



Bicycle & Pedestrian Subcommittee
Of The Transportation Safety & Advisory Commission
City of Harrisonburg, Virginia

TO: Bicycle & Pedestrian Subcommittee Members

FROM: Thanh Dang, Public Works Planner

DATE: July 16, 2013

RE: Bicycle & Pedestrian Subcommittee Agenda for Monday July 22, 2013

The Bicycle & Pedestrian Subcommittee will meet on Monday July 22, 2013 at 6:00pm in the Community Development classroom, 409 South Main Street, Harrisonburg. Meetings are always open to the public and citizens are encouraged to attend.

Welcome

Public comments, limited to 5 minutes each, for topics not on the agenda.

Business

1. **Harrisonburg & Rockingham Bike-Walk Summit September 20 (Attachment A)** – *Thanh Dang*
2. **Update: HRMPO Bicycle & Pedestrian Plan** – *Thanh Dang*
3. **Update: Bluestone Trail and Northend Greenway** – *Thanh Dang*
 - a. VDOT Revenue Sharing Awarded, \$450K and \$600K, respectively
 - b. City Council Presentations June 25, 2013
4. **Walkable Watershed Grant (Attachment B)** – *Thanh Dang*
5. **Bicycle & Pedestrian Count Volunteers Needed Week of September 10** – *Thanh Dang*
6. **Ice Cream Rewards for Kids** – *Thanh Dang*
7. **Update on projects under design/construction (Attachment C)** – *Thanh Dang*
 - a. **Oak Drive Paper Street**

b. Cale Trail 1 & 2 (Attachment C)

Announcements

- 8. Downtown Streetscape Plan Public Forum August 8, 2013 – Thanh Dang**
<http://www.harrisonburgva.gov/downtown-streetscape-plan>

Next Meeting: Monday September 23, 2013 at 6pm in the Community Development Classroom, 409 South Main Street

Adjourn

SAVE THE DATE!



The Shenandoah Valley Bicycle Coalition (SVBC) and the Harrisonburg-Rockingham Metropolitan Planning Organization (HRMPO) announce the:

2013 Harrisonburg & Rockingham Bike-Walk Summit

September 20, 2013 from 8:00 a.m. to 3:00 p.m.

James Madison University (JMU) campus

The goal of the 2013 Harrisonburg & Rockingham Bike-Walk Summit is to develop partnerships and to increase coordination between the City, County, and other stakeholders to make our region a great biking and walking community to live in and visit!

The 2013 Harrisonburg & Rockingham Bike-Walk Summit builds on the momentum from last year's Harrisonburg Action 2020 event, which brought together advocates, planners, and local officials to examine funding possibilities, exchange ideas, and coordinate future priorities for the development of bicycle and pedestrian infrastructure in the Harrisonburg-Rockingham region.

The JMU Bike and Pedestrian Committee and the Office of Community Service-Learning will host the event and will provide breakfast and lunch for all attendees. Attendees are invited to an informal reception to follow the Summit.

We hope to see you on September 20th. We will be sending additional details and registration information as we get closer to the event. Please send any questions you may have to Kevin McDermott at Kevin@cspdc.org, or 540-885-5174.

ATTACHMENT B: Walkable Watershed Grant Application

Applications were due July 1, 2013. The City anticipates notification of whether we received the award or not by July 31, 2013.

APPLICATION - <http://www.walkablewatershed.com/assistance/>

Skeo Solutions is offering to fund the development of a “walkable watershed” concept plan for a selected urban neighborhood within Maryland, North Carolina and Virginia.

Eligible applicants are invited to apply via the following online application. More information about the program can be found at www.walkablewatershed.com

All applications must be received by 5:00pm ET on July 1, 2013.

Letters of support can be uploaded using the following link, attention Alisa Hefner. Applicants can also include supporting materials such as maps or photos of the target community.
<https://www.yousendit.com/dropbox?dropbox=NathanSanford997468>

Please limit essay responses to 500 words or less.

1. Please complete the fields below to provide contact information for the primary applicant.

- Applicant Name: Adam Fletcher, City Planner
- Organization: City of Harrisonburg, Virginia
- Street Address: 345 South Main Street
- City: Harrisonburg
- State: Virginia
- Zip Code: 22801
- Phone: 540-432-7700
- Primary Email: adam.fletcher@harrisonburgva.gov
- Website: www.harrisonburgva.gov

2. Please select the appropriate applicant description.

Local government entity.

3. Please complete fields below to provide contact information for any partner organization or government.

Not applicable.

4. Please describe your interest in receiving this assistance and what you hope to accomplish.

In 2010, the City updated its Bicycle & Pedestrian Plan, which incorporated public input through meetings and hearings and included contributions through survey responses. Even with such a successful and implementable plan, there remain underserved areas not well represented in the plan. These areas are in dire need of having, and in planning to have, better walking and biking infrastructure. Some of these areas, including the target areas, are populated by low-income

residents, many of whom speak little to no English, which explains the lack of representation in public forums.

The residential areas identified for this project are often overlooked because the communities are isolated and fragmented by adjacent commercial and industrial development and are not part of larger residential areas. Being so close to the commercial district has both advantages and disadvantages for these communities as their physical location offers opportunity for excellent walkability to services; however, high vehicular traffic volumes combined with few to no sidewalks creates unsafe environments.

Along with having little to no walkable infrastructure, the subject areas are further burdened in being within or adjacent to the Sieberts Creek floodplain. Sieberts Creek, a small tributary of Blacks Run, has a watershed that drains across one of the most highly concentrated commercially (and some industrially) developed areas in the City. Like many urban streams, most of the water flow of Sieberts Creek is the result of stormwater runoff from the significant amount of impermeable surfaces in this watershed. Many children living in the identified neighborhoods play in Sieberts Creek, which is prone to flash flooding and carries degraded water that has washed off of or has been piped through the commercial areas.

