



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

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**TO:** Bicycle & Pedestrian Subcommittee Members

**FROM:** Thanh Dang, Public Works Planner

**DATE:** September 15, 2014

**RE:** Bicycle & Pedestrian Subcommittee Agenda for Thursday September 22, 2014

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The Bicycle & Pedestrian Subcommittee will meet on Monday September 22, 2014 at 6:00pm in City Council Chambers at 409 South Main Street, Harrisonburg. Meetings are open to the public.

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*Welcome*

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

*Business*

- 1. S Mason St & Martin Luther King, Jr. Way Pedestrian Safety Complaint** – *Brad Reed & Guest*
- 2. Northend Greenway Project & Funds (See Attachment A)** – *Thanh Dang*
- 3. Committee Updates**
  - a. Abandoned Bikes** – *Scott Drugo & Philip Read*
  - b. Bicycle, Pedestrian, Motorist Education Campaign** - *Thanh Dang, Public Works, Police, Public Information Office*
  - c. Community Bike Map Project** – *Thanh Dang, Brad Reed, Thomas Jenkins, along with JMU, and Central Shenandoah Planning District Commission*

Process information: <http://transweb.sjsu.edu/project/1005.html>

- 4. Updates on projects under design/construction (Attachment B)** – *Thanh Dang*
- 5. Open Discussion**

*Announcements*

**6. Harrisonburg & Rockingham Bike-Walk Summit, October 10**

<http://svbcoalition.org/bike-walk-summit>

*Next Meeting: Monday November 17 at 6pm (Note: This is the third Monday due to Thanksgiving week the following week.)*

*Adjourn*

## **ATTACHMENT A: Update on City Projects under design and construction**

For the September 22, 2014 Bicycle & Pedestrian Subcommittee meeting. General information is also available at: <http://www.harrisonburgva.gov/transportation-projects>.

### **PROJECTS UNDER CONSTRUCTION, OR SOON TO START CONSTRUCTION**

- **Bluestone Trail Phase IA** – Construct 10-ft wide shared use path between Butler Street to Port Republic Road. Funded by James Madison University. More information available at: <http://www.harrisonburgva.gov/Bluestone-Trail>
  - UPDATE: This segment has been completed and is open. NOTE: JMU is also working on the Newman Dam Improvement Project which will include extending the Bluestone Trail from Port Republic Road to Sonner Hall, as well as from Port Republic Road to Greek Row on the west side of Newman Lake.
- **Bluestone Trail Phase IB** – Construct a 10-ft wide shared use path between Stone Spring Road to Butler Street. Funded by DCR Land & Water Conservation Fund Grant, VDOT Revenue Sharing Funds, and City funds. More information available at: <http://www.harrisonburgva.gov/Bluestone-Trail>
  - UPDATE: Project construction bids were opened on March 6, 2014 and will be awarded to Hammond-Mitchell, Inc for \$1,072,417. Construction will begin around April 1, 2014 and be completed by December 31, 2014.
- **Downtown Streetscape Project Phase 2** – This project includes replacing sidewalk on the west side of Main Street between Bruce Street and South Court Square installing decorative stamped crosswalks at intersections, replacing existing street lighting with decorative lights, replace and upgrade traffic signals, and install pedestrian signals. More information available at: <http://www.harrisonburgva.gov/downtown-streetscape-next-steps>
  - UPDATE: Construction started in July 2014 and will be completed December 2014.
- **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. Funded by VDOT Highway Safety Improvement Program.
  - UPDATE: Project is complete.
- **New Pedestrian Signals and Crosswalks at Main Street & Mosby Road and Main Street & Pleasant Hill Road.**
  - UPDATE: Project is under construction.
- **Wolfe Street Sidewalk** – Construct a 5-ft wide sidewalk on the south side of East Wolfe Street between Broad Street and Mason Street.
  - UPDATE: Project is complete.

