ERICKSON AVENUE AREA STUDY

STUDY OVERVIEW

The City of Harrisonburg launched the Erickson Avenue Area Study in January 2025, which will create a new area plan for the Erickson Avenue corridor and adjacent areas between S. High Street and S. Main Street. The plan will be informed by planned development and projected future land uses and will guide transportation infrastructure investments made by the City or constructed with development of property in the area.

STUDY PROCESS

PROJECT KICKOFF

- STUDY ADVISORY GROUP ESTABLISHED
- PUBLIC QUESTIONNAIRE LAUNCHED

EXISTING CONDITIONS

- DATA COLLECTION
- TRAFFIC ANALYSIS
- MULTIMODAL CONDITIONS
- SAFETY ANALYSIS

STUDIED FUTURE LAND USE

- EXISTING ZONING
- COMPREHENSIVE PLAN
- PLANNED DEVELOPMENT
- LAND CONDITIONS
- PROJECTED FUTURE LAND USES & DENSITY

FUTURE TRANSPORTATION ANALYSIS*

- **2045 NO BUILD SCENARIO**
  Includes studied future land use, existing transportation network, and currently-funded transportation improvements
- **2045 BUILD SCENARIO**
  Includes all elements of the 2045 No Build scenario plus proposed new street connections
- **2045 MITIGATION SCENARIO**
  Includes all elements of the 2045 Build scenario with additional intersection improvements

MITIGATION RECOMMENDATIONS

- NEW STREET CONNECTIONS
- SIGNAL TIMING CHANGES
- INTERSECTION IMPROVEMENTS
- MULTIMODAL NETWORK ENHANCEMENTS

NEXT STEPS

- WORK WITH POTENTIAL DEVELOPERS
- CONSIDER GRANT FUNDING

* The study's future transportation analysis considered a consistent set of studied future land uses, plus different levels of transportation and infrastrucutre investement, to create a range of potential future scenarios. These potential future scenarios provide information about the impact of potential development and how transportation improvements could mitigate that impact.

