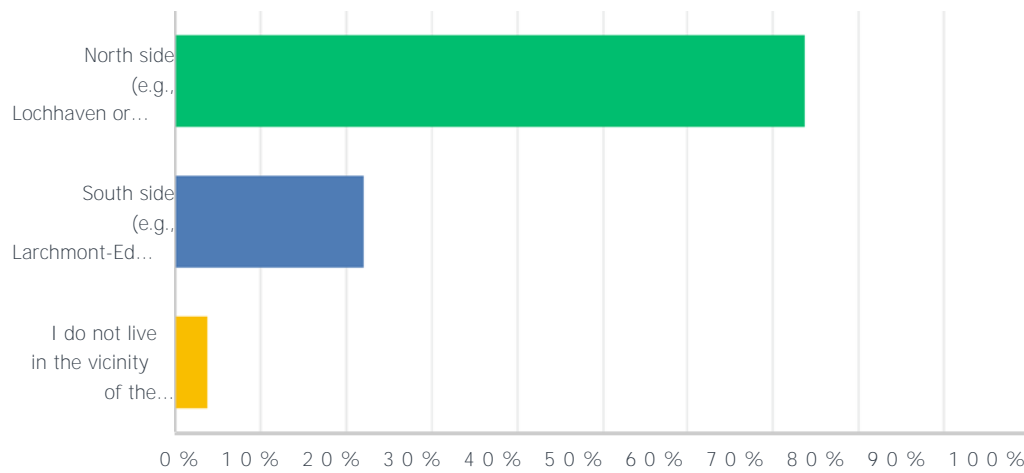


Q1 Which side of the Lafayette River Bridge do you live on?

Answered: 153 Skipped: 0

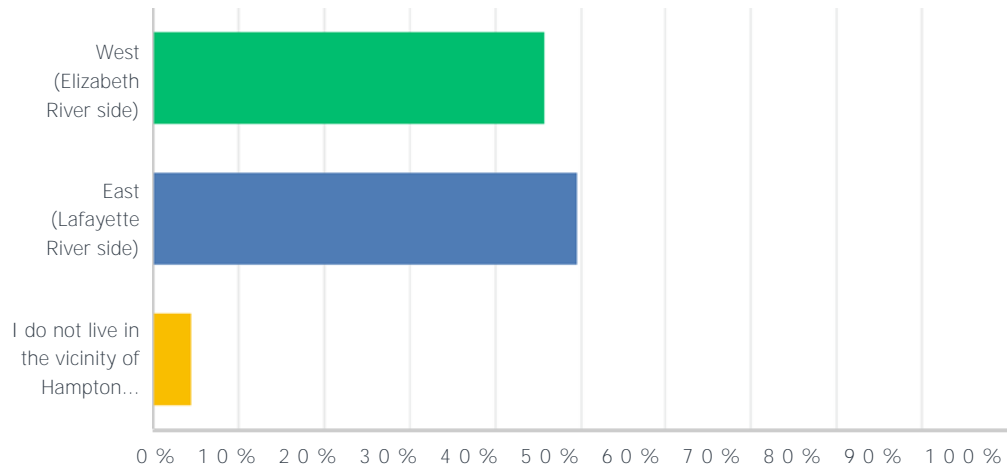


ANSWER CHOICES	RESPONSES	
North side (e.g., Lochhaven or Meadowbrook)	73.86%	113
South side (e.g., Larchmont-Edgewater)	22.22%	34
I do not live in the vicinity of the Lafayette River Bridge	3.92%	6
TOTAL		153

Q2 Which side of Hampton Boulevard do you live on?

Answered: 153

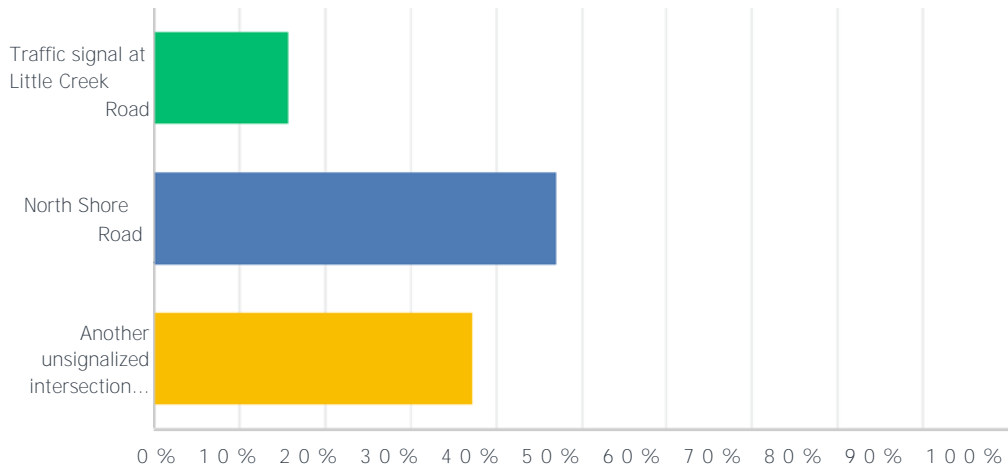
Skipped: 0



ANSWER CHOICES	RESPONSES	
West (Elizabeth River side)	45.75%	70
East (Lafayette River side)	49.67%	76
I do not live in the vicinity of Hampton Boulevard	4.58%	7
TOTAL		153

Q3 When driving, where on Hampton Boulevard do you typically leave the neighborhood?

Answered: 153 Skipped: 0



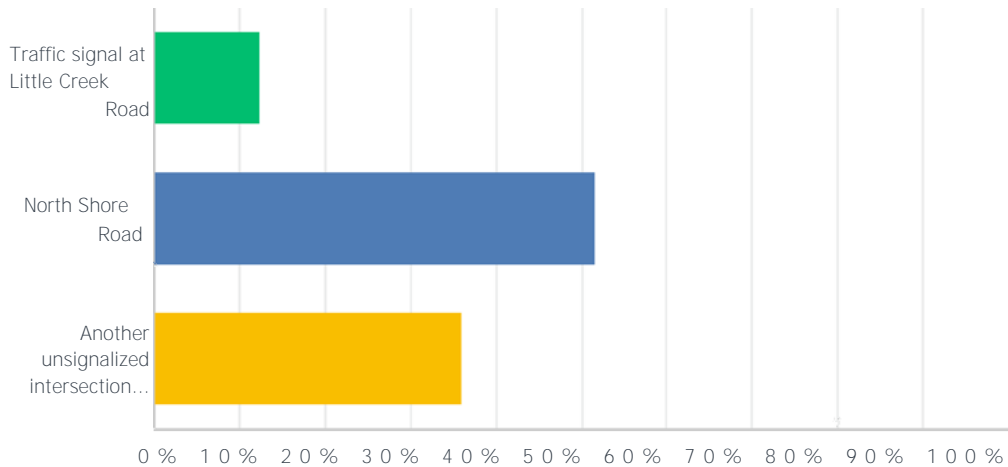
ANSWER CHOICES	RESPONSES	
Traffic signal at Little Creek Road	15.69%	24
North Shore Road	47.06%	72
Another unsignalized intersection (e.g., Gleneagles Road) or OTHER (please specify)	37.25%	57
TOTAL		153

