**LECL “Extra Meeting” May 8, 2023**

City of Norfolk representatives: John Stevenson, Director of Transit. Keith Darrow, PE, Department of Transit. LECL board members: Mike Crockett, GM Ziller, Gail Nicula. Invited residents: Liz Paiste, Jeanne Walters.

**Purpose of meeting**: To discuss updated information about the Jamestown Crescent/Hampton Boulevard traffic light configuration; Jamestown Crescent/Monroe Place intersection; Jamestown Crescent generally.

**Preliminary questions and Follow-up Discussions** from Ms. Paiste and others:

1. What is the root cause of the need for the traffic light? A VDOT database that Ms. Paiste reviewed and downloaded information from shows very few accidents over an 8-year period.

* Mr. Stevenson: There are numerous data points that the city must consider other than and in addition to crashes.
* The city couldn’t simply replace the old traffic light (pole) because of new requirements for safe distances from power lines.
* At a signalized intersection, you cannot have an un-signalized approach. (Referring to Hanover Avenue and Richmond Crescent).
* There may be some no-parking signs added to Hanover when the new signal is installed to increase visibility and decrease on-street obstacles (parked vehicles).
* Cameras are more easily repaired but are also somewhat less reliable than in-roadway signal activation sensor equipment.

1. Is there any consideration of “leaving well enough alone,” i.e., not doing anything?

* This would require an amendment to the city’s Capital Improvement Plan. If that happened, the design for the traffic signalization would be placed “on the shelf.”
* Referring to the maps\*: The neighborhood has one four-way stop at Monroe and Magnolia. The department is very reluctant to increase the number of four-way stops in the neighborhoods.

1. Handouts: \*Maps (2) of a section of the Larchmont and Edgewater neighborhoods from Bolling Avenue (East of Hampton Boulevard, primarily) north to Fairwater Drive. Map data is from the week of April 4, 2023. Maps depicted the following:

* Locations of stop signs.
* These maps are snapshots in time showing street traffic volume.
* Map detail: Average Daily Traffic Volume, Average Speed, and 85th and 95th percentile speeds at 8 locations on the east side of Hampton Boulevard between Lexan Avenue and Jamestown Crescent near St. Patrick School. These were the locations where traffic volume checks were conducted in April 2023.
  + The 85th percentile (meaning the maximum speed sensed for 85% of the traffic measured) is the normal standard that traffic professionals use.
  + The results of the survey indicated the following: It does not appear that people are speeding internally (on neighborhood streets) within Larchmont. The 95th percentile, on the second map, shows a very high confidence level. Again, it doesn’t appear that we have a speeding problem, except for Jamestown Crescent (Note: This data was collected at the base of the Colley Ave Bridge in Feb 2023).

1. Mr. Stevenson offered to recount some locations because of concerns about the closure of part of Lexan Avenue during the counting period.
2. Suggestion from the civic league: What about speed tables, as was done on Willow Wood Drive? The speed tables have been very well received in the Lakewood area. Mr. Stevenson: Because Jamestown Crescent is not considered a “local street,” but rather a “minor arterial roadway, speed tables would not be an option. Traffic volume is too high, at approximately 7700 vehicles per day. (Additional comments about speed tables: They are a little noisy – made of recycled rubber, bolted to the pavement. And they are not snowplow friendly. The cost of 4 speed tables in 2021 was about $60K. The price has gone up in the last year.)
3. Jamestown Crescent. Possible solutions include (1) Dynamic speed signs (such as the one that had been installed near Carroll Place). (2) Rectangular rapid flashing beacons (RRFB). These are activated when a pedestrian is crossing the street. They don’t control speed but are activated when there is a need. This is a feasible project. [Note: The city is considering submitting a grant application for a flashing beacon at Jamestown Crescent at Bolling (St. Patrick School intersection). No $$ in the budget for this now]
   * Rectangular rapid flashing beacons (RRFB) have a unique flashing pattern. Installation would be based on community input and available funding. (No requirement for permission of residents however). They are solar powered. <https://highways.dot.gov/safety/proven-safety-countermeasures/rectangular-rapid-flashing-beacons-rrfb>
   * Cost would be about $50K. There are some restrictions in areas with a heavy tree canopy (as in some parts of Jamestown Crescent). The location at Monroe and Jamestown Crescent is their first logical choice for an RRFB.
   * Comment/Question: What about reflectors in a crosswalk? Response: They have a very short life span.
4. The city is getting ready to release a traffic information “dashboard” on the Norfolk Open Data portal: <https://data.norfolk.gov/> (Should be available in the next several weeks)
5. Other comments: It is possible that Hanover would not be “signalized,” however it would take 75% of residents on Hanover to agree to this. Ms. Paiste commented that she was sure she would be able to get 75% of the Hanover residents to agree. Ms. Paiste: If 96% of accidents can’t be prevented with a stoplight, why are we doing this?
6. Cycling times: Two minutes would be the maximum wait time at the Hampton Blvd/Jamestown Crescent (et al) signal. Brief discussion of actuated (by the presence of a vehicle) vs. non-actuated signals, but that Jamestown Cres., Hanover and Richmond Cres. would all be ‘on-call’ designed into the plan.