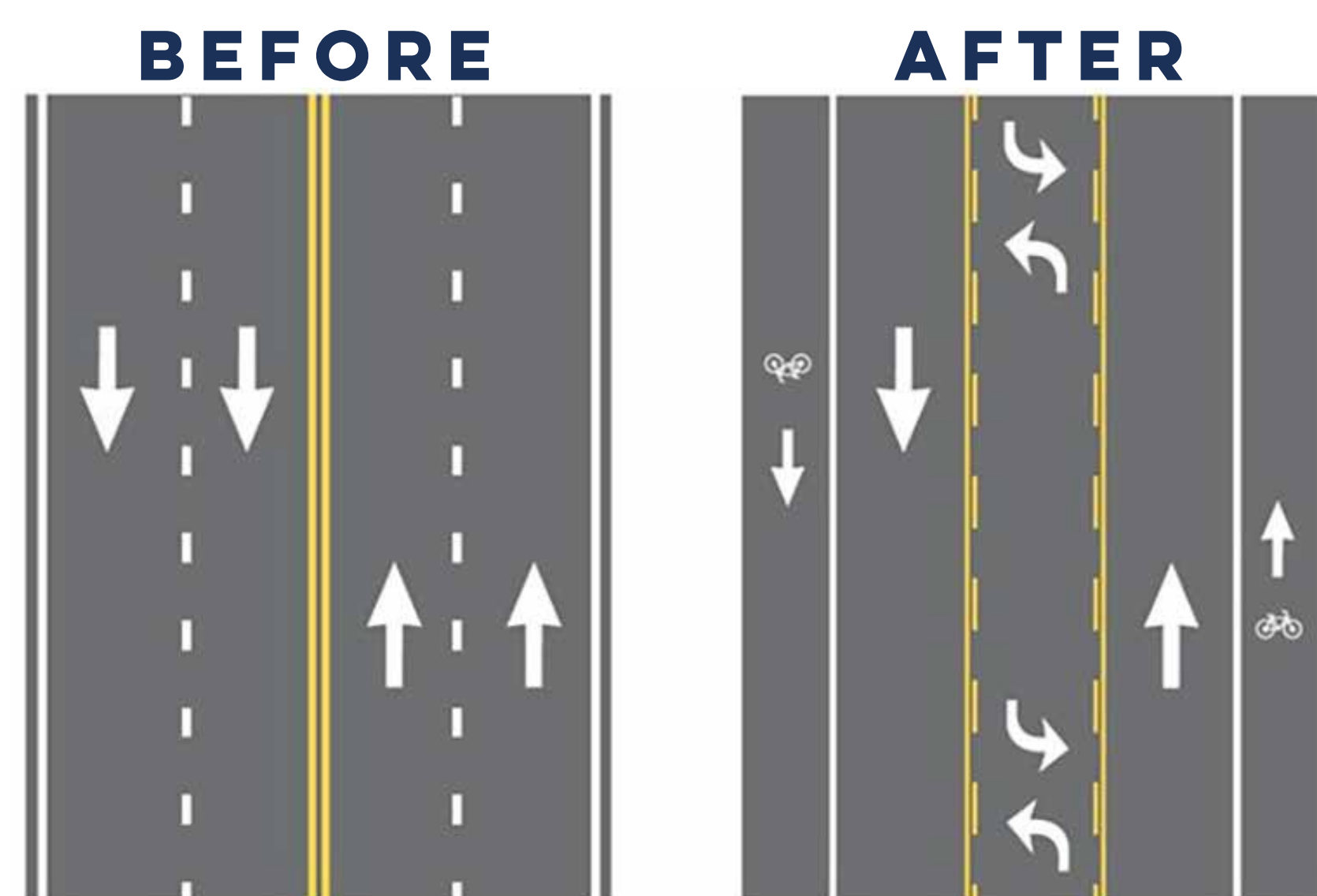


WHAT ARE ROADWAY RECONFIGURATIONS?

REUTILIZING EXISTING PAVEMENT TO IMPROVE SAFETY AND MOBILITY FOR MOTORIZED AND NON-MOTORIZED TRANSPORTATION USERS.



RECONFIGURATION IS CONSIDERED IF...

- Thorough study shows that the desired benefits may be achieved
- Operations at intersections are acceptable
- If the road's capacity is greater than the projected traffic for the area, including growth assumptions, through study year 2040.
- If intersection delay is not increased beyond level of service D (35-55 seconds), through study year 2040. Level of service D is the approximate industry standard for acceptable amount of delay in cities with similar traffic conditions to Harrisonburg, and is the level of service goal currently cited in the City's 2018 Comprehensive Plan.

