

# Sunset Heights Traffic Calming Phase II Revision

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# Presentation Overview

1. Completed efforts
2. Existing conditions
3. Phase II segments and alternatives
4. Opportunity to provide input





# Overview of Traffic Calming Efforts

- The Sunset Heights Neighborhood Traffic Calming Plan was adopted by City Council in April 2019
- Phase I measures were implemented in Summer/Fall 2019
  - Stop bars added at intersections
  - Digital speed radar sign installed on Maryland Ave
  - Installed a centerline on Dogwood Dr in the bend north of Dixie Ave
  - New leading pedestrian phase at the signal at S. High St and Maryland Ave
- Modification to the intersection of W. Market and S. High was determined to have challenges that precluded the change
- A traffic study was completed in February/March 2020





# Existing Conditions

- A traffic study was completed in late February/ early March 2020
  - Speeds and volumes showed minimal improvement compared to the previous traffic study
  - Speeds on road segments that were not included in the adopted Plan had increased to a level that qualifies for traffic calming
- Staff have continued to hear concerns from residents about speeding and cut-through traffic in the neighborhood
- Due to the change to Phase I, the speed data from the recent traffic study, and resident concerns, Phase II is being revised





# Phase II Segments and Alternatives

Six road segments proposed for treatments

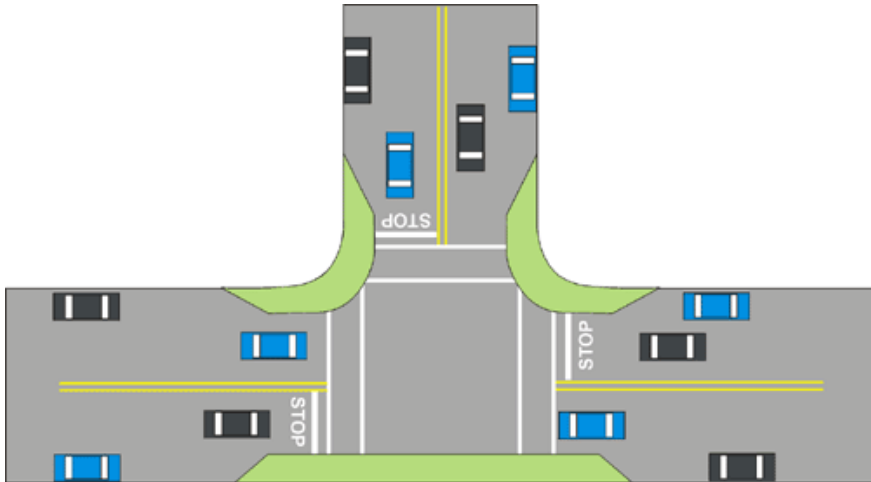
- Chestnut – between South and Maryland
- Chestnut – between Maryland and Grace
- Willow – between Grace and W. Market
- Dogwood – between South and Maryland
- Dogwood – between Maryland and Dixie
- Dogwood – between Dixie and W. Market



*Note: diagrams on the following pages are not to scale and all locations are approximate*



