

**COLONIAL PLACE/RIVERVIEW CIVIC LEAGUE
2017 Traffic Task Force**

Final Report to the Board

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INTRODUCTION & PROCEDURAL INFORMATION

Background

The Colonial Place Riverview Civic League Board created an ad hoc Traffic Task Force at its November 2016 meeting of the League. Glen Coats was appointed to lead that effort by the League President, Tobie Serafim. The creation of the task force came on the heels of a presentation by Mr. John Stevenson, Senior Transportation Program Manager for the Division of Transportation, Public Works, City of Norfolk at the October 2016 League meeting where he addressed several traffic control-related questions that had been forwarded to him by the League.

The purpose of the Traffic Task Force was to review Mr. Stevenson's presentation and determine what the next steps should be after having received feedback from him. The Traffic Task Force serves at the pleasure of the Board and reports to the Board. In general terms, the Task Force was charged by the Board to research and accumulate information and offer potential solutions, and not to execute any actions. As such, it largely operated as a one-person effort. The Board will ultimately make any final decisions as to how to proceed after having reviewed this report.

The specific tasks the Board charged the Task Force with included:

1. Examining and enumerating various traffic-related issues raised by residents throughout Colonial Place, with the end result of that effort being a wide-ranging list of individual issues, with no regard to any criteria except that they had been mentioned at some point by residents.
2. Share the preliminary "issues list" described above with John Stevenson to determine if each item is possible and follows sound engineering practices.
3. Create a final report detailing all issues identified by the Task Force, the City's response, and the Task Force's recommendations of potential solutions for each issue.

Methodology

In meeting the first task requirement of the Board, the Task Force drew from several sources to gather questions, concerns, ideas, and suggestions regarding traffic issues from the community. Those sources included:

- * The questions sent to Mr. John Stevenson by the Board prior to his presentation at the October 2016 general meeting of the League. Along with those questions that he responded to, additional questions and comments were raised during his presentation. Those questions, along with Mr. Stevenson's responses, were obtained by reviewing the presentation which is available on Youtube.com.
- * Suggestions developed by the most recent, previous Traffic Committee in early 2015. The suggestions developed by that committee were solicited from the community via "Community News" and through an open-invitation meeting of people from a cross-section of the neighborhood. Suggestions were received with no regard to judgement on their merit or soundness. The next step in that committee's process was to have included a meeting with John Stevenson to vet the plausibility of each suggestion, but that Committee never concluded its work. For the sake of continuity and not wanting to lose the valuable work done by that committee, the 2017 Traffic Task Force invited that committee's chair, David McDonald, to its first meeting. David graciously forwarded all materials, contacts, and suggestions from that committee's work to the new Task Force.
- * Responses to a solicitation placed in the "Community News" newsletter and on NextDoor.com by the Traffic Task Force. Responders could either send their thoughts to a dedicated email set up explicitly for this purpose, or they could place a posting on NextDoor. Posting to both locations were collected from February 8, 2017 through the end of May. Additionally, any traffic-related postings that appeared on NextDoor, but were not a direct response to the posted request, were included.

In the process of gathering feedback from the community, many questions came up regarding when, how, and why certain traffic measures existed. To be better informed and address those kinds of questions, the Task Force reviewed past issues of "Community News," League and Board meeting minutes, and miscellaneous other archived documents. Most of this material was found in the Sergeant Memorial room of the Slover Norfolk Public Library. There one can find copies of newsletters going back to the beginning of the "Community News" newsletter publication starting in 1969 and ending in December 2011. Additional meeting minutes from League meetings were provided by League Secretary, John Robertson, including the period 2008-2011. Copies of newsletters for 2012 and 2013 were provided by Dave Wolfe. Finally, archived newsletters for 2014 to the present were found on the League's website cprv.net. All of these resources were perused for all mentions of traffic control efforts, actions, and decisions for the Colonial Place and Riverview neighborhoods. Some of the historical information was gathered by talking to people who had knowledge of certain aspects of the League's history and from miscellaneous notes gathered from past traffic committee efforts going back to 1996. In conducting this historical review, it was surprising how the same topics, traffic concerns, and remedies came up again and again. Not very much has changed over the many decades regarding traffic issues in Colonial Place.

After having gathered all feedback from the community, the Task Force met with Mr. John Stevenson to address any questions that remained, and to vet the feasibility of each suggested traffic control measure.

How to Read This Report

The following report details a variety of traffic concerns, suggestions, ideas, and questions gathered from residents of the the Colonial Place Neighborhood. The gathered feedback has been categorized into issues that clearly stood out or were easily identifiable when reviewing and studying the information.

The source of each comment or question is identified as follows:

- * Question Sent to Mr. Stevenson Prior to His Oct. 2016 Presentation
- * Question/Comment from Audience at Mr. Stevenson's Oct. 2016 Presentation
- * Suggestion from 2015 Traffic Committee
- * Community Question/Comment Sent to Dedicated Email
- * Community Question/Comment on NextDoor

The questions and comments that appear are largely verbatim the way that they were received. There are a few instances where minor editing occurred for context and fit. No edits changed the meaning or intent of the original statement or question. In some cases, wording was added for clarity or context. Those added words appear in parentheses wherever they occur.

The sections for the first two identified issues, "Controlling Cut-Through Traffic" and "Turn Restriction Sign Issues" begin with some background or explanatory information that was important due to the nature of the topics. Those are followed by the community's questions and comments pertaining to the respective issue. For the remaining issues, each section begins with the community's questions and comments.

Each identified issue is followed by a response from the City's Senior Transportation Program Manager for the Division of Transportation, Public Works Dept., Mr. John Stevenson. In some cases, the responses were obtained by reviewing Mr. Stevenson's October 2016 presentation. In other cases, they were obtained through a one-on-one interview with Mr. Stevenson. The Task Force would like to thank Mr. Stevenson for his valuable time and insight. Finally, each City response is followed by a recommendation from the Traffic Task Force on how to proceed with the issue.

For the reader's convenience, a summary of Mr. Stevenson's responses and the Traffic Task Force's recommendations is presented at the end of this report.

**IDENTIFIED TRAFFIC CONTROL ISSUES, CITY RESPONSES,
& TRAFFIC TASK FORCE RECOMMENDATIONS**

CONTROLLING CUT-THROUGH TRAFFIC

Cut-through traffic has long been identified as an issue for the Colonial Place neighborhood. Mention of the topic can be found in archived "Community News" newsletters going back to 1971. Many traffic committees have looked at this issue over the decades starting with that time through this present effort.

The issue with cut-through traffic is created when motorists who do not live in the neighborhood try to shorten their path and avoid traffic backups by using neighborhood streets when traveling from Granby Street/Llewellyn Avenue to Colley Avenue (and vice versa). Those routes are chosen by some motorists instead of using the larger arteries of 38th or 35th Street. From reading archived newsletters and meeting minutes, the problem was originally tied to primarily ODU students commuting to and from school. With ODU no longer being a primarily commuter school, any cut through traffic that occurs today would likely come from a larger variety of motorists with a multitude of other destinations including ODU. Not only has traffic volumes created by so called cut-through traffic been described as an issue by some residents, but vehicle speeds have been noted as well.

The first attempt to deal with cut-through traffic occurred sometime before May 1971. Based on archived newsletter reporting, the 500 block of Delaware Avenue had already been made one-way sometime before then in an effort to reduce cut-through traffic going from Granby Street to Colley Avenue. While the installation of this traffic control measure reportedly caused a "significant decline in traffic" on Delaware, it apparently caused an increase in west-bound traffic on adjacent streets such as New Jersey, Pennsylvania, Maryland, and Virginia based on comments made in subsequent meeting minutes and newsletters. A variety of solutions were considered by a traffic committee in 1971 to solve this problem including making several or all of the affected streets one-way going east similar to the 500 block of Delaware. Another unusual proposed solution involved installing "elongated points" on the Delaware Traffic Circle to discourage motorist from continuing around the circle to other streets. Yet another proposal suggested making Delaware Avenue one-way east between Llewellyn & Colonial. In the end, the decision was made to get rid of what was a dedicated right turn lane on Llewellyn for turning onto Delaware and posting a "No Right Turn" sign. This traffic control measure was not actually put in place (along with a few other tweaks to adjacent arteries) until sometime by around September 1976, based on newsletter reporting.

An effort to "attack the problem of the east-bound traffic, traveling primarily on Virginia Avenue from Colley to Granby" began around the same time in 1971. However, the "No Left Turn 4-6pm" sign on Colley Avenue was not put in place until sometime after the sign on Delaware was. The year this actually occurred could not be ascertained as there is no mention of it in archived newsletters or meeting minutes.

Since the time that both of those measures were put in place, an eastbound one-way restriction was placed on the 500 block of Georgia Avenue sometime after September 1994, and a bifurcation of Michigan Avenue into two separate one-way patterns was created with one going south toward 38th Street and the other going north toward Colley sometime in 1997.

In looking at the present-day situation, long-time residents have been known to say that the measures described above have been very helpful in reducing traffic volumes. But others have noted that in some cases, the problem has simply been diverted to other streets. For example, some residents have claimed that by not allowing motorists to turn left off of Colley onto 42nd Street

CONTROLLING CUT-THROUGH TRAFFIC (continued)

(Virginia Avenue) between 4-6 pm, that it simply encourages them to go one or two blocks more and turn left on Carolina or Georgia Avenue. Similarly, some claim that not allowing motorists to turn right off of Llewellyn onto Delaware only encourages them to divert onto Carolina Avenue shortly after turning right onto 38th Street off of Llewellyn. Some have noted that this last scenario has become more of a problem since the closure of the Stuart Gifted Center in 2009. Prior to that time, entrance to the 400 block of Carolina would be blocked during morning rush hour in order to accommodate school buses loading and unloading children.

What follows are questions and comments about cut-through traffic in the neighborhood gathered by the 2017 Traffic Task Force, followed by responses and explanations from John Stevenson of the City's Traffic Division, and then recommendations from the 2017 Traffic Task Force.

Source: Questions/Comments From Audience at Mr. Stevenson's Oct. 2016 Presentation

- * There was concern about traffic on Virginia and Carolina because those are the two cut-through streets. People going from Granby to Colley will often use those streets to do it to avoid lights for the most part and a lot of times, they're quite fast because they're in a hurry and consequently there are a number of accidents along those two streets as well. I think that was the initial reason for the idea of making them one-way streets, you know Virginia and Carolina sort of going opposite ways to hopefully cut down on a little bit of traffic. I don't think it's the residents of the neighborhood that are causing the problem. It's people in a hurry trying to bypass lights. Is there another solution to that problem other than making one-way, in the way of speed bumps or other things, no turn signs even?
- * In years past, access on Carolina was restricted there at Stuart School. But that's no longer the case. Consequently I think traffic has picked up quite a bit just because of the fact that it's easier coming off 38th to just cut down Carolina and miss the traffic lights.
- * Those streets (referring to Colonial Avenue & Newport Avenue) wouldn't be the streets someone would use if they were going to cut through. They're generally attracted to go from Granby to Colley, not the other way, not north-south, (but) east-west.

