



# City of Harrisonburg Transit Strategic Plan

June 25, 2024



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**FOURSQUARE ITP**  
INTEGRATED TRANSPORTATION PLANNING

# Agenda

- Project overview
- Work complete to date
- Draft transit strategic plan document
- Questions and discussion



# **Project Overview**



# What is a Transit Strategic Plan?

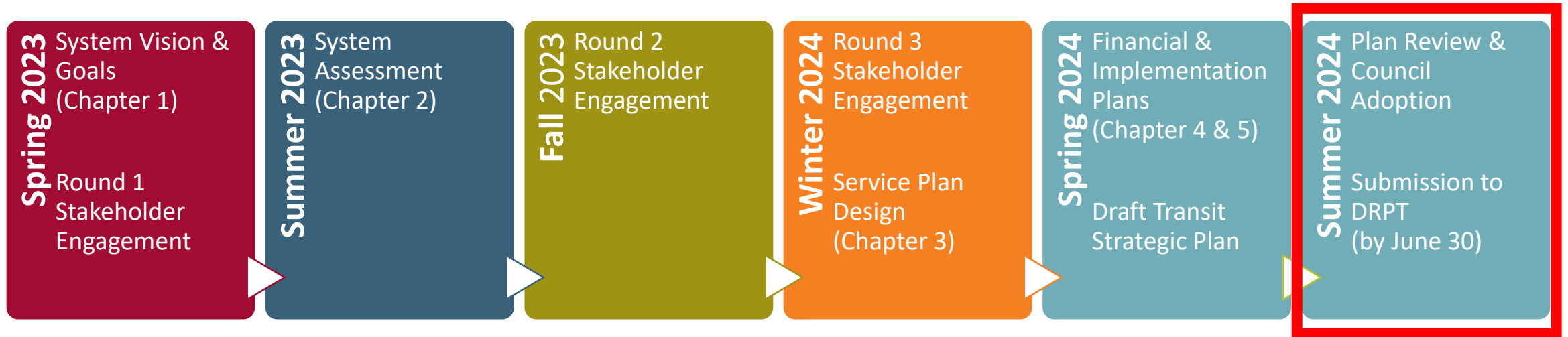
- Comprehensive document that outlines public transportation services over the next 10 years
- Based on specific guidelines approved by the Commonwealth Transportation Board and overseen by the Virginia Department of Rail and Public Transportation (DRPT)
- Serves as a strategic blueprint for service planning, operations, and capital needs



# The Transit Strategic Plan Provides:

- A replacement for the 2017 Transit Development Plan as the key planning document to shape HDPT service for the next 10 years
- An opportunity to evaluate and update transit service and the network to respond to changes in demand since the existing network was created
- A planning process that will ensure that transit services meet the needs of riders and the Harrisonburg region

# Project Schedule



# **Work Completed to Date**



# Outreach and Engagement

## Public survey

- 764 survey responses
- Collected feedback on common destinations, deterrents to riding, and priorities for improvement, as well as feedback on initial proposed service changes

## Pop-ups

- Over 130 people reached
- Five pop-ups in multiple locations throughout the city and JMU campus to receive feedback on initial proposed service changes

## Stakeholder meetings

- Three stakeholder meetings to discuss the TSP and engagement process, initial proposed service changes, and the draft TSP

## Operator and supervisor interviews

- Focused conversations to gather information on how routes and operations could be improved