Another unsignalized intersection (e.g., Gleneagles Road) or OTHER (please specify)	RESPONSES
Runnymede Rd	10
Gleneagles Rd	8
Helena	6
Cloncurry Rd	3
Norfolk Yacht and Country Club	3
Daniel Ave	3
Trouville Ave	2
Baylor Pl	1
Claud Ln	1
TOTAL	34

*Answers outside of the study area were excluded

Q4 When driving, where on Hampton Boulevard do you typically turn to enter the neighborhood?

Answered: 153 Skipped: 0



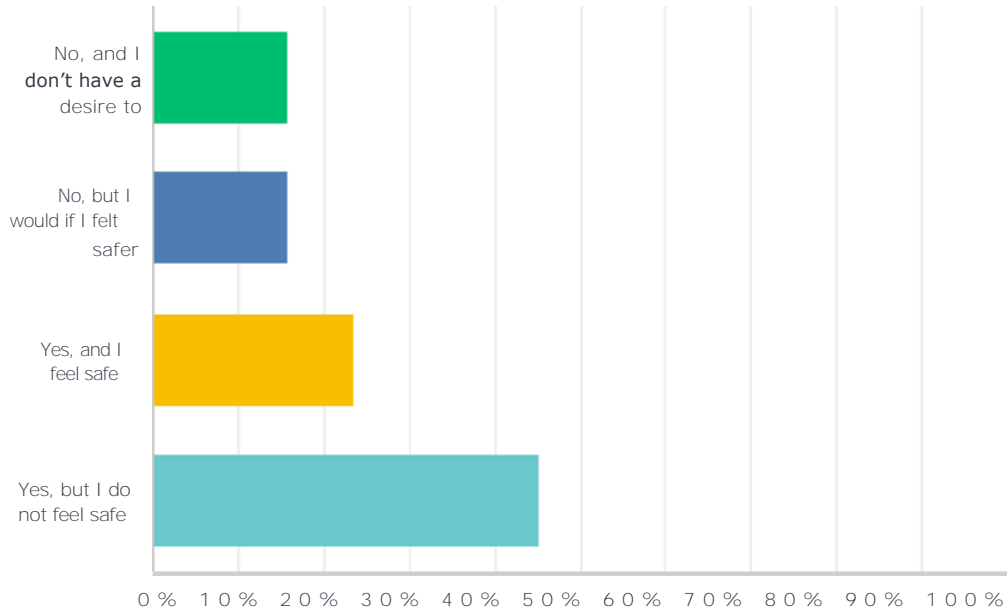
ANSWER CHOICES	RESPONSES	
Traffic signal at Little Creek Road	12.42%	19
North Shore Road	51.63%	79
Another unsignalized intersection (e.g., Gleneagles Road) or OTHER (please specify)	35.95%	55
TOTAL		153

Another unsignalized intersection (e.g., Gleneagles Road) or OTHER (please specify)	RESPONSES
Gleneagles Rd	11
Runnymede Rd	9
Pasadena Ct	5
Cloncurry Rd	4
Norfolk Yacht and Country Club	4
Daniel Ave	1
Helena Ave	1
TOTAL	35

*Answers outside of the study area were excluded

Q5 Do you walk on the sidewalk along Hampton Boulevard as a pedestrian?

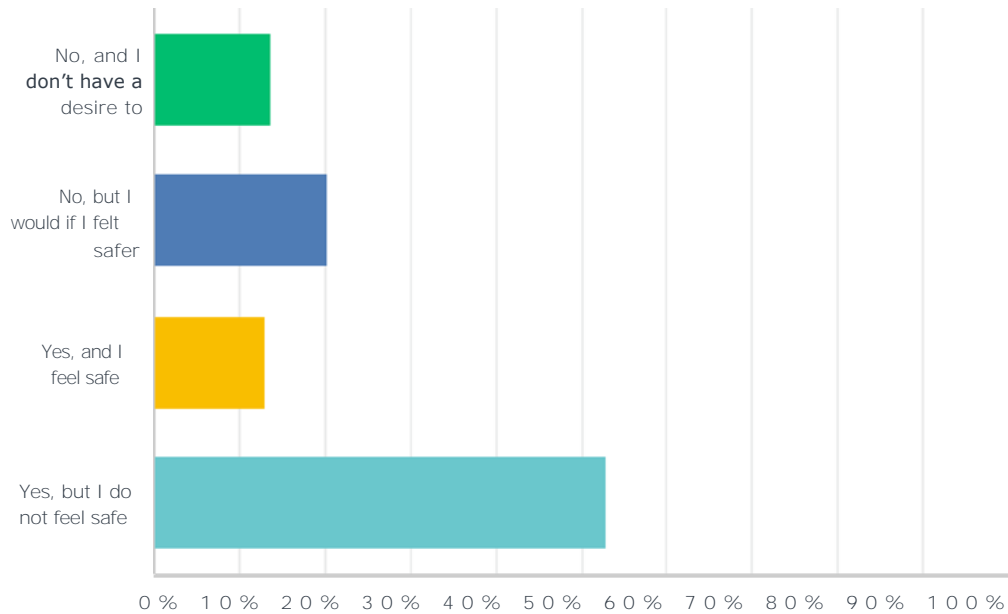
Answered: 153 Skipped: 0



ANSWER CHOICES	RESPONSES	
No, and I don't have a desire to	15.69%	24
No, but I would if I felt safer	15.69%	24
Yes, and I feel safe	23.53%	36
Yes, but I do not feel safe	45.10%	69
TOTAL		153

Q6 Do you cross Hampton Boulevard as a pedestrian?

