



## Walking, Biking, and Public Transit in Harrisonburg

2011 VCC Better Development Symposium  
Presenter: Thanh Dang, Public Works  
Planner

# Harrisonburg Background



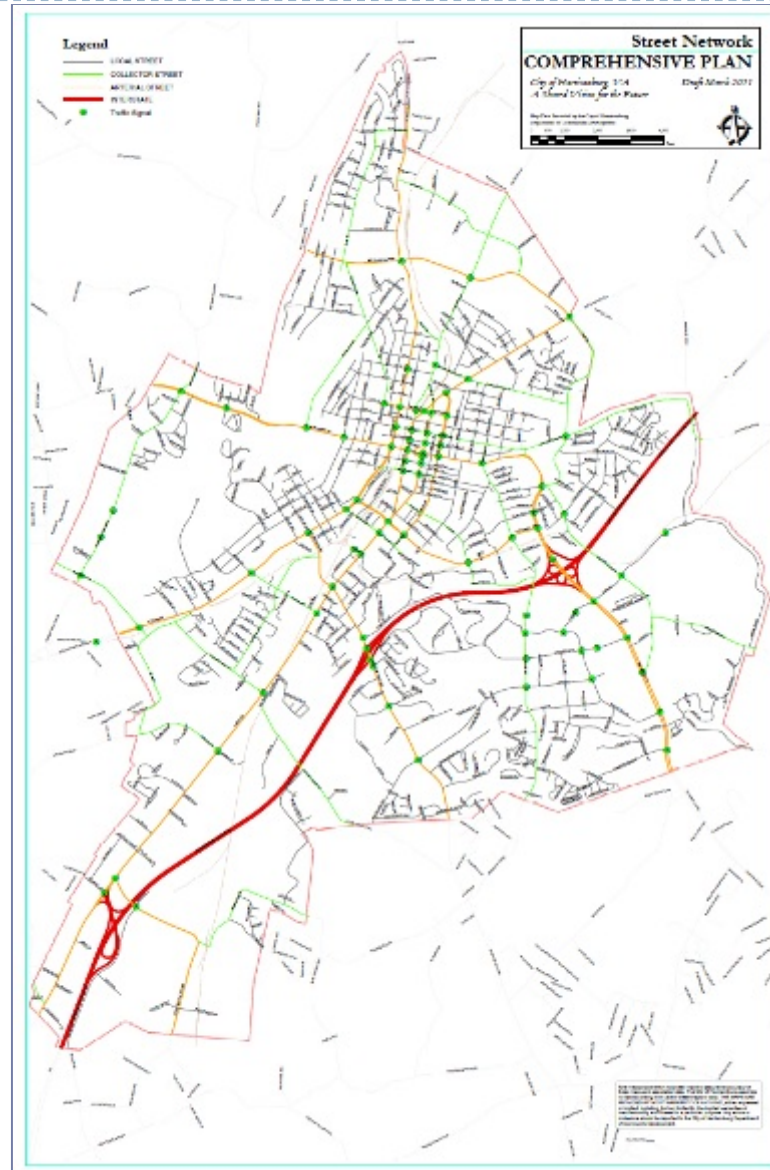
- ▶ 46,896 pop., 17.4 sq mi
- ▶ Two universities: JMU and EMU
- ▶ Adopted first Bicycle Plan in 1994. Updated in 1999, 2005...
- ▶ July 2010, Bicycle & Pedestrian Plan updated and adopted [www.harrisonburgva.gov/bikeped](http://www.harrisonburgva.gov/bikeped)



Photo by Randy Lowery

# Harrisonburg Facilities

- ▶ Total road network: 148 miles



# Harrisonburg Facilities

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- ▶ **Shared Use Path:**
  - ▶ Today: 2 miles
  - ▶ By 2015: 4.5+ total miles



# Harrisonburg Facilities

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- ▶ **Bike Lanes:**
  - ▶ Feb 2009: 4 miles
  - ▶ Today: 7 miles
  - ▶ By 2015: 12+ total miles



Lane diets



Railroad Crossing



New Road ribbon

# Harrisonburg Facilities

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- ▶ Share Lane Markings
  - “Sharrows”:
    - ▶ 2009: 0 miles
    - ▶ Today: 1 mile
    - ▶ By 2015: 9+ total miles