The development of a watershed concept plan with Skeo, focusing invitations and outreach to these specific areas, will help the City inform engineers—who may soon be designing street improvements within and near these neighborhoods—how to best incorporate the most useful walkability for these residents in those designs. Developing the concept plan will also provide further education and experience for City staff in providing community engagement generally with these residents, and more specifically for outreach to them during the next Bicycle & Pedestrian Plan update in 2015.

It is hoped the watershed concept plan will not only plan a walkable environment, but also identify ways in which the health of the stream can be improved. The City has a General Permit for Discharges of Stormwater for Small Municipal Separate Storm Sewer Systems (MS4), which has increasing requirements to improve water quality while meeting Chesapeake Bay TMDL goals. Developing a watershed concept plan for this area will help inform a future city wide Stormwater Master Plan and assist in prioritizing capital investments over time that infiltrate and clean water.

Lastly, and perhaps most importantly, community members have begun to recognize the benefits in linking projects that improve walkability, water quality, community health, and social equity, and therefore devising this plan would provide the experience needed to do all those things intentionally, for other neighborhoods. (500 words)

5. Please describe how the target watershed and community are part of an underserved or disadvantaged community.

Although income data per household in the identified areas could not be included herein, information in Appendix A (included via the designated www.yousendit.com web address) demonstrates the demographic complexity that makes-up these underserved and disadvantaged

communities. Overall, more than 75 percent reside in rental dwelling units, 20 percent live in mobile homes, and over 50 percent is Hispanic. Furthermore, the entire Dutch Mill & Holly Courts and Mountain View Drive Area, where almost 60 percent of the subject population reside, is an identified “Area of Concentration of Low Income Households” by the City’s Community Development Block Grant program.

An evaluation of the attached maps in Appendix B and a quick look at the pictures included in Appendix C (both of which are included via the designated www.yousendit.com web address) may lead some to believe this grant opportunity was devised specifically for the target area identified. Unfortunately, the subject areas can be defined exactly as “underserved and disadvantaged,” and what compounds the issues in these areas is that these residents live within a flash flood prone environment carrying degraded water from the adjacent commercial areas while lacking sufficient pedestrian friendly infrastructure. (190 words)

6. Please describe how the target watershed and community includes a water body that has poor water quality, erosion or substandard infrastructure.

Sieberts Creek is the epitome of all the negative impacts of urbanization on streams described by scholarly articles. Sieberts Creek is well within its erosional phase as the water has high velocity flow, and thus erosion, caused by significant piping and hard surface channeling (See Figures 1, 2, 7, 9, 10, and 14 within Appendix C). The normal meandering pattern of the creek is almost non-existent and some areas of the stream are completely unidentifiable as a stream because areas have been converted to concreted stormwater channels (See Figure 14 within Appendix C). The creek has increased water temperatures due to the “heat island” effect caused by the urbanized impervious areas of the watershed while at the same time holding a polluted, chemical make-up washed off from the paved areas.

Sieberts Creek is a tributary of Blacks Run, which is considered moderate to severely impaired and was placed on Virginia's 303(d) list for impaired waters in 1996 for violations of bacteria (*E. coli*) water quality standard and benthic impairments for having too much sedimentation. About 82 percent of the City’s area drains into the Blacks Run Watershed.

Although Smithland Elementary and Skyline Middle School are not within the Sieberts Creek Watershed (See Map 1 within Appendix B), they are located in the Smith Creek Watershed, which suffers the same impairments for too much bacteria (*E. coli*) and too much sedimentation. (230 words)

7. Please describe how the target watershed and community has inadequate neighborhood infrastructure.

All three communities identified within the target area (Spotswood Homes Trailer Park Area, Country Club Court Area, and Dutch Mill & Holly Courts and Mountain View Drive Area) have little to no infrastructure for residents to safely walk to schools, City parks, surrounding commercial businesses, or other community destinations (See maps and figures within Appendix B and C respectively). “As the crow flies,” elementary and middle schools are located between a 1/4 mile to 1-mile from the residents they serve. These areas either do not have sidewalks or have

sporadically constructed sidewalks. In no case, is there a completely connected pedestrian friendly, walkable system to the surrounding schools, parks, community destinations, or commercial services.

These neighborhoods are further disconnected from places by Interstate 81 (I-81) and US Route 33/ East Market Street (See maps within Appendix B and Figures 16 and 17 within Appendix C). US Route 33/East Market Street is a four-lane highway with a center median. However, in much of this area, long right and left turn lanes make this road five to nine lanes wide. Over the past five years, the City has made considerable efforts to construct new sidewalks along this major thoroughfare. On the west side of I-81, the City has constructed, and will continue constructing in 2014, sidewalk from Cantrell Avenue westward to connect with existing sidewalk. Then, on the east side of I-81, the City has constructed sidewalk and a shared use path from Linda Lane/Burgess Road to the east. The City will soon continue the shared use path (as shown in Figure 18 within Appendix C) further to the east. Unfortunately, where US Route 33/East Market Street crosses over I-81, the railroad, and Sieberts Creek—the section that extends from Cantrell Avenue to Linda Lane/Burgess Road—there is no pedestrian infrastructure within this over $\frac{1}{2}$ -mile stretch. Pedestrians are often seen walking precariously within this stretch because alternative routes are limited and require individuals to walk further to Country Club Road or Reservoir Street, which also lack sufficient pedestrian infrastructure. (Country Club Road and Reservoir Street are the two main streets that serve the residential target areas herein identified.)

With regard to open space, the Country Club Court Area is the only neighborhood with an area specifically designated for open space and includes a small playground with swing set and slide and an old (unusable) tennis court. However, this neighborhood playground has not been cared for and is a hazard to neighborhood children, while the tennis court is in extremely bad shape.

