



# **Ocean View Avenue Comprehensive Transportation Study Cottage Line Civic League**

## **Project Purpose & Scope**

In response to requests from the community, the City of Norfolk is performing a comprehensive transportation study of the Ocean View Ave corridor from west end of Willoughby Spit to the foot of the Pretty Lake Bridge.

# Ocean View Avenue Comprehensive Transportation Study

## Cottage Line Civic League

### Guiding Principles - Comprehensive Transportation Study:

- Gather and consolidate our community input
- Convert EOVA purpose to support our Coastal Community as a residential street and NOT used as a major traffic artery.
- Consideration of STR clusters
- Reduce Pedestrian & Bicycle Risk in keeping with Vision Zero
  - Vision Zero = Zero Pedestrian and / or Bicycle Injuries or Fatalities
- What is the expectation?

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**This is what we are trying to avoid:**



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### Short Term Actions

#### (Prior to Beach Season and continuing to Sep 30<sup>th</sup>):

- **Community outreach and education**
  - Placement of portable digital message signs at key entry points on East and West Ocean View Avenue and Shore Drive stating:
    - “Welcome to our Coastal Community”*
    - “Speed limits strictly enforced\*”*
  - Signs to be moved to different locations every 30 days
  - Establish a Speed Zone the entire length of the Study
  - Impose an additional **\$200 fine** for Speeding on EOVA
- **Placement of non-operating Police Cars in EOVA center lane**
  - Move car(s) once per week
- **Radar enforcement at least once per week during the hours of 7am to 9am and from 3pm to 6pm.**
  - Rotate days

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### **Short Term Actions (cont'd)**

- **Install “no left/U turn” signs at various locations where the center median does not allow for a left/U turn without impeding traffic flow.**
  - Beach View      Warwick      Others-TBD
- **Change our thinking/contribute to the change**

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### Longer Term Actions:

- Standardize road diet (patterns & usage) to reflect a coastal community
- Make all modes of transportation safer for residents and visitors
  - Contiguous Multi-Modal lanes from the west end of Willoughby Spit to the foot of the Pretty Lake Bridge.
  - Reduce speed limit to 30 mph followed by a further reduction to 25 mph once appropriate community education and enforcement is in place.
  - Installation of Pedestrian signage at each Beach Access crossing.
  - Installation of Pedestrian Activated Yellow Flashing light signage at select high and medium pedestrian traffic crossings
  - New crossings at Beaumont & Willow Terrace
  - Add calming devices between 3<sup>rd</sup> Bay and 19<sup>th</sup> Bay
- Define crosswalks signage and electronics
  - Not all will be the same design

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## Average Daily Traffic in Vehicles per Day July 2021



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## Average Vehicle Speeds

July 2021



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- Average numbers can be deceiving. One must look at the slowest and fastest speeds to understand the risk.
- The previous slide shows the survey average speed on six (6) collection points on EOVA.
- All of the six (6) collection points recorded speeds of greater than 70 mph.
- The collection point location that had the greatest number of vehicles traveling greater than 70 mph was between Grove Avenue and Cape View Avenue.
- Recorded data shows over a 7-day period there were about two hundred (200) vehicles that were traveling greater than 70 mph.  
(Average of 29 vehicles per day)

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## Suggested Crosswalk Design Criteria:

	Class 1	Class 2	Class 3	Class 4
Stop Signal & Ped xing control	X			
Pedestrian usage	High	High	Medium	Low
Pedestrian Refuge	X	X	X	
Properly marked ped xing w ADA ramps	X	X	X	X
Proper signage to include "Yield to Pedestrians" w Sign Flashing Lights	X	X	X	X
Traffic Calming device	*1	*1	X	
*1 - individual intersections may require a traffic calming device				

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## Class 1 (Cape View & EOVA)



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## Class 2 (EOVA by Community Park)



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## Class 3 (Beach View & EOVA)



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## Class 4 (15<sup>th</sup> Bay & EOVA)



