

**Neighborhood Traffic Calming - Sunset Heights Neighborhood**  
**February 16, 2016 @ 6PM**  
**City Hall Room 011**

In attendance: Tim LaPira, Dana Harshberger, Kira Newman, Len Van Wyk, Tom Hartman, Thanh Dang, Cpl. Wayne Westfall

### Updates

- On July 28, 2016, Tom Hartman and Tim LaPira presented to City Council a traffic study request
- In October 2015, Public Works staff conducted a traffic study within the neighborhood.
- In December 2015, Public Works shared the traffic study with neighborhood representatives. The October 2015 Traffic Study Report and Map are available at, <http://www.harrisonburgva.gov/sunset-heights-ntcp>.

### Discussion

- The October 2015 Traffic Study indicated that Maryland Ave, Dogwood Dr, Chestnut Dr/ Willow St, and Grace St met eligibility requirements for requesting enrollment into the Neighborhood Traffic Calming Program.
  - Streets meeting minimum volume requirements – daily traffic greater than 600 vehicles
  - Streets meeting 85<sup>th</sup> percentile speed requirements – 10 mph over posted speed limit
  - Documented cut-through traffic
- Neighborhood representatives stated their interest to pursue enrollment into the NTCP
- At this meeting, the Petition Area was defined.
  - Ms. Dang noted that this is a very large neighborhood area that extends to include Circle Drive and Wyndham Woods Drive areas. Staff suggested that the petition area be defined as homes on both sides of the following streets:
    - Maryland Avenue – High Street to Dogwood Drive
    - Dogwood Drive – West Market St to South Ave
    - Chestnut Drive/ Willow St – West Market St to South Ave
    - Grace Street – High St to Chestnut Dr/ Willow St
  - The group agreed to this petition area, and acknowledged that future outreach would be done to the rest of the neighborhood (side streets, Circle Drive and Wyndham Woods Drive area) in the future through a neighborhood-wide meeting to take place after a Traffic Calming Plan has been developed.
  - The petition process requires 75% of neighbors (one signature per household) sign the petition which acknowledges concern for the vehicular behaviors present on the street and requests enrollment into the Neighborhood Traffic Calming Program.
    - What if scenarios were discussed, such as “what if we knock on the door of a home many times and no one answers?” “what if we get close to 75%

signatures, but didn't get exactly 75%?" City staff asked that the neighbors make a good faith effort and document the days that a home was visited, but no one answered. If needed, this information can be presented to City Council as support should the neighborhood not reach 75%.

- Mr. LaPira volunteered to review the street segments and help organize the neighborhood representatives to share responsibility for collecting signatures. He will create a google doc/ spreadsheet and ask neighbors to sign up for collecting signatures.
  - Mr. LaPira will lead the effort with the help of other representatives to create a handout of "talking points" for representatives to use when collecting signatures. City staff can review the draft if desired.
  - Information can also be posted on this website, <http://www.harrisonburgva.gov/sunset-heights-ntcp>. Contact Ms. Dang to have information posted.
  - Ms. Dang will send Mr. LaPira an electronic copy of the petition form and the total number of households in the petition area.
  - The target date to finish collecting signatures is April 1. However, there is no formal due date required by the City.
- The Traffic Calming Plan would include both infrastructure and enforcement plans.
  - Ms. Dang asked the group what would make of a successful Traffic Calming Plan? Responses included,
    - Primarily slower traffic. To get the 85<sup>th</sup> percentile speeds at or below 30 mph.
    - The group recognized that cut through traffic would still continue, but hoped that the volume of vehicles would decrease as drivers would be discouraged from cutting through the neighborhood and be encouraged to take Route 42 and Route 33 instead.
    - Maryland Ave and Dogwood Drive are extra wide.
      - The representatives believed that infrastructure changes are needed, such as neighborhood traffic circles.
      - There was some discussion of neckdowns/ bulbouts, and acknowledgement that these encroach into the area where people walk and bike on the sides of the streets.
      - Someone asked what is more effective at slowing down traffic – traffic circles or raised intersections?
      - The City could install measures temporality using delineators before spending additional funds for permanent installation.
  - Cpl. Westfall said that when he conducts enforcement that he would stop drivers when they drove 7 mph over the speed limit and ticketed them when they were 10 mph over.
  - Some representatives thought that the white lines painted on Dogwood Dr slowed drivers down in some areas, whereas other representatives didn't feel like people slowed down at all. White edge line painting was done after the traffic study was conducted. Public Works plans to conduct a traffic study in the future to compare before/ after speeds and volumes. The white lines also delineated an area where people could walk, at least when there wasn't a parked car

in the space. Overall, the white lines are beneficial in the neighborhood, even if they didn't impact speeds.

- Grace Street and Willow Street were discussed. Representatives observed that most drivers and speeders in that area are going to and from the JMU parking lots.
  - Cpl. Westfall will be contact JMU PD to discuss this issue and to ask how JMU PD can be involved in the Neighborhood Traffic Calming Program.
- Ms. Dang will send Cpl. Westfall and the neighborhood group the data for speeds and volumes collected.

## Schedule

1. Neighborhood participation in Team Up to Slow Down and requests for enforcement (2015)
2. Neighborhood representatives and city staff meeting to understand issues and define study area (June 2015)
3. Neighborhood request for Traffic Study (July 2015)
4. City performs Traffic Study (September - October 2015) – completed December 2015
5. Neighborhood representatives and city staff (PW/HPD) meeting to review Traffic Study results and petition area, and gather general input from neighborhood (February 2016)
  
6. Neighborhood gathers petition signatures and submits to city staff. (February-April 2016?)
7. If completed, city staff presents to Transportation Safety & Advisory Commission. (April/ May 2016?)
8. City Council presentation. Assume enrollment approved. (May 2016?)
9. City staff develops recommendations for Traffic Calming Plan (May-September 2016?)
10. City staff and neighborhood representatives meet to review Traffic Calming Plan (September 2016?)
11. Host neighborhood-wide meeting/ open house to present Traffic Calming Plan (November 2016?)
12. Additional neighborhood representatives meeting? (December 2016/ January 2017?)
13. Present Traffic Calming Plan to City Council for approval/ adoption (February/ March 2017?)
14. City staff to construct traffic calming measures as funding is available, may be done in phases (Summer 2017-beyond?)