# Bike Racks

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- ▶ Public & private locations: K-12 schools, universities, downtown, businesses, apartment complexes, etc.
- ▶ Bicycle Parking requirement for new developments



# Harrisonburg Facilities

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- ▶ **Total sidewalks:**
  - ▶ Today: ~ 60 miles (1.7 new miles in past 3 years)
  - ▶ By 2015: 62.5+ total miles (not including required in new developments)



# Why Bicycling & Walking?

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## Harrisonburg community's sustainability priorities

1. Greater connectivity to neighborhoods, schools, parks, shopping, etc.
2. Family health and recreation
3. Means of affordable transportation
4. Healthy environment
5. Reduces traffic congestion



# Public Transit

- ▶ Operated by Harrisonburg Dept. of

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## Public Transportation

- ▶ 2011: over 2 million passengers, increases approx. 10% per year
- ▶ Public transit must be integrated with bicycle and pedestrian network.
  - ▶ All transit buses are equipped with bike racks
  - ▶ HDPT & Public Works coordinate installation of bus shelters, benches, etc. with new road and sidewalk construction.
- ▶ Future challenges and considerations
  - ▶ Growing population
  - ▶ Expanding transit service into Rockingham County and/or intercity bus service
  - ▶ Need dedicated downtown transfer station



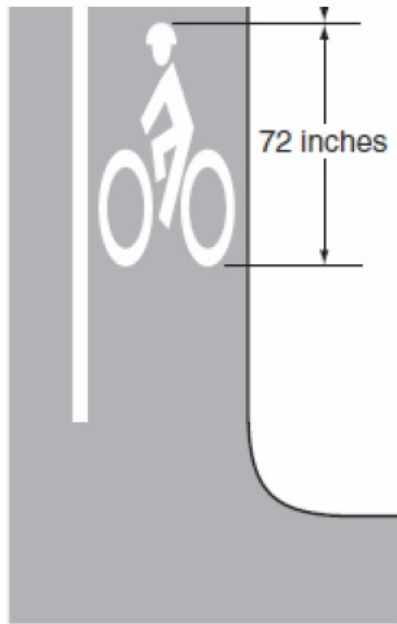
# Key Community Components

- ▶ **Community Support & Involvement**
- ▶ **Community & Advocacy Orgs**
  - ▶ Shenandoah Valley Bicycle Coalition
  - ▶ New Community Project
  - ▶ JMU's Cycle Share
  - ▶ DR 100
- ▶ **City facilitated efforts**
  - ▶ 2007, Public Works began facilitating quarterly staff-citizen meetings
  - ▶ May 2009-June 2010 *ad hoc* Bicycle & Pedestrian Plan Advisory Committee formed
  - ▶ Public Input Meetings on Plan
  - ▶ June 2010, Bicycle & Pedestrian Subcommittee was formed, replaces other committees, meets every two months