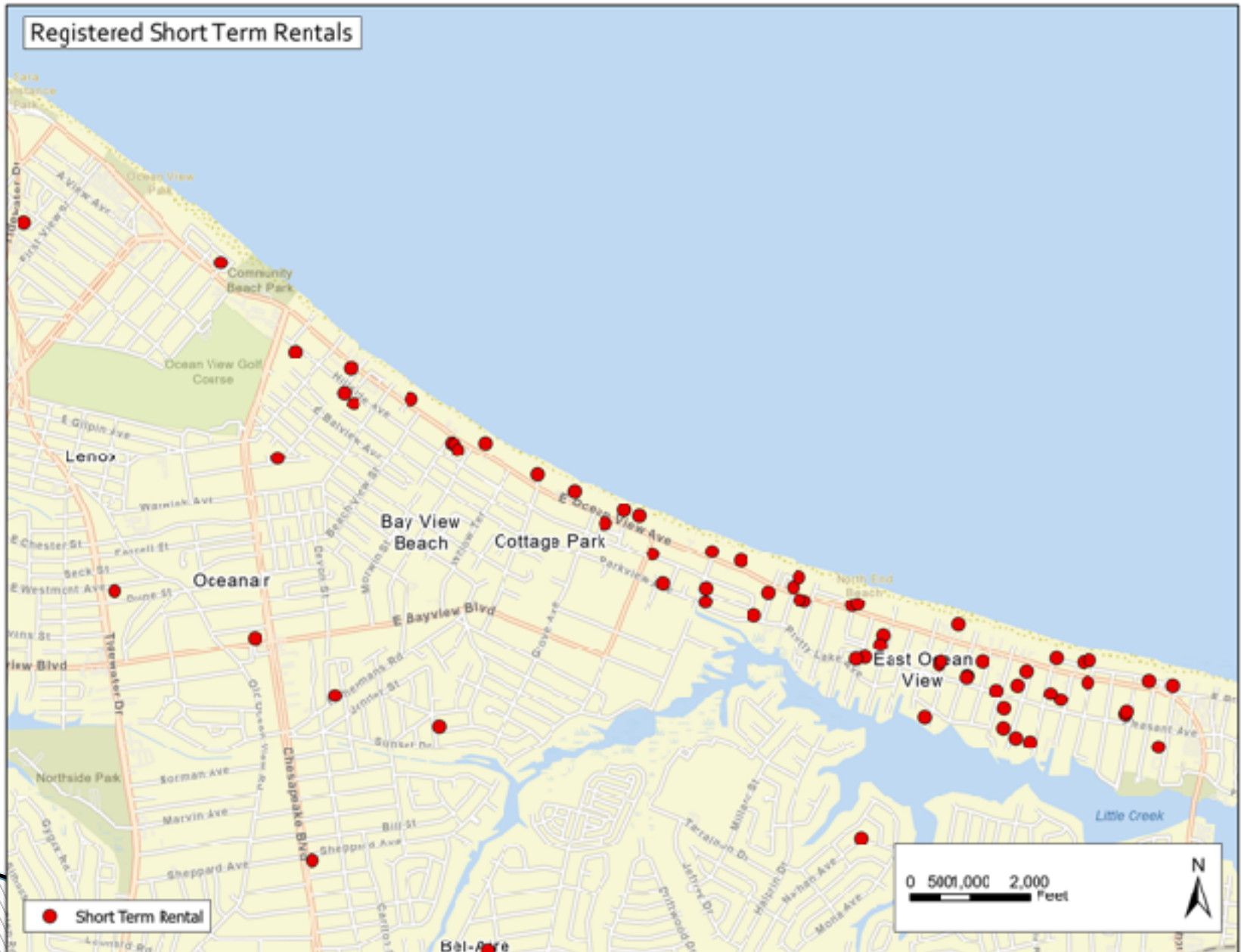
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		Proposed Class	Signal & Ped xing control	Pedestrian		Calming device	ADA Ramps	Proper Signage
				Usage	Refuge			
CURRENT								
Duffy Ln		2	Yes	High	Yes	Yes	Yes	Yes
Granby		1	Yes	High	Yes	Yes	Yes	Yes
Selby Pl	With Grandby							
Wells Pkwy	No Crossing							
Hammett Pky		4	N/A	Medium	No	Yes	Yes	No
Sherwood PL		3	N/A	High	No	No	Yes	No
Norfolk Ave		2**	No	High	No	No	Yes	No
Pinewell Station		2	Yes	High	Yes	Yes	Yes	Yes
Chesapeake Blvd		1	Yes	High	Yes	Yes	Yes	No
Elnora St								
	No Beach Access							
Chesapeake St		1*	Yes	High	No	No	Yes	No
Atlans		2	No	High	No	No	Yes	No
Warwick	Move median	2*	No	Medium	Yes	Yes	Yes	No
Beach View	Move median	2*	No	Medium	Yes	Yes	Yes	Yes
Sturgis		1*	Yes	High	No	No	Yes	
Willow Terrace	New	3	N/A	Low	N/A	N/A	No	No
Beaumont	New	2		Medium				
Grove	New	2		Medium	Yes	Yes	Yes	No
Capeview		1	Yes	High	Yes	Yes	Yes	Yes
Inlet	New	2		Medium	Yes	Yes	Yes	Yes
1st Bay	New	2	No	Medium	No	Yes	Yes	No
3rd Bay		1*		High	No	No	Yes	Yes
1** Median/refuge not required								
2* Install No Left/U Turng Sign								
2** Median/Refuge required when road diet changed								

