

Name: Bicycle and Pedestrian Plan
 created: 6/19/2015

| | | city resident? | city business? | a-good-bike-and-pedestrian-network-in-harrisonburg-pick-one-looks-like-allows-me-to-includes-etc | what-improvements-to-the-citys-bike-and-pedestrian-network-do-you-recommend-and-why | other-comments-suggestions- | Submitted | Name/username |
|---|----------------|----------------|----------------|---|--|--|-----------|--------------------------|
| 1 | Public Meeting | yes | | includes safe routes to school for walking and biking parents and students that live 1 mile from their school | The city should stop bussing students that live within 1/2 mile from their school. The transportation money saved should be invested in SRTS infrastructure, crossing guards, walking school buses, bike trains, etc. Shared use paths should be prioritized for active commuting to school. | walking and biking safety skills education should be part of the P.E. classes in all K-8th schools before driver education starts in high school. | 5/19/2015 | Nathan Barge |
| 2 | Public Meeting | yes | | allows me to get from home to work with safety, ease, and enjoyment | #1. use Federal St to connect downtown to JMU for bike/ ped. Connect it all the way! #2 add 4th cross-walk to intersection at Main & Gay | think of ways to get funding from optional amenities along well-established bike/ped routes (i.e. put vending machines in shelter to use funds towards projects) | 5/19/2015 | Brittany Dioszeghy |
| 3 | Email | yes | | allows me to be safe when running with a double stroller | There needs to be either a bike path and/or a sidewalk on Pleasant Hill Road in the SW Quadrant of Harrisonburg. This has been a major concern for a while and one I have addressed with you before. This is a very busy road and has continued to be even though Erickson Ave has been completed. A multitude of people walk this road daily and I fear for my own safety and that of my children when I'm forced to jog on this road. As you can see from the attached picture, there is not even a suitable off-road path for the small bridge that was more recently installed. The large rocks and signs prohibit my stroller from crossing it which pushes me into the road. | | 6/11/2015 | Joni Lam |
| 4 | Email | yes | | | The crosswalk at the intersection of Port & Neff is currently only a 3-way crosswalk with no ped crossing on the south side of the intersection for Port. We have seen people (w/ children) run across the street to get to the ped/bike trail on the west side of Port. Providing a closer crosswalk w/ less crossings (currently 3 are required) may encourage safer behavior. See second page for picture. | | 6/10/2015 | Robert & Jacquelyn Nagel |
| 5 | Email | yes | | allows me to walk on sidewalks with protected access through intersections, bike to places further than a mile again w/ good protection from cars | sidewalks in all of downtown and Old Town; pedestrian crossings through all of downtown with enforcement. Evelyn Byrd/ Neff Ave sidewalks and pedestrian signals; ability to bike from downtown to mall/ Target/ Martin's area | | 6/3/2015 | Rebecca Brannon |
| 6 | Email | yes | | is safe and connected, featuring separated bike lanes/ paths and sidewalks that promote biking and walking | pedestrian-sidewalks that don't disappear. For people in strollers/ wheelchairs we should have sidewalks that continue and appropriate curb cuts. We live on E Gratton and its difficult to walk downtown with small children and impossible to walk to Spotswood Elementary because of the lack of sidewalks. See the astericks on the map for suggestions. | biking - the tiny "bike lane" on Main St disappears heading north and riding on Mason St is also uncomfortable. There should be better biking facilities connecting JMU to downtown. | 5/28/2015 | Evan Friss |

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| 7 | Email | no | no | | | <p>My most direct path to town would be Route 33, but it is far too dangerous to ride into town, since the hill climb reduces bike speeds to about 5 mph. A path along the right of way westbound would be very helpful. There is an existing path on the westbound side that ends shortly before the light at the hilltop on Chestnut Ridge, but we really don't need a bike path on downhills, we can keep up with traffic adequately on downhills.</p> <p>We wind up heading back out of town on 33. We get there either from Neff to Evelyn Byrd, or from Vine to Country Club. Both are hazardous because you have to ride right along the same path as the cars, and the climbs make us far slower than the rest of the traffic.</p> <p>Going back out of town on 33 east is dangerous. We have to climb at low speed in the right hand lane and hope nobody in a hurry comes up behind us. Once you get over the hilltop, the situation is much better, but still hazardous, even when you wait for traffic to be tied up at the light. You will be caught by at least one wave of traffic as you pedal eastward. At least in this direction the hillside works in your favor, and you can maintain 30mph or close to it, for most of the way.