

NEIGHBORHOOD TRAFFIC CALMING PROGRAM: NORTHEAST NEIGHBORHOOD

May 2022





Overview of Slides

Northeast Neighborhood traffic calming background

Crash history

Planned and proposed intersection safety changes

Next steps and opportunity to comment



Overview of completed efforts

Summer 2017 – City staff met with neighborhood about concerns

Fall 2017 – traffic study completed, showing eligible neighborhood streets

Winter 2018 – neighborhood boundaries identified and petition begins

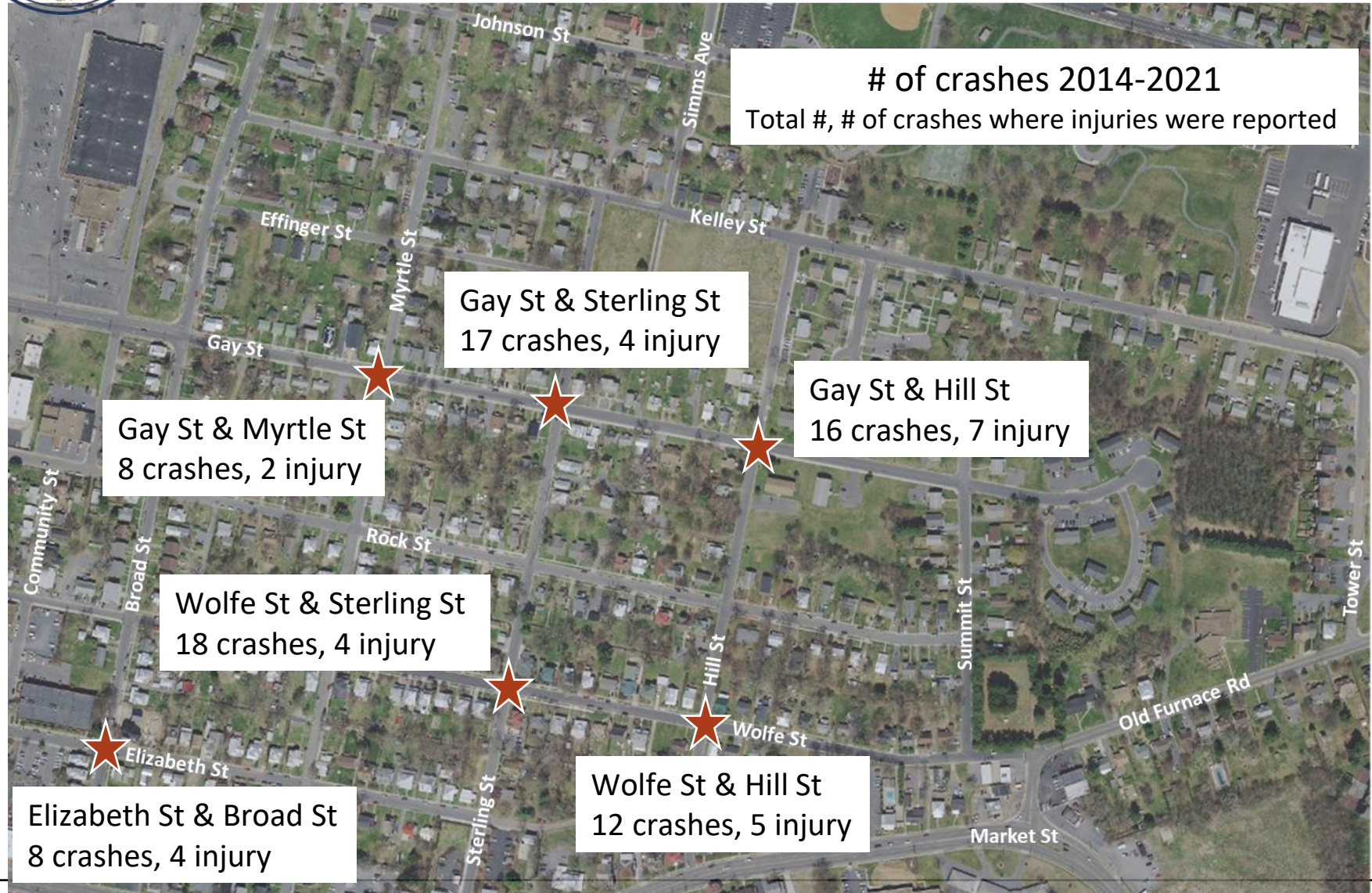
Winter 2020 – petition completed and City Council enrolls neighborhood

