Stakeholder Meeting #2

The second round of Stakeholder Meetings occurred on April 6th and 7th, 2022 and were hosted virtually via Webex video conferencing platform. The purpose of the meetings was to update stakeholders on the Plan's development through sharing preliminary findings while offering an opportunity for stakeholders to discuss ideas for Harrisburg's future transportation system. A total of 14 stakeholders attended across both meetings.

Meeting Overview

The Stakeholder Meetings were planned as a supplement to the March 22nd Public Meeting held at Liberty Elementary School in Harrisburg. As such, the main activities of the Stakeholder Meeting mirror those of the March Public Meeting and used Mural, a virtual platform that facilities group collaboration, to engage attendees in the meeting activities. These activities include:

- **Plan Recommendations presentation** – a brief description of the recommendations developed as part of the Master Transportation Plan. Also discussed were the results of a future conditions analysis that presented future traffic conditions; these conditions informed the development of Plan recommendations.
- **Bicycle and Pedestrian Crossing Treatments activity** – interactive activity asking stakeholders to share input and vote on potential bicycle and treatments they believe are appropriate for the future multimodal transportation system.
- **Future Project Mapping activity** – interactive activity asking attendees to provide comments on an area map on potential solutions to the transportation issues and needs facing the community.

Meeting Outcomes

The outcomes of the meeting activities are summarized below for each stakeholder session.

April 6th Session

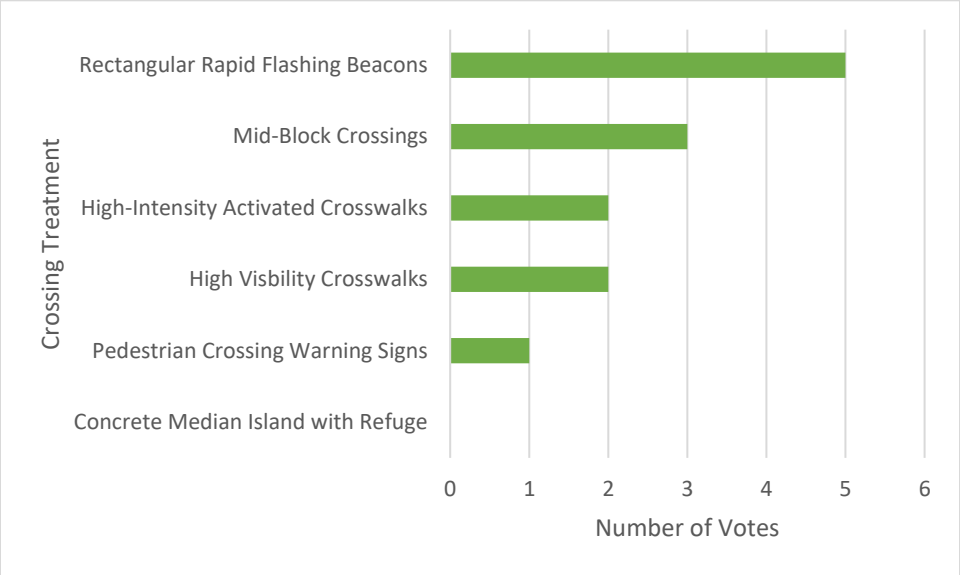
Bicycle and Pedestrian Crossing Treatments Activity

The Bicycle and Pedestrian Crossing Treatment activity for the April 6th session invited stakeholders to review potential bicycle and pedestrian treatments that could be implemented in the future and vote on the treatments they feel would be most effective in meeting the vision for the multimodal system. These treatments include:

- Mid-block crossings
- Pedestrian crossing warning signs
- High visibility crosswalks
- Rectangular rapid flashing beacons (RRFB)
- High-intensity activated crosswalks (HAWK)
- Concrete median island with refuge

The results for the Bicycle and Pedestrian Menu activity are shown in **Figure 1**.

Figure 1: Voting Results for Bicycle and Pedestrian Crossing Treatments Activity



Stakeholders at the April 6th session expressed the most interest in the RRFB treatment, feeling the enhanced visual component adds an additional safety element that would be well suited for crossings near schools and other areas where younger residents would be likely to cross the street.

Other crossing treatments that received votes from the stakeholders were mid-block crossings, HAWK signals, and high visibility crosswalks. These treatments all reflect stakeholder interest in treatments that enhance safety for pedestrians and provide access to key destinations, including schools and commercial areas, especially those along Cliff Avenue and Willow Street.

Future Project Mapping Activity

Stakeholders discussed several items that should be addressed by the MTP during the Future Project Mapping activity. The main point of discussion amongst Stakeholders was the need to widen Cliff Street to a 3-lane section to accommodate current congestion and the anticipated growth in traffic as the community continues to attract new residents. Stakeholders felt that this improvement should be the top priority for the city and could supplement the planned improvements for the intersection of Cliff Avenue and Willow Street.

Further discussion during this activity reinforced the stakeholder's desire for improved pedestrian safety that arose during the Bicycle and Pedestrian Crossing Treatments activity.