</p> <p>Due to the danger of competing with high speed traffic westbound on 33: For us, the safest way to town is much longer, Taylor Springs to Boyers Road to Port Republic Road, across 81. This is quite inefficient, and the climb to Devon Lane is daunting in both directions. A trail from Boyers Road to Reservoir, or even to the loop around Sentara RMH, would be much more efficient to bring the rider to the area behind the Valley Mall, Costco, JMU, Walmart, and into town.</p> <p>Generally, if you were to plan a scheme in which bike paths were distributed radially around public buildings such as schools, with connecting links to each other, and the closest having links to the downtown business district, you would provide paths from most of town to where people need to travel. The second thought would be to plan the connecting spokes in such a way as to create minimal changes in elevation, within the limits of feasible routes.</p> <p>Streambeds naturally have minimal elevation changes. Railroad right of ways are carefully planned to minimize elevation changes. Bike routes along these would be a natural way to provide efficient transportation.</p> <p>Bike paths need not be Roman roads that will endure 2000 years. All we really need is grading, about a 4" gravel base, and a 3" asphalt top. It can certainly be done in stages according to ridership. Cement is nice, but costly, and whenever some modification requires the path to be torn out, cement is the toughest.</p> <p>Bike paths in north Texas where we are from are typically about 8' wide, but I understand, Harrisonburg does not enjoy nearly the same economic base. The most important thing is to minimize cost, for the less it costs, the faster we can get paths built, and the more we may enjoy. 6' wide is a great start.</p> | 6/17/2015 | Brad Armentrout |
| 8 | Be Heard | yes | no | would have more bike/pedestrian paths that are separate from roads used by motor vehicles and that would connect various parts of the city | Create more designated bike/pedestrian paths with access from various residential neighborhoods to downtown, parks, and schools. | | 6/9/2015 | non-member 2 |
| 9 | Be Heard | yes | no | Allows me To get to all major points to the city safety. I really like the green way that went in. It allows for me to bike and run to many places I need to go especially work. I wish it could be expanded. Even though there are bicycle lanes through town I often avoid using roads because motorists often scare me with how close they get. | Expand/finish the green way. | | 6/9/2015 | non-member 8 |
| 10 | Be Heard | yes | yes | Ride/walk to each side of town with minimal contact with automobiles Is safe and clear has lots of trees and plants | clear bike/pedestrian lanes on all streets bike/pedestrian lanes only - no cars involved have a greenway that goes through town | If the greenway is happening, in the mean time, bike lanes need to be made on Mason and main street. I am tired of cars not moving over for me and giving the legally required 3 - feet when passing simply because they don't want to cross over the yellow line, even when it is clear to pass. There needs to be a garden, more trees, and maybe even plants that support honey bee and monarch butterfly growth. A bike path would look beautiful in downtown with such installments | 6/9/2015 | non-member 12 |
| 11 | Be Heard | yes | no | safeguards motorists from errant bike traffic. | Put bikes on the side-walks and off the streets where there is no bike lanes. Bikes on streets are a danger to themselves and the motorists who is trying to accommodate them (other motorists being unmindful). | It is a incomprehensible delusion that you can safely accommodate bikes and cars in today's traffic mind-set. Just view how close the guy following you is to your "tail". If it can go wrong; it already has. | 6/9/2015 | non-member 13 |
| 12 | Be Heard | yes | no | Allows me safely and with a reasonable amount of physical exertion (Harrisonburg can be a hilly place) to bike to work (at JMU), bike downtown, and walk throughout downtown. | Specifically, I would like to see more formally-allocated bike turn lane space where there is a dedicated left-turn lane for regular traffic. Right-turns are usually easy on a bike (because we usually ride on the right shoulder anyway), but left turns can be stressful and dangerous for cyclists, especially on high-speed roads like Rt 33, Rt 11, and MLK/Cantrell. | The improvement plan generally seems good. I'm especially glad that Country Club Rd is a priority for bike lanes and that Vine St is a priority for sidewalks; both of those improvements are sorely needed and will greatly improve the bike/pedestrian accessibility of the NE part of town. | 6/9/2015 | non-member 17 |
| 13 | Be Heard | no | no | allows me to easily and safely get to anywhere in the city, or through it, and encourages all residents to walk or bike by easy and safe access to places they would need to go. | access to businesses around the mall is tough via bike or walking. | | 6/9/2015 | non-member 19 |