The target neighborhoods and surrounding roadways also lack street trees and green infrastructure, which if planned for and then applied, could enhance the pedestrian environment while managing stormwater. (446 words)

8. Please describe how the target watershed and community is located near a school or other community destination.

The target residential areas are very close to three separate schools (See maps within Appendix B). Smithland Elementary and Skyline Middle School are located about $\frac{3}{4}$ -miles from the center of the Spotswood Homes Trailer Park Area and just over 1-mile from the center of the Country Club Court Area. Spotswood Elementary School is about a $\frac{1}{2}$ -mile from the center of the Dutch Mill & Holly Courts and Mountain View Drive Area.

All of the residential areas are among, or in some cases, completely surrounded by commercial services, which include grocery stores, laundromats, restaurants, and other general retail services. Furthermore, religious places of worship are also within or near the target areas including, but not limited to, the Valley Church on Country Club Road, the Islamic Center of the Shenandoah Valley—the first Muslim place of worship in this area of Virginia—located on Country Club Road, Victory Baptist Church on Alleghany Avenue, and the Ray of Hope Pentecostal Church on Reservoir Street.

In no case do the target areas have a safe and completely inter-connected sidewalk system to their nearby schools. Sidewalks are either fragmentally located or do not exist.

Spotswood Elementary School is surrounded by two small public parks including a playground and tennis courts (Kiwanis Park and Eastover Tennis Courts respectively), while Smithland Elementary and Skyline Middle School are adjacent to the City's largest soccer fields complex (Smithland Park), which is home to the City's soccer leagues including the very popular Hispanic soccer leagues. (246 words)

9. Please describe how your organization intends to meet the required in-kind match.

The City will have a core project team representing multiple City departments including: the Director of Grants & Special Projects from the City Manager's Office, the City Planner from the Department of Planning & Community Development, the Public Works Planner from the Department of Public Works, and the Stream Health Coordinator from the Department of Parks & Recreation. The core project team will work on identifying stakeholders, conduct outreach, convene interview meetings, publicize events, host site tours, and make available local technical resources. The City also has a GIS Coordinator and Site Development Technician who can assist with map making as necessary, and a Public Information Officer, who can assist with making connections with local media and publicizing events. Other City staff can assist as needed.

The City has meeting spaces available, can print most—if not all—necessary materials, and may be able to pool resources from multiple budgets to pay for translation services. (155 words)

10. Does the applicant agree to identify stakeholders, conduct outreach and convene meetings?

Yes.

11. Please list and describe any related programs that this technical assistance might build on or support.

As mentioned in a previous response, the development of this watershed concept plan will provide the technical assistance and help necessary to devise future city wide stormwater master plans to assist with the City's MS4 permit program. As was also previously described, the experience in creating a watershed concept plan will provide staff and the community the experience needed to develop similar plans for other neighborhoods. This experience, along with subsequent plans, will assist in prioritizing capital investments over time, which will help clean-up the larger Blacks Run Watershed. (89 words)

12. Please describe any schedule considerations that might inform the process.

There are no schedule matters that would hinder or impede this process. In fact, working through this process could generate energy and further interest in improving the infrastructure within the target areas that has already been identified in the Bicycle & Pedestrian Plan, which is part of the Street Improvement Plan, a component of the City's Comprehensive Plan.

The combined efforts of the above mentioned plans indicate Country Club Road from the Interstate 81 (I-81) bridge eastward to the intersection of East Market Street to be improved from a two lane to a three lane street including a center turn lane with bicycle and pedestrian facilities. There is no specified timeline for these improvements to be made; however, improvements are required to be made to the street along private property frontage when development occurs.

There are two large commercially zoned properties along Country Club Road that have recently received attention for development, and which are located in sections that would help connect pedestrian infrastructure for two of the identified target areas. It is possible these properties could develop within five to 10 years. Having this plan developed would inform engineers who would be designing the required street improvements in how to incorporate useful walkability for these residents. One of the two properties mentioned above for potential development is a large corner lot with almost 1,500 feet of lineal street frontage and is adjacent to the Spotswood Homes Trailer Park. Development of this property would also trigger the already identified street improvements on Linda Lane (the street connecting Country Club Road to East Market Street) including adding needed bicycle and pedestrian infrastructure.

The Street Improvement Plan also identifies improving Country Club Road from the I-81 bridge westward to its intersection with Vine Street. Among other things, this identified improvement would maintain a two lane roadway adding bicycle and pedestrian facilities along the street. Although redevelopment is arguably less likely to happen along this stretch in the near future, creating this plan could spark interest in the City planning for such improvements in our Capital Improvement Program.

Furthermore, in June 2013, the Harrisonburg-Rockingham MPO (HRMPO) began working on a study, which includes an Interchange Modification Request (IMR) for I-81 Exit 247 at East Market Street. The HRMPO is currently evaluating feasible interchange modifications to accommodate projected future traffic volumes and growth. Anticipated proposed improvements may include, but are not limited to, the construction of new roadways/ramps and/or modifications to existing roadways/ramps. Improvements may also include the replacement of the existing bridges on US Route 33/East Market Street over I-81 and over the railroad. This is a perfect opportunity to include pedestrian accommodations into the study and the IMR. Model development and analysis will take place August-October 2013, and development of recommendations for alternatives in November 2013-January 2014.

As mentioned in a previous response, developing this plan will provide specific community engagement experience with the residents in these underrepresented neighborhoods just before the next Bicycle & Pedestrian Plan update in 2015. (498 words)

13. If you are a local watershed or community organization, please list the names and affiliations for your support letters below. Submit your letters of support using the link above.

