



**TRANSPORTATION SAFETY & ADVISORY COMMISSION**

**CITY OF HARRISONBURG, VIRGINIA**

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

**FROM:** Brad Reed, Transportation Planner

**DATE:** Thursday, January 7, 2016

**RE:** Transportation Safety & Advisory Commission Summary from December 9, 2015 Meeting

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The Transportation Safety & Advisory Commission met on Wednesday, December 9, 2015 at 8:30 AM in Room 011 of City Hall, 409 S. Main St.

Members and Advisory Members present included: Bill Blessing (NE Citizen Member, Chairman), Len Van Wyk (SW Citizen Member), Calvin Ferrell (SE citizen member), Joshua Humphries (At-Large Citizen Member), Russell Presnell (NW Citizen Member), Brad Reed (Public Works member designee), MPO Greg Deeds (Police member Designee), Thanh Dang (Public Works), Lee Eshelman (JMU), Paul Helmuth (Fire), Doug Stader (DMV)

Guests Present: Mary Boitnott, citizen

*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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*Business*

**1. New member selection and thank you to Calvin Ferrell**

The Commission thanked Mr. Ferrell for his service as a member from 2006 through 2015. His term ends on December 31. City Council has not appointed a new member to fill his vacancy. Mr. Presnell's term also ends on December 31, but he chose to apply for reappointment and was selected by City Council to continue serving on the Commission.

**2. N Brook Ave parking restriction complaint**

Ms. Boitnott was present to share her concern about the lack of on-street parking in front of her house on N Brook Ave. Mr. Reed explained that the City, with recommendation from this Commission, restricted parking in a select area on the west side of this street in 2010 in response to complaints about trucks backing into the Graham Packaging loading dock striking parked vehicles and causing property damage. This change restricted parking across the entire public street frontage of Ms. Boitnott's property as well as that of two adjacent property owners. Ms. Boitnott noted that she has a driveway, but it only fits a single vehicle and guest parking opportunities are very limited. She said that the people living in the rental home down at the corner with W Market St choose to park vehicles on N Brook Ave, which contributes to this issue. She would like to find a compromise to improve parking availability and suggested that the parking restriction across the street from her home be lifted. This is the parking fronting Graham Packaging on the east side of the street between their parking lot gate and the loading dock. Mr. Reed said that Public Works recommends in favor of Ms. Boitnott's proposal. Mr. Helmuth said, prior to the parking restriction on the Graham Packaging side of the street, there had been complaints from residents that truck drivers were parking there. Ms. Boitnott said that this does still happen sometimes. Mr. Helmuth asked if there is a time of day during which Graham Packaging receives deliveries. Ms. Boitnott said that she is somewhat familiar with their schedules and that trucks typically deliver from 7am to 5 or 6pm, Monday through Friday, but there are occasions when deliveries are received after hours as well.

Mr. Presnell said that he wants the thru truck signs on W Wolfe St enforced. Mr. Reed responded, saying that the trucks going to Graham Packaging are not thru trucks because they are making deliveries local to the restriction area. Also, trucks approach the loading dock from W Wolfe St rather than W Market St because visibility while backing is much better. Mr. Presnell said that this is Graham Packaging's problem, not the resident's. Ms. Boitnott said that, when trucks are parked on the east side of the street, they are typically facing the wrong direction because they approach from W Wolfe St. Mr. Reed said that Public Works staff will speak with Graham Packaging about this and about ways to prevent trucks parking in this area if the parking restriction is lifted.

Mr. Helmuth noted that Tyson's, the poultry producer, has a trailer holding area about a mile from their downtown truck delivery location. This allows them to stage shipments as they arrive and deliver them when space at the loading dock is available. This may be a consideration for Graham Packaging so that trucks don't have to wait in line on the public street to make a delivery. It was mentioned that Graham Packaging could also have waiting trucks simply park on a less crowded street.

The idea of Graham Packaging allowing residents to park in unused spaces on their lot was discussed, but ultimately rejected because it's private property. A time-of-day based parking restriction on the west side of the street was also considered, but turned down because deliveries are possible at all hours of the day and delivery schedules are subject to change.

The Commission voted unanimously to allow parking on the east side of the street to provide relief to residents impacted by the restriction on the west side. Public Works staff will speak to Graham Packaging about the change, informing them that trucks should not park in this area. Staff will consider the idea of posting “No Truck Parking” signs on the same posts as the existing “No Parking” signs.

### **3. Implementation of Flashing Yellow Arrow signal operation in Harrisonburg**

Mr. Reed announced that the city will be installing its first flashing yellow arrow for the left turn lane at the traffic signal on E Market St at the I-81 southbound on-ramp on Tuesday, December 15. The new signal face will replace the green ball currently used at this location for permissive left turns with a flashing yellow arrow indication. A solid green arrow will continue to be used for a protected left turn phase. The flashing yellow arrow is currently being implemented by VDOT in other locations nearby, such as on Route 42 in Dayton. Flashing yellow arrow operation has become a popular replacement for the traditional green ball for permissive left turns after it was found to reduce crashes by 74 percent in a report by the National Cooperative Highway Research Program (NCHRP Report 123). Some of this safety benefit is believed to be associated with the public being able to more easily recognize that there is a yield condition when turning left.

