

Welcome



Harrisonburg Downtown Streetscape Plan

The City of Harrisonburg welcomes you to tonight's Downtown Streetscape Plan Public Forum

Purpose of Tonight's Forum

Provide opportunity for community to:

- Review the updated draft of the Downtown Streetscape Plan
- Learn about key features of the Plan
- Provide input
- Ask questions—get answers!
- Provide oral and written comments

Please remember to complete your comment form and leave it in the deposit box provided.

For your convenience, completed comment forms may also be mailed by August 19, 2013.



Next Steps after Forum

Summer 2013

Review comments and integrate them into final Plan

Fall 2013

Request endorsement by Planning Commission

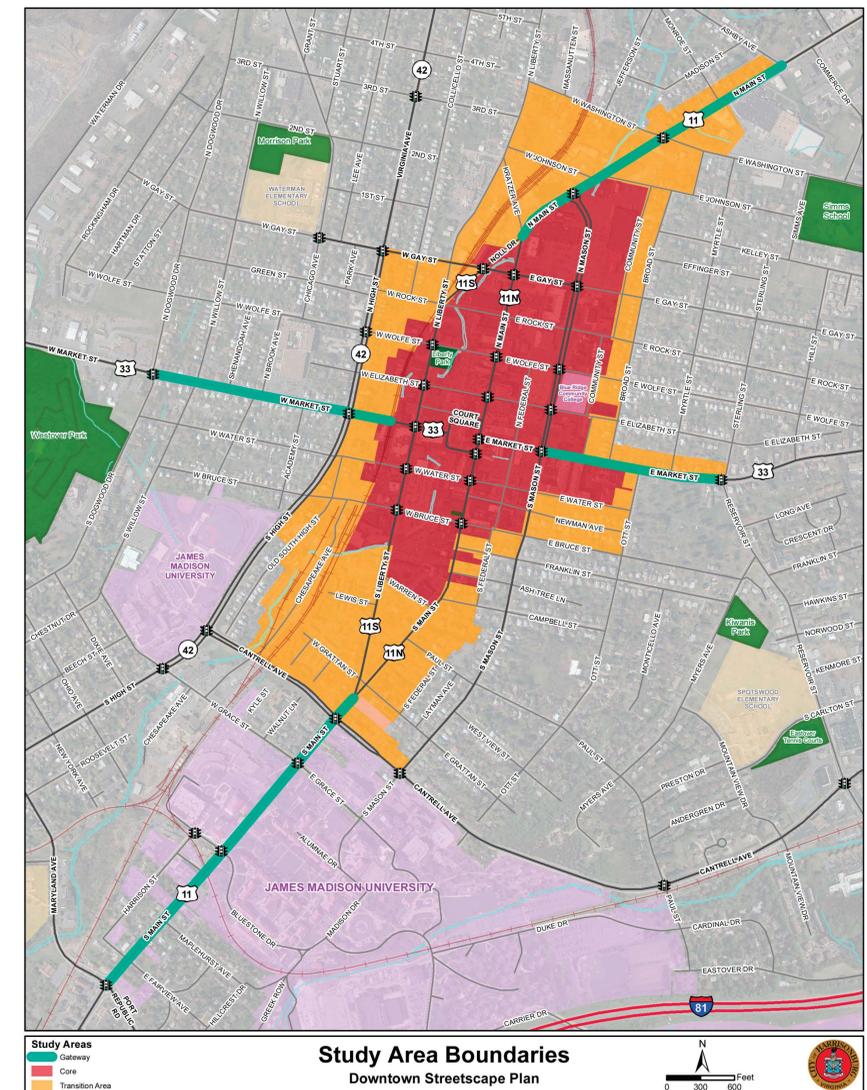
Request adoption by City Council

Beyond 2013

Prioritize projects in Capital Improvement Plan

Projects funded on case-by-case basis

Project Construction



Study Area

Downtown Core – Same as Central Business District. Includes all parcels with the B-1 zoning, a mixed use zoning classification. Boundaries subject to change as parcels in Transition Area are rezoned to B-1.

Downtown Transition Area – Area adjacent to the Downtown Core for which public infrastructure improvements are recommended. Generally defined by the future mixed use development parcels identified in the 2011 Comprehensive Plan.

Downtown Gateways – This area includes the portions of major street corridors (U.S. Route 11 and U.S. Route 33) that provide access to the Downtown Core and are recommended for streetscape improvements.

This plan's overall goal is:

“To present an easily communicable, comprehensive vision for public spaces in Downtown Harrisonburg that can be utilized by public and private agencies to build a vibrant downtown.”