# Curb Extensions, Chokers, Chicanes





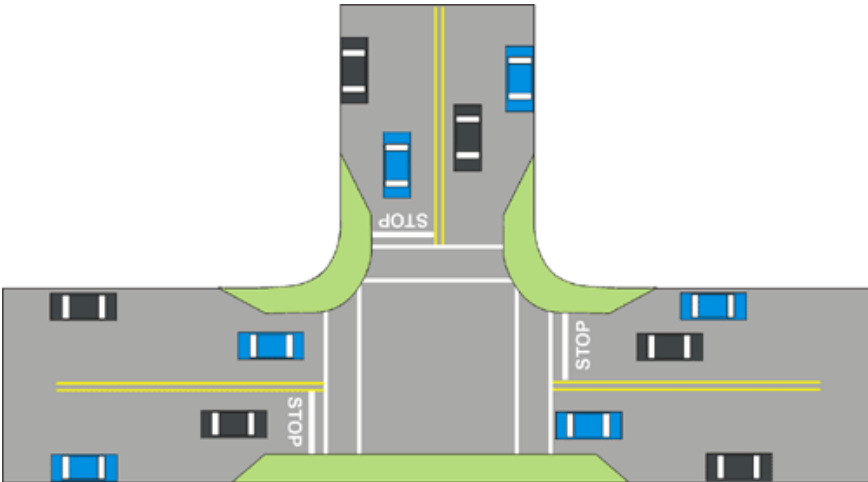
# Curb Extensions, Chokers, Chicanes



Main St & Bruce St



Paul St





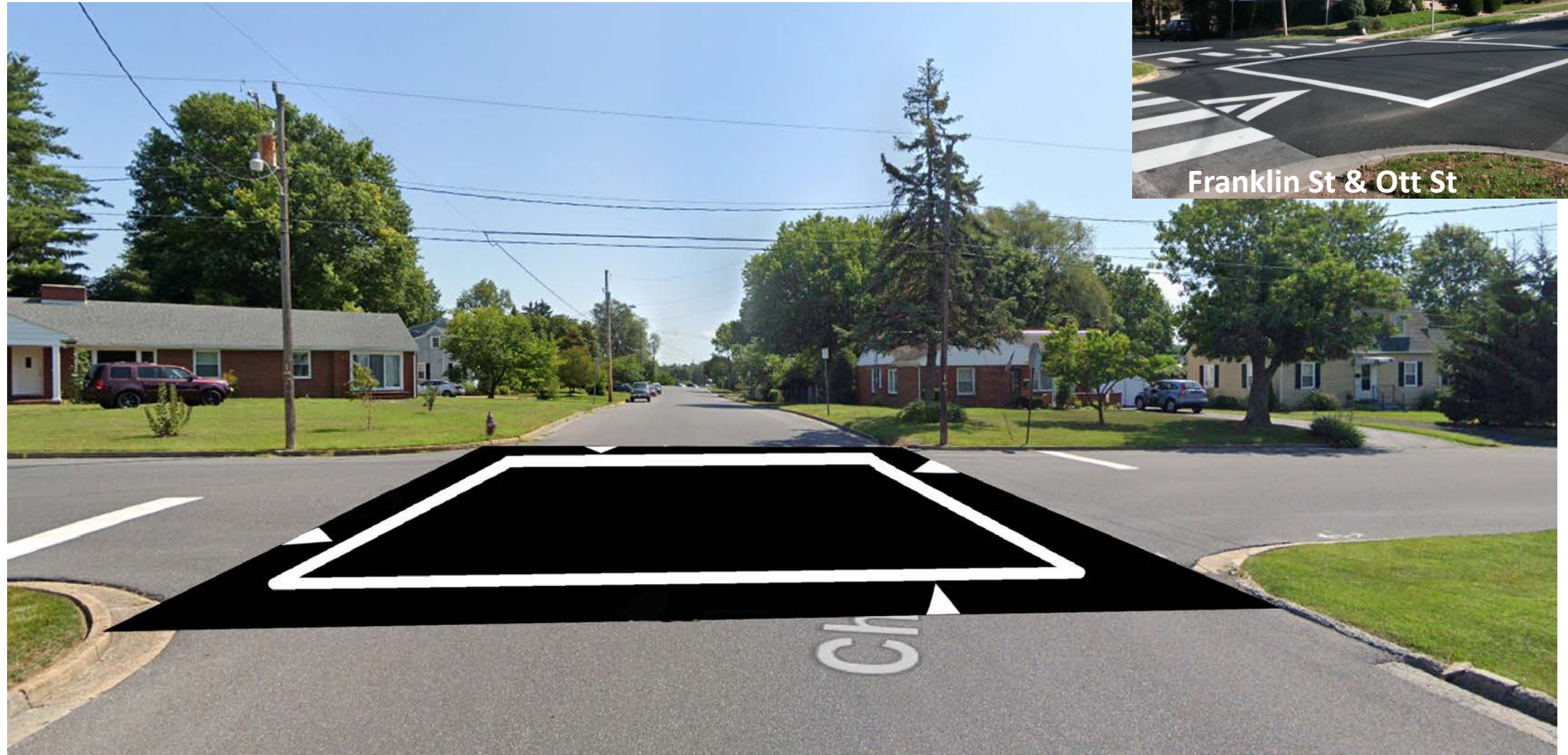
# Speed Humps & Speed Cushions





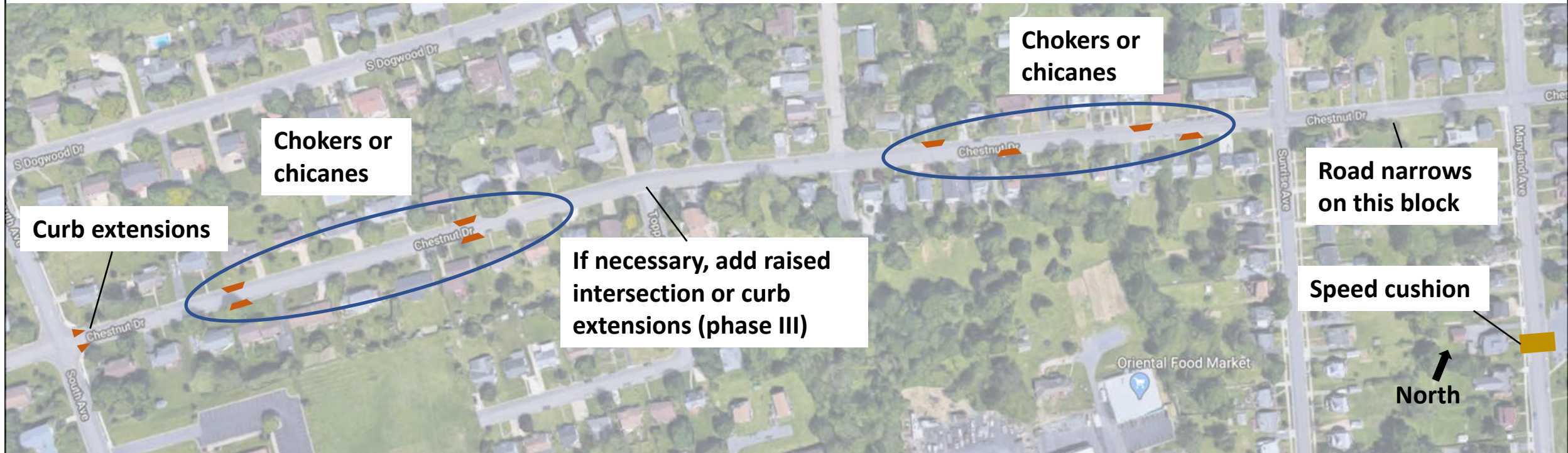


# Raised Intersection





# Chestnut – South to Maryland



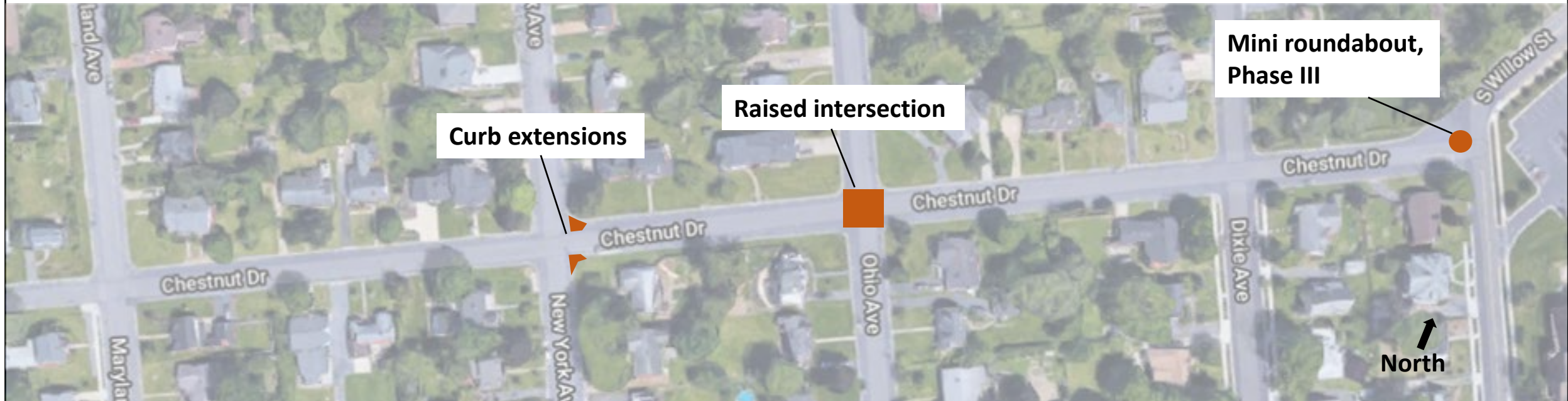