The location of Harrisonburg’s first installation of this feature was selected because the intersection has experienced a higher than average number of left turn collisions. It is the city’s hope that the flashing yellow arrow will succeed in improving safety at this location and will prove itself as a feature worth expanding to other locations with permissive-protected left turn operation. An image depicting the new signal configuration is attached to this summary. This image was provided in a recent press release from the city describing the upcoming change.

More information about the flashing yellow arrow can be found on VDOT’s website at: [http://www.virginiadot.org/projects/salem/flashing\\_yellow\\_arrow\\_signal\\_installation.asp](http://www.virginiadot.org/projects/salem/flashing_yellow_arrow_signal_installation.asp)

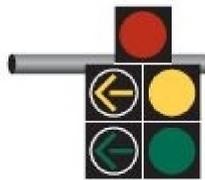
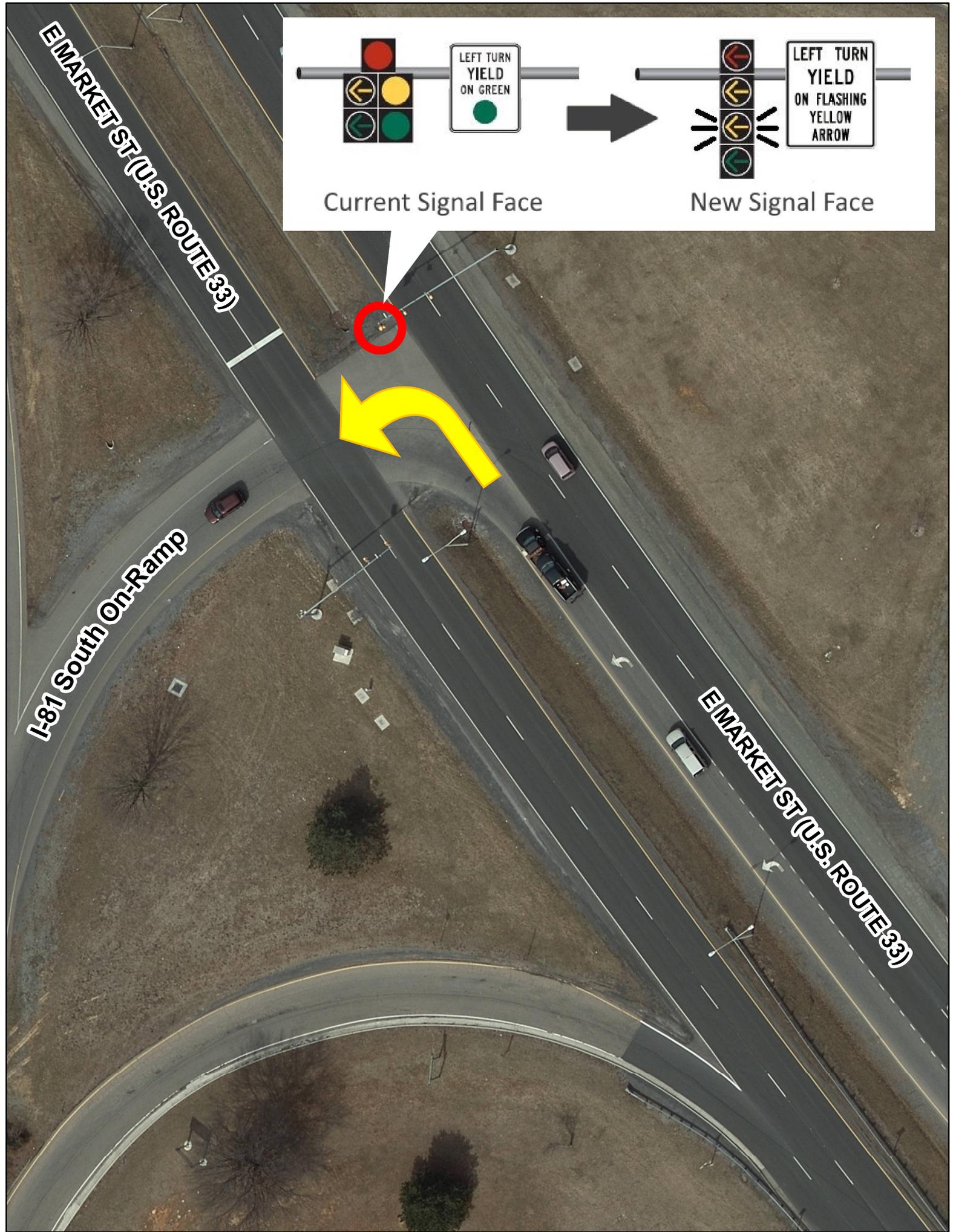
#### *Other Business / Announcements*

### **4. HPD/DMV announcements**

Mr. Stader and MPO Deeds announced the results of the recent safety belt enforcement campaign. The seatbelt usage rate was found to be 90% before enforcement and 94% after the enforcement period. HPD received awards for “Most Improved Rate” and for the “Highest Rate” among agencies their size in the Staunton region of the state. The average seatbelt usage rate state-wide is 82%. 40% of driver fatalities involve an unbuckled individual.

Mr. Deeds announced that the Check Point Strike Force campaign will begin next week and extend through New Year’s Eve.

#### *Adjourn*



LEFT TURN  
YIELD  
ON GREEN



LEFT TURN  
YIELD  
ON FLASHING  
YELLOW  
ARROW

Current Signal Face

New Signal Face