

L RTP Phase II Engagement Public Report

Project Selection Survey



**Harrisonburg
Rockingham**
Metropolitan Planning
Organization

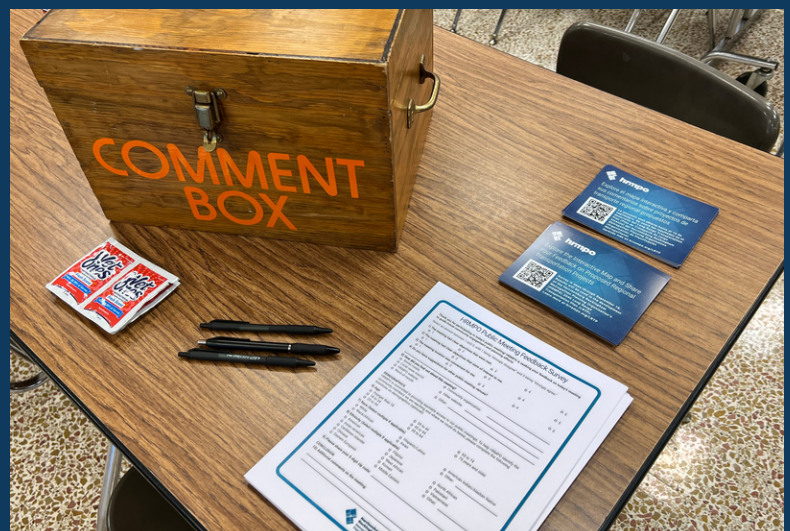


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Executive Summary

The Harrisonburg-Rockingham Metropolitan Planning Organization (HRMPO) is the regional transportation planning organization that identifies and develops multimodal transportation projects in the City of Harrisonburg, the Towns of Bridgewater, Dayton, and Mt. Crawford, and the surrounding urbanized portions of Rockingham County.

The HRMPO 2045 Long Range Transportation Plan (LRTP) analyzes land use, demographic, and transportation trends in the region to guide transportation investments over the next 25 years, meeting the needs of our region and its future growth.

In Phase Two of the LRTP process, community members provided input on a set of transportation projects and studies that will help meet the region's transportation vision. The community shared input via an online survey that was available in English, Spanish, and Arabic, and was promoted via social media, email distribution lists, flyers and postcards with QR codes, word of mouth, and community events.

685 people responded to the survey between August 1, 2022 and September 16, 2022. Respondents rated all the projects and studies in the survey more favorably than negatively. The projects with highest approval rates featured improvements to pedestrian and cycling infrastructure, and would enhance safety and connectivity in the region.

HRMPO will use input from the Phase Two survey to inform the final prioritized list of projects and studies in the 2045 LRTP.



Introduction

HRMPO used a MetroQuest project selection survey to facilitate public engagement in a desktop- and mobile-friendly format. We hosted two in-person open houses and a webinar to provide an opportunity for residents to engage directly with MPO staff and take the survey at computer stations at the Open Houses.

In the survey respondents could vote on as many or as few of the 37 projects and 19 studies as they wished. Panning across the map, respondents clicked on a project point to read a description and see a picture of the project location. The survey asked respondents to review the descriptions and leave "Yes" or "No" feedback. Respondents could also share written comments on each project and study.

The five projects receiving the largest share of positive feedback as a percentage of total responses to the project were the **Bridgewater Riverwalk** (96.8% Yes), **Reservoir Street Sidewalk Construction** (94% Yes), the **Bluestone Trail Extension** (93.4%), **North Main Street Sidewalk** (92.7% Yes), and **Erickson Avenue Improvements**, (92.4% Yes). Comments left on these projects indicated general approval for pedestrian and cyclist infrastructure and pedestrian connectivity in the region.

While all projects had a majority positive response, the projects receiving the largest share of negative responses as a percentage of total project responses to those projects were the **Restricted U-Turn at US 33 and Cross Keys Rd.** (41.1% No), the **Restricted U-Turn at US 33 and Rockingham Park Way** (38.5% No), the **Restricted U-Turn at Erickson Avenue and Pear Street** (35.8% No), **Burgess Rd. and Linda Lane Reconfiguration** (31.6% No) and **E. Market Street at North Mason Street** (30.3% No).

The survey also asked respondents to indicate their support for proposed transportation studies that the MPO or a local government could undertake in the next 5 – 10 years. The proposed studies that received the largest share of positive feedback as a percentage of total responses were the **Mt. Clinton Pike Improvements Study** (96.3% Yes), the **Mt. Clinton Pike Corridor Improvement Study** (95.9% Yes), the **Virginia Avenue between Mt. Clinton Pike and Old Windmill Circle Study** (92.5% Yes), the **Mt. Washington St. Corridor Study** (91.8% Yes), and the **Dinkel Avenue Corridor Study** (88.9% Yes).

The proposed studies with the largest share of negative responses as a percentage of total project responses were the **Peach Grove Avenue Extension Study** (28.6% No), the **Research Drive Extension Study** (24.6% No), the **Vine Street Extension Study** (21.2% No), the **Linda Lane Widening Study** (20.5% No), and the **Port Republic Road Widening Study** (20% No). The comments on these studies reflected a general disinterest in the construction of new roads and road widening in the region.



Engagement Activities

In an effort to reach as many people as possible in the HRMPO region, we incorporated several outreach events into Phase Two engagement. The two open houses held allowed anyone interested to stop in, learn about the LRTP process, and take the survey on a laptop at the event. The events were held at the Lucy Simms Center in Harrisonburg and Turner Ashby High School in Rockingham County.

HRMPO staff also attended various events throughout the region to make people aware of the LRTP process and the survey. Staff handed out informational post cards at Gen Park After Dark in Bridgewater, the Harrisonburg Hispanic Festival, and the Rockingham County Fair. The post cards had a QR code printed on them that when scanned with a smartphone camera would take the user directly to the survey.

During Phase Two, HRMPO staff also attended meetings and briefed local elected officials via the Harrisonburg City Council, Dayton Town Council, Mt. Crawford Town Council, Bridgewater Town Council, and Rockingham County Board of Supervisors meetings. HRMPO staff also met with community groups upon request.



Rockingham County Fair

Phase Two also utilized the web and social media to make residents aware of the engagement opportunities. Between August 1 and September 16, social media posts shared by the Central Shenandoah Planning District Commission reached over 16,000 viewers.

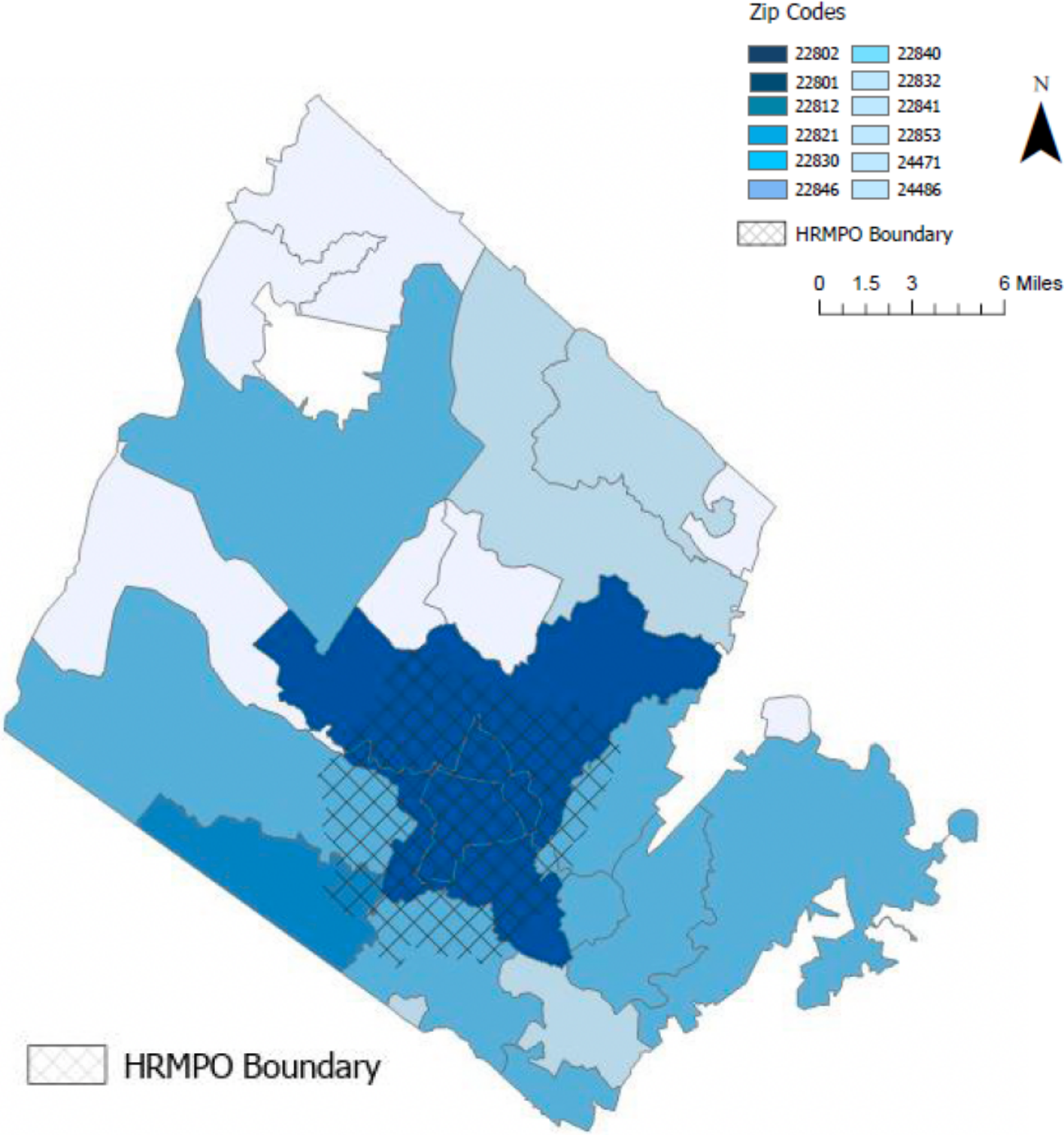
Many of our community partners also shared information about the project on their social media pages further driving viewers to the survey.