City Response & Explanations To This Issue

The City's Traffic Division has conducted various tube traffic count studies over the years in the neighborhood. John Stevenson, Senior Transportation Program Manager for the Division of Transportation, has presented information on traffic counts on Delaware Avenue (between Llewellyn & Colonial) and the 4700 block of Colonial Avenue. Using the ITE Trip Generation Manual as a guide, he has noted that volumes on those blocks are consistent with what would be predicted based on the population counts in the neighborhood. Hard copies available to the current 2017 Traffic Task Force of the actual numbers from that study show that those traffic counts were done in 2000 which would have been after the turn restriction sign was placed on Llewellyn at Delaware. Also, the 4700 block of Colonial Avenue is well to the north of where any cut-through traffic would be expected. So it is not surprising that traffic volumes on those blocks would be reflective of what would be expected in the neighborhood. Interestingly, data from around that same time period showed a volume of 651 vehicles/day on the 600 block of Virginia and 924 vehicles/day on the 700 block of Virginia versus only 287 vehicles/day on Gosnold near Maryland Avenue and only 183 vehicles/day on the 4600 block of Newport Avenue. This would perhaps be more reflective of a "cut-through" influence perhaps from people entering the neighborhood via the 400 (westbound) & 700 (eastbound) blocks of Carolina Avenue than the other data that Mr. Stevenson based population assumptions on. During his October 2016 presentation,

CONTROLLING CUT-THROUGH TRAFFIC (continued)

City Response & Explanations To This Issue (continued)

John shared that more recent counts were done on both Virginia and Carolina in 2013. While that data is not currently available to the Traffic Task Force, he said that volumes on Virginia (block unknown) were measure at under 500 vehicles/day and at around 250/day on Carolina (block unknown).

John has acknowledged on more than one occasion (including his Oct. 2016 League presentation) that tube studies cannot really measure the degree of cut-through traffic in any neighborhood. In a meeting with a 2011 traffic committee, John described the only reliable way to accurately measure the percentage of cut-through traffic would be to post volunteers at the entrances and exits of the neighborhood and record license plate numbers for vehicles entering and exiting the neighborhood and to keep track of time. A trial run to test such a method was conducted in March 2015 as part of a 2015 traffic committee effort. One volunteer was placed in the 400 block of Carolina and recorded license plates of vehicles entering that block off of 38th Street. A second volunteer was stationed near the light at Colley & 40th and recorded license plates of vehicles exiting Virginia onto Colley and exiting Carolina and turning right onto Colley. That trial study showed that between the hours of 7:34-8:10 a.m. on the morning of March 26, 2015, 81 vehicles entered the 400 block of Carolina westbound. Of those, 57 (70.4%) exited Virginia or Carolina (turning right onto Colley) within one minute. When the methodology and results of this trial study were shared with John Stevenson, he expressed only slight surprise, but did not dispute the results or question the methodology. He reaffirmed his previous stance that tube count data could not indicate percent of cut-through traffic. The results of one little trial run could never be interpreted as definitive, and clearly more data would need to be gathered in order to draw firm conclusions, but it may be an indicator as to the degree of cut-through traffic that is occurring during a rush hour period on a corridor that has been identified by some as a problem.

Traffic Task Force Recommendations For This Issue

Eliminating 100% of cut-through traffic in the neighborhood seems unlikely. The most likely scenarios for controlling it with maximum effectiveness would be to further restrict east-west entry points into the neighborhood or create a system of more one-way streets to make entry into the neighborhood for cut-through motorists undesirable. The problem with both of these approaches is that, taken to an extreme, it would make life very difficult for residents when there is already plenty of push-back from those unhappy with the current control measures. There's also the problem of creating a restriction in one place only to have it redirected elsewhere.

The best that can be hoped for would be a mitigation of the problem where it seems to be the most serious, or implementing measures that would at least help reduce speeding in the neighborhood. Several such possible measures are examined in the remainder of this report and recommendations have been made for each type of measure. So that we may know if we are simply redirecting a problem elsewhere or creating a new one, a reasonable step would be to do a more comprehensive study, similar to the trial study described above, before and after any new cut-through traffic reduction measure would be implemented. Having the City conduct before and after tube studies would likely also make sense.

It would also be helpful to request the 2013 data described by John Stevenson, so that we can compare some numbers to the 2000 study. This would help the League leadership determine what future tube study designs it might wish to request for the neighborhood.

TURN RESTRICTION SIGN ISSUES

The turn restriction signs at the boundaries of Colonial Place have by far been the most controversial of all of the neighborhood's traffic control issues spanning many decades. Given that, it is safe to say that it is probably the primary traffic issue for the Colonial Place neighborhood, particularly for streets including and south of New Jersey Avenue. One such restriction appears as a "No Right Turn" sign southbound on Llewellyn at its intersection with Delaware. Another appears as a "No Left Turn" sign between the hours of 4-6 pm southbound on Colley Avenue at its intersection with 42nd Street (Virginia Avenue). Some residents dislike these signs because they feel inconvenienced by them in terms of being able to easily access the neighborhood. Others feel the signs are necessary to reduce excessive cut-through traffic and are willing to put up with the inconvenience.

Not only are these signs controversial in terms of convenience, there has been a long history of misconception about (and disagreement over) why they are there in the first place, thus contributing to the perception that they are unnecessary. These misconceptions continue to this day as will be evidenced by some of the pro and con comments below from members of the community.

Since both of those measures were put in place, there have been several failed attempts to have them rescinded. Instead, an additional eastbound one-way restriction was placed on Georgia Avenue sometime after September 1994, and a bifurcation of Michigan Avenue into two separate one-way patterns with one going south toward 38th Street and the other going north toward Colley sometime in 1997.

What follows is current-day detailing of concerns and questions about these two turn restriction signs and the City's response to them. In this section, the community's comments and questions are grouped according to whether they indicate a neutral, pro, or con stance toward the existence of the turn restriction sign in question.

Issue 1: Existence of "No Right Turn" Sign at Llewellyn & Delaware

Source: (Neutral) Question Sent to Mr. Stevenson Prior to His Oct. 2016 Presentation

Why is there a "No Right Turn" sign on Llewellyn southbound at the intersection with Delaware? Can it be removed without causing an issue?

Source: (Pro) Suggestion from 2015 Traffic Committee

Keep the no right turn on Llewellyn going southbound at Delaware. We all dislike it, but it reduces cut-through traffic.

Source: (Pro) Community Comment Sent to Dedicated Email

It seems that for the past 20 years there has been an argument about the "no left turn" (writer probably meant to say "No Right Turn") sign at Llewellyn & Delaware. Those who want it enforced say that people cut through our neighborhood there. Others, like myself, who live in the neighborhood, want to turn there to get home. It takes time on our narrow streets to fly through Colonial Place. Probably most drivers use 38th St. I do not want to be "punished" if I live close to Delaware. I will continue to turn there, and I would guess that the Norfolk Police don't want to waste their valuable time sitting there to enforce this. Leave it as it is.

TURN RESTRICTION SIGN ISSUES (continued)

Issue 1: Existence of “No Right Turn” Sign at Llewellyn & Delaware (continued)

Source: (Pro) Community Comments on NextDoor

- * I've lived here many years and rarely see folks turning right onto Delaware from Llewellyn (with the Not Right Turn sign in place). Would like to see that (No Right Turn sign) stay and have fewer ingress and egress points into and out of the neighborhood to reduce cut through traffic.
- * The restriction at Llewellyn and Delaware is to stop trucks pulling boats into the boat landing from jamming up the corner and also to direct through traffic to 38th street instead of through the neighborhood.
- * That turn is way too tight to swing a trailered boat around with the telephone pole so close to pavement, I'm not even sure I'd want to swing my truck around it w/out the trailer.
- * I'd LOVE it if the NPD would enforce the No Right Turn at Delaware and Llewellyn by the boat ramp.
- * People literally pay NO attention to that sign (No Right Turn sign) and it is very frustrating.
- * I believe the reason a right turn is prohibited from Llewellyn is to prevent traffic from cutting through Colonial Place. A right-turn lane would absolutely make CP residents' drives better, but would also make it easy for non-residents to cut through Colonial Place - increasing traffic, speeding, etc.
- * (The no right turn sign) is not there to preclude cut-through traffic but to end vehicles with boat trailers from trying to make a turn that is way too tight (we have one of only two active public boat ramps in the city - that's not a lot for as many boats and river activities in a city Norfolk's size). The ramp is a nice amenity for us but also has a drawback for people living closest to that end of Delaware in the neighborhood. There is no turn radius for boats and trailers to otherwise make the right and even if you carved out the turn lane, that would still be the case because Delaware Ave. coming out of the neighborhood (where the vehicle and trailer would be turning into) is a very narrow thoroughfare with one-side on-street parking x-feet from the intersection, a greenway and a dog park. You would effectively have to widen the neighborhood side of Delaware and would eventually encroach private property, have to deal with a flood-prone area and so on to carve out the required visibility at the intersection set out in city ordinances and good road practice. The problem is more than you can see and if you've not seen the occasional boat owner trying to make that illegal turn (and cars trying to back up out of the way headed out of the neighborhood) it's hard to picture. For all the good things we have in Colonial Place, there are a couple of inconveniences, to be sure. If you live on the Colley side of the neighborhood, we have the no left from 4-6 PM and have to go up a street to turn (which doesn't back up traffic because the lane is more open at that point). That's the price for not backing up traffic on Colley Ave. at an also narrow intersection at rush hour. There are many of these 'no turns' right or left throughout every city in Hampton Roads. We only seem to notice if we're directly impacted.