WINTER 2025

SPRING 2025

SUMMER 2025

FALL 2025

FUTURE

PUBLIC QUESTIONNAIRE

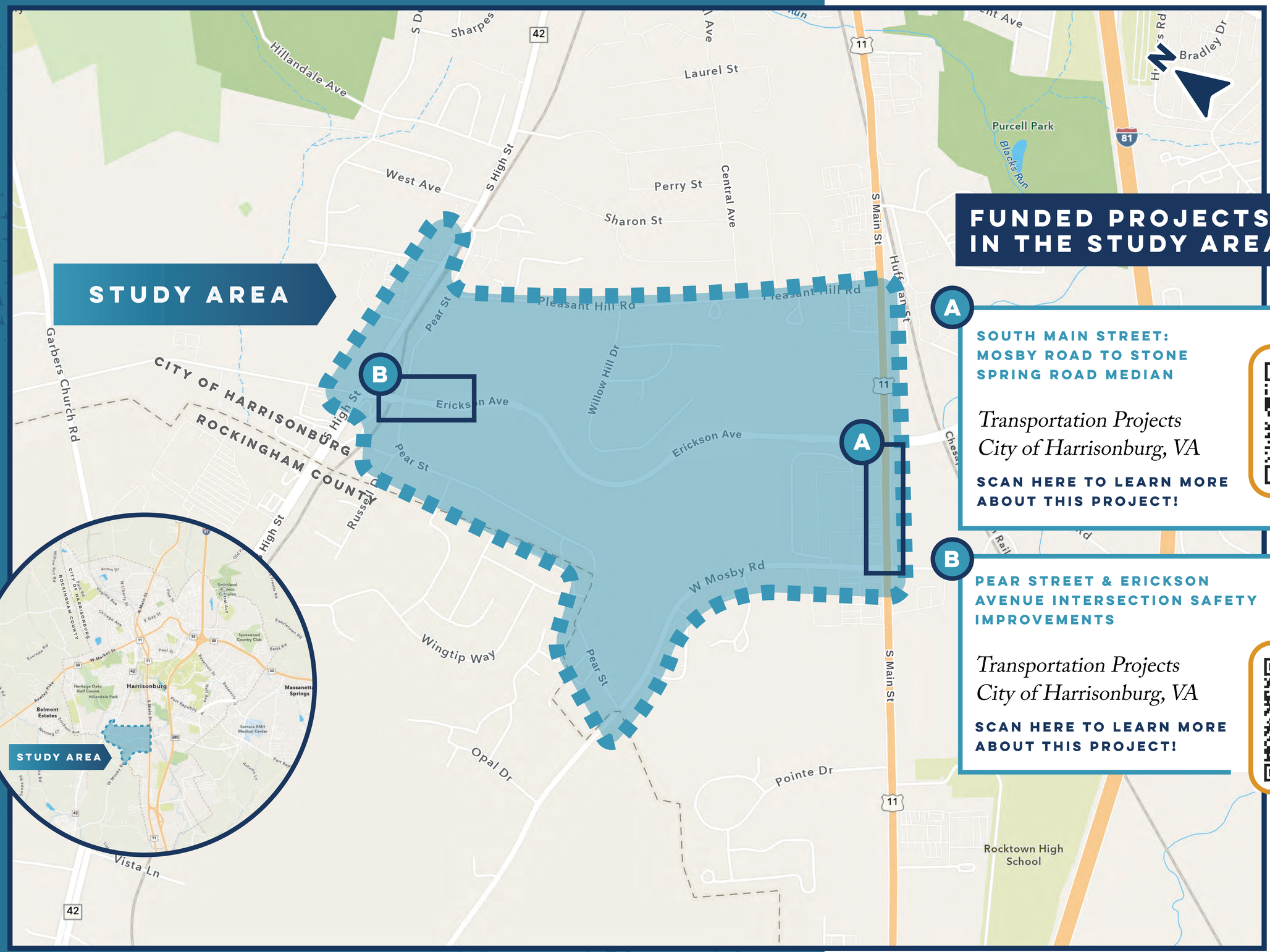
STUDY ADVISORY GROUP MEETINGS

OPEN HOUSE

ERICKSON AVENUE AREA STUDY

STUDY AREA MAP

CITY OF HARRISONBURG PUBLIC WORKS



FUNDED PROJECTS IN THE STUDY AREA

A

SOUTH MAIN STREET: MOSBY ROAD TO STONE SPRING ROAD MEDIAN

Transportation Projects
City of Harrisonburg, VA

SCAN HERE TO LEARN MORE ABOUT THIS PROJECT!

SCAN ME

B

PEAR STREET & ERICKSON AVENUE INTERSECTION SAFETY IMPROVEMENTS

Transportation Projects
City of Harrisonburg, VA

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ERICKSON AVENUE AREA STUDY

FEBRUARY 2025 COMMUNITY FEEDBACK

In February 2025, a questionnaire was conducted to gather community feedback on existing transportation conditions, needs, and desires for the future.

WE RECEIVED

172

QUESTIONNAIRE RESPONSES

169 ENGLISH

2 SPANISH

1 KURDISH

Based on this feedback, projections for future development, and multimodal transportation analysis, the study team has developed a series of potential transportation improvements that reflect the current and future needs of the community.

TRANSPORTATION IN THE FUTURE

We asked respondents to score the following items in terms of their personal degree of importance when it comes to the future of transportation and mobility in the study area.

