

# Harrisburg Master Transportation Plan (MTP)

Public Meeting #2



## **Master Transportation Plan Process**





## What We Heard From You Last Time

- November Public Meeting
- Online Public Survey (433 responses)
- Emphasis areas:

ARRISBURG

- Safety is Important
- Identify Strategies for Less Congestion
- Pave Gravel Roads
- Add More Bicycle and Pedestrian Connections
- Maintain Current System



## **Goals Based on Public Input**



Provide a Safe Transportation System



Minimize Travel Congestion



Improve Pedestrian and Bicycle Connections



Maintain the Current Street System



#### Daily Traffic Volumes (Today and 2045) and Future Congestion



HARRISBURG

#### 2045 Draft Recommended Network Improvements



### 2045 Draft Recommended Bicycle and Pedestrian Improvements



#### 2045 Draft Planned Master Street Network



### **Urban vs. Rural Cross Sections**

#### **Urban Cross Section**

LARRISBURG



- Curb and gutter with storm sewers for drainage
- Parking and pedestrian access from street to adjacent housing and businesses
- Typically requires less public right-of-way than rural roads

### Section Rural Cross Section



- Ditches to manage drainage
- Pedestrian facilities, housing, and businesses set back beyond ditches
- Typically requires more public right-ofway than urban streets

### **3-Lane Cross Section Example**



Example Right-of-Way: 160' Expandable to 5-lanes

40'+ greenspace separation between pedestrian way and roadway



### **5-Lane Rural Cross Section Example**



Example Right-of-Way: 160' 30' greenspace separation between pedestrian way and roadway Sidepath or sidewalk elements will vary by location



### **3-Lane Cross Section Example**





Example Right-of-Way: 100' Expandable to 5-lanes Pedestrian space closer to street



### **5-Lane Urban Cross Section Example**



Example Right-of-Way: 100' Pedestrian space closer to street



### **3-Lane Cross Section Example**

### **3-Lane Urban Downtown Design**



Example Right-of-Way: 100'

Provides for on-street parking (or bike lanes if desired) Pedestrian space closer to street



Easy Access from Street to Adjacent Land Development

### **Mid-Block Crossings**

- Found at locations with high pedestrian activity
  - Near specific destinations, i.e. park, school, museum
- Common elements include
  - Crosswalk markings
  - Signage
  - Pedestrian signals
  - Curb extensions



Source: City of Orlando, FL



#### **Pedestrian Crossing Warning Signs**

- Signage used to alert motorists of pedestrian activity
- Located at crossing locations
  - Installed in advance of midblock crossings



Source: Google Maps



#### **High Visibility Crosswalks**

- Use patterns to alert motorists of pedestrian crossing
- Recommended for mid-block and uncontrolled crossings
- Common elements include
  - Crosswalk markings
  - Signage



Source: Google Maps



#### Rectangular Rapid Flashing Beacons (RRFB)

- Pedestrian activated device for enhancing crossing visibility
  - Triggers flashing LED lights to indicate pedestrian is crossing
- Recommended for mid-block and uncontrolled crossings
- Common elements include:
  - Crosswalk markings
  - Signal
  - Signage



Source: Delaware Center for Transportation



#### High-Intensity Activated Crosswalks (HAWK)

- Pedestrian-activated signal
- Installed at mid-block crossings, minor intersections
  - Locations inappropriate for a conventional traffic signal
- Common elements include:
  - Crosswalk markings
  - Signal
  - Signage
  - Audible signal for hearing impaired users



Source: City of Tacoma, WA



### Concrete Median Islands with Refuge

- Crossing area for pedestrians on high volume roads
- Suitable for mid-block crossings, roads with 4 or more lanes
  - Also suitable for 2-, 3-lane roads with high traffic volumes
- Common elements include:
  - Crosswalk markings
  - Median
  - Pedestrian signals
  - Signage



Source: Broward MPO





Provide Your Input Tonight

Next Study Steps:

- Incorporate Tonight's Input
- Complete Draft Transportation Plan

