



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: September 29, 2014

RE: Bicycle & Pedestrian Subcommittee Agenda for Monday October 6, 2014 – Special Meeting

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

Welcome

Business

1. Northend Greenway Project & Funds (See attached Memorandum)

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

Adjourn



The City of Harrisonburg, Virginia

Office of the Public Works
Department

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

Memorandum

To: Bicycle & Pedestrian Subcommittee
From: Thanh Dang, Transportation & Environmental Planning Manager
Date: September 29, 2014 (updated September 30, 2014)
Re: Northend Greenway Project & Funds

The Bicycle & Pedestrian Subcommittee will hold a "special" meeting on Monday October 6, 2014 at 6pm in City Council Chambers to make a recommendation to City Council about the Northend Greenway Project & Funds.

On September 22, the Bicycle & Pedestrian Subcommittee held a regular meeting and continued discussions about the Northend Greenway project funds. The September 22 meeting summary for the Northend Greenway project funds portion of the meeting is available below in Attachment A. (The full September 22 meeting summary will be posted online in mid-October. The September 4 meeting summary is available at, <http://www.harrisonburgva.gov/bicycle-pedestrian-summaries>.)

To date, no written comments have been received from the public. Any written comments received between today and ~~October 4~~ October 6, will be presented at the Subcommittee's October 6 meeting.

ATTACHMENT A – BICYCLE & PEDESTRIAN SUBCOMMITTEE MEETING SUMMARY – SEPTEMBER 22, 2014

Thanh Dang reviewed the memorandum she sent on September 15 to the Bicycle & Pedestrian Subcommittee. Ms. Dang reviewed each of the options along with the map provided in the memorandum.

Discussions, comments, and questions from Subcommittee members and guests included:

- Question: Is there a way to get from Suter Street to Washington Street on city streets? Response: Yes. Bicyclists and pedestrians can use neighborhood streets, which have low speeds and low traffic volumes.
- Question: If Option F1 is built, will improvements at the intersection of Mt. Clinton Pike and Virginia Avenue, which include new pedestrian signals and crosswalks, be included as part of the Northend Greenway project or the Mt. Clinton Pike Road Improvement project? Response: Staff responded that the intersection improvements would be relatively small components of either project, and inclusion into either project will be determined as design for both projects got further along.
- Question: What are the City's plans for crossing over the railroad tracks east of Virginia Avenue along Mt. Clinton Pike? Response: Options for crossing the tracks have been discussed, but are only preliminary. Additional engineering design work is needed along with discussions with railroad track owners.
- Comment: Segments 2, 3, and 4 holds true to what the Northend Greenway group and community hoped to begin with.
- Comment: Best to construct the Northend Greenway sooner, rather than later. Before the area develops.
- Comment: Although construction of Segments 3 and 4 is preferred, Segments 4, 5, and 6 is also good and would be a nice linear park.
- Comment: Option C (Segments 2, 7, 8, and 9) don't have much to do with the Northend Greenway.
- Comment: Segment 1 which is the path section that will be included as part of the Mt. Clinton Pike Road Improvement Project has not been fully funded. Public support is still needed for the project, which will include stormwater infrastructure, road improvements, and new trails.

The Subcommittee came to consensus, and ranked their proposed recommendation to City Council in the following order. The preferred option is listed first:

- **Option F1 (Segments 2, 3 and 4)** - This option runs from the intersection of Mt. Clinton Pike and Virginia Avenue to the end of pavement at Suter Street.
- **Option F2 plus Segment 4 (Segments 4 and 5)** - This option runs from Suter Street & Liberty Street to Washington Street.
- **Option E (Segments 1, 2, 3, 4, and 5)** - This option "combines" the Northend Greenway project with the Mt. Clinton Pike Roundabout and Road Improvement Project.
- **Option D (Segments 2, 7, 8, and 4)** – This option considers an alternative alignment starting at the intersection of Virginia Avenue and Mt. Clinton Pike, and travel east on Mt. Clinton Pike to Liberty Street intersection.
- **Option C (Segments 2, 7, 8 and 9)** – This option starts at the intersection of Virginia Avenue and Mt. Clinton Pike, and travel east on Mt. Clinton Pike to Technology Drive
- **Option B** – This option recommends doing nothing with the Northend Greenway project, and would likely return funds to VDOT for reallocation to another project in Virginia.

Although Option A (Segments 2, 3, 4, and 5) would be the preferred option if funding were available, it was not considered in the ranking because there is a significant deficit in funding needed to construct the entire project.

The Subcommittee encourages input from the public. Reactions to the proposed recommendation, questions, and comments may be sent to Thanh Dang, Public Works Department, at Thanh.Dang@HarrisonburgVA.gov, and will be reviewed by the Subcommittee on October 6, 2014. The Subcommittee will make their final vote on October 6, 2014, after which their recommendations will be presented to City Council.



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.