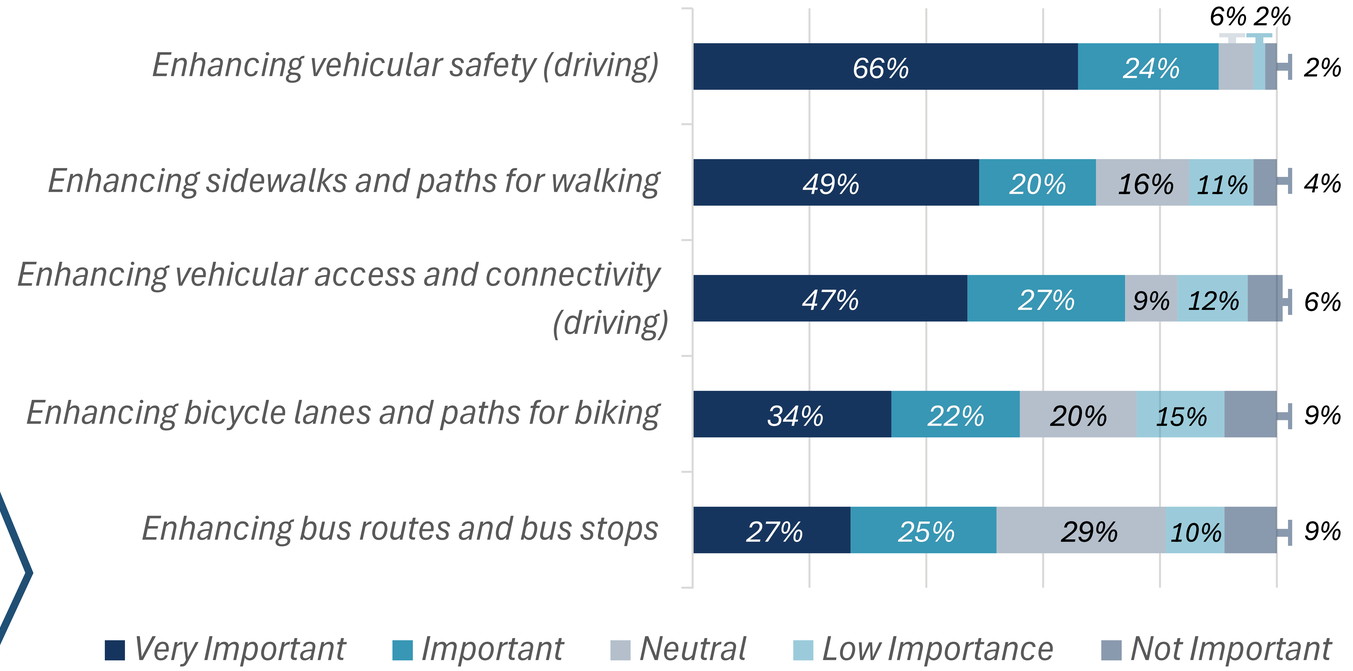
TRANSPORTATION TODAY | We asked respondents to tell us what about transportation infrastructure in the study area today is a challenge or needs improvement.

WHAT WE HEARD: TRAFFIC

- SUPPORT FOR ROADWAY IMPROVEMENTS TO REDUCE TRAFFIC CONGESTION
- A DESIRE FOR LANDSCAPED BUFFERS TO REDUCE TRAFFIC NOISE AND ENHANCE SAFETY
- CHALLENGES WITH CONGESTION AT KEY INTERSECTIONS
- CHALLENGES WITH MAKING LEFT-TURNS FROM VARIOUS LOCATIONS.

WHAT WE HEARD: MULTIMODAL

- A DESIRE FOR MAKING THE CORRIDOR MORE MULTIMODAL THROUGH TRANSIT ENHANCEMENTS AND MIXED-USE DEVELOPMENT
- A DESIRE FOR MORE CONTINUOUS SIDEWALKS
- A DESIRE FOR PROTECTED/ SEPARATED BIKE LANES



