



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, Transportation & Environmental Planning Manager

**DATE:** January 19, 2015

**RE:** Bicycle & Pedestrian Subcommittee Agenda for Monday January 25, 2016

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The Bicycle & Pedestrian Subcommittee will meet on Monday January 25, 2016 at 6:00pm in at Harrisonburg City Council Chambers, 409 South Main Street, Harrisonburg. Meetings are open to the public.

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*Welcome*

1. **Welcome new member, Stefanie Warlick**
2. **Public comments, limited to 5 minutes each**

*Business*

3. **Selection of new Chair person**
  4. **Sidewalk Snow Removal Map & Ordinance Changes (Attachment A) – Harsit Patel**
    - a. <http://www.harrisonburgva.gov/snow-plow>
  5. **Bicycle & Pedestrian Plan Update – Thanh Dang**
    - a. **Project Lists**
    - b. **Priority Tool Variables**
    - c. <http://www.harrisonburgva.gov/bicycle-pedestrian-plan>
  6. **Update on Bicycle Friendly Community Award – Thanh Dang**
    - a. **See BFC Report Card & Feedback (Attachment B & C)**
    - b. <http://www.harrisonburgva.gov/biking-and-walking>
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7. **Update on Letter to Police Chiefs requesting increase officer training and public education for bicyclists, pedestrians, and motorists – Thanh Dang**
8. **Updates on projects under design/construction (Attachment D) – Thanh Dang**
  - a. **Cale Trail**
9. **Open Discussion**

*Announcements*

10. **Presentation at Shenandoah Bicycle Company, “Harrisonburg Bicycle & Pedestrian Plan Update & Commuter Clinic,” January 28, 2016 – Thanh Dang**
  - a. <https://www.facebook.com/events/1631867467077224/>
11. **Shenandoah Valley Bicycle Coalition’s Education Committee Spring 2016 Events - – Thanh Dang**
  - a. <http://svbcoalition.org/bike-education>

*Next Meeting: Monday, March 28, 2016 at 6pm – Location: City Council Chambers, 409 South Main St*

*Adjourn*

## ATTACHMENT D: Updates on projects under design

General information is also available at: <http://www.harrisonburgva.gov/transportation-projects>.

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

- **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: PROJECT COMPLETED!

### PROJECTS UNDER DESIGN/ PLANNING

- **Bluestone Trail – Sonner Hall to Carrier Drive** – Shared use path project by City and JMU. Construction in 2016. <http://www.harrisonburgva.gov/bluestone-trail-project>
  - UPDATE: 100% engineering design plans being reviewed by City and JMU staff.
- **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 donated 5.2 acres of land to the City of Harrisonburg in December 2015 (in addition to the 6.3 acres donated in 2011). The City will hire Rich Edwards, trail specialist, to develop/ review the alignment for a new trail connecting Westover Park, Thomas Harrison MS, West Market Street, and Neyland Drive.
- **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.
- **Downtown Streetscape Phase III** – Reconstruct sidewalks on both sides of N Main Street between Elizabeth Street to Wolfe Street and install traffic signals and pedestrian signals, and crosswalks at both intersections. Awarded VDOT Transportation Alternatives Program (TAP) grant funds. Anticipated construction to begin Spring 2016.
  - UPDATE: Engineering design near completion.
- **Martin Luther King, Jr. Way Road Improvement Project** – VHB, Inc. and Valley Engineering will be assisting the City with engineering design for widening along portions of MLK, Jr. Way, S. Main St, and E. Grace Street. VDOT Revenue Sharing grant submitted in October 2015. Construction anticipated to begin late-Summer 2016. [www.harrisonburgva.gov/martin-luther-king-way-improvements](http://www.harrisonburgva.gov/martin-luther-king-way-improvements)
  - UPDATE: City and JMU staff are reviewing 60% engineering plans.

- **Mt. Clinton Pike Road Improvement Project (includes Roundabout and Northend Greenway)** – City is working on road improvement design on Mt. Clinton Pike between Park Road to Virginia Avenue (Route 42). This project will include the construction of a shared use path along Mt. Clinton Pike that will tie into the Northend Greenway. This project is being funded by a combination of VDOT Revenue Sharing Funds and local funds, but is not yet fully funded. Anticipated construction to begin in 2018. <http://www.harrisonburgva.gov/mount-clinton-pike>
  - UPDATE: Design is currently underway and project is being coordinated with Eastern Mennonite University and adjacent property owners.
  
