

Bicycle & Pedestrian Plan Public Comment (November 16 - December 16 2016)

Sent by	Comment	Response	Date	Format
Tim Cummings	I'd like the city to prioritize the links to HHS. The HS is rather remote to the majority of the city, and to facilitate alternatives to reach it could encourage more students to walk or bike. It would also enhance the safety of those who walk or bike there.	This project is currently in the design stage and is anticipated to be completed in 2019.		Be Heard Harrisonburg
Tyler Yoder	I think that this plan could place more emphasis on connecting bike segments from neighborhoods to downtown. People are more likely to bike to downtown than they are to walk because of the difference in time that it takes. However, it is unlikely that people will choose to bike if it is difficult to cross main roads (42, 33, and 11) to get to downtown. Providing bike lanes or sharrows from neighborhoods to "bike friendly" intersections of the major roads leading to downtown Harrisonburg would be a good incentive for people to use an alternative method of transportation to downtown, which frees up parking and prevents road congestion. For example, this plan does not provide any biking infrastructure West of 42 and South of 33 in the direction of downtown.	There is a significant amount of shared use path that will be constructed south of 33 and west of Rt 42 for destinations in that area. It is anticipated to be complete in 2019. The roads in the referenced neighborhoods are 25 mph zones. The City considers such neighborhood streets to be part of the bicycle network, by definition, and does not provide separate bicycle infrastructure or pavement markings for these areas, although traffic calming may be appropriate to make biking safer. Many intersections on Rt 42 near downtown and on Liberty St. are included in the plan for pedestrian intersection improvements.		Be Heard Harrisonburg
Levi Amy Fuller	In response to comment above: Amen. 42 in particular is disgusting to try and cross in the AM or PM as folks are going to and from work.	See above response.		Be Heard Harrisonburg
Heather Hunter	It's exciting to see there will be a bike lane to HHS from both 33 and Erickson, a shared use lane from THMS to the Rec Center and a lot more bike/walk infrastructure in general. You all have done a wonderful job! I was a bit confused about the map. It seems like some things are mismarked for example the bluestone trail (shared use running along 81 behind Purcel) is already built but marked as a priority to be built. Do these need to be updated? Also, North End GreenWay, where are you? We want you built!	The maps shows Bluestone Trail where it is already built (solid gold line) and where it is envisioned to be extended (dashed gold line). The North End Greenway is shows at SU-13 on the labeled maps.		Be Heard Harrisonburg
Matt Hassman	I'd like to see there be separated lanes on the larger roads such as Market St/33, Virginia Ave./ High St./42, Route 11, and Port Republic. I'd also be in support of eliminating on street parking on these roads, Virginia Ave. in particular, to achieve this. These major through ways are often the direct routes to goods and services as well as places of employment. Bicycles are already a slower form of travel, when we also have to make circuitous paths to feel safe in our transportation, we further discourage their use.	Some of these routes have been identified for bicycle improvements and others have not. Sections of E. Market Street have a shared use path, and it is proposed to be extended. Improvements for bicycle infrastructure are proposed for downtown on Liberty and Main Streets. Shared use path and bike lanes are proposed on north/south routes that parallel Rt 42. It is okay and perfectly legal for bicyclist to use roads that do not provide bicycle infrastructure, but they must be willing to operate like a vehicle.		Be Heard Harrisonburg

	<p>As the Safe Routes to School coordinator I think it's important for us to consider the children traveling to and from school when we are thinking about infrastructure. At each of our schools there are hundreds of child citizens that are unable to drive trying to get to work everyday. Our community offers a bus ride to each of them, which is crucial for many of them to be able to attend and so is a necessary component of the solution. We must also teach them how to travel in ways that are available to them, walking and bicycling. We must also provide them with the safest, most forgiving means to do this. Our schools and the 1/2 mile radius around them should have the best bike ped infrastructure in the city. This would look like side walks in every neighborhood, cross walks with crossing guards directly adjacent to the schools, protected bike lanes inside the 1/2 mile radius, and traffic calming measures around the schools with police enforcement during arrival and dismissal for the school zones. We must protect our children and their ability to travel safely to and from school as well as teaching them how to do so under their own power.</p>	<p>The weighted factors used to evaluate all projects in the plan included consideration for school zones (See Appendix D, Connectivity factor). The City is currently in the process of building bicycle/pedestrian infrasture to serve schools (Garbers Church Road Shared Use Path; Spotswood Elementary Safe Routes to School project). There are other bicycle/pedestrian infrastructure projects the Department has pursued to increase safety around schools that met significant barriers. Regardless of barriers, these projects continue to be included in the Bicycle and Pedestrian Plan.</p>		
Jake Brown	I share Mr. Hassman's opinion here!	See above		Be Heard Harrisonburg
Sarah Showalter	<p>There are many kids in my neighborhood (Franklin St, Hawkins St, Norwood St) that attend Spotswood Elementary School and could easily walk to school if there was a safe way to cross Reservoir St. Ideally it would be helpful to have a sidewalk along the East side of Reservoir St from Market St to Carlton St, but at the very least, we really need a cross walk between our neighborhood and the sidewalk on the west side of Reservoir St. At this point we would need to walk up to Market St or down to Carlton St in order to cross to the other side of Reservoir, however, since there is no sidewalk on the east side of Reservoir this is not possible. Please invest in a safe way for the children of Franklin/Hawkins/Norwood to walk to school.</p>	<p>The City has been awarded a Safe Routes to School grant to make pedestrian improvements on Reservoir Street that will improve conditions for Spotswood Elementary School students at the locations you referenced. The project will add sidewalk to the east side of Reservoir St. from Hawkins St. to Kenmore St., an enhanced crosswalk at the intersection of Norwood St. and Reservoir St., and flashing school zone lights at either end of the school zone on Reservoir St. Look for additional detail on the City website in coming months. The project is schedule for construction in 2018.</p>		Be Heard Harrisonburg
Andrew Strack	<p>Page 2 - "Not until recently have biking or walking been viewed as anything other than recreational activities." This seems like an attempt to rewrite history to support the fact that the city developed poor pedestrian infrastructure in the 20th century - people have been walking and riding bikes in this community, founded in 1787, far longer than they have been driving cars. Why this may seem a minor quibble, I think honestly assessing the past is good and necessary.</p>	This revision will be made.		