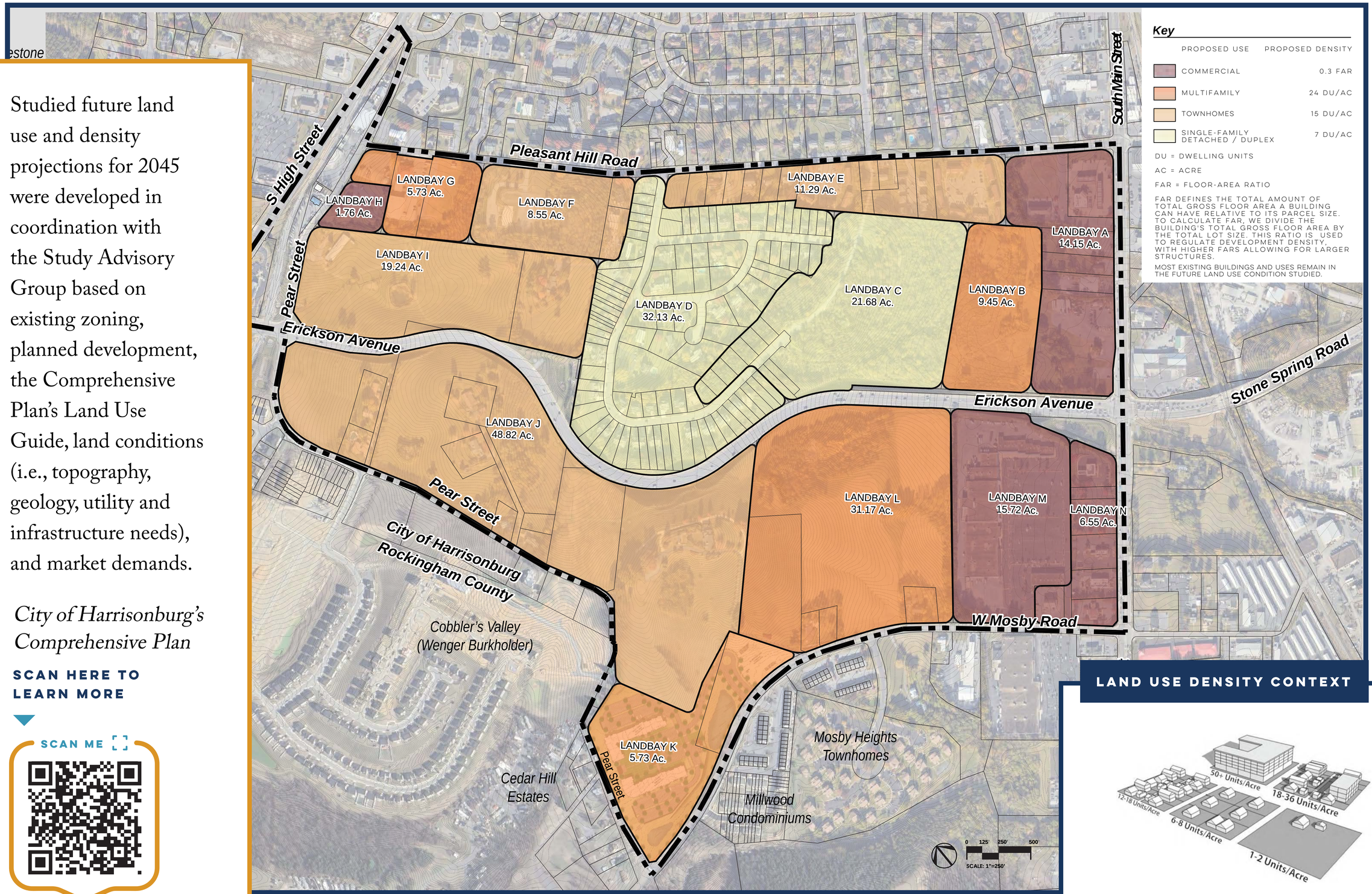
STUDIED FUTURE LAND USE

Studied future land use and density projections for 2045 were developed in coordination with the Study Advisory Group based on existing zoning, planned development, the Comprehensive Plan's Land Use Guide, land conditions (i.e., topography, geology, utility and infrastructure needs), and market demands.