- **Northend Greenway Phase I** – This project involves the design and construction of a shared use path between the intersection of Mt. Clinton Pike and Virginia Avenue (Route 42) to Suter Street (near Liberty Street). This project is being funded by a combination of VDOT Revenue Sharing Funds and local funds. No schedule for future phases. <http://www.harrisonburgva.gov/northend-greenway>
  - UPDATE: Right of way phase and negotiations with property owners underway. Schedule unknown.
  
- **Pleasant Valley Road Bridge Replacement** – Bridge replacement project on Pleasant Valley Road over Blacks Run near MTC and Fire Station #4. Bridge will be built to include width for 2-travel lanes, plus center turn lane, bike lanes, and sidewalks on both sides, in anticipation of long-term future road improvements for Pleasant Valley Road. Bridge replacement anticipated to take place in 2016. <http://www.harrisonburgva.gov/pleasant-valley-road>
  - UPDATE: Engineering design underway.
  
- **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.harrisonburgva.gov/reservoir-street>
  - UPDATE: To be advertised for construction bids in January 2016. VDOT Revenue Sharing grant submitted in October 2015.
  
- **West Mosby Road Sidewalk Project** – Construct new sidewalks on south side of West Mosby Road from Main Street to eastern Millwood Loop entrance. Bus shelter will be installed next to Sharp Shopper. This project is funded by Community Development Block Grant (CDBG).
  - UPDATE: Right of way phase is underway. Construction to start in Spring 2016.

**ORDINANCE AMENDING AND RE-ENACTING SECTION 6-1-15 and 6-1-26 OF THE HARRISONBURG CITY CODE BE ITORDAINED BY THE CITY COUNCIL OF THE CITY OF HARRISONBURG, VIRGINIA:**

That Section 6-1-15 be amended and re-enacted as follows:

**Sec. 6-1-15. - Removal of snow, sleet and ice.**

It shall be unlawful for the occupant of any building, and where there is no occupant, for the owner of such vacant building, or of any unimproved lot of land lying on any street, alley or public place within the city where there is a paved footway or sidewalk to permit snow of six (6) inches or less to remain along the front or side of such premises longer than twenty-four (24) hours, and six (6) inches or more to remain along the front or side of such premises no longer then thirty-six (36) hours after the snow has ceased to fall. The same requirements shall exist with respect to ice or sleet on sidewalks or footways; except, that when the ice or sleet cannot be removed without injury to the sidewalk or footway, it shall be covered within the period of time specified, with sand, ashes or some other substance which will render it safe for travel. If the occupant or owner of the premises, as the case may be, fails or refuses to clean off the snow in accordance with this section, the director of the Public Works Department, or his or her designee, may issue a notice of violation of this section. If not cleared within 24 hours of receiving such notice, such pavement or sidewalk may be cleared by the city, the cost of which shall be charged to the occupant or owner. Such costs shall be collected in the manner in which fines are collected. The director of Public Works shall establish written procedures for the waiver of any such costs due to physical disability or hardship on the part of the owner or occupant.

That Section 6-1-26 be amended and re-enacted as follows:

**Sec. 6-1-26. – Cost, fees collection thereof.**

In addition to other remedies provided by the Code of the City of Harrisonburg and the Code of Virginia, any costs or fees that may be charged pursuant to this Title 6, Public Works, Chapter 1, Street and Sidewalks, shall be referred to the city treasurer who shall include those cost or fees in the next regular real estate tax bill sent to the owner of the real estate at which the costs or fees were incurred. All unpaid costs and fees in excess of \$200.00 shall then constitute a lien against such real estate, and shall be collected as other taxes and liens are collected.

This ordinance shall be effective on the 27 day of October, 2015

ADOPTED AND APPROVED this 27 day of October, 2015.

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MAYOR

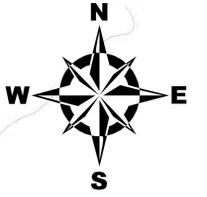
ATTEST:

Erica S. Kern

CITY CLERK

# Sidewalk Snow Removal

## October 2015

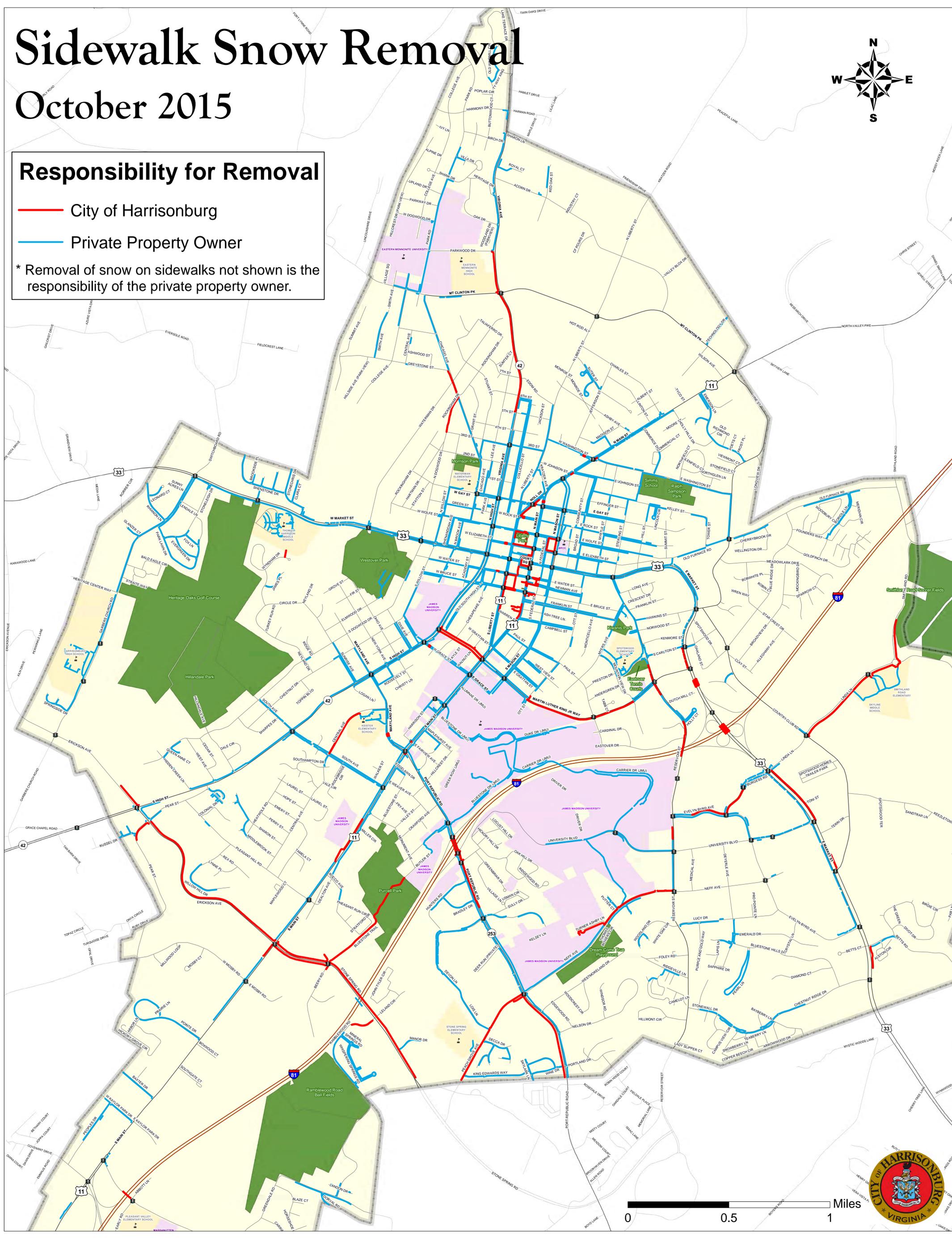


### Responsibility for Removal

— City of Harrisonburg

— Private Property Owner

\* Removal of snow on sidewalks not shown is the responsibility of the private property owner.



0 0.5 1 Miles



# HARRISONBURG, VA

TOTAL POPULATION

52,612

POPULATION DENSITY

3023

TOTAL AREA (sq. miles)

17.6

# OF LOCAL BICYCLE FRIENDLY BUSINESSES

0

# OF LOCAL BICYCLE FRIENDLY UNIVERSITIES

2

## 10 BUILDING BLOCKS OF A BICYCLE FRIENDLY COMMUNITY

	Average Silver	Harrisonburg
Arterial and Major Collector Streets with Bike Lanes	45%	14%
Total Bicycle Network Mileage to Total Road Network Mileage	30%	16%
Public Education Outreach	GOOD	GOOD
Share of Transportation Budget Spent on Bicycling	7%	UNKNOWN
Bike Month and Bike to Work Events	GOOD	VERY GOOD
Active Bicycle Advocacy Group	ACTIVE	YES
Active Bicycle Advisory Committee	ACTIVE	MEETS EVERY TWO MONTHS
Bicycle-Friendly Laws & Ordinances	SOME	FEW
Bike Plan is Current and is Being Implemented	YES	YES
Bike Program Staff to Population	1 PER 70K	1 PER 52.6K