# Neighborhood Roundabout ("Mini roundabout")





# Chestnut – Maryland to Grace



**Curb extensions**

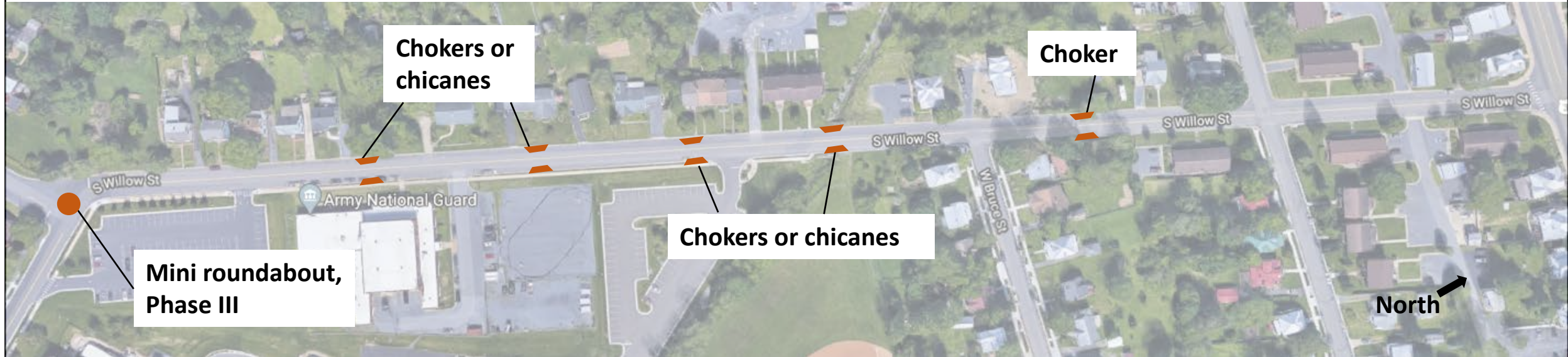
**Raised intersection**

**Mini roundabout,  
Phase III**

**North**



# Willow – Grace to W. Market, Alternative A





# Willow – Grace to W. Market, Alternative B





# Bike lanes & alternating on-street parking

- Creates a gradual “S” curve on the street
- Slows drivers
- Parking will flip sides



Sparks St, Cambridge, MA Image source: Google maps





# Dogwood – South to Maryland, Alternative A



B-B dimensions (36' pavement):

- 5' parking lane
- 5' bike lane
- 22' driving lanes (11' each)
- 4' bike lane





# Dogwood – Maryland to Dixie, Alternative A



B-B dimensions (36' pavement):