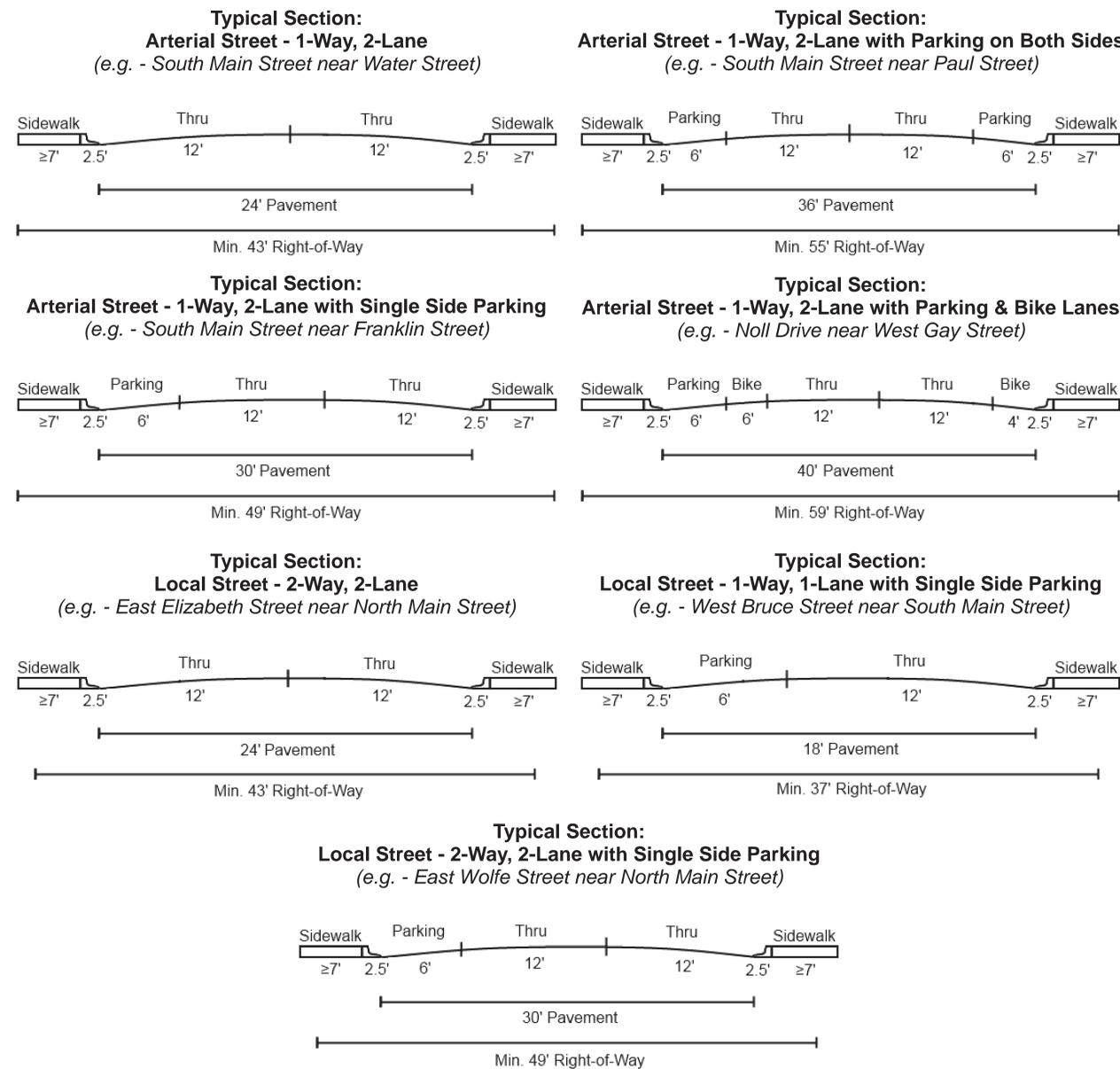


Transportation Overview



Typical Cross Sections

- Represent the ideal street configuration, but may not be achievable in all cases
- Configurations are specific to street classification and directionality
- In some cases, excessive pavement widths can be used to widen sidewalks
- Sections do not include sidewalk space needed for streetscape elements



Complete Streets

- Design streets for varied modes of transportation, not just cars
- Encourage walking, biking, and public transportation
- Design of streets is context sensitive

Complete Streets may include:

- Sidewalks, wider where appropriate
- Convenient and safe crosswalks
- Bike lanes/ Sharrows
- Bicycle racks
- Bus shelters
- Narrower Motor Vehicle Lanes
- Curb extensions
- Median islands