FREQUENTLY ASKED QUESTIONS

HOW DOES A ROAD RECONFIGURATION MAKE A STREET SAFER FOR DRIVERS?

A four-lane undivided roadway includes increased opportunities for crashes due to the left-lane being used for both through movements and left turns. By separating left-turners into their own lane, the number of vehicle-to-vehicle crashes are reduced. With no passing, there is less opportunity to speed or weave.

HOW MUCH DO ROAD RECONFIGURATIONS INCREASE SAFETY?

The history of road reconfiguration installments and research indicates a range of 19 to 47 percent reduction in overall crashes. The reason for varying crash reduction percentages is because every road is different. Some road reconfigurations have shown an even greater improvement—as much as a 70 percent reduction in crashes along a single stretch of road.

HOW DOES A ROAD RECONFIGURATION HELP PEDESTRIANS, BICYCLISTS, AND TRANSIT-USERS?

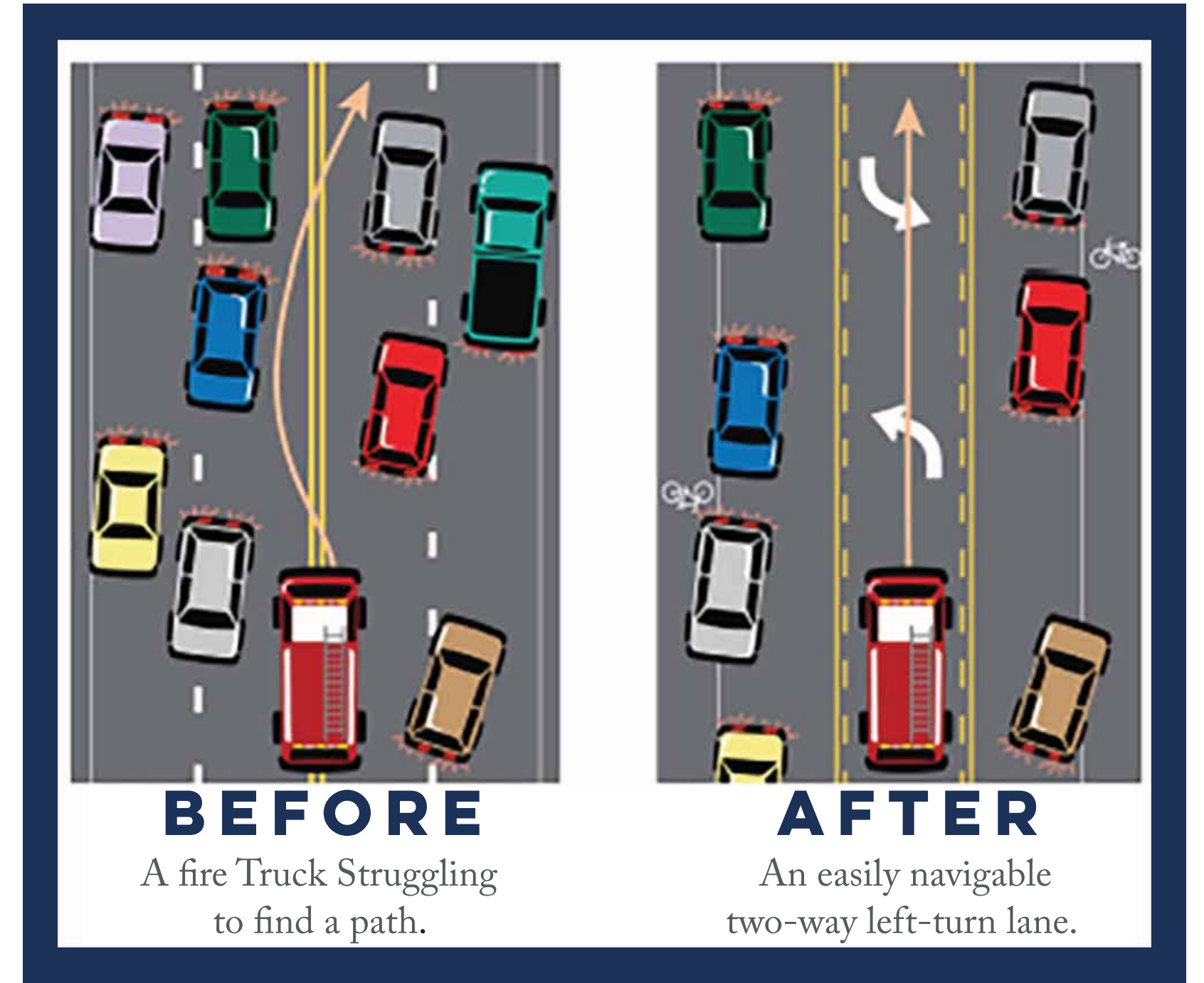
Road reconfigurations reduce the number of lanes that a pedestrian needs to cross. It is easier to find a gap in traffic to allow crossing with only two through lanes vs. four lanes. The extra space can be used to add pedestrian refuge islands. For bicyclists, road reconfigurations also allow for the addition of an exclusive bicycle lane that is separated from motorized traffic.

