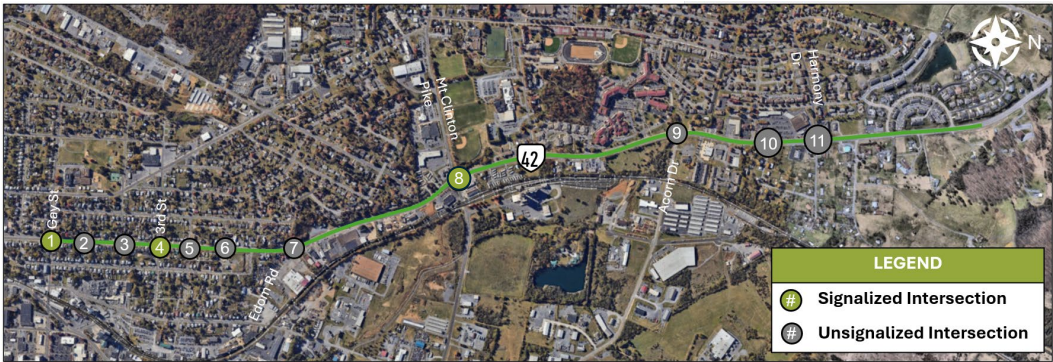




# PROJECT PIPELINE NEEDS AND EXISTING CONDITIONS SUMMARY

VA Route 42 from Gay Street to Harrisonburg City Limits  
VDOT District: Staunton / Locality: City of Harrisonburg

ST-25-01  
Sheet 1 of 2



## Study Purpose, Goals, and Objectives

To analyze the operational and safety issues identified on the segment of Virginia Avenue (VA Route 42) from Gay Street to the Harrisonburg City Limits, with a focus on safety improvements and maintaining vehicle capacity.

## VTrans Needs

	Capacity Preservation (Keep traffic flowing smoothly)
	Safety Improvement
	Pedestrian Safety Improvement
	Transportation Demand Management (TDM)
	Pedestrian Access
	Bicycle Access
	Transit Access

## Study Facts

<b>Major Study Intersections</b>	Gay St, 3 <sup>rd</sup> St, Edom Rd, Mt. Clinton Pike, Acorn Dr, Harman Rd/Harmony Dr
<b>Length of Study Area</b>	2.6 miles
<b>Classification</b>	Other Principal Arterial
<b>VA-42 2022 AADT</b> (Average Annual Daily Traffic)	13,000 (Gay St – 5 <sup>th</sup> St) 12,000 (5 <sup>th</sup> St – Mt. Clinton Pike) 13,000 (Mt. Clinton Pike – Sharon Ln) 9,600 (Sharon Ln – City Limits)
<b>Speed Limit</b>	45/35 mph

## Bike and Pedestrian Access Needs

- Bike and pedestrian demand driven by nearby residential developments, the Virginia Mennonite Retirement Community (VMRC), and Eastern Mennonite University.
- Significant pedestrian crash presence and patterns, especially at VA-42 and 3<sup>rd</sup> Street.
- Limited active transportation facilities – discontinuous sidewalk, missing crosswalks, no bike lanes, no shared-use paths along VA-42.
- Existing shared-use path along Mt. Clinton Pike.

## Summary of Needs Identified Through Public Outreach

- Survey date: May 5<sup>th</sup> – May 19<sup>th</sup>, 2025
- Number of participants: 783
- 87% commute daily or weekly
- Highest ranked needs: corridor/intersection safety, reducing traffic congestion, pedestrian safety and accessibility, speeding/aggressive driving
- Mode(s) of travel: Personal vehicle (97%), walking (31%), cycling (25%)
- Speeding/aggressive driving and lack of sidewalks/missing sidewalks were identified by participants as the greatest safety issues in the study area

## Transit and TDM Needs

- Harrisonburg City Bus Route 5 currently runs along VA-42, with stops at VMRC and a mobile home community near Parkwood Drive.
- Additional transit infrastructure is not planned for the study area.