Pedestrian & Bicycle Accommodations



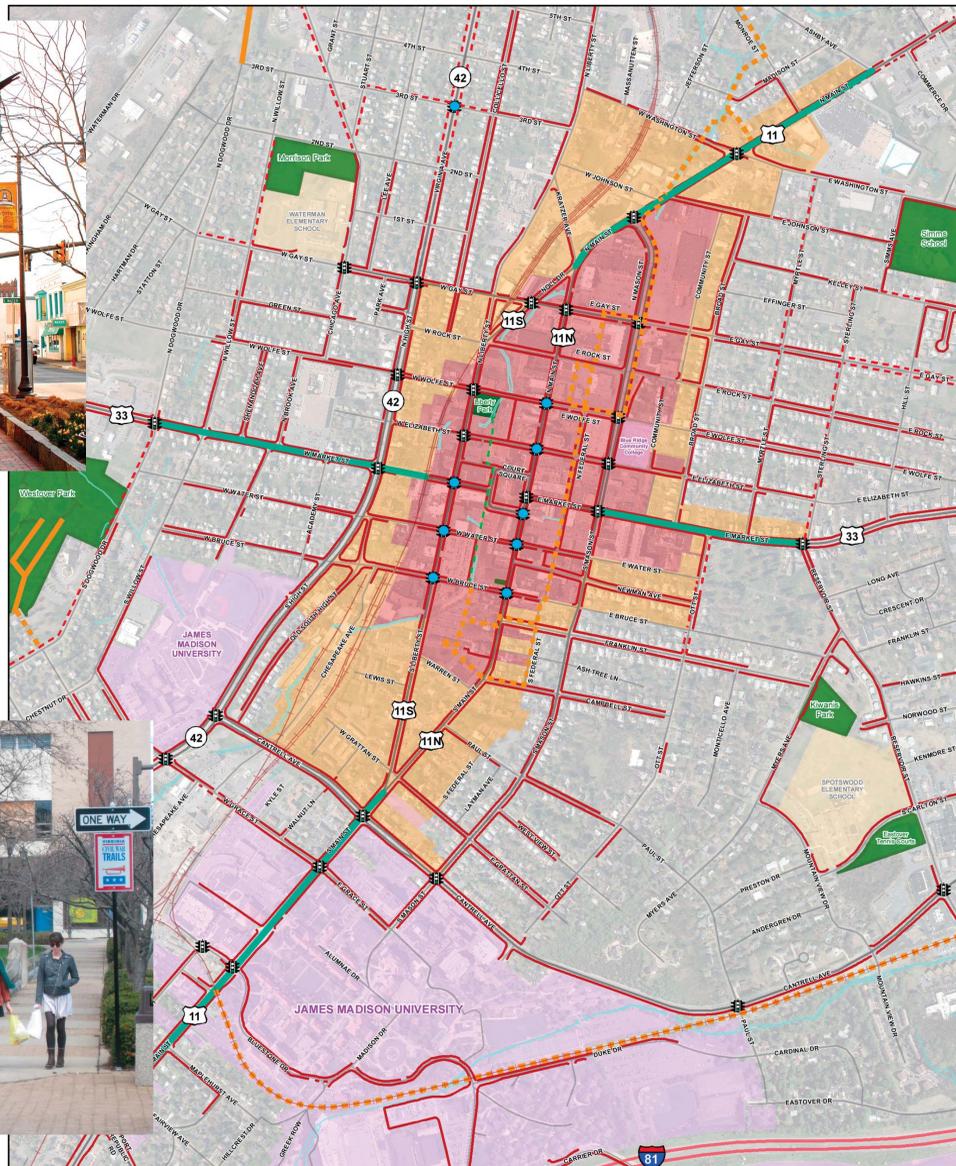
Harrisonburg Downtown Streetscape Plan

Pedestrian & Bicycle Highlights:

- Design streets with a pedestrian-scale atmosphere
- Signalize crosswalks at downtown traffic signals
- Widen sidewalks to 7 ft. or greater where space allows
- Improve bicycle safety and accessibility with expanded on- and off-street facilities