General feedback we received indicated that the survey was easy to navigate, but that finding the button to leave a comment was not intuitive to some. Even with images and descriptions included in the survey, it was hard for some respondents to understand some of the dynamic projects being proposed. This was why in-person interactions at these engagement events was so valuable. Having staff available to answer questions on site helped participants better understand the projects and the process as a whole.



Lucy Simms Center Open House

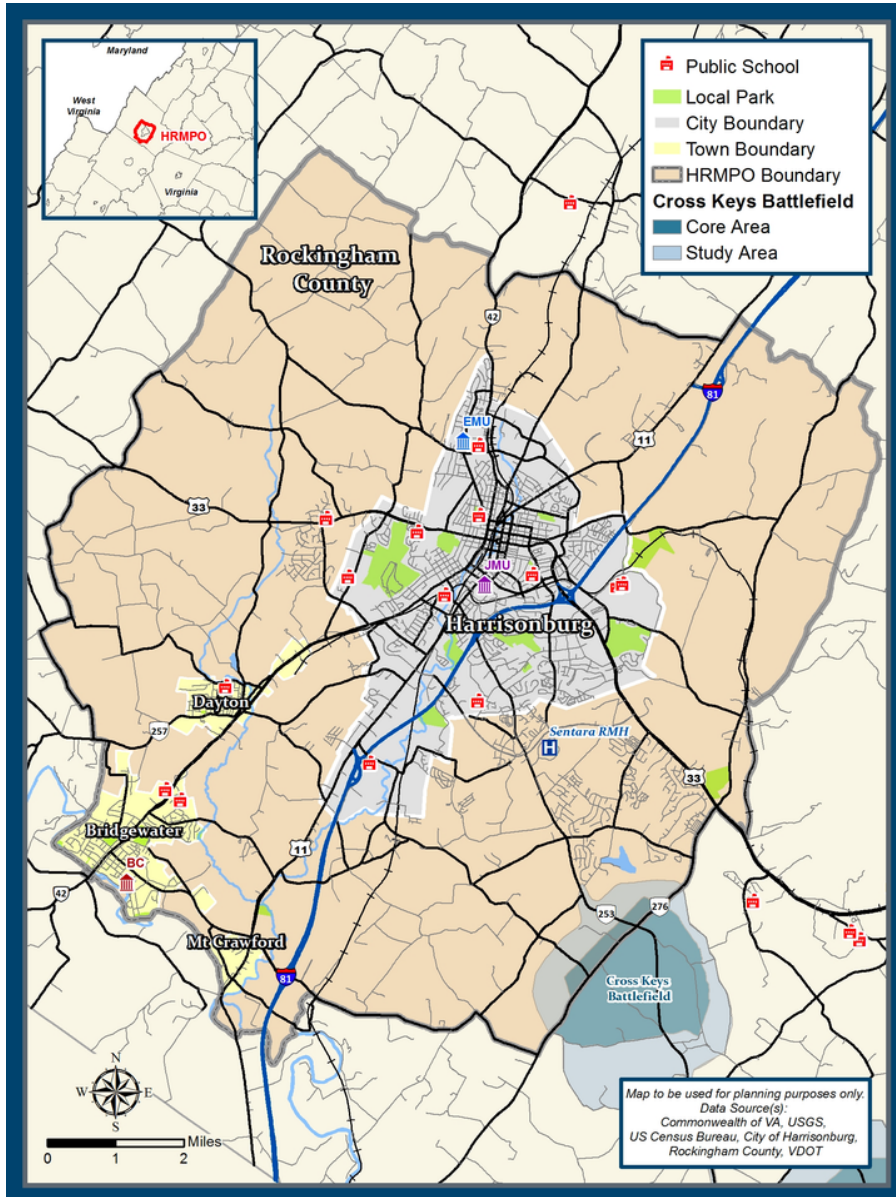
Responses By Zip Code



Darker shades of blue represent a greater number of responses to the survey from that zip code.

Projects by Locality

The Harrisonburg-Rockingham Metropolitan Planning Organization (HRMPO) is the regional transportation planning organization that provides support for multi-modal transportation projects in the City of Harrisonburg, the Towns of Bridgewater, Dayton, and Mt. Crawford, and the urbanized areas of Rockingham County. A map of the MPO region is included below. Projects and proposed studies considered for the Long-Range Transportation Plan must be within the MPO's boundary.



Click on any of the projects listed to be taken directly to that project's summary page.

City of Harrisonburg Projects

[Bluestone Trail Extension](#)
[Burgess Rd. & Linda Lane Reconfiguration](#)
[Chicago Ave. Improvements](#)
[Country Club Rd. Improvements \(East & West\)](#)
[Mason Street Improvements \(3 projects\)](#)
[E. Market St. at Reservoir Street Improvements](#)
[Gay St at Main St. Crosswalk](#)
[Liberty St. Downtown](#)
[MLK Way Extension](#)
[Mt. Clinton Pike Corridor Safety](#)
[Neff Ave. Pedestrian Improvements](#)
[Neff Ave. Shared Use Path](#)
[North Main St. Sidewalk](#)
[Old Furnace Rd. Sidewalks](#)
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[Port Republic Rd. Improvements \(North & South\)](#)
[Reservoir St. Sidewalk](#)
[Restricted Crossing U-Turn at Pear St.](#)
[Smithland Rd. Improvements](#)
[South Carlton St. Improvements](#)
[South High St. Sidewalk](#)
[South Main St. Corridor Safety & Improvements](#)

Town of Bridgewater Projects

[Bridgewater Riverwalk](#)

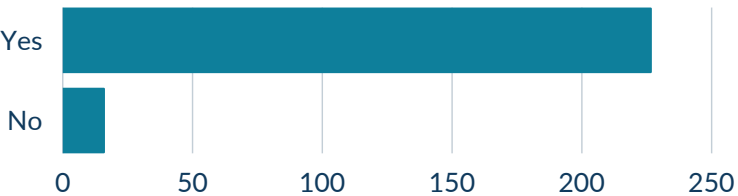
Rockingham County Projects

[Erickson Ave. Improvements](#)
[Garbers Church Rd. Improvements](#)
[Oakwood Drive Realignment](#)
[Restricted Crossing U-Turn at Cross Keys Rd.](#)
[Restricted Crossing U-Turn at Rockingham Park Way](#)
[Rt. 33 at Stone Spring Road Improvements](#)

Projects

Bluestone Trail Extension

This project proposes to extend the existing Bluestone Trail from Stone Spring Road, where it currently terminates, onward to the new Rocktown High School, and South Main Street. It received 243 responses, 93.4% of which are favorable. Comments show that respondents feel this would be a great way to connect some residential areas of Harrisonburg to the new Rocktown High School.



Bluestone Trail terminus at Stone Spring Rd.

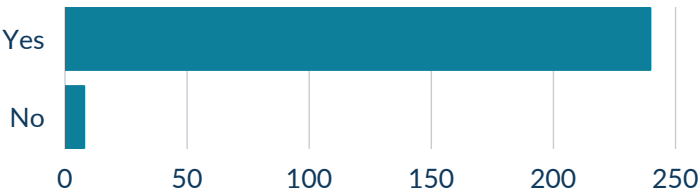
"I think this [Bluestone Trail Extension] is a very important project. The south end of town is incredibly difficult to access without a car."



Wildwood Park in Bridgewater, VA

Bridgewater Riverwalk

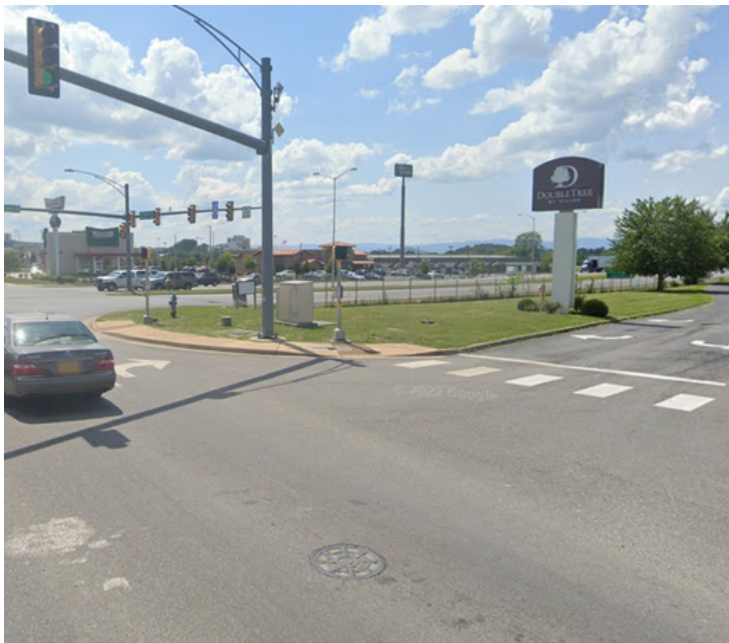
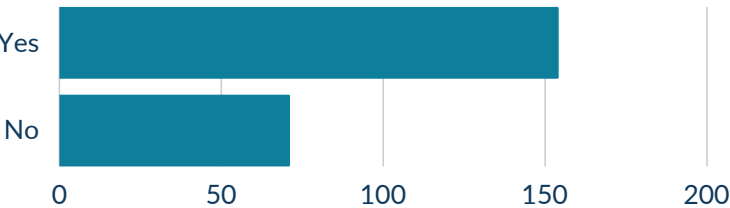
This project proposes to extend the existing Bridgewater Riverwalk shared use path and bike lane from Wildwood Park and connect to Sandy Bottom Park. The project received 248 responses, 96.8% of which are favorable. In the comments, some respondents are concerned about the property acquisition that may be required to complete this project.