TURN RESTRICTION SIGN ISSUES (continued)

Issue 1: Existence of “No Right Turn” Sign AT Llewellyn & Delaware (continued)

Source: (Con) Community Comments on NextDoor

- * Not sure why there is a "no right turn" sign from Llewellyn onto Delaware when everyone turns right there anyway. If you choose to get into the neighborhood via Delaware Avenue crossing Llewellyn, you get stuck behind cars trying to make a left hand turn onto Llewellyn. Guess that's why people go the other way and ignore the no right hand turn sign.
- * I would like to see the Delaware right turn restored.
- * The right turn off of Llewellyn need(s) to be done away with; yesterday.
- * (My) recommendation would be to have (the) Civic League petition the city for a right turn lane (to) be carved out of that corner so that legal right turns can be made without interfering with southbound traffic (which I presume is the reason for the prohibition in the first place). I think this would be a huge time-saver for a lot of residents in Colonial Place. I'd put my money on my reason (as opposed to being to prevent cut-through traffic) since if it were (the latter), a posting of "No Through Traffic" like the city does for large trucks would be more appropriate and would then prevent people from approaching the intersection going West to cut-through the neighborhood. Please take my suggestion of supporting your Civic League's initiative as I have suggested. As you can see I live in Larchmont at the corner of Lexan and Monroe Place and deal with "cut-through" traffic morning and night, but I have lived with it for the last 26+ years!
- * The No Right Turn at Delaware WAS put there in the 70s to keep people from cutting thru the neighborhood (neutral statement referencing the one above).
- * I was actually thinking along the same lines (of having a right turn lane installed on Lewellyn at Delaware), having sat in that line of traffic through a few light cycles at the intersection at busier traffic times. When cars turn right, they (in theory) slow down, impeding the line of traffic and flow. While the wait is only a nuisance at worst, factor in that Granby is reduced to two lanes with the addition of the bike lanes, also impacting overall traffic flow, albeit marginally. Each of those marginal changes can add up to a larger impact. Also, if traffic were able to turn right onto Delaware, remember that the next logical turn to cut through is where Delaware is actually a one-way street, presumably already addressing excessive vehicle traffic and speeding.

Issue 2: Existence of “No Left Turn” Sign at Colley & Virginia Avenue

Source: (Pro) Suggestion from 2015 Traffic Committee

Keep the no left turn sign at Colley and Virginia between 4-6pm. (Again, we don't like it, but it may prevent some from cutting through the neighborhood (probably only those that don't know to turn left one block later at Carolina!))

TURN RESTRICTION SIGN ISSUES (continued)

Issue 2: Existence of “No Left Turn” Sign at Colley & Virginia Avenue (continued)

Source: (Pro) Community Comments on NextDoor

- * (The No Left Turn Sign) is to prevent thru traffic. Though it's a bit annoying, I think the alternative would be worse: a line of traffic through the middle of Colonial Place right when school lets out.
- * I don't think (the No Left Turn sign) is to prevent through traffic; I think it's to prevent a backup in the south bound lane of Colley during the p.m. rush. You can't move around a vehicle turning left there, but you can at Carolina.
- * The traffic on Colley is horrible during these hours (4-6 p.m.), and turning left there creates more backups. What is so hard about driving one more block (to Carolina Ave.) to turn left. At least then cars can go around you if you can't immediately turn. Just a reminder to everyone to keep in mind that there are now four stop signs at the Virginia /Mayflower intersection. They might just start ticketing there, also.
- * Many residents disagree (with getting rid of the No Left Turn sign), believing that it works and is for the best. Bottom line is, the law as of today is No Left Turn, which means tickets for violators are warranted whether they agree with the law or not. I disagree with the relatively-recent change at 38th where there is now a No Right Turn on red, but it was primarily because the motorcycle accident (and I believe that driver was killed), but I only disagree because it inconveniences me as a driver, and supports yet more cut-through speeders, but the world doesn't revolve around my personal preferences, so I obey this law, as do most others I see not making the right turn on red. The sign itself may not work since people either don't see it, or choose to ignore it - which is why the ticketing system is necessary. Laws are laws.

Source: (Con) Community Comment Sent to Dedicated Email

My traffic observation starts just outside of Colonial Place, at the intersection of Virginia and Colley Avenues. I recommend the City put in a left turn lane, in both directions, on Colley Ave. There appears to be room and it deletes the need for "No Left Turns" from 4:00-6:00 pm daily. With the current No Left Turn rule on Virginia Ave., people just go to the next block and make a left turn. So, all the rule does is move the "problem" (really not a problem) to the next block. Making a left turn lane would help ensure people move far enough left to allow others going straight down Colley Ave. to get by.

Source: (Con) Community Questions/Comments Sent to NextDoor

- * The left turn off of Colley need(s) to be done away with; yesterday.
- * Why do we have a no left turn on Colley into our neighborhood on Virginia Ave. from 4-6? The alternative at Carolina can't possibly be more efficient because there isn't a stoplight. Is this just to prevent thru traffic? It is really annoying.
- * If it's to prevent through traffic, it's not working; it just diverts the traffic from Virginia to Carolina. I always thought it was to prevent back-ups on Colley during rush hour, but that doesn't make sense either, given the Carolina option.

TURN RESTRICTION SIGN ISSUES (continued)

Issue 2: Existence of “No Left Turn” Sign at Colley & Virginia Avenue (continued)

Source: (Con) Community Questions/Comments Sent to NextDoor (continued)

- * I have trouble believing that cut thru traffic was worse 25 years ago because we lacked a no left turn sign. Do you really think people are going to spend an extra 10 minutes to go around the entire neighborhood because of a sign? All those signs do is route some traffic onto Carolina instead of Virginia and give us neighbors tickets.
- * I'm pretty sure we create more of a hassle turning at Carolina, especially when there are cars street parked there is (no) way around someone turning left. It's a huge annoyance considering I work at the base and come home that way every day between the no left turn times. It's also a great money maker for ODU cops apparently, as I frequently see them busting people there. How about a no thru traffic sign and have that enforced (just throwing something out there)?
- * Your comment (the one above) reminds me that there are often cars parallel parked on Carolina--an impediment that doesn't exist on Virginia. Just for the sake of argument, though: How would a "No Thru Traffic" sign be enforced?
- * The only way to enforce that (a “No Thru Traffic sign”) is two police in communication. One at each end, just threw it (the “No Thru Traffic sign”) out there for an alternative.
- * How about if your drivers license says you live in Colonial Place the cop doesn't give you a ticket for turning into our own neighborhood.
- * The no left turn signs should be removed. Sure it might reduce thru-traffic but, come on, we have to be able to get into our own neighborhood too! The Carolina route is inconvenient and to be honest, I go on auto pilot and forget about the 4-6 rule. It is not like the sign lights up as a reminder. I bet more people who live in the neighborhood get tickets than thru traffic because we are in the habit of making that turn at all hours of the day.
- * I got a ticket for turning left into the neighborhood at 4:01 a couple weeks ago....I honestly forgot all about it, because I'm not usually heading south on Colley during those hours. It sure was embarrassing to be pulled over a block from my house. Ugh....
- * I got a ticket last Thursday for taking the left hand turn at 5:20. I am so mad about it. I guess I must have known about the sign at some time or another but forgot about it. When I was pulled over, I was absolutely clueless as to why. I actually did not even think the blue lights were for me for a nano second. When the officer asked me if I knew why he pulled me over, I honestly replied "No, I truly have no idea". It is just ridiculous that we are unable to pull into our neighborhood between 4 and 6. I will just pay the ticket. The law is the law and I was wrong but this law really inconveniences those of us living in the neighborhood.

TURN RESTRICTION SIGN ISSUES (continued)

Issue 2: Existence of “No Left Turn” Sign at Colley & Virginia Avenue (continued)

Source: (Con) Community Questions/Comments Sent to NextDoor (continued)

- * I am mad that I got an unnecessary ticket for a traffic issue that we neighbors apparently created for ourselves. Do you have data to support that thru traffic declined after the sign was put in? Before I moved to the neighborhood 8 years ago I cut through too because the alternative is three long stoplights on 38th (35th is too far way and also has 3 stoplights). The only way to cut thru traffic is to improve flow on 38th street and we neighbors have no will for that. I don't believe that the no left turn sign works.
- * I'm not sure people do agree that it (the No Left Turn sign) is necessary. Most people seem to want it removed actually, or at least from the posts (on NextDoor). As you say people still turn on Carolina so what good are they doing? I do have a suggestion that might help a tiny bit. How about a stoplight in Hampton Blvd. to make left turns into 35th Street or even 26th Street easier. Right now even people who actually would go on 35th or 26th are still better off cutting through our neighborhood.
- * While it is true that I received a ticket there last Thursday and that makes me unhappy, I also concede that this is the law. I broke this law and I will pay the ticket. No matter that I did not see the signs. However, that being said, this regulation is just not effective, and I expect is not achieving the desired result to any justifiable degree. This is just an archaic law that needs to be revisited. I am certain that with some thought and planning there is a more effective way to deal with the perceived traffic problems here.
- * Years ago, it was far more logical to guide traffic to turn left into the neighborhood at Carolina - you weren't dependent on the green light for the left turn, and the "shoulders" at the light at 42nd aren't intended to be passing lanes (granted, no shoulder is). Now that the Dirty Buffalo has moved, traffic is horrendous at most hours, as is parking. Colley isn't always better, since the no left turn was created before Cogan's, LeGrand, Shiptown, Dirty Buffalo, or any of those moved in. And the person that mentioned school traffic has a VERY valid point - Colley Ave in the 3:00 hour is bad...but not as bad as lunchtime, happy hour, and/or playoffs at Dirty Buffalo (which is the main reason we're moving). Best of luck fighting the good fight!

Issue 3: Change the No Left Turn Sign at Colley & Virginia to Mon. - Fri. Only

Source: Community Comments/Questions/Suggestions Sent to NextDoor

- * I've always wondered why the restriction isn't just M-F....
- * If the no turn traffic at 42nd stands, (I) would like to suggest that it would be nice to have the rule overturned on weekends.

TURN RESTRICTION SIGN ISSUES (continued)

City Response & Explanations To All Three Turn Restriction Issues

The Delaware turn restriction was instilled approximately 40 years ago, before John Stevenson's time with the Traffic Division. He said he tried to do a little bit of research, but couldn't find anything saying exactly what the request was and why the Traffic Division made the determination it did. He speculated that the community requested the sign because motorists were cutting through Delaware Avenue, traveling from Llewellyn/Granby Street to Colley Avenue to get to campus.

John said the installation of the turn restriction had nothing to do with vehicles turning right interfering with southbound traffic on Delaware as suggested by one resident. He said it was entirely a result of a request by the community as an attempt to reduce cut-through traffic. Similarly, he said the Colley turn restriction had nothing to do with backups at the light on Colley or the lack of a left turn lane at that location as suggested by another resident. He said it was solely done at the request of the League to reduce cut-through traffic on Virginia Avenue. Support for his assertion can be found in looking at the historical record of archived newsletters and meeting minutes. For example, some residents who have lived in the neighborhood for a long time have claimed that at least part of the reason for the Llewellyn sign was due to problems with boat trailers being unable to properly turn there without interfering with vehicles sitting at the eastbound traffic light on Delaware. While it may be true that such a difficulty exists and may have indeed been part of the discussion, there is no mention in archived newsletters or meeting minutes as to this being a reason for the restriction. The only reason cited anywhere in the archives was to reduce cut-through traffic.

In reference to the suggestion for posting "No Through Traffic" signs like the City does for large trucks, John said that code dictates such a prohibition for trucks weighing 4 tons or more. In regards to the suggestions for having "No Thru Traffic" signs which would not apply to residents, John said there's no City code to make that enforceable. He said the Traffic Division has posted a few signs of that nature, but that they are unenforceable. John said there is also no way to exclude residents based on the address on their license as suggested by another resident.