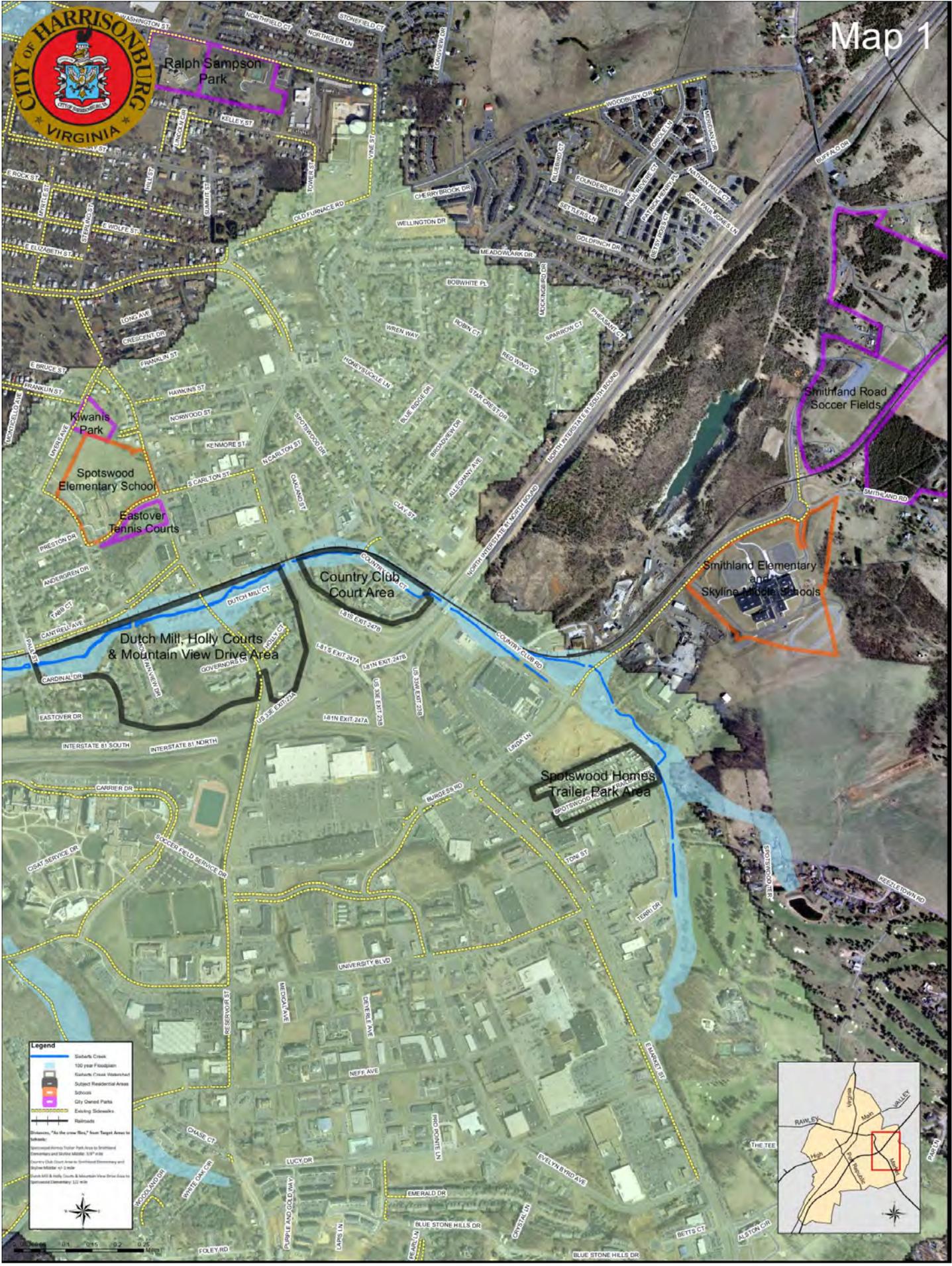
Not applicable.

Appendix A: Particular Census Statistics of the Target Area

Table 1: Population, Hispanic vs. Non-Hispanic, and Housing Information Per 2010 U.S. Census Block Data

	Total Population	Hispanic Population	Non-Hispanic Population	Population Living in Owner Occupied Housing	Population Living in Rental Housing	Total Housing Units
Spotswood Homes Trailer Park Area (Tract 1.02 – Blocks 2013, 2026, 2027, 2028, & 2032)	457	417	40	267	190	124
Country Club Court Area (Tract 1.02 – Blocks 1035, 1036, & 1037)	357	94	263	117	240	123
Dutch Mill and Holly Courts and Mountain View Drive Area (Tract 2.04 – Blocks 2005, 2007, & 2008)	1148	471	677	54	928	351
Total	1962	982	980	438	1358	598

Note: The information herein is provided by the U.S. Census Bureau’s Interactive Population Map of Census Block data accessible at <http://www.census.gov/2010census/popmap/>. The total population, ethnicity totals, and population of residents living among owner occupied housing and rental housing may or may not all tally equally. This information is as accurate as was reported.



Legend

- Sidewalk Cross
- 100' Buffer Footcandle
- Sidewalk Cross Watermark
- Subject Residential Areas
- Schools
- City Owned Parks
- Existing Sidewalks
- Railroads

Distances: *As the crow flies* from Target Areas to Sidewalks

Spotswood Homes Trailer Park Area to Smithland Elementary and Skyline Woods Schools: 0.37 mi

Country Club Court Area to Smithland Elementary and Skyline Woods Schools: 0.37 mi

Dutch Mill & Holly Courts & Mountain View Drive Area to Smithland Elementary: 0.37 mi

