



NEIGHBORHOOD TRAFFIC CALMING PROGRAM REFRESH

WHAT IS TRAFFIC CALMING?

**TRAFFIC CALMING IS A PROCESS INVOLVING COMMUNITY
MEMBERS AND CITY STAFF TO ADDRESS SAFETY NEEDS
ON NEIGHBORHOOD STREETS**



As a municipal organization the City must abide by regulations set forth by our state and federal government. The City can not and will not install any traffic device that is in conflict with these regulations as it can potentially violate the law, safety, and liability.



The City receives a significant number of traffic calming requests every year and does not have the resources to address every request. Therefore, residents should anticipate that the updated NTCP will prioritize the most significant needs and transparently demonstrate how these needs measure relative to others utilizing relevant metrics.



TRAFFIC CALMING MEASURES

Speed Humps

Raised
Intersections

Raised
Crosswalk

Chicane

Bump Outs

Speed Radar
Signs

Traffic Island

Mini-
roundabout

Team Up to
Slow Down



WHAT IS A SAFE STREET?

- The City of Harrisonburg considers safe streets as streets that facilitate all types of mobility and encourage appropriate vehicle speeds.
- The intended result of safe streets is a reduction of the risk of crashes, injuries, and fatalities involving drivers, pedestrians, and cyclists.



PROGRAM UPDATES

PROCESS

The number of steps starting from an initial traffic calming request has been significantly reduced

COMMUNITY EFFORT

A new traffic calming request form with no required community petition or neighborhood committee

THRESHOLDS & CRITERIA

Additional scoring criteria than just speed and volume. A street no longer needs to have an 85th percentile of 10mph over the speed limit to be eligible

EQUITY CONSIDERATIONS

Scoring criteria that considers Low Moderate Income and Economic Justice tools as well as whether a street has existing traffic calming

CLARITY ON WHAT WARRANTS TRAFFIC CALMING

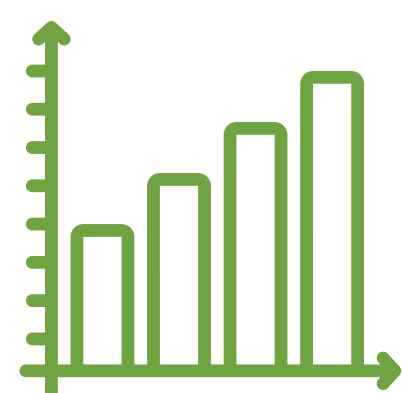
New city definitions pertaining to safe streets as well as an under development Frequently Asked Questions (FAQs) page for traffic calming

IMPROVED PROCESSES



CONSIDERS MORE CRITERIA

More opportunities for streets to score and demonstrate traffic calming need



DATA DRIVEN PROCESS

Criteria based street scores help to determine the neighborhood(s) selected for traffic calming each year



TRANSPARENT

Residents will be able to see how various traffic calming needs compare to others in the city