Projects

Burgess Road and Linda Lane Reconfiguration

This project proposes to reconfigure the median at the intersection of Burgess Road and Linda Lane and to remove the additional traffic signal at the intersection of Linda Lane and Frontage Rd. This project received 225 responses with 68.4% favorable to the project and 31.6% unfavorable. However, upon reviewing the qualitative comments for this project, multiple respondents noted a lack of understanding of what this project was describing. Some were concerned we were proposing to remove the traffic signal at the intersection with Rt. 33 (Market St.) It is possible that the responses recorded for this project are not entirely representative of actual favorability of the project due to this misunderstanding.



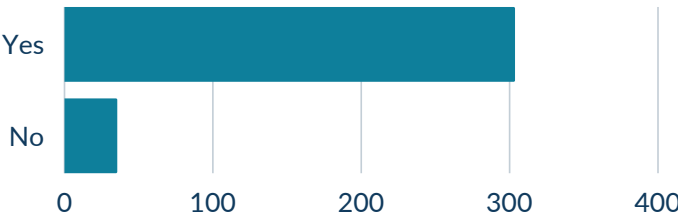
Intersection of Linda Lane and Frontage Rd.



Intersection of Chicago Ave. and Waterman Dr.

Chicago Avenue Improvements

This project proposes to construct a roundabout at the intersection of Waterman Drive and Chicago Avenue. The project would also incorporate drainage improvements, and construct a sidewalk and bike lanes along Chicago Avenue from Mt. Clinton Pike to Gay Street. This project received 338 responses, 89.6% of which are favorable. This project received many qualitative comments of a mixed response. All respondents agree that improvements are needed at this intersection, but there is no consensus on what type of improvements would be most effective. Most respondents agree that pedestrian and bicycle improvements are needed along this stretch of road, however, some prefer a continuation of the existing shared use path over bicycle lanes along the shoulder of the road. Additionally, respondents have split opinions on the installation of a roundabout with some in favor and some opposed.

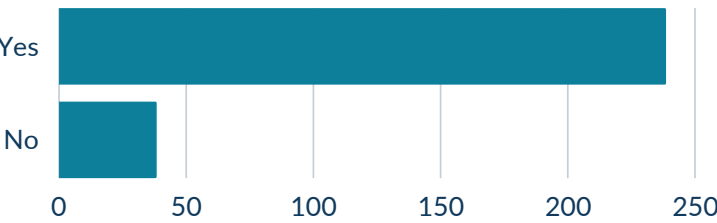


Projects

Country Club Road Improvements - East

This project is located on Country Club Road east of the I-81 overpass. The project would widen Country Club Road from the existing two lanes to three lanes to include a center turning lane for vehicles turning off Country Club Lane onto various connecting roads and shopping center entrances. The project would also construct a sidewalk and a shared use path along Country Club Road from the I-81 bridge to the intersection of East Market Street. Additionally, a roundabout would be installed at the intersection of Country Club Road and Keezletown Road to replace the current intersection.

The project received 276 responses, 86.2% of which are favorable. Comments from respondents are mixed, however, most agree that this road is particularly dangerous for pedestrians. Feedback on the widening of the road and the inclusion of a roundabout varied, but most favor some sort of pedestrian improvements - especially as there is a school located along this stretch of road.



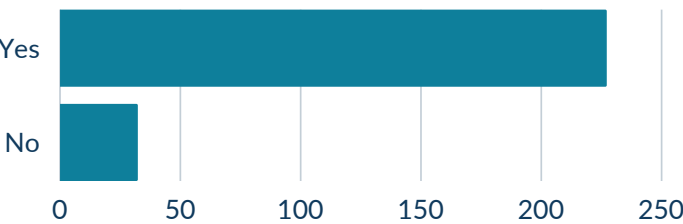
Country Club Rd. east of I-81 Overpass

"Country Club Rd. is one of the most dangerous roads for biking or walking in Harrisonburg. This lack of connectivity means there is no safe way to access Smithland (Elementary School) or Skyline (Middle School) by foot or by bike. Shared use path and sidewalk improvements are badly needed."

Country Club Road Improvements - West

This project is located on the west end of Country Club Road, between the I-81 overpass and the intersection with Vine Street. The project would widen Country Club Road from the existing two lanes to three lanes, creating a center turning lane. The project would also construct sidewalks and a shared use path along Country Club Road from the overpass to Vine Street.

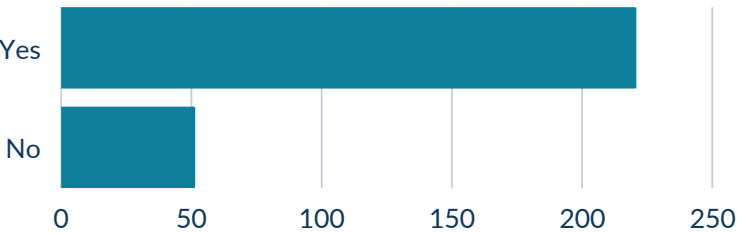
The project received 259 responses, 87.6% of which are positive. Comments related to this project are similar to those of the Country Club Rd. East project - many feel the road is dangerous for pedestrians and cyclists. Some recommend that pedestrian improvements also include installation of crosswalks.



Projects

East Bruce Street and South Mason Street

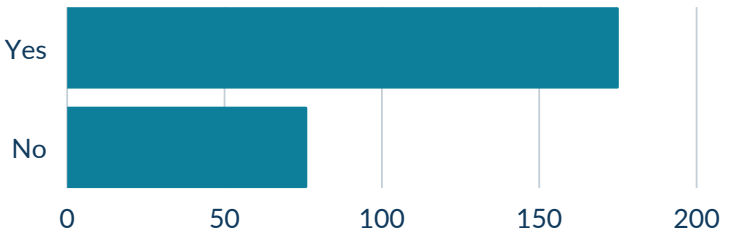
This project proposes to realign the crosswalk located on the north end of the intersection, and add a bulb-out on E. Bruce Street. The project would also add a sidewalk on the southern side of the intersection and narrow the approaching eastbound lanes to a single lane. The project received 271 responses, 88.9% of which are positive. Comments on this project indicate that respondents support traffic calming measures along this section of Mason Street.



East Market St. and N. Mason St.

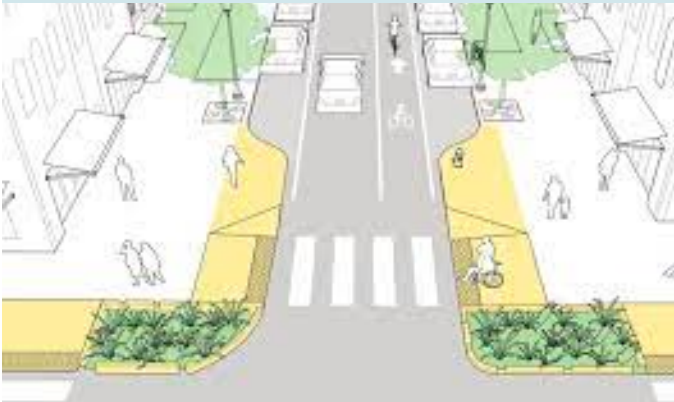
East Market Street at North Mason Street

This project proposes to add a westbound right-hand turning lane with a right turn overlap on N. Mason Street for vehicles turning right onto E. Market St. The project received 251 responses, 69.7% of which are positive, and 30.3% negative. Comments on this project express confusion about what the project is aiming to do, and were unsure of where the right turn lane would be added.



WHAT IS A BULB OUT?

Bulb outs - also known as curb extensions - are ways to extend the sidewalk curb out into a parking lane and reduce the width of the street at the point of crossing. They help promote pedestrian safety because they effectively reduce the pedestrian crossing distance and reduce the amount of a time a pedestrian is in the street.

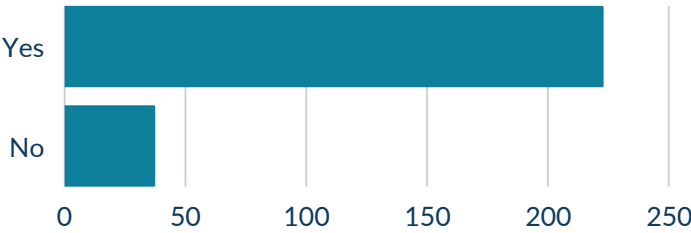


Bulb-Out Example Image

(Image credit: CompleteCommunitiesDE.org)

East Wolfe Street at North Mason Street

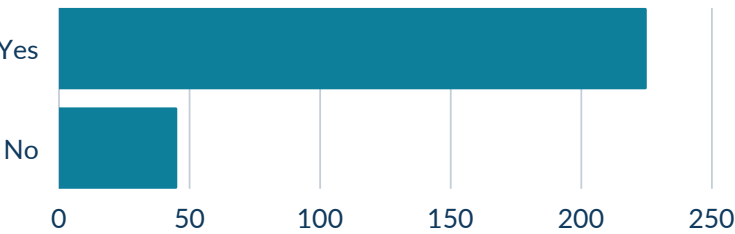
This project would install a crosswalk on the northern crossing of N. Mason St., and on the eastern crossing of E. Wolfe St. It would also create a right turning lane for traffic turning onto E. Wolfe St. This project received 259 responses, 85.7% of which are positive. Comments show that respondents support the addition of a crosswalk.