John said he didn't see the connectivity between installing left turn lights on Hampton Blvd. at 35th or 26th Streets and solving any problem of cut-through traffic for the neighborhood as suggested by one resident. However, he said that such a light might be added at 26th & Hampton at some point in the future.

John couldn't answer why the "No Left Turn" off of Colley at 42nd Street is enforced 7 days per week and not just Monday through Friday? He speculated that it must have been what the community wanted at the time. He said the Traffic Division allows turn restrictions to apply Monday through Friday versus seven days a week. They don't require having turn restrictions in place seven days a week. They also allow turn restrictions during certain times of the day.

John said the Traffic Division is flexible on the sign "to a certain degree." They would be willing to consider removal of either or both of these signs or modifying them to apply to Monday through Friday only if that is what the community wants to do. He said he would probably need to look into one resident's concern about the height of bushes obstructing visibility of pedestrians on the Delaware crosswalk if the "No Right Turn" sign on Llewellyn were to be removed or modified.

TURN RESTRICTION SIGN ISSUES (continued)

City Response & Explanations To All Three Turn Restriction Issues (continued)

The process for removing or modifying either or both of these signs includes:

1. A formal request from the community through its neighborhood civic league and signed by the League President
2. Approval of the City Manager's Office
3. Approval by City Council
4. The Traffic Division generally waits until they have a whole handful of locations to request a formal docket item on Council's Agenda
5. The City Attorney's office drafts an item for placement on Council's docket

John said that the City Council process for any traffic consideration can take as long as 6 months (on average) based on Council's agenda. He said Council typically only looks at traffic control types of issues twice a month.

Traffic Task Force Recommendations Regarding All Three Issues

There's a lot to think about when considering the removal of either of these turn restriction signs. First there's the history of difficulties with significant cut-through traffic that existed prior to the installation of these traffic control measures. Arguments have been made by some that the conditions in existence when they were instilled no longer exist. That may or may not be true, but it seems to be at best a specious argument given the fact that a documented cut-through problem currently exists entering Carolina where there have been many attempts by some residents to make the 400 block of Carolina one-way to alleviate that problem. Imposing a new restriction on the 400 block of Carolina, only to undo the one currently in place at Llewellyn & Delaware makes little sense. Knowing these things along with the fact that both of these measures have been in place now for four decades makes the soundness of any decision to remove them seem questionable. Certainly most people who currently live in the neighborhood, moved here knowing those signs were there, and thus accepted them in doing so.

The City seems quite amenable to considering changing the turn restrictions on both Colley and Llewellyn to apply to Monday - Friday only. While this makes good sense for the sign on Colley, the same may not be as true for the one on Llewellyn. The situation on Llewellyn includes the caveat of the difficulty with boat trailers being able to properly negotiate the turn very well. That would especially be a problem on weekends.

In considering adding additional turn restriction signs at 41st & 40th Streets, there's also much that would need to be considered. Residents would then be left with only 5 legal entry points into the neighborhood during afternoon rush hour traffic... Gosnold, Newport, Colonial, and Carolina (by way of 38th Street) and Delaware (by way of Granby). That number would drop to 4 entry points if the 400 block of Carolina were to be made one-way. Furthermore, some businesses abutting those streets could be directly impacted, and some have already voiced opposition to any such measures during previous traffic committee efforts.

Regardless of any consideration of the above, Mr. Stevenson's responses to the community's comments and questions need to be communicated.

ONE WAY STREETS/ENTRY RESTRICTION ISSUES

Issue 1: General Process For Designating Individual Blocks One-Way

Source: Question Sent to Mr. Stevenson Prior to His Oct. 2016 Presentation

There is talk about petitions being circulated to get individual blocks designated "one-way." How does that process work? Does the City look at the overall impact of such a decision before making a street or block of a street one-way?

Issue 2: Make 400 Block of Carolina Avenue One-Way

Source: Suggestion from 2015 Traffic Committee

Make the 400 Block of Carolina one-way going east bound.

Source: Community Comments/Suggestions Sent to NextDoor:

- * It seems it would make sense for Carolina to be one-way going east only between Colonial and 38th, in order to cut down on cut-through traffic.
- * Since the school closed (Stuart School) traffic enters Carolina at 38th to bypass traffic lights. The number of cars traveling at high rates of speed has definitely increased through Colonial Place. The closing of Stewart School should warrant a review of new traffic patterns by the city.
- * Cars are still blowing down Carolina like it's an expressway. Note that someone ran down the light at the Carolina circle. Changing to a one way at the Stewart School might help. When the school was operational cars could not enter Carolina at 38th and there was a lot less traffic.

Issue 3: Install One-Way Streets On Other Blocks/Streets

Source: Community Comments/Questions/Suggestions Sent to NextDoor:

- * Living on Carolina we have seen increased speeding traffic from the Colonial Ave side going west to Colley (Dirty Buffalo) I think something needs to be done so that Carolina Ave has traffic flowing East instead of the speeding cars shooting to a Colley West. Also, one-ways for different blocks could work too, with directions facing each other. Example: 500 block of Carolina Ave facing East then 600 block facing West. Something to that effect where it forces cars to stop then makes them make a right or left vice speeding as a straight shot from Colonial to Colley.
- * Making Virginia Ave. from the 700 (block) at the intersection of Mayflower road to the 500 block at the intersection of Colonial Ave. as a one-way into Colonial Place might be an answer.

ONE WAY STREETS/ENTRY RESTRICTION ISSUES

City Response & Explanations To All Three One-Way Restrictions Issues

John said the City is willing to entertain requests for one-way streets. He noted that when a one-way street is created, usually a minimum of 50% of the vehicles who normally use that street will reroute through the community to get back to their homes thus causing an increase in traffic on adjacent streets. The degree depends on how the street network is set up and how convenient it is to get from one block to the other. Sometimes speeds increase a little bit (on the one-way street) because there's no conflicting traffic. How much depends on the roadway, whether there's on-street parking, and whether there's parking on both sides of the street.

The process for getting a block designated as one-way is more complicated than that for adding or removing turn restriction signs, and involves more parties in the process. The steps include:

- * A petition must be signed by at least 75% of the residents who live on any block for it to be made one-way. The Traffic Division does not circulate petitions, they hand it over to the community's civic league to administer the process however they see fit. For the purpose of meeting the 75% criteria, "residents" means each "household" gets one vote. So, for example, if there is an apartment building that has 6 occupied units, that counts as six potential petitions. The traffic division depends on a petitioner's notes to tell them how many units are occupied (or empty) in a multiplex building. If the owner of a multiplex building votes on behalf of the residents of that building, his/her signature counts as six votes in the example just given. While signatures of absentee property owners are accepted, the Division likes to see the signatures of actual residents. A residence must be included in the petitioning if it "abuts" the street in question. It does not need to have its address on that street. So, in the case of the 400 block of Carolina, there are a total of 4 residential properties abutting that block. Three of the four would need to sign the petition. Since the old Stuart School building is currently owned by the City, it would not need to be included in the petitioning. If that property was to become under contract or become owned by another entity, then it would need to be included.
- * The Traffic Division currently requires that a civic league be involved in the process by way of at least a letter of support. They don't necessarily require that the petitioning be conducted by a civic league. He said they didn't always require involvement of civic leagues in the past, but they are being more diligent now. The letter of support typically comes from the league's president indicating acceptance by the larger community using whatever process the league uses to make that determination.
- * Once the Traffic Division receives a petition and letter of approval from the league president, they go through a process to check and validate the signatures on the petition and that the number of signatures truly represents 75% of the residents as defined above.
- * Once the petition is validated, an investigation is conducted getting input from:
 - The Fire Department,
 - Norfolk Public Schools,
 - The Police Department, and
 - Waste Management.
- * Approval from the City Manager's Office
- * Approval by City Council

ONE WAY STREETS/ENTRY RESTRICTION ISSUES (continued)

City Response & Explanations To All Three One-Way Restrictions Issues (continued)

In regards to this process, John noted that rerouting trash trucks is usually possible, but garbage cans must be on one side of the street on pickup day. Also, the Traffic Division generally waits until they have a whole handful of locations to request a formal docket item on Council's Agenda. Then the City Attorney's office drafts an item for placement on Council's docket.

Traffic Task Force Recommendations for All Three Issues

The City's process for having a street designated one-way has changed. Residents can no longer go off on their own and have a block designated one-way with no input from the larger community. This is probably a good thing as it avoids a mix-match of several blocks gradually becoming designated as one-way as a result of changes on one street diverting more traffic to another street and residents reacting. Involvement of the larger community creates a more deliberative and coordinated process. For example, prior to the formation of the Traffic Task Force, there was an effort underway to have the 600 block of Carolina designated one-way going east. This would make absolutely no sense if the League were to pursue having the 400 block of Carolina made one-way going east. The Task Force checked with the individual organizing that effort on her block to see how it was going. She said that she had dropped the petition off to one neighbor to sign and had never heard anything and had not followed through after several months had passed. She was informed that a traffic committee had been formed to study several issues with traffic in the neighborhood. No further communication has occurred with her on the matter. There may be some value in checking in with her at some point, bringing her up to date, and seeing where she is in the process.

The comments from the community do not seem to reflect a burning desire for creating one-way streets. One possible exception might be the 400 block of Carolina where the support for making that block one-way going east seems to be stronger. There's credibility in the claims of some residents about an increase in traffic volumes on Carolina and Virginia during morning rush hour after the Stuart Gifted Center closed. Additionally, only four residences abut that block thus requiring only 3 signatures on a petition for it to be validated by the City. Making that block one-way would clearly reduce cut-through traffic entering there and would likely reduce traffic volumes on other blocks of Carolina. What remains unclear is whether or not enough motorists would be motivated to turn right onto Colonial Avenue off of 38th Street and then turn left on Virginia to make a noticeable increase in traffic volume (if any) on that street. If the Board decides to pursue this measure, it might be wise to do so on a trial basis and conduct some traffic volume and cut-through percentage studies on the 4000 block of Colonial, 500 block of Carolina, and 500 block of Virginia before and after its implementation as described in the section titled "Controlling Cut-ThroughTraffic."

Regardless of any of the above actions being taken, Mr. Stevenson's responses to comments and questions need to be communicated to the community. Of particular importance is the requirement for including the Civic League (and thus the larger community) in any decision about having a block made one-way.

DEALING WITH SPEEDING ISSUES

Issue 1: General Speeding Concerns/Questions

Source: Question Sent to Mr. Stevenson Prior to His Oct. 2016 Presentation

What has the City found to be the most effective ways to quiet traffic in residential areas such as ours?