### **PROJECTS UNDER DESIGN/ PLANNING**

- **Cale Trail – 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: The Cales are not yet able to donate the new land. When they are, the City and Cales will work together to further develop this project.
- **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/carlton-street>
  - UPDATE: This project is in final phases of design and right-of-way. Due to delays in with right-of-way, the project construction will begin in 2015.
- **Country Club Road Sidewalk** – In early 2014, citizens requested that new sidewalk be constructed on Country Club Road. City Council approved funding for sidewalks to be placed on the south/ west side of Country Club Road between Spotswood Mobile Home Park and Linda Lane.
  - UPDATE: Right-of-way from adjacent property owners is required in order to construct new sidewalks along Country Club Road. City staff has been trying to work with adjacent property owners. No construction schedule available at this time.
- **Thomas Harrison Middle School to Wyndham Drive**
  - UPDATE: In August 2014, community members and city staff worked together to delineate the 10-ft wide right of way between 1022 and 1032 Wyndham Drive, and get support of adjacent property owners. The 10-ft wide area is being used by students to get from the neighborhood and the school. City staff is working on cost estimates and a schedule for paving a path between Wyndham Drive and the school property.
- **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 TBD.
- **Northend Greenway** –
  - UPDATE: See this agenda.
- **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 underway. Utility relocations underway. Road project anticipated going to construction in 2015.

- **Safe Routes to School Stone Spring ES** – Funded by Virginia Department of Transportation’s Safe Routes to School Infrastructure Grant, this project will construct new sidewalks on the east side of Peach Grove Avenue between King Edwards Way to Decca Drive, install a new traffic signal at the intersection of Peach Grove Avenue and Stone Spring ES entrance, and include some additional sidewalk work on school property. Grant funds: \$292,000.
  - UPDATE: Engineering design underway through early 2015. Project construction to start Summer 2015.



# The City of Harrisonburg, Virginia

Office of the Public Works Department

## Memorandum

STREET MAINTENANCE  
TRAFFIC ENGINEERING  
TRANSPORTATION PLANNING  
REFUSE/ RECYCLING  
RESOURCE RECOVERY  
CENTRAL STORES

**To:** Bicycle & Pedestrian Subcommittee  
**From:** September 15, 2014  
**Re:** Northend Greenway Project & Funds

On September 4, 2014, the Bicycle & Pedestrian Subcommittee met to discuss the Northend Greenway project and funds. A summary of that meeting is available at, <http://www.harrisonburgva.gov/bicycle-pedestrian-summaries>. The Subcommittee will meet again on Monday September 22, 2014 (regular meeting) at 6pm in City Council Chambers to discuss the Northend Greenway and regular agenda items.

The Subcommittee also will hold a special meeting on Monday October 6, 2014 at 6pm in City Council Chambers to make a recommendation which will be presented to City Council.

Northend Greenway project background and history can be found in the September 4 meeting summary. Below is an updated list of options for consideration.

Below is an updated summary report which includes options for consideration, and project history.

### Options for Consideration

The Bicycle & Pedestrian Subcommittee is requested to make a recommendation to City Council by ranking the following options in order of preference. There are still many unknown variables that will affect the feasibility of each of these options including, but not limited to, property owners being agreeable to donate or sell land/easements for the path, additional funding required, and VDOT approval. Costs below are planning-level estimates and include contingencies.

Options A, B, and C were presented to City Council on August 12, 2014. Options D and E are new options developed by city staff and were considered at the September 4 Subcommittee meeting, and Options F1 and F2 are new.

A map of all of these options is provided in Attachment A.

OPTION A (Segments 2, 3, 4, and 5) – Consider a “traditional” design-bid-build for the length of the Northend Greenway from Mt. Clinton Pike to Washington Street.

Funding available - \$1,146,148  
Total Probable Cost - \$2,705,000  
    Engineering - \$205,000  
    R/W Acquisition & Administration (assumes no donations) - \$500,000

Construction - \$2,000,000  
Funding still needed - \$1,558,852

Notes:

- A section of path along Mt. Clinton Pike between Park Road to Virginia Avenue (Segment 1) would be constructed with the Mt. Clinton Pike Roundabout and Road Improvement Project. (The road improvement project is not yet fully funded. See Option E for more project information.)
- Since the September 4 meeting, staff has revised the limits of this project to end at Washington Street instead of Johnson Street (shown as Segment 6) due existing building structures adjacent to the stream. Staff recommends Segment 6 not be considered at this time, but may be a future phase.
- (\*) The R/W Acquisition & Administration cost estimates have doubled since the September 4 meeting. Staff had included costs of purchasing land and easements, but missed including the administration costs of surveying, developing plats, meeting with property owners, and recording deeds.

OPTION B – Consider doing nothing at this time with the Northend Greenway project. It is likely that Revenue Sharing funds would be returned to VDOT for reallocation to another project in Virginia. As previously noted, FY14 Revenue Sharing funds had stipulations that may prevent it from being transferred to another project in the city.

