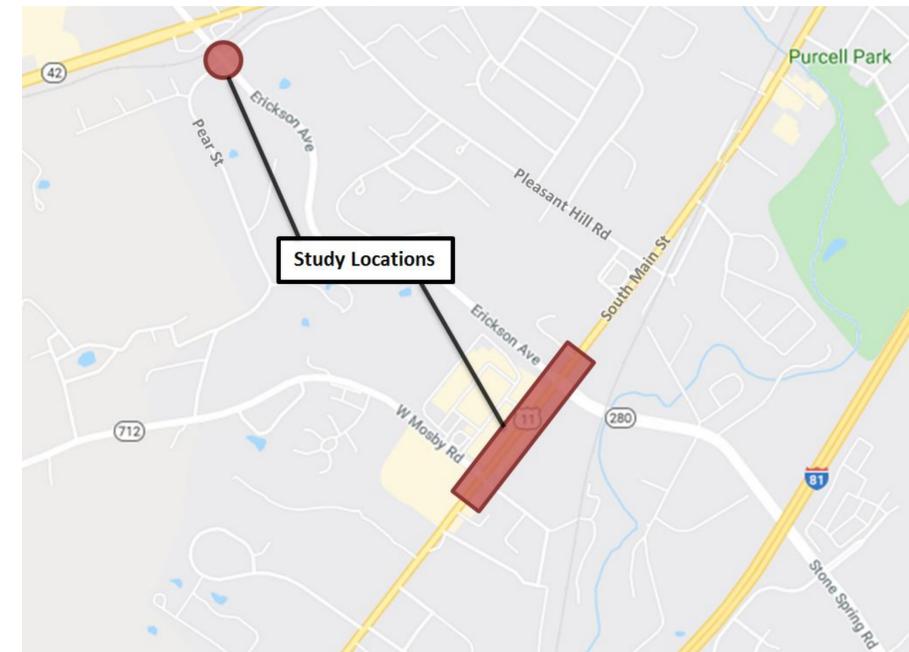


Purpose of the US-11 and Erickson Ave Study

- To address existing and anticipated safety and efficiency issues in the study areas
- To assess, at a planning level, the impacts on access, right-of-way, utilities, and other features, and quantify the effects of possible solutions
- To gain an understanding of public and stakeholder needs – per a Fall 2019 survey:
 - Out of 222 respondents, 63% said South Main Street needs improvement and 72% said Erickson Avenue & Pear Street intersection needs improvement
 - The most commonly identified issues at both locations were traffic congestion and safety
- Based on feedback, consider multiple approaches and solutions to improve safety, efficiency, and mobility for all users

