

South Main Street at Port Republic Road Left Turn Lanes Extension Project - Public Comments

	Do you think the proposed improvements meet the travel needs of this area?	Response
	Summary: Yes - 17; Maybe - 7; No - 14	
1	They'll help	Noted.
2	Yes	Noted.
3	yes	Noted.
4	Yes	Noted.
5	Likely	Noted.
6	You need to do changes on bluestone and port republic road and forest hill and port republic to solve the issue	Noted.
7	Not until Port Rd traffic is improved.	Noted.
8	Yes	Noted.
9	yes	Noted.
10	Adding capacity for perhaps 40 additional cars would help at peak but would likely be overkill during non-peak. Given nature of area (neighborhoods to east) and no alternative routes, city may not have much choice. But safer bike lanes along Port Rd and Rt 11 and a campaign to promote student biking is at least worth considering if JMU is agreeable to providing sufficient bike parking.	Noted.
11	Possibly, but at peak times it still may not.	Noted.
12	potentially better	Noted.
13	No	Noted.
14	Yes for this intersection.	Noted.
15	no.	Noted.
16	NO	Noted.
17	Yes	Noted.
18	Hopefully	Noted.
19	Absolutely NOT !!	Noted.
20	Yes	Noted.

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21	No	Noted.
22	Yes	Noted.
23	Maybe?	Noted.
24	no	Noted.
25	Better than before, anyway.	Noted.
26	No, not at all.	Noted.
27	It's a good first step. However, many times at 5 pm the cars that are trying to turn left are stopped by traffic on Port Road.	A study of the Port Republic Road corridor is currently underway that will make recommendations on traffic efficiency and safety improvements. A public meeting to share this analysis and recommendations will be held in February, 2019.
28	No.	Noted.
29	Yes	Noted.
30	no	Noted.
31	YES	Noted.
32	Possibly	Noted.
33	If I understand it correctly then yes	Noted.
34	Yes	Noted.
35	Yes	Noted.
paper form	Yes, would be nice to not have such long lines at certain times of day	Noted.
paper form	No perhaps will help but with Port Rd east continuing to expand and JMU continuing to expand, traffic problems will also continue. The lanes extension do not address the Port Rd. traffic overload, and the frequent gridlock at the 81 intersections.	See response to comment 27. Traffic management changes to accommodate the growth in traffic are needed.

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	<p>Are there any specific features of this project that you do or do not favor? What are they, why?</p>	<p>Response</p>
36	The island to keep people from turning left onto Fairview is a good call.	Noted.
37	I don't like the yellow delineator post that are placed on channelizing islands. Something more visually appealing would be nice.	Noted.
38	No	Noted.
39	No	Noted.
40	Add right lane turn on south main toward Maryland road	Demand for this movement does not justify the cost, and changing a through lane to a turn lane would be detrimental to the corridor.
41	The whole mess could have been avoided by pulling back on all the student housing in Port Rd. This is a high mess on the same road that MUST be used for emergency vehicles. If the students would use buses there wouldn't be a problem. The residents beautiful neighborhoods have been devastated by this.	Noted.
42	Increasing the number of cars that can get through the light turning left.	The City will look into timing plans to see if there is any room for optimization. Signal timing plans have to consider overall intersection operation and corridor operations (multiple signals together), often an additional few seconds for one approach has a negative impact to the whole corridor operation.
43	no	Noted.
44	The idling of so many cars through the long cycle releases a lot of pollution. But this is true whether or not the city does this project.	Noted.

