



Transportation Safety & Advisory Commission  
City of Harrisonburg, Virginia

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**TO:** Transportation Safety & Advisory Commission Members

**FROM:** Jakob zumFelde, Public Works Planner

**DATE:** April 2, 2020

**RE:** Transportation Safety & Advisory Commission Agenda for Wednesday April 8, 2020

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The Transportation Safety & Advisory Commission will meet on April 8, 2020 at 8:30am

**For the health of all participants, and following current state and local guidelines, this meeting will not be held in person. Instead, it will be held as a GoToMeeting that Commission members and the public will be able to join by computer or telephone.**

To join by computer, go to <https://global.gotomeeting.com/join/689643597>. Or by phone, call 1 (224) 501-3412 and use the "access code" 689-643-597 .

*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.*

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*Welcome and Introductions*

*Business*

- 1. Crashes at Liberty Street & Wolfe Street intersection**
- 2. Trucks turning at Gay Street & High Street intersection**
- 3. Port Republic Rd Left Turn Restrictions**
- 4. Updates on Previous Agenda Items (see written updates on the next page)**
  - a. Liberty Street & Gay Street
  - b. Neighborhood Traffic Calming Program updates
  - c. Garbers Church Rd curve
  - d. STARS Study completed
  - e. SMART SCALE pre-applications submitted

*Other Business/ Announcements*

*Adjourn*

## Updates on Previous Agenda Items

### a. Liberty Street & Gay Street

Staff determined that some crashes at the intersection of Liberty St & Gay Street were likely caused by vehicles on Liberty St thinking that the intersection was a 4-way stop. Staff identified multiple reasons why this may be the case, including the close proximity to the railroad tracks. Two changes have been made regarding signage at the intersection in an effort to improve safety. Additional yellow pedestrian warning signs were added to the back of the two existing pedestrian warning signs. This was done to ensure that drivers did not see the blank back of the pedestrian warning sign and think that it was a stop sign for the approaching traffic. Additionally, 'Cross traffic does not stop' plaques were installed below the stop signs on Liberty St to remind drivers that Gay St traffic does not stop.

### b. Neighborhood Traffic Calming Program updates

#### Portland East:

Closure of the JMU campus occurred before the traffic study was completed to evaluate the impacts of the traffic calming measures. Data will be collected when JMU is next in session. Additionally, the new Deputy Fire Chief, Steve Morris, is open to considering speed humps in the neighborhood. Public Works is looking at purchasing a temporary speed hump for testing at the city/county line.

#### Sunset Heights:

The traffic study to evaluate the impacts of the implementation of Phase I of the traffic calming plan was completed. Staff are in the process of analyzing the results and identifying appropriate next steps.

#### Northeast Neighborhood:

Staff are working with Stefanie Warlick, the traffic calming Neighborhood Representatives Organizer, to create a Committee of neighborhood residents to guide this effort. Covid-19 has delayed creation of the Committee and the start of the process to create the Traffic Calming Plan.

### c. Garbers Church Rd curve

Closure of the schools on Garbers Church Rd occurred before the traffic study was completed to evaluate the impact of the curve sign. The traffic study will be completed when the schools are in session again.

### d. STARS Study completed

The STARS study evaluating improvements on S. Main Street and at the intersection of Pear St & Erickson Ave has concluded. The consultants are completing the final report, as well as providing cost estimates and project sketches for the relevant SMART SCALE applications. When complete, the report will be provided on the [City website](#).

### e. SMART SCALE pre-applications

Staff have nearly completed the pre-applications for SMART SCALE funding. In addition to the projects described at the last TSAC meeting, staff are planning to submit a pre-application for the extension of the Bluestone Trail to the new High School. Descriptions of the projects can be found on the next page.

## 2020 SMART SCALE Project descriptions

### N. Main Street Sidewalk

The project will construct 1,800 linear feet of sidewalk on the east side of N. Main Street from Holly Hill Drive to Vine Street. The sidewalk will be 4" concrete construction, 5' wide, with a 2' grass buffer. Existing curb and gutter will be reconstructed, and new curb and gutter will replace 750' of currently open drainage. Four new drop inlets and approximately 800' of storm pipe will be constructed, as well as 175' of retaining wall. 10 entrances will be reconstructed with ADA accessibility. Signalized crosswalks will be added at the intersection with Vine St.

### S. Main Street Safety Improvements

The project adds a 3' wide concrete median on S. Main Street from just south of Mosby Rd to the intersection with Stone Spring Rd/Erickson Ave, with a break in the median to maintain a full access entrance to Dukes Plaza. The median will prevent left turns into and out of many commercial entrances along this high crash corridor. The project adds a 5' wide sidewalk on the east side of the road, and shelters at three bus stops, to improve multimodal access on the corridor.

### S. Main and I-81 Exit 243 Interchange Improvements

On US 11 at the I-81 Exit 243 intersection, widen SB approach and on-ramp to allow dual lefts from US 11 onto on-ramp. Reconfigure off-ramp lanes to increase left turn capacity onto SB US-11 and clarify yield and merge conditions. Offset NB left turn lane to allow protected/permissive plan with flashing yellow arrow (no widening). Close 0.26 mile sidewalk gap on west side of US-11. Add signalized crosswalks across Covenant Dr, and north and east legs at US 11/Pleasant Valley Rd intersection.

### Pear Street and Erickson Ave Intersection

Project creates a modified RCUT at the intersection of Pear St and Erickson Ave. NB left turns from Pear St onto Erickson Ave. will be redirected to a signalized U-turn constructed east of the intersection, which will include a bulb-out design to accommodate transit and school buses. EB left turns from Erickson onto NB Pear St will also be accommodated by the signalized U-turn. Crosswalks will be provided, including a pedestrian refuge and RRFB for the crossing of Erickson Ave.

### Port Republic Road Turn Lane and Sidewalk

Project extends the EB Port Republic Rd. left turn lane at Bluestone Dr. from 100' of storage to 300'. Road widening and sidewalk reconstruction on the north side of the road, supported by approximately 275' of retaining wall, will provide the needed space for the new turn lane length. About 450' of 5' wide sidewalk will be constructed on the south side of the project, including retaining wall for most of its length. A median will be constructed in the functional area of the intersection.

### Bluestone Trail Extension

The project extends the Bluestone Trail, a 10' wide paved shared use path, approximately 0.7 miles from its current terminus at Stone Spring Rd to Harrisonburg's second high school, which is currently under construction. Proposed alignment along Beery Road to Wellness Drive, then along Blacks Run, with bridges necessary over Blacks Run and the railroad tracks. 10' wide shared use paths are being constructed on the high school site that extend the Bluestone Trail 0.5 miles further south.

## Addendum

Added 4/7/20

The following project will be a SMART SCALE application, in addition to the applications listed in the agenda.

### Port Republic Rd corridor improvements

Project adds a traffic signal, including crosswalks and pedestrian signals, at the Port Republic Rd and Bradley Dr intersection. Port Republic Rd will be widened to create a left turn lane with around 100' of storage and a 100' taper. Sidewalk will be reconstructed. A 3' wide concrete median will be constructed between the new signal and the existing signal at Devon Ln. A pork chop will be added at Hunters Rd to make it a right-in/right-out intersection.