- 5' parking lane
- 5' bike lane
- 22' driving lanes (11' each)
- 4' bike lane



# Bicycle and Pedestrian Space

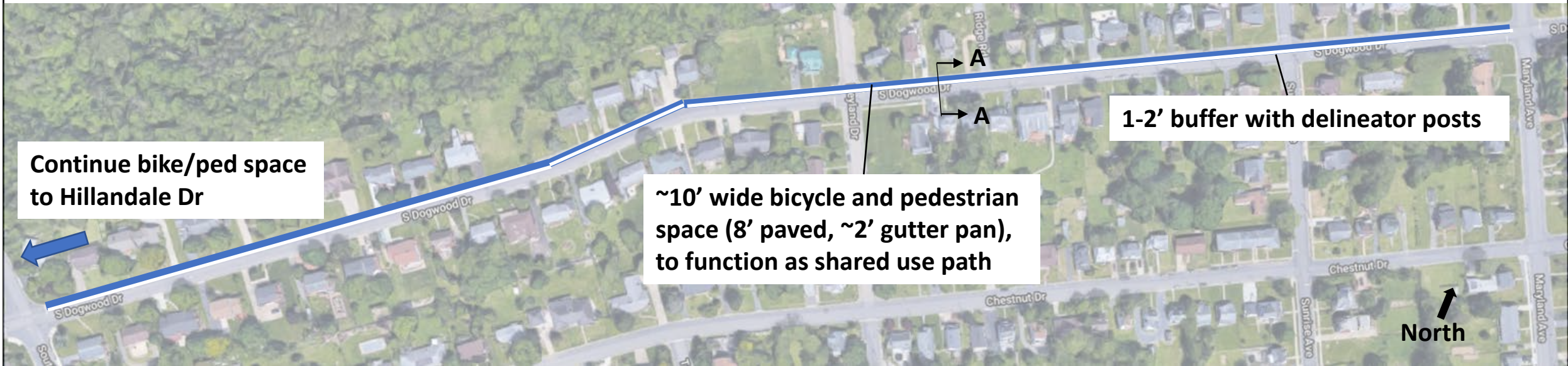


Bicycle and Pedestrian Space on Federal Street





# Dogwood – South to Maryland, Alternative B



Continue bike/ped space to Hillandale Dr

~10' wide bicycle and pedestrian space (8' paved, ~2' gutter pan), to function as shared use path

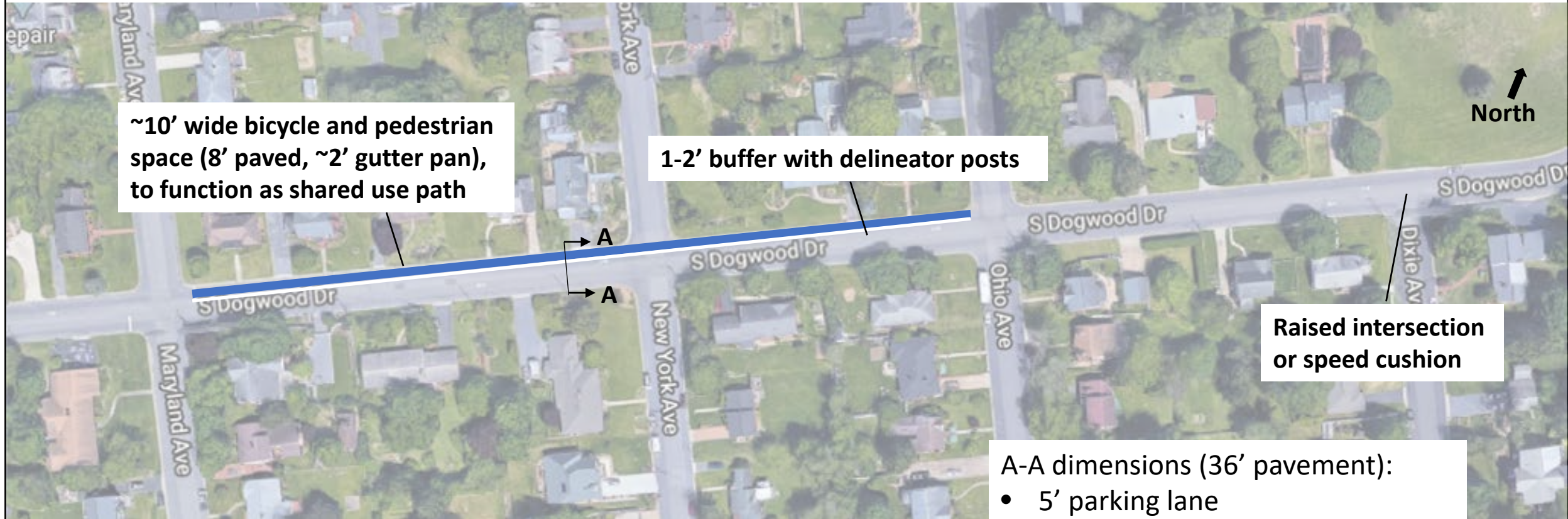
1-2' buffer with delineator posts

- A-A dimensions (36' pavement):
- 5' parking lane
  - 21' driving lanes (10.5' each)
  - 1-2' buffer with delineator posts
  - 8-9' bike/ped space