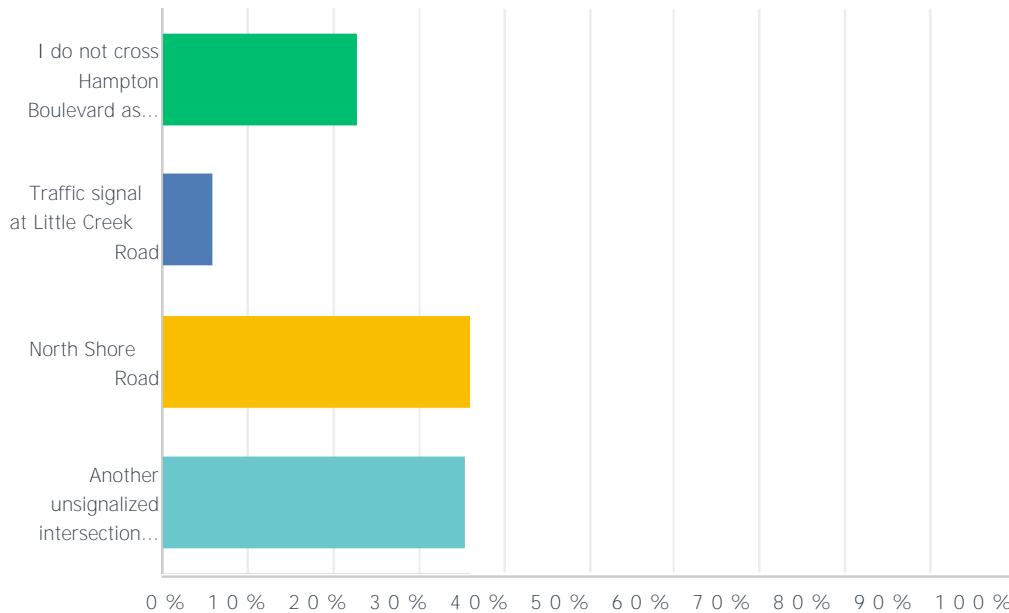
Answered: 153 Skipped: 0



ANSWER CHOICES	RESPONSES	
No, and I don't have a desire to	13.73%	21
No, but I would if I felt safer	20.26%	31
Yes, and I feel safe	13.07%	20
Yes, but I do not feel safe	52.94%	81
TOTAL		153

Q7 Where on Hampton Boulevard do you typically cross the street as pedestrian?

Answered: 153 Skipped: 0

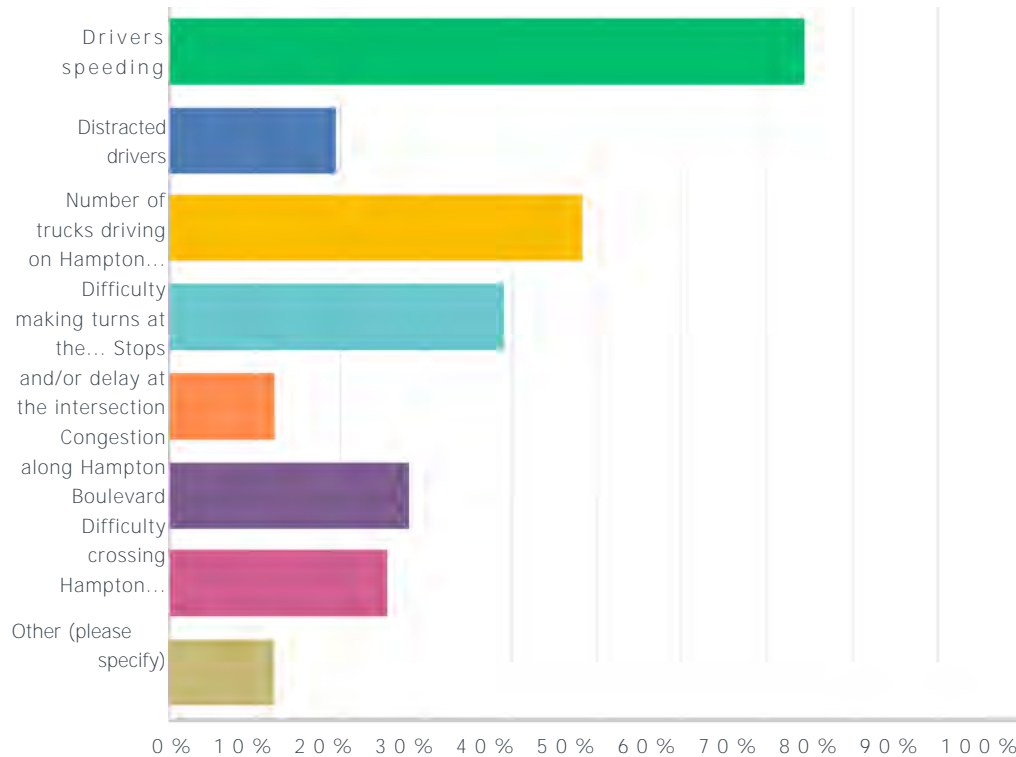


ANSWER CHOICES	RESPONSES	
I do not cross Hampton Boulevard as a pedestrian	22.88%	35
Traffic signal at Little Creek Road	5.88%	9
North Shore Road	35.95%	55
Another unsignalized intersection (e.g., Gleneagles Road) or OTHER (please specify)	35.29%	54
TOTAL		153

Another unsignalized intersection (e.g., Gleneagles Road) or OTHER (please specify)	RESPONSES
Helena Ave	18
Gleneagles Rd	8
Trouville	8
Norfolk Yacht and Country Club	4
Claud Ln	2
Runnymede	2
Pasadena	1
TOTAL	45

Q8 Do you have any specific transportation and/or safety concerns with the Hampton Boulevard intersection at North Shore Road? (Choose up to THREE).