Source: Question Sent to Dedicated Email

My traffic concern is speeding on Newport. The speed limit is 25 mph. There are an excessive number of vehicles exceeding this speed with some cars doing 40-50 mph or more. With all the cross streets and limited view of traffic on Newport, it is only a matter of time before we have a serious accident resulting in serious injury. I know a recent community news article noted that it's not non-residents speeding but the residents. Can something that can be done about this: periodic police radar checks, traffic calming, etc.?

Source: Community Comments Sent to NextDoor

- * I've lived on the 600 block (of Virginia) for many many years and traffic has always been an issue. It's been used as a cut-through and speeding is a big issue. I would say over 50% of my neighbors have had their vehicles damaged by a speeding or a drunk driver.
- * Two summers ago I witnessed a neighbor's dog hit and killed on Virginia by way of a speeding car. (This) was scary enough for me to witness a dog not much larger than my toddler be killed. I don't want to see any children become statistics on my block.
- * Please consider speeding on the North-South roads.

City Response & Explanations to This Issue

John said the methods they use to calm traffic include:

1. Engineering Elements:
 - * Stop signs - too many can have reverse effect of causing speeding between signs
 - * Speed humps where the required criteria have been met
 - * One-way streets
 - * Turn restrictions
2. Enforcement from the police department.
3. Education - The City is trying to put better public relations and education information together about reducing speeds in general throughout the City.

Traffic Task Force Recommendations For This Issue

Recommendations regarding stop signs, speed humps, one-way streets, and turn restrictions can be seen under the specific sections dealing with those topics. Having dialogue with the Police Dept., about enforcing speed limits in the neighborhood, streets or blocks with a significant problem is a good idea. But those streets would need to be identified to do so. Unfortunately, current data from the City suggests the neighborhood does not have a particular speeding problem. Requesting the City's 2013 study data and looking at it along with data from the 2000 study, might allow leadership to suggest locations that haven't been studied in the past and where speeding could be an issue. The community could also be solicited for input on areas where speeding is a problem.

DEALING WITH SPEEDING ISSUES (continued)

Issue 2: Reduce Speed Limits on Neighborhood Roads

Source: Suggestion from 2015 Traffic Committee

Slow traffic on neighborhood streets to 20 mph.

Source: Community Comment Sent to NextDoor

Make the speed limit inside Colonial Place 10 mph. If I'm driving within the neighborhood, I'm not in a hurry. we're not THAT big, even at 10 miles an hour, you'll get to a main road within 2.5 minutes.

City Response & Explanations to This Issue

John said City and State codes say speed limits should be 25 mph in residential areas but speed limits can be lowered based on an engineering study. They are trying out 20mph signs in the Meadowbrook neighborhood where there has been a measured history of speeding issues. Before and after studies have shown little change in average speeds in that neighborhood so far. John encourages the community to have a conversation with City Council about reducing speed limits if it feels strongly that 25 mph is too fast as a minimum speed limit. He said Council might be willing to entertain changing that and other things like the criteria that must be met for a street to qualify for speed bumps (see below). He said chances of reducing speed limits on just a few streets within the neighborhood were not good but reducing all of them stands a better chance. He noted that in so doing, Council would be setting a precedent and would therefore be willing to buy into reducing speed limits to 20 mph for all neighborhoods in Norfolk which involves costs and manpower.

Traffic Task Force Recommendations For This Issue

John made it clear what the process would need to be to reduce speed limits in the neighborhood. The Board needs to decide if it would like to invest the time to negotiate this matter with City Council. Either way, the process John described needs to be communicated to the community.

Issue 3: Speed Bumps

Source: Question Sent to Mr. Stevenson Prior to His Oct. 2016 Presentation

What about speed bumps? Can residents request them for certain streets?

Source: Suggestion from 2015 Traffic Committee

Try speed humps/bumps in the 700 and 600 blocks of Virginia and Carolina, and 500 block of New Jersey.

Source: Community Questions/Comments Sent to Dedicated Email

Our main concern has to do with Delaware Ave. before the circle intersecting with Colonial Ave. We live on the 500 block of Delaware and a ton of cars enter the one way entrance often. Also, with the stop sign on the right side people look to the left to turn and often yield versus stopping and drive in excessive speed down our section of Delaware. It is very scary with so many children in Colonial Place who do look before crossing ; however, drivers enter the wrong way, do not stop at the stop sign and drive way to fast. We think a speed bump halfway up the 500 block of Delaware Ave. would be useful in decreasing drivers

DEALING WITH SPEEDING ISSUES (continued)

Issue 3: Speed Bumps (continued)

Source: Community Questions/Comments Sent to Dedicated Email (continued)

speed due to this road being a high traffic area since it connects to the circle exiting Colonial Place. We hope this is helpful in decreasing dangers for our Colonial Place residents. It is very concerning and frustrating. Just in the past 10 minutes I have seen people drive at excessive speed in front of the 500 block of Delaware and fly through the stop sign without even pausing. There was almost an accident several times because people are looking to the left instead of seeing the stop sign on the right. What are we going to do about this problem?

Source: Community Questions/Comments Sent to NextDoor

- * (Install) speed bumps on major through streets in the neighborhood (i.e. Virginia Ave).
- * Speed bumps on the frequented through streets would be a welcome addition as well.
- * I think speed bumps or dips would be very effective - hit one of those too quickly and you'll not do it twice.
- * The only thing that will slow people down are dips or speed bumps.....I wish they would put them on Virginia & Mayflower. (I) saw 2 people go through stop signs this morning.
- * The city of Norfolk will not allow us to have the speed bumps.

City Response & Explanations to This Issue

John said speed bumps are generally effective in reducing speeds. He said they are not for adjusting traffic volumes as they have no impact on that. Two criteria need to be met before speed bumps will be considered by the Traffic Division:

1. The street must experience an average of at least 500 vehicles per day according to the Traffic Divisions measurements.
2. The 85 percentile speeds need to be 33mph or higher, meaning that 85% of traffic is traveling at 33 mph or less as demonstrated by their tube data.

Both of these criteria must be met in order for a street to qualify for speed bumps. The most recent study from the Traffic Division in 2013, showed the 85 percentile to be 29 mph, so both neither Virginia nor Carolina met the minimum criteria to qualify for speed bumps. John said the number of accidents on a street are not a consideration for speed bumps.

If a street in the neighborhood should ever qualify for speed bumps, and the community would like to pursue the option, the following process must be followed:

1. A formal request from the community's neighborhood league and signed by the President
2. Approval by the City Manager's Office. Speed bumps do not require City Council approval.

DEALING WITH SPEEDING ISSUES (continued)

Issue 3: Speed Bumps (continued)

Traffic Task Force Recommendations for This Issue

A request for the 2013 tube data results along with the 2000 study results would aide the League leadership in determining what locations have not been studied that might meet the criteria for speed bumps should they ever be desired.

The information John provided on this topic needs to be communicated to the community.

PARKING ISSUES

Issue 1: Allowing Parking on Both Sides of Virginia Avenue

Source: Question Sent to Mr. Stevenson Prior to His Oct. 2016 Presentation

Why, on Virginia Avenue, is parking allowed on only one side of the street?

Source: Suggestion from 2015 Traffic Committee

Increase parking to both sides of Virginia to slow traffic.

City Response & Explanations to This Issue

John could not answer why parking is only allowed on only one side of Virginia since that decision went back years ago. He speculated it may have to do with Virginia Avenue likely having the highest east-west volume of traffic in the neighborhood. He said he did not recall any kind of explicit resistance on the part of the Fire Department to having parking on both sides of Virginia. He noted the Division generally does not remove parking from a street at the request of the Fire Department, and they generally only do that if the “community” asks them to do so. However, he said that there were minimum widths they would have to look at to make sure a problem didn't exist and that they would have to make sure there would be enough width for safety vehicles to get through before allowing parking on both sides of Virginia. During a meeting of the Task Force with John, he pulled up a Virginia Avenue view of Google Earth. He made rough measurements and said the width of the street looked questionably tight, but that random parking (on either side) might be possible. He said he could go out and make more detailed in-person measurements, to see what the actual situation is. He asked to be sent an reminder email on this so he could do so. He said that knowing ahead of time would help inform the community whether or not the minimum widths would be met. Even if minimum widths are met, knowing how much room there is for emergency vehicles to get down the street without causing damage to vehicles could be useful information for residents when deciding whether or not to sign a petition.

The process for getting parking on both sides of Virginia includes:

- * A petition with 75% of residents similar to that for getting a one-way street. The petition must be signed by the President or at least be accompanied by a letter of support.
- * The Division would have to check to see if the traffic volumes on Virginia are a bit higher such that there would be adequate room for two opposing cars to pass one another. Even if this was found to not be the case, they might be able to look at alternating “no parking” stretches to accommodate the situation.
- * Measurements would need to be made to see if enough room would be available for emergency vehicles.
- * If all of the above conditions were met, the petition would require approval by the City Manager's Office. Parking issues of any kind do not require approval by City Council.

Traffic Task Force Recommendations For This Issue

An email needs to be sent to John Stevenson as he requested, reminding him to come out and make more detailed measurements of Virginia Avenue. His response to this issue also needs to be communicated to the community.

PARKING ISSUES (continued)

Issue 2: Parking on East Side of Colonial Between Delaware & New Jersey

Source: Suggestion from 2015 Traffic Committee

Eliminate parking on the east side of Colonial in the block between Delaware and New Jersey. Cars parked there create a hazard for vehicles exiting the Delaware/Colonial Traffic Circle heading north on Colonial. It also makes it difficult for two cars to pass one another when an opposing vehicle is also heading south on Colonial and approaching the stop sign at the traffic circle.

City Response & Explanations to This Issue

John said the process for doing this would be the same as that described for Virginia Avenue above. He pulled up a view of the area using Google Earth. John said he thought there was a "No Parking to Corner" arrow sign near the Delaware Circle on Delaware Ave. He said he would check it out to make sure there's not an issue with signage or with a hazard being created for two cars to pass one another. He asked to be sent a reminder email on this. He noted that if parking were to be removed from this stretch, it could encourage motorists to increase speeds as they come around the corner.

Traffic Task Force Recommendations For This Issue

John needs to be sent an email as he requested, reminding him to check the situation out. After hearing back from him, further deliberation can occur as to whether or not this is something the community wishes to pursue. Either way, his response to this issue needs to be communicated to the community.

Issue 3: Do Something About Parking on 41st & Carolina

Source: Community Comments/Questions Sent to NextDoor

- * Can something be done about the parking on 41st/Carolina by the wings place (Buffalo Wings)? Folks park on both sides of the street, making it difficult to turn onto 41st/Carolina from Colley.
- * Those of us who live on Carolina now have to deal with cars parked on both sides of the street next to the (Soon Wing) restaurant. It makes turning onto Carolina from Colley difficult and it is impossible for 2 cars to pass each other on that block. Excess traffic from the restaurant frequently spills over onto Mayflower and the 700 blk of Carolina. It would be nice if the city could make it "no parking" on that block, or minimally, parking on only one side of the road.