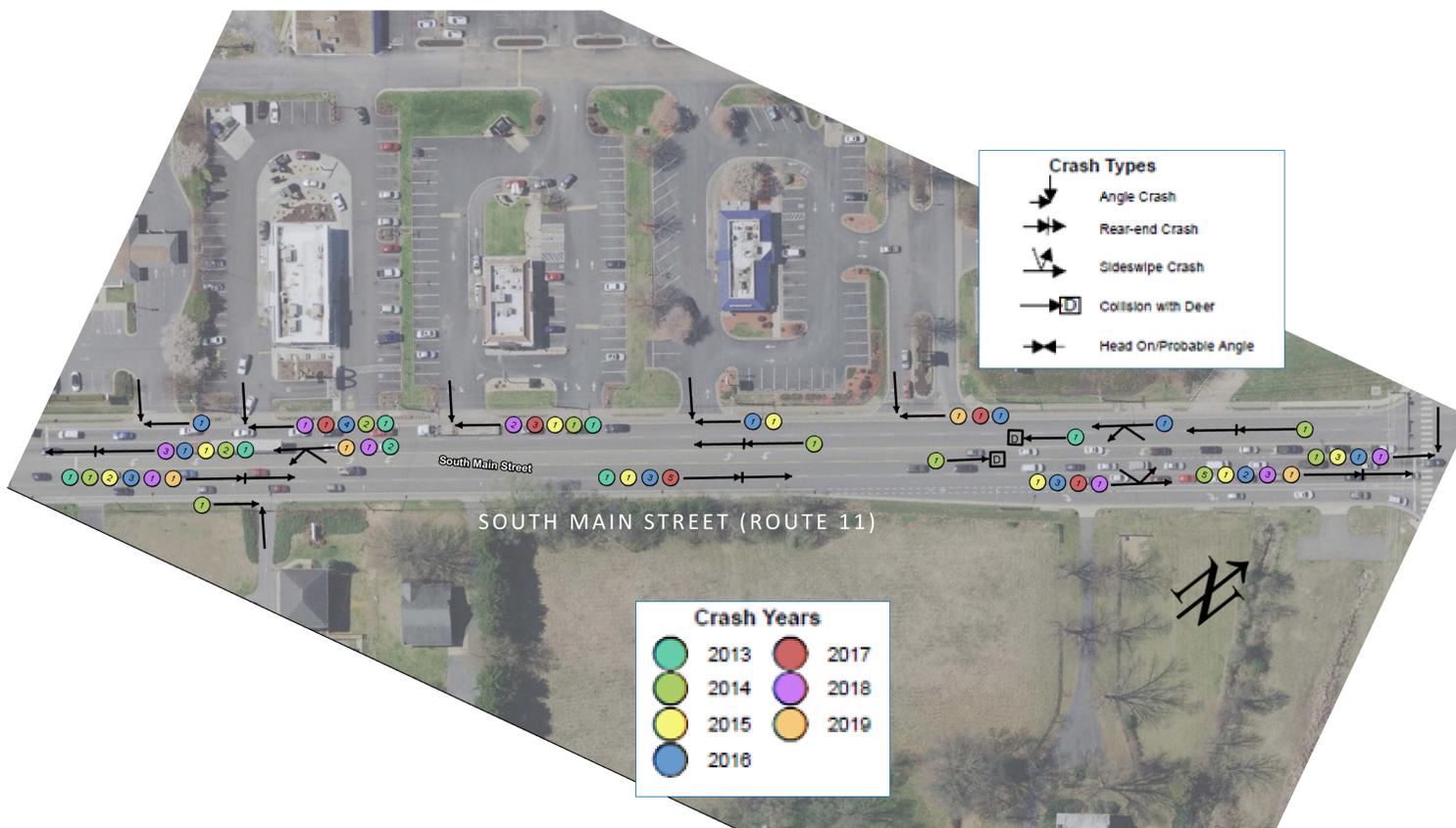


We are here tonight to...

- Inform the public on the progress of the transportation study & present potential solutions that are under consideration
- Solicit input on the potential solutions and how they can be improved



5-Year Crash History for US-11 Segment (2014-2018)



Proposed Conceptual Design for US-11 Segment



- From 2014-2018, there were 121 crashes within the study area, with 19 injuries
- 22 crash reports specifically mention ingress/egress from the commercial access driveways, while 6 crashes reported as conflicts in the two-way left turn lane
- Median is estimated to reduce future crashes by 60%, while proposed sidewalk improve access to bus stops
- VDOT's 'Potential for Safety Improvement' screening identifies locations where the # of crashes exceeds state averages - in VDOT Staunton District, this US-11 segment ranked #5 and the Mosby Road intersection ranked #3
- 83% of survey respondents were willing to support a median with rear business access versus an undivided roadway when presented with choices for a conceptual location with heavy traffic

Before Conditions at Erickson Ave Intersection

In the future year (2028) evening rush hour...