	<p>Page 18 - I think it's strange that the input of citizens (Stakeholder Input), goals of being able to walk/ride places (Connectivity), and Equity, are all weighted lower than Constraints. If I read that correctly, then it always gives planners the excuse of "it's too hard" or "it costs too much" to supersede any request, regardless of what residents want or would serve them best. Based on the results, it seems to have generated a list of projects on newer streets with what I'm guessing are larger easements - easier projects, rather than better ones.</p>	<p>Public Works staff and the Bicycle and Pedestrian Subcommittee deliberated scoring thoroughly, and the factors were weighted with an eye toward developing an achievable plan. With that said, the plan documents all of the needs that were collected throughout the development of the plan, and the list can easily be sorted based on the factors that indicate need, such as connectivity, equity, and existing conditions. These factors will not be ignored in implementing the plan.</p>		
	<p>A fine example of a small, difficult project is the intersection of Vine Street and Old Furnace road. I have no doubt it would be complex to purchase land at the SE and SW corners to add sidewalks/corner island to connect pedestrians to existing sidewalks, add pedestrian signals, and so forth. I would suggest that the city was remiss to approve massive housing complexes (where many families now live) on Old Furnace Road and not simultaneously develop a pedestrian path to connect residents to Ralph Sampson Park and downtown Harrisonburg. I am pleased to see PS-39 (Blue Ridge Dr.) on the list, although based on its score, it doesn't seem a likely project for completion.</p>	<p>The City's fiscal decisions are often based on a back log of needs, and therefore has little flexibility to immediately respond to needs created by the development community without significant financial participation by private entities. Bicycle and pedestrian oriented consumers should consider all housing options that best fit their needs, and understand the realities of choosing to live outside of the established bicycle/pedestrian network.</p>		
	<p>Confusingly, on Page 22, PI-31 - Park Road and EMU Science Center 117.0, has a higher score than the intersection I complained about above - PI-33 Vine St. and Old Furnace Road 101.0. Park Road, at the described area, features wide lanes in both directions, a sidewalk, marked crosswalks, etc. I live and work in these areas, and am troubled that the Active Trans tool got this so wrong. I am thrilled to see the future plan (SU-9 and SU-26) seems to address these issues, but again, wonder if their relatively low ranking is accurate or appropriate. I do enjoy living in Harrisonburg, and am happy these improvements are being taken seriously. The idea to link our homes, schools, public recreation areas, and businesses with human-friendly pathways is a vital one - please keep up the good work.</p>	<p>The ActiveTrans Tool evaluates the intersections based on a number of data points, however it does not have an input to account for existing treatments. Thus, the tool is not aware of the existing crosswalk at the Park Road location. This is where staff's knowledge about neighborhoods and existing conditions is of value. It is also worth noting that the priority assigned by the ActiveTrans tool is only one consideration of many that determine when a project is implemented. Other factors that potentially influence implementation are discussed in the plan. ActiveTrans scores should be interpreted as relative. The locations described are nearly equal in priority ranking.</p>		
Lara Ressler Horst	<p>I live, walk, and jog in downtown Harrisonburg and I have children who walk to and from school. I looked through the plan and appreciate the planned improvements to pedestrian crossings. However, I wasn't clear whether the following issues will be addressed:</p>			