Eastover Tennis Courts to Smithland Elementary: 0.37 mi





Ralph Sampson Park

Kwanis Park

Spotswood Elementary School

Eastover Tennis Courts

Dutch Mill & Holly Courts & Mountain View Drive Area

Country Club Golf Area

Spotswood Homes Trailer Park Area

Smithland Road Soccer Fields

Smithland Elementary and Skyline Middle Schools

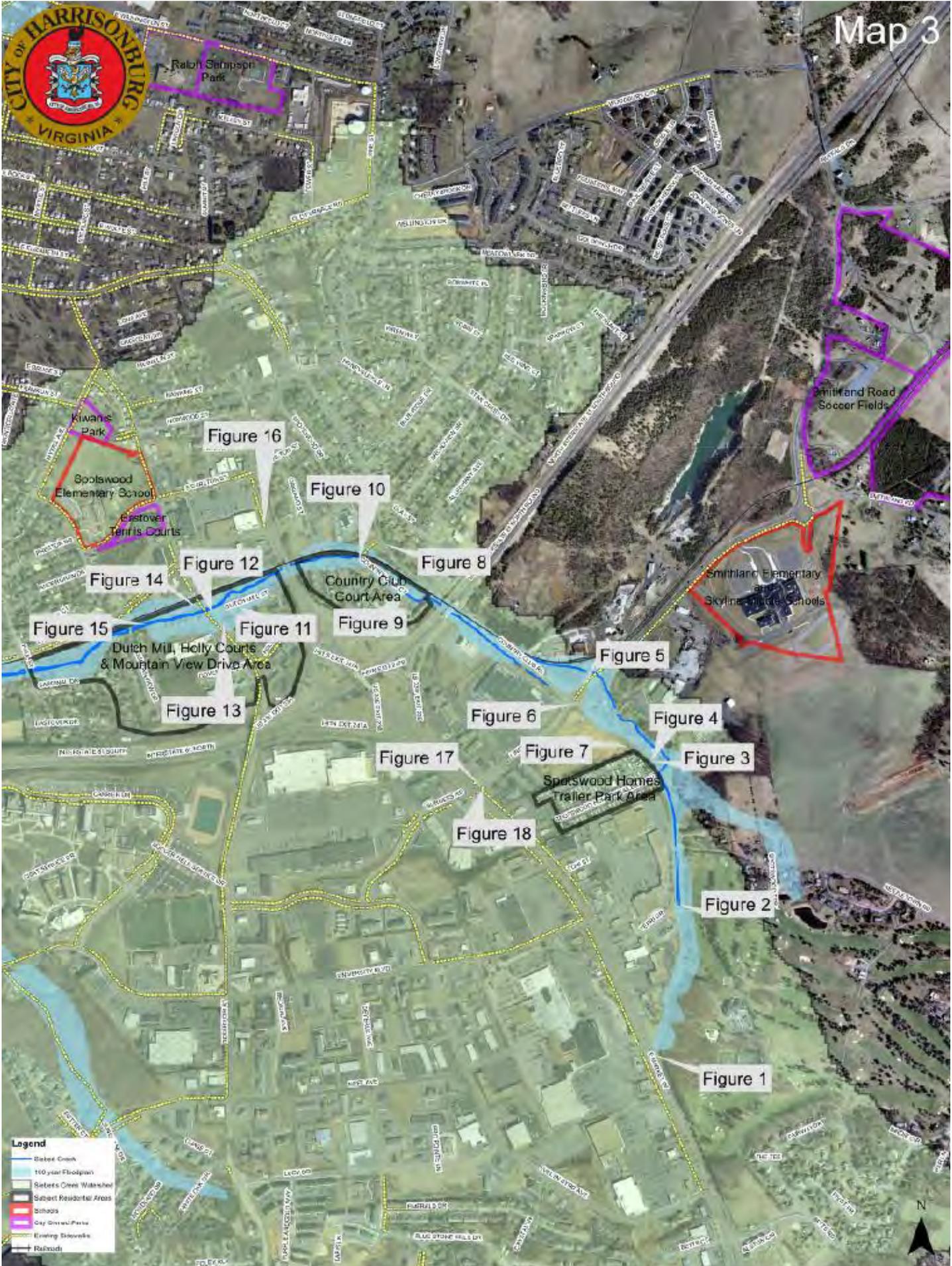
Legend

- Suburb Residential Area
- Country Club
- 100 year floodplain

Census Tracts

1.01
1.02
1.03
1.04
1.05
1.06
1.07





- Legend**
- Sabers Creek
 - ▭ 100-year Floodplain
 - ▭ Sabers Creek Watershed
 - ▭ Sabers Residential Areas
 - ▭ Schools
 - ▭ City Owned Parks
 - ▭ Easement Boundaries
 - ▭ Railroads

Figure 16

Figure 10

Figure 12

Figure 8

Figure 14

Figure 15

Figure 11

Figure 9

Figure 5

Figure 13

Figure 6

Figure 4

Figure 17

Figure 7

Figure 3

Figure 18

Figure 2

Figure 1

Spoolswood Elementary School

Country Club Court Area

Dutch Mill, Holly Courts & Mountain View Drive Area

Spotswood Homes Trailer Park Area

Smithland Elementary and Skyline Middle Schools

Eastover Tennis Courts

Smithland Road Soccer Fields

Kiwanis Park

Ralph Simpson Park



**Appendix C: Photographs of Locations within the Target Area.
(See Map 3 of Appendix B for picture site locations.)**



Figure 1: The headwater of Sieberts Creek along East Market Street/Route 33. This is upstream to the target residential areas and is predominately impervious surfaces of roadway, parking lots, and shopping centers.



Figure 2: Piping and outflow of Sieberts Creek at Country Club Road and Terri Drive upstream of the residential areas.



Figure 3: Spotswood Homes Trailer Park. There are 124 mobile trailer homes within this community. Over 90 percent of the residents are Hispanic.



Figure 4: Looking west on Country Club Road with the Spotswood Homes Trailer Park on the left. Although not allowed by school policy, school children are known to walk to Smithland Elementary and Skyline Middle School, which is about a $\frac{1}{2}$ -mile, “as the crow flies,” from this area. Note there are no sidewalks along the street.



Figure 5: Looking northeast along Linda Lane at its intersection with Country Club Road. This shared use path extends to Smithland Elementary and Skyline Middle School. If adequate pedestrian infrastructure was provided to this connection, individuals could safely walk from the Spotswood Homes Trailer Park Area and Country Club Court Area to the schools.