Projects

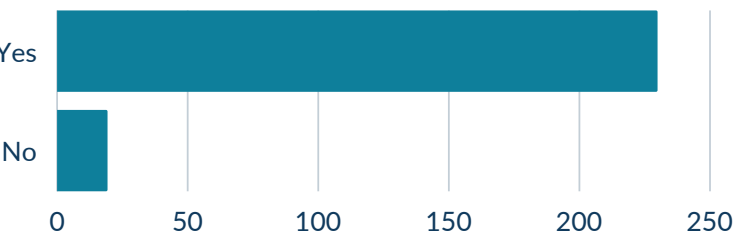
East Market Street at Reservoir Street Improvements

This project aims to improve safety and operations at the intersection of E. Market St. and Reservoir St. by rebuilding the traffic signal, improving crosswalks, and widening Reservoir St. This project received 270 responses, 83.3% in favor of and 16.7% opposed to the project. The comments largely support the pedestrian improvements and note that the current sidewalk and crossing conditions are unsafe. A few of the comments questioned the need to widen the road, unless the widening was strictly to add the pedestrian upgrades. Respondents noted that they do not wish to see additional vehicle lanes added as a result of the widening.



Erickson Avenue Improvements

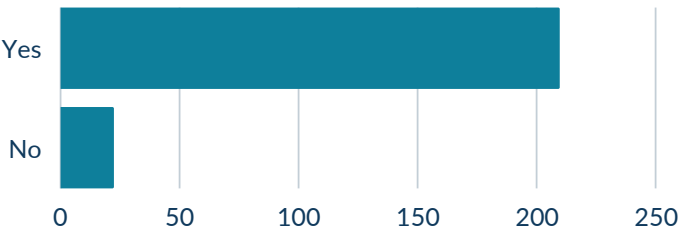
This project proposes to add bike lanes on both sides of Erickson Ave. between Rawley Pike (Rt. 33) and Garbers Church Road at the Rockingham County line. This project received 249 responses with overwhelmingly positive reactions (92.4% favorable). Comments all favor the addition of bike lanes along this stretch of road. One comment requested the road be widened all the way from Route 42 to Route 33.



Horse-drawn buggy traveling on a country road

Garbers Church Road Improvements

This project would widen the shoulders along Garbers Church Road to create Buggy Lanes and add turning lanes at the appropriate locations between Erickson Rd. and John Wayland Highway (Rt. 42). The project received 231 responses with overwhelmingly positive reactions (90.5% favorable). Comments urge planners to ensure the widening creates shoulders that are adequate size for safe buggy travel.

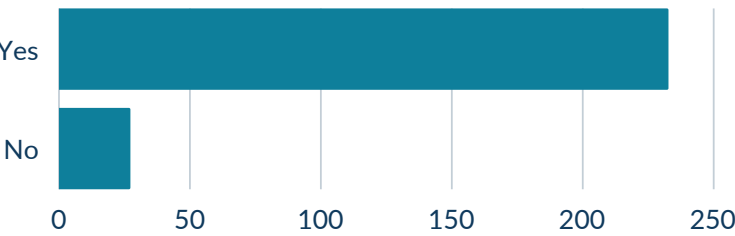


Erickson Avenue

Projects

Gay Street at Main Street Crosswalk

This project seeks to add a crosswalk for crossing Main Street on the northern crossing of Gay Street. The project received 260 responses, 89.6% of which are positive. Comments note that there should be crosswalks on all intersections in this part of Downtown as the north end of the city continues to grow. Another comment requested the crosswalks be equipped with crossing signals as well.



Gay St. and Main St. Intersection

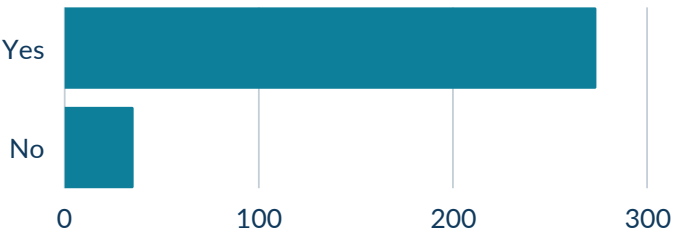


Main St./Liberty St. and Noll Dr. Intersection

Liberty Street Downtown

The Liberty Street Downtown project proposes to reconfigure Route 11 between the intersections of Main St. and Noll Dr., and the intersection of Main St. and Liberty St. with improvements being made to the signalized intersections that would provide signals for pedestrians and cyclists. It would also improve non-signalized intersections and path beginning and end points to the intersection to ensure safe egress for cyclists. Changes would also be made on Rt. 22 between Liberty St. and Noll Dr. to replace an existing vehicle lane with a two-way separated bike lane.

This project received 308 responses, 88.6% of which are favorable. Comments are also favorable noting the desire for more pedestrian and cyclist infrastructure in the Downtown area.

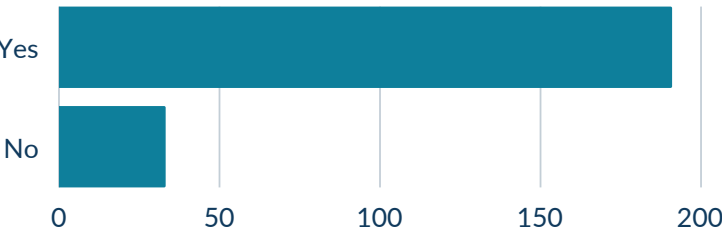


Projects

MLK Way Extension

This project would extend Martin Luther King Jr. (MLK) Way (previously known as Cantrell Ave.) from where it currently ends at the intersection of E. Market Street (U.S. 33) to connect with Country Club Road and Country Club Court. A new intersection would be created at Country Club Rd. and Country Club Court. As part of this project, sidewalks and bike lanes would also be added to MLK Way and Country Club Rd.

This project received 224 responses, 85.3% of which are favorable. Comments from respondents are mixed with some in favor of the project overall, and some against the extension, but in favor of the bike and pedestrian lanes, and some unsure. One person commented that it seems like an expensive project, and another feels that it would increase traffic on Country Club Rd., which is already regarded as a dangerous road (seeking to be addressed by other projects included in the survey.)



MLK Way at E. Market Street

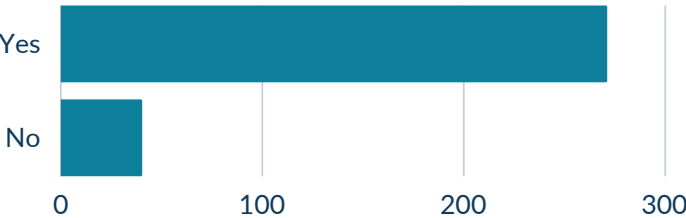


Pictured: Railroad Crossing on Mt. Clinton Pike at entrance to the North End Greenway
(Photo credit: Virginia Outdoors Foundation)

Mt. Clinton Pike Corridor Safety

This project would install pedestrian crossings on Mt. Clinton Pike at the railroad crossing near Rt. 42 to connect to the North End Greenway. It would also install a sidewalk on the north side of Mt. Clinton Pike from Acorn Dr. to N. Main Street, and install a roundabout at Acorn Dr.

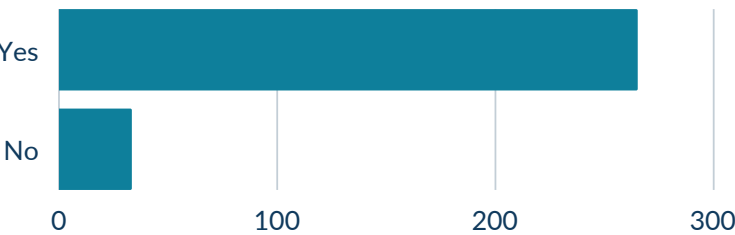
This project received 311 responses, 87.1% of which are favorable. Comments generally favor the pedestrian improvements but not the roundabout. A few respondents questioned the priority or need for the improvements near Acorn Dr. but are largely in favor of the crossing at the Greenway.



Projects

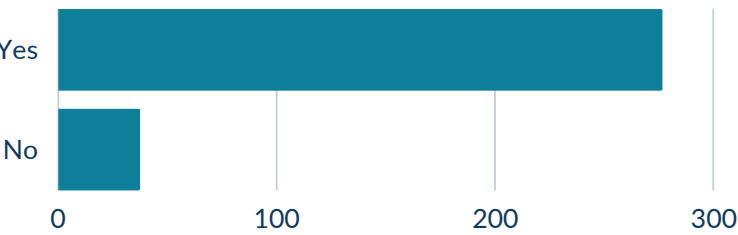
Neff Avenue Pedestrian Improvements

This project would install pedestrian infrastructure (i.e., crosswalk, sidewalk) along Neff Ave. at appropriate intersections between Reservoir St. and the entrance to the Valley Mall. The project received 298 responses, of which 88.9% are positive. Comments are largely favorable, expressing the need for pedestrian and bicycle access to this part of town where there are many shopping plazas.



Neff Avenue Shared Use Path

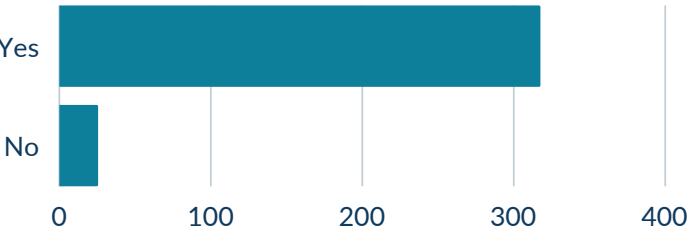
This project would construct a shared use path along the south side of Neff Ave. between Port Republic Rd. and the entrance to the Carrier Arboretum Trail at the intersection of Neff Ave. and Sunchase Drive. The project received 313 responses, 88.2% of which are favorable. The project received mixed comments with some feeling the project is not needed, and others citing it as a necessary connection to JMU's campus for pedestrians and cyclists. A few comments are in favor of the path, but express concern about crossing traffic on Neff Ave. to access the path.