	1. At main intersections (like 33/42 or 33/Mason St.), pedestrians never cross without cars also being legally able to turn at the same time. I have been almost hit on a number of occasions when crossing legally. It is my understanding that when turning right on red (for example), cars should yield to pedestrians. However, very few cars yield. This is particularly unsafe for children or people with disabilities.	Pedestrian signals are in place at many of these intersections, and more are planned for future installation. Motor vehicles are supposed to yield to pedestrians at right-on-reds. Your concern will be referred to the Harrisonburg Police Department, as increased enforcement is needed to improve the effectiveness of pedestrian infrastructure.		
	Perhaps this is already in the plan, but I think it would improve pedestrian safety (and be relatively inexpensive) to put signs (similar to those at JMU) that remind cars to yield to pedestrians when turning at the main downtown intersections.	The Public Works Department is in the process of developing a policy on where and when to post Yield to Pedestrian signs. Motor vehicles should abide by relevant laws at all intersections, but it is not practical to have these signs at all intersections. Public Works will be judicious about the number and placement of such signs, as experience suggests that signs become "wall paper" that is largely ignored after they become ubiquitous.		
	1. Secondly, drivers do not yield at crosswalks. We live in old town in front of a crosswalk used by many children walking to school. Drivers consistently do not yield to children crossing at the crosswalk.	Increased enforcement is needed. The Harrisonburg Police Department will be notified of your concern.		
	I think the city should add signs at cross walks in high traffic areas reminding drivers to yield (example Mason Street/Franklin Street).	Crosswalks are posted with warning signs intended to make motor vehicles aware of pedestrians. If there is a crosswalk missing warning signs in either direction of travel, please notify the Public Works Department (540-434-5928; publicworks@harrisonburgva.gov)		
Eleanor Price	I walk the Bluestone path many times each week - all seasons! Even in the snow! Please use some low lights on the path. Bikes go too fast to see us (pedestrians). Low ones would light where you need it. A retaining pond might be needed to control the water after heavy storms. It could be to the left after the gate at Butler. More street lights in Purcell Park neighborhood or update the many OLD ONES. Mine was updated after they put the signal box at the corner of my house. This is an old neighborhood and a lot of foot traffic happens late because we are close to college. I also walk back from Wellness Center at night and see many dark areas. It's a problem when it gets dark at 5pm! Thanks again for all you are doing! Keep it up! Let me know if I can help.	The City does not currently have a policy on whether or not to light shared use paths. This decision will be on a case by case basis until a policy is developed.	11/16/2016	At public meeting

Toluwani Oln	More walkways near school zones, and more bike trails downtown.	The weighted factors used to evaluate all projects in the plan included consideration for school zones (See Appendix D, Connectivity factor). The City is currently in the process of building bicycle/pedestrian infrasture to serve schools (Garbers Church Road Shared Use Path; Spotswood Elementary Safe Routes to School project). There are other bicycle/pedestrian infrastructure projects the Department has pursued to increase safety around schools that met significant barriers. Regardless of barriers, these projects continue to be included in the Bicycle and Pedestrian Plan. There is a vision to build a shared use path that connects the north and south ends of the City through downtown. It would be built in phases. The maps in the plan show its envisioned route.	11/16/2016	At public meeting
Anonymous	Shared use paths made of pavers look great, but they are really bounce a bike!	Thank you for this feedback. There is one section of the Bluestone Trail that uses pervious pavers. Pervious pavers had to be used in this area because of a conservation easement buffering the stream that states that no impervious surface shall exist within the easement.	11/16/2016	At public meeting
	When do the paths get cleaned? ....tree debris on some right now.	The Departments of Public Works and Parks and Recreation have maintenance producures in place to clean shared use paths. Please notify Public Works or the Parks and Recreation Department if there are maintenance needs that have been overlooked.		
Mark Dowdy	Consider a shared use path across I-81 to overcome the barrier it presents	There are shared use paths proposed in the plan in three locations that cross I-81.	11/16/2016	At public meeting
	Making sure there is access to public recreation facilities should be considered (if it isnt already)	It is considered in the connectivity factor - parks were considered destinations.		
David L. Smith	I would highly suggest a priority sidewalk be added from Holly Hill Street north to Emerson Drive @ Beacon Hill. There is a lot of pedestrian traffic causing pedestrians to walk in yards. This is particularly dangerous at night because most people wear dark colors and cannot be seen by drivers going north on N. Main Street. The pedestrians come from not only Beacon Hill subdivision, but also Harris Gardens apartment complex.	Thank you for providing this observation. This segment is included in the plan (North Main St., PS-6, Vine St. PS-28).	11/16/2016	At public meeting
Misty Williams	I would like a good way to get to the NE Quadrant of town. I suggest making Reservoir more bike friendly and make this a priority to connect from downtown to University, Neff, and Evelyn Byrd easier.	This segment is included in the plan and achieved favorable ranking by the ActiveTrans Priority Tool.	11/16/2016	At public meeting

Nathan Shaw	More shared use paths in favor of sidewalks and bike lanes or routes. Shared use paths that allow people to safely go from one highly accessed point to another. An example of this would be from downtown to Valley Mall or home to school to downtown and back.	We think this plan captures that vision.	11/16/2016	At public meeting
	Would be nice to have a meeting where the plan is reviewed and explained. Perhaps I missed it. The plan is very comprehensive and can be difficult to understand completely and comprehensively, especially if you are pressed for time and cannot read it thoroughly.	We attempted to strike a balance in creating a plan that is fairly streamlined by including the heavy details/data in appendices instead of the main text. The Department may consider doing a presentation at the public meeting next time. Bicycle and Pedestrian Subcommittee meetings are always open to the public.		
	Also, I heard at the city council meeting that having a path to/from Massanutten is being considered. I think it would be great to have a shared use path along the railroad tracks all the way from Valley Mall to Massanutten. The same would be great for the tracks going towns Dayton. Such paths could be used for recreation or commuting to/from work.	The County Bicycle Plan and Metropolitan Planning Organization Plan show these as priorities, also. The City's plan recommends a shared use path to the city limit.		
Bill & Becky Hunter	We hope to attend the Nov. 16 City Bicycle and Pedestrian Plan Public Meeting, but would like to put in writing a few insights for Pleasant Hill Rd., a busy street near our home. For 38 years, we have lived at 1982 Willow Hill Drive and multiple times, often in one day, travel Pleasant Hill Rd. This short street runs from East to West from South Main to Pear Street. We would like to invite you and others reviewing the plan to walk and bike this short, but busy street. In doing that please take note of these points -	Thank you for providing these details and observations. This segment is included in the plan. Constraints are very high.	11/10/2016	Email
	1. The street is narrow and hilly, with several blind spots for cars.			
	2. Several years ago, the city improved the shoulders on part of the street. These shoulders were hard topped, but are often next to open drainage areas that are hazardous for autos, bicycles, and pedestrians.			
	3. The shoulders are small and often with no warning, disappear at a culvert (as at the entrance to Willow Hill Dr.). A bicyclist traveling East could pop over the hill and be in this ditch pretty easily, especially after dark.			
	4. Up and down this street there is dense multiple housing. Many of the residents are low income/and or immigrants/refugees who do not drive a car. We have observed them walking on the street's very uneven shoulders -often carrying small children, holding them by hand or even trying to navigate a stroller. They have to travel by foot to the two transit stops on this street, as well as walk west to the Food Lion shopping center on Route 42 or to the east to Sheetz and other businesses.			
	5. Summit House is just around the corner, on Pear Street and many of their clients walk to the transit stop on Pleasant Hill Rd or ride their bikes on the street.			