# PROJECT PIPELINE NEEDS AND EXISTING CONDITIONS SUMMARY

VA Route 42 from Gay Street to Harrisonburg City Limits

VDOT District: Staunton / Locality: City of Harrisonburg

ST-25-01

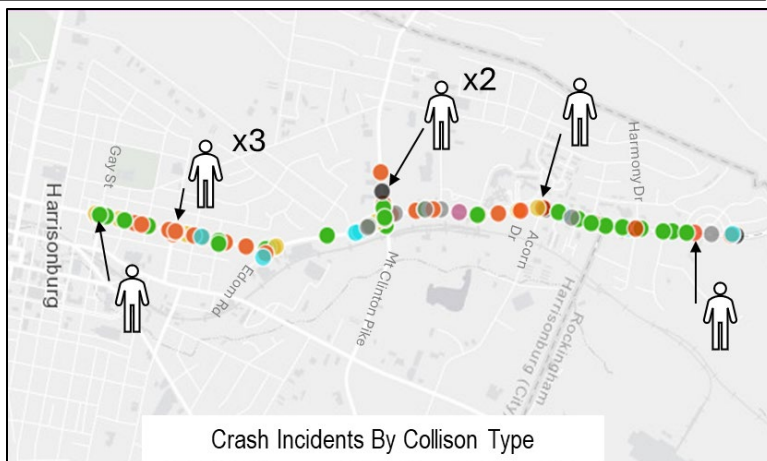
Sheet 2 of 3

## Corridor Crash Data by Crash Type



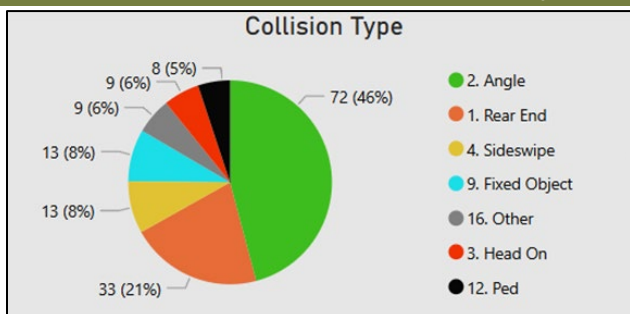
## Safety Needs

- Seventy-two (72) angle crashes and thirty-three (33) rear end crashes occurred within the study corridor between 2020 and 2024.
- Two (2) fatal crashes occurred along the corridor, both involving vehicles crossing VA-42, one at the intersection with 5<sup>th</sup> Street, the other at the intersection with Sharon Lane.
- Eight (8) pedestrian crashes occurred within the study area, with three (3) occurring within the same crosswalk at the intersection of VA-42 and 3<sup>rd</sup> Street. Two (2) also occurred at a driveway near the intersection of VA-42 and Mt. Clinton Pike.