City of Harrisonburg's Comprehensive Plan

SCAN HERE TO LEARN MORE

SCAN ME



LAND USE DENSITY CONTEXT

ERICKSON AVENUE AREA STUDY

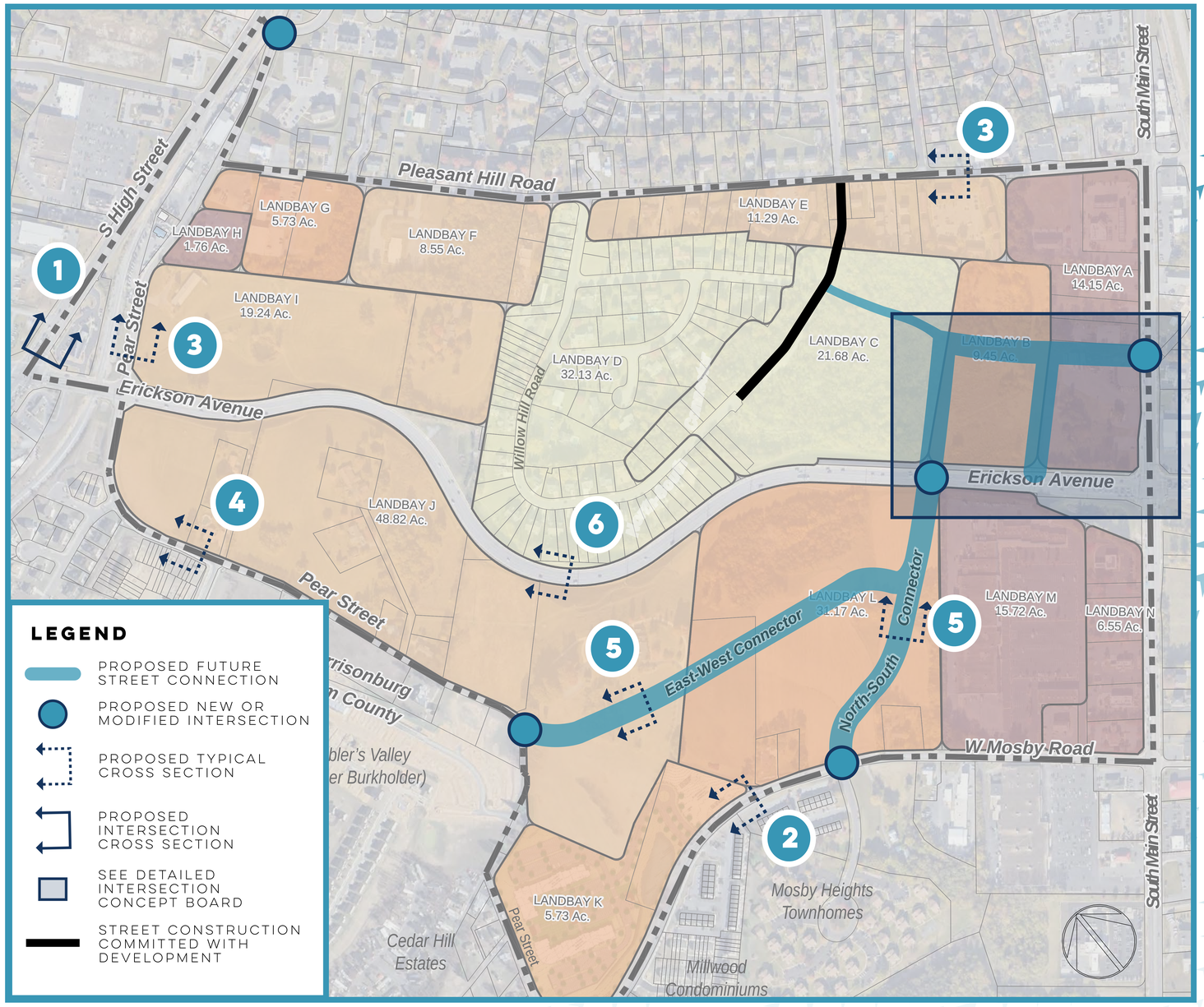
RECOMMENDED TRANSPORTATION IMPROVEMENTS

Projected future development conditions were evaluated for multimodal access and traffic operations. The following transportation improvements are recommended to support the full build-out of projected future development in the study area:

- **NEW STREET CONNECTIONS** to support circulation and access
- **NEW TYPICAL CROSS SECTIONS** that provide more bicycle and pedestrian facilities
- **INTERSECTION IMPROVEMENTS** to improve traffic operations and safety

Please refer to the additional boards provided for a closer look at the proposed improvements:

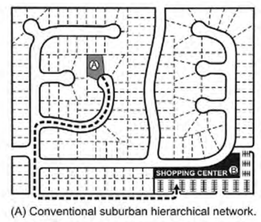
- **TYPICAL CROSS SECTIONS**
- **DETAILED INTERSECTION CONCEPTS**



WHY NEW STREET CONNECTIONS?

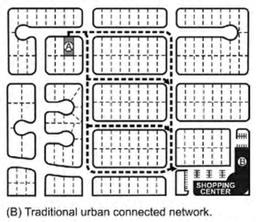
Conventional suburban street networks typically do not include a grid of streets, which forces nearly all trips onto fewer arterial streets with limited alternate routes for travelers.