	5. Stone Spring Rd/ Erickson Ave. have taken some auto traffic off Pleasant Hill Rd., but it still seems to be a very busy street.			
	For the safety of those who have to use (whether by auto, by bike or by foot) Pleasant Hill Rd., we request that the City visit/revisit this street in light of closing the open drainage ditches and creating a sidewalk the length of this street for the safety of those living in the area.			
Dana Harshberger	I am writing to voice my comments regarding the Bicycle and Pedestrian plan, and realized some of my comments/observations, might also spill into other planning issues, so I'm writing an email, rather than respond on the website.		12/13/2016	Email
	As you know, I have recently moved my business downtown, (and love it) but have noticed with my new 'walking-to-work' routine that it can be awkward crossing 42 from my Brookland neighborhood into downtown proper. I have experimented crossing at various points along my way, and none are ideal. I have no good ideas, but wanted to voice this concern.	The plan calls for pedestrian intersection improvements at multiple intersections with Rt 42 in the downtown area.		
	Also, as a business owner on Liberty Street, I have been trying to make a note of what I am feeling when on Main Street, verses Liberty Street.	Many of these issues are addressed by the Downtown Streetscape Plan ( <a href="https://www.harrisonburgva.gov/downtown-streetscape-plan">https://www.harrisonburgva.gov/downtown-streetscape-plan</a> ). The Public Works Department encourages you to participate in the update of the Downtown Streetscape Plan (timeline to be determined), to help form the vision for Liberty Street.		
	What I've noticed is :			
	--lack of trees/bushes, any type of softening of the hardscapes,			
	--traffic definitely goes faster than the posted speed limit			
	--lack of the "Historic Downtown" street signs (the blue ones),			
	--Holiday decorations/lights ( I realize that is a seasonal thing, but it feels like a huge difference, especially at night!)			
	--and that Liberty is a sea of parking lots (needed and a good thing for retail) that don't feel 'cozy' (for lack of a better word). Maybe it's better said that there's a lack of density in the buildings. . . .			
	I know that the current awesomeness that is the Downtown Main Street took a while to develop, but I would like to encourage the measures that were taken there to also be utilized on Liberty.			
	Specifically what I have noticed, is the lack of "beautification". While I am seriously amazed at all of the parking that is available in the downtown (how can people be constantly complaining about that?!?), if there was some way to make the actual curb appeal greater and to further the existing 'feel' from Main Street over to Liberty, I think that would help tie the streets together cohesively as a historic downtown.			

Corrie Green	I love the structure of the bike/pedestrian plan for Harrisonburg. It is well thought out and comprehensive. It will lead to alternative ways of exploring the city and more tourism. It will make us a healthier and more attractive community. I am looking forward to using the new paths.		12/14/2016	Email
Scottie Pendleton	I'm writing to express my support for the City of Harrisonburg Bicycle and Pedestrian Plan. I have recently moved to Harrisonburg to take a position at JMU, and one of the things I appreciate most about the city is that it is relatively accessible by bicycle, with good access to the downtown and decent routes for commuting, which allow me to avoid contributing to traffic and parking congestion in what is a someone confined infrastructure. That said, I do believe it can be improved by expanding the current infrastructure, as many current routes are far less than ideal. In particular, given the lack of understanding I have received by cars with regard to sharrows on Main and Liberty streets, I very much support the expansion of bike lanes into the downtown area. Expansion of lanes and paths to the southeast portion of town would also make that area at least a little bit friendly to bicycles, which in its current state it is not at all. I realize that cycling infrastructure isn't necessary to actually ride on road and I do my best to integrate with traffic, but improved infrastructure does encourage general usage and get more people on bikes and improve accessibility to those areas.	Sharrows are only used downtown because the physical space constraints don't allow for bicycle lanes at this time. However, a shared use path and bicycle lanes are part of the vision for downtown and are included as recommended projects in this plan.	12/14/2016	Email
Christopher Dobroth	As a Harrisonburg native who is finishing their professional training elsewhere. Protected bike lanes offer a serious draw to young families like us looking to get out of the DC Baltimore area. Harrisonburg is known for its cycling. Let's show that to our community by offering a save place to cycle.	Separation of bicycle/pedestrian infrastructure is always our preference. Specific treatments are dependent upon a number of factors, such as neighborhood context and constraints. Protected bicycle lanes may be considered where appropriate and where space and/or funding allow.	12/14/2016	Email
Harrisonburg Downtown Renaissance	This is a thorough plan that addresses many components of complete streets and factors that will improve the experience and safety of all users of our infrastructure throughout the entire city. HDR is supportive of this plan and its components as they draw connections between infrastructure, economic development, and issues related to quality of life and equity. We believe in the importance of bike-ped connectivity throughout the city, but since downtown is our focus, our comments are limited to Downtown Harrisonburg. We appreciate the public education component, for example, the idea that motorists should be educated on how to share the road is a great one, and hope to be of some service in the future.		12/16/2016	Email
	Consider launching a study to find alternative routes for tractor trailers, which is perceived as a barrier to pedestrian and bike traffic on Main Street.	The City has signed routes to direct truck traffic around downtown in the east/west directions. The majority of other truck traffic in downtown is assumed to support downtown businesses.		