Figure 6: Looking east along Country Club Road at its intersection with Linda Lane. The Spotswood Homes Trailer Park Area can be seen on the right side of the image. Note there is no pedestrian infrastructure along Country Club Road that could connect to the shared use path at this intersection as shown in Figure 5 above.



Figure 7: Sedimentation and erosion downstream of the image in Figure 6 and downstream from the Spotswood Homes Trailer Park Area.



Figure 8: Looking west along Country Club Road at its intersection with Country Club Court; note there is no pedestrian or bicycle infrastructure that would connect this area to the shared use path along Linda Lane leading to the schools. Although not allowed by school policy, school children are known to walk to Smithland Elementary and Skyline Middle School, which is about $\frac{3}{4}$ -miles, “as the crow flies,” from this area.



Figure 9: Sieberts Creek flowing through the Country Club Court Area looking downstream.



Figure 10: Sieberts Creek flowing through the Country Club Court Area looking upstream. This is the only neighborhood with open space. The playground equipment is unkempt and the tennis courts are in extremely bad shape.



Figure 11: Looking into Dutch Mill Court from its intersection with Reservoir Street. As shown, there is no sidewalk, street trees, or pedestrian friendly lighting.



Figure 12: Looking north along Reservoir Street at its intersection with Dutch Mill Court towards Cantrell Avenue; Sieberts Creek flows below the advertising signs to the left. Spotswood Elementary School is about $\frac{1}{4}$ -mile, “as the crow flies,” from Dutch Mill Court. An obvious pathway has been worn by frequent pedestrian use, indicating the need for sidewalks.



Figure 13: Looking south along Reservoir Street at its intersection with Dutch Mill Court towards the bridge over Interstate 81. A major commercial shopping center is less than a $\frac{1}{2}$ -mile ahead from this intersection (Holly Court is about $\frac{1}{10}$ -mile ahead in this image). Although there is sidewalk on the opposite side of Reservoir Street, this four-lane roadway is difficult to cross and, although hard to see in this image, individuals have worn a path on this side of the street indicating the need for sidewalks.

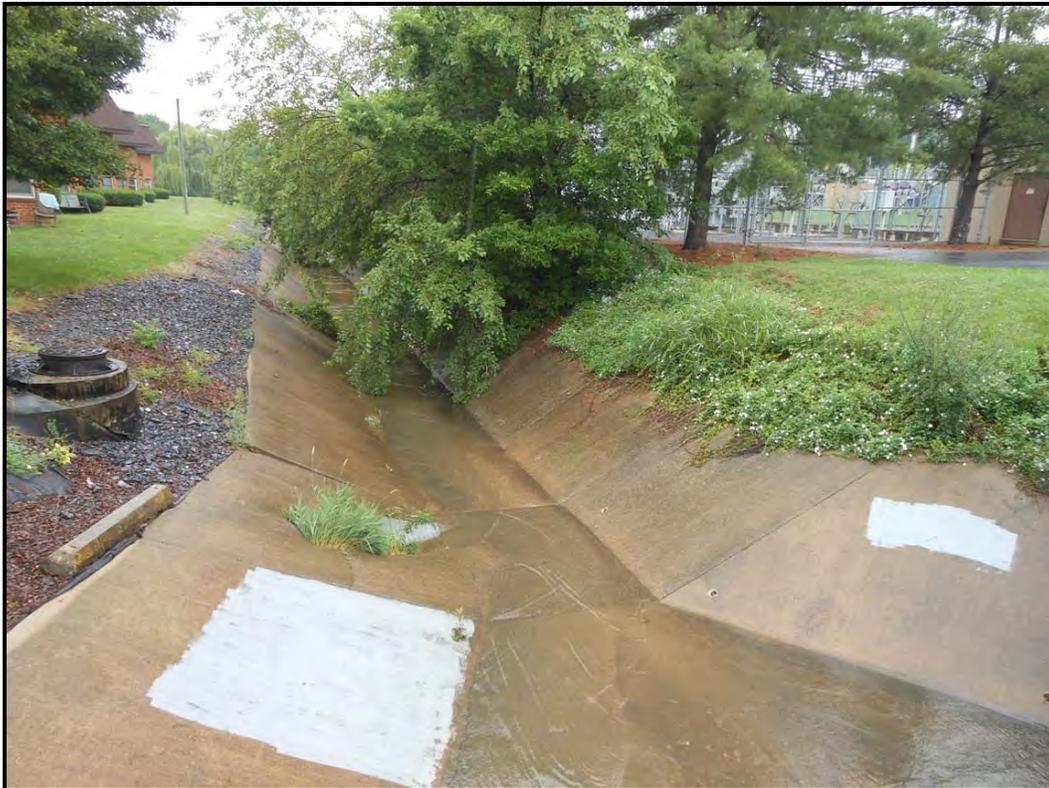


Figure 14: Unrecognizable stream bed of Sieberts Creek flowing through the Dutch Mill, Holly Court, and Mountain View Drive Area, looking downstream.



Figure 15: Downstream of Figure 14 above, Sieberts Creek at Mountain View Drive, looking upstream.



Figure 16: Looking east on US Route 33/East Market Street at its intersection with Cantrell Avenue. Ahead is the bridge over the railroad and Sieberts Creek and over Interstate 81. The homes of the Country Club Court Area are behind the trees on the left and the Dutch Mill, Holly Courts, & Mountain View Drive Area is below the commercial services on the right. Pedestrian infrastructure does not extend east beyond this point until the intersection of Linda Lane/Burgess Road as shown in Figure 17 below.



Figure 17: Looking west along US Route 33/East Market Street at its intersection with Linda Lane/Burgess Road. This image demonstrates where pedestrian infrastructure begins on the east side of Interstate 81. It is a little over a $\frac{1}{2}$ -mile from this point to the location as shown in Figure 16 above.