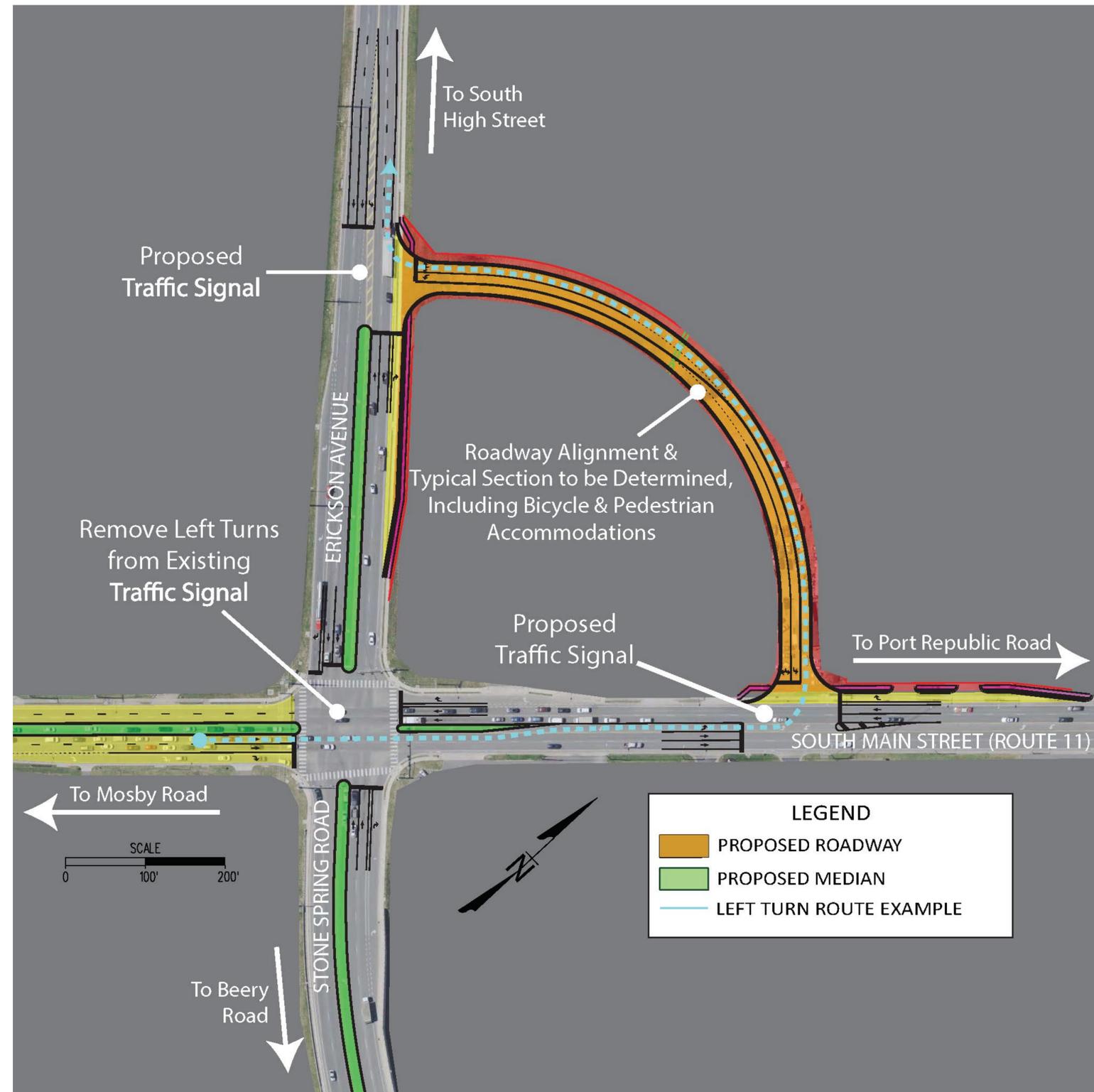
- Northbound through and left turn lane backups on US-11 expected to extend to Mosby Road
- Average delay of ~70 seconds at intersection