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	<p>Are there any specific features of this project that you do or do not favor? What are they, why?</p>	<p>Response</p>
45	<p>The island off of West Fairview Avenue works but sometimes I notice that cars come out and are still getting in the left hand turn lanes. The one on the other side has to be "channelled" enough that there is no way they can turn left. Also, some cars turning left turn into East Fairview Avenue to "beat" the light.</p>	<p>We will report this for increased police enforcement. Thank you. In response to this comment, we have evaluated the geometric changes that would be needed to increase compliance and have concluded that it would be too costly to persue them. As with many retrofit projects, the built environment presents constraints that are very costly to change.</p>
46	<p>Extending the time the green light allows these cars to move in that direction without causing problems at the lights on PReb. around I-81 ramps/JMU entrance</p>	<p>See response to comment 42. During the peak periods, Port Republic Road is at capacity and additional green time for this movement wouldn't result in additional vehicles getting through the intersection. It would more likely increase the problem of drivers "blocking the box" (proceeding with a turn, knowing there is no room on the receiving end, resulting in blocking the intersection). Blocking the box is already a problem at this intersection and several on Port Republic Road.</p>
47	<p>The channelizing Island. Due to traffic blockage at Port Republic Road, it is a necessary artery in an emergency situation.</p>	<p>The channelizing island will be fully mountable for emergency vehicles.</p>
48	<p>No.</p>	<p>Noted.</p>
49	<p>The Port Road still can't handle the number of cars. Most of the cars are JMU students during when classes let out. If we could get those students</p>	<p>Noted.</p>
50	<p>Accommodating for more traffic on Port Republic Rd. Traffic on Port Republic Rd backs up onto Main St at times during peak hours and you're looking to jam more traffic on Port Rd.</p>	<p>The purpose of the project is to reduce the number of left-turning vehicles that are queuing in the through lanes on S. Main Street to reduce the rear end crash exposure. It will not increase the green time for this turning movement.</p>

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	<p>Are there any specific features of this project that you do or do not favor? What are they, why?</p>	<p>Response</p>
51	<p>One problem that occurs often is when heading west on Port Republic to Maryland Ave. the East bound lanes get a left turn signal onto Main Street when no one is turning left. So west bound traffic is sitting for no reason. Traffic has seemed to have gotten worse since the light sequence changed.</p>	<p>The City will look into the timing plans to see if there is room for adjustments. Per the standards we have to provide minimum green time to avoid an approach not been served during detector fault for certain time of a day.</p>
52	<p>DO NOT PUT THE NEW HIGH SCHOOL ON SOUTH MAIN STREET. It is already heavily congested & putting the new school there will make a bad situation WORSE !! Please reconsider this terrible location for the school !!</p>	<p>Noted.</p>
53	<p>Longer turn lanes would be amazing.</p>	<p>Noted.</p>
54	<p>Longer left turn lanes</p>	<p>Noted.</p>
55	<p>No</p>	<p>Noted.</p>
56	<p>I like that you are restricting turns into the neighborhood. I also like how restricting the intersection provides a pedestrian refuge.</p>	<p>Noted.</p>
57	<p>do not favor keeping turning "lanes". absolutely must install a round about. two lanes of round about if necessary for traffic load. roundabouts keep traffic moving and thereby reduce driver anxiety which leads to aggressive driving.</p>	<p>A study of the Port Republic Road corridor is currently underway. Multiple alternative intersection designs have been evaluated for S. Main St. at Port Republic Road. The roundabout was unable to accommodate the traffic volumes projected for 2030, which is the most likely timeframe a project of that scope could be completed. A public meeting to share the study and recommendations will be held in February, 2019.</p>

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	<p>Are there any specific features of this project that you do or do not favor? What are they, why?</p>	<p>Response</p>
<p>58</p>	<p>A lot of JMU employees work on W Fairview, so I am concerned about not being able to turn left onto Port Road after turning right onto S Main out of W Fairview when leaving work. It's already a 50/50 chance of being able to get the left onto Port from there without having to just grab an open they lane and then turning around in a commercial parking lot, coming back up S Main and turning right onto Port. JMU is adding a four story office building on W Fairview in place of JMAC, so pretty soon there will be a longer backup of cars on W Fairview leaving work, and many of them needing to use Port Rd to get to home or daycare. Along with that, I expect most students who park back there also need to get onto Port when they leave class. I'm not sure there is a better solution than what is being proposed, but wanted to bring up the issue. Thanks!</p>	<p>Thank you for this observation. A study of the S. Main Street corridor from Port Republic Road, south, is in our near term plans. We will consider solutions for this problem at that time.</p>
<p>59</p>	<p>What is being done to alleviate the North and South traffic, not just the turn into Port?</p>	<p>See response to comment 58.</p>
<p>60</p>	<p>It does not address the bigger problem of traffic trying to funnel through the Port Road and Hwy 81 intersection. JMU has completed 2 parking structures that are only accessible via Main Street. But many students need to get on 81 or Port Road to get home. It would be helpful if JMU constructed a parking deck on the east side of the highway with a separate walking bridge to the west campus.</p>	<p>A study of the Port Republic Road corridor is currently underway that will make recommendations on traffic efficiency and safety improvements. A public meeting to share this analysis and recommendations will be held in February, 2019. The new convocation center currently under construction will have a 1,500 space parking deck. It is on the east boundary of campus at the corner of University Blvd and Reservoir Street. There are two I-81 crossings on campus, one is exclusively for nonmotorized traffic. There are streets other than S. Main Street that serve the two+ JMU parking decks, although S. Main Street may be the most obvious or direct route from student housing.</p>

