



# SAFE STREETS

*Harrisonburg*



# City Council

October 2026



# Four Planning Areas



## Roadway Safety Action Plan

Multidisciplinary safety plan to reduce fatalities and serious injuries for all users on City streets



## Bicycle and Pedestrian Plan

Infrastructure-focused assessment of bicycle and pedestrian facilities to improve safety and connectivity



## Complete Streets Design Guide

Guidelines that establish context-sensitive design principles, standards, and practices for safe, accessible, and comfortable streets for all users.



## Safe Routes to School Plan

Assessment of infrastructure, drop-off/pick-up procedures, and SRTS policies and programming to improve safety for all students at each school



# Roadway Safety Action Plan



# Safe Streets and Roads for All (SS4A) Grant Program

- Established through Bipartisan Infrastructure Law
- Goal is to prevent death and serious injury on roads and streets involving all roadway users
- **Grant Types:**

| Planning and Demonstration Grants                            | Implementation Grants                                                                              |
|--------------------------------------------------------------|----------------------------------------------------------------------------------------------------|
| Develop, complete, or supplement a comprehensive safety plan | Implement projects and strategies identified in an action plan to address a roadway safety problem |



Roadway Safety Action Plan



# Components of a Safety Action Plan

## Leadership Commitment and Goal Setting

Commit to eliminating or significantly reducing fatalities and serious injuries

## Planning Structure

Stand up a committee to oversee the action plan

## Safety Analysis

Analyze crash trends and identify high-crash locations

## Engagement and Collaboration

Engage the public and key stakeholders

## Policy and Process Changes

Identify policy and process shifts that prioritize safety

## Strategy and Project Selections

Prioritize projects and strategies for implementation

## Progress and Transparency

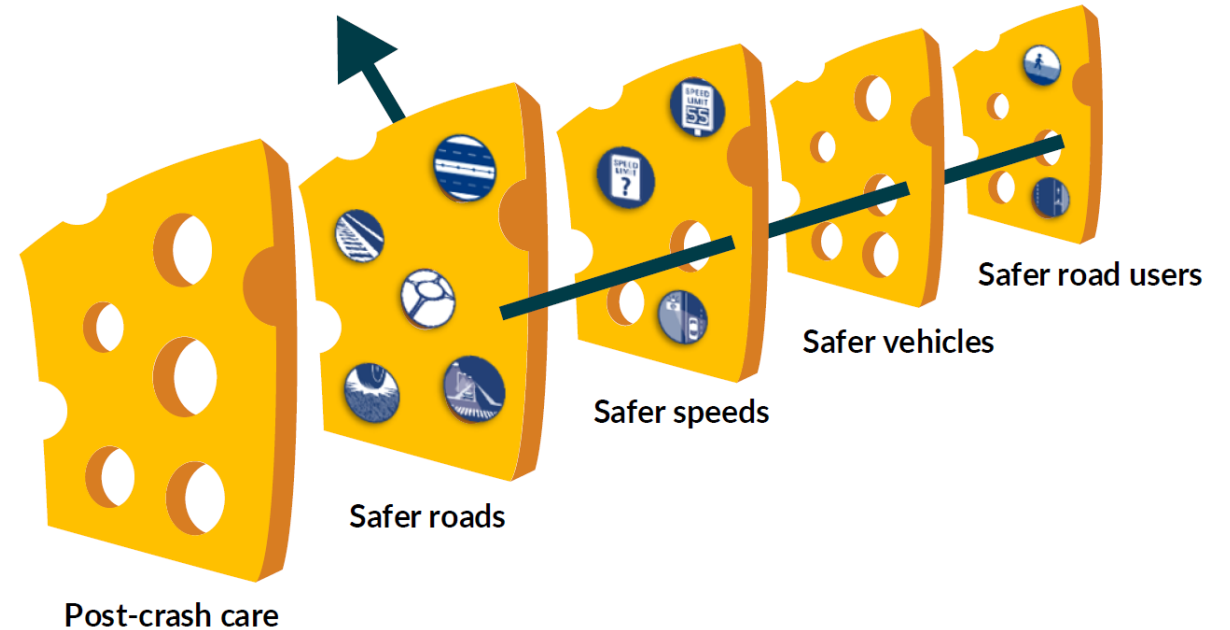
Establish methods to measure progress over time



# Safe System Approach



## The Swiss Cheese Model



Source: FHWA



Roadway Safety Action Plan



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# The 4 “E”s

**E1****Engineering**

Designing Safer Facilities for All Users

**E2****Education**

Spreading Information About Traffic Safety

**E3****Enforcement**

Reinforcing Safe Travel Behaviors

**E4****Emergency Response**

Saving Lives Through Faster Response Times



# Goal Setting Requirement

## THE REQUIREMENT

**A high-ranking official or governing body must formally commit to one of two goals**

### OPTION 1

#### **Target Date for Zero**

Set a target date for achieving zero roadway fatalities and serious injuries.

### OPTION 2

#### **Interim Percentage Reduction**

Commit to a percentage reduction by a specific date, with the eventual goal of eliminating fatalities and serious injuries.