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### ADDITIONAL CONCERNS & SUGGESTIONS:

- **Right turn from EOVA to Capeview**
  - Install delineator poles on east side of intersection to insure turn compliance
  
- **Grove & EOVA**
  - North bound traffic right turn only
  - Access signaled traffic at Capeview as alternate route to EOVA
  
- **Minimum median requirements:**
  - Island curb painted with reflective yellow paint
  - No plants, trees, shrubs of 18" (forward vision)
  
- **Red light violation equipment**
  - Capeview & EOVA
  - Chesapeake Blvd & EOVA
  
- **Automated speeding violations equipment**
  - At the Hot Spots indicated at March 14, Workshop (1900 EOVA, 4100 EOVA (21<sup>st</sup> Bay & Pleasant and Shore Drive)

# Ocean View Avenue Comprehensive Transportation Study

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### **CLCL Subcommittee**

Ken Paulson – Leader and Representative to City Committee

- Steve Doty
- Ralph Corey
- Suda Nair
- Stanley Lawson
- Linda Danziger

# Questions



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### Suggested Crosswalk Designs

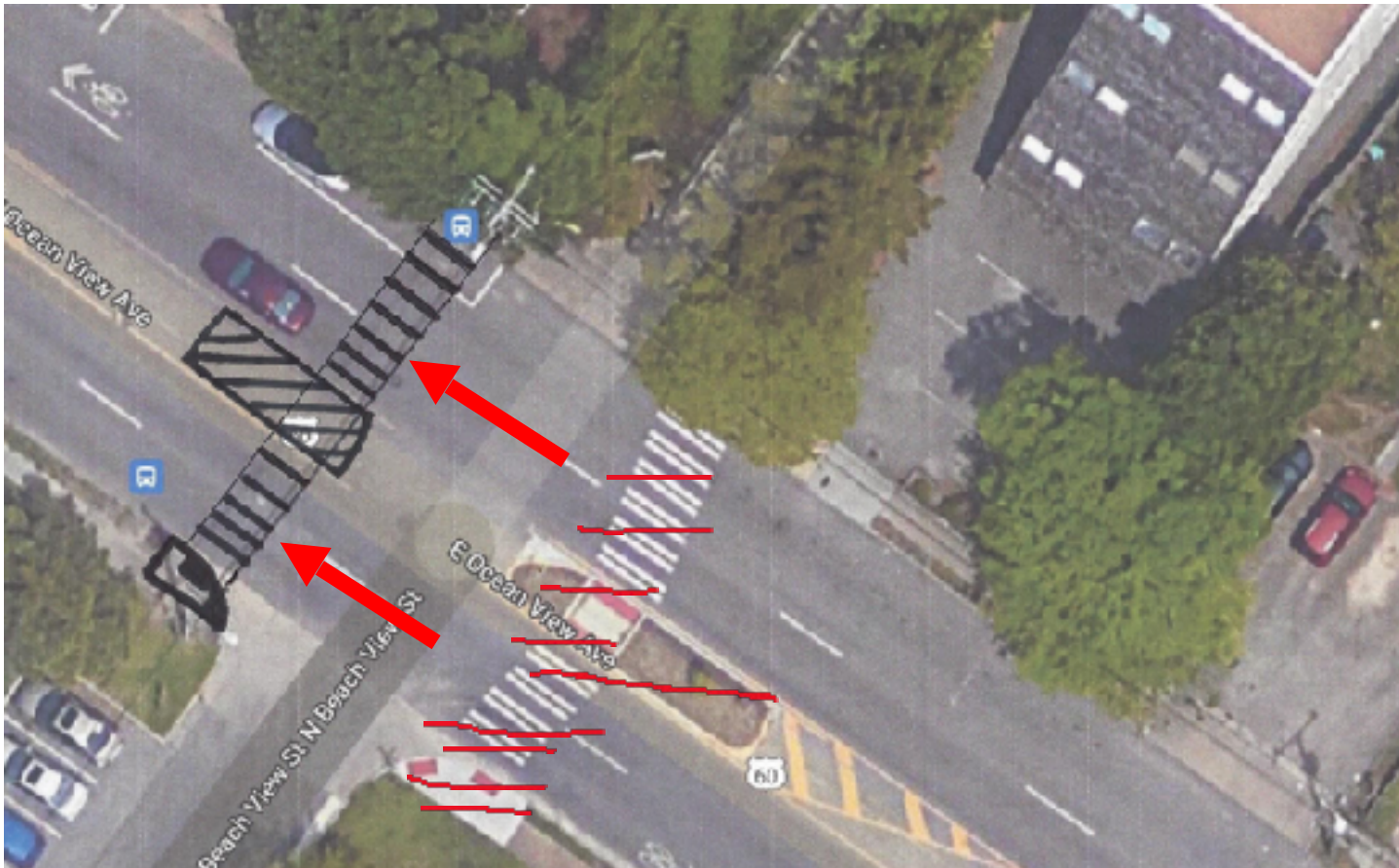
- **Class 1 – High usage / Stop Light installed**
  - Pedestrian Crossing Sign with button activated crossing control
  - Additional sign to indicate traffic must yield to pedestrians
  - Properly marked crosswalk with ADA compliant ramps and pedestrian refuge or traffic calming device as required by intersection
- **Class 2 – High usage / no stop light**