| 14 | Be Heard | yes | no | Enjoy going from place-to-place in the city in a relaxing, healthy fashion | Try to extend them if economically feasible because it will encourage more widespread use. Remind adjoining property owners to control their dogs. | Keep up the good work! | 6/9/2015 | non-member 24 |
| 15 | Be Heard | yes | no | A combination of sidewalks, bike lanes and completely separate multi-use paths that allow pedestrians and bicyclists to be able to walk or bike to all locations within the city safely and effectively. | More multi-use paths, especially a path that runs East-West, unlike the current Bluestone Trail and proposed North End Greenway. A path along side the railroad tracks going East-West along Route 33 would be great. | | 6/9/2015 | non-member 26 |

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| 16 | Be Heard | yes | no | Allows me to feel safe letting my children bike to school. | Increased signs for safety at intersections/lights--signs need to remind cars turning right on red that pedestrians (children biking) have the right of way when following the crossing light. | I jog in downtown Harrisonburg and have nearly been hit many times by cars turning right on red. I always cross when I have the little walking guy - but cars never yield. I do not feel like my children would be safe by themselves because even when following the rules, cars assume they have the right of way. I think that the city needs to put signs at intersections that remind cars turning right on red that they need to yield to pedestrians. | 6/9/2015 | non-member 29 |
| 17 | Be Heard | no | no | Allows me and my family to enjoy the city safely via bike or foot. | Dedicated bike lanes. | Even though I am not a city resident my family does a majority of our shopping in the city and enjoy the bike community. | 6/9/2015 | non-member 32 |
| 18 | Be Heard | yes | yes | encourages citizens to bike and walk to nearby locations within the city, rather than driving. Makes biking and walking safe and ENJOYABLE. | I would like to see more bike lanes or multi-use bike paths along major corridors in Harrisonburg, to improve ease of biking. Currently it's really difficult to bike commute any significant distance without taking roads with heavy traffic, and little dedicated space for bikes. Drivers in our area don't tend to leave a lot of space, and often don't slow down for bikers, making biking a stressful experience. Also, it's hard not to feel like you're hampering traffic as a biker. If there were more dedicated bike lanes, this would allow bike and car traffic to coexist more effectively, without promoting ill-will between bikers and drivers. I would also like to see better public communication about good biking practices, and active fostering of a bike commute community. | | 6/9/2015 | non-member 33 |
| 19 | Be Heard | yes | no | will make it safer for those that choose to travel without a car | whatever will make it safer for those that use it | | 6/9/2015 | non-member 38 |
| 20 | Be Heard | yes | no | Will allow more people to ride safely. | Well marked lanes on city streets. Mark all the lanes the same way so people will recognize them right away. | | 6/9/2015 | non-member 41 |
| 21 | Be Heard | yes | no | Encourages exercising and makes our city friendlier. | Ability to walk ride from north to south. | | 6/9/2015 | non-member 45 |
| 22 | Be Heard | yes | yes | allows me to travel to destinations without a car | more sidewalks pedestrian pathway between JMU and downtown...ie, redesign martin luther king so that a person can cross | | 6/9/2015 | non-member 47 |
| 23 | Be Heard | yes | no | Allows me to view some of the city as well as exercise, | See below.. | I think this Committee needs to visit Luray, VA to view a first class walking area, their Greenway. A perfect model , done with all in mind and completed to perfection. Many use this one as a model. Check it out! | 6/9/2015 | non-member 50 |
| 24 | Be Heard | yes | no | includes lanes on all roads | see above | | 6/9/2015 | non-member 52 |
| 25 | Be Heard | yes | no | Safely travel by bike | More bike lanes and parking | More mountain bike trails in the city. | 6/9/2015 | non-member 53 |
| 26 | Be Heard | yes | no | makes the city safer for our kids. | Dedicated bike lanes near schools. | | 6/9/2015 | Abigail Schweber |
| 27 | Be Heard | yes | no | is accessible and primarily used for bicycle/pedestrian traffic throughout the city and surrounding area and allows people to commute, exercise and frequent local businesses throughout the year | More bike paths that run through the city and designated bicycle lanes on roadways. | Harrisonburg is in dire need of more bike friendly roadways and accessible trails/paths that traverse the city and surrounding area. We have a world class environment for biking and we should make it a priority for residents, students and tourists. It would be a win win for residents and businesses alike | 6/9/2015 | non-member 58 |