## Public comment period

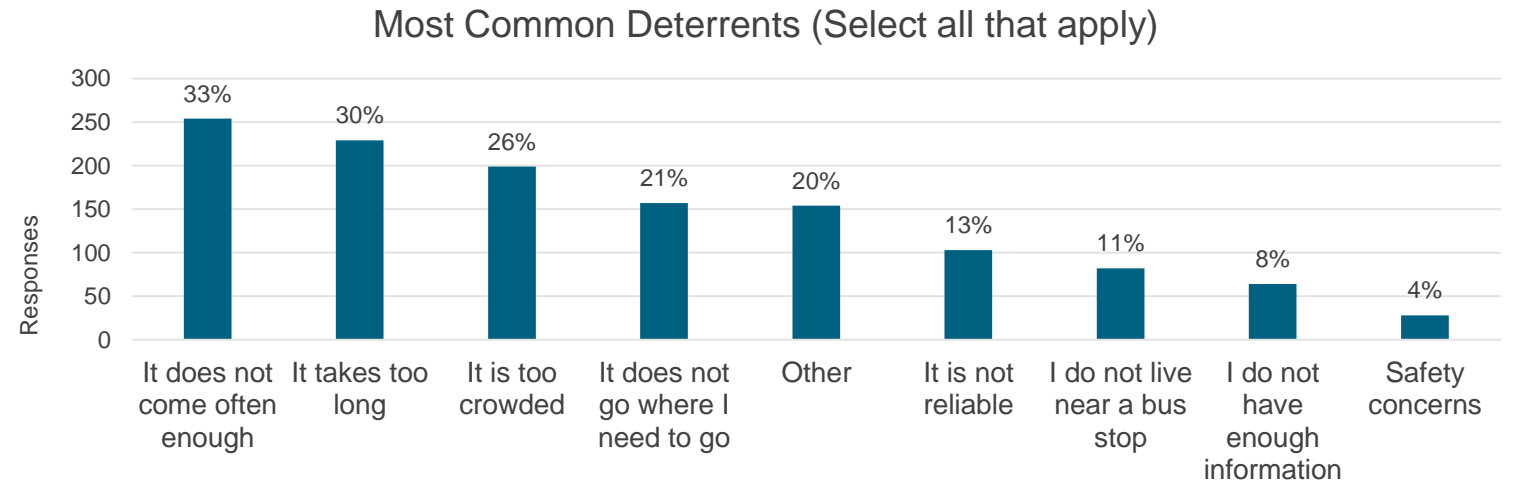
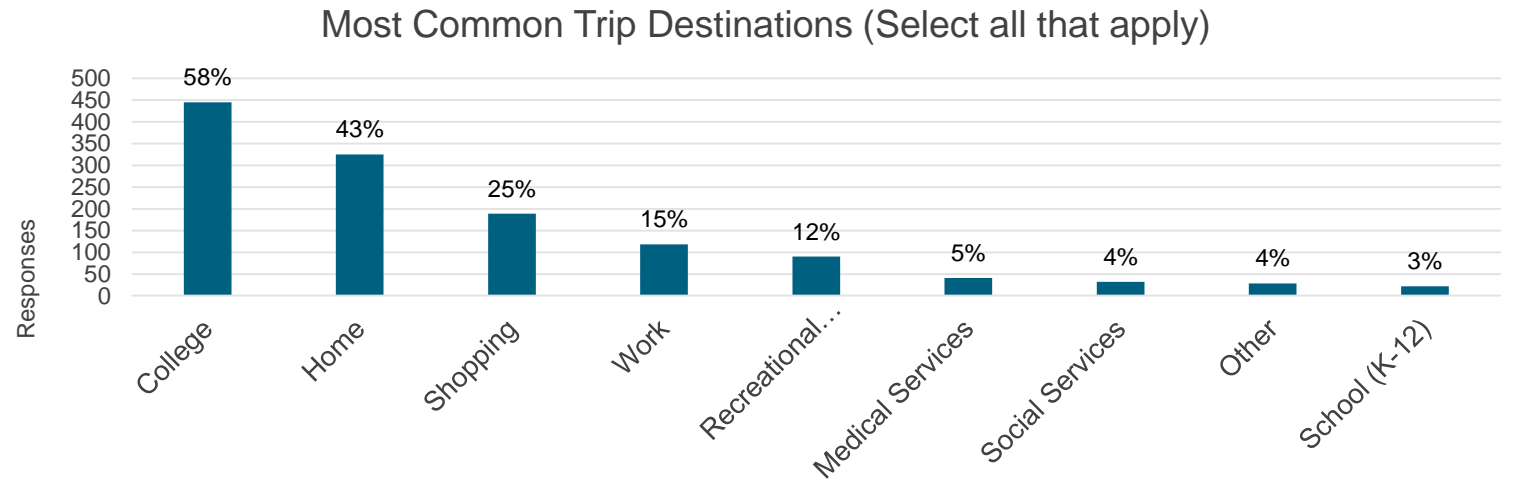
- Draft TSP posted on HDPT website for the public to comment on
- Comments collected via online feedback form



