



Transportation Safety & Advisory Commission
City of Harrisonburg, Virginia

TO: Transportation Safety & Advisory Commission Members

FROM: Ian Pike, Transportation Systems Specialist

DATE: Wednesday, November 8, 2017

RE: Transportation Safety & Advisory Commission Agenda for Wednesday, October 12, 2017

The Transportation Safety & Advisory Commission met on **October 12, 2017 at 8:30AM in Room 011 of City Hall, 409 S Main St.**

Commission members present: Bill Blessing, Chance Ebersold, Marian Lebherz, Leonard Van Wyk, Jim Baker

Advisory members and guests present: Paul Helmuth, Ian Pike, Erin Yancey

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.

Welcome

Business

1. Reservoir St and Carlton St Roundabout Safety Concern

A citizen emailed with a concern about northbound traffic on Reservoir St not yielding properly to traffic in the roundabout at Carlton St. A review of the crash history since the roundabout was completed in 2015 showed that of the 8 crashes that have occurred there, 6 were a result of northbound traffic not yielding properly. The group shared their observations that there are still people who do not understand how to properly navigate the roundabout. Members noted drivers in the roundabout will yield or stop to let traffic in.

It was decided to continue to monitor the intersection for continued problems. It might be possible to increase the retroreflectivity of signs on the approaches.

2. Greystone St at College Ave Safety Concern

A citizen emailed Public Works with safety concern at Greystone St and College Ave due to the skewed angle at which the two roads intersect. There is a perception that traffic on Greystone St is speeding and westbound drivers on Greystone St turning left onto College Ave are “cutting” the corner creating a hazard for northbound drivers on College Ave.

Mr. Blessing noted that there are many other intersections in the city that are skewed like this. Ms. Yancey noted that other localities will often place a concrete island on the problem approach to force left-turning drivers around. The group was hesitant to recommend this as a solution due to problems it could create with snow and ice removal.

It was recommended to continue monitoring the intersection for further problems.

3. Stone Spring Rd at S Main St Queuing and Red Light Running

Several citizens have complained about the left turn queuing on westbound Stone Spring Rd at S Main St. The queue frequently extends beyond the available storage and drivers have to wait through multiple cycles before being able to proceed through the intersection. Some drivers have noted that others will often run the red light out of frustration to avoid waiting through another cycle.

VDOT guidelines suggest considering two left turn lanes when there are greater than 300 left turn vehicles per hour. One brief count during the PM peak hour on October 5th showed 323 left turning vehicles. The group asked if there is enough room to construct a second turn lane at this intersection. Due to the railroad bridge and other physical limitations, the city could not construct a second lane, but would instead recommend reconfiguring the westbound approach to match the westbound approach on MLK Jr Way at S Main St – a left turn lane, a thru and left lane, and a thru lane.

Any changes that would be needed at S Main St and Stone Spring Rd would have ripple effects along the entire S Main St corridor and would thus need a more complete study. The group recommended conducting a full study.

4. Garbers Church Rd at Erickson Ave Complaint

A citizen emailed Public Works with a complaint about queuing on southbound Garbers Church Rd at Erickson Ave. Reviewing count data from November 2016 showed that only 3% of the southbound traffic (65 vehicles) were turning right during a 12-hour count, with only 16 vehicles turning right in the peak hour. This does not meet the warrant for a dedicated right turn lane.

It is recommended to reconfigure the intersection to have a thru and right lane and a left only lane. Models show that this would significantly help with queuing and delay for left and thru vehicles, which are the major movements on this approach. This would not negatively affect the other approaches. The group recommended making the change.

5. Yield to Pedestrian Sign Studies

Public Works recently studied two intersections – E Market St at Mason St and N Mason St at E Wolfe St – to determine the use of “Turning Vehicles Yield to Pedestrians” signs. The criteria developed by Public Works set to possible criteria that must be met:

- > 100 conflicting turning vehicles and > 40 pedestrians in one hour; or
- > 200 conflicting turning vehicles and > 0 pedestrians in one hour

Based on this criteria:

- E Market St at Mason St met the second criteria
- N Mason St at E Wolfe St did not meet either criteria

When at least one crosswalk meets the criteria, it is recommended to place the signs on all approaches. Public Works will be placing the signs at E Market St and Mason St soon.

Other Business/ Announcements

School Zone Speed Limits on Garbers Church Rd

The group inquired about the effectiveness of the new 25 mph school zone speed limits on Garbers Church Rd. There was concern about how late in the day the school zone speed limits are set. Ms. Yancey stated that the times are set by state code which require them to start a half hour before school starts and end a half hour after school ends. Public Works will be adding flashing lights to these signs that will be on during the stated times that will allow HPD to enforce higher speeding fines.

Adjourn