

Larchmont–Edgewater Civic League

Meeting: Spring, 2008, April 10, 2008, 7:30 – 9:10pm

Attendance (approximate): 54

Location: Larchmont United Methodist Church

Civic League website: <http://www.larchmontedgewater.org/>

Synopsis of Meeting:

- Announcements from Laurie Chapman (Dave O’Dell unable to attend):
 - Announcements from Michael
 - Larchmont Public library will under extensive renovations to its heating system (geothermal). Tentative schedule is to close mid June to mid July.
 - Agenda:
 - Visual Arts Center, Charlotte Sheppard and Debbie Dickerson
 - Truck Traffic on Hampton Blvd
 - Councilwoman Terry Whibley in attendance.
- Visual Arts Center
 - Attached to Titustown Recreation Center, near Little Creek Rd and Devin St.
 - Open M-F 9-9; Sat 9-5.
 - Magazine for class schedule: “The Good Times” or at www.norfolk.gov
 - Teaching a wide variety of art to children and adults to include: writing, acting, quilting, pottery, stained glass, jewelry, dance, music, belly dancing
 - Paul St art gallery (at the site) displays artwork. 6-8 shows/year.
- Truck Traffic on Hampton Blvd.
 - Opening remarks by Joe Cook, resident.
 - **Motion:** Request Larchmont Edgewater Civic League go on record in support of the 24 hour truck ban and the Civic League President send letter to the City.
 - Vote requested by the audience to be taken after presentations
 - Councilwoman Whibley introduced ban to the City Council.
 - Concerns: traffic, emergency vehicles getting through, diesel exhaust and pollution, effects on children at Larchmont Elem and St Patricks.
 - Diesel exhaust contains many toxins. Inhaled particles may cause variety of respiratory issues.
 - Handout provided to attendees by Joe Cook prior to the meeting
 - Comments from the audience:
 - West Ghent Civic League has endorsed ban
 - Children walk or ride bikes to school because there is no bus service
 - Truck rollover last year at curve
 - Is data available on accidents?
 - Hampton Blvd Truck Study presentation, City Traffic Engineer Guzin Akan
 - City contracted Intermodal Engineering to conduct study of truck traffic data which included:
 - Traffic Counts

- Turning Movement counts at Terminal Blvd, Redgate, 26th/27th St, 21st St
 - Manual truck classification and speed counts at Redgate, 21st St, 26th/27th St
- Truck origin and destination study using license plate data, 7am-5pm at Midtown Tunnel/Brambleton, 26th/27th St, and Terminal Blvd
- Results from Traffic Counts study:
 - Average overall truck percentage is 5-7% of total traffic
 - Truck traffic peaks midday at 10-13%
 - Large truck (Class 9+) represents more than 50-60% of truck volume
 - Manual counts taken from 12Feb-1March 2007
- Results from Origin study:
 - Northbound – 73% from Midtown tunnel, 61% to NIT, overall 59% to NIT
 - Southbound – 58% of trucks come from NIT, 72% to Midtown tunnel, overall 68% to Midtown tunnel
 - At Terminal Blvd – 75% to NIT from Northbound direction, 70% from NIT from Southbound direction
 - 75% of all trucks are containers
 - Data taken from Feb 21-22, 2007, 7am-5pm
- Truck Restriction Ordinance
 - Norfolk City Council passed 250656.2, Oct 2007, which prohibits trucks from 4pm-6am on Hampton Blvd, Colley Ave, Granby St and Church St. Must have paperwork to make deliveries to businesses along these routes during banned hours.
- Graphics presented throughout presentation to illustrate findings.
- Answers to Questions and/or Comments from the audience:
 - 4pm at the start time was picked as a compromise from NIT
 - School hours should be considered
 - Now running NIT on Saturday, used to be M-F only.
 - Study needs to continue with look at environment, property values, destruction of roads, vibration, etc.
 - Original concept of Terminal Blvd was to take truck traffic away from the city and tunnel
 - Synopsis of comments from Terry Whibley:
 - Truck traffic doesn't significantly contribute to the congestion
 - NIT brings lots of money to the State but brings no money to the city for road repair.
 - No easy solution
 - Huge economic driver.
 - 3rd crossing needed
 - Letter to City needs to be very specific on the issues.

- “Beat the Clock” mentality before the ban starts is when children are getting out of school. Many running red lights.
- Ban on truck totally is not feasible until 3rd crossing exists. NIT trying to stop empty loads as much as possible between NIT and PIT.
- Pressure must be put on NIT for development of railway to carry containers
- Must chip away at this issue continuously. A lot of work has been done. Must continue pressure.
- Hampton Blvd is a race track. Need greater police presence. Not safe.
- Homes on Hampton Blvd – difficult time getting out of the driveway especially backing up. “Running with the Bulls.” Must put real substance in the letter as you only get on shot. Discuss noise, fumes, safety, economic concerns of roads. Focus on serious points.
- At Fairwater, can’t see what’s coming over the bridge.
- Don’t understand why police presence is not there. We can control the speed. Not just worried about the trucks. Can be done now.
- **Vote** on Motion. Reiterate: Civic League to go on record to support the 24 truck ban and forward letter to the Mayor. For: 29; Opposed: 4 (Note: 37 voting members in attendance. Checked in prior to meeting and given a voting card.). **Motion Passes.**
- **Vote** on Second Motion: Add addition to the letter to make recommendations if 24 hour ban is not feasible such as change hours to include school times, address speeding, police enforcement, etc. For: 34; Opposed: 0. **Motion Passes.**
- Meeting adjourned.
- Notes by Vickie Jones.