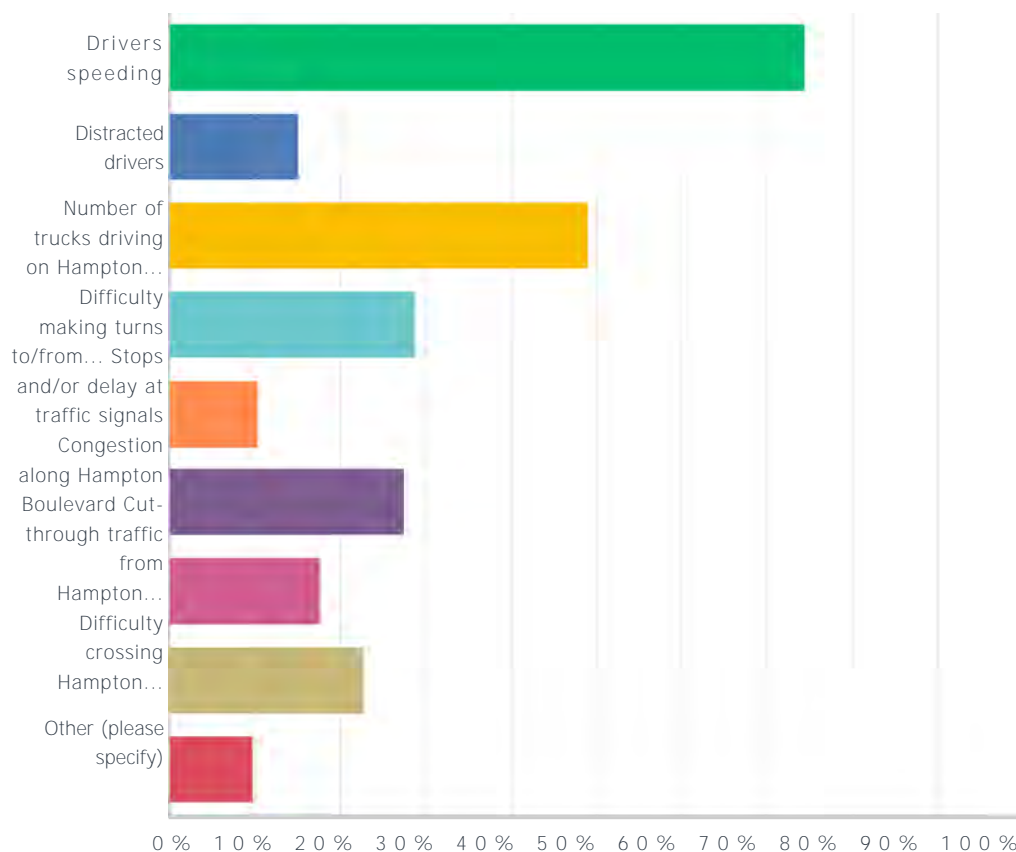
Answered: 153 Skipped: 0



ANSWER CHOICES	RESPONSES	
Drivers speeding	74.51%	114
Distracted drivers	19.61%	30
Number of trucks driving on Hampton Boulevard	48.37%	74
Difficulty making turns at the intersection to/from Hampton Boulevard	39.22%	60
Stops and/or delay at the intersection	12.42%	19
Congestion along Hampton Boulevard	28.10%	43
Difficulty crossing Hampton Boulevard as a pedestrian	25.49%	39
Other (please specify)	12.42%	19
Total Respondents: 153		

Q9 Do you have any specific transportation and/or safety concerns along the rest of the Hampton Boulevard study corridor between the Lafayette River Bridge and West Little Creek Road? ? (Choose up to THREE).

Answered: 153 Skipped: 0



ANSWER CHOICES	RESPONSES	
Drivers speeding	74.51%	114
Distracted drivers	15.03%	23
Number of trucks driving on Hampton Boulevard	49.02%	75
Difficulty making turns to/from neighborhood streets	28.76%	44
Stops and/or delay at traffic signals	10.46%	16
Congestion along Hampton Boulevard	27.45%	42
Cut-through traffic from Hampton Boulevard	17.65%	27
Difficulty crossing Hampton Boulevard as a pedestrian	22.88%	35
Other (please specify)	9.80%	15
Total Respondents: 153		

Q10 Do you have any other specific transportation and/or safety concerns in the Hampton Boulevard study corridor between the Lafayette River Bridge and West Little Creek Road? Please be as specific as possible with locations.

Answered: 80 Skipped: 73

RESPONSES
I would like the police department to patrol that area more often and ticket speeders. In addition, the Radar Speed Sign on the North side of the Lafayette River Bridge does not work. All it says is "slow down" and does not give the car's speed.
Turning left from NYCC
The speeding is my main concern as to the overall safety on Hampton Blvd. Very few people do 30mph because if you did, you would get run over by passing cars.
I do not want a traffic signal at north shore. I have been driving there for 30 years and never had a problem—it's a solution in search of a problem. I am very concerned about the amount of money the city is spending on all these studies. I know there was a costly one because the city was trying to put in an almost ten million dollar signal in near Larchmont, even though the residents did not favor one. I don't want that here. Thank you.
When traffic congestion builds up in one lane it is impossible to safely turn left across traffic southbound on hampton from Runnymede Road due to lack of visibility.
The light at Glen Eagles and Little Creek is inconsistent and often skips the cycle when trying to leave the neighborhood
Left turn from north bound Hampton Boulevard into Lochhaven at W. Little Creek Road. It would be helpful to have a turn lane.
The cars racing at night coming from the bridge toward Little Creek Rd.
walking and cycling along the sidewalk in the Hampton blvd corridor is unsafe. cycling on hampton blvd is very unsafe. There needs to be better visibility at junctions entering Hampton Blvd as speeding traffic makes crossing the blvd dangerous. I've lived close to the end of North Shore Road and hampton blvd for 17 years and have seen numerous accidents with cars, speed is usually a factor. I would also say that I believe the number of accidents quoted are under reported.
There is a lot of motorcycle and car racing later at night/ early morning
The trucks speeding through the school zone, around blind intersections.
Too many 18 wheel trucks. They run traffic lights and stop signs. Trucks from the Port need to be re-routed.
Speeding cars, semi trailer trucks and motorcycles are a constant safety threat. Speed cameras have been effectively used on Connecticut Ave in DC/Chevy Chase MD to ELIMINATE speeding vehicles. Speed cameras would be a far less expensive and revenue generating option. Even if a traffic light is added at NShore and Hampton, speeding will still occur btwn traffic lights. The city seems to regularly ignore this effective solution.
We do not experience it because we're on the Lochhaven side but it is nearly impossible to turn left off of N Shore onto Hampton Blvd from the Meadowbrook side on the weekday mornings between 6:30-7:30am bc of the trucker and naval base traffic. It can also be very hard coming back home between 7-8am heading north on Hampton Blvd to turn left onto N Shore back into Lochhaven bc traffic is at a standstill due to truckers and naval base traffic. I wish there was a way to redirect that traffic to come in and out via 64 instead of Hampton so it didn't interfere so much with local resident daily travel.
When leaving Lochhaven via the signaled intersection at Little Creek Road, sometimes I will be sitting at the light for 7+ minutes and the light does still not turn green. Rather than continue to wait, other drivers and myself eventually take a right (going South) onto Hampton Blvd then take a u-turn using the cut-throughs on the median to go North.
Also, the trucks on Hampton Blvd are very loud, especially when they put their brakes on. I live between Little Creek Road and North Shore Rd.
truck congestion
No additional concerns. Install speed cameras with significant fines to help mitigate the excessive speeding
People come down the bridge and will often go more than 50mph
It does not feel safe as a pedestrian along this entire route. I would like to see more pedestrian friendly options for crossing Hampton Blvd at Little Creek and at North Shore. This would benefit the residents who live along Hampton Blvd as well as the business nearby, who may benefit from more residents walking to their businesses if the roads were more pedestrian friendly.
It is difficult and dangerous to turn in and out of NYCC. A signal at North Shore may cause back-ups that make this more difficult.
The pollution from the trucks billows onto our home and the noise is awful. The trucks do not respect the curfew times in the morning and use engine breaking to stop. We bought a noise meter and readings inside our home were over 63db, which is the maximum EPA exposure level. We paid over 30\$k for noise proof windows and it's still unbearable. Please have the trucks from NIT use terminal blvd and stay off Hampton. It connects to 64 and there is no reason for through truck traffic to be taking Hampton boulevard. The noise