Figure 2 shows the Mural board containing the results of both activities for the April 6th session.

April 7th Session

Bicycle and Pedestrian Crossing Treatments Activity

The Bicycle and Pedestrian Crossing Treatment activity for the April 7th session was discussion-based and did not have the voting component used in the April 6th session. Rather stakeholders reviewed the crossing treatment types and discussed which areas of the community could benefit from the various crossings, then posted their comments on a map depicting existing and proposed bicycle and pedestrian improvements. Some of the common themes from this activity were:

- Several opportunities for crossing treatments to improve safety pedestrians exist in Harrisburg
- Need for safe pedestrian crossings at school and commercial locations
- Opportunity to expand the trail network exists along Willow Street and Cliff Avenue

Future Project Mapping

Stakeholder discussion during the Future Project Mapping activity revolved around the needs that attendees felt were the most pressing for the city to address. Similar to previous public engagement events, concern over traffic growth on Cliff Avenue and Willow Street was shared by all stakeholders. Supplementing these concerns was a discussion of when and where the community can expect the need for wider roads, meaning 4 and/or 5 lanes, to arise.

Additional discussion focused on the residential areas south of Willow Street between Cliff Avenue and Southeastern Avenue, specifically on the desire to shift "through" traffic traveling to Cliff Avenue via Maple Street near South Middle School. These comments were based on perceived safety concerns, especially for children walking to school, with stakeholders interested in looking to alternate routes for this traffic. The lack of sidewalks in this part of Harrisburg was also mentioned as a safety concern that stakeholders would like to see addressed.

Figure 3 shows the Mural Board containing the results of the activities for the April 7th session.

Bike & Pedestrian Crossing Treatments

Mid-Block Crossings

Found at locations with high pedestrian activity
- Near specific destinations, i.e. park, school, museum

Common elements include:
- Crosswalk markings
- Signage
- Pedestrian signals
- Curb extensions

Source: City of Orlando, FL

Rectangular Rapid Flashing Beacons (RRFB)

Pedestrian activated device for enhancing crossing visibility
- Triggers flashing LED lights to indicate pedestrian is crossing

Recommended for mid-block and uncontrolled crossings

Common elements include:
- Crosswalk markings
- Signal
- Signage

Source: Delaware Center for Transportation

Pedestrian Crossing Warning Signs

Signage used to alert motorists of pedestrian activity

Located at crossing locations

Installed in advance of mid-block crossings

Source: Google Maps

High-Intensity Activated Crosswalks (HAWK)

Pedestrian-activated signal
Installed at mid-block crossings, minor intersections
- Locations inappropriate for a conventional traffic signal

Common elements include:
- Crosswalk markings
- Signal
- Signage
- Audible signal for hearing impaired users

Source: City of Tacoma, WA

High Visibility Crosswalks

Use patterns to alert motorists of pedestrian crossing

Recommended for mid-block and uncontrolled crossings

Common elements include:
- Crosswalk markings
- Signage

Source: Google Maps

Concrete Media Islands with Refuge

Crossing area for pedestrians on high volume roads

Suitable for mid-block crossings, roads with 4 or more lanes
- Also suitable for 2-, 3-lane roads with high traffic volumes

Common elements include:
- Crosswalk markings
- Median
- Pedestrian signals
- Signage

Source: Broward MPO

Mapping Concepts

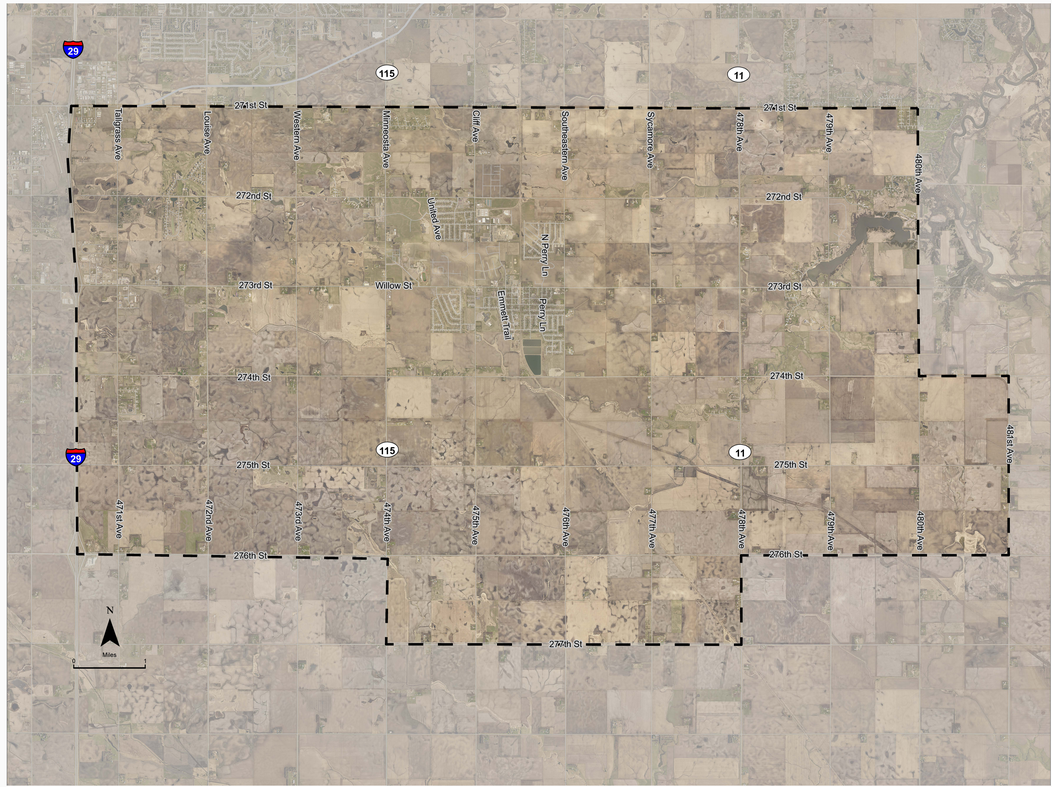
What changes need to happen first in Harrisburg?