City Response & Explanations to This Issue

John pulled up a view of the area on Google Earth and made rough measurements. He seemed concerned about what he saw and acknowledged it looked like there could be a problem with parking on both sides. He said he could take a look at this issue without a petition from the League. He asked to be sent an email on this as a reminder for him to check the situation out. He said that the issue most likely occurs during a time of day that would be after-hours for him. He also noted that if there wasn't a safety issue with the area, we might want to think before asking for limiting parking there since it could encourage people to park somewhere else that may be even less desirable.

PARKING ISSUES (continued)

Issue 3: Do Something About Parking on 41st & Carolina (Continued)

Traffic Task Force Recommendations For This Issue

John needs to be sent an email as he requested, reminding him to check the situation out. If he doesn't find a problem, the leadership would need to decide whether to pursue the matter or not.

Issue 4: Removal of No Parking Signs on Georgia Avenue

Source: Community Comments/Questions/Suggestions Sent to NextDoor

- * We noticed this weekend that that the no parking signs on the south side of (the 600 block of) Georgia Ave are gone. This means parking is now allowed on both sides of the street. Guess our letters and calls to the City worked. Now maybe people will slow down coming through here, or will choose another street to cut through. Did the Civic League receive notice of this change from the City?
- * The Civic League was not aware of the sign removal. Glad it was something you wanted.
- * Funny, I live on Georgia and didn't notice the sign change. I am not sure the change will "fix" anything, but happy your "voice" got through to the city. Congrats!
- * I don't think anyone has noticed it yet because no one is parking over there.
- * Did you check with all the residents on Georgia? I live on Delaware and love parking (on only) one side of (the) street.

City Response & Explanations to This Issue

The Traffic Task Force made a visual inspection and confirmed that the signs are there. John said it was possible they were temporarily removed for some reason.

Traffic Task Force Recommendations For This Issue

No recommendation is necessary for this issue.

Issue 5: Miscellaneous Parking Issues

Source: Community Comments Sent to Dedicated Email

- * Since far too many people don't know how or where to park on the street, it would be great to have limits of parking clearly identified with painted markings on the pavement. Entrances to driveways are to remain clear for safe access and exit. Blocking driveway access is against City ordinance and very discourteous to neighbors.
- * Enforcing the single family zoning may help alleviate the numerous vehicles trying to park on our streets.

PARKING ISSUES (continued)

Issue 5: Miscellaneous Parking Issues (continued)

Source: Community Comments Sent to Dedicated Email (continued)

- * I am convinced we have limited parking on our street due to the multiple renters on our street living in single family homes. Being a homeowner who often encounters nowhere to park close to our home is a constant frustration.

- * I would support a residential parking sticker with time limited parking for guests. We have too many abandoned vehicles being left on or near our street, again taking away parking for residents. Hope someone is able to change things for the good of preserving our neighborhood and creating a more pleasant and safe environment in Colonial Place.

City Response & Explanations To These Issues

In reference to the first suggestion, John said the City does not do painted markings on residential streets. He said the process for pursuing the other parking constraints include:

- * A petition with 75% of residents similar to that for getting a one-way street. The petition must be signed by a civic league president or at least be accompanied by a letter of support.

- * The petition would require approval by the City Manager's Office. Parking issues of any kind do not require approval by City Council.

Traffic Task Force Recommendations for This Issue

These issues are very particular to specific streets and areas. John's response about the process for getting parking restrictions instilled needs to be communicated to the community.

STOP SIGN ISSUES

Issue 1: Four-Way Stop Signs

Source: Question Sent to John Stevenson Prior to His Oct. 2016 Presentation

Speeding down Virginia Avenue is an ongoing complaint. Would 4-way stop signs at the intersections with Mayflower, Gosnold and Newport be possible?

Source: Suggestion from 2015 Traffic Committee

Consider adding four way stops at the following intersections: Colonial and Carolina, Virginia and Colonial, Newport and Virginia, and adding a stop sign westbound at Mayflower and Virginia.

Source: Community Comments Sent to NextDoor (General)

- * I recommend making four-way stops at Virginia along each of the North-South roads (Colonial, Gosnold, and Newport). I believe that this will help in two ways: (1) it will slow down people driving North and South, and (2) it will reduce the likelihood of accidents. First, people speed badly on those roads, especially on Colonial between Delaware and 38th as they cut across our neighborhood. The speeding scares me because of children, joggers, and cars crossing the N-S roads. In fact, there are school bus stops located right along Virginia on those N-S roads. Installing 4-way stop signs will improve the safety of the children. Second, many cars and bikes travel East-West along Virginia and it is really hard to see around parked cars on the North-South road. If it hasn't happened already, someone is going to get hit trying to cross those roads.
- * Because North-South stop signs on Virginia should slow down drivers cutting through our neighborhood and increase safety, I believe that this would be an easy and highly beneficial traffic improvement for the neighborhood.
- * I also think that stop signs north-south on Colonial, Gosnold, and Newport at Virginia would be a good way to prevent potential accidents and slow down drivers crossing the neighborhood using Delaware.

Source: Community Comments (About the 4-Way Stops at Mayflower & Virginia)

- * The new 4-way stop signs don't deter people from speeding through.
- * Noticed this morning that the city of Norfolk was installing new STOP signs at the intersection of Mayflower Road, Virginia Avenue and 42nd Street. They are marked with flags to get motorists' attention. You will now need to stop in what appears to be at least a three-way stop (the fourth stop sign hadn't been installed yet when I drove through). This is an effort to slow down the traffic using our neighborhood as a cut through, making it less desirable for such purposes. Police will be highly likely used to enforce this new signaling arrangement going forward so just take notice as you use that intersection. The Mayflower Road stop sign at this intersection is constantly blown through by neighbors and work trucks (like it's not even there) and I've nearly been t-boned twice there so please abide by the signals.
- * That is great news! The signs are a great idea!

STOP SIGN ISSUES (continued)

Issue 1: Four-Way Stop Signs (continued)

Source: Community Comments About the 4-Way Stops at Mayflower & Virginia (cont.)

- * This is a long time in coming. Thank you to the Civic League Board and John Stevenson from the City for following through on this! This will also make it much safer for pedestrians at this intersection.
- * Sorry to go against the tide here but the epidemic of stop signs and reduced speed limits is a little much. I'd like to see actual statistics showing the need for all this given it had been that way for decades. Just how many children have been hit; how many horrible accidents? Hey we can put stops signs at every intersection and reduce the speed limit to 5! Just like the flashing yellow arrows--as if they didn't teach yield rules in drivers ed (by the way these have caused more accidents since installation in NC!).
- * Come hang out on Mayflower for a bit one evening. Tell me if you would let a kid even stand on the sidewalk next to that road. The car that ended up in the river because of its speed going into a turn a few years ago is also compelling evidence that speed limit enforcement would be great.
- * I think those of us that live in this neighborhood welcome this, since we were the ones that asked for it. Neighbors in nearby Larchmont won't necessarily understand since they aren't immediately affected by it, unless they're now legally obliged to come to a stop at this intersection on their way to/from home; regardless this is a victory for those of us that live in Colonial Place! GREAT NEWS!!!
- * We have a speed break on Gosnold that does nothing to deter - BTW - speeders, who use as a 'launch' point or 'challenge' to get a little loopy ride going down the street. Those who speed or blow through traffic signs and signals are going to do this regardless of the barrier you put there - it's human nature and behavior and we can't do a whole lot about it (except give them a traffic ticket if caught). The city took a better measure with the stop signs, actually, and while they may not work, as someone else mentioned, I believe, North Carolina, they do work in other jurisdictions with proper level of enforcement.
- * Someone else here mentioned the car that went in the river a few years back off Mayflower. Let me add a bit of detail on that one: the Mercedes he was driving, while it did end up going straight ahead in a turn on Mayflower, was due to a medical emergency that proved fatal (a heart attack) that put the driver into an acceleration unfortunately into the water; he died of the heart attack, as it was massive. That's the only car I'm aware - having lived in our house for 26 years, that went in the water under such a circumstance.

City Response & Explanations To This Issue

At his October 2016 presentation to the League, John said people tend to speed up to make a green light and that this would also be true for the light at Colley & 42nd. He said motorists often do not fully stop at 4-way stops. Instead, they come to a rolling stop, but even if they don't fully stop, at least they are going very slow, so the speeds do tend to go down. Given this, he said the community would probably benefit from a 4 way stop at Virginia and Mayflower and the Traffic Division would be willing to consider one there.

STOP SIGN ISSUES (continued)

Issue 1: Four-Way Stop Signs (continued)

City Response & Explanations to This Issue (continued)

In regards to 4-way stop signs at Virginia and Gosnold and Virginia and Newport, John said he did not see a benefit since there are already stop signs on Virginia at its intersections with Gosnold and Newport, which makes motorists have to stop on Virginia anyway. He said the Traffic Division is always reevaluating traditional traffic controls in the community, but they avoid overdoing it on a scale that's really unnecessary. He said the Traffic Division prefers to not do 4-way stop signs unless there are circumstances that require it. He said that too many 4-way stops on one street cause people to ignore all of them out of frustration. If stop signs are overdone (especially 4-way stops), there's a tendency for motorists to run them.

The process for getting a 4-way stop (or any change in traffic control) includes:

1. A formal request from the community through its neighborhood civic league and signed by the League President
2. Approval City Manager's Office
3. Approval by City Council as described in the section "Turn Restriction Sign Issues"

Despite having described this process at his presentation to the League, four-way stop signs inexplicably showed up at the intersection of Mayflower and Virginia within a few weeks after the meeting without a formal vote having been put forth to the membership. When asked about this, John said he thought he had received a request via email from the League, but that he could be mistaken. Either way, he said the Traffic Division would not just make that decision on its own without a significant demonstrated problem (e.g. car accidents) existing. Unfortunately there remains some lack of clarity as to who, if anyone, requested the signs at Virginia & Mayflower. John acknowledged it was possible he perceived (perhaps incorrectly) the conversation during his presentation to constitute a formal request by the League. He agreed that a formal vote from the members of the League should probably have occurred first.

