



TRANSPORTATION SAFETY & ADVISORY COMMISSION

CITY OF HARRISONBURG, VIRGINIA

TO: Transportation Safety & Advisory Commission Members, Council members, City Manager Kurt Hodgen, Assistant City Manager Anne Lewis

FROM: Brad Reed, Transportation Planner

DATE: Monday, February 2, 2015

RE: Transportation Safety & Advisory Commission Summary from January 14, 2015 Meeting

The Transportation Safety & Advisory Commission met on Wednesday, January 14, 2015 at 8:30 AM in Room 205 of the City Municipal Building, 345 S. Main St.

Members and Advisory Members present included: Bill Blessing (NE Citizen Member), Calvin Ferrell (SE Citizen Member), Joshua Humphries (At-Large Citizen Member), Brad Reed (Public Works Member Designee), Thanh Dang (Public Works), MPO Greg Deeds (Police Member Designee), Deputy Chief Ian Bennett (Fire)

Guests Present: None

Commission meetings are open to the public and citizens are provided the opportunity to voice their views/concerns about any item before the Commission. It is the policy of the Commission to move relevant agenda items to the beginning of the meeting when citizens are in attendance to avoid detaining them for the entire meeting.

Welcome

New Business

1. Review of next steps for the Old Town neighborhood Traffic Calming Program

Mr. Reed gave a presentation on the history of Neighborhood Traffic Calming Program efforts in the Old Town neighborhood, which is attached to this meeting summary. The Commission then discussed the temporary half-street closure at E Bruce St & Ott St, its affect on traffic patterns and its impact on safety.

Mr. Blessing commented that E Bruce St feels safer at the intersection with Ott St because the street is narrowed by the delineator posts, which seems to make vehicles be more cautious. The citizen Commission members unanimously agreed that the half-street closure makes the neighborhood safer overall and that the intention of the closure appears to have been met because it removed more people from the neighborhood than it shifted onto Franklin St.

At the conclusion of the presentation, Mr. Reed shared city staff's recommendation to mail out an invitation to an online survey that would request opinions on the half-street closure from residents on E Bruce St, Franklin St, Ott St (between E Market St and Franklin St), and Newman Ave. The survey would gather input from those directly affected by the half-street closure who may not have spoken to the working group of neighborhood representatives. Mr. Ferrell suggested that the survey be constructed such that the questions do not come across as biased toward one course of action over another. The Commission agreed with the idea of conducting a survey. Results will be shared with the neighborhood representative group, which will then work with city staff to make a final decision as to whether the half-street closure should be made permanent or be removed.

Mr. Bennett suggested that, if the half-street closure is made permanent, the curbing be of a roll-top design so that it is mountable by emergency response vehicles. Mr. Reed said that the use of roll-top curb would be included in the design of a permanent feature.

Mr. Reed also mentioned that city staff and the Old Town neighborhood representatives discussed at their last meeting the issue of pedestrian safety on S Mason St. Crosswalks markings and signage have already been added at several intersections on S Mason St to fulfill the measures identified on the Old Town Neighborhood Traffic Calming Plan, a document which was developed by consensus at neighborhood-wide meetings in 2010 and was adopted by City Council and this Commission soon thereafter. The half-street closure at E Bruce St & Ott St is also on this plan along with a number of other traffic calming measures. Also, the Police Department will be initiating new enforcement efforts to address this problem.

The Public Works department performed preliminary engineering to determine the feasibility of bump outs (also known as curb extensions) at various intersections along S Mason St, though it was determined that the cost would be prohibitive due to the nature of the existing conditions and a capital funding request would be considered as a next course of action. Bump outs would make waiting pedestrians more visible to motorists approaching the crosswalk and vice versa, would reduce the distance to cross the street, and could also act as a stormwater quality control enhancement if certain design elements are able to be incorporated. Updates on these and other efforts will continue to be provided to the Commission.

Old Business - None

Other Business / Announcements

2. Election of a Commission Chairman

Mr. Blessing noted that the Commission is supposed to elect a Chairman each year and members should give thought to whether they would like to make a nomination. The discussion will be continued at the next meeting when Mr. Van Wyk and Mr. Presnell are in attendance.

Adjourn

Old Town Neighborhood Traffic Calming Program Background

2010

- Neighborhood enrolled in NTCP in 2010
 - ▣ Neighbors submitted petition to City signed by 152 individual homes who expressed concern of motorist behaviors
- Developed list of problems and possible solutions
 - ▣ Online and paper surveys distributed, 98 responses received
- Neighborhood-wide meetings held to develop Traffic Calming Plan based on traffic study findings
- City makes many small improvements from Plan
- TSAC recommends in support of the Plan

Team Up to Slow Down

- 2010
 - City provided yard signs for neighbors to encourage motorists to slow down



What's Your Hurry?