| 28 | Be Heard | yes | no | For Trails: wide enough lanes so people can pass each other. Mile Marker posts. Night time lighting? Emergency phones placed along the path. Signage with maps on where you are on the trail Signage on what plants are along the trail. | I would add bike /pedestrian network cleanup day. Kind of like the Blacks Run Cleanup day. I would also set up a way that local bikers and pedestrians could adopt a lane or a trail (like they do with the highways.) | I would make maps available in the local newspapers and as placemats in the bars...drinking people ride bikes too :o) | 6/9/2015 | Christopher Mortenson |
| 29 | Be Heard | yes | no | allows me to better connect with the community niche, vibe, people, local businesses, feel freer (vs. burdened by the containment of an automobile and more glad via healthiness, breathing, and all around improved awareness | resume carving out bike lanes, keep bike lanes clean of gravel and debris, develop inner downtown area that is a car free zone (e.g., main street--let's face it, cars are loud and intrusive on healthy spaces) where streets are designed for people | Develop a route network(s) that provides bicycle access to destinations that less-experienced cyclists would otherwise travel to by car | 6/10/2015 | non-member 62 |
| 30 | Be Heard | yes | no | allows me to bicycle with the feeling that drivers will expect to see cyclists on the route | there is a bike lane on one way Main street, but for the many students and JMU employees headed TO JMU from the east side of Harrisonburg there is no convenient route. Mason St seems quite heavily traveled by cyclist. I wonder if parking could be limited to one side of the street allowing enough room to have bike lanes on both sides of the street? | Thank you for all your effort | 6/10/2015 | non-member 64 |
| 31 | Be Heard | yes | no | allows me to bike within the city without feeling like I'm going to be hit by vehicular traffic. | More bike-specific lanes. The North-End Greenway becoming a reality. A bike lane along Country Club road. | | 6/10/2015 | non-member 66 |
| 32 | Be Heard | yes | no | Green space | | | 6/10/2015 | non-member 78 |
| 33 | Be Heard | yes | no | allows me to easily reach many different businesses in the city limits and includes well lit and safe sidewalks on ALL city streets. | I recommend adding sidewalks on many city streets that lack them. I live on Jefferson St. When I attempt to walk anywhere, I must first conquer my dangerous street which does not have sidewalks. On-street parking of most cars mixed with a speeding problems most people have when coming down my street makes the experience dangerous and scary. | | 6/10/2015 | non-member 107 |
| 34 | Be Heard | yes | no | education for drivers and bikers. You are putting bike lanes on roads and not educating people as to how to use them. I do not use a bike. | More bike lanes, so they connect and take you somewhere. Ending suddenly is not good. | Use online, TV, newspaper to educate people. Including children, so in school. College students are the worst for darting in and out of traffic. Expect the unexpected. | 6/10/2015 | non-member 110 |

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| 35 | Be Heard | no | no | Includes well lit areas. | Sidewalks need to be lit and bike lanes should be marked ahead of time when ending. | No jogging in bike lanes and no bikes on sidewalks. | 6/10/2015 | non-member 111 |
| 36 | Be Heard | yes | no | Clearly marked bike lanes, bike racks located in well-lit convenient locations near businesses, signs for drivers to be alert for cyclists and pedestrians. Pot holes are repaired quickly, train crossings are made bike friendly. Most importantly for my commute-traffic signals recognize cyclists at the intersection when cars are not present. | Traffic signals that recognize cyclists when cars are not present. | | 6/10/2015 | non-member 112 |
| 37 | Be Heard | yes | no | ...includes teaching pedestrians and bicyclists the Virginia DMV rules of the road which they must follow: pedestrians walk toward oncoming traffic; bicycles obey the same rules as motorized vehicles, like stopping at red lights and stop signs, and not weaving in and out of traffic. This could be a requirement of riding bicycles on Harrisonburg streets. Enlist the help of city schools. | Bicycle registration in the City, which would generate tax revenue. DMV-approved bicycle and pedestrian safety courses--we see too many children following their parents into busy intersections as they ignore stop signs. I fear these children will become statistics. | The City needs to place emphasis on bicyclists following the rules of the road as required by the Virginia DMV. | 6/10/2015 | non-member 117 |
