



City of Harrisonburg, Virginia

OFFICE OF THE PUBLIC WORKS DEPARTMENT
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STREET MAINTENANCE
TRAFFIC ENGINEERING
TRANSPORTATION PLANNING
REFUSE/ RECYCLING
CENTRAL STORES

TO: Eric D. Campbell, City Manager
FROM: Erin Yancey, Public Works Planning Manager
DATE: November 27, 2018
RE: Neighborhood Traffic Calming Program – Portland East Neighborhood

Summary: The Public Works Department requests that City Council consider adopting the Traffic Calming Plan for the Portland East neighborhood.

Background: The residents of the Portland East neighborhood have been participating in the Neighborhood Traffic Calming Program since December 2017. The Neighborhood Traffic Calming Program is a partnership between the Harrisonburg Police Department (HPD) and the Public Works Department that uses a phased approach to reduce speeding and cut-through traffic in residential neighborhoods. The first steps include education/encouragement toward drivers to reduce speeds, increased enforcement, and progress into engineered solutions, if the problems persist. The neighborhood participated in the education, encouragement, and enforcements steps, but found speeding and cut-through traffic persistent. City Council officially enrolled the neighborhood into the Neighborhood Traffic Calming Program at its June 26, 2018 meeting, allowing it to advance toward exploring physical traffic calming measures (engineered solutions) with the Public Works Department. The table below describes the activities completed by the neighborhood over the past year.

TRAFFIC CALMING PHASE/ACTIVITY	TIMEFRAME
• Education & encouragement	Winter 2018
• Increased enforcement	Spring 2018 - present
• Neighborhood meeting with Harrisonburg Police Department & Public Works	April 2018
• Traffic study of neighborhood (approved by City Council)	April-May 2018
• Petition of neighborhood	Fall 2017/Winter 2018
• Enrollment approved by City Council	June 2018
• Neighborhood representative meeting with Public Works (initial plan development)	August 2018
• Neighborhood open-house meeting (open to public) to review and provide feedback on the draft Traffic Calming Plan	October 2018
• Presentation of Plan to the Transportation Safety & Advisory Commission	October 2018

The traffic calming practices below were identified for exploration and/or implementation. The proposed locations for these practices are identified in Appendix A of the plan. Photos or graphics of the practices can be found in Appendix B of the plan. After the plan is approved, Public Works will begin to

implement it, pending available funds. Traffic studies will be conducted after each phase of improvements, to determine their effectiveness in meeting the goals of the program, and the need to implement further measures.

Phase I: 1) Stop bar and double yellow line at stop signs (completed August, 2018); 2) Coordinate with partners to explore possibility of converting The Retreat’s back entrance to restrict the through movement onto Fieldale Place.

Phase II: Install speed table on City side of City/County boundary.

Phase III: Install traffic islands separating lanes of traffic at Portland Dr/Springfield Dr intersection (west and south legs of intersection).

Phase IV: Coordinate with County and VDOT to explore feasibility of a traffic calming measure on the County side of the City/County boundary, if needed to further increase travel time between Reservoir Street and Port Republic Road.

Key Issues: N/A

Environmental Impact: None.

Fiscal Impact: The fiscal impacts are included in the table below. As discussed above, traffic studies will be conducted after each phase of improvements, to determine the need to implement further measures.

PHASE/PRACTICE	ESTIMATED COST
Phase I	\$4,700
1) Install stop bars and double yellow line (approx. 50’) at stop signs. (Completed, August 2018)	
2) Coordinate with County, VDOT, and property owner to explore feasibility of converting the Retreat back entrance to restrict the through movement onto Fieldale Place. Convert entrance if all are agreeable.	
Phase II	\$1,500
1) Install speed table on City side of City/County boundary.	
Phase III	\$1,500 - \$2,500
2) Install traffic islands separating lanes of traffic at Portland Dr/Springfield Dr intersection (west and south legs of intersection).	
Phase IV	TBD
1) Coordinate with County and VDOT to explore feasibility of a traffic calming measure on the County side of the City/County boundary, if needed to further increase travel time.	

Prior Actions: City Council approved the request for a traffic study of the neighborhood in April and enrolled the neighborhood in the Neighborhood Traffic Calming Program in June.

Alternatives: Address safety concerns through spot improvements that may be recommended by the Transportation Safety and Advisory Commission. Additional traffic enforcement by HPD.

Community Engagement: Public Works and HPD met with neighborhood representatives in April to discuss neighborhood concerns and introduce the Neighborhood Traffic Calming Program. The neighborhood representatives canvassed the neighborhood to share information about the Neighborhood Traffic Calming Program, and obtained 48 signatures for the petition to enroll in the program. Staff met with a group of neighborhood representatives on August 8th to put together the initial Traffic Calming Plan. Staff held an open house meeting on October 3rd that was open to the public to share the Plan. Fifteen residents out of the 65 household attended the open house meeting.

Recommendation: Staff recommends approving the Portland East Traffic Calming Plan.

Attachments:

- Portland East Traffic Calming Plan

Review:

The initiating Department Director will place in Legistar, in sequence of transmittal, the names of each department that must initial their review in order for this item to be placed on the City Council agenda. The completion of review only addresses the readiness of the issue for Council consideration. This does not address the recommendation for approval or denial of the issue.

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