	Enhance pedestrian-scale lighting at Liberty Park to discourage loitering after dark when the park is closed and to encourage pedestrians to walk by the park at night.	Enhanced lighting does not necessarily discourage unwanted activities.		
	<b>PARKING DECKS</b>			
	· Add pedestrian-scale lighting along the Elizabeth Street parking deck similar to what is on the Bruce Street side of the Water Street parking deck. Add this lighting to the Liberty side of Water Street Deck as well.	This will be considered when rehabilitation/replacement of the parking deck is considered.		
	· Identify a strategy to deal with safety issues presented by people who park on the second floor of the Water Street deck walk down the ramp when their destination is along Liberty. We're not sure what a good solution is for this.	This issue will be documented as a concern. There are sidewalks on both sides of the ramp.		
	· Improve the lighting inside the garages to improve the perception of safety for people who park there.	This will be considered when rehabilitation/replacement of the parking deck is considered.		
	· Consider adding signs at each exit such as "Slow! Pedestrian Crossing."	Public Works does not think these signs are warranted.		
	· Drivers use parking decks for cut-through traffic because of the one-way streets downtown. We're not sure what a good solution is for this.	Thank you for bringing this to our attention.		
	It is hard to tell on the map if the bike path on W Market Street from N High Street to Westover Park is planned. Consider building this connection as a higher priority.	Sidewalks exist on W. Market Street from High Street to Dogwood Drive. A shared use path is proposed from S. Dogwood Drive to Westover Park. Its priority was determined using a data driven model. However, the priority list is only one factor in determining when and where improvements are to be made. Other factors, such as private development, other transportation projects, priorities of other departments, funding, etc. also play a part in determining when projects are implemented.		
	<b>PARKING SPACES/LOTS PAVED TO LOT LINE.</b>			
	If possible, review the practice of allowing parking spaces and parking lots to be paved to the street without a true sidewalk at their perimeter. The lack of sidewalks in these areas are impediments to pedestrian movement. It contributes to a "broken streetwall," which often dissuade people from continuing on their path, and it gives priority to cars in a pedestrian oriented environment. Examples of missing sidewalks are found along the entire block of Rock Street between Mason and Main (near the Colonnade) on the side of the street where the post office is; the First Presbyterian parking lot; and the parking spaces in front of Matchbox on Liberty.	The City's current design standards would not allow this situation to occur on any new development that is significant enough to require a site plan.		

	Conduct a study of the timed cross walks at Main Street and Court Square at Pendleton Bank as well as across E Market Street along Main (from the office building to Court Square Coffee). The timing of the crosswalks seems to favor motorists and should favor pedestrians to enhance walkability.	Crosswalk intervals are above the minimum recommended by industry standards. Crosswalk timing has to be negotiated with the coordinated signal plan that allows traffic to proceed efficiently along Main Street.		
	BIKE SHELTERS.			
	Potential downtown bike shelters could include a portion of the parking lot on Newman Ave behind the Keezle Building as well as in the parking lot behind Billy Jack's and the former Social BBQ building. A bike shelter could also be built alongside the bus shelter on Bruce Street behind the Hardesty Higgins House.	The Bicycle and Pedestrian Subcommittee will begin developing a vision for bicycle parking in the downtown over the next year. We will include Harrisonburg Downtown Renaissance in this conversation.		
	Add signage indicating to motorists that they need to yield to pedestrians in the crosswalk on the left side of N Main Street at the crossing between the Courthouse and the School Board Building. Right now, traffic does not stop for pedestrians crossing at this intersection and drivers are making the turn at unsafe speeds.	Public Works will document this intersection for safety improvement needs.		
	We appreciate the value of right-sizing streets in strategy 1.3.5 and believe that Liberty Street from Rock Street to Warren Street could benefit from right-sizing. A combination of street trees, narrower lanes, wider sidewalks dedicated bike lanes, and curb extensions will slow traffic, boost bike-ped safety, encourage walking, enhance community beautification, and support economic development of this area of downtown.	The plan recommends adding bike lanes and making pedestrian intersection improvements on this segment of Liberty Street. Public Works encourages you to participate in the update of the Downtown Streetscape Plan to help shape the vision for Liberty Street. Timeline to be determined.		
	Related, there is a lack of landscaping/planters, wayfinding signage and blue historic signs, new street lighting, and even Christmas decorations on Liberty. Businesses in this part of downtown need the same visual cues as those on Main Street and side streets that they are part of the downtown district. The lack of beautification impacts curb appeal, which impacts perceptions of safety as well as pedestrian circulation.	Public Works encourages you to participate in the update of the Downtown Streetscape Plan to help shape the vision for Liberty Street. Timeline to be determined.		
	IMPROVEMENTS TO THE INTERSECTION OF LIBERTY AND BRUCE. This intersection supports important pedestrian traffic from the Water St parking deck to the Ice House, businesses along Bruce Street like FoodBarFood, and the C&W Train Depot. Customers heading to and from the farmers market are also going to be impacted by this intersection. Currently, there is no timed pedestrian crossing light and it is unsafe and difficult to try to see which street has the green street light. This is a barrier not just to economic development and customer circulation to a key redeveloped area of the downtown as well as pedestrian safety. Add timed pedestrian crossings; Improve intersection lighting.	This intersection is included in the plan for pedestrian improvements. Public Works will consider these recommendations when the intersection is evaluated.		
	IMPROVEMENTS TO THE INTERSECTION OF LIBERTY AND W MARKET. This is another intersection where it is incredibly difficult for pedestrians to see which traffic lanes have the right away from standing at the corner. Add timed pedestrian crossings	This intersection is included in the plan for pedestrian improvements. Public Works will consider these recommendations when the intersection is evaluated.		