| 38 | Be Heard | yes | yes | Allows many bikes/pedestrians to easily avoid congested traffic areas and/or safely move from one part of town to another. Provides more green ways and paths built into the planning of any new development. More awareness (and enforcement) of pedestrian/bicycle rights. Our family has almost been hit a few times in cross walks at Mason/E. Wolfe & Mason/Elizabeth when we had the walk signal but drivers turning were not paying attention or did not care we were crossing the street. | Sidewalks/bike lanes along Mt. Clinton Pike connecting areas from Chicago Ave./EMU area to Vine/Old Furnace. New sidewalk on the North side of E. Wolfe Street connecting the way from Sterling to Vine/Old Furnace. Bike lanes along 42 on both sides leading in and out of Harrisonburg. Safety is the main concern. | | 6/10/2015 | non-member 123 |
| 39 | Be Heard | yes | no | Allows me to connect to other bike paths without traveling in areas that do not include bike or pedestrian paths, connect me to retail (the mall, downtown, restaurants and establishments, etc) and businesses (doctors, consulting firms, business to business, various workplaces, warehouses), take intuitive routes to minimize hills, get my shopping done, exercise with my family. | Continue the bike lane on 11 all the way to the southern city limits, connect East Harrisonburg with West Harrisonburg other than the JMU bridge/tunnel and Stone Spring Rd, more access to workplaces and shopping centers. | I see stand alone bike paths in the city (like Neff Ave), but I would love a way to connect the bike paths without having to ride unprotected on roads like 11 and Port Republic. On Liberty St through downtown, I think it would be a neat experiment to make the travelling lanes narrower (2 ft each), move the parking out 4 ft, and put in a protected bike lane (i.e. small plastic periodic barriers) between the parking and sidewalk. :) | 6/10/2015 | non-member 124 |
| 40 | Be Heard | yes | no | makes it convenient and safe for me to commute to work by bike. | I'd like to see more bike-only paths. I have a relatively safe commute to work by bike (Urban Exchange downtown to JMU on the Quad), but with parked cars impeding the shoulder on Mason, I've had several too-close encounters with vehicle traffic that either doesn't understand that bikes are legally supposed to be on the road (several people have shouted, "Get on the sidewalk!" which is not the legal way to operate a bike per the rules of the road) or just weren't paying attention and nearly ran me off the road. For that reason, I won't bike anywhere with heavier traffic. If it's dangerous on quiet little Mason St, it's got to be even worse on Main St or higher traffic roads. Also, this might be impossible, but most of the time, when I choose to commute to work by car instead of bike, it's because I have some sort of meeting that would be inappropriate for me to show up in sweaty biked-in clothes. If there was some sort of locker room/shower facility I could use near my building on campus, I'd be much more willing to bike to work. | Keep up the good work! I've seen many improvements in the 4 years I've lived here, and look forward to many more. | 6/10/2015 | non-member 125 |
| 41 | Be Heard | yes | no | Get to and from downtown and the Harrisonburg crossing area. 33 west from downtown. Sidewalks and bike lanes on Chicago Ave north of waterman drive. | 33 west from downtown. There are multiple bike routes north to south but few east to west. Sidewalks and bike lanes on Chicago Ave north of waterman drive. There is already alot of pedestrian traffic on this road and the infrastructure is in desperate need of improvement to accommodate the college | | 6/10/2015 | non-member 129 |
| 42 | Be Heard | yes | no | includes bike awareness information/classes (included in driver's ed) for motorists. | more bike paths on roads- although the network does not seem to be the issue, it is motorist disregard for bikers | | 6/11/2015 | non-member 134 |
| 43 | Be Heard | yes | no | allows me to move continuously through the city on as many routes as I could take by car while feeling safe and visible. | I recommend a more thorough network so that bikers and pedestrians can travel as easily as cars, and so that drivers are more continuously aware of others. | | 6/11/2015 | non-member 137 |
| 44 | Be Heard | yes | yes | Gives security | More street friendly for bike and pedestrian , for security and for the environment | | 6/11/2015 | non-member 139 |
| 45 | Be Heard | yes | no | | cross walks that connect with a useable sidewalk. Fewer power poles and fire hydrants in the middle of sidewalks. | trim the trees so that people are not being bushwhacked. | 6/11/2015 | non-member 141 |
| 46 | Be Heard | yes | no | allows people in cars to drive safely and bike riders to ride safely | They need to teach the laws to the bike riders and also enforce the one's who don't obey them; eg running red lights, going past cars and stop lights, etc. | | 6/11/2015 | non-member 144 |

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| 47 | Be Heard | yes | yes | Bike to work without using the sidewalks that are in dangerous disrepair or vying for space with semi's. A contiguous path! | Contiguous passage to all areas of town. Something we haven't even done with sidewalks unfortunately. | | 6/11/2015 | non-member 147 |