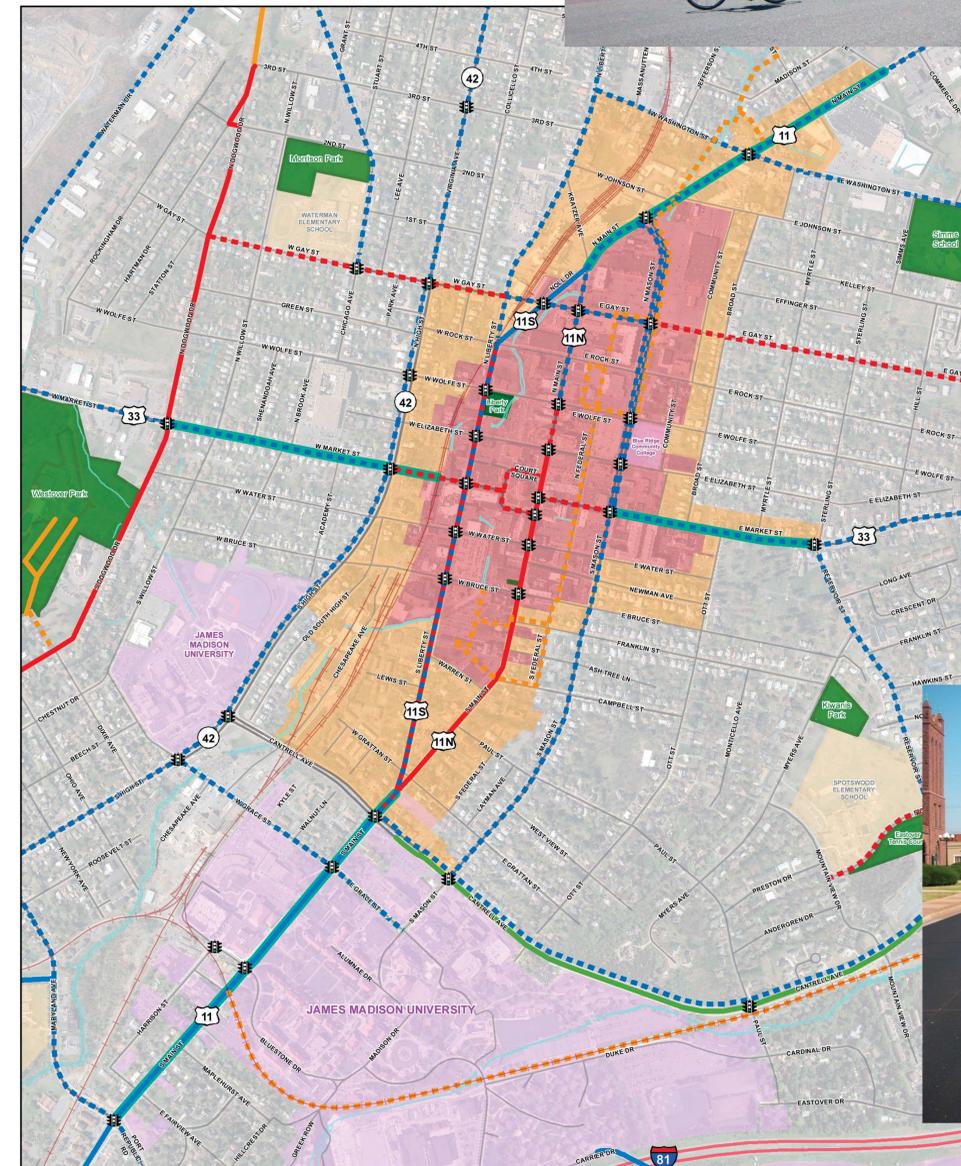
Photo by Elisabeth Bisley, courtesy of Harrisonburg Tourism.



Pedestrian Plan Priorities	Existing Pedestrian Facilities	Study Areas
Signalized Crosswalks	Sidewalk	Core
Shared Use Path	Shared Use Path	Transition Area
	Gateway	Gateway

Pedestrian Facilities
Downtown Streetscape Plan

0 300 600 Feet



Existing Bicycle Facilities	Bicycle Priorities	Study Areas
Bicycle Lanes	Bicycle Lanes	Core
Shared Lane Markings	Shared Lane Markings	Transition Area
Shared Use Path	Shared Use Path	Gateway
Share the Road		