EFFICIENT

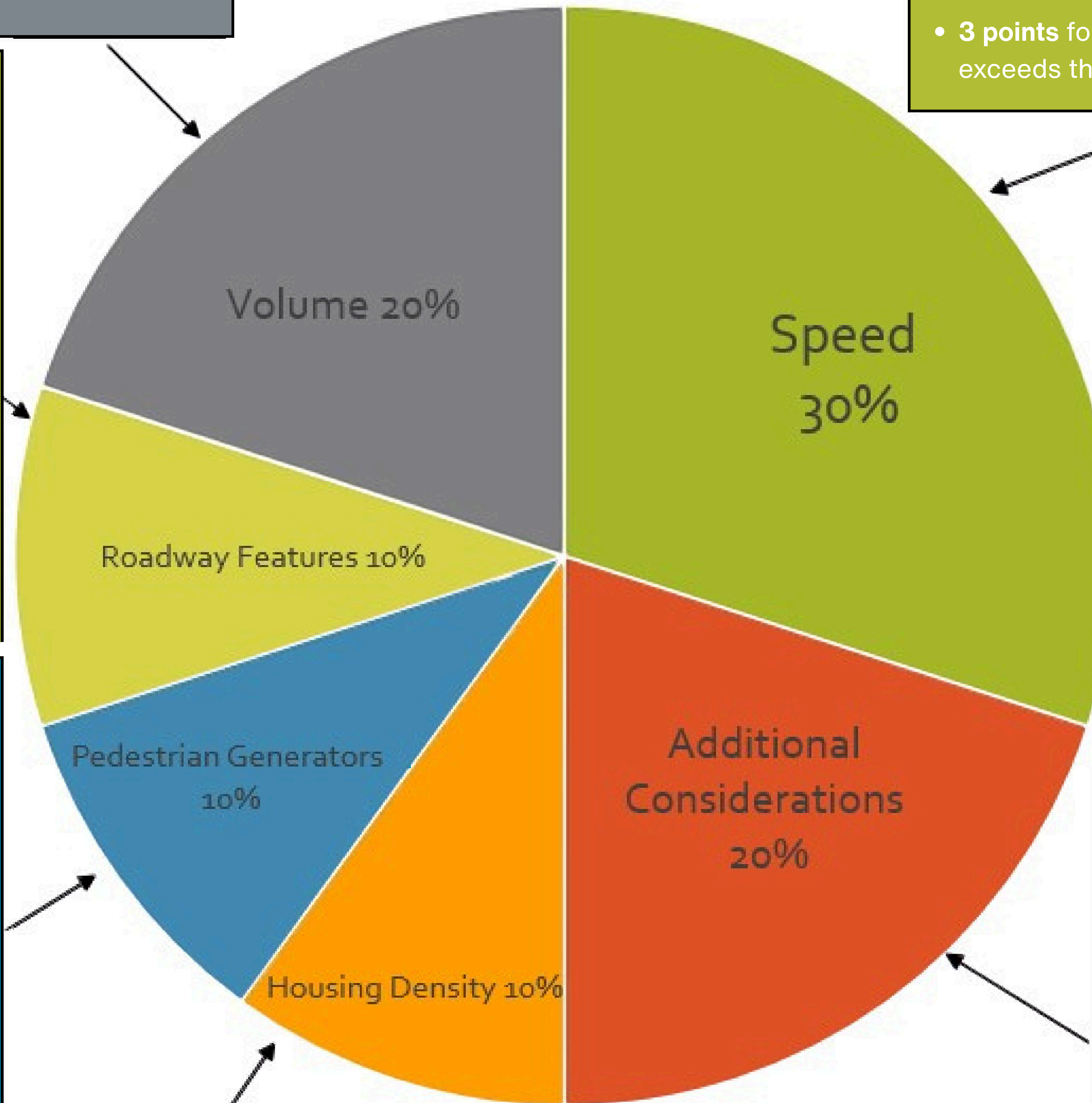
Less steps = More traffic calming

STREET SCORING

- **1 Point** assigned for every 50 Vehicles up to 500 AADT
- **1 Point** assigned for every 100 vehicles over 500 AADT

- **5 Points** assigned if there are no sidewalks for entirety of segment
- **3 Points** assigned if sidewalks are discontinuous or on only one side of segment
- **0 points** assigned if sidewalks on both sides of street for entirety of segment
- **3 points** assigned for street not being VDOT standards (28ft width for parking on both sides)
- **1 point** assigned for each roadway pedestrian crossing/crosswalk (mid-block intersection, not counting end points)

- **1 point** assigned for each activity center (private schools, Lucy F. Simms Center, Cecil F. Gilkerson Community Activities Center, parks, central business district) within ¼ mile from the street (GIS buffer)
- **3 points** assigned if ¼ of a mile from a HCPS school
- **3 points** assigned if within ¼ mile of a university campus
- **1 point** assigned if within ¼ mile of a greenway or shared use path
- **1 point** assigned for each bus stop on street



- **3 points** for every 1mph the 85th percentile exceeds the speed limit

- **1 point** assigned for every housing unit per acre that has an entrance or front street

- **5 points** assigned if neighborhood is considered disadvantaged (LMI or EJ Tool)
- **5 points** assigned if the street contains a hill (5%-10% over 250 ft)
- **5 points** assigned if the street has no existing traffic calming (physical measures)
- **2 points** assigned for 1000 feet between or without existing traffic calming
- **1 point** assigned for every additional 500ft over 1000 between or without existing physical traffic calming measures