Summer/Fall 2021 – with Plan effort delayed by the pandemic, Public Works identified safety changes at the 3 highest-crash intersections, conducted public outreach, coordinated with the Harrisonburg Transportation Safety & Advisory Commission, and began making the changes

Fall 2021 – new traffic study was completed (data available on final slide)



Relatively high-crash intersections





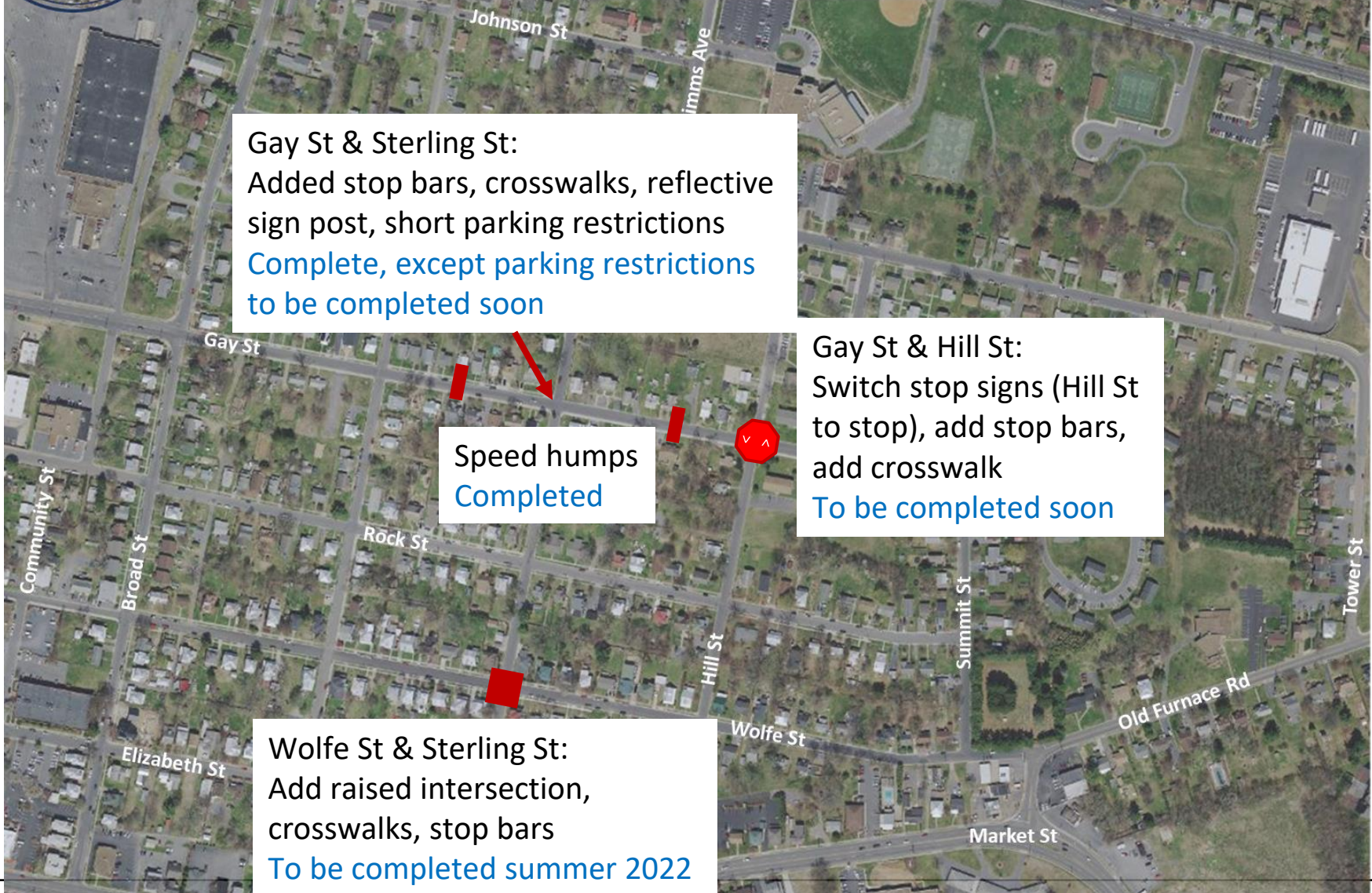
Changes – Phase 1

Gay St & Sterling St:
Added stop bars, crosswalks, reflective sign post, short parking restrictions
Complete, except parking restrictions to be completed soon