	IMPROVEMENTS TO THE INTERSECTION OF MASON AND E MARKET.	Public Works will document this intersection for safety and streetscape improvement needs. Also, see the Downtown Streetscape Plan, as it proposes significant changes to this intersection. <a href="https://www.harrisonburgva.gov/downtown-streetscape-plan">https://www.harrisonburgva.gov/downtown-streetscape-plan</a>		
	<ul style="list-style-type: none"> <li>• Increase the time that pedestrians have to cross each intersection. The current timing is too short.</li> </ul>			
	<ul style="list-style-type: none"> <li>• Install curb extensions. This is especially necessary for the curb where the parking lot is next to Rocktown Realty as motorists often do not come to complete stops when making the right turn on to Mason. Also, pedestrians trying to cross from the Wells Fargo corner to the Urban Exchange corner and from the Urban Exchange corner to the lot next to Rocktown Realty must contend with drivers who aren't paying attention as they are making their turns, too. This intersection is very unsafe.</li> </ul>			
	<ul style="list-style-type: none"> <li>• Improve the lighting at this intersection to help motorists notice pedestrians at night and in the rain.</li> </ul>			
	<ul style="list-style-type: none"> <li>• A boulevard running down Market that is lined with trees and has a bike lane would transform this into a key gateway that is both beautiful and safe.</li> </ul>			
	Work with HDR on potential placement of a dedicated transfer station. We are not sure how big the footprint such a station would need and cannot make recommendations at this time but could be a partner or resource on this project. If it needs to be on public land, the parking lot behind 101 N Main (I think this is called the Emergency Services Building?) could be redeveloped into a mixed use project that provides HPD parking as well as transit uses. If it could be on private land, a project like this could be discussed as part of a proffer with a developer.	Public works encourages you to participate in the Transit Development Planning process that is currently under way, and the Comprehensive Planning process that will be in 2017.		
	A bike repair station could be set up behind the Hardesty Higgins House next to the bus shelter or in the tree planter in front of the Urban Exchange parking lot and Las Chamas on Mason Street. Rocktown Bicycles is there and might be a good partner for that project.	This is a good project for community organizations.		
	Strategy 2.3 - Consider adding "calculate and promote WalkScores for specific areas of the community. Use these scores as a benchmark for improvement and celebrate increased scores."	We will review this suggestion with the Bicycle and Pedestrian Subcommittee.		
	Strategy 2.4 - Consider adding a section that states "work in partnership with JMU to enhance bicycling among its university community and identify strategies that may increase walking and biking" (such as making the cost of day permits more favorable relative to the cost of monthly permits and promote JMU bus usage on and around campus.)	Strategy 1.1.6 discusses partnerships, including with JMU.		
	Typo - Sterling is misspelled on page 20 in the line for ps23 (sorry, I used to be an editor)	We will fix the spelling.		