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61	The Main St. issue may be addressed by the increased turn lanes. However, Westbound Port Rd. needs adjustment as well.	A study of the Port Republic Road corridor is currently underway that will make recommendations on traffic efficiency and safety improvements. A public meeting to share this analysis and recommendations will be held in February, 2019.
62	I feel this is a band-aid for issues that have been created by over-building on Port Republic Road. While this will be a short-term way of addressing traffic flow, there are more serious issues around the I-81 intersection that will be exacerbated by increased flow at the S.Main/Port Road intersection.	See responses to comments 50 and 61. The turn lane extension will not increase the green time for the left turns.
63	NO	Noted.
64	East Fairview and the extension may help solve some issues.	Noted.
65	I favor for sure bit having vehicles backed up into the middle of the road.	Noted.
66	No	Noted.
paper form	No	Noted.

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	<p>Are there any specific features of this project that you do or do not favor? What are they, why?</p>	<p>Response</p>
<p>paper form</p>	<p>The changes at Fairview make sense, but would result in increased and unwelcomed traffic in the Maplehurst addition neighborhood. Increased traffic would be felt on the alley between Fairview and Maplehurst, particularly with the two JMU parking lots on the corner of Port/South Main/Fairview.</p>	<p>The growth of the University has brought many changes to the City, especially streets immediately adjacent to the campus. We have tried to manage the traffic impacts by balancing restrictions to access of neighborhood streets with the needs of the neighborhood residents to have access in and out of the neighborhood. If the prediction of rerouted traffic materializes, and becomes intolerable for residents, the City administers a Neighborhood Traffic Calming Program (www.harrisonburgva.gov/neighborhood-traffic-calming-program) through which these issues can be examined and addressed. The Public Works Department and the Harrisonburg Polic Department can always be reached for traffic safety problems.</p>

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	Please provide us with any additional information which you feel would assist us in completing this project.	Response
67	I'm sure this is on the radar, but it feels to me like a higher-priority problem area in town is on Port Republic Rd. itself, from S Main St. to the top of the hill east of I-81. Left turn lanes from I-81 to the top of the hill would really help.	A study of the Port Republic corridor is currently under way. A public meeting to share this analysis and recommendations will be held in February, 2019.
68	Regardless of whether this project is completed, restricting turning movements at East Fairview would be good. That is a risky left turn as is.	Noted.
69	Putting some type of pedestrian flashing cross walk would be helpful making the right turn from W. Fairview onto S. Main.	The problem that this solution would solve is not clear from this description. Contact Public Works to further explain.
70	Thank you for the changes in the lanes at MLK and Reservoir; they work well. If these changes work as well they will be appreciated.	Noted. Your expression of gratitude has be shared with the staff that worked on these changes.
71	Gates on JMU campus to be open for traffic at 5PM instead of 7 pM. Add Right turn lane on South main toward East Grace Street.	The request on the gates will be shared with JMU. The City has no authority to require a change to traffic management on campus.
72	Need to quit spending money on making it easier for the students that have caused the issue. Often traffic is backed up that you cant turn on to Port Rd so the Port Rd movement needs work first.. what good is is to allow more turning vehicles when iPort Rd is at a complete stop. Port needs work FIRST!!!	See response to comment 50 and 67.
73	Has the city considered a "round-about" like the 2 others already in use (that I know of)? During my travels in Europe I've seen this approach handle very busy crossroads. This problem may be one that calls for thinking "outside the box". Does JMU have any transportation/traffic management "experts"? Does VDOT? How about VCU or VA Tech or GMU or even, heaven forbid, UVA? Could the city seek input from a consultant? It might be well worth the \$ expenditure for some creative solution suggestions.	See response to comment 57.