# Key Plan Components

- ▶ Defines types of facilities, references minimum standards

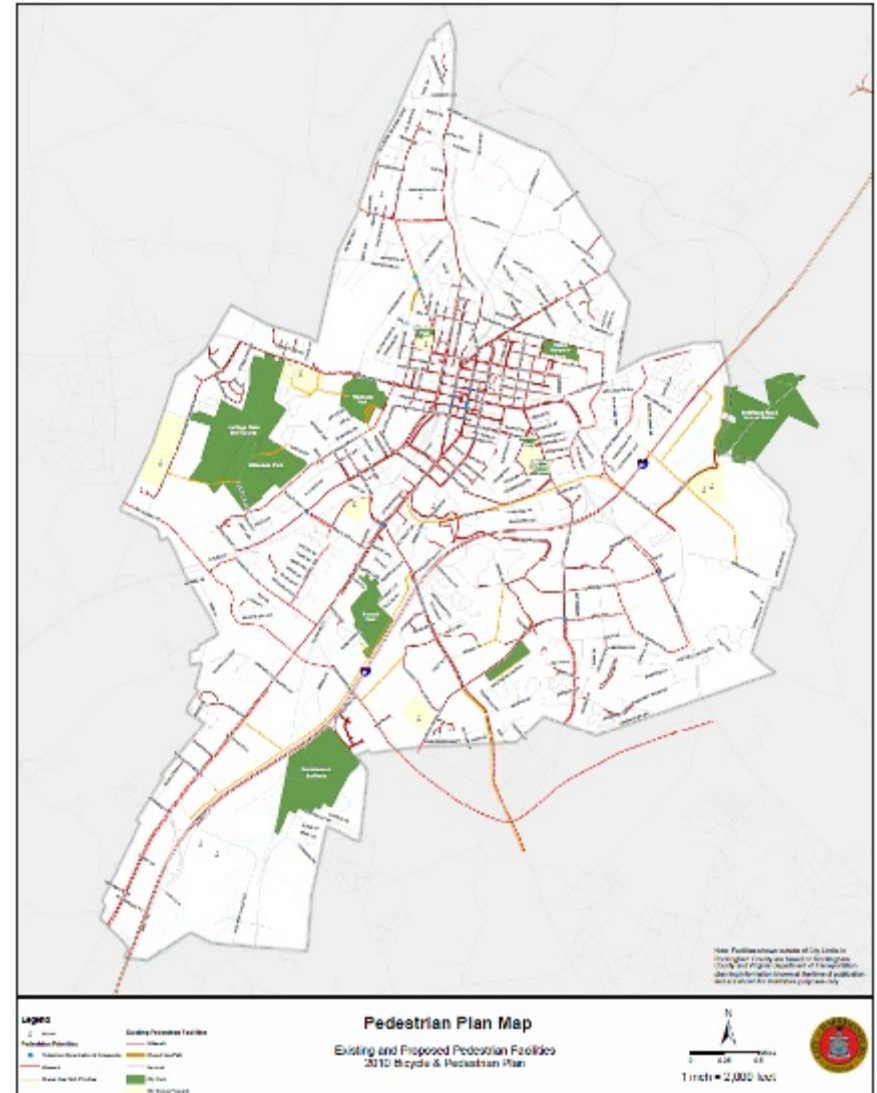
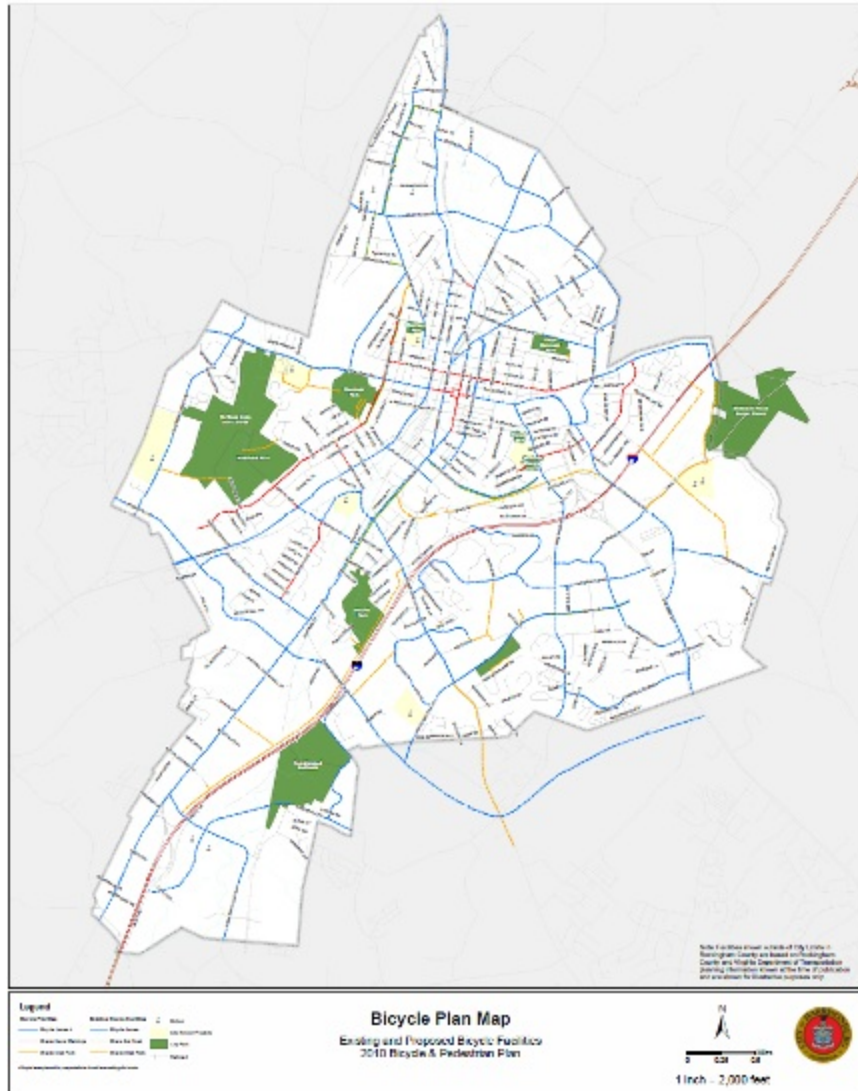


Bicyclist Symbol as shown in the MUTCD.