The request for four-way stop signs at Colonial Ave. and its intersections with Virginia and Carolina is a special circumstance that requires attention separate from the others. This request came to the prior 2015 Traffic Committee by way of residents living near those intersections. Residents there have complained about numerous accidents at those intersections (particularly Virginia & Colonial) because motorists often either disregard the stop sign altogether or they stop then proceed into the intersection only to be broadsided by an oncoming vehicle that they presumably could not see perhaps because of poor sight lines. A resident who lives at the intersection of Virginia & Colonial, has cameras installed on his property some of which look out at the roadways. He has a long documented video history of accidents at the intersection, some of which have resulted in serious injury, and some have involved damage to his property. He has had a longtime communication with traffic committees and with John Stevenson, where he has sent pictures and video of accidents and has made requests for four-way stop signs to be installed at the intersection. An inspection of the site was made by a member of the 2015 Traffic Committee, and it was noted that limbs from a crepe myrtle obscured the stop sign on Virginia and that there were poor sight lines because of vehicles parked on Colonial right up to the intersection with Virginia. John Stevenson responded to the resident's requests

STOP SIGN ISSUES (continued)

Issue 1: Four-Way Stop Signs (continued)

City Response & Explanations to This Issue (continued)

sometime in 2015 by making his own inspection and having “No Parking to Corner” arrow signs installed on Colonial on either side of its intersection with Virginia. John was asked by the 2017 Traffic Task Force if he knew whether or not the signs had resolved the problem. He said he only knew he had not received any more emails from the resident since the signs were installed. An offer was made to John that the 2017 Traffic Task Force would check in with the resident. The Task Force was to let John know what was learned.

The Task Force visited the resident. He said he felt the signs had made no difference in alleviating the problem and that accidents were continuing to happen there. He showed a video of an accident that occurred as recently as the week beginning June 25, 2017. He said a woman had to be taken to the hospital as a result of the accident. He noted that even though parking was no longer allowed all the way up to the corner, it is still difficult to see cars coming. He also noted that motorists heading south on Colonial often speed up to make the green light just ahead at the intersection with 38th Street, similar to what they used to do on Virginia near the light at Colley before the 4-way stop signs were installed there. The resident was asked why he had stopped sending emails to John Stevenson if the problem was continuing. He said he had given up out of frustration over the lack of action from the 2015 Traffic Committee and a sense of hopelessness that four-way stop signs would ever be installed by the City. However, he said the recent accident was so bad, he was newly inspired to put some information together to send to John Stevenson.

Traffic Task Force Recommendations For These Issues

No action is needed for having four-way stop signs installed at Virginia and Mayflower since that has already been taken care of by the City.

After talking with the resident living at Virginia and Colonial, the Task Force did a visual inspection of that intersection. Many issues associated with the intersection were noted. Beyond the “acceleration to beat the light” behavior described by the resident, it was noted that the sight lines are still not very good even though cars were appropriately parked behind the “No Parking To Corner” arrow signs. This was found to be especially true for oncoming vehicles traveling at a faster speed. Parking is only allowed on the west side of Colonial Avenue through this section. Sight lines would be much improved if parking were instead allowed only on the east side of Colonial (at least through this stretch near the intersections with Virginia and Carolina). The stop sign on Virginia was also found to be obscure even though the resident said he has been keeping limbs of the tree trimmed back. The sign is posted on a utility pole and the tree is right next to the pole with branches arching over, but above, the sign. The width of the pole and tree tends to visually obscure the sign perhaps making it less noticeable.

The conversation with resident at Virginia and Colonial needs to be communicated to John Stevenson as promised. The Board will need to decide if the findings of the Task Force should also be communicated to John.

NOTE: Past newsletters show a history of issues with accidents and people disregarding the stop signs at these intersections of Colonial with Virginia & Carolina going back to 1988.

STOP SIGN ISSUES (continued)

Issue 2: Stop Sign on 500 Block of Delaware

Source: Community Comments/Questions/Suggestions Sent to NextDoor

* Many never stop (on Delaware) before entering the round-about.

* My daughter and family live on 500 block of Delaware which is a one way into Colonial circle. People DO NOT stop for stop sign. The reason may be that the sign is elevated higher than any other stop sign. It should be lowered to normal height and another stop sign on left side of road as it would be more visible than the one present.

City Response & Explanations to This Issue

John said they are required to post signs at 7', but can go as low as 6'. He pulled the area view up on Google Earth and took a look at it. He noted that a tree appeared to be blocking the stop sign. He said he would check that out and asked to be sent a reminder email on this.

Traffic Task Force Recommendations for This Issue

A reminder email about this needs to be sent to John Stevenson as he requested. Ultimately, his findings need to be communicated to the community.

Issue 3: Stop Sign on Mayflower & 40th

Source: Question Sent to John Stevenson Prior to His Oct. 2016 Presentation

Can a stop sign be installed at Mayflower and Georgia?

Source: Community Comments/Questions/Suggestions Sent to NextDoor

(I'm) still waiting for the stop sign promised on Mayflower & 40th where it turns into Georgia...there is no street signal there what-so-ever.

City Response & Explanations to This Issue

During his October 2016 presentation, John said the sign was already in the works as a result of a request through "Healthy Neighborhoods" or "Hotline."

The Task Force did a visual inspection of the site and reported to John that a sign had been installed there.

Traffic Task Force Recommendations for This Issue

No action is necessary since this matter has been settled.

PAINTED LINES ON NEIGHBORHOOD STREETS

Issue 1: Crosswalk Lines

Source: Question Sent to John Stevenson Prior to His Oct. 2016 Presentation

Can crosswalks be installed at Mayflower and Virginia Avenue?

Source: Suggestion from 2015 Traffic Committee

Paint crosswalk lines at the Delaware Traffic Circle for pedestrian safety.

City Response & Explanations to This Issue

* Generally speaking, the Traffic Division does not do crosswalks on residential streets within neighborhoods due to a lack of resources and manpower and the ability to keep up with it unless they feel it is really needed. He said that would be in circumstances like in the presence of bike path or trail for example. He pulled up Google Earth and looked at the Delaware Traffic Circle and said that even if they did paint crosswalk lines in residential areas, trying to do so around the traffic circle would be problematic because of lack of good connectivity to sidewalks. He said crosswalks must connect sidewalks.

Issue 2: Paint Lines at All Intersections with Stop Signs

Source: Suggestion from 2015 Traffic Committee

Paint white lines across all intersections where there are stop signs (which helps to remind that there is a stop sign there).

City Response & Explanations to This Issue

The City does not do these types of painted lines in residential areas.

Issue 3: Maintenance of Painted Lines Where They Exist

Source: Suggestion from 2015 Traffic Committee

Make certain all lines are painted brighter, which should include the arrows in the North-bound lanes on Llewellyn at Delaware.

City Response & Explanations To This Issue

John said they currently to this as they are able to do so. He said the "Remarking Program" can't be done in the winter months because the process is sensitive to moisture and temperature. He said that if there was a specific site that needed attention, such a request could be made through the "Hotline for Healthy Neighborhoods" or send the request directly to him via email.

Traffic Task Force Recommendations for All of These Issues

The policies of the City on these matters need to be communicated to the community.

MISCELLANEOUS ISSUES

Issue 1: Stop Signs VS Yield Signs at Colonial/Delaware Traffic Circle

Source: Question Sent to John Stevenson Prior to His Oct. 2016 Presentation

Why are there stop signs at the Colonial Avenue/Delaware Avenue traffic circle, but yield signs at the other traffic circles?

City Response & Explanations to This Issue

John said for traffic circles, generally the favored type of traffic control is the yield sign. He said they work very well since a motorist only has to worry about traffic coming from one direction. He said many years ago the community asked the Traffic Division to replace the yield signs with stop signs because of issues with traffic volume (3400 vehicles on average per day on Delaware Avenue according to tube counts). John's account is confirmed by reporting in the September 2000 edition of "Community News." The newsletter reported:

"Residents along the 4700 block of Colonial Avenue had requested a speed study. A traffic engineering study was conducted by the Division of Transportation for the City of Norfolk. The Division recommended stop signs on Colonial Ave as it intersects with the Delaware Traffic Circle. These would replace the yield signs which were currently there. The City said it was actively soliciting input from our community before proceeding with the recommendation."

Traffic Task Force Recommendations for This Issue

Changing the stop signs back to yield signs would require the same process as that described for requesting four-way stop signs. If the leadership wishes to take this on, it may want to consult with the larger community first since some effort apparently went into making the original change. This could be done in the form of a survey or a well announced meeting dedicated to the topic.

Issue 2: Improve One-Way Signs on 500 Block of Delaware

Source: Community Comments/Questions/Suggestions Sent to NextDoor

Many cars do not obey the one way signs and have almost hit children playing on that block. A sign with bright colors that would catch attention should be posted ONE WAY and those inefficient arrows taken down.

City Response & Explanations to This Issue

John pulled the view up on Google Earth and said that the signage being used there is standard, with "Do Not Enter" signs at the intersection. Nonetheless, he said he would check the situation out to make sure there isn't some visibility issue. He asked to be sent an email reminding him to do this.

Traffic Task Force Recommendations For This Issue

John needs to be sent an email as he requested. Ultimately, his findings need to be communicated to the community.

MISCELLANEOUS ISSUES (continued)

Issue 3: Install a “No Left Turn” Onto Llewellyn From Delaware

Source: Community Comments/Questions/Suggestions Sent to NextDoor

(Install a) “No left turn” onto Llewellyn from Delaware (westbound turning southbound) during certain hours (primarily evening rush hours). Can't count how many times I have been stuck at that light waiting for people to make left hand turns or to just move up a foot or two so I can squeak by. It causes traffic to back up quite a bit (almost reaching Granby St. at times), especially when people are making that turn because they had to detour off of Llewellyn due to flood waters!!

City Response & Explanations to This Issue

John pulled this area up on Google Earth and did some preliminary measurements to see if there was a possibility of installing a dedicated left turn lane there. He said it looked tight but that he would take a look at it to see if it is possible. He asked to be sent an email to remind him of this.

Traffic Task Force Recommendations for This Issue

An email needs to be sent to John so he can check this possibility out. His findings need to be communicated to the community.

Issue 4: Install Wheelchair Usage Sign at Omohondro & Maryland

Source: Community Comments/Questions/Suggestions Sent to NextDoor

I live in the 200 block of Maryland and would like to see some kind of signage that shows there are people using wheelchairs on Omohondro and Maryland going to Granby Street. People who live in the nursing home use the streets going to the 7-11 and to McDonald's. I have seen some near misses because of speeding drivers. It is worse when traffic is diverted from Granby Street. I saw wheelchair signs in one of these cities and would like to see some signs in the neighborhood to warn drivers that wheelchairs are being used.

City Response & Explanations to This Issue

John said that such signs are not effective because driver's pay no attention to them. He said he has had communication with the person who made this suggestion before and her requests had been denied in the past. The person has also previously requested crosswalks to be added to the areas mentioned above. He pulled the area up on Google Maps and showed me where the person had requested crosswalks to be added. They would be placed in areas where there is no sidewalk, and John said he can't do that. He added that they want people to use the safer crosswalk that exists a little further down (at the intersection of Delaware and Granby) where there is a sidewalk.

Traffic Task Force Recommendations for This Issue

John's response needs to be communicated to the community.

MISCELLANEOUS ISSUES (continued)

Issue 5: Left Turn Arrows on Stoplights on Granby at 38th & Delaware

Source: Community Comments/Questions/Suggestions Sent to NextDoor

Install left turn arrows at the stoplights on Granby at 38th Street & at Delaware.