Gay St & Hill St:
Switch stop signs (Hill St to stop), add stop bars, add crosswalk
To be completed soon

Speed humps
Completed

Wolfe St & Sterling St:
Add raised intersection, crosswalks, stop bars
To be completed summer 2022





Additional Safety Changes Planned

Install crosswalks at intersections where there are existing sidewalks

Install white stop bars at all intersections

Continued efforts to improve sight distance at intersections:

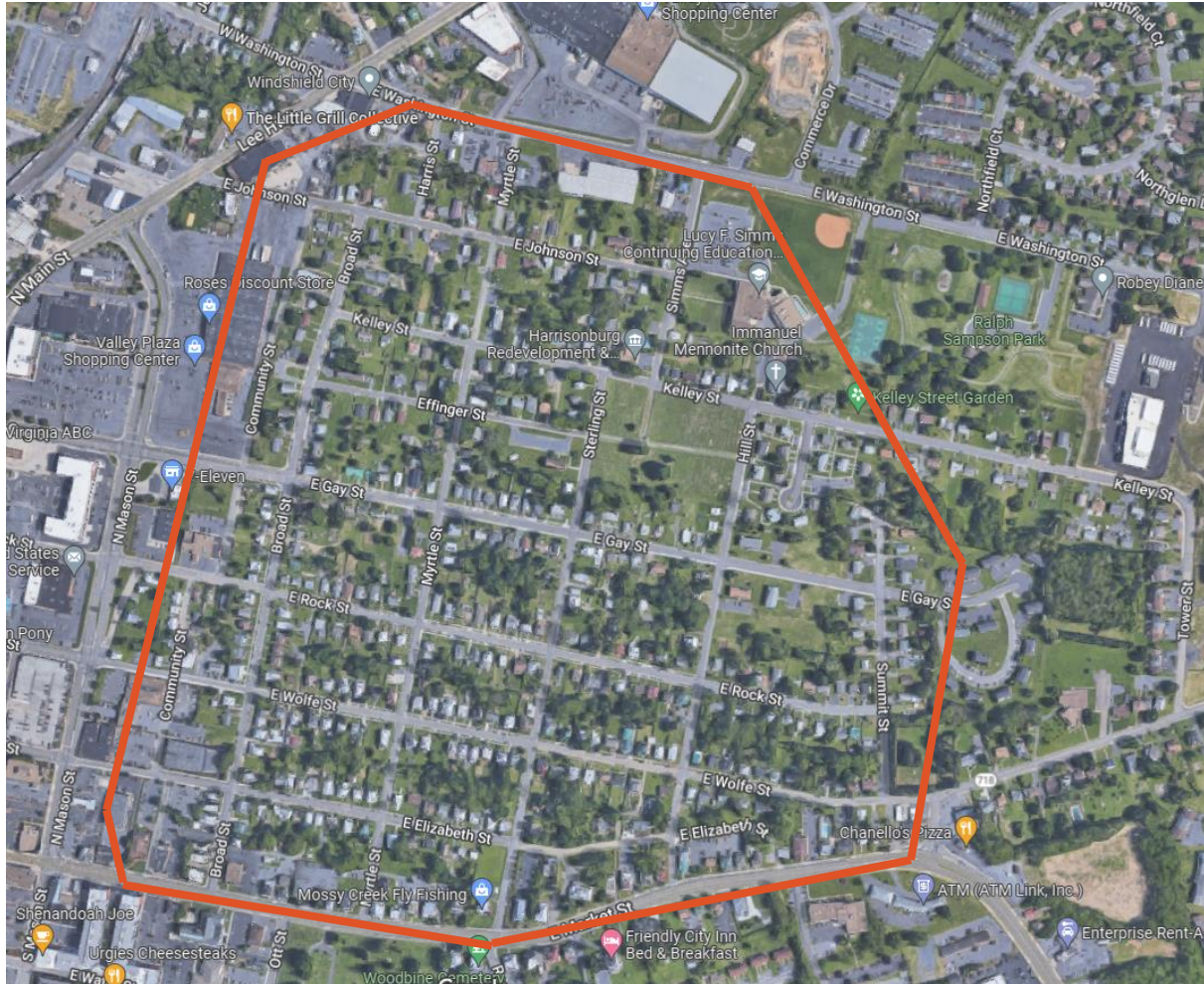
- trimming vegetation where necessary
- restricting parking when necessary