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74	Once this project is complete I fear that the traffic levels at the intersection of Port Republic/Hillside/Bluestone will be even worse. Traffic routinely backs up at that intersection during peak times in the day. After this project completion there will be a higher flow of traffic from Main St to Port Republic which will back traffic up on Port Republic up even further.	See response to comment 50 and 67.
75	Motorists are constantly using Hillcrest Dr. and Maplehurst Ave. to avoid the intersection at Port and Main. This cut-through traffic has increased dramatically over the past 3-4 years. Speeds from that traffic are dangerous for the residential nature of the neighborhood. How will this project mitigate that cut-through traffic?	The channelizing island at the E. Fairview/Port Republic Rd intersection will prevent left turns into E. Fairview Drive, so one direction of cut through traffic will no longer be able to cut through.
76	The problem is now and will be worse come next Summer. There is too much JMU student housing on Port road. I wonder if \$500,000 can be wiser spent.	Noted. There is too much housing on Port Republic Road for the existing traffic configuration to handle. A study is underway to examine possible solutions for improving traffic safety and efficiency on Port Republic Road. See response to comment 67. Additionally, housing so close to campus does not have to have the traffic impact that it does. Alternative modes of transportation are available for short trips, such as these. The alternatives may be underutilized, resulting in stress to the transportation system.
77	Restrict the amount of left turns onto Port Rd at peak times. Redirect the peak traffic to the new Stone Spring Rd and provide improvements to the left turn lane there. People will adjust.	The limitations of the intersection have already effectively restricted the # of left turns that can be made. Adjustment in traffic to Stone Spring Road or other streets has not been sufficient to keep the queue length contained in the turn lanes, thereby creating a safety risk for stationary vehicles blocking a through lane when the through lane has a green light.

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78	The issue is related to the timing of lights further down port Rd near JMU and the interstate. Once through those lights traffic going up the hill heading out of town is moving. Widen turn lane into JMU off port rd. Also a wider bridge over 81 for extended turn lanes onto 81. Extending the turn lane at main st isn't going to resolve the long term issue of traffic further down port rd near the entrance of JMU.	The bottleneck issues at the I-81 bridge are well known. The cost to construct a wider bridge is prohibitive, however, the relocation of the Exit 245 northbound off ramp in 2019 will afford greater green time through this intersection, and provide some relief. See also the response to comment 67.
79	Consider adding an off ramp from 81 in between exits 245 and 243 by Stone Spring. It will relieve a lot of congestion on port republic off of exit 245.	It is very difficult to justify additional interchanges to the Federal Highway Administration, as each new interchange is a new point of conflict on the limited access interstate. The two mile spacing between exits 247, 245, and 243 are already very generous. Other solutions are more likely to be successful.
80	By promoting Stone Spring Rd it could possibly move the traffic that's heading out Port Republic Rd. to the county. But in that same regard the building of the Stone Spring/Main Street intersection was woefully under built. Three of the four turn lanes should have been double turn lanes with eastbound Erickson being the only single turn.	See response to comment 77.
81	Put in large 3 lane roundabout	See response to comment 57.
82	I am interested in how this may impact the bicycle lanes on Main St. and wonder if this could be an opportunity to provide additional space or paint for a "bike box" where bicycles could wait at the front of the line of traffic?	The southbound bicycle lane will be reconstructed to the same specifications as the current one. Since the project is less than 300' in length and being constructed on one side of the road, only, there is little opportunity to improve the bicycle facilities. Alternative routes to almost any destination would be safer and more more comfortable for bicyclists seeking to turn left onto Port Republic Road at this intersection. Going through campus, where cars are restricted, would be the best route.