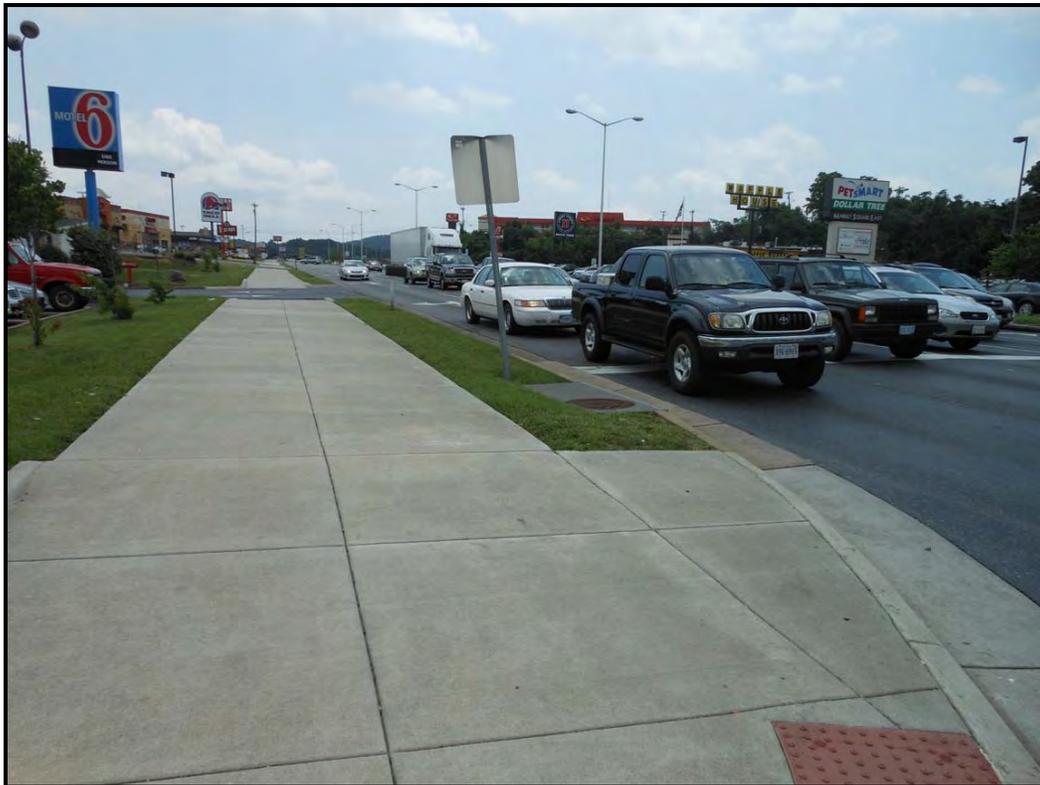


Figure 18: Looking west along US Route 33/East Market Street at its intersection with Linda Lane/Burgess Road. The City has made considerable efforts to improve pedestrian and bicycle infrastructure along this corridor as is shown by the 10-foot wide shared use path in this image.

ATTACHMENT C: Update on City Projects under design and construction

For the July 22, Bicycle & Pedestrian Subcommittee meeting. General information is also available at: <http://www.harrisonburgva.gov/transportation-projects>.

PROJECTS UNDER CONSTRUCTION, OR SOON TO START CONSTRUCTION

- **Erickson Avenue-Stone Spring Road Phase III** – Road improvement project includes new sidewalks and bike lanes. www.ericksonstonespring.org.
 - UPDATE: Project under construction.
- **Safe Routes to School: Waterman Elementary School** – Sidewalks on west side of Chicago Avenue between 2nd Street and Rockingham Drive, bike lanes on Chicago Avenue between Gay Street and Rockingham Drive, sidewalk on south side of 3rd Street between Collicello Street to Stuart Street, sidewalk on east side of Stuart Street, sidewalks on both sides of Virginia Avenue from about 2nd Street to 5th Street. Estimate cost: ~\$610,000. Funded by VDOT SRTS Program and anticipated Community Development Block Grant Funds. <http://www.harrisonburgva.gov/waterman-safe-routes>
 - UPDATE: Construction of new sidewalks on Virginia Avenue is nearly complete and work has begun on Third Street.
- **Traffic Signal Upgrades at North High Street/Wolfe Street and Virginia Avenue/Gay Street** – These signal upgrades will include adding new pedestrian signals at High/Wolfe and improving the pedestrian signals at Virginia/Gay.
 - UPDATE: This project is completed!

PROJECTS UNDER DESIGN/ PLANNING

- **Bluestone Trail Phase I** – Construct a 10-ft wide shared use path between Port Republic Road at Bluestone Drive to Wellness Drive off Berry Road. Estimated cost: Being developed. Anticipated construction advertisement May 2014. Funded by: DCR Land & Water Conservation Fund Grant, VDOT Revenue Sharing Funds, City funds, and anticipated JMU funds. Total length 5,000 lf. Engineering design \$250,000; Right of Way \$35,000; Construction \$1,165,000. Total Phase I cost: \$1,450,000. More information available at: <http://www.harrisonburgva.gov/Bluestone-Trail>
 - UPDATE: Design engineering underway by McCormick Taylor. Environmental studies nearly completed; waiting for Jurisdictional Determination letter. Project awarded VDOT Revenue Sharing Funding of \$450K with \$450 local match required. Watch the City Council update presentation on June 25, 2013, <http://www.harrisonburgva.gov/agendas>.
- **Bruce Street and Liberty Street Improvements** – The City is working with Matchbox Realty on sidewalk and other road improvements around the Casco Ice building at the corner of Bruce and Liberty Streets. Improvements being reviewed include, but are not limited to, widening sidewalks where possible to achieve ADA clearances, moving utility poles in sidewalks if possible, constructing new sidewalks with the decorative concrete design, adding pedestrian signals and crosswalks at the intersection of Liberty Street and Bruce Street.
 - UPDATE: A portion of this project along Bruce Street is currently under construction by adjacent property owners. Future construction on Liberty Street TBD.