North Main Street Sidewalk

This project would construct bike lanes on both sides of North Main St. from Charles St. to Mt. Clinton Pike, and install a sidewalk on the west side of the street. The project would also install a sidewalk on the south side of Vine Street, between North Main St. and Harris Garden Apartments to connect to the new pedestrian infrastructure on Main St.

The project received 342 responses making it one of the projects with the highest response rates in the survey. Responses were overwhelmingly positive with 92.7% of respondents in favor of the project. Comments also widely favor the project and note the importance of the pedestrian infrastructure for individuals who live along this corridor who are largely dependent upon public transit and who need a safe way to get to bus stops.

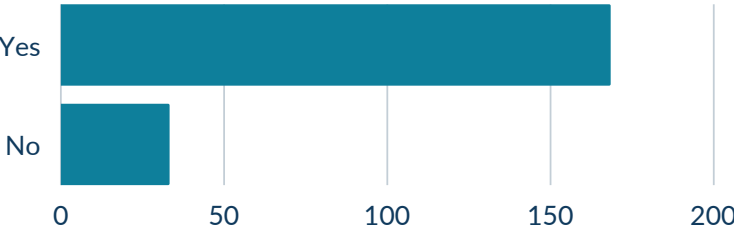


Carrier Arboretum Trail terminus at Neff Ave.

Projects

Oakwood Drive Realignment and Improvements

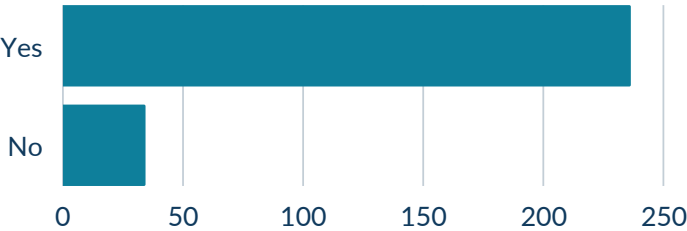
This project seeks to widen Oakwood Drive (Rte. 704) to two lanes between Rt. 11 and Lewis Byrd Road (Rt. 712) at the Bridgewater town boundary. It would also add a shared use path along Oakwood Drive. This project received 201 responses with 83.6% favorable and 16.4% against. Comments show support for the shared use path, but not the widening of the road to two lanes. One comment notes that the project description mentions realignment, but does not go into detail about how and where the road would be realigned. More details may help citizens better judge the project.



Oakwood Drive (Route 704) in Rockingham County

Old Furnace Road Sidewalk

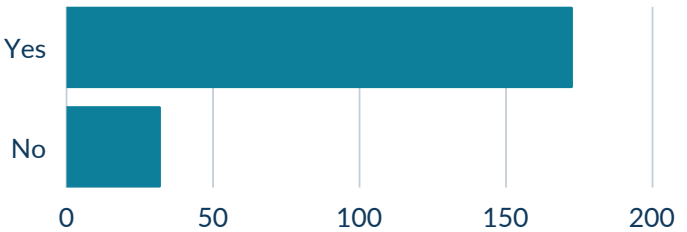
This project would construct a sidewalk to fill existing gaps and add pedestrian infrastructure such as crosswalks, to create a continuous safe pedestrian route along Old Furnace Road between Summit St. and Oriole Lane. This project received 270 responses, 87.4% of which are favorable. Comments are also favorable to this project, but some asked for bike lanes to be added as well.



Pleasant Valley Road

Pleasant Valley Road Improvements

This project would widen Pleasant Valley Road to three lanes and include center turn lanes. It would also add a shared use path along Pleasant Valley Rd. from South Main Street to the city/county boundary. This project received 205 responses. 84.4% are favorable to the project and 15.6% opposed. Comments on this project are in line with what we have heard with similar projects - respondents are favorable to the addition of the shared use path but oppose the road widening.

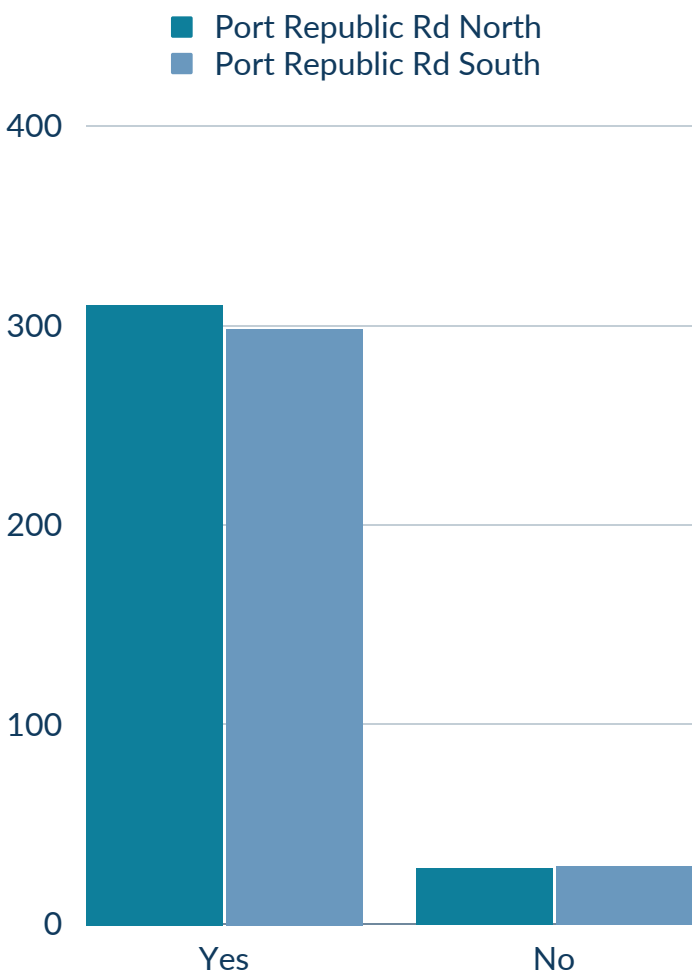


Projects

Port Republic Road Improvements - North and South

This represents two separate projects both aiming to improve Port Republic Rd. in the City of Harrisonburg. The projects are labeled North and South and are divided by the I-81 interchange. The Port Republic Road North improvements project proposes widening Port Republic Road between the I-81 interchange and South Main Street, adding a center turning lane, bike lanes, and sidewalks on both sides of the road. The Port Republic Road South improvements project would do the same thing, adding center turning lanes along Port Republic Rd. between the I-81 interchange and Devon Lane. The project would also repair the existing bike lanes and sidewalks on Port Republic Rd. within this corridor.

Both projects received over 300 responses (338 and 327 North and South respectively) and overwhelmingly positive feedback with 91.7% of responses to both projects showing as favorable. Comments from respondents emphatically agree there is a need for these pedestrian and cyclist improvements. Many respondents requested that any bike lanes on this route be physically separated from vehicular traffic as this is a heavily utilized road. Respondents expressing concern for the project questioned where the land would come from to widen the road and whether adjacent land/homeowners would be impacted.



"When JMU is in session this is the most congested road in the city with traffic backed up from I-81 to Devon Lane. I like the idea of encouraging more biking."

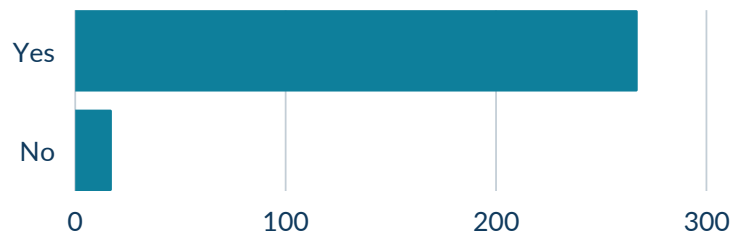


Port Republic Rd. traveling toward Devon Lane

Projects

Reservoir Street Sidewalk

This project proposes constructing a sidewalk on the east side of Reservoir Street from Dutch Mill Ct. to the Harrisonburg Crossing Shopping Center entrance. The project received 284 responses with overwhelmingly positive feedback - 94% of respondents are in favor of this project. Comments are equally favorable, emphasizing the importance of this project and indicating it should be a priority.



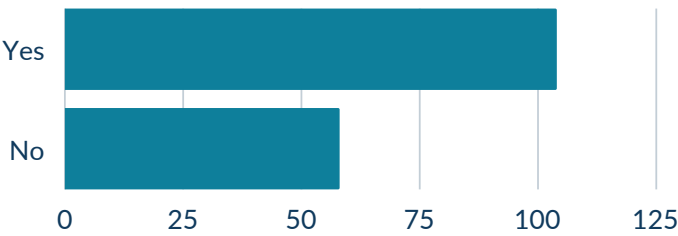
"This [Reservoir St. Sidewalk] is, in my opinion, one of the most vital projects in the city in terms of accessibility. The neighborhoods along Reservoir in the described area are currently cut off from many city locations and services if they do not have access to a car. Adding this sidewalk will allow access not only to the shopping center and beyond, but also a better transit hub which will allow even greater mobility."



Reservoir Street in Harrisonburg

Restricted U-Turn at Erickson Avenue and Pear Street

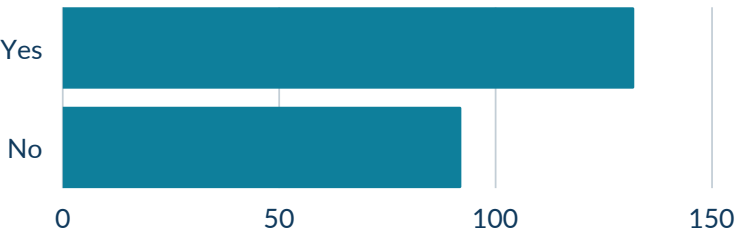
This project would provide a restricted crossing U-Turn intersection to relocate northbound Pear Street left turns to U-Turns on Erickson Ave. The project received 162 responses with 64.3% in favor of the project and 35.8% opposed. There were no comments provided for this project.