HarrisonburgVA.gov/slowdown



Old Town Neighborhood Traffic Calming Program Background

2011

- City Council adopts Traffic Calming Plan
- City forces install first round of physical measures from Plan
- Traffic study to evaluate impacts



Old Town Neighborhood Traffic Calming Program Background



2012

- City forces install second round of physical measures from Plan
 - ▣ Speed hump on Bruce Street between Mason St & Ott St
 - ▣ Speed hump on Paul Street between Mason St & Ott St
 - ▣ Speed hump on Paul Street between Ott St & Myers Ave

- Traffic study to evaluate impacts

Old Town Neighborhood Traffic Calming Program Background

2013

- Traffic study to evaluate status
 - ▣ All streets met 35 mph 85th percentile speed goal
 - ▣ Traffic volume reduced by ~20% on local streets since initial 2010 study

- Staff proposes graduating Old Town from the NTCP and meets with neighborhood reps to discuss procedures
 - ▣ Agreed to follow-up traffic studies for next 3 years
 - ▣ Will still review issues after graduation if measure is on the adopted plan within 5 years
 - ▣ Issues not address by the adopted plan would require re-enrollment and neighborhood consensus
 - ▣ TU2SD and enforcement always available

Old Town Neighborhood Traffic Calming Program Background

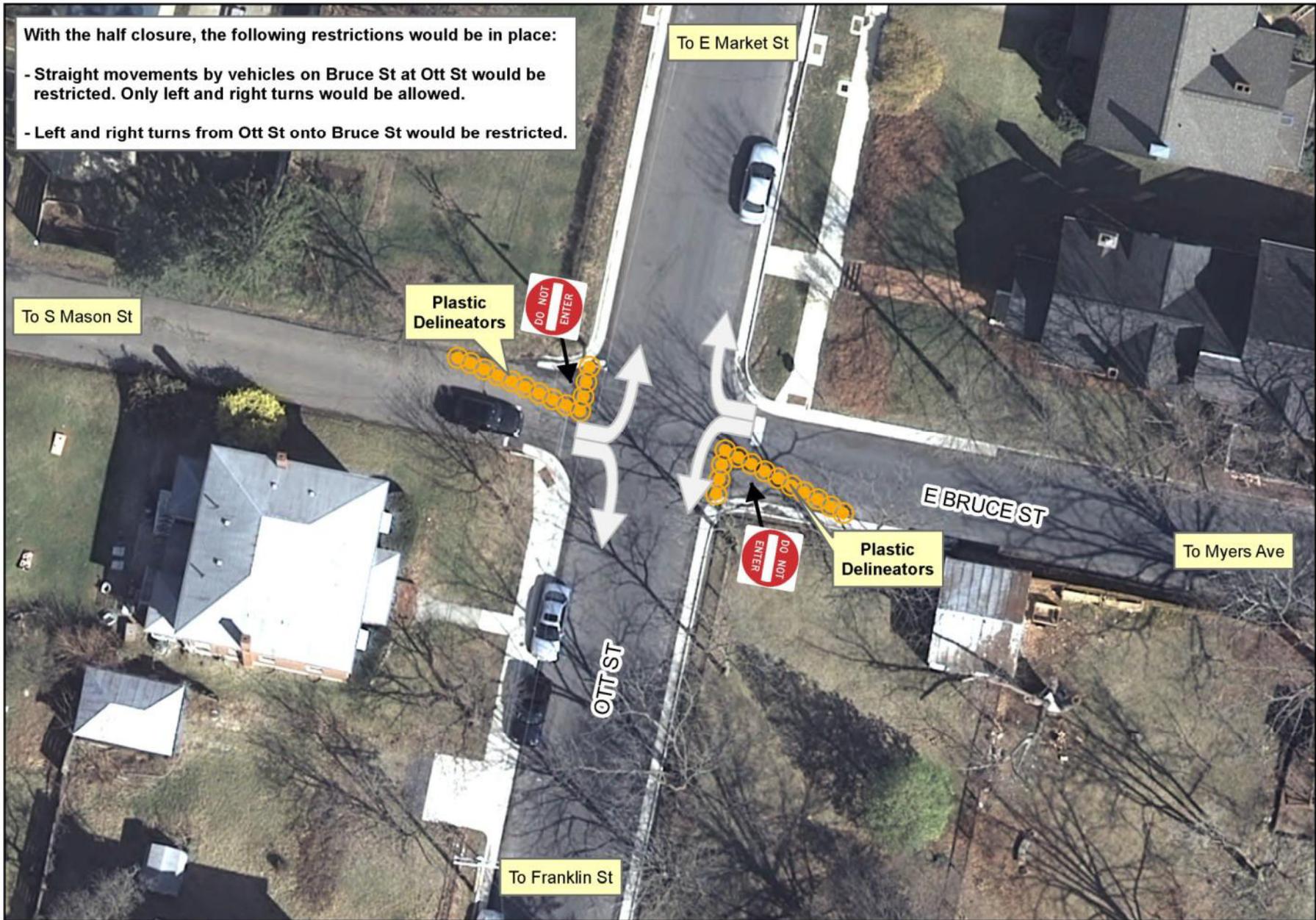


2014

- Staff prepares to present graduation procedures to City Council
 - ▣ Waylaid by emergent complaint about cut-thru traffic on E Bruce St
- Staff meets with reps to discuss outstanding issues
 - ▣ Agreement to try temporary half-closure at E Bruce St
 - ▣ Will judge success based on its ability to remove traffic from the neighborhood without pushing a lot of traffic onto Franklin St

With the half closure, the following restrictions would be in place:

- Straight movements by vehicles on Bruce St at Ott St would be restricted. Only left and right turns would be allowed.
- Left and right turns from Ott St onto Bruce St would be restricted.



Half Street Closure Trial at E Bruce St & Ott St
Neighborhood Traffic Calming Program: Old Town



Old Town Neighborhood Traffic Calming Program Speed after half-closure

- Traffic study completed in Fall 2014 and shared with reps
 - ▣ All speeds still meet NTCP goal and many locations had lower speed than in 2013

Neighborhood Speed Statistics