Hampton Boulevard & North Shore Road Safety Study

pollution and particulate matter from the diesel should also be studied in an environmental study as it make living here unbearable. That combined with the street gangs racing two stroke motorcycles and people drag racing from the bridge to NIT make Hampton boulevard between NIt and the bridge an absolute nightmare safety hazard and decrease property values. I thoroughly disagree with the city attorneys assessment that trucks cannot be barred from Hampton boulevard for federal reasons. They can use terminal as a more suitable route through and already industrialized area and the city has the authority to impose local safety rules under their sovereign police powers. Please politicians do something to help us. This isn't a minor complaint it's the health and livability of the community at stake.
I live on Hampton Blvd. I have had several accidents in my front yard because of speeding drivers or drivers on phones. We have one person who likes to do donuts in front of our house that lives on the other side of Hampton blvd. Semi trucks race down the road to beat the evening time cut off. This stretch is just a drag strip for everyone coming to and from the base.
Left turn lane from Hampton Blvd to north shore needs to be eliminated. Stop lights at Lexan and Hampton and Little creek and Hampton need to turn red at same time
I have trouble turning at N. Shore Rd after picking my child up from school at Loch-Meadow Kindergarten. Speeding cars from both directions make it hard to turn left.
I would like hampton blvd to be safe for people riding bicycles
Multiple accidents at popeyes-people running (trucks especially) the light at little creek - no turn lane into Lochhaven, sidewalks in poor shape, trucks-trucks-too many trucks and people speeding over the bridge
I ride my bike to ODU and would like to cross Hampton Blvd at one point (North Shore coming from neighborhood) before the bridge driving south. I do not like to "drive" against traffic on H.Blvd
MORE CROSSWALKS PLEASE!
Train causing traffic back up during high commute times
I live on Shirland Ave behind Church of the Good Shepherd. Shirland Ave is experiencing an increase in vehicular traffic and an increase in speeding vehicles. It's only gotten worse with Cortland closed. Our security camera has picked up hundreds of vehicles in a 24-hour period. A majority of these vehicles are drivers using Shirland as a cut through depending on the backup on Hampton towards naval station or to avoid the intersection at W. Little Creek and Hampton. I am extremely concerned that a traffic light will only encourage drivers to cut down Helena or other neighborhood streets and drive down Shirland to W. Little Creek/Hampton bridge to avoid it. I request that the engineers consider the impact to Shirland Ave before installing any traffic mitigation solutions to Hampton Blvd.
Do not add another stop light on Hampton Blvd. Improve traffic flow into and out of NIT. Maybe add second left turn lane on Hampton Blvd northbound at terminal Blvd.
There are so many intersections without a signal, all the large trucks make it very difficult to judge traffic flow and when it's safe to turn. I was heading north on Hampton Blvd, almost to the light at Terminal Blvd and in the middle lane. All semi trucks in the left lane and one truck had stopped short to let someone going south on Hampton turn left into the Dollar Tree plaza which they did with zero visibility of me coming up the middle lane. I had to brake hard to not hit them (it was an F250 or similarly sized truck, which would not have gone well for me). Not sure why they felt ok crossing three lanes going north when they could only see the stopped semi truck in the left lane, but they did and it was a very near accident. I feel like these instances are very common.
A traffic camera issuing tickets for speeding at the bridge would cure most issues. And as in DC or other places most people would just pay the fine as it is not a moving violation. Lots of income for the city without the disruption of another light causing more congestion.
Yes. The number of vehicles running through red lights appears to be increasing. This is from personal observation over the past few years. The most dangerous examples are the semi rigs that run red lights now on a more routine basis. All this in a RESIDENTIAL NEIGHBORHOOD! Please consider installing traffic light cameras to try to get this situation safe and under control. PLEASE!
Left turning from NYCC to northbound Hampton blvd is scary..you need to watch for northbound drivers turning left to NYCC. Drivers coming from Helena. Once pulled into median you need to strain to watch northbound traffic. I pull into north part of median because if you stop in south part of median and a big pickup or suv pulls into left turn lane for NYCC, you can't see anything at all. Also that pool of ice at Runnymede is bad.
Please no more traffic signals on Hampton blvd!!!
Speed racing at night, particularly on Sunday nights. It's loud and at excessive speeds. Very dangerous and scary. The volume of trucks on the road during the day leads to horrible congestion. At some points during the day, you cannot even turn into lochhaven when the trucks are lined up along Hampton waiting to turn into the port.
None other than speeding.
There needs to be designated pedestrian space or sidewalk over the bridge. Also, more procreation or buffer between the sidewalks and Hampton Blvd. Also, more crosswalks in this section of Hampton Blvd. Not just one at North Shore Rd. There are also too many open unsignalized medians for cars to turn on Hampton Blvd. They need to be reduced to prevent crashes and they disrupt traffic flow on the road.
I am not in favor of a traffic light at North Shore Rd. As is, the flow of traffic is natural. Cars (and semi trucks) run red lights frequently on Hampton Blvd. It feels safest with no light and the flow of traffic is best with no light.
No speed enforcement weekday mornings and weekday afternoons.
recommend a painted BOX at N. Shore Road and Hampton Blvd. on east side
Hard to get in and out of NYCC