Projects

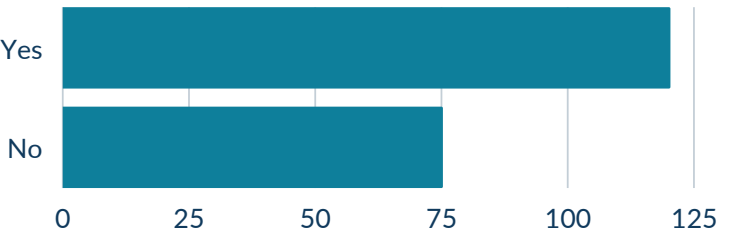
Restricted Crossing U-Turn at US 33 and Cross Keys Road

This project would implement a restricted crossing U-Turn at the intersection of Spotswood Trail (Rt. 33) and Cross Keys Road. The project received 224 responses with 58.9% favorable to the project, and 41.1% opposing the project. Comments on the project are equally mixed. Some feel this would make it more difficult to access the businesses along Rt. 33. Others are concerned with how the changes would impact bicycle crossing. Some are unsure of what the project was proposing.



Restricted Crossing U-Turn at US 33 and Rockingham Park Way

This project would implement a restricted crossing U-Turn at the intersection of Spotswood Trail (Rt. 33) and Rockingham Park Way. The project received 195 responses with 61.5% favorable to the project, and 38.5% opposing the project. Comments on the project largely express uncertainty about the proposed solution. Respondents question whether this is the appropriate fit to fix this intersection, or whether other options could be considered such as reduced speeds and more traffic lights.

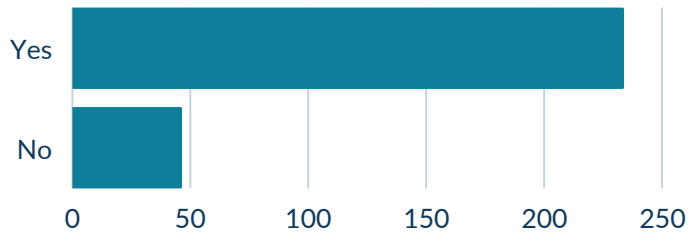


Intersection of Smithland Rd. and Old Furnace Rd.

Smithland Road Improvements

This project proposes to widen Smithland Road to three lanes. At the same time, the project would realign the intersection of Smithland Road and Old Furnace Road to allow traffic traveling on Smithland Road to continue straight through; adding a stop sign on Old Furnace Road for traffic turning onto Smithland Road. The project would also construct a shared use path from this intersection to connect with the existing shared use path located along Smithland Road near Smithland Fields.

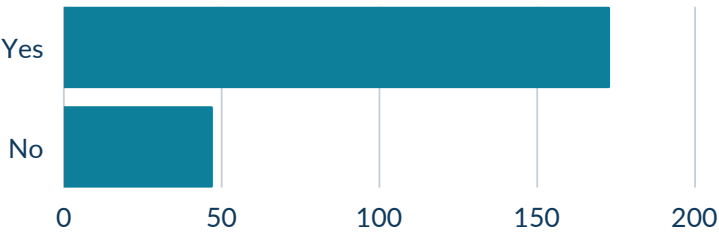
The project received 279 responses, 83.5% of which are positive. Comments indicate that respondents feel these proposed changes would adequately address concerns on Smithland Rd. Bike and pedestrian connectivity to Smithland Elementary and Skyline Middle Schools was also noted.



Projects

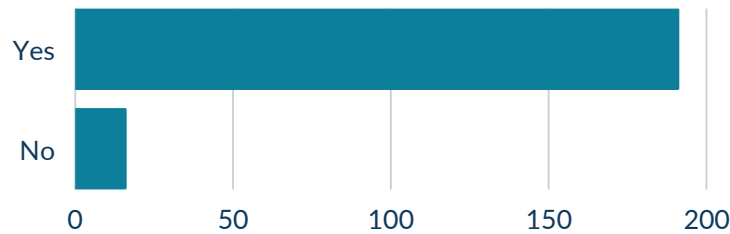
South Carlton Street Improvements

This project proposes to improve South Carlton St. by adding a center turning lane, as well as adding sidewalks and stormwater drain facilities. This project received 220 responses, 78.6% of which are favorable, and 21.4% opposed the project. Comments related to this project affirm the need for pedestrian access to businesses and shops along the road, but respondents are not convinced a third lane for turning is needed.



South High Street Sidewalk

This project would add a sidewalk along South High Street from Hidden Creek Lane to the intersection with Erickson Ave. The project received 207 responses and has high favorability with 93.5% of respondents in support of the project. Comments for this project are equally favorable.



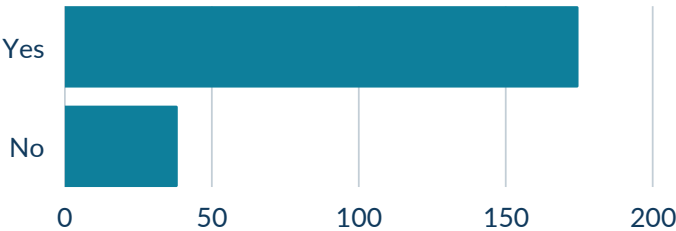
South High Street near Hidden Creek Lane



South Main Street

South Main Corridor Improvements

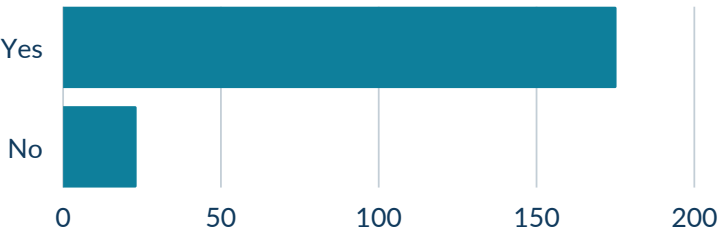
One of multiple projects and studies aiming to improve South Main Street, this project proposes adding a raised median in the middle of South Main St. ranging from Mosby Rd. to Pleasant Valley Rd. and to add a sidewalk to this section of road. This project received 212 responses. 82.1% of those responses are favorable to the project. Comments for this project are mixed with many respondents unsure about where the sidewalk would be placed.



Projects

South Main Street Corridor Safety

This project aims to address safety concerns along South Main Street by creating a median in the middle of South Main St. with a thru cut and dual left-turn lanes at the intersection of South Main St. and Pleasant Valley Rd. The project would also install a median acceleration lane at Pointe Dr. to allow cars turning onto S. Main St. the opportunity to merge more safely. Sidewalks would also be installed along South Main St. between Pointe Dr. and Pleasant Valley Rd. This project received 198 responses, 88.4% of which are favorable. Comments for this project varied with some respondents unfavorable to the addition of a median.



South Main St. and Pleasant Valley Rd. Intersection

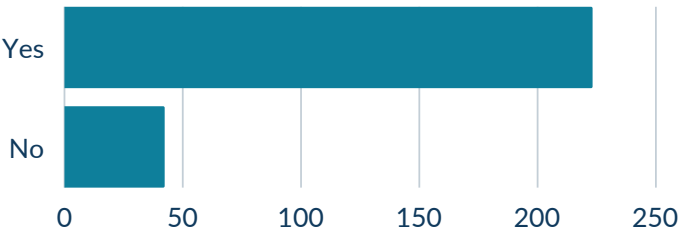


Intersection of Stone Spring Rd. and Rt. 33

U.S. 33 and Stone Spring Road Improvements

This project would add an additional northbound approach lane on Stone Spring Rd. leading up to the intersection with U.S. 33. The project received 265 responses with 84.2% of those responses favorable to the project.

Comments indicate that respondents had difficulty understanding what this project was proposing to do. Additional information may be needed to gauge a more accurate response to the project.



Studies

The Phase 2 Survey featured a list of proposed studies around the HRMPO region. The LRTP Working Group reviewed data on population and job growth, congestion, and safety, and identified a list of transportation needs -- i.e., congestion at a large intersection during the morning rush hour -- for which no solution has been defined. These current or potential future needs require further study and additional public outreach to evaluate different alternatives to meeting the need, and then select the best solution to be a future project.

Survey respondents had the same opportunity to vote "Yes" or "No" and leave comments on the proposed studies. A summary of those responses is provided below, grouped by City and County/Towns.

City of Harrisonburg Studies

[Greendale Road Extension Study](#)

[Linda Lane Widening Study](#)

[Main Street Safety Improvements Study](#)

[Mt. Clinton Pike Corridor Improvements Study](#)

[Mt. Clinton Pike and Vine Street Reconstruction Study](#)

[Vine Street and Old Furnace Rd. Intersection Study](#)

[Virginia Ave. between Mt. Clinton Pike and Old Windmill](#)

[Circle Study](#)

[South Main Street Widening Study](#)

Town of Bridgewater Studies

[Bridgewater Bypass Study](#)

[Mt. Crawford Connector Study](#)

[Mt. Washington St. Corridor Study](#)

Rockingham County Studies

[Dinkel Ave Corridor Study](#)

[Mt. Clinton Pike Extension Alternate Study](#)

[Mt. Clinton Pike Improvements Study](#)

[Peach Grove Ave. Extension Study](#)

[Port Republic Rd. Corridor Improvements Study](#)

[Research Drive Extension Study](#)

[Switchboard Road Improvements Study](#)

[Vine Street Extension Study](#)

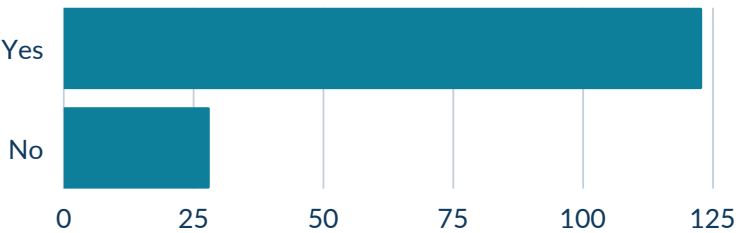
Click on any of the studies listed above to be taken directly to that study's summary page.