Street Name	NB/EB 85th Percentile Speed (mph)					2013 vs. 2014 Difference	2010 vs. 2014 Difference	SB/WB 85th Percentile Speed (mph)					2013 vs. 2014 Difference	2010 vs. 2014 Difference
	Sept 2010	Oct/Nov 2011	April 2013	Nov 2013	Sept 2014			Sept 2010	Oct/Nov 2011	April 2013	Nov 2013	Sept 2014		
Bruce St (Mason-Ott)	34.1	32.5	25.5	27.6	24.8	-10%	-27%	32.3	32.0	25.5	25.5	20.8	-18%	-36%
Bruce St (Ott-Myers)	32.4	30.3	24.6	26.8	25.1	-6%	-23%	30.0	33.5	23.7	27.5	27.7	1%	-8%
Franklin St (Mason-Ott)	33.8	28.6	27.5	27.3	24.2	-11%	-28%	34.4	27.5	28.0	28.2	26.4	-6%	-23%
Franklin St (Ott-Monticello)	-	29.5	25.3	25.5	25.1	-2%	-	-	30.8	28.4	26.6	25.7	-3%	-
Grattan St (Main-Mason)	-	-	-	26.4	-	-	-	-	-	-	26.0	-	-	-
Grattan St (Mason-Ott)	-	-	-	29.4	-	-	-	-	-	-	31.3	-	-	-
Market (Mason-Ott)*	-	-	-	34.2	36.0	-	-	-	-	-	34.0	36.0	-	-
Mason St (Bruce-Newman)	30.9	29.1	28.4	28.0	27.5	-2%	-11%	31.1	28.9	27.5	29.5	28.4	-4%	-9%
Mason St (Paul-Campbell)	32.6	33.5	30.4	29.1	29.8	2%	-9%	33.8	33.5	29.1	28.4	28.6	1%	-15%
Mason St (West View-Paul)	34.6	29.3	28.9	28.9	28.5	-1%	-18%	32.6	30.9	28.9	28.4	28.8	1%	-12%
Mountain View (Myers-Preston)	32.1	-	-	28.3	27.6	-2%	-14%	35.8	-	-	29.5	27.6	-6%	-23%
Mountain View (Andergren-Cantrell)	31.3	-	-	27.5	27.3	-1%	-13%	33.4	-	-	28.0	28.2	1%	-16%
Myers Ave (Bruce-Reservoir)	25.8	27.2	26.9	27.0	28.5	6%	10%	24.1	27.6	25.7	27.5	27.3	-1%	13%
Myers Ave (Franklin-Bruce)	29.1	23.3	23.0	23.7	24.0	1%	-17%	33.1	25.9	24.2	25.7	26.8	4%	-19%
Myers Ave (Mtn View-Franklin)	43.1	34.2	31.8	33.7	32.0	-5%	-26%	39.2	29.1	31.8	32.8	31.8	-3%	-19%
Newman Ave (Mason-Ott)	33.9	-	-	-	34.1	-	1%	33.2	-	-	-	34.1	-	3%
Ott St (Water-Newman)	31.6	26.6	27.7	26.5	26.4	0%	-16%	29.7	24.4	26.2	28.1	25.1	-11%	-15%
Ott St (Bruce-Franklin)	-	-	-	33.5	29.1	-13%	-	-	-	-	-	27.5	28.2	3%
Ott St (Franklin-Campbell)	37.0	32.0	33.6	28.1	28.4	1%	-23%	-	-	-	25.9	25.8	0%	-
Ott St (Grattan-West View)	-	-	-	26.4	-	-	-	-	-	-	27.7	-	-	-
Paul St (Andergren-Cantrell)	34.5	33.3	29.7	29.4	29.8	1%	-14%	32.7	33.6	29.2	28.6	28.8	1%	-12%
Paul St (Ott-Myers)	34.7	34.9	23.5	24.7	24.6	0%	-29%	36.7	34.7	26.8	24.6	24.5	0%	-33%
Paul St (Mason-Ott)	32.4	31.2	25.3	27.5	30.5	11%	-6%	33.3	33.5	23.3	31.5	30.0	-5%	-10%
Reservoir (Market-Myers)*	-	-	-	35.7	33.8	-	-	-	-	-	37.2	36.0	-	-
Water St (Mason-Ott)	-	24.3	-	-	25.8	-	-	-	24.8	-	-	28.3	-	-
West View (Mason-Ott)	-	-	-	25.6	-	-	-	-	-	-	29.0	-	-	-