  - Pedestrian Crossing Sign with button activated flashing lights
  - Additional sign to indicate traffic must yield to pedestrians
  - Properly marked crosswalk with ADA compliant ramps and pedestrian refuge or traffic calming device
- **Class 3 – Medium usage / no stop light**
  - Pedestrian Crossing Sign with button activated flashing lights
  - Additional sign to indicate traffic must yield to pedestrians
  - Properly marked crosswalk with ADA compliant ramps and pedestrian refuge or traffic calming device
- **Class 4 – Low usage / no stop light**
  - Pedestrian Crossing Sign with button activated flashing lights (to be added in 5 years as Norfolk Beach becomes a vacation destination)
  - Additional sign to indicate traffic must yield to pedestrians
  - Properly marked crosswalk with ADA compliant ramps and traffic calming

# Crash Heat Map (All Modes) 2016-2020



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- Relocate Pedestrian Crossing to West Side of Beach View Intersection
- Install ADA ramps and Center Median Pedestrian Refuge on West Side of Intersection
- Remove Center Median from East side of Intersection to allow left turning traffic to not impede Westward traffic flow

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- Relocate Pedestrian Crossing to West Side of Warwick Ave. Intersection
- Install ADA ramps and Center Median Pedestrian Refuge on West Side of Intersection
- Remove Center Median from East side of Intersection to allow left turning traffic to not impede Westward traffic flow