NEIGHBORHOOD TRAFFIC CALMING PROGRAM OVERVIEW

PROCESS INITIATION

1. A concerned resident or group of residents submit a traffic calming request on the Neighborhood Traffic Calming Program page by the annual August 1 deadline to be eligible for the following fiscal year round

DETERMINING ELIGIBILITY (FALL)

2. Traffic calming request is screened for initial street eligibility

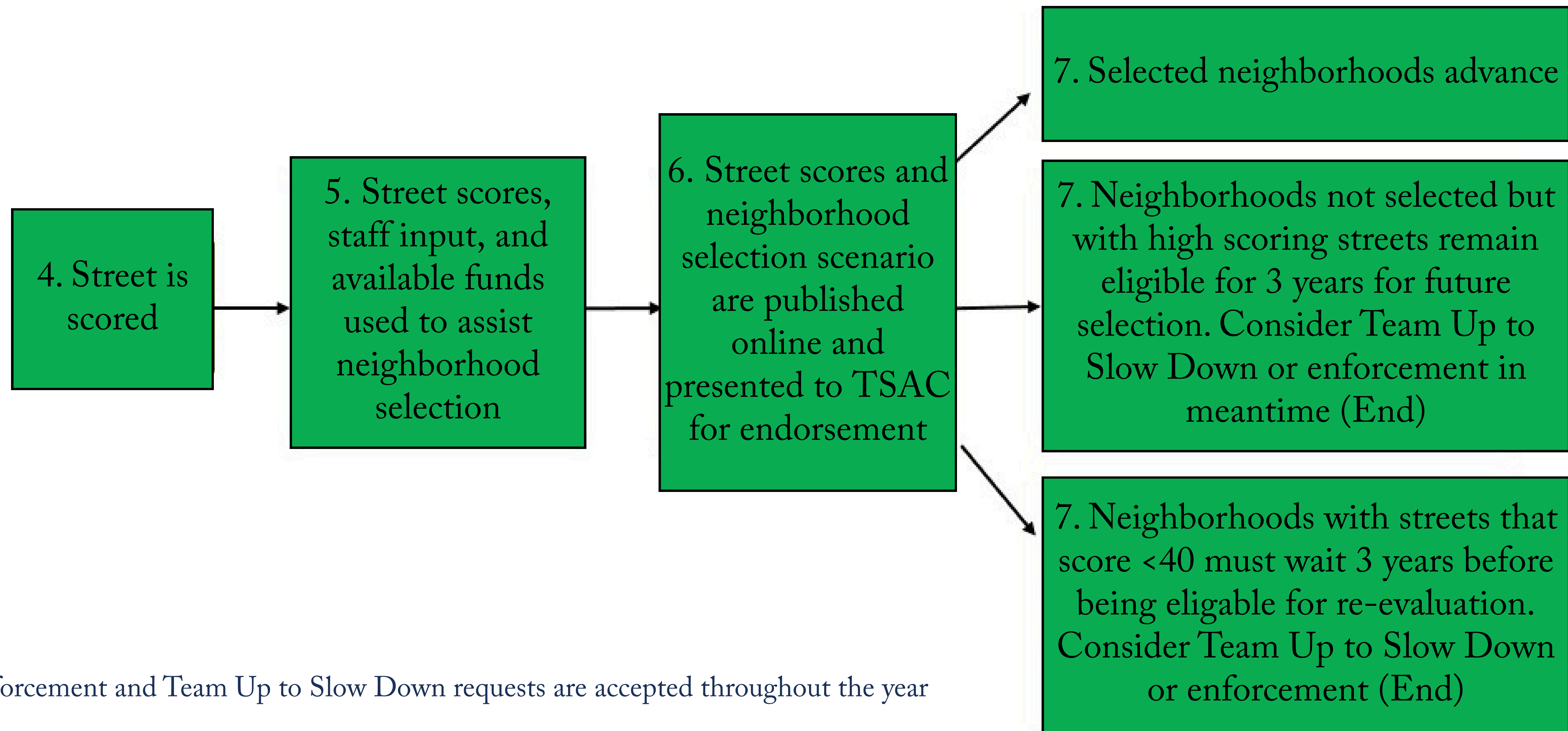
3. Street determined not eligible. Consider Team Up to Slow Down or enforcement (End)