	<p>Consider adding a section that discusses the concept of customer circulation and how the design of our streets and placement of drive throughs and parking lots impedes walkability and economic development. Broken streetwalls that are caused by empty lots, parking lots, large building setbacks, and drive throughs make pedestrians stop and discontinue their circulation to other businesses in the district. A discussion with HDR and the city's economic development office might identify incentives that can encourage development in key areas to enhance the pedestrian experience and customer circulation.</p>	<p>Public Works encourages you to participate in the update of the City's Comprehensive Plan that will get underway in 2017.</p>		
	<p>Consider adding a separate section that discusses improved street lighting and areas where lighting improvements are necessary. HDR would happily partner with you on a project that walks volunteers through downtown at night to identify areas that are poorly lit or perceived unsafe.</p>	<p>Public Works and HDR may have differences of opinion regarding the necessity of improving lighting. Further discussion is needed.</p>		
	<p>Consider including "economic development impact" as a category to weigh bike-ped projects. The enhanced circulation of cyclists and walkers throughout commercial areas and from residential areas into commercial areas is important for the economic health of the city. Increased revenues that come from additional sales is critical for our prosperity and tax base. It surprised us that many of the pedestrian intersections in the downtown area were scored under 200. Downtown areas have higher pedestrian counts since they have a higher volume of foot traffic.</p>	<p>We can discuss additional factors to include in the prioritization criteria for the next update of the plan. Economic development was considered in the plan by giving priority to projects in denser areas of residential, activity centers, and employment.</p>		
	<p>Consider creating a dedicated email address, webpage, or app for cyclists and pedestrians to report bike-ped problems directly to city staff (eg, potholes, street light outages, etc.).</p>	<p>Public Works will make it more prominent that these types of issues can be reported to the Puplic Works Department at 540-434-5928; publicworks@harrisonburgva.gov.</p>		
	<p>Consider engaging community or nonprofit groups who serve the disabled. They may have recommendations for improving the walkability of the downtown area from the perspective of people who may not move as quickly or easily as others. It can help increase inclusion and equity.</p>	<p>We did this through a focus group. See Appendix C of the plan for focus group summaries.</p>		
	<p>The yellow paint on the corner curbs in the residential areas adjacent to the downtown has worn off in many areas. In neighborhoods where there are a lot of group houses, residents and their guests park their cars up to the curb. This makes it dangerous for walking, biking, and driving, as cars must inch out into the intersection to see if it is clear and those cars might not see cyclists or walkers at these intersections until they drive into them. Repainting the curbs in these neighborhoods and issuing tickets to people who park to the curbs, could be inexpensive ways to improve safety quickly in areas that may not have a sidewalk or other bike-ped infrastructure planned in the next few years.</p>	<p>Yellow curb painting is being phased out as a no-parking treatment in the City b/c it has proven to be ineffective and unenforceable. Public Works no longer repaints yellow curbs.</p>		

Shenandoah Valley Bicycle Coalition	As an all-volunteer non-profit serving the central Shenandoah Valley, the Shenandoah Valley Bicycle Coalition (SVBC) seeks to improve cycling opportunities for all levels of riders. The SVBC furthers the interests of its diverse membership by advocating for, and providing resources to the cycling community so Harrisonburg and the Central Shenandoah Valley will become known as a center of safe, sustainable and enjoyable cycling on roads, trails, and streets.		12/16/2016	Email
	The SVBC has enjoyed working with the City of Harrisonburg staff and the Bicycle Pedestrian Subcommittee as the latest bicycle and pedestrian plan has taken shape. Our goal is to empower, encourage, and enable more people to use bicycles in their daily lives. When properly executed, infrastructure changes should result in benefits for both bicyclists and pedestrians as we work towards complete and safe streets for all road users.			
	While we understand the limitations of any plan, the SVBC encourages the city to strike a better balance between a practical and aspirational approach to planning for biking and walking. While the draft plan identifies important corridors that need improvement, it does not begin to address what sort of improvements might best benefit those same corridors. While less controversial, this approach does not identify a clear vision nor address the costs of such projects. It remains to be seen whether this approach streamlines or complicates implementation of specific projects.	The plan addresses cost in a relative manner by evaluating the constraints involved with each individual project. Public Works and the Bicycle and Pedestrian Subcommittee decided on this as the best approach, since there are not the resources to evaluate each project location in enough detail to provide reasonably accurate cost estimates during the development of the plan. Public Works plan to review the annual paving schedule with the Bicycle and Pedestrian Subcommittee to determine opportunities for bicycle improvements, and there will be additional public input opportunities as projects move toward implementation.		
	Improving the quality of life in our community hinges on more people riding bicycles and walking for transportation, recreation, and as part of their daily routine. Nearly sixty percent of the general population considers themselves “interested but concerned” when it comes to riding a bicycle. While less than ten percent identify as “enthused and confident.” Our aim is to encourage and empower the “interested but concerned” citizen to use a bicycle more often. Future projects in the City of Harrisonburg should always emphasize development of facilities to achieve this goal. Based on ridership, we know current facilities in our city are not persuading this subset of the general population to use a bicycle more in their daily lives.	Progress on building separate facilities is accelerating, but is often delayed by matters that are outside of the City's control, such as obtaining right-of-way. There are also many other priorities competing for City funding. The City is incorporating separate bicycle and pedestrian facilities on many of its new projects. The decision on specific facilities is often a matter of neighborhood context.		