Studies

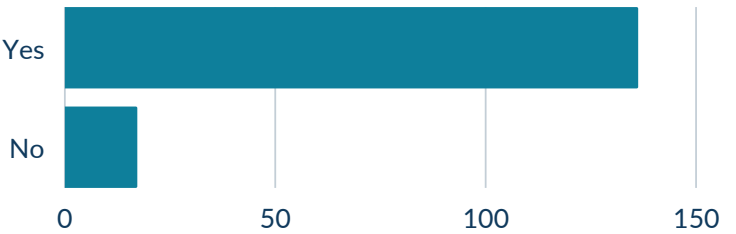
Bridgewater Bypass Study

This study would evaluate solutions to potential future capacity needs between Rt. 11 and VA Rt. 257 South (Bridgewater Eastern Bypass). The proposed study received 151 responses, 81.5% are favorable and 11.1% opposed. The few comments provided indicate that resources may be spent better elsewhere looking at a Mt. Crawford Bypass, or being used to improve existing roads.



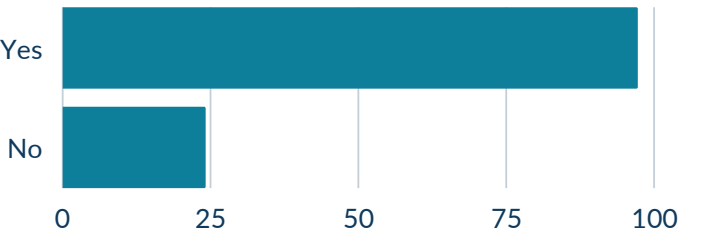
Dinkel Avenue Corridor Study

This study would evaluate the potential future capacity, safety, and operational needs along Dinkel Ave. from College View Drive to Rt. 11, including the intersection with Mt. Crawford Ave. The proposed study received 153 responses, 88.9% of which are favorable. Comments show that respondents agree there is a need. One respondent notes the challenges for Bridgewater College students crossing the street when the street is heavily utilized by cars and commercial trucks with a lack of alternate route through to I-81 or Rte. 42.



Greendale Road Extension Study

This study would evaluate the feasibility of and identify a location for a new three-lane roadway with a shared use path from approximately 0.20 miles west of Ramblewood Rd. to Pleasant Valley Rd. on a new alignment that crosses Blacks Run and the railroad. The proposed study received 121 responses. 80.2% of respondents are favorable to the study and 19.8% opposed. Among the few comments recorded for this project, one respondent felt that additional roads were not needed and did not support increasing vehicle traffic. They were in favor of the shared use path and felt that the Bluestone Trail Extension project would meet this need.

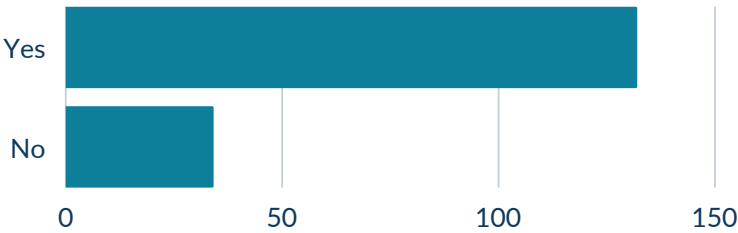


Dinkel Ave. at Bridgewater College

Studies

Linda Lane Widening Study

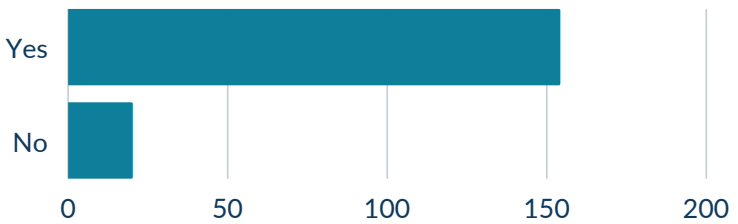
This study would evaluate solutions to potential future capacity deficiencies on Linda Lane from the intersection of E. Market Street (Rt. 33) to Country Club Road. The proposed study received 166 responses. Of those responses, 79.5% are favorable, and 20.5% opposed. Comments on this proposed study are mixed, with some feeling this is not a good use of resources.



Main St. and Grace St. Intersection

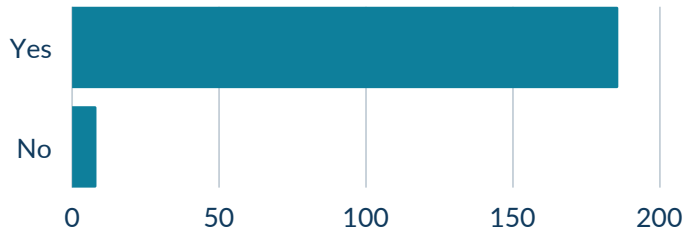
Main Street Safety Improvements Study

This study would seek to identify safety improvements on South Main Street between Grace Street (JMU's campus entrance) and Maplehurst Ave. The proposed study received 174 responses, 88.5% of which are positive. Comments on this study are related to the existing width of the road, and the speed at which cars travel through this segment.



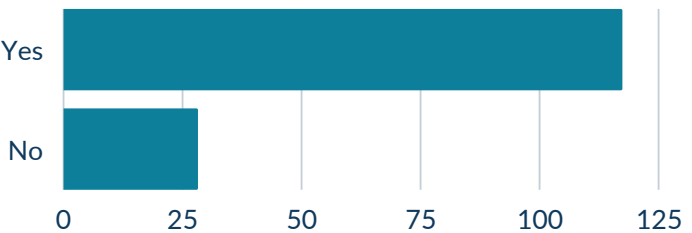
Mt. Clinton Pike Corridor Improvement Study

This study would allow engineers to identify the best location and provide a cost estimate for constructing a shared use path between Park Rd. and the western city limits. The proposed study received 194 responses that are overwhelmingly positive (95.9% in favor of). Comments on this study affirm the need for this study, citing the danger this corridor poses to pedestrians and cyclists in its current form.



Mt. Clinton Pike Extension Alternate Study

This study would evaluate the feasibility and location of an extension of a 4-lane limited access major roadway with a center median and a shared use path for bike and pedestrian access between Vine Street and Smithland Rd./Old Furnace Rd. This proposed study received 145 responses. 80.17% of responses are positive, and 19.3% opposed the study. Comments on the proposed study are favorable.

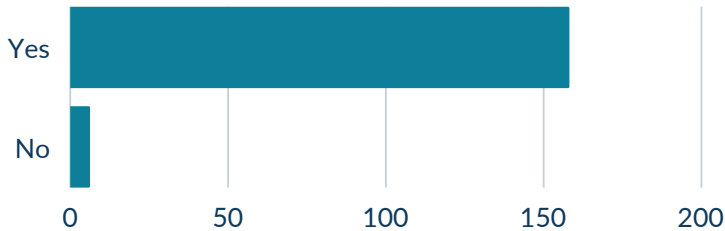


Vine Street near Vine/Mt. Clinton Pike/Rt. 11 Intersection

Studies

Mt. Clinton Pike Improvements Study

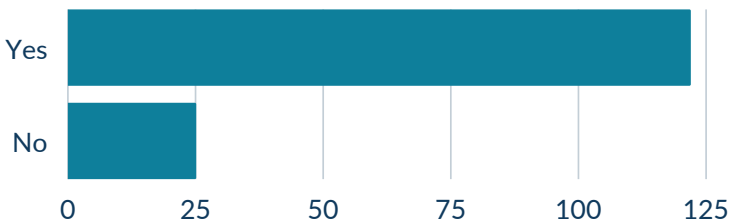
This more general study seeks to evaluate solutions to safety deficiencies, including vertical curves, and addresses the lack of non-motorized facilities (i.e., access for bicycle and pedestrians.) This proposed study received 164 responses with 96.3% indicating they are favorable to this study. Comments are also favorable, though some were unsure what the study would entail.



Mt. Clinton Pike near Intersection of Rt. 42

Mt. Clinton Pike/Vine Street Reconstruction Study

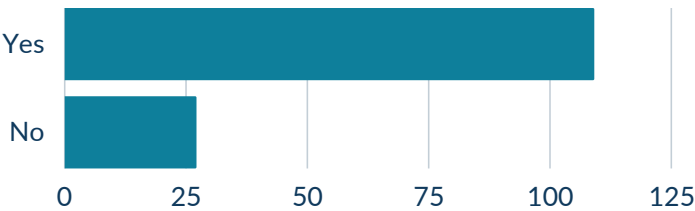
This study would evaluate the feasibility and location of an extension of Mt. Clinton Pike that could be constructed as a 4-lane urban minor road with bike lanes between US Rt. 11 and the eastern city limits. This proposed study received 147 responses, with 83% in favor, and 17% opposing the study. Comments are similar to those we received on other projects - respondents are in favor of the addition of bike lanes, but do not support adding vehicle lanes.



Dinkel Ave. between Don Litten Parkway and existing intersection with Mt. Crawford Ave.