| 48 | Be Heard | yes | no | A place that mixes uses, increases density, and revises parking requirements. If you build sidewalks and paint more bike lanes on roads and say you're creating multi-modal transit you're kidding. Calm traffic, create traffic buffers, orientate building setbacks at street and pedestrian levels. Revise parking requirements. This can be done even for the shitty strip malls and chain restaurants that, despite everyone hating, increases the tax base. Work within the necessary evils. | Develop residential areas within commercial districts to create transportation node destinations, increase density, and calm traffic. It doesn't matter how walkable a place is - if there's not thing walk to, people don't feel safe, and people aren't visually stimulated, it's not going to work. Walking in downtown is easy to figure out, but how about around the Valley Mall and Harrisonburg Crossing? There's no reason to think that these areas cannot develop a sense of place and character and that multi-modal transit is only for downtown areas. Walkability involves more than building sidewalks. It includes a mix of uses outside of strip malls and chain restaurants. Stop centering everything around driving and segregated uses. Stop putting every building in a see of parking. Require parking to be in the back of buildings. Revise parking requirements in the city. Read Jeff Speck's Walkable City. Do something different than other cities, or you'll be just like every other one. | I want to be able to walk to an Olive Garden. Haha. | 6/12/2015 | non-member 154 |
| 49 | Be Heard | yes | no | Has public access in ways that connect people from where they live (residences) to where they need to be (schools, businesses, and retail). This means safe pedestrian and cyclist accommodations on all public roads in the city. It also means that right-of-way is established to allow a network of bike paths along residential easements. The answer is not always to funnel traffic onto shared roads. | There is a lot to be gained by connecting neighborhoods to public places via bike and pedestrian only paths like the Northend Greenway. This should be considered with all current and future development (The neighborhoods between Neff/Reservoir/Port and RMH is a prime example. All those people don't have practical non-vehicle options because the public roads were built for vehicles, not people. | What will be done to make bicycling safe during the Reservoir St. expansion? Will the new townhouses being built there allow for people to travel between the neighborhoods (i.e. from Chesnut Ridge Dr. through to Lucy Dr.). A single path there would give over a thousand people a safer and more practical path to the retail area on Neff/Evelyn Byrd. | 6/12/2015 | non-member 161 |
| 50 | Be Heard | yes | no | Allows me to feel like my child will be able to safely cross 42 on their way to THMS. Allows me to feel confident that my wife won't get hit by turning vehicles at intersections (there is a culture of not yielding to pedestrians crossing even when the walk sign is lit--perhaps there just needs to be visual reminders to drivers that they must yield--perhaps there needs to be enforcement, cameras?). | Need better enforcement of pedestrian right-of-way at cross-walks. Turning cars tend not to yield, especially at Mason & 33. | Appreciate this initiative, more bike lanes please. I was just up in DC for a workshop with USAID staff--when I tell people I live in Harrisonburg, they say--oh, that is a good place for biking. This is becoming a core part of our image as a city and can drive tourism dollars. Let's leverage that to improve safety and generate revenue for the city! | 6/12/2015 | non-member 162 |
| 51 | Be Heard | yes | no | A city where any child can travel safely within a mile radius of their home. (No dead end sidewalks or trails) | Main Street should be off limits to traffic like the Charlottesville mall. | Roads in downtown should be given lane diets to make room for pedestrian amenities. | 6/12/2015 | non-member 163 |
| 52 | Be Heard | yes | no | I don't bike | Enforce the 'bike lane'. bikes ride Down west Market St in the traffic lane 4 or 5 side by side making it difficult to get around them in traffic. also, they run red lights and stop signs. | Ticket, ticket ticket for those abusing the right to ride bikes. I'm really surprised there are not more accidents. I have had to slam on my brakes on a green light to avoid hitting them running red lights. Law enforcement was right behind me and ignored the situation. | 6/12/2015 | non-member 165 |
| 53 | Be Heard | yes | no | Connects to schools. | Adding bike lanes along or nearby major routes (42, 33, 11, etc). Sometimes avoiding them is impossible. | | 6/13/2015 | non-member 175 |