DOESN'T REDUCING THE NUMBER OF LANES CREATE TRAFFIC CONGESTION?

A road reconfiguration isn't a good solution for all roads. A road reconfiguration generally does not benefit roads with especially high traffic volumes. However, when installed in the right locations, road reconfigurations have little to no impact on the traffic flow. In some cases, a four-lane undivided road already operates as a three-lane roadway due to turning movements and driver behavior, so roadway vehicle capacity can often be maintained. See "Traffic Volume Guidelines" board for more information.

BENEFITS OF ROADWAY RECONFIGURATIONS

HELPING EMERGENCY RESPONDERS ACCESS OUR PEOPLE QUICKER



LOW-COST SAFETY SOLUTION WHEN PLANNED ALONGSIDE PAVING SCHEDULE

ROAD RECONFIGURATIONS TO REDUCE CRASHES

CONFLICT POINTS FOR FOUR-LANE UNDIVIDED ROADWAY AND THREE-LANE CROSS SECTION

city of HARRISONBURG
PUBLIC WORKS
www.harrisonburgva.gov/roadway-reconfigurations



CREATE OPPORTUNITIES FOR BICYCLE & PEDESTRIAN FACILITIES

TRAFFIC VOLUME GUIDELINES

The Average Daily Traffic (ADT) volume of a corridor helps determine road reconfiguration feasibility.

LESS THAN 10,000 ADT

Capacity shouldn't be affected.

10,000-15,000 ADT

An intersection analysis and signal retiming may be needed.

15,000-20,000 ADT

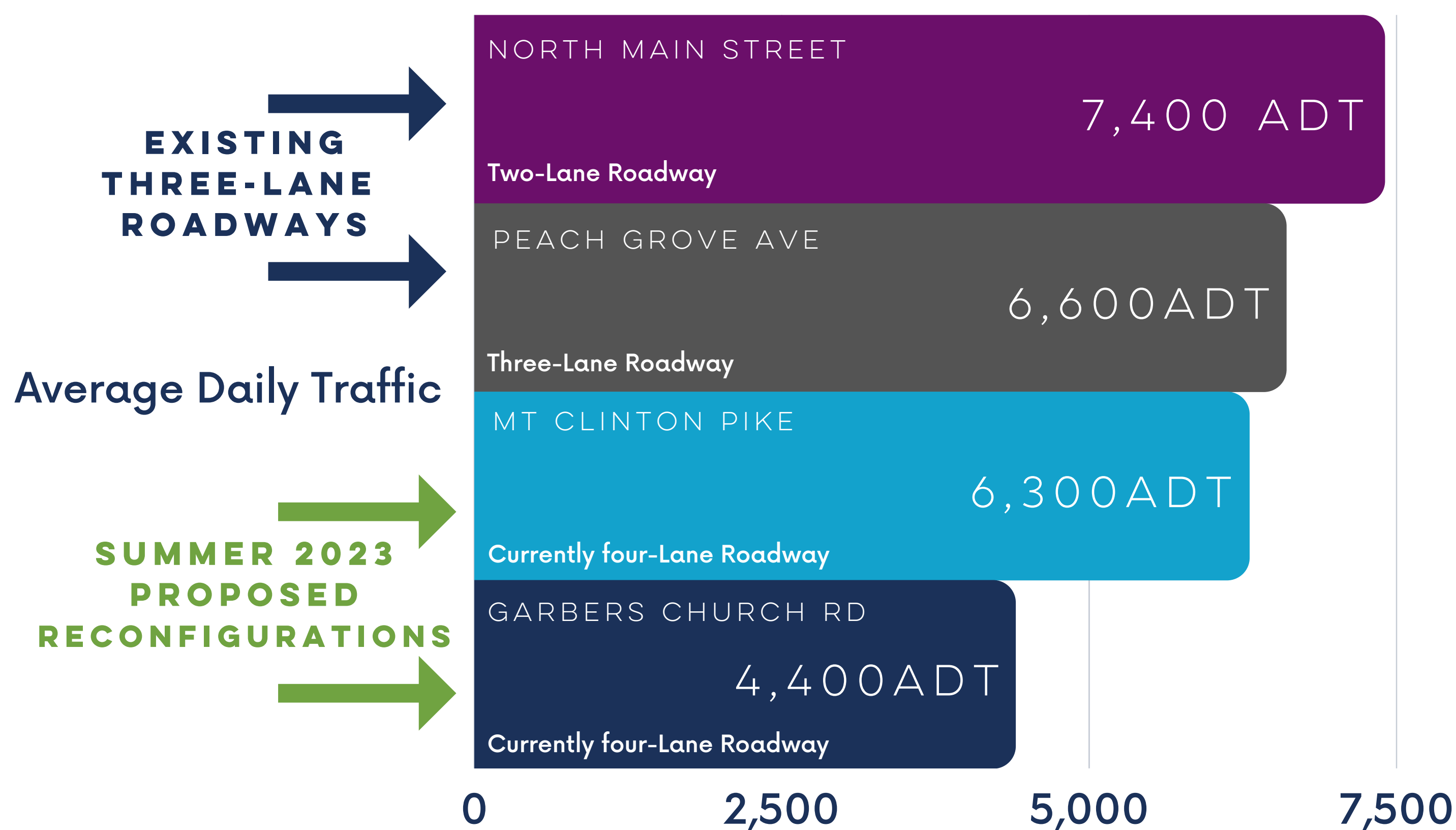
A corridor analysis is necessary to consider key intersections and other turn lane needs.