Hampton Boulevard & North Shore Road Safety Study

The traffic and number of trucks on Hampton Blvd., especially in the mornings, makes it very dangerous to cross as a pedestrian. The traffic is backed up daily so there are almost no options to cross other than to hold up my hand and hope that cars and trucks in the 3 lanes heading North will stop for me.
Transportation -neighborhood spillover from Hampton Boulevard; add a stop sign on Shirland at Runnymede; post No Through Traffic signs.
We already get a lot of people who cut through the neighborhood, a stop light isn't going to make it worse.
With morning base traffic, it is difficult to drive across 3 lanes to then stop at the turn lane median, then turn south on Hampton blvd. Leaving NYCC, and driving to the center, it is to see around vehicles in the turn lane if you need to turn left on Hampton blvd.
Turning left exiting NYCC can be very dangerous at times when trucks exceed posted speed limits coming from the south (exiting the bridge)
Turning onto Hampton Blvd from Claud Lane is very precarious. Safety is a BIG concern along Hampton Blvd just north of the Lafayette River Bridge in terms of speeding, distracted driving, safety for children on the sidewalks.
Cars cut through Meadowbrook using Shirland or Cortlandt
I work at Norfolk Yacht And Country Club. It is very difficult and dangerous to exit the club's entrance driveway. There have been three car accidents and one pedestrian struck on a bicycle in the past three years at the intersection of the club's driveway and Hampton Blvd
Too dangerous to turn right on Claud Ln off Hampton Blvd. Big blind spots and cars go too fast on that boulevard to safely turn.
A traffic light would create additional cut thru traffic in the neighborhood. Kids play in the street on Shirland. People cutting thru do not tend to care, they drive fast on Hampton and will also go fast on Shirland
Speeding, speeding, speeding. Pedestrian safety.
The City should join with other cities and counties to request that the General Assembly authorize more general traffic speed cameras. Speeding is a big problem.
As a frequent cyclist along the ERT, at times it is difficult and dangerous to access the ERT from the east side of Hampton Blvd.
Thanks for the very nice presentation at the Civic League meeting
Traffic cutting through on Shirland, Trouville and Courtlandt. Unsafe in the neighborhood to walk
Traffic precluding left turn from North Shore Road in Meadowbrook onto Hampton Boulevard.
Speeding
A traffic light at the intersection of Hampton Blvd and North Shore Road would allow for ease of access and would prevent drivers from speeding while coming off of the bridge and heading North. A crosswalk would also allow pedestrians to more easily walk between Lochhaven and Meadowbrook.
Why were we limited to 3 choices in the final two questions when all the choices apply?
It is unsafe to cross Hampton blvd as a pedestrian
No concerns. Please leave it as it is.
Wish you would address trains that prevent crossing at Hampton Blvd!!!
Need for better bike and pedestrian walkways
Concerned about traffic coming into Meadowbrook and driving fast on neighborhood streets in order to cut through to WLC
Just difficult with trucks backing up and traffic from nob
We need a light! To let people in and out of the neighborhoods... Riverfront is back there too!
From the meeting last night at The Good Shepard there is not a whole lot you can do about it. Any solution is going to inevitable cause problems else where. Taking away a lane from Claude to Northshore or even Trouville will only cause more congestion. Putting pedestrian light at Helena and the Driveway to Yacht Club will only cause problems else where. I worry about pedestrian fatalities from crosswalks. One thing may help - get the port to work with you on this project. a lot of congestion is from their operations. No one answer is going to perfect. I don't envy your job - good luck!
Port tractor trailer traffic on this section simply overwhelms the roads. Trucks stack up on Hampton N bound waiting to turn left into NIT. This use is entirely inconsistent with the residential use which predominates along the majority of Hampton Blvd. Also, lower speed limits aren't going to work until you deploy an effective traffic calming technique. Road diet, buffer speed with red lights, etc. Drivers will go as fast as they feel comfortable given the road design. Hampton Blvd is designed for 45, not 30.
Extra mirror for drivers crossing at northshore onto Hampton from east side to see joggers on sidewalk ..
I mentioned at meeting, our property is directly on Hampton. Feet from the lanes. (Lochaven Village 7440). The heavy trucks and the rest of the rampant 48+mph daily northbound traffic beat up/on the road. As such, our water main, meters, manifold and lines under the lawn receive constant wear and tear; lines breaking. Even now, we have an ongoing leak into the street, water running along curb, pooling underground and the sidewalk buckling due to the hard traffic/water leaks beneath. (For months, our unit water use was 18000 CCF/month for our condo. All to waste via broken lines under the lawn and driveway - once repaired, it dropped to a normal 4CCF.) In 2023, the property replaced lines under the lawn and driveways, yet still suffer breakage. Further the buildings shake and settle. Doors and windows misalign. The floors settle. During daily truck hours, the buildings literally quake as high volume base traffic and 80,000lbs at 50mph pound by. We'd like to try to have the crucial commerce and traffic 'tiptoe' through this corridor! - Leaving our driveway during peak, or prolonged backups due to frequent trains makes it tough to get out of the property, especially to cross three lanes to u-turn southbound. - Slowing to enter the driveway can be difficult, vehicles coming behind, drivers focused on Little Creek and beyond, end up riding back

Hampton Boulevard & North Shore Road Safety Study

bumpers in reckless fashion.

- Another neighbor, residing across from the yacht club, their building directly on Hampton, mentioned that throughout the recent bridge work, the reduced lanes magically fixed the bridge speeding. We can attest to the same. Traffic much more settled through here. The bridge, looking less like a free-for-all expressway ramp, helped.
- The elephant in the room is not inhibiting crucial commerce, but in getting it to be as civil as possible in transit, as this a neighborhood thoroughfare, not a "stroad".
- At least twice a year perhaps (we'll review the study) our power goes out from what appears to often be single car, speeding, inattentive drivers hitting the poles mere inches from the lane. I'll have to check, but it has to be that ~75% of the poles northbound have been replaced or buttressed following an accident northbound (in 16 years here, I can't recall a southbound pole being hit.)
- At least once but surely more, a building has been hit. Walking on the sidewalk against traffic is a must, heads up constantly. We do not feel safe on the sidewalks with 50mph traffic at arm's length.

You said specific! A bit long, sorry! We really appreciate having access, representation via the meeting. Thank you all for coming and for this opportunity to contribute!

Lack of walkability & bicycling safety. The noise pollution from tractor trailers.

Northbound cars block neighborhood egress during morning rush to Naval Base. Stopped trains block Hampton and Diven for extended times causing backups in multiple directions including northbound Hampton Blvd from bridge to Little Creek Rd. NIT inbound and outbound truck traffic is a significant contributor to traffic congestion, noise, and air pollution. NIT truck traffic should be prohibited from Hampton Blvd and required to use Terminal Blvd and I-564.

Q11 Please rate this treatment on a scale of 1 to 5, with 1 being strongly oppose, 3 being neutral, and 5 being strongly support.