Bicycle Facilities
Downtown Streetscape Plan

0 300 600 Feet



SHARING THE VISION FOR DOWNTOWN



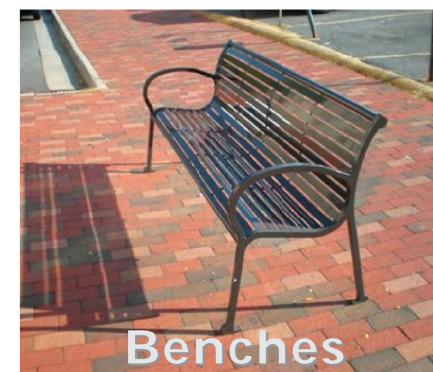
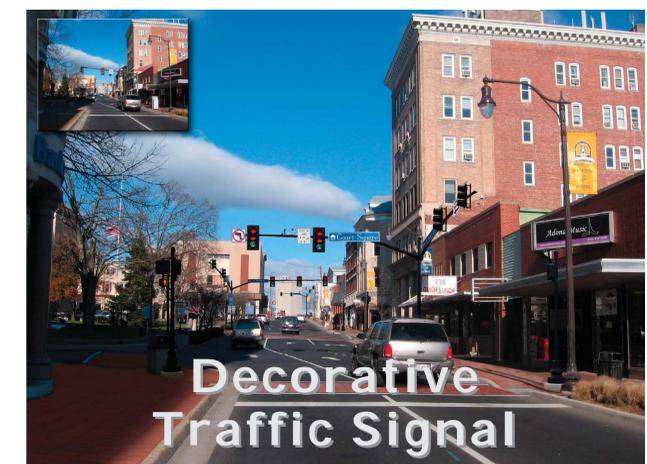
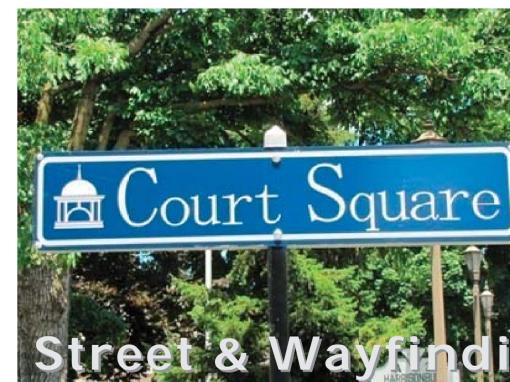
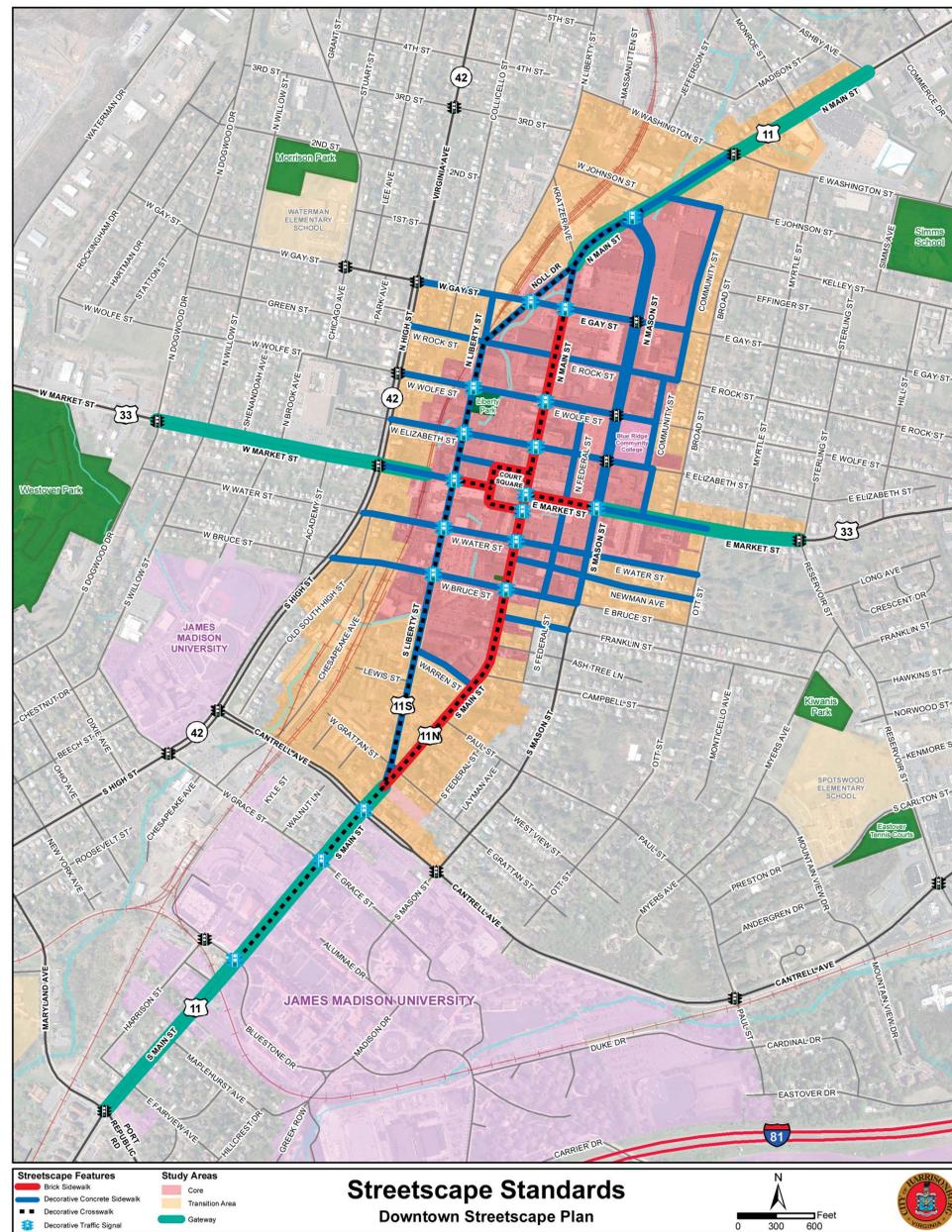
Streetscape Design Standards