Table 2. Dimensions for Sidewalks and Walkways

Road Type	Major Arterial	Minor Arterial	Collector	Local
Right-of-Way ^	80 ft.	60 ft.	60 ft.	50 ft.
Width of Roadway ^	4-5 lanes	3-4 lanes	2-3 lanes	30 ft ±
<b>Sidewalk Widths (minimum)*</b>				
With planting strip/buffer	5 ft.	5 ft.	5 ft.	5 ft.
No buffer – requires approval +	5 ft.	5 ft.	5 ft.	5 ft.
Urban Center/ Business District (e.g. downtown)	10-15 ft.	10-15 ft.	Varies	-
Location	Both sides	Both sides	Both sides	Both sides
Buffer/Utility Strip Width Grassed, planting strip+	2-5 ft.	2-5 ft.	2-5 ft.	2-5 ft.

# Key Plan Components



# Key Plan Components

## ► Goals and Priorities List – 2 years, 5 years, and beyond

Goals to complete within 2 years:	Facility Type	Approximate distance (miles)	Estimate Cost
• North Main Street from Market Street to Wolfe Street	Shared Lane Markings	0.15	\$950
• North Main Street from Wolfe Street to Noll Drive/Kratzer Avenue – paint bicycle lanes on existing pavement.	Bike Lanes	0.20	\$5,280
• South Main Street from Campbell Street to Market Street	Shared Lane Markings	0.30	\$1,900
• Noll Drive from Kratzer Avenue to Rock Street – to paint bicycle lanes, removal of two on street parking spaces required on west side. Coordination with Downtown Parking Services required.	Bike Lanes	0.25	\$6,600
• Liberty Street from Rock Street to South Main Street	Shared Lane Markings	0.70	\$4,440
• Vine Street from North Main Street to Country Club Road – paint bicycle lanes on existing pavement.	Bike Lanes	1.50	\$39,600
• Central Avenue from Maryland Avenue to South Avenue – widen the pavement on Central Avenue about three (3) feet to accommodate painting of bicycle lanes. Located within ¼ -mile of Keister Elementary School. Schedule is dependent upon street paving program.	Bike Lanes	0.40	\$10,560 plus cost of widening
• South Avenue from railroad tracks west of South Main Street to South High Street – remove on street parking from one side of street and paint bicycle lanes	Bike Lanes	0.50	\$13,200

Northeast	Facility Type	Approximate distance (miles)	Estimate Cost	Priority
• Sterling Street from East Market Street to Effinger Street	Sidewalk	0.30	\$126,720	High
• East Gay Street from Myrtle Street to Summit Street – construct sidewalks on both sides	Sidewalk	0.60	\$253,440	High
• Country Club Road from Spotswood Trailer Park to Linda Lane	Sidewalk	0.20	\$84,480	High
• Country Club Road from Country Club Court to Linda Lane	Sidewalk	0.60	\$253,440	High
• Myrtle Street from East Washington Street to Kelly Street	Sidewalk	0.20	\$84,480	Medium
• Vine Street from East Market Street to Old Furnace Road	Sidewalk	0.75	\$316,800	Medium
• Kelly Street from Simms Avenue to Hill Street	Sidewalk	0.20	\$84,480	Low
• Ott Street from East Market Street to Franklin Street	Sidewalk	0.60	\$253,440	Low
• Blue Ridge Drive from Country Club Road to Old Furnace Road	Sidewalk	0.75	\$316,800	Low

# Key Plan Components



- ▶ Must have funds to implement the plan
- ▶ FY 05-06, City began appropriating funding, annually, to support bike/ped capital improvement projects
  - ▶ In addition to other larger capital projects such as a sidewalk project or shared use path
- ▶ Grants
  - ▶ VDOT Safe Routes to School
  - ▶ VDOT Highway Safety Improvement Program
  - ▶ US HUD Community Development Block Grant





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