- **Cale Trail 1 – Westover Park, West Market Street, & Thomas Harrison Middle School** – Shared use path to connect Thomas Harrison Middle School and Westover Park through the former Cale property that was donated to the City by Dr. William Cale and Mrs. Susan Cale.
 - UPDATE: Conceptual alignment on Thomas Harrison MS property and to West Market Street has been determined. Parks & Recreation working on alignment within Westover Park to neighborhood and presentation about the Cale properties to be made at the August Parks & Recreation Commission meeting. City staff to continue planning for shared use path as funding opportunities is being sought.

- **Cale Trail 2** – New project to be discussed at meeting

- **Thomas Harrison Middle School to Hillandale Park connectors** – Construct a path from Wyndham Wood Drive to Thomas Harrison Middle School and West Market Street, and a path between Circle Drive to Hillandale Park. This project is in the planning phase and is not yet funded.
 - **Thomas Harrison Middle to Wyndham Drive**
 - UPDATE: Subcommittee re-initiating outreach with property owners.
 - **Wyndham Woods Circle to Hillandale Park**
 - UPDATE: City staff and property owner in discussions.

- **Carlton Street and Reservoir Street Roundabout** – This project is being funded by a combination of VDOT Revenue Sharing Funds and local funds. A roundabout at this location will improve intersection safety for motorists and pedestrians. More information: <http://www.harrisonburgva.gov/transportation-projects>
 - UPDATE: This project is currently under design and is being coordinated with adjacent property owners. Public Input Meeting August 6. Construction is anticipated to begin in Summer 2014.

- **Downtown Streetscape Plan Update** – Update of previous Downtown Streetscape Plan (2004) to provide a comprehensive downtown streetscape plan that will develop a vision for all streets in the study area to develop public and private expectation for project elements. Study areas include the Downtown Core, Downtown Transition Area, and Downtown Gateways. More information available at: <http://www.harrisonburgva.gov/downtown-streetscape-plan>
 - UPDATE: The June 6 public forum was postponed and has been rescheduled for Thursday August 8, 2013 from 5:30pm-7:30pm at City Council Chambers, 409 South Main Street. All are encouraged to attend. Watch the City Council update presentation on June 25, 2013, <http://www.harrisonburgva.gov/agendas>.

- **Downtown Streetscape Project Phase 2** – This project includes replacing sidewalk on the west side of Main Street between Bruce Street and South Court Square, replacing sidewalks on the east side of Main Street between Elizabeth Street and Wolfe Street installing decorative stamped crosswalks at intersections, replacing existing street lighting with decorative lights, replace and upgrade traffic signals, and install pedestrian signals. This project is anticipated to begin construction in Summer 2014.
 - UPDATE: This project is currently under design.

- **East Market Street Sidewalk Phase IV** – Construct a 5-ft wide sidewalk with 2-ft grass strip on south side of East Market Street between Carlton Street and 400’ north of Hawkins Street. This project will also include pedestrian signals at the intersections of East Market Street with Carlton Street and Hawkins Street/Vine Street. Estimated cost: greater than \$ 400,000. Funded by VDOT Highway Safety Improvement Program.
 - UPDATE: The right-of-way phase for this project is nearly completed and engineering design work is being finalized. This project is anticipated to start construction in March 2014.

- **Mt. Clinton Pike/ Chicago Avenue/ Park Road Roundabout** – Following the Chicago Avenue Corridor Study, completed in early 2013, the City initiated work on design of this roundabout to improve the intersections of Mt. Clinton Pike with Chicago Avenue and Park Road. This project is being funded by a combination of VDOT Revenue Sharing Funds and local funds. More information: <http://www.chicagoavenue.org/>.
 - UPDATE: Design is currently underway and project is being coordinated with Eastern Mennonite University and adjacent property owners. A public input meeting is anticipated for Fall 2013.

- **Northend Greenway** – 2.5-mile Shared use path that will run between Park View area (near EMU/EMHS) that will mostly follow Blacks Run into downtown (near Washington St & N Main St), then travel via Federal Street alley to the Farmers Market. This is a public-private partnership between the City, and New Community Project and Northend Greenway volunteers. Phase I from Main Street to Liberty Street. Phase II from Park View area to Liberty Street. Phase I & II is total 8,300 lf. Funded by VDOT Revenue Sharing Funds, City funds, and funds raised by NEG. Estimated cost: Preliminary Planning, Engineering Design, and Right of Way for Phase I and Phase II totals \$525,000. Construction for Phase I \$675,000, Construction for Phase II \$1,225,000. Total project cost \$2,425,000.
 - UPDATE: Project awarded VDOT Revenue Sharing Funding of \$600K, with \$600K city match required. Watch the City Council update presentation on June 25, 2013, <http://www.harrisonburgva.gov/agendas>.

- **Oak Drive Paper Street** – Construct a natural surface trail between Circle Drive and Rocktown Trails.
 - UPDATE: Property owners and city have come to an agreement on land exchange and location of new natural surface trail. City Surveyor is working on plats to include with deeds that City Attorney will write up. Once deeds are signed and recorded, Shenandoah Valley Bicycle Coalition volunteers will be working on constructing the new trail.

- **Reservoir Street Project** – Widen Reservoir Street to sections of 5-lane facility and 4-lane facility with median. Project will include sidewalks on both sides and bike lanes. <http://www.reservoirstreet.org/>
 - UPDATE: Engineering design and right-of-way negotiations with property owners is currently underway. Project anticipated going to construction in 2014.

ATTACHMENT D: CALE TRAILS