# Public Survey Findings

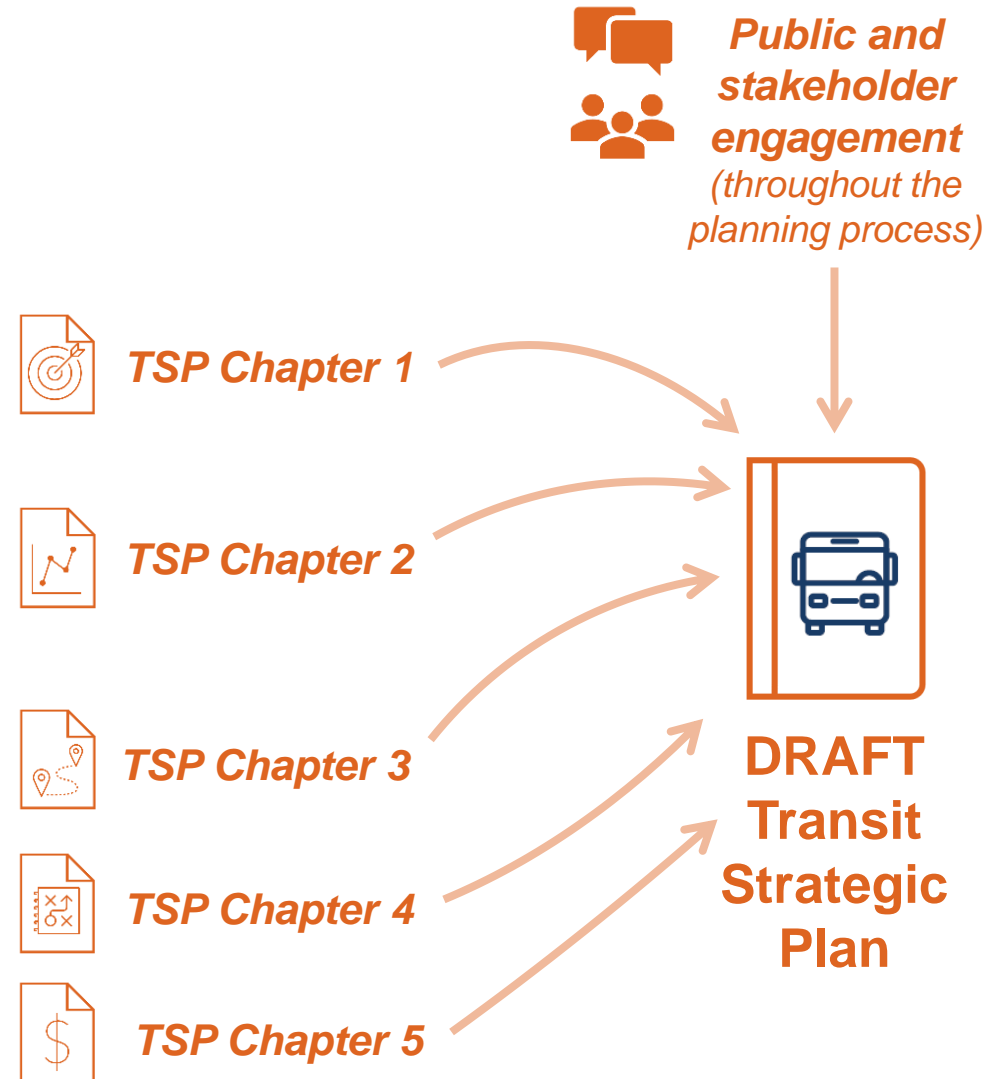
Average Priority for Improvement	Potential Improvements
1.9	More frequent service
2.9	Extend weekday service
3.5	Expand coverage
3.5	Extend weekend service
4.1	More direct bus service
5.1	Improve connection with other transportation services

Decreasing number indicates higher priority



# TSP Structure

- System overview and strategic vision
- System performance and operations analysis
- Planned improvements and modifications
- Implementation plan
- Financial plan



# **Draft Transit Strategic Plan Document**



# Draft Strategic Plan Document

- Creates a strategic blueprint outlining changes that will improve the provision of transit service
- Legislatively mandated to obtain future state funding
- Provides forecast for future funding requests to support recommendations
- Contains recommendations that are **not** binding

# Proposed Changes - Overview

- Service changes proposed are guided by four operating efficiency goals
  1. Service should operate at regular intervals
  2. Routes should operate along a direct path
  3. Routes should be symmetrical
  4. Routes should serve well-defined markets
- Improvements are grouped into three timeframes
  - Short-term (FY25)
  - Mid-term (FY29)
  - Long-term (FY33)

# Proposed Changes – Short-Term (FY25)

- Extended service span
  - Route 1 & ICS
- Increased frequency
  - Route 6 & Green Line
- Splitting of Blue/Purple Line into two partially overlapping routes
- Adds 475 additional service hours over current service
- Requires 1 additional peak vehicle over current service

# Proposed Changes – Mid-Term (FY29)

- Extended service span
  - Routes 1, 2, 3, 4, & 6
- Increased daytime frequency
  - Routes 1 & 6
- New Saturday service
  - Routes 2, 3, & 4
- New Sunday service
  - Routes 1 & 6
- Adds 5,936 additional service hours over short-term phase
- Requires 1 additional peak vehicle over short-term phase



# Proposed Changes – Long-Term (FY33)

- Increased service on Route 6
  - 20-minute frequency on weekdays
  - 30-minute frequency on Sunday
- Adds 3,912 additional service hours over mid-term phase
- Requires 1 additional peak vehicle over mid-term phase



# Implementation Considerations

- Over the 10-year TSP timeframe **three new buses** will be needed to deliver proposed service changes
- **46 revenue vehicles** will need to be replaced to maintain current service
- The TSP assumes regular replacement and maintenance of vehicles and equipment based on federal and state transit asset management standards and HDPT's investment prioritization

# Financial Considerations

- Recommendations are **required to be financially constrained** but strive to **maximize use of external (federal, state, and regional) funding** sources
- Frequency and service span improvements cause increases in operating costs
- By FY34 operating costs with all TSP service changes implemented will be \$2,881,000 higher than no changes
- Existing operating revenue sources are projected to be able to cover the additional costs

# Next Steps



# Next Steps

- City Council consideration for approval
- Submission to DRPT by June 30





**Questions?**