3. If street is determined eligible, data collection will occur when feasible

*Police enforcement and Team Up to Slow Down requests are accepted throughout the year

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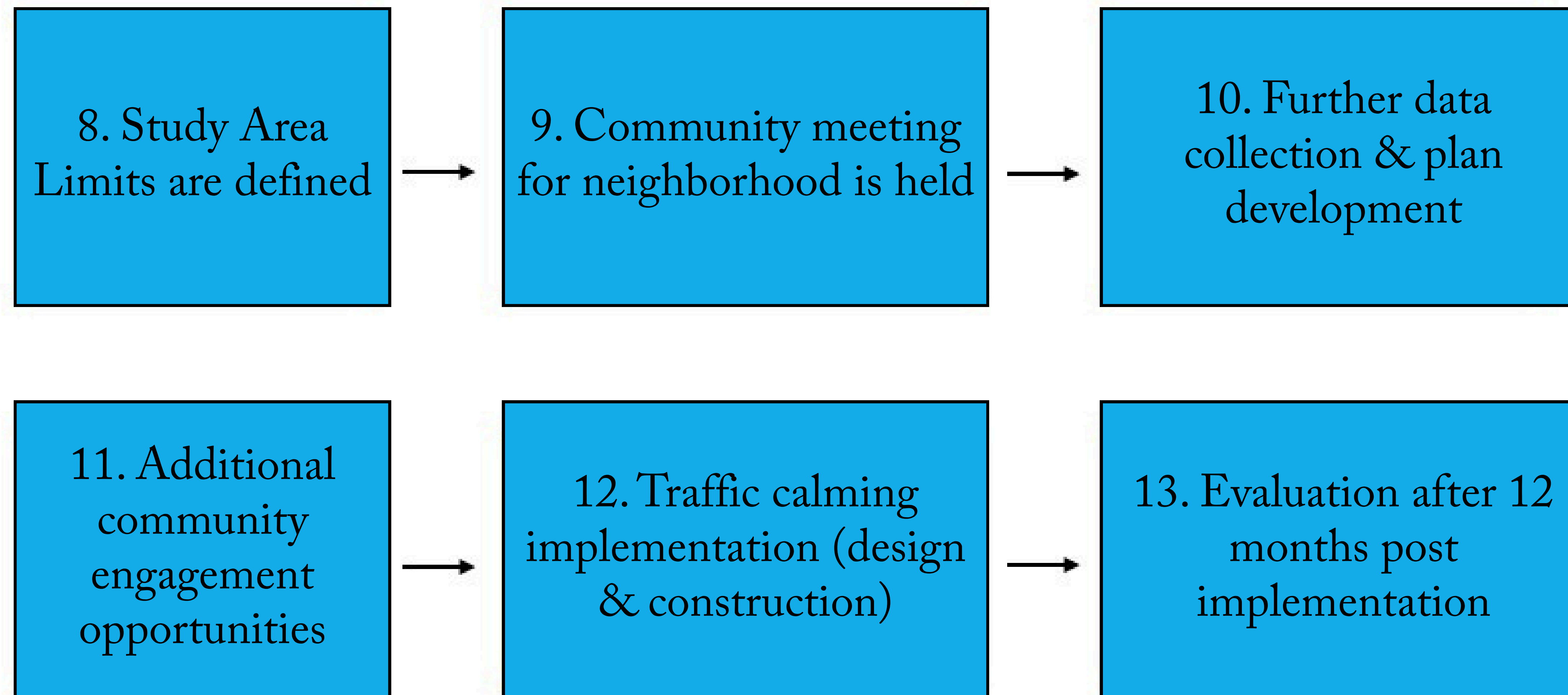
SCORING (WINTER)