Street networks with more connections and a grid layout of parallel streets provide multiple and direct routes between destinations. This type of street network allows for a stronger integration of multimodal solutions and provides more routing options to distribute traffic.



(A) Conventional suburban hierarchical network.

FIGURE B(2)-3' CONVENTIONAL SUBURBAN HIERARCHICAL NETWORK



(B) Traditional urban connected network.

FIGURE B(2)-4' TRADITIONAL URBAN CONNECTED NETWORK

Source: Virginia Department of Transportation (VDOT) Road Design Manual, Appendix B(2), Multimodal Design Standards for Mixed-Use Urban Centers

ERICKSON AVENUE AREA STUDY

RECOMMENDED TRANSPORTATION IMPROVEMENTS: TYPICAL CROSS SECTIONS

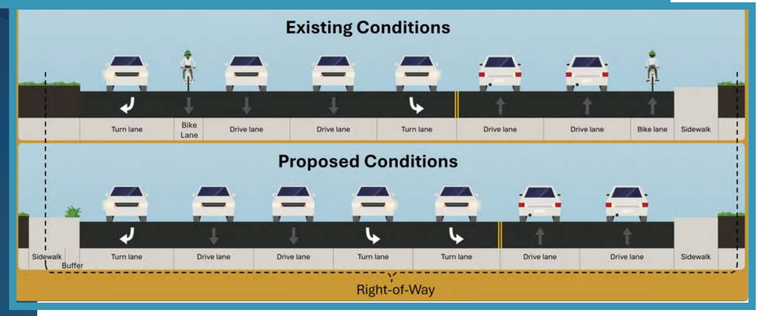
The featured cross sections are designed to guide transportation improvements across the study area as development and redevelopment occur in the future. Some cross sections are associated with potential new street connections while others are upgrades to existing streets.

MULTIMODAL IMPROVEMENTS

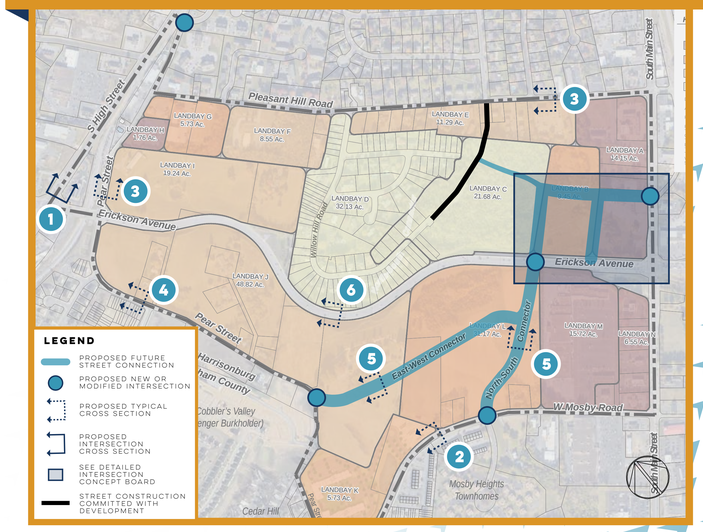
While only some specific streets are outlined here, every street adjacent to redevelopment or new development should include bicycle and pedestrian improvements adjacent to the development property, at a minimum. Contributions to additional multimodal improvements, including new local streets, should be considered with every development application.

Cross section graphics created in StreetMix.
2' gutter pans are not shown but are included in the cross-sections