Intersection with white stop bars and crosswalks



Changes – Phase 1 continued



Within area shown:

Address sight distance issues at intersections where vegetation is problematic

Install white stop bars at all intersections

Install crosswalks at intersections with sidewalk



Additional Safety Changes Proposed

Switch stop signs when warranted

- Drivers are more likely to stop at stop signs when the signs are appropriately located such that the lower volume road has to stop and the higher volume road does not stop
- Proposed changes make it so that the stop signs will impact fewer drivers, and those drivers will more frequently experience opposing traffic, making them more likely to stop at the stop sign every time

Stop signs proposed to change at the following intersections:

- Wolfe St & Myrtle St (Myrtle St traffic will have stop sign)
- Wolfe St & Hill St (Hill St traffic will have stop sign)

Restrict parking for a short distance on Gay St, west of Myrtle St:

- Vehicles parked close to the intersection can make it hard for drivers stopped at the stop sign to see vehicles on Gay St, which has led to multiple crashes



Changes – Phase 2



Gay St at Myrtle St:
Restrict parking on Gay St
for approximately 50 feet
west of Myrtle St

Wolfe St & Myrtle St:
Switch stop signs
(Myrtle St to stop), add
stop bars, add crosswalk

Wolfe St & Hill St:
Switch stop signs (Hill St
to stop), add stop bars,
add crosswalk



Process/Timeline

Ongoing: Public Works staff implementing Phase I

May: Staff requests resident comments regarding proposed changes

June: Changes presented to Transportation Safety Advisory Commission (TSAC)

Summer/Fall 2022: Implement changes

After implementation: Complete traffic study of neighborhood, continue efforts to address speed or safety concerns



To Provide Comment

If you have questions, concerns, or other comments on the proposed changes, please contact Jakob zumFelde at jakob.zumfelde@harrisonburgva.gov or (540) 434-5928