OVER 20,000 ADT

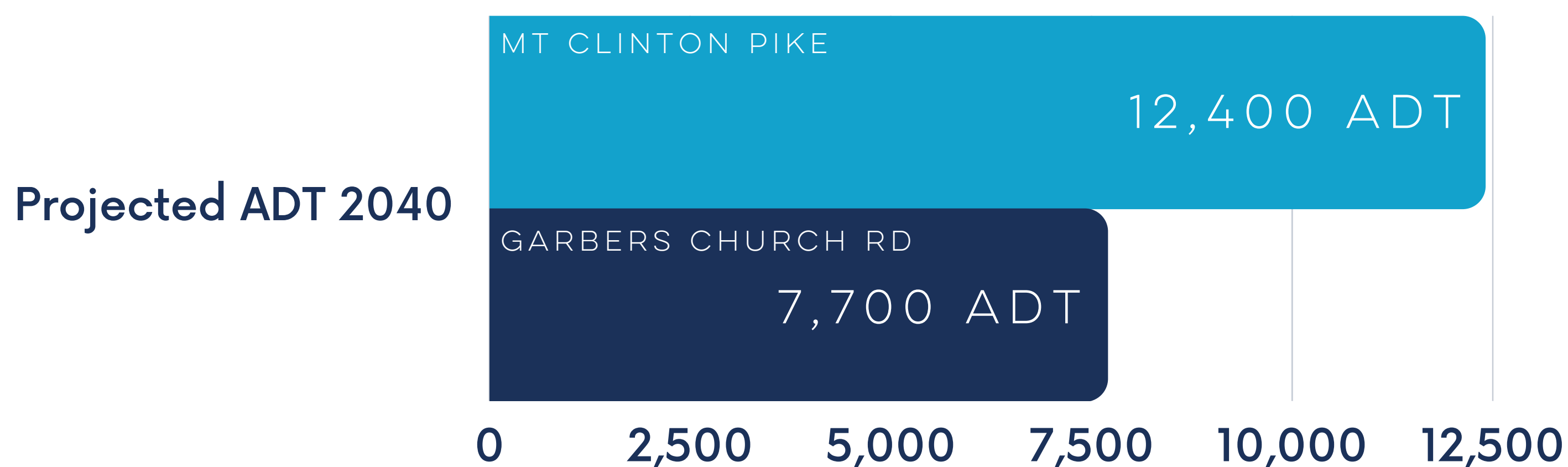
A feasibility study should be conducted to determine applicability.

TRAFFIC VOLUMES FOR SUMMER 2023 PROPOSED RECONFIGURATIONS

The bar graph below displays the Average Daily Traffic (ADT) of vehicles on specific portions of Mount Clinton Pike and Garbers Church Road with proposed reconfigurations this summer 2023. The ADT of Mount Clinton Pike and Garbers Church Road are compared to the ADT of existing 3-lane roadway portions of North Main Street and Peach Grove Avenue.