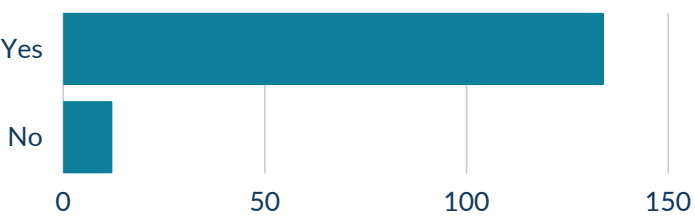
Mt. Crawford Connector Study

This study would evaluate the feasibility and identify a potential location for rerouting Mt. Crawford Avenue to align with Volunteer Drive at the intersection with Don Litten Parkway. The proposed study received 136 responses. 80.1% of responses were favorable and 19.9% opposed. The study received no comments.



Mt. Washington Street Corridor Study

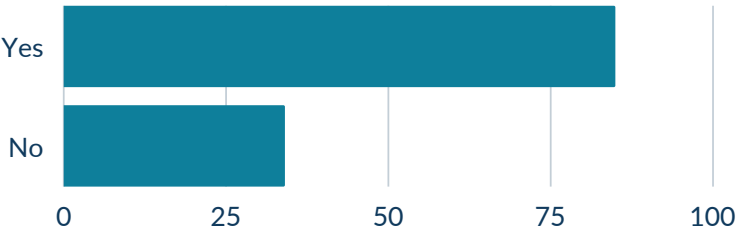
This study would evaluate the feasibility of aligning Mt. Crawford Ave. with North River Rd. at the North Main St. Intersection. It would also include the provision of bike and pedestrian improvements and a bus stop. The proposed study received 146 responses with 91.8% in favor of the study.



Studies

Peach Grove Avenue Extension Study

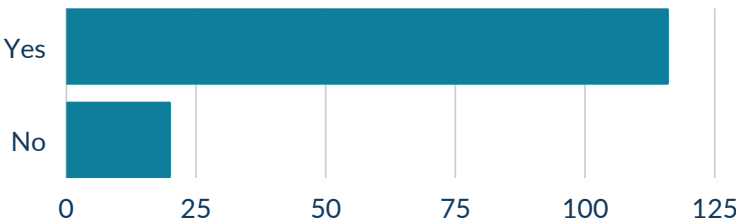
This study would evaluate the feasibility and location of a new 4-lane roadway with wide shoulders between Ridgedale/Greendale Rd. and Stone Spring Rd. This proposed study received 119 responses with 71.4% favorable, and 28.6% opposed. Comments, again, questioned the need to develop new roads rather than improving existing road networks.



Port Republic Road between Boyers Rd. and Stone Spring Rd.

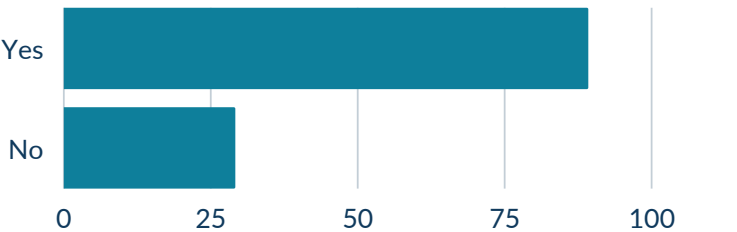
Port Republic Road Corridor Improvement Study

This study would evaluate the potential future capacity deficiencies and safety deficiencies along Port Republic Rd. between Boyers Rd. and Stone Spring Rd. This proposed study received 136 responses with 85.3% being favorable.



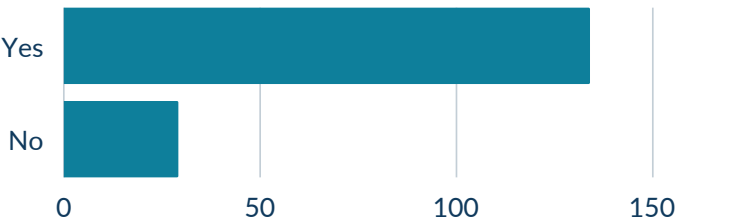
Research Drive Extension Study

This study would evaluate feasibility and identify the location of a new four lane limited access major collector road with a center median and a bicycle and pedestrian shared use path between the Rt. 11 intersection and Smithland Rd/Old Furnace Rd. The proposed study received 118 responses and with 75.4% of respondents in favor of the study and 24.6% opposed. In the comments, respondents support the shared use path, but do not wish to see additional vehicular lanes.



South Main Street Widening Study

This study would evaluate the possibility of widening South Main street to five lanes, and adding a center turn lane and bike lanes from Pleasant Valley Road to the southern city limits. The proposed study received 163 responses with 82.2% favorable to the study and 17.8% opposed. Again, comments indicate that respondents support the addition of bike lanes and pedestrian infrastructure but do not wish to see additional vehicular lanes.

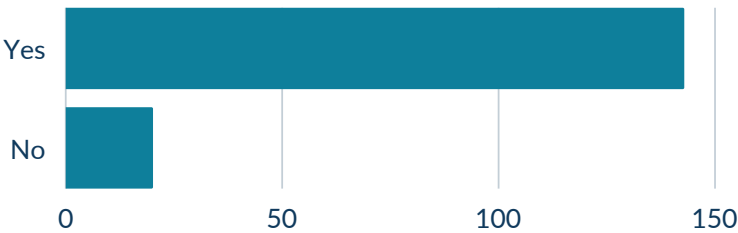


South Main St. near the Post Office

Studies

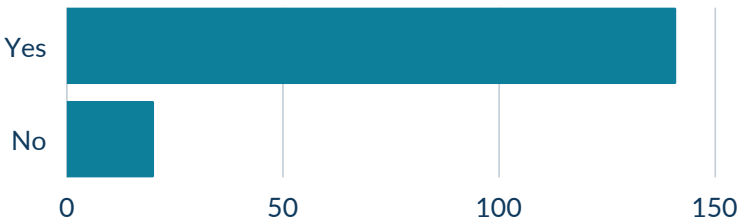
Switchboard Road Improvements Study

This study proposes to evaluate solutions to safety deficiencies on Switchboard Road between Rt. 33 and Mt. Clinton Pike. The proposed study received 163 responses, of which 87.7% are favorable. Some respondents feel that previous improvements to this road, such as straightening and striping are adequate, and that no additional improvements are needed. Others note that this road could use better bicycle and pedestrian infrastructure.



Vine Street and Old Furnace Rd. Intersection Study

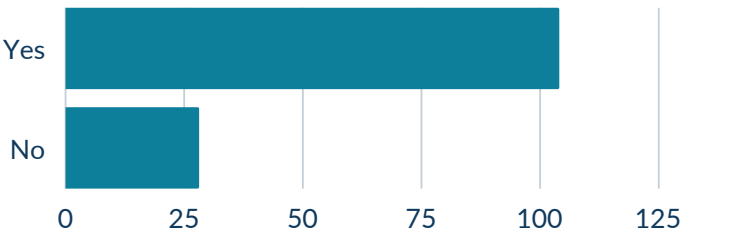
This study proposes to evaluate and identify potential safety improvements and identify a possible location for a roundabout to improve the intersection. The proposed study received 161 responses with 87.6% of respondents favorable to the study. Comments indicate that respondents actually do support a roundabout at this location and feel this would be a good way to improve the traffic flow and safety of the intersection.



Intersection of Vine St. and Old Furnace Rd.

Vine Street Extension Study

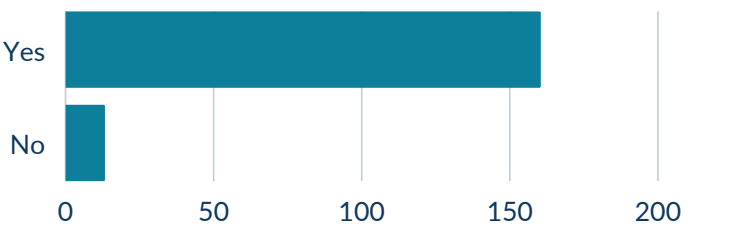
This study proposes to evaluate the feasibility and location of an extension of Vine St. as a four lane, urban minor arterial road and to add bicycle lanes from the city limits to the intersection of the proposed Research Drive Extension. The proposed study received 132 responses with 78.8% in favor of the study and 21.2% opposed. The proposed study received one comment and that person noted that they do not see the necessity for this extension.



Virginia Ave between Mt. Clinton Pike and Old Windmill Circle Study

Traffic volumes and speeds on Virginia Ave. have led to concerns from residents, primarily related to the ability to safely turn left onto Virginia Ave. (Rt. 42) from intersecting roads including Parkwood Dr, Acorn Dr, the VMRC entrance, and Birch Dr. This proposed study would identify measures to encourage lower speeds and improve safety for turning movements.

Additionally, the intersection with Mt. Clinton Pike would benefit from evaluation to identify ways to reduce crashes and potentially improve operations. This proposed study received 173 responses that were overwhelmingly in favor of the proposed study (92.5% support the study). Comments on this study support traffic calming measures and note that this study should be a priority.



Next Steps

What will we do with the Summary Data?

HRMPO staff will share all of the survey responses with the LRTP Working Group, the Technical Advisory Committee (TAC), and the Policy Board. These groups will have the opportunity to recommend changes to the list of projects and studies based on public input. HRMPO staff will then begin scoring and prioritizing the final projects and studies.

In addition to using Phase 2 public input to finalize the list of projects and studies, HRMPO will also use input in the project scoring and prioritization process. Of the 37 proposed projects, the 10 with the largest number of responses *and* at least an 85% Yes response rate will receive a bonus point on their benefit score during the public process to reflect the highest public priorities.

We will be posting more about the Plan, upcoming events, and ways to engage at hrvampo.org/lrtp

Thank you for your interest in the HRMPO Long Range Transportation Plan (LRTP).



Contact Us:

Website

www.hrvampo.org

MPO Staff

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hrmpo

October 2022