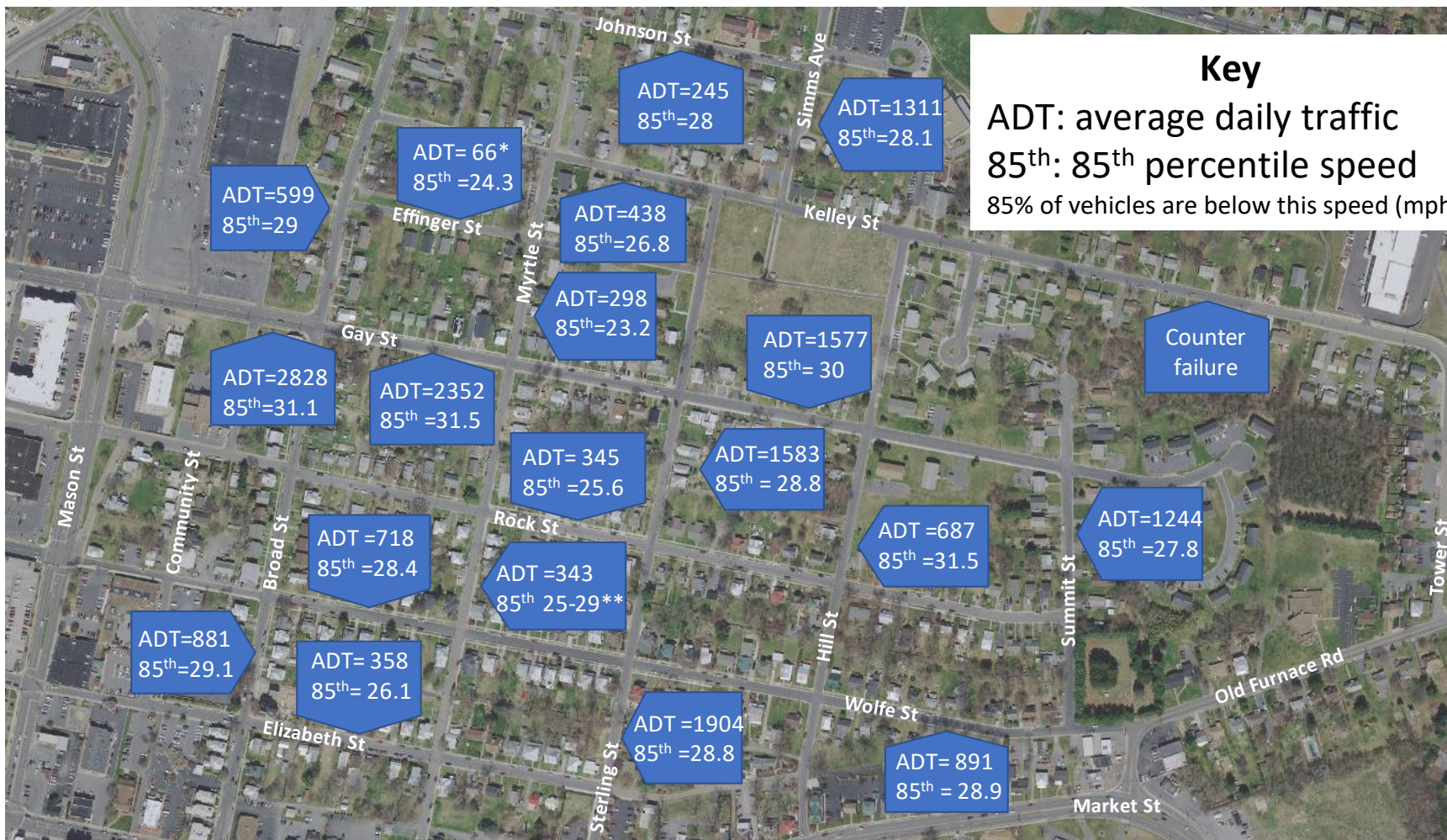
Additional Information

The following page has the data collected regarding number and speed of vehicles at multiple locations in the neighborhood

The data was collected for 1 week in November 2021, using tube counters



Speed and ADT Data, Fall 2021



Note: all data collected before any changes made (prior to construction of speed humps on Gay St)

*Excludes data that was inaccurate (likely due to parked vehicle)

**Data available limits ability to determinate precise 85th percentile speed