Note: Parking on east side, opposite the bike/ped space



# Dogwood – Maryland to Dixie, Alternative B



~10' wide bicycle and pedestrian space (8' paved, ~2' gutter pan), to function as shared use path

1-2' buffer with delineator posts

Raised intersection or speed cushion

A-A dimensions (36' pavement):

- 5' parking lane
- 21' driving lanes (10.5' each)
- 1-2' buffer with delineator posts
- 8-9' bike/ped space

Note: Parking on east side, opposite the bike/ped space



# Dogwood – South to Maryland, Alternative C



Chokers or chicanes

Curb extensions

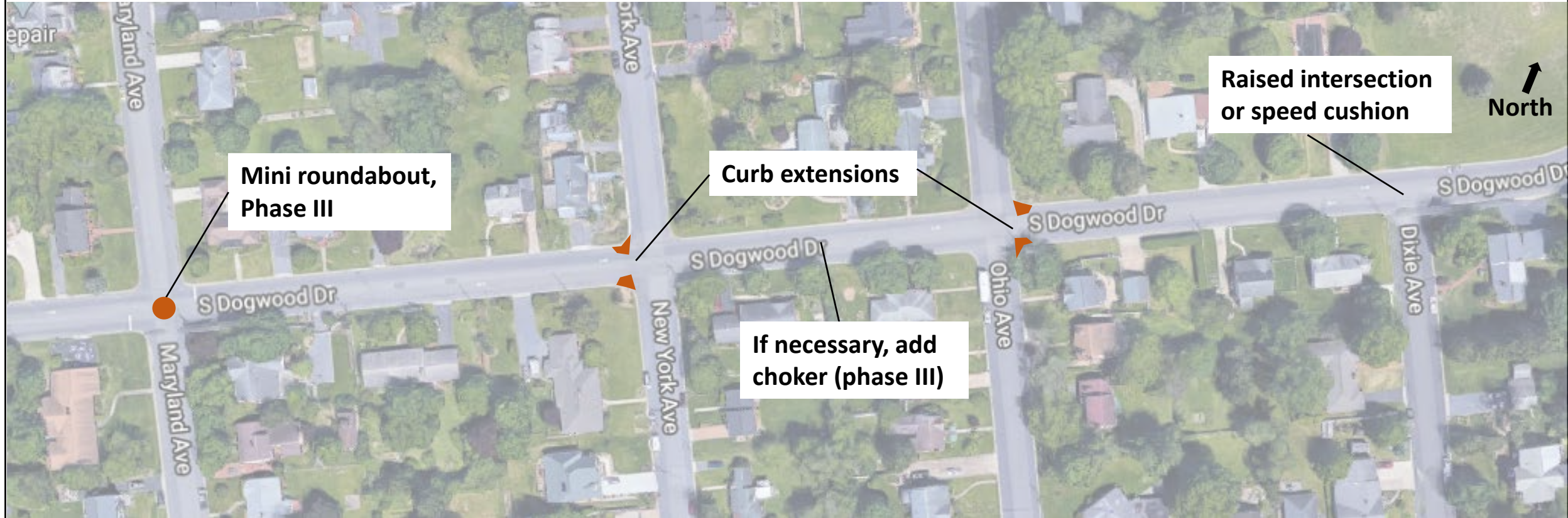
Curb extensions

Mini roundabout, Phase III

North



# Dogwood – Maryland to Dixie, Alternative C





# Digital Speed Radar Sign

# Street Trees

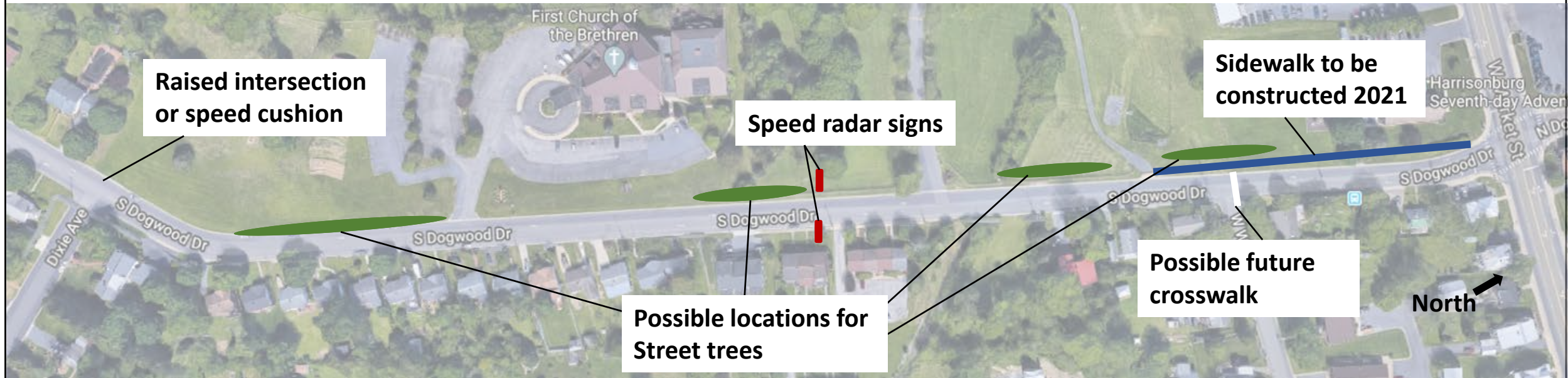


Maryland Ave





# Dogwood – Dixie to W. Market, Alternative A



**Raised intersection or speed cushion**

**Speed radar signs**

**Sidewalk to be constructed 2021**

**Possible locations for Street trees**

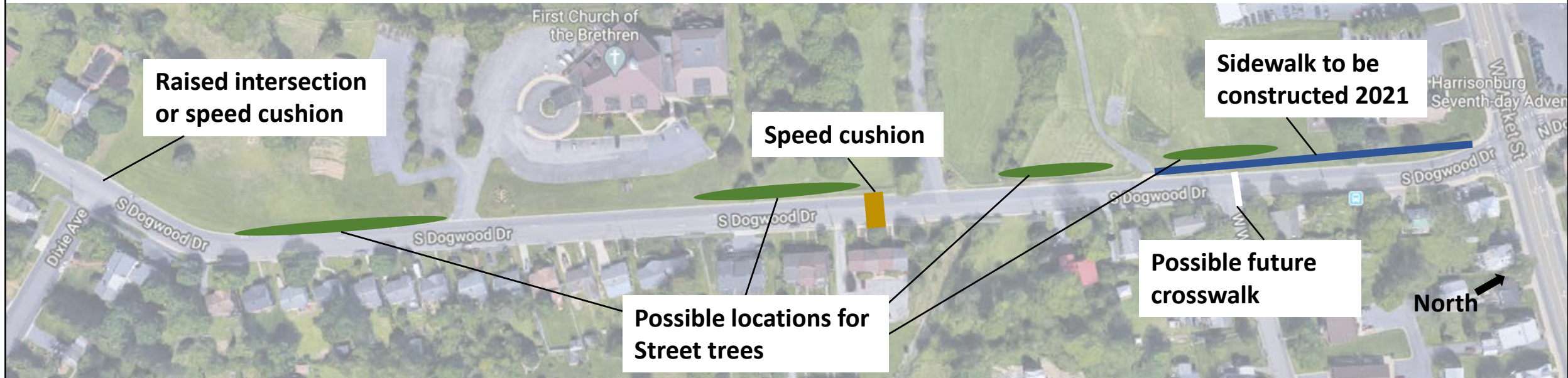
**Possible future crosswalk**

**North**





# Dogwood – Dixie to W. Market, Alternative B



**Raised intersection  
or speed cushion**

**Speed cushion**

**Sidewalk to be  
constructed 2021**

**Possible locations for  
Street trees**

**Possible future  
crosswalk**

**North** →



# Opportunity to provide input

- A key component of Harrisonburg traffic calming efforts is coordination with neighborhood residents, so we want to hear from you!
- Please visit <https://www.harrisonburgva.gov/sunset-heights-ntcp> and complete the survey. City staff and the committee of local residents will use the results to identify the preferred alternatives will be implemented.
- With any other questions or concerns, please contact Jakob zumFelde at [jakob.zumfelde@harrisonburgva.gov](mailto:jakob.zumfelde@harrisonburgva.gov) or (540) 434-5928.