| 54 | Be Heard | yes | no | Allows me to bike to work | Extend the bike lanes further out of the city center to the edges of the city. | | 6/13/2015 | non-member 176 |
| 55 | Be Heard | yes | no | Includes safe pedestrian crosswalks with police enforcement. | 1 better police enforcement at painted crosswalks 2 more sidewalks especially to/from schools | | 6/13/2015 | non-member 178 |
| 56 | Be Heard | yes | no | extends to the outer reaches of the city, not just it's center | | I have lived off Port Road in Portland East for 28 years. I see older neighborhoods get new sidewalks and we still have none. | 6/14/2015 | non-member 188 |
| 57 | Be Heard | yes | no | | | | 6/16/2015 | non-member 230 |

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| 58 | Be Heard | yes | no | <p>Includes an evaluation of the impact of water run off as a result of new sidewalks and bike paths. A water resource engineer or an environmental engineer should be hired to make such an analysis. This should be done through an outside, impartial source instead of someone that is currently hired to work for the City of Harrisonburg.</p> <p>There have been some instances within the City of Harrisonburg in which roads were closed due to flooding. Water has also entered some homes and yards due to excessive rainfall events. The additional roads, sidewalks, and bike paths which the City of Harrisonburg is planning will further stress this situation.</p> | <p>The City of Harrisonburg should plant trees in close proximity to the sidewalks. This may help absorb some of the rain water.</p> <p>Additionally, signs should be posted to alert citizens of the expectations for using sidewalks. New sidewalks are planned to be constructed in front of existing homes. Some examples of the signs might include "No skateboarding". "No loitering". "No smoking". "No littering". "Pet clean up required".</p> <p>There should also be a mechanism in place to enforce the laws or rules that the community deems appropriate. If nothing is done, property owners that live nearby who will become burdened with the task of cleaning up trash, cigarette butts, and pet fecal matter on or near their property. These residents will also endure the brunt of the excess noise caused by skateboarding on the sidewalks in front of their residence.</p> | <p>The City of Harrisonburg is planning to construct new sidewalks in front of existing homes. Some of these homes are over 20 years old. The homeowners will then have the task of shoveling snow off of the sidewalks in front of their homes. This is a requirement of the City of Harrisonburg. (Code 6-1-15) The snow must be removed within 3 hours after the snow stops. If the snow begins at 8:00 a.m and ends at 11:00 a.m., it needs to be removed from the sidewalks by 4:00 p.m. How unfortunate for the individual who goes to work at 7:00 a.m. and doesn't return home until 5:00 p.m.! He is now in noncompliance with a City of Harrisonburg code. Although when he purchased his property he did not have this responsibility (nor did he plan for it) because there were no sidewalks in front of his house. Shoveling snow is a difficult task to place on people with certain medical conditions. Moreover, many do not have the income needed to hire someone else to do the work for them. If the City of Harrisonburg is planning to construct new sidewalks in front of existing homes, perhaps the City should also accept the responsibility of removing the snow instead of assigning this job to the residents that have lived without sidewalks in front of their homes many years. Providing the homeowners with a yearly stipend for taking care of snow removal is the right thing to do. In essence, what I am suggesting something like a "Grandfather Clause". When the properties are resold, no such compensation would carry over to the new owner. It is unclear to me how the City of Harrisonburg is able to install sidewalks on residential property which homeowners pay taxes for. The Code of Virginia provides a definition of what utility easements include. Sidewalks are not included in this definition. (Code of Virginia 55.50.2) I am unaware of what other easements (other than utility easements) exist on residential properties. It is a beautiful idea to think of the health, safety, and betterment of Harrisonburg residents by constructing more sidewalks and bike paths. Going forward with such a proposal and not considering the negative impact it may have on others is not indicative of a planned future. I ask that if my post is submitted, it is posted in its entirety and not edited. Disclosure: I have property in the City of Harrisonburg which is impacted by the "Reservoir Street Road Improvement Project". I have been made aware that a sidewalk will be constructed in front of property which I own. Thank you for reading.</p> | 6/16/2015 | non-member 238 |
| 59 | Be Heard | yes | no | | <p>We need sidewalk on south side of Port Rd between Main and 81. Too hard to cross to get to existing north side and see people in dangerous situations there all the time.</p> | | 6/16/2015 | non-member 240 |