After Conditions

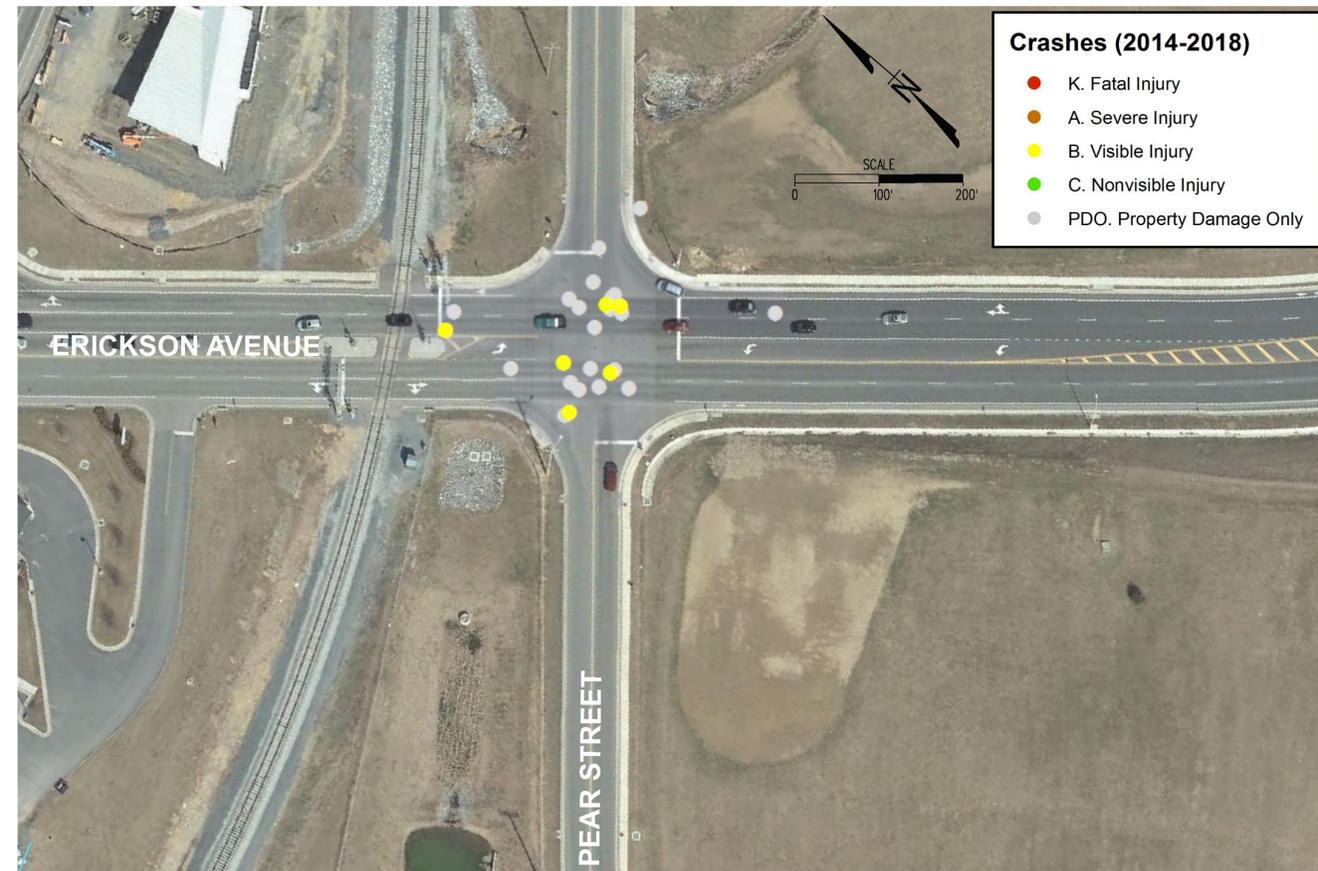
- Overall study area travel delays in future year (2028) estimated to be decreased roughly 50%
- Substantial benefits to the through traffic on South Main Street, but generally higher delays for left turns during evening rush hour
- Reduction in vehicle conflict points provides a potential safety benefit