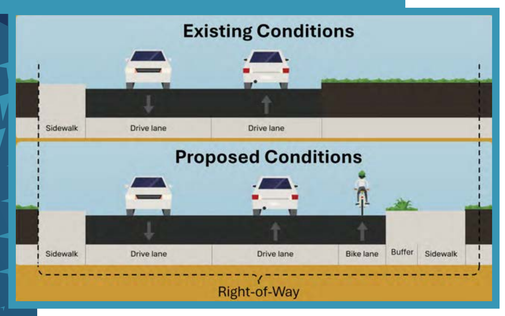
1 | CROSS SECTION OF SOUTH HIGH ST AT ERICKSON AVE INTERSECTION



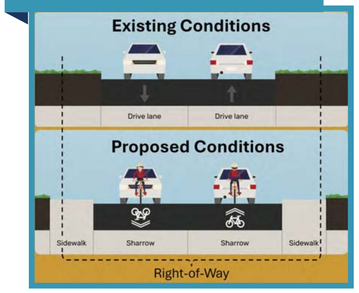
RECOMMENDED TRANSPORTATION IMPROVEMENTS



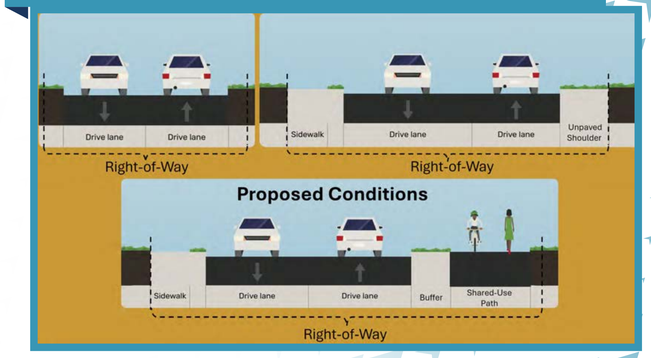
2 | W MOSBY RD TYPICAL CROSS SECTION



3 | PEAR ST AND PLEASANT HILL RD TYPICAL CROSS SECTION



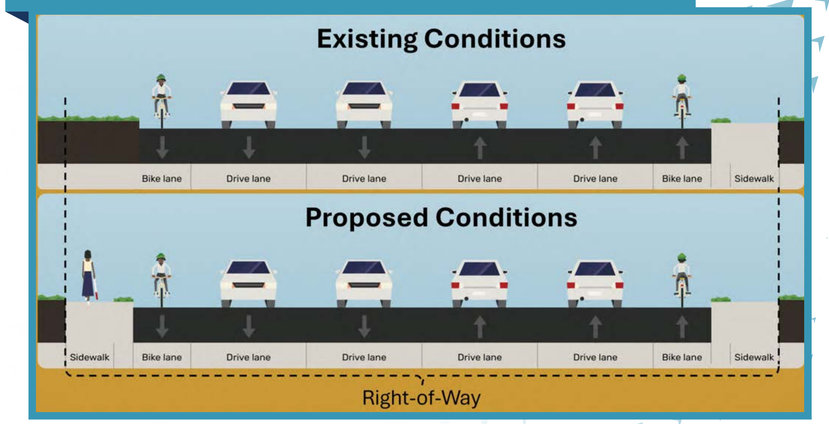
4 | PEAR ST TYPICAL CROSS SECTION (SOUTH OF ERICKSON AVE)



5 | NORTH-SOUTH CONNECTOR RD AND EAST-WEST CONNECTOR RD TYPICAL CROSS SECTION



6 | ERICKSON AVE TYPICAL CROSS SECTION



RECOMMENDED TRANSPORTATION IMPROVEMENTS: SOUTH MAIN STREET AND ERICKSON AVENUE PARTIAL QUADRANT ROADWAY INTERSECTION (QRI)

Sketch is conceptual and subject to further development and design.



WHY A PARTIAL QRI?

- There are heavy through and left-turn traffic volumes at intersections in the study area
- Due to limited right-of-way, adjacent development, environmental considerations, utility constraints, and other challenges, expanding or widening major intersections is not feasible
- Rerouting left turns allows for fewer traffic signal phases at the intersection of Erickson Ave and S. Main St, improving operations and traffic flow
- Restricting turning movements also improves safety by reducing the number of conflict points at major intersections
- Because of the travel distances of some rerouting patterns, not all left turns could be rerouted

SCAN ME

Learn more about QRIs on VDOT's Innovative Intersection website

SCAN HERE TO LEARN MORE

HOW TO NAVIGATE



A TO MAKE A LEFT TURN FROM EASTBOUND ERICKSON AVE TO NORTHBOUND S MAIN ST, DRIVERS WILL FOLLOW THE RED PATH.

B TO MAKE A LEFT TURN FROM WESTBOUND ERICKSON AVE TO SOUTHBOUND S MAIN ST, DRIVERS WILL FOLLOW THE BLUE PATH.