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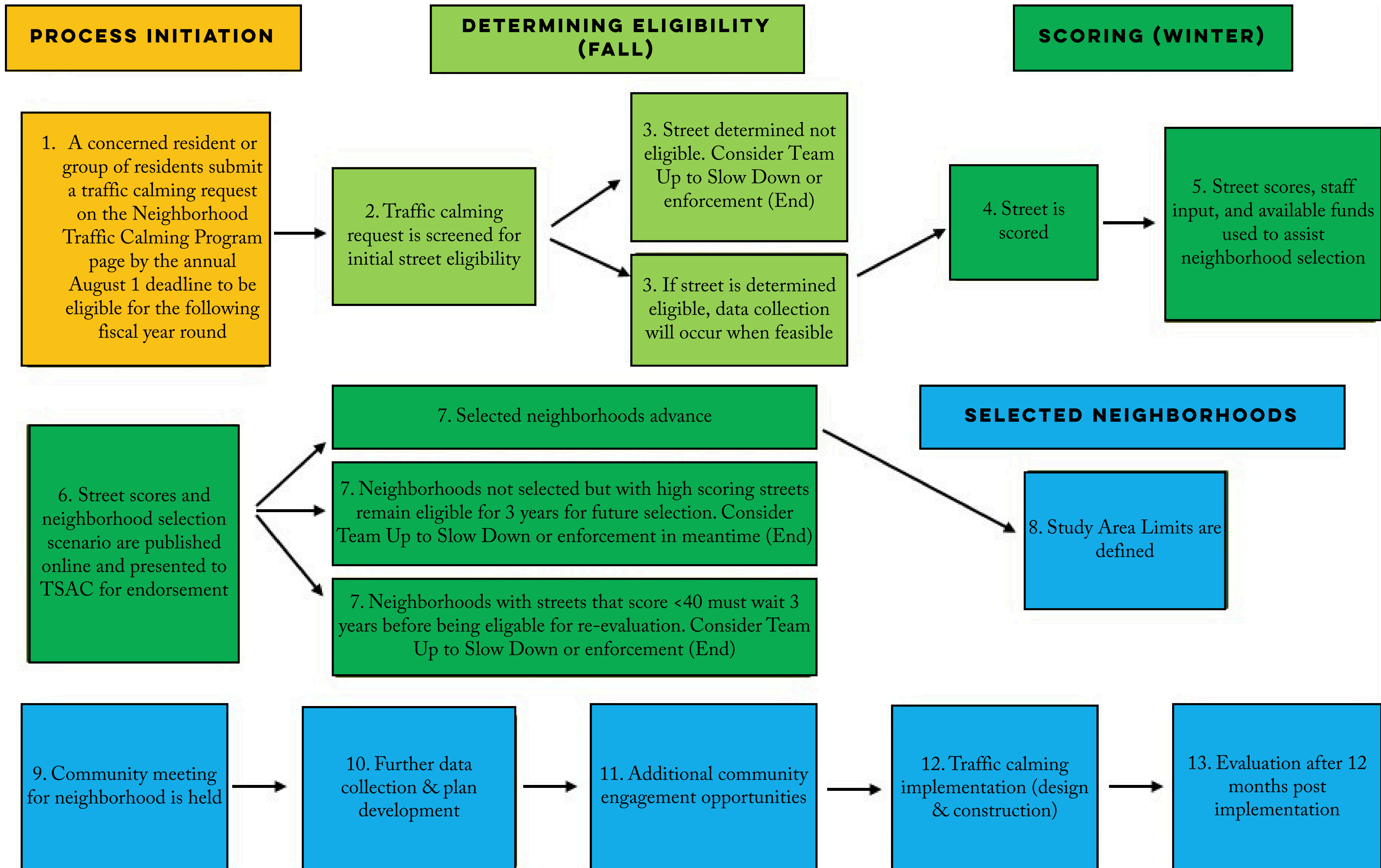
NEIGHBORHOOD TRAFFIC CALMING PROGRAM OVERVIEW

SELECTED NEIGHBORHOODS



*Police enforcement and Team Up to Slow Down requests are accepted throughout the year

NEIGHBORHOOD TRAFFIC CALMING PROGRAM OVERVIEW





TEAM UP TO SLOW DOWN PROGRAM

WHAT IS TEAM UP TO SLOW DOWN?

Team Up to Slow Down is a program that partners citizens with city staff to work on slowing down the speeding problems in local neighborhoods.

Virginia law sets the speed limit in residential neighborhoods at 25 miles per hour. Failure to follow the speed limit endangers bicyclists and pedestrians who also use the road for travel. Team Up to Slow Down works to encourage people to slow down and is multifaceted, including a variety of tools, including neighborhood meetings, resident pledge cards, and yard signage.