OPTION C (Segments 2, 7, 8 & 9) – Consider an alternative design-bid-build project starting at the intersection of Virginia Avenue and Mt. Clinton Pike, and travel east on Mt. Clinton Pike to Technology Drive (where new grocery store path construction will pick up). The path will be on the south side of Mt. Clinton Pike. This option does not provide a shared use path connection to downtown.

Funding available - \$1,146,148  
Total Probable Cost = \$1,336,000  
Engineering - \$174,800  
R/W Acquisition & Administration (assumes no donations) - \$126,500  
Construction - \$1,035,000  
Funding still needed - \$190,152

Note: This option could be accomplished overtime as properties along Mt. Clinton Pike are developed and those developments would be required to construct the path.

OPTION D (Segments 2, 7, 8, and 4) – Consider an alternative design-bid-build project starting at the intersection of Virginia Avenue and Mt. Clinton Pike, and travel east on Mt. Clinton Pike to Liberty Street intersection. At this intersection, the Northend Greenway would turn south on Liberty Street to a point where it would cross Liberty Street at the vacant right-of-way of Suter Street and end at the pavement of Suter Street. From this ending point, pedestrians and bicyclists could use neighborhood streets to navigate to and from downtown.

*Funding available - \$1,146,148*  
Total Probable Cost = \$1,750,300  
Engineering - \$230,000  
R/W Acquisition & Administration (assumes no donations) - \$167,900  
Construction - \$1,352,400  
Funding still needed - \$604,152

OPTION E (Segments 1, 2, 3, 4, and 5) – Consider “combining” the Northend Greenway project with the Mt. Clinton Pike Roundabout and Road Improvement Project. The City has received VDOT Revenue Sharing funds for a new roundabout at the intersections of Mt. Clinton Pike, Chicago Avenue, and Park Road, and will be extending the limits of this project to include road improvements and a shared use path from the roundabout to the intersection of Mt. Clinton Pike and Virginia Avenue. Eastern Mennonite University and the City have partnered to plan for a trail head with parking area and restrooms east of the roundabout. (See Conceptual Drawing in September 4 meeting minutes.)

*Mt. Clinton Pike (includes Segment 1)*

Funding available - \$750,000 Revenue sharing + \$750,000 City match  
+ \$250,000 additional city funds = \$1,750,000  
Total Probable Cost = \$5,137,919  
Engineering - \$537,919  
R/W Acquisition & Administration (assumes no donations) - \$1,600,000  
Construction - \$3,000,000  
Funding still needed - \$3,387,919

*Northend Greenway (Segments 2, 3, 4, and 5)*

Funding available - \$1,146,148  
Total Probable Cost - \$2,705,000  
Engineering - \$205,000  
R/W Acquisition & Administration (assumes no donations) - \$500,000\*  
Construction - \$2,000,000  
Funding still needed - \$1,558,852

If available funds for the Northend Greenway and Mt. Clinton Pike projects were combined (total \$2,950,000), the City would be able to move both projects through full Engineering and R/W phases (total probable cost \$2,842,919). The City would still need to apply for grants and/or apply local dollars towards the projects for construction. Grants are more likely to be awarded for “shovel ready” projects. Additionally, there would be cost savings (not reflected in costs above) to the City if environmental assessments, environmental permits, construction permits, utility relocations, and mobilization costs during construction were done together for both projects, rather than separately.

Note: (\*) The R/W Acquisition & Administration cost estimates for the Northend Greenway have doubled since the September 4 meeting. Staff had included costs of purchasing land and easements, but missed including the administration costs of surveying, developing plats, meeting with property owners, and recording deeds.

OPTION F1 (Segments 2, 3, and 4) – This option is one of two sections described in Option A and runs from the intersection of Mt. Clinton Pike and Virginia Avenue to the end of pavement at Suter Street.

Funding available - \$1,146,148  
Total Probable Cost - \$1,400,000  
Engineering - \$150,000  
R/W Acquisition & Administration (assumes no donations) - \$250,000  
Construction - \$1,000,000  
Funding still needed - \$253,852

This may be considered as part of a phased approach to completing the Northend Greenway from Virginia Avenue to Washington Street.



OPTION F2 (Segment 5) – This option is the second section described in Option A and runs from the end of pavement at Suter Street to Washington Street.

Funding available - \$1,146,148

Total Probable Cost - \$1,400,000

Engineering - \$150,000

R/W Acquisition & Administration (assumes no donations) - \$250,000

Construction - \$1,000,000

Funding still needed - \$253,852

This may be considered as part of a phased approach to completing the Northend Greenway from Virginia Avenue to Washington Street.