	<p>Infrastructure facilities are not the only solution to reach the “interested but concerned” majority. Any meaningful approach will include a sizable increase in education and encouragement. As an involved community organization, the SVBC aims to continue increasing our involvement with such campaigns. However, at this point in the development of our city, bicycle specific infrastructure and facilities are sorely lacking for the “interested but concerned” population.</p>	<p>See above.</p>		
	<p>Other aspects of the draft plan process could be improved and we ask the city to consider the following suggestions in future bicycle and pedestrian planning efforts:</p>			
	<p>Public Engagement: Our suggestion and request is for future planning efforts to engage the public online in a platform more involved and specific than “Be Heard Harrisonburg.” With the number of corridors, intersections, problem areas, and other issues identified by the public, we would like to see a wikimap or similar digital mapping tool implemented for future public engagement. This would allow citizens to comment from home, see other comments on similar needs, and minimize the confusion of marking up paper maps at a single public meeting.</p>	<p>We can incorporate a mapping tool in the next update of the plan.</p>		
	<p>Planning Future Projects: As future bicycle and pedestrian projects are proposed and undergo engineering, we ask for more robust public involvement. Specifically, we would like to see more specific project based public involvement online and in-person. Please consider using wiki map type platforms to allow specific comments on where and how the projects should be constructed. In addition, please consider soliciting public comment at existing events or at times of day that do not overlap with dinner. We encourage the city to take future public meetings “to the streets” and find people in their daily lives. This may be best implemented with more specific and robust online engagement.</p>	<p>Public Works continues to explore public outreach strategies.</p>		
	<p>Shared Use Paths: We need to move beyond seeing these paths as largely recreation and look towards how they can be meaningful components of our transportation system. Paths should be open 24 hours a day and have lighting whenever possible. While many of these paths travel through parks, we must recognize and develop their usefulness as critical links in our transportation network. All future paths should be optimized to minimize distances from point A to B while maintaining safe and separate facilities for the entirety of the corridor. Whenever possible, shared use paths should not use existing roads between segments.</p>	<p>The City does not currently have a policy on whether or not to light shared use paths. This decision will be on a case by case basis until a policy is developed.</p>		

	<p>Bridges in the city: We ask that city to recognize the importance of bridges in our community, especially those that cross Interstate 81. Most of our bridges do not provide adequate space for bicycles. Oftentimes, bridges become “pinch-points” and the single biggest deterrent between cyclists and their destination. As new bridge projects are planned and engineered, we ask the city to please plan to include dedicated space for cyclists. Bridges are a perfect opportunity for protected bicycle infrastructure to provide a physical separation between cars and bicycles. Bridge projects are uniquely expensive and are built to last upwards of one hundred years.</p>	<p>Public Works agrees. We will work to provide facilities on these crossings when possible, or provide equivalent and convenient facilities around them.</p>		
	<p>Consider Full range of NACTO approved facilities: Look towards other cities in the state and country to learn which types of facilities dramatically improve the number of trips by bicycle. We have the advantage of borrowing from other cities to see what types of facilities yield the largest increase in riders. We want to stress the importance of prioritizing facility types with proven records of enabling and empowering more people to use bicycles. We highly encourage the implementation of protected bike lanes and similar facilities that physically separate bicyclists and cars.</p>	<p>Public Works would be interested in collaborating with SVBC to study what treatments have the greatest impact on biking and walking, as experienced in other communities. Separation of bicycle/pedestrian infrastructure is always our preference. Specific treatments are dependent upon a number of factors, such as neighborhood context and constraints. Protected bicycle lanes may be considered where appropriate and where space and/or funding allow.</p>		
	<p>As the self-proclaimed, “Bike Capital of Virginia” it can be easy to forget the daily barriers discouraging the average citizen against riding a bicycle around the city. Our title as the Bike Capital hinges on the phenomenal recreational riding opportunities in our region. It is incumbent on the city and the community to work towards recognition of Harrisonburg as the Bike Capital for safe and accessible everyday and around town riding. Facility improvements, specifically physical separation between bicycles and automobiles, are needed to achieve this goal.</p>	<p>Separation of bicycle/pedestrian infrastructure is always our preference. Specific treatments are dependent upon a number of factors, such as neighborhood context and constraints. Protected bicycle lanes may be considered where appropriate and where space and/or funding allow.</p>		
	<p>As a bronze level bicycle friendly community (BFC), (Recognized in 2015 by the League of American Bicyclists) the City of Harrisonburg should strive for a silver level designation. A silver designation Bicyclists) the City of Harrisonburg should strive for a silver level designation. A silver designation provides a tangible guide for next steps and would place us with other Virginia cities such as, Charlottesville and Alexandria. We need goals and a vision for where we want to go. The League provided specific recommendations for Harrisonburg to achieve a silver bicycle friendly community designation. We strongly support the following steps as outlined by the League to achieve a silver level bicycle friendly community, in turn making Harrisonburg a safer, friendlier place to ride a bicycle, walk, or drive a car.</p>	<p>The City is excited to be recognized as a bronze level community and we hope through the Bicycle &amp; Pedestrian Plan goals and strategies that we will achieve the silver level designation over time.</p>		

	<ul style="list-style-type: none"> <li>● Adoption of a Complete Streets Policy to enable safe access for all users, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists.</li> </ul>			
	<ul style="list-style-type: none"> <li>● Adopt bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume.</li> </ul>			
	<ul style="list-style-type: none"> <li>● Expand the bike network, especially along arterials, through the use of different types of bicycle facilities. On roads where automobile speeds regularly exceed 35 mph, it is recommended to provide protected bicycle infrastructure such as protected bike lanes/cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths (in low density areas).</li> </ul>			
	<ul style="list-style-type: none"> <li>● Continue to increase the amount of high quality bicycle parking throughout the community. Ensure that people arriving by bicycle have a secure and legal place to lock their bikes at popular destinations.</li> </ul>			
	<ul style="list-style-type: none"> <li>● Expanding the City staff time focused on bicycle projects would help in scaling up BFC efforts. Consider hiring a Bicycle Program Manager or Bicycle &amp; Pedestrian Program Manager.</li> </ul>			