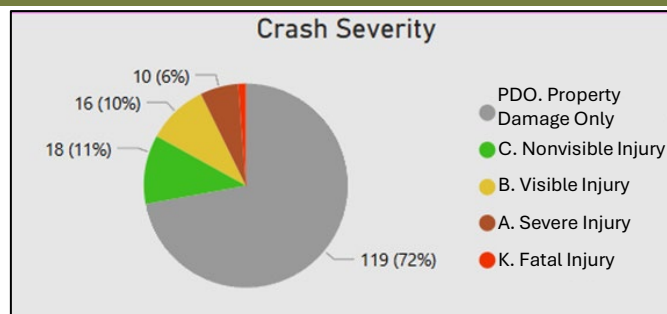
## Crash Type

165 Total Crashes (2020 – 2024)



## Crash Severity

165 Total Crashes (2020 – 2024)





# PROJECT PIPELINE NEEDS AND EXISTING CONDITIONS SUMMARY

VA Route 42 from Gay Street to Harrisonburg City Limits

VDOT District: Staunton / Locality: City of Harrisonburg

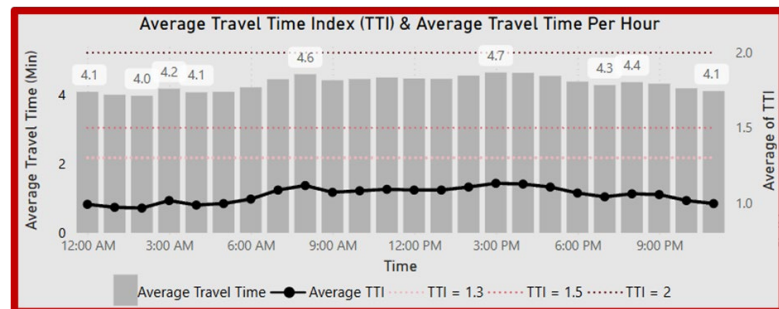
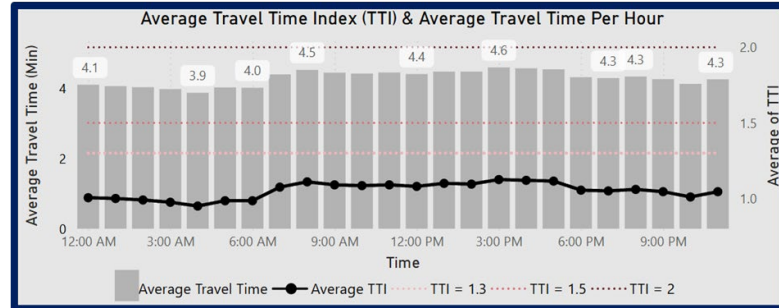
ST-25-01

Sheet 3 of 3

## Operations Summary

- Congestion was not identified as a VTrans need within the study area.
- Queues at the intersection of VA-42 and Mt. Clinton Pike extend beyond adjacent driveways, causing visibility and safety issues.
- Southbound traffic merges from two lanes to one at the intersection of VA-42 and Edom Road, causing potential safety issues and imbalanced southbound lane usage from Mt. Clinton Pike to Edom Road.

## Travel Time Index\*



\*Travel Time Index (TTI) is the ratio of the travel time during the referenced time period to the travel time during typical conditions. For example, a TTI of 1.5 means a trip takes 50% longer than it would in free-flow conditions.

## Concepts Under Consideration

- VA-42 & Gay Street
  - Conventional intersection reconfiguration
  - Roundabout
- VA-42 & 1<sup>st</sup> Street through 4<sup>th</sup> Street
  - Add pedestrian crossings with curb extensions at all intersections
- VA-42 & 3<sup>rd</sup> Street
  - Improve signing for side street left turns yielding to pedestrians
  - Reconfigure pavement markings and street parking to allow space for left turn lanes
- VA-42 & 5<sup>th</sup> Street
  - Install pinch point extension as a speed reduction measure on VA-42 southbound
  - Install planter median through the intersection to reduce speeds and prohibit left turns at the intersection
- VA-42 & Edom Road
  - Remove the Edom Road approach stop controlled left turn lane and replace with hatched pavement marking to accommodate truck movements.
  - Reconfiguration of the southbound merge from two lanes to one lane between VA-42 & Edom Road and VA-42 & Mt. Clinton Pike
- VA-42 & Mt. Clinton Pike
  - Conventional signal phasing changes and intersection reconfiguration
  - Investigate access management near the intersection.
- VA-42 & Acorn Drive
  - Reduced Conflict Intersection (RCI)
  - Roundabout
- Segment between VA-42 & Acorn Drive and VA-42 & Harman Road/Harmony Drive
  - Pedestrian improvements and turn lane modifications
  - Convert the existing two way left turn lane to a concrete median
- VA-42 & Harmon Road/Harmony Drive
  - Conventional modifications
  - Roundabout