeling specialists, with more specialized resources than those used by VMASC. Mr. Stevenson reiterated that the intersection is unique. Ultimately, this is a Council decision.
 - Where would the control cabinet be? [Mr. Stevenson pointed to the location on the map. See the attachment]. Will there be a redlight camera at the intersection? Response: The General Assembly only allows red light cameras/speed cameras in construction zones or in school zones.
 - Would additional road signs be helpful (such as, “no right turn on Hanover”). And: Could street signs be an interim answer? Response: They can do that, but they would need to think through unintended consequences.
 - Can we advance the work necessary to add the signage on Jamestown and Monroe? That contract has already been let. One crape myrtle will be removed for this project.
 - What issues with the “no-light” system does this traffic light solve? It will help with the progression of traffic on Hampton Blvd.
 - Are easements or right of way necessary? No; everything in the plan is within the public right of way.
 - Have you considered truck traffic? If there’s a light there would be backups, etc. Would the signal add to the congestion on Hampton Blvd? The idea is to operate the signals in a coordinated manner. The last thing they want to do is to have traffic start, stop, start, and stop, which causes more speeding by motorists to “get through” the signals. They plan for a progression of traffic.
 - What happens if traffic does flow into the neighborhood? They don’t think we will see an increase in “intra-neighborhood traffic” because of the design changes they have made. They will do an “after-study” however to determine the impact on neighboring streets.
 - Will the light increase speeds on Jamestown Crescent? Some of the changes they made – to exclusive-permissive signaling – should mitigate that, but this would certainly be studied in the “after” installation phase. There is so much speeding right now on so many streets, the city simply

does not have the resources to combat this issue. Engineers can only influence human behavior to a small degree.

- Are speed bumps (on Jamestown Crescent) an option? Or “please slow down” signs? The signs generally don’t work in the long run; drivers notice them for a while, and then ignore them. Speed bumps: They could be considered, but they are expensive. They are designed for streets with higher volumes of traffic. One concern is that speed bumps slow down emergency vehicles. In addition: Speed tables are not ADA compliant.
 - How many people on the street (Jamestown Crescent) would need to agree to these devices to have them installed? Answer: 75% of residents who live on Jamestown Crescent. [The installations on Willow Wood Drive are prefabricated rubber – they are noisy; would you want one in front of your house?] Specific signs and pavement markings are required.
 - Are all the crosswalks being installed as shown in the plan? [SEE ATTACHMENT to these minutes] And, is there a sewer update to go along with the installation? Councilwoman McClellan: a redesign of Hampton Blvd is in the works – to mitigate the flooding. This includes the raising of the roadway. It will benefit the community, but it is a major project.
 - What is the implication for people who don’t want to wait for the light and instead cut through the neighborhood? Residents may indeed choose alternate routes. Mr. Stevenson doesn’t anticipate regular commuters doing that. He believes that the flexible tools available to them will eliminate this type of behavior. He is confident that cut-through traffic will not increase.
 - How do we as citizens slow or stop the project? Contact your City Council members (Andria.McClellan@Norfolk.gov; Courtney.Doyle@Norfolk.gov). Speak at City Council meetings. This is an expensive project at \$930,000. There are many competing interests for dollar reallocations.
 - Speed on Hampton Blvd. in the morning can be as high as 60 mph for about an hour. How does this light design address the speed at different times of day? Response: They will want to include speed studies on Hampton Blvd. after installation because of the excessive speeds. There are options to mitigate the speeding – some scenarios work late at night (like rest on red, for example). There is a relatively long distance between Lexan and Magnolia – so there could be some further coordination. Some of the solutions that attendees are suggesting are not feasible on a six-lane roadway.
- Comment: There has been no traffic light in eight years – why now? The basis for the decision related to traffic accidents and the nature of these accidents and a decision by a former transportation director. Traffic signals help meter traffic, i.e., impact the speed on a traffic corridor. Purpose of traffic signals is to “slice up time to give particular movements dedicated safe access.” They help mitigate crashes at an intersection.
 - Comment: Police presence is the most important method to mitigate speeding. President Kinnison offered a history note: When Hampton Blvd. was under study to be

“re-stripped,” and two-lanes both north and south proposed, with the proposed addition of a bike lane, the civic league conducted a survey, and over 80% of responses did not want Hampton Blvd reduced to two lanes each way. We have what we have based on decisions by the neighborhood.

- Comment: Leading pedestrian intervals (8 – 10 seconds) have been implemented on Hampton Blvd so that the pedestrian is now out in the roadway and can be seen by motorists. May have to go to ‘no turn on red signs’ depending on traffic patterns.
- Comment/question: What about pedestrian overpasses? They can work but are very expensive. They must be ADA compliant, for one thing, which means elevators.
- Councilwoman McClellan: The city staff wants to do what is best for residents. Contact your city council members: andria.mcclellan@norfolk.gov; Courtney.doyle@norfolk.gov or Mayor Alexander: mayor@norfolk.gov. Thank you for conducting a civil discussion tonight!
- Announcements: Cathy Lewis, ODU Liaison to the civic league. Students are already back on campus. Homecoming (ODU vs. Texas A&M Commerce) is upcoming, with events from September 21 – 24. The homecoming parade, and football game, will take place on Saturday, September 23, at 11:00 a.m.
- Saturday, September 5th is Ocean View Beach Cleanup Day. Details are below! Please come out and help.

Ocean View Beach Cleanup

September 5, 2023, 8:00 AM - 12:00 PM

@

Two volunteer locations:

- o **Community Beach Park (700 E. Ocean View Ave)**
- o **Sarah Constant Beach Park (300 W. Ocean View Ave)**

Join our Norfolk Parks and Recreation Park Rangers and Keep Norfolk Beautiful for their upcoming Ocean View Beach Cleanup event!

[More Details](#)

Attendance:

57 plus two guest speakers

11 attendees on Zoom

Respectfully submitted,

Gail Nicula, Secretary