# Goal Setting Options

## Target and Horizon Year

|               | Fatalities                                   | Serious Injuries                                        |
|---------------|----------------------------------------------|---------------------------------------------------------|
| Current Trend | ~3 per year—a zero goal is reasonable        | ~33 per year—a percentage reduction goal is appropriate |
| Proposed Goal | Achieve and maintain zero fatalities by 2040 | Achieve a 50% reduction in serious injuries by 2040     |



# Summary of key efforts

- **Emphasis Areas:** A user type, driver behavior, vehicle type, crash type, or crash location where emphasis is placed for detailed crash analysis and countermeasure selection
- **Countermeasures:** Specific recommended actions for Engineering, Education, Enforcement and Emergency Response
- **High-Injury Network:** A subset of the roadway network that contains a significant proportion of severe crashes



# What Would This Commitment Mean?

**Achieving zero fatalities and serious injuries is difficult!**

**Avoid committing to other transportation-related goals that may conflict with the safety goal**

**Safety projects or programs may be at the expense of:  
Driver Convenience | Travel Time | Public Preference**

**Safety projects or programs should be supplemented with public education about how they benefit safety**



# Complete Streets Design Guide



# Complete Streets Design Guide: Overview

A Harrisonburg-specific guide that establishes how City streets should look and function.

## Purpose

- Put recurring design decisions into written, consistent guidance
- Form the basis for future Design and Construction Standards Manual (DCSM), Subdivision, and Zoning updates

## Four Work Elements

- Standards review
- Typologies and priorities
- Street realm guidance
- Policy recommendations



# What is a Complete Street?

A Complete Street does not mean every street gets every possible feature. Instead, the design responds to the street's context, function, and users



*(Source: National Complete Streets Coalition - Smart Growth America)*



# How the Design Guide Will Work

## 1. Identify context and function

- Context classes (downtown, neighborhood, etc.) paired with street function, not VDOT classification alone

## 2. Select typology and overlays

- Overlays for bike networks, transit, schools, freight corridors

## 3. Apply street-realm guidance

- Sidewalk, street, and intersection guidance with target values and typical sections

## 4. Resolve constraints

- Target, constrained, and minimum values keep tradeoffs documented and consistent



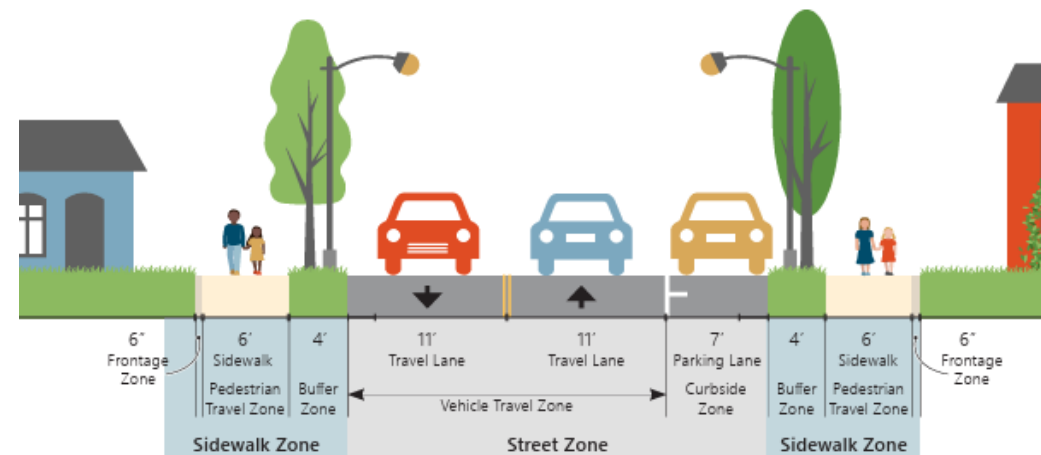
# Expected Outcomes

- **Deliverables**

- Guide with illustrative cross-sections
- Draft DCSM and ordinance amendments

- **What Success Looks Like**

- Clearer typical sections, fewer waiver requests
- Guidance for retrofits, constrained right-of-way, resurfacing, and capital projects



(Source: *Better Streets* – City of Richmond)



# Bicycle and Pedestrian Plan Update



# Bicycle and Pedestrian Planning in Harrisonburg

- First plan in 1994, plan adopted in 2017
- Successes!
  - Paths: 5.8 miles added since 2017
  - Bicycle Lanes: 13 miles added since 2017
  - Sidewalks: key connections added
- Funded projects
  - Liberty Street Project
  - North Main Street sidewalk
  - Reservoir Street sidewalk



# Focus of Plan update

- Connectivity
- Upgraded infrastructure types
  - Safer
  - Higher-comfort
- Updated prioritization
- Build momentum for mode shift



# Safe Routes to School Plan



# What is Safe Routes to School?

- A **comprehensive, community-based approach** that helps K–12 students walk, bike, and roll to school safely.

Physical  
Improvements

Encouragement

Community  
Involvement

Supportive  
Policies

Monitoring and  
Evaluation



# Our Program

- Vision and Goals
  - Equitable and Sustainable Programming
  - Safe Streets
  - Safe & Healthy Behaviors
  - Supporting Culture
- Efforts/Accomplishments
  - Bike Walk & Roll to School Day Events
  - Walking School Buses
  - Bicycle Education Units
  - After-school and summer school programs
  - Funded sidewalk and crosswalk projects



# Harrisonburg's Safe Routes to School Plan



10 schools • one consistent framework • school-level actions + citywide direction.



Safe Routes to School Plan



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# Public Engagement and Overall Process



# Public Engagement

- **Round 1 - Fall 2026 - Values, Issues, Opportunities**
  - Questionnaire
  - Pop-up community events
  - Targeted briefings
  - Open house: Tuesday, November 17th (4:30-7pm, Lucy F. Simms Center)
- **Round 2 - Spring 2027 - Strategies and Priorities**
- Project website: [www.safestreetshburg.com](http://www.safestreetshburg.com)



# Process and Next Steps

- Fall/Winter 2026 – Public Engagement, Data Evaluation
- Spring 2027 – Strategies and Priorities
- Summer 2027 – Plans Drafted
- September 2027 – Adoption of Plans