Answered: 142 Skipped: 11

Traffic Signal at Hampton Boulevard Intersection with North Shore Road

Features of this treatment could include:

- Signal control of four approaches: northbound and southbound Hampton Boulevard and eastbound and westbound North Shore Road
- Potential construction of left-turn lane from northbound Hampton Boulevard onto North Shore Road
- Signalized pedestrian crossings
- Coordinated with other signals along Hampton Boulevard (north of Lafayette River Bridge)



3.4 ★
average rating



STRONGLY OPPOSE	OPPOSE	NEUTRAL	SUPPORT	STRONGLY SUPPORT	TOTAL	WEIGHTED AVERAGE
17.61%	9.86%	16.90%	28.17%	27.46%		
25	14	24	40	39	142	3.38

Q12 Please rate this treatment on a scale of 1 to 5, with 1 being strongly oppose, 3 being neutral, and 5 being strongly support.

Answered: 138 Skipped: 15

Pedestrian Hybrid Beacon (PHB)

Features of this treatment could include:

- Provides signalized crossing only for pedestrians
- Overhead beacons provide sequence of red and yellow lights to warn and stop drivers when activated by push button
- Overhead beacons are dark when PHB is not active
- Typically installed midblock rather than at intersections



3.3 ★
average rating



STRONGLY OPPOSE	OPPOSE	NEUTRAL	SUPPORT	STRONGLY SUPPORT	TOTAL	WEIGHTED AVERAGE
10.87%	18.12%	23.19%	26.81%	21.01%		
15	25	32	37	29	138	3.29

Q13 Please rate this treatment on a scale of 1 to 5, with 1 being strongly oppose, 3 being neutral, and 5 being strongly support.

Answered: 136 Skipped: 17

"Rest in Red" Operation at Existing Traffic Signals

Features of this treatment could include:

- Signals revert to an "all-red" phase when there is no traffic demand at the signal
- Approaching vehicles and their current speed can be detected to give a green light to those traveling at the speed limit or stay red for those who are speeding
- Can be programmed by time-of-day, typically for late night and early morning hours, to reduce travel speeds when volumes are lower



3.6 ★
average rating



STRONGLY OPPOSE	OPPOSE	NEUTRAL	SUPPORT	STRONGLY SUPPORT	TOTAL	WEIGHTED AVERAGE
10.29%	8.82%	22.79%	27.94%	30.15%	136	3.59
14	12	31	38	41		

Q14 Please rate this treatment on a scale of 1 to 5, with 1 being strongly oppose, 3 being neutral, and 5 being strongly support.

Answered: 135 Skipped: 18

Median, Landscaping, and Lighting Enhancements

Features of this treatment could include:

- Planting additional trees along both sides of the street and in the median to visually narrow the roadway
- Reviewing existing lighting levels and installing additional fixtures where needed



3.7★
average rating



STRONGLY OPPOSE	<u>OPPOSE</u>	NEUTRAL	SUPPORT	STRONGLY SUPPORT	TOTAL	WEIGHTED AVERAGE
5.19%	8.89%	33.33%	17.78%	34.81%		
7	12	45	24	47	135	3.68

Q15 Please rate this treatment on a scale of 1 to 5, with 1 being strongly oppose, 3 being neutral, and 5 being strongly support.

Answered: 135 Skipped: 18

Additional Speed Feedback Signs

Features of this treatment could include:

- Installing additional speed feedback signs at other locations along the corridor (similar to those near the bridge)



3.2 ★
average rating



STRONGLY OPPOSE	OPPOSE	NEUTRAL	SUPPORT	STRONGLY SUPPORT	TOTAL	WEIGHTED AVERAGE
9.63%	8.15%	45.93%	20.74%	15.56%	135	3.24
13	11	62	28	21		

Q16 Please rate this treatment on a scale of 1 to 5, with 1 being strongly oppose, 3 being neutral, and 5 being strongly support.

Answered: 132 Skipped: 21

Turn Restrictions

Features of this treatment could include:

- Restricting left-turn movement from Trouville Avenue onto Hampton Boulevard
- Restricting left-turn movement from Helena Avenue onto Hampton Boulevard
- Restricting left-turn movement from the Norfolk Yacht & Country Club onto Hampton Boulevard
- Restricting left-turn movements from North Shore Road onto Hampton Boulevard
- Restricting other movements to/from Hampton Boulevard
- Restrictions could be in place at all times or by time-of-day



2.1★
average rating



STRONGLY OPPOSE	OPPOSE	NEUTRAL	SUPPORT	STRONGLY SUPPORT	TOTAL	WEIGHTED AVERAGE
38.64%	27.27%	20.45%	8.33%	5.30%		
51	36	27	11	7	132	2.14

Q17 Please provide any additional comments or feedback you may have on the potential improvements and treatments. For example, are there additional improvements that should be considered?

Answered: 35 Skipped: 118

RESPONSES	
ADA ramps	1
Adjust signal sequences	3
Communication about project	1
Enforcement at rush hour	2
Lane repurposing	2
Red light camera	1
Redirect Navy vehicles	1
Restriping	1
Right turn restrictions	1
Road markings	1
Speed enforcement for trucks	1
Street Lighting	1
Traffic volume reduction strategies	1

Q18 Do you have any other comments or suggestions regarding transportation and/or safety in the Hampton Boulevard corridor?