*Data for E Market St and Reservoir St were excluded from the summary data tables.

Old Town Neighborhood Traffic Calming Program Volume after half-closure

- Volume data after half-closure
 - ▣ Volume on local neighborhood streets reduced by 12% after half-closure (all previous measures reduced volume by 20%)
 - ▣ Note that count for all local + arterial streets was down 5%

<i>Count Date</i>	<i>Total excluding Mason Street</i>
Sept. 2010	16900
Oct/Nov 2011	16404
April 2013	14177
November 2013	13180
September 2014	11558
2010 vs. 2014	-32%
2013 vs. 2014	-12%

<i>Count Date</i>	<i>All Locations Total</i>
Sept. 2010	29092
Oct/Nov 2011	29678
April 2013	28591
November 2013	26512
September 2014	25128
2010 vs. 2014	-14%
2013 vs. 2014	-5%

Old Town Neighborhood Traffic Calming Program Volume after half-closure

- Half-closure removed 37% of traffic from E Bruce St (~500 vehicles)
 - ▣ 60% diverted to arterial streets outside neighborhood (300 vehicles)
 - ▣ 40% went to other neighborhood streets (200 vehicles)

Neighborhood Weekday Volume Statistics

Street Name	NB/EB Direction Weekday Volume					2013 vs. 2014		SB/WB Direction Weekday Volume					2013 vs. 2014	
	Sept 2010	Oct/Nov 2011	April 2013	Nov 2013	Sept 2014	Difference	Difference	Sept 2010	Oct/Nov 2011	April 2013	Nov 2013	Sept 2014	Difference	Difference
Bruce St (Mason-Ott)	1062	1077	864	760	428	-44%	-60%	903	840	359	283	31	-89%	-97%
Bruce St (Ott-Myers)	1092	1076	949	830	37	-96%	-97%	632	650	671	575	410	-29%	-35%
Franklin St (Mason-Ott)	713	711	696	704	781	11%	10%	899	610	606	566	623	10%	-31%
Franklin St (Ott-Monticello)	706	710	665	664	1043	57%	-	604	652	542	536	587	10%	-
Grattan St (Main-Mason)	-	-	-	144	-	-	-	-	-	-	-	264	-	-
Grattan St (Mason-Ott)	-	-	-	201	-	-	-	-	-	-	-	301	-	-
Market (Mason-Ott)*	-	-	-	7750	7944	3%	-	-	-	-	-	9176	9334	2%
Mason St (Bruce-Newman)	2517	2731	2963	2728	3048	12%	21%	2358	2575	2857	2570	2600	1%	10%
Mason St (Paul-Campbell)	1276	1279	1413	1256	1401	12%	10%	2580	2714	3052	2829	2850	1%	10%
Mason St (West View-Paul)	1048	1263	1214	1150	1053	-8%	0%	2413	2712	2915	2799	2618	-6%	8%
Mountain View (Myers-Preston)	258	-	-	226	172	-24%	-33%	252	-	-	285	225	-21%	-11%
Mountain View (Andergren-Cantrell)	141	-	-	187	167	-11%	18%	149	-	-	178	177	-1%	19%
Myers Ave (Bruce-Reservoir)	1699	1702	1542	1476	1081	-27%	-36%	1215	1191	1263	1008	940	-7%	-23%
Myers Ave (Franklin-Bruce)	858	893	839	802	1081	35%	26%	719	812	707	689	575	-17%	-20%
Myers Ave (Mtn View-Franklin)	244	373	341	326	316	-3%	30%	346	335	307	318	292	-8%	-16%
Newman Ave (Mason-Ott)	322	-	-	-	263	-	-18%	166	-	-	-	228	-	37%
Ott St (Water-Newman)	**565	**565	754	674	811	20%	-	**337	**413	453	390	343	-12%	-
Ott St (Bruce-Franklin)	-	-	-	291	593	-	104%	-	-	-	-	727	590	-19%
Ott St (Franklin-Campbell)	306	237	269	298	219	-27%	-28%	232	-	-	183	173	-5%	-
Ott St (Grattan-West View)	-	-	-	165	-	-	-	-	-	-	-	161	-	-
Paul St (Andergren-Cantrell)	756	640	586	586	528	-10%	-30%	706	666	594	566	543	-4%	-23%
Paul St (Ott-Myers)	640	696	662	503	470	-7%	-27%	809	758	757	601	532	-11%	-34%