Harrisonburg Downtown Streetscape Plan

Benefits of Design Standards:

- Defines vision for aesthetic of public infrastructure
- Ensures design consistency
- Allows for easy communication of standards with private development community when project costs are to be shared

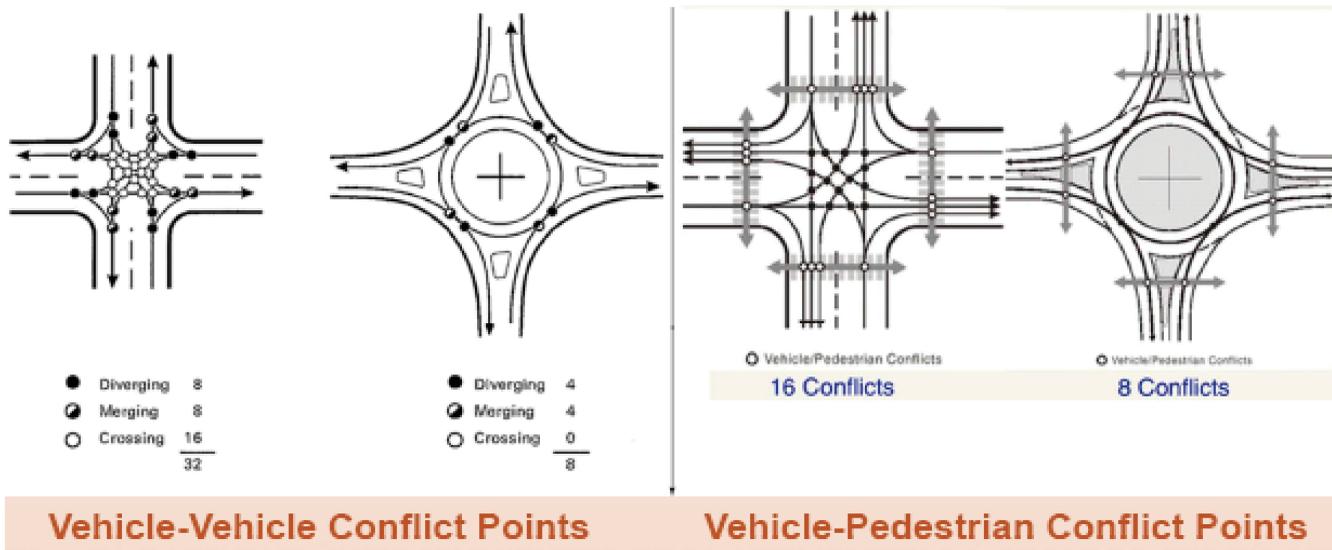


East Market Street Improvements



- East Market Street Highlights:**
- Improve safety, calm traffic, and improve aesthetic by reducing corridor to 2-lane street with raised, landscaped median, left turn lanes at public streets, and bike lanes.
 - Convert intersection of East Market Street & Mason Street to roundabout to improve safety and ability to make U-turns to access to businesses.

Roundabouts have fewer conflict points than intersections, reducing the potential for vehicle-vehicle or vehicle-pedestrian accidents.



Before



After



Vision for Water Street and Gay Street



Harrisonburg Downtown Streetscape Plan

West Water Street Realignment

- Widen sidewalks to improve pedestrian safety & comfort
- Establish a dedicated delivery zone



Gay Street Reconfiguration

- Convert to two lanes with center turn lane to improve left turn safety and traffic flow



**SHARING THE VISION
FOR DOWNTOWN**

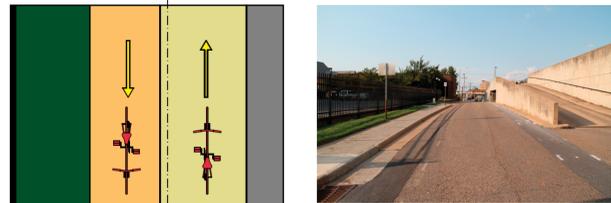


Federal Street Shared Use Path

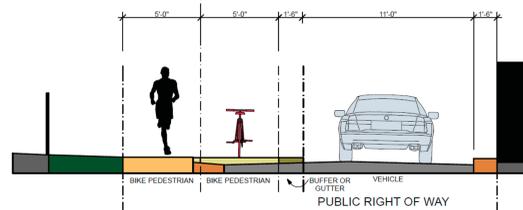


- Federal Street Shared Use Path Highlights:**
- Conversion to one-way motor vehicle traffic flow northbound north of East Market Street and one-way southbound south of East Market Street
 - Conversion allows room to construct a 10-ft wide shared use path for bikers and walkers
 - Connects Northend Greenway to Farmers Market at Turner Pavilion