Which intersections would be appropriate for each crossing treatment?

Where would you like to see the urban/rural cross sections?

Other ideas?

Future Project Mapping



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Open Discussion

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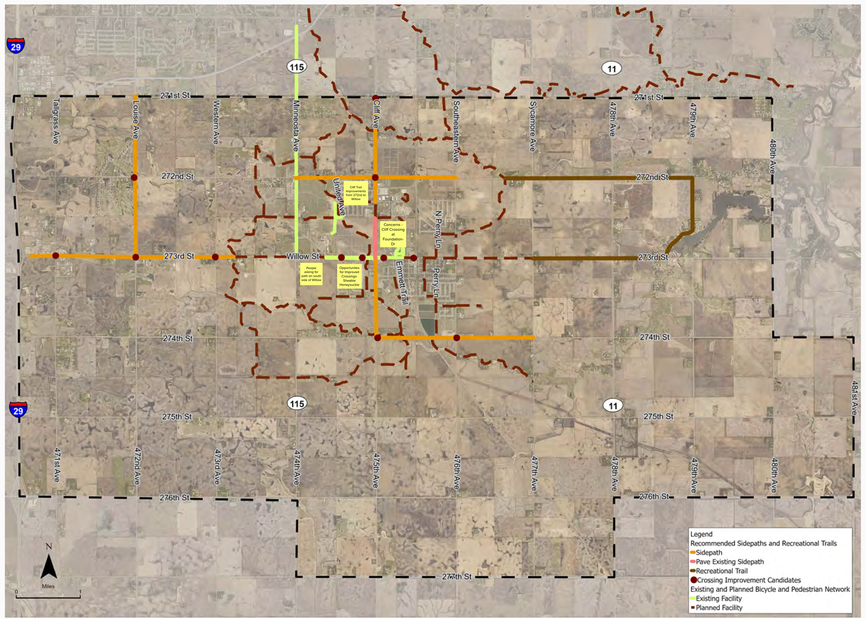
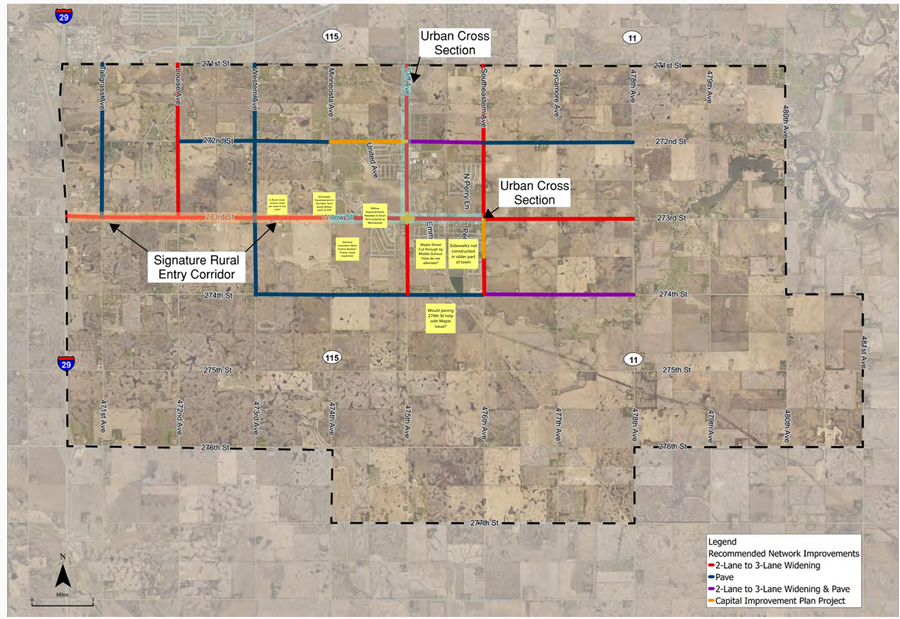
Where would you like to see the urban/rural cross sections?

Other ideas?