Paul St (Mason-Ott)	997	891	415	468	555	19%	-44%	994	884	543	621	486	-22%	-51%
Reservoir (Market-Myers)*	-	-	-	4035	3971	-2%	-	-	-	-	-	3748	3682	-2%
Water St (Mason-Ott)	-	507	-	-	510	-	-	-	353	-	-	386	-	-
West View (Mason-Ott)	-	-	-	143	-	-	-	-	-	-	118	-	-	-

*Data for E Market St and Reservoir St were excluded from the summary data tables.

Old Town Neighborhood Traffic Calming Program Volume after half-closure

- 838 vehicles continue to use E Bruce St, but get deflected to other streets by half-closure
- About 400 vehicles deflected to Franklin St EB east of Ott St

Neighborhood Weekday Volume Statistics

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Ott St (Bruce-Franklin)	-	-	-	291	593	104%	-	-	-	-	727	590	-19%	-
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West View (Mason-Ott)	-	-	-	143	-	-	-	-	-	-	118	-	-	-

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Old Town Neighborhood Traffic Calming Program

Half-closure public comments

- 12 public comments received

- 9 spoke against the half-closure
 - 5 were from Hair by Michael employees and customers (business on S Mason St @ E Bruce St intersection)
 - All complaints related to inconvenience, with most related to business access
 - Businesses on Newman Ave with rear parking on E Bruce St must now circle the block; said there was no chance for comment

- 3 were neither for nor against the half-closure

Old Town Neighborhood Traffic Calming Program

Your Thoughts



- Thoughts on whether the intention of the half-closure was met?

- Is the neighborhood safer with it in place?

Old Town Neighborhood Traffic Calming Program

Resident Opinion



- Neighborhood response to half-closure
 - ▣ All representatives were in favor of the half-closure
 - ▣ Felt that overall volume reduction was positive and it's OK that some moved to Franklin St
 - ▣ They have heard no complaints from neighbors about added traffic on Franklin St
 - ▣ None of the Franklin St representatives reside east of Ott St

- HPD – stop signs at E Bruce St & Ott St are not rolled through as frequently with half-closure

Old Town Neighborhood Traffic Calming Program

Staff Opinion



- Staff position on half-closure
 - ▣ Feel that the intention was met to some degree, but are concerned about the added traffic on Franklin St
 - ▣ Half-closure was not very popular at 2010 neighborhood meetings, but was included in the overall plan
 - ▣ Half-closure may be OK if it makes the neighborhood safer and Franklin St residents agree with the change
 - ▣ Need to understand the opinion of ALL the Franklin St residents and affected businesses

Old Town Neighborhood Traffic Calming Program Staff Recommendation



- Send invitation to online survey to all addresses in neighborhood study area on:
 - Franklin St
 - E Bruce St
 - Newman Ave
 - Ott St (E Market St to Franklin St)

- Review survey results and discuss next steps with the neighborhood representatives

Old Town Neighborhood Traffic Calming Program

Your Thoughts



Commission thoughts on next steps