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	<p>Please provide us with any additional information which you feel would assist us in completing this project.</p>	<p>Response</p>
<p>83</p>	<p>You have plenty of land there! Install a round about! You can already see the tremendous benefit of the one at the Carlton/Reservoir intersection. The rest of the world has understood this for decades.</p>	<p>See response to comment 57.</p>
<p>84</p>	<p>This is a bit of a tangent, but we could use similar project help on South Main heading north at the intersection with Stone Spring/Erickson from 5:00-5:40pm. There are major backups every evening backing traffic up through multiple intersections with cars waiting to turn left onto Erickson. We need two left turn lanes ASAP. I've almost been rear ended several times when the left turn lane traffic backs up into the thru lane. It often takes 15-20 minutes to get from the Car Max vicinity of S Main heading north until turnig left onto Erickson if it's after 5pm. Thank you!</p>	<p>Thank you for this observation. A study of the S. Main Street corridor from Port Republic Road, south, is in our near term plans. We will consider solutions to this issue at that time.</p>
<p>85</p>	<p>This project is due largely because of the JMU community. Have a cooperative sit-down with JMU officials and get some state funding to pay for a majority portion of this project, instead of Harrisonburg ponying up 500k.</p>	<p>JMU is contributing to the project by donating the right-of-way from the property that is need to widen the road. The City seeks state and federal funds for many projects. However, grants increase the time horizon of project delivery. It was determined that the relatively low cost of this project can be absorbed, so as to delivery the safety benefits sooner, and free up grant opportunities for larger projects. JMU has contributed greatly to recent projects for which campus is the primary benefactor, and the City intends to continue this relationship for the benefit of citizens, along with the JMU community.</p>

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86	Westbound Port Rd. needs two right-hand turn lanes and one thru lane. the amount of traffic turning north on Main causes the same "turn lane - thru lane" issue that Main St. has. And then the merging issue at the railroad tracks and the school lane only complicates things. Two left turn, one thru and two right turn lanes on WB Port Rd.	The City is currently conducting a study of Port Republic Road, including the issue identified here. The analysis and recommendations will be shared at a public meeting in February, 2019.
87	I feel it would be prudent to extend the turn lanes even further to prevent similar problems from occurring after additional growth.	We agree that more would be better. However, the cost to obtain property to allow for the additional widening that would allow additional length to be added to the turn lanes was the constraining factor. The property needed for the project, as planned, was donated by JMU. Depending on the nature of future growth, traffic mitigations may be warranted and costs born at least in part by developers and/or JMU.
88	Be more attentive to long-range effects of Port Road development as it effects Port Road and the surrounding neighborhoods that include those paying city taxes.	See response to comment 67.
89	When Left Turns are blocked going South on Main St at Port Republic, left turns should be blocked thru the next stop light at South Street. When the lefts are blocked off MANY cars turn left onto Edgelawn (and try to turn around) and Weaver, to get thru to Port Rd. While Weaver is posted as Not for thru traffic, any time the left turns are blocked at Port Rd., hundreds of cars use those streets to try to East on Port Rd. This is a significant traffic hazard, especially on Edgelawn which is not fully two lanes after curving toward Weaver St and there is not a good turnaround! We've had mailboxes knocked over and people pulling into landscaping and lawns while trying to turn around.	Thank you for this observation. A study of the S. Main Street corridor from Port Republic Road, south, is in our near term plans. We will consider solutions to this issue at that time.

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90	West Fairview needs to be addressed as well. On Tuesdays and Thursday beginning at approximately 3:30, traffic is backed up as students exiting W. Fairview attempt to cross two lanes to get into the left turn lane for entry onto Port Republic Road. I suggest making this a immediate right turn exit only on W. Fairview; no double-lane hopping into the left turn lane on S. Main St. It is becoming increasingly dense and less safe as they disregard existing traffic patterns in their zeal to get onto Port Republic.	We will report this for increased police enforcement. Thank you. In response to this comment, we have evaluated the geometric changes that would be needed to increase compliance and have concluded that it would be too costly to persue them. As with many retrofit projects, the built environment presents constraints that are very costly to change.
91	Just making sure the project is done in a timely manner of course.	Noted.
92	Take your time when working on the project, and please let it be something that will help the city instead of it becoming a wasteful project in the future.	Noted.
paper form	Is any right of way needed or is it within right of way? Or is it being donated?	The right of way needed is being donated by JMU.