City Response & Explanations to This Issue

John said this is not possible due to technical weight limit problems for that particular area. However, he said that if the intersection was rebuilt at some point in the future, they may take a look at it.

Traffic Task Force Recommendations for This Issue

John's response need to be communicated to the community.

Issue 6: Clean Up Traffic Circles/Other Areas

Source: Suggestions from 2015 Traffic Committee

- * Clean up the traffic circles. The one at Colonial and Delaware is particularly awful. The flora is out of control, and the asphalt sidewalks are dangerous.
- * Trim bushes/trees so stop signs are more visible.

City Response & Explanations to This Issue

John said such requests can be placed with the "Hotline for Healthy Neighborhoods" with a per location specific request.

Traffic Task Force Recommendations for This Issue

Make a visual inspection to make sure these issues have not already been taken care of and follow John's recommendation if they have not. John's response also needs to be communicated to the community.

Issue 7: School Bus Routes

Source: Suggestions from 2015 Traffic Committee

Would prefer that school busses only travel on North/south roads in CP.

City Response & Explanations to This Issue

John said such issues should be brought up with Bob Clinebell of the Norfolk Public Schools (Phone: 892-3320).

Traffic Task Force Recommendations for This Issue

Talk to Bob to see if such a thing is even possible. John's response also needs to be communicated to the community.

MISCELLANEOUS ISSUES (continued)

Issue 8: Close End of Michigan Avenue at the Community Garden

Source: Community Comments/Questions/Suggestions Sent to Dedicated Email

Due to the significant amount of pass through traffic on our street, Michigan Ave, I am in favor of closing the end of the street at the community garden entrance. This would also allow the post office to expand their parking lot to accommodate both employee parking and customer parking. Also doing something to reduce foot traffic from 7-11 would be great. People walk down our street and throw trash in our yards and vandalize our cars.

City Response & Explanations to This Issue

John said this would probably not be possible. He said that Council has not been receptive to dead-end streets because trash collection is an issue and a cul-de-sac would have to be built to accommodate them. This starts getting into additional expense.

Traffic Task Force Recommendations for This Issue

John's response needs to be communicated to the community.

Issue 9: Use of GPS and Google Information as a Traffic Deterrent

Source: Question from Audience at John Stevenson's October 2016 Presentation

I travel across the City often with my job, and one of the things I noticed was, I was trying to get up to Military Highway and back over toward Chesapeake Boulevard and Tidewater, and my GPS told me there were speed bumps on Robin Hood Road. Which meant instead of taking me (longer) to get where I was going, and so that is a deterrent. I'm just wondering how GPS works. Because for me, I didn't have that time, so I went the way they said, even though it was longer, it was shorter because of the speed bumps. How does that work as a deterrent and could that be something that's in GPS when it comes to 4-way stops?

City Response & Explanations to This Issue

John said that the only information he was aware of his division providing for GPS were things like speed limits, one-way streets, and turn restrictions. He had no idea how GPS would be aware of something like the presence of speed bumps. He said he knows that they have not put out that kind of information. Members of the audience suggested that entities like Google Maps and GPS might get such information through "motorist-provided comments and crowd sourcing."

Traffic Task Force Recommendations for This Issue

No action required.

MISCELLANEOUS ISSUES (continued)

Issue 10: Traffic Tube Studies

Source: Questions from Audience at John Stevenson's Oct. 2016 Presentation

* (When the City did its 2013 study on Virginia) , the lines were put very close to a stop sign. And if they had been put in the middle of the street somewhere, I think they would have people going a little faster. People are already slowing down for the stop sign.

* Yes Sir, I live on the 4200 Block of Mayflower Road which is where ForKids is, Colley Avenue and 42nd Street. So I remember when you had the counter on the 600 block of Virginia Avenue. But rather than it's right there where the cars speed to get to Colley Avenue to get that green light. So down the road, if you do that counter again, I would like to see that line right there on the corner of Mayflower and Virginia Avenue, where the cars soar with engine revved up going west toward Colley Avenue.

City Response & Explanations to This Issue

John said traffic tube count studies are not done directly by the Traffic Division but are subcontracted to consultants. Placement of the counting tubes has some constraints. The counting box must be mounted and is usually attached to a power pole. The tubes can't be placed too close to driveways. Every effort is made to place the counters on street segments with higher speeds and higher volumes in order to get the true data. The last tube count study was conducted in Colonial Place in 2013. He said that in looking at a number of comparative studies for the same streets over the years, traffic volumes and speeds haven't changed much (within 5%). He said he wouldn't expect them to have changed now unless something has occurred outside the usual.

He said that if the community would like to do another study, it could be requested through the civic league with a request from the President.

Traffic Task Force Recommendations for This Issue

Some strategic planning needs to go into whether a new study should be done, where to do them and what benefit(s) would be realized by doing so.

Issue 11: Making Crosswalk on Granby Street by Charlie's Restaurant More Visible

Source: Question from Audience at John Stevenson's October 2016 Presentation

The crosswalk right there on Granby Street by Charlie's as it goes across, any thought like this City-wide or any cities cross-country? Any ideas on how to make that more visual, so that people know there is a crosswalk there? For example, I know over on 42nd Street near ODU going by close to where the baseball field is there, you have a motion detector. Something just stops there, and the lights, and they're a little bit in your face, but the lights, bar lights, light across. Which are, and we've talked about that for Ghent too. But what about on Granby Street? Anything you can think of besides just the little yellow thing the people run over?

City Response & Explanations to This Issue

John said that crosswalk is currently marked by decorative bricks which have become well-worn and are not very visible for the motorist. John thinks that one thing that could be done

MISCELLANEOUS ISSUES (continued)

Issue 11: Making Crosswalk on Granby Street by Charlie's Restaurant More Visible (cont.)

City Response & Explanations to This Issue (continued)

would be to do the white bars on the crosswalk to make it more visible. He also said that the City is considering using a "High Visibility Pedestrian Crossing Signal" (see description below) there. John reported that the City has received through Council, some additional left-over VDOT funds to the tune of 7.5 million dollars. Council has directed the Traffic Division to use the surplus for pedestrian safety in the City. He said that the crosswalk on Granby is one of the locations being considered using that money for. He did not recommend using a "Rectangular Rapid Flashing Beacon" (see description below) that was described by the questioner because of logistical problems for this particular location.

High Visibility Pedestrian Crossing Signal

This device is different from a traditional traffic signal in that it is pedestrian activated. Unlike a traffic signal that has to have a red display, these have no display at all. When a pedestrian pushes a button, a yellow light comes on and starts to flash. Then the light goes to a steady red. After a period of time, the light goes dark again. So they're a little less expensive than a traffic signal, in the range of \$65,000 - \$70,000.

Rectangular Rapid Flashing Beacons

They are a radar-based device that switches to a video base. They detect a pedestrian walking down the sidewalk. A program can tell when the pedestrian turns to cross the street. A pedestrian crossing warning sign comes on and below that is a rectangular bar which has two to four yellow segments which flash in an erratic flash similar to what is used on police vehicles. They're about \$35,000 apiece. Old Dominion University installed some near campus and the City installed several on Ocean View Avenue near the City park.

Traffic Task Force Recommendations for This Issue

Maintain communication with John to keep track of the status on this.

Issue 12: Dynamic Speed Display Signs

Source: Questions from Audience at John Stevenson's Oct. 2016 Presentation

- * In regards to this electronic sign on Colley Avenue near the Ciao Restaurant, as you're going over the Colley Avenue bridge, you see where it says the speed limit is 25mph. So, if you're going 26, it says slow down. So I could put a request in for your department that one be installed on the corner of Virginia and Mayflower where ForKids is, so the traffic that's speeding toward Colley Avenue. Now my question is, if we do that, does it record data that you can retrieve what is going on?
- * Since you guys put up the digital display there at Llewellyn and Granby, it's had very little impact on slowing down traffic. Has there been any discussion on putting equipment in to actually measure the speeds and archiving the data on that?

MISCELLANEOUS ISSUES (continued)

Issue 12: Dynamic Speed Display Signs (continued)

City Response & Explanations to This Issue

The device actually collects speed volume data. It uses a blue tooth device and there's actually a communication device in the computer house in there. The data can be retrieved by the Traffic Division. The devices are solar powered and must be located where enough light can get through to recharge the battery. The City has a program for installing temporarily installing these devices. They have 9 signs that are cycled around between the wards and superwards. The devices tend to be used on "collector" streets. They have been used on some residential streets, but can only be used on locations that have demonstrated speed problems. They are very sensitive to tree lines since they are radar based. They require a good sight line between visibility through trees, through parked cars, so that moving traffic can actually be picked up. In terms of using one on Virginia Avenue at Mayflower, it could be difficult to find a spot where the device would be effective. Also, 29 mph (the average speed measured by the Traffic Division at that intersection) is on the cusp of being a "demonstrated speed problem." But, the department is willing to take a look at temporarily installing one at that intersection at the request of the League President.

Traffic Task Force Recommendations for This Issue

Now that the four-way stop signs have been installed at Mayflower and Virginia, there may no longer be a need for posting one of these devices where the questioner wanted.

SUMMARY AND CONCLUSIONS

In looking back over the historical record, one finds that the traffic control issues facing the Colonial Place neighborhood have not changed very much over the decades going back to 1971. Some solutions to traffic issues have been implemented with success. Some of those solutions remain controversial to this day and still others have simply diverted a problem to another area of the neighborhood.

John Stevenson, Senior Transportation Program Manager for the Division of Transportation, Department of Public Works has a “never say never” approach to considering solutions to traffic control issues in Norfolk. He offered a potential solution to virtually every issue considered in this report. Some traffic control measures require a simple letter of request from a civic league president. Others require approval by the City Manager, and still other also require City Council approval. Some measures must be vetted before the residents of a block via petition before going through the aforementioned steps. Even the measure or issues which are not currently allowed by current rules have a way of being addressed. Those cases can be addressed by having a conversation with City Council if the community feels it is important to do so.

The CPRV Civic League Board’s charge to the Traffic Task Force mentioned the option of utilizing a community survey to gather the community’s traffic concerns, ideas, and suggestions. A better use of a survey instrument might be for the purpose of finding out what percentage of the community feels a certain way about an identified traffic issue. For example, this report reveals that the issue of turn restriction signs has both supporters and opponents. What remains unknown is what percentage of the community rests in each camp.

This report also demonstrates that there are many misconceptions about existing and potential traffic control measures. An education program on traffic-related issues clearly must begin so that the community doesn’t keep beating the same old dead horse over and over again. A variety of communication sources can be used to accomplish this including the “Community News” newsletter, NextDoor.com, and the League’s website CPRV.org just to mention a few. The importance of the League leadership to communicate information provided by Mr. Stevenson and this report to the community can’t be emphasized enough.