Note: Layout shown is for conceptual planning purposes only

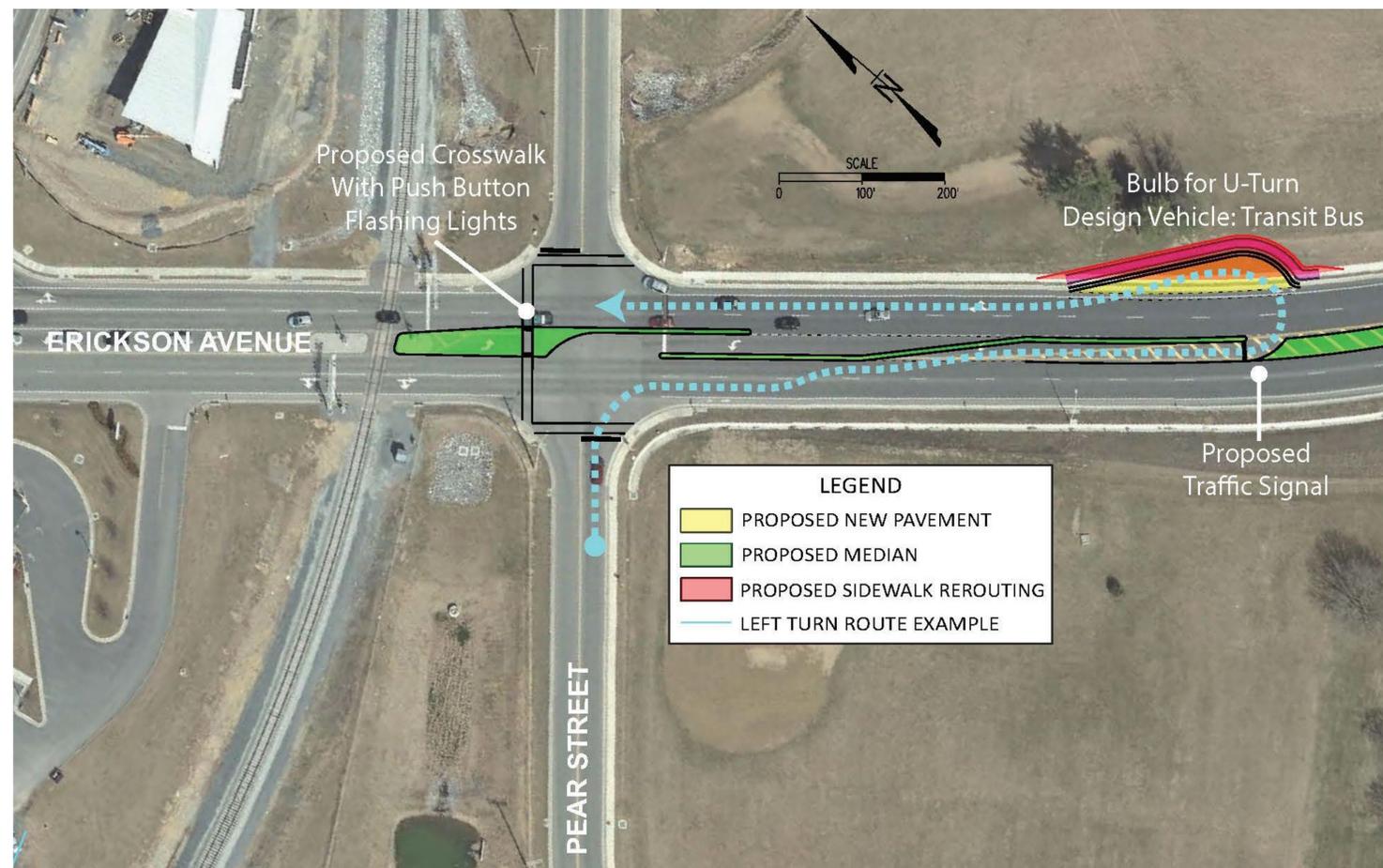
Proposed Long-Term Conceptual Design



5-Year Crash History (2014-2018) at Intersection

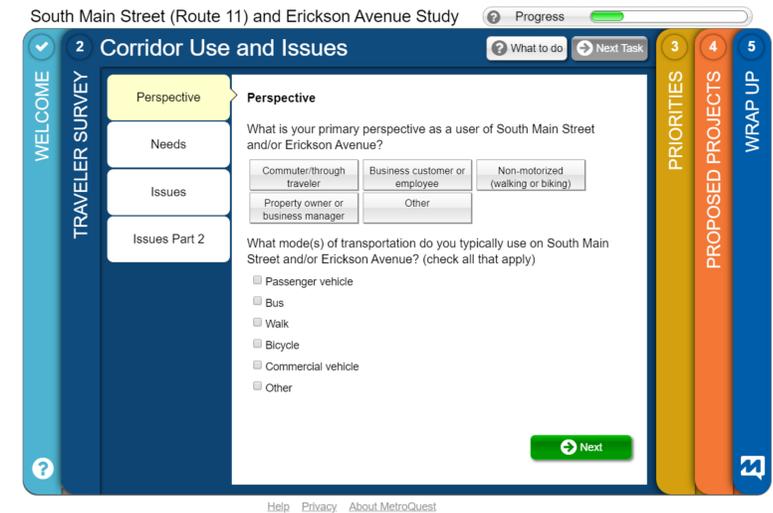


Proposed Conceptual Design for Intersection



- From 2014-2018, there were 22 crashes within the intersection, with 3 injuries
- Proposed innovative “Reduced Conflict” intersection design is similar to a “Michigan Left”
- Conceptual design is estimated to reduce future crashes by 35% and to reduce left turn delay from northbound Pear Street from ~4 min to ~1 min during evening rush hour using example route above
- 60% of Fall survey respondents were willing to support this type of treatment when presented with choices for a conceptual location with a difficult left turn from a stop sign

- Please submit feedback by accessing our survey online on smart phones or computers at main-erickson.metroquest.com OR request a paper comment form [here](#)



- **Comment Period Closes – February 14th, 2020**
- **Study Completion and Availability on Study Website – Spring 2020**
- **City of Harrisonburg applies for funding through Virginia’s SMART SCALE program – Fall 2020**
- **If funded in SMART SCALE, construction is estimated for 2028-2029**
- **Study website for ongoing information - <http://bit.ly/38zSmEd> or search “US-11 STARS Harrisonburg” at www.viriniadot.org**