6. East Elizabeth Street to East Wolfe Street

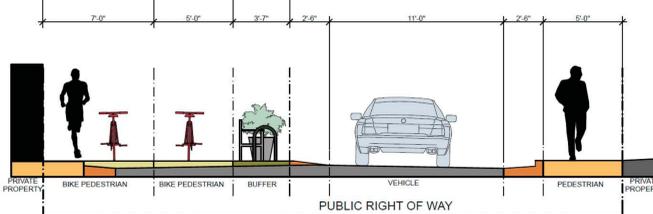
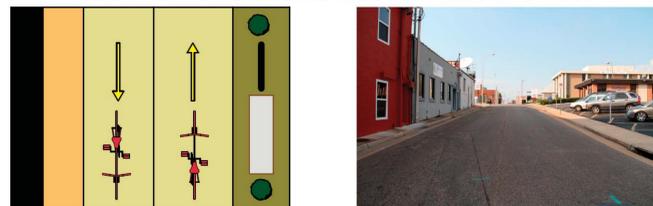


Pictured above: Federal Street Shared Use Path alignment from Main Street near Mason Street to the Farmers Market at Turner Pavilion. 3 concepts for path alignment are shown between Gay Street and Wolfe Street, and 2 concepts are shown from Franklin Street to the Farmers Market. Each have their own challenges and opportunities.

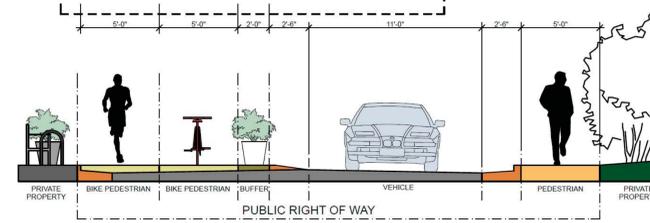
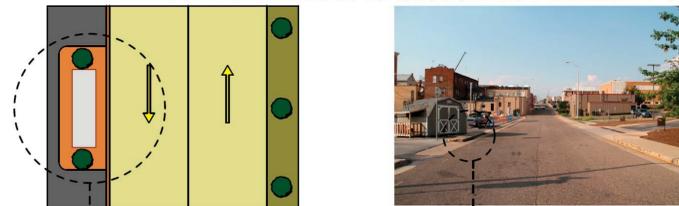


Pictured left and below: Cross sectional concepts for selected locations on Federal Street, showing existing and proposed improvements.

4. East Market Street to East Elizabeth Street



2. East Water Street to East Market Street



Shared Use Path Surface Options



What type of surface should this path be through downtown?
 Please share your ideas on the comment form.
 Generally, paths in Harrisonburg will be paved asphalt.