Answered: 56 Skipped: 97

RESPONSES
Camera ticketing - it seems to work
Truck traffic and speed
I hope we are not wasting money on these studies for things that people don't want.
More police enforcement of speeding is required.
Too many large trucks on Hampton Blvd at all times of the day.
speed traps are ill-timed, police cherry pick. need to concentrate on high speed abusers, fast moving trucks, school buses during the work week AM & PM not Sunday morning.
Can a crosswalk be added to the southside of the intersection of Little Creek Road and Hampton Boulevard? And a red light camera installed at that intersection.
Definitely well painted pedestrian crossings
the stretch of Hampton Blvd between little creek and Lexan Avenue is about 1.1 or 1.2miles long without any interruption to the flow of traffic on a road 3 lanes each way. Drivers take full advantage of this uninterrupted stretch to speed, having lights at North Shore would greatly reduce this.
I really wish there was more speed enforcement.
Obviously Hampton is a very busy road. Any solutions need to take into account any unintended consequences such as increased congestion during rush hour. Also recommend no left turn from Baylor Pl. onto West Little Creek, especially during morning rush hour.
Train traffic going into the port should not happen at rush hour.
The speeding problem has to be fixed. Can we redirect all that trucker and naval base traffic to come in and out via 64 instead of Hampton?
Try empowering the police to enforce the current traffic laws. Include speed cameras.
too many aggressive truck drivers. Unable to U-turn towards Terminal Blvd (in front of dollar store) once right-hand exiting from Cloncurry Road onto Hampton Blvd
Need more police presence.
please make this corridor more pedestrian friendly and more easy to access for the residents.
SPEED CAMERA(S) with SIGNIFICANT FINES
Please address the speeding
Thank you for organizing this survey! I run along Hampton Blvd, walk my two young kids in the area, and am thrilled that the city is considering how to make the intersection safer.
Ban through traffic from NIT on Hampton and require them to use terminal
Speed camera like by the schools
Speed cameras - fix the sidewalks - make homeowners keep the sidewalks clear - cut back blindspots and hedges that are impeding walkinh safety
Thank you for the work you all do.
Figure out a way to get rid of the trucks on Hampton and get people to slow down. It could be so walkable, but I won't because I feel so unsafe
Ensure whatever improvements are made to Hampton do not adversely impact the residents on Shirland Ave.
Visibility can be difficult for cars turning onto Hampton Blvd due to some homes that have overgrown bushes, fencing sightline, or cars that are parked past the driveway and onto the sidewalk. (Ex: turning on to Hampton Blvd from the west side of Manchester Avenue has difficulty visibility when looking northbound of all these reasons).
Highly support the no turn left signs at more intersections that just the corridor for the study. If possible, please continue to look further south on Hampton and put more no left turn signs
Divert trucks to 64 only.
I bought my house in Larchmont in 1982, and all I can say is the traffic situation on Hampton Blvd has gotten progressively worse. Three area of concern: 1. Volume of truck traffic, 2. Red light runners, 3. Speeders. All three of these are getting worse -- from personal and long term observation.
Hampton blvd is absolutely NOT safe. It's dangerous to drive on it or walk across it. I feel unsafe every time we exit lochhaven. Massive trucks, young sailors barreling down at reckless speeds, and back up's when the base is busy make it an unsafe corridor.

Hampton Boulevard & North Shore Road Safety Study

Should be able to turn left out of Norfolk Yacht Club
There is constant speeding along this corridor with little enforcement.
Need police enforcement. Need to concentrate on trucks and NOT give them a free pass.
Police Need to be more present and diligent with regards to speeding
Mainly, speeding over the bridge and the number of trucks that run the red lights all along the Hampton Blvd corridor - terminals all the way through neighborhoods and ODU.
Eliminate Trucks
Raise the speed limit on Hampton Boulevard to 35. 30 is unrealistic for a six lane road and creates 'scofflaws'.
Keep enforcing the speed limit!!
Hampton blvd is surrounded by family neighborhoods, that's all that needs to be said. Family's have kids, bye drivers, old drivers, safety is most important! The City should realize that.
do what is necessary to eliminate speeding on Hampton Blvd
Would love to see a speeding camera with citations and warning signs that such camera exists
I commend the City for launching this study. Another initiative that he City could pursue is more traditional speed limit enforcement, Monday through Friday. Enforcing speed limits on Saturdays and Sundays is targeting the wrong offenders.
I was not able to leave comments under "please explain". There cannot be a turn restriction at NYCC but that intersection needs to be made safer.
The comments in the survey section didn't work. I am for the light at North Shore but ONLY IF the traffic is restricted from turning right on any of the streets into Meadowbrook and enforcement exists.
Please fix your survey mechanism. Stars for rating are not working properly
Speeding is the biggest issue
Anything to mitigate truck traffic within reason should also be considered
I think speeding is the primary issue, particularly over the bridge, and it occurs rampantly in the overnight hours. Ticket cameras would be great (they could be programmed to only issue tickets over say... 20 over the speed limit, in amounts of \$400+). Make it painful.
Need better patrol
Work with the Port. They are a big contributor to the congestion along Hampton Blvd. Reroute the trucks - I understand that this is a political nightmare that residents have been battling with them for some time.
Truck traffic is too heavy and fast. It also backs up occasionally. Pedestrian and bike crossing at north shore needed. Put some stripes in at the moment. It's the least cost to do something quickly. Stop cut through traffic off Hampton
Your survey form is defective - won't advance to next page if I fill in "please explain" blocks. Nice job.

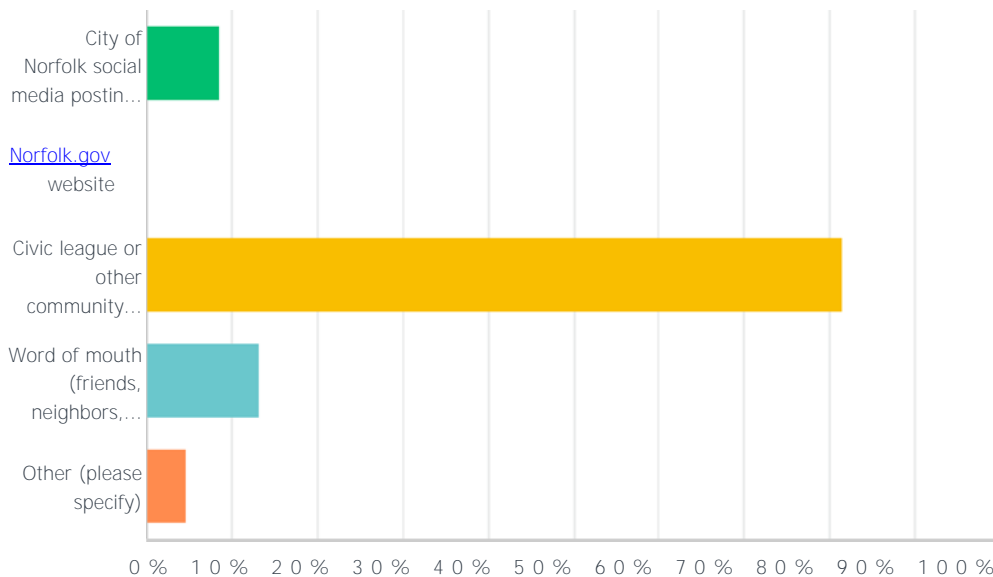
Q19 What is the ZIP Code where you live?

Answered: 130 Skipped: 23

ANSWER CHOICES	RESPONSES	
23505	73.1%	96
23508	22.3%	29
23504	1.5%	2
22408	1.0%	1
23529	1.0%	1
33508	1.0%	1
TOTAL		153

Q20 How did you hear about this survey and/or the neighborhood meeting?

Answered: 129 Skipped: 24



ANSWER CHOICES	RESPONSES	
City of Norfolk social media posting (Facebook, Instagram, Twitter, Nextdoor, etc.)	8.53%	11
Norfolk.gov website	0.00%	0
Civic league or other community organization	81.40%	105
Word of mouth (friends, neighbors, etc.)	13.18%	17
Other (please specify)	4.65%	6
Total Respondents: 129		

Other (please specify)	RESPONSES
Mailer	3
Email	1