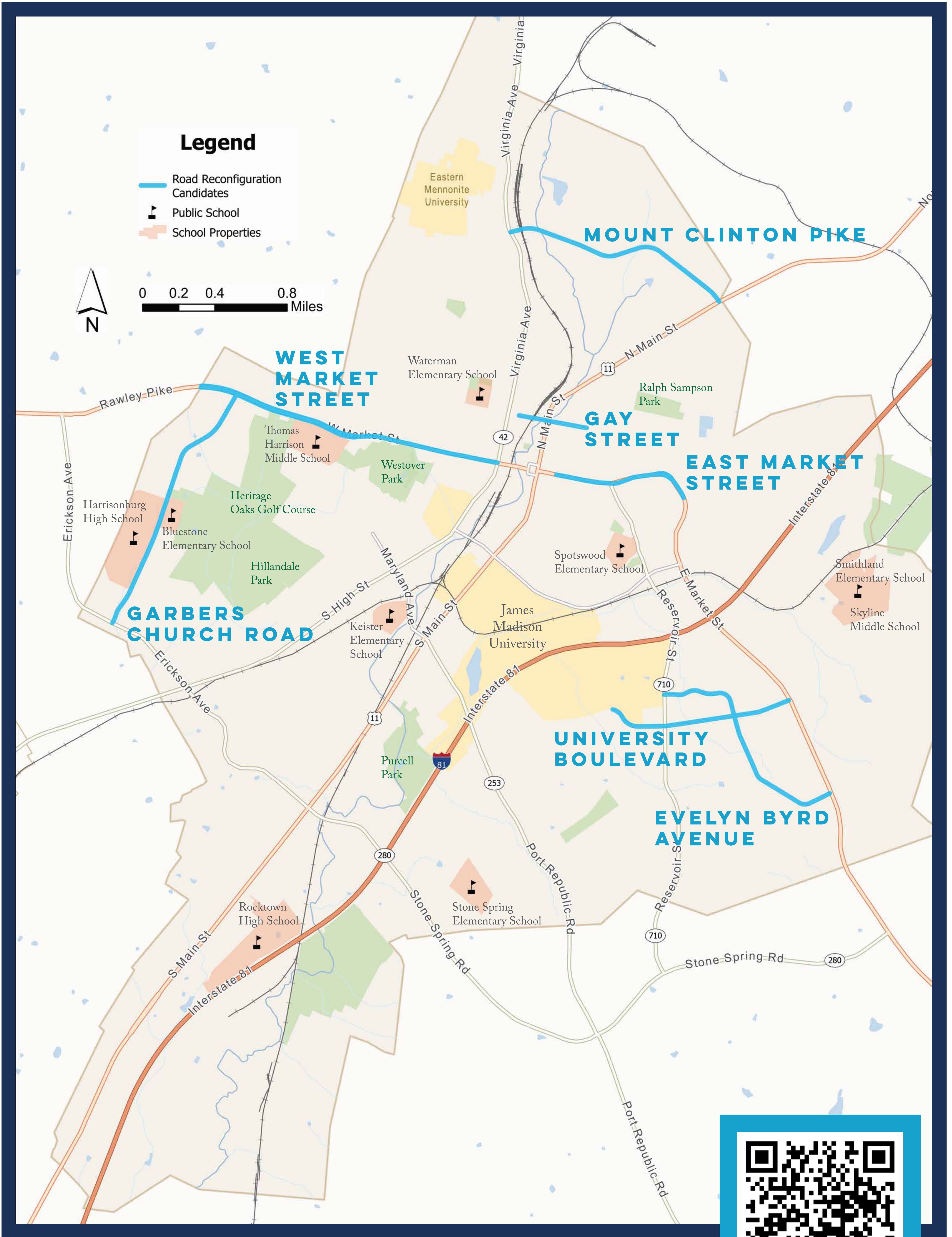


PROJECTED TRAFFIC VOLUMES IN 2040



The bar graph above displays the projected Average Daily Traffic (ADT) of vehicles on Mount Clinton Pike and Garbers Church Road in year 2040, while assuming buildout of current undeveloped land near the corridor. These projected traffic volumes were used in the completed studies which showed feasibility and benefit of the reconfigurations.

CANDIDATES FOR RECONFIGURATION MAP



The corridors above have been studied for reconfiguration, are funded for reconfiguration, or have been identified for potential reconfiguration.

ROADWAY RECONFIGURATION STUDY DETAILS AND CONCEPT DIAGRAMS MAY BE FOUND ONLINE AT WWW.HARRISONBURGVA.GOV/ROADWAY-RECONFIGURATIONS