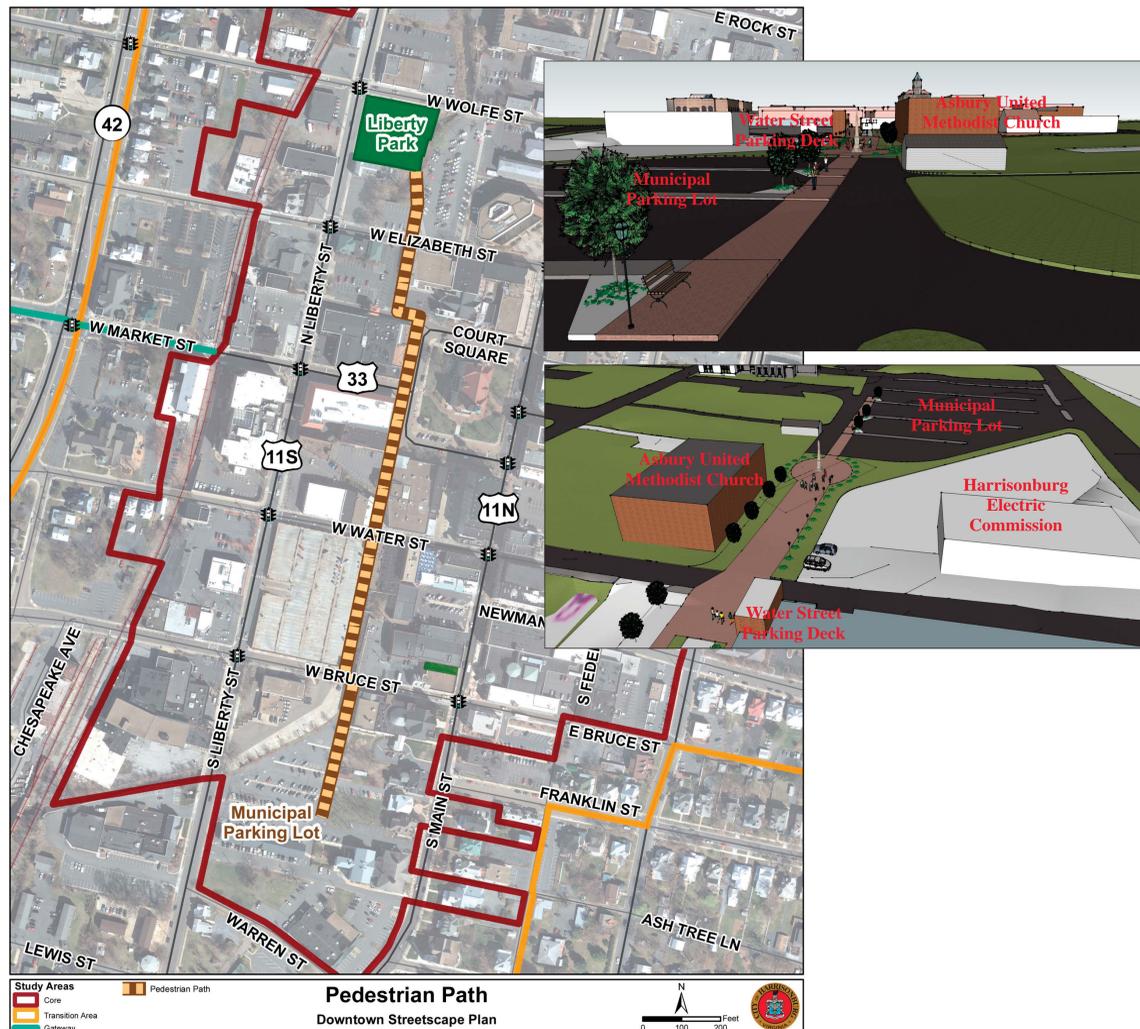
Farmers Market to Liberty Park Path and Landscaping & Green Infrastructure



Harrisonburg Downtown Streetscape Plan

Farmers Market to Liberty Park Path Highlights:

- Connects Municipal Parking Lot & Farmers Market to Court Square and to Liberty Park
- Redevelops existing vague, obscure pathway to more visible route



Trees and Landscaping

- Provide spring bloom, summer shade, fall foliage color, and winter branching.
- Softens the otherwise hard urban environment.

Free standing trees

- Recommend variety of trees throughout downtown. Each street or section of street should have a consistent look.

Where space is limited, consider using:

- Hanging baskets on light poles
- Private planter boxes along buildings or hanging from adjacent buildings
- Side street curb extensions with large planters
- Free standing planter boxes outside of pedestrian pathway

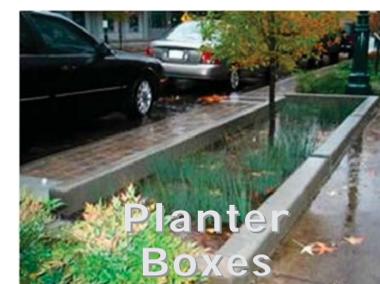


Benefits of Green Infrastructure

- *Environmental*—recharges ground water, improved water quality
- *Social*—beautifies and increases recreational opportunities, improves physiological well-being
- *Economic*—reduces future cost of stormwater management, reduces potential for localized flooding, increases property values

Green Infrastructure Techniques

- Infiltrate (porous pavements, sidewalks, and gutters; linear infiltration systems)
- Evaporate, transpire and reduce energy consumption (vegetated roofs, trees, planter boxes)
- Infiltrate and transpire (rain gardens and bioretention)
- Capture and reuse rainfall (rain barrels, cisterns, irrigation supply systems)



Should this path be walking only or allow bikes also?

City staff suggests that the path be for walking and biking between the Municipal Lot to Bruce Street. However, the corridor width is more narrow in front of the Water Street deck, along Court Square, and to Liberty Park. Staff is concerned about the safety of pedestrians and cyclists sharing this space. Additionally, bicycles are prohibited by city code from riding on sidewalks in this part of downtown.