## CATEGORY SCORES

<b>ENGINEERING</b> <i>Bicycle network and connectivity</i>	3/10
<b>EDUCATION</b> <i>Motorist awareness and bicycling skills</i>	4/10
<b>ENCOURAGEMENT</b> <i>Mainstreaming bicycling culture</i>	3/10
<b>ENFORCEMENT</b> <i>Promoting safety and protecting bicyclists' rights</i>	3/10
<b>EVALUATION &amp; PLANNING</b> <i>Setting targets and having a plan</i>	3/10

## KEY OUTCOMES

	Average Silver	Harrisonburg
<b>RIDERSHIP</b> <i>Percentage of Commuters who bike</i>	3.5%	1.6%
<b>SAFETY MEASURES CRASHES</b> <i>Crashes per 10k bicycle commuters</i>	180	195
<b>SAFETY MEASURES FATALITIES</b> <i>Fatalities per 10k bicycle commuters</i>	1.4	0



» Adopt a Complete Streets policy and offer implementation guidance. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to enable safe access for all users, regardless of age, ability, or mode of transportation.

» Update and implement your bicycle plan to ensure that state-of-the-art bicycle facilities are included, and that infrastructure planning is complemented with encouragement, education, and enforcement programs to increase usage. Use your plan as a guide to identify needs as roads are repaved, but ensure that newer bicycle facilities types are considered for inclusion on corridors identified in the existing bike and street improvement plans.

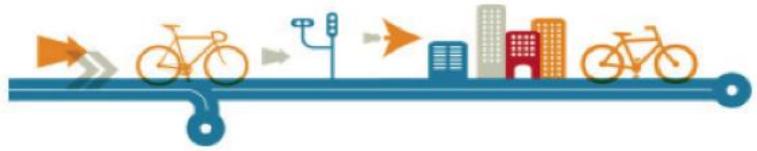
» Ensure that there are bicycle education opportunities specifically for seniors, non-English speakers, and other specific demographic groups. By specifically targeting education opportunities to certain groups you can ensure that those groups are better reached and their specific concerns.

» Consider the feasibility of a bike share system that is open to the public and university students.

» Identify any data gaps or barriers to creating more female bicyclists, more child bicyclist trips to school, and more transit bicycle trips. Use your bicycle plan update process or another process, such as a transit or school transportation plan, to better understand current bicycle use by these groups.



# BICYCLE FRIENDLY COMMUNITY FEEDBACK



## HARRISONBURG, VA

Fall 2015

Our Bicycle Friendly Community review panel was very pleased to see the current efforts and dedication to make Harrisonburg a safe, comfortable and convenient place to bicycle.

Below, reviewers provided recommendations to help you further promote bicycling in Harrisonburg. **Key recommendations are highlighted in bold.** Underlined phrases are links to further information and resources online.

We strongly encourage you to use this feedback to build on your momentum and improve your community for bicyclists.

There may also be initiatives, programs, and facilities that are not mentioned here that would benefit your bicycling culture, so please continue to try new things to increase your ridership, safety, and awareness.

The cost of bicycle facilities and possible funding options are discussed on the last page of this report.

## RECOMMENDATIONS

### Engineering

Adopt a **Complete Streets** policy and offer **implementation guidance**. By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right-of-way to

enable safe access for *all users*, regardless of age, ability, or mode of transportation. This means that every transportation project will make the street network better and safer for drivers, transit users, pedestrians, and bicyclists – making your community a more desirable place to live and do business.

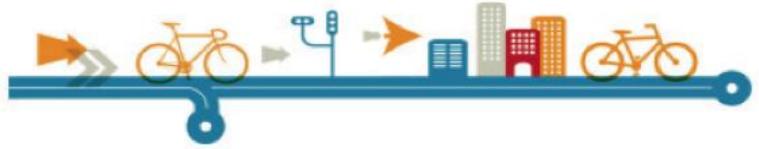
**Adopt bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume.**

**Expand the bike network, especially along arterials, through the use of different types of bicycle facilities. On roads where automobile speeds regularly exceed 35 mph, it is recommended to provide protected bicycle infrastructure such as protected bike lanes/cycle tracks, buffered bike lanes or parallel 10ft wide shared-use paths (in low density areas).** Note that shared lane markings should only be used on low speed roads. On-street improvements coupled with the expansion of the off-street system will encourage more people to cycle and will improve safety. Ensure smooth transitions for bicyclists between the local and regional trail network, and the street network. These improvements will also increase the effectiveness of encouragement efforts by providing a broader range of facility choices for users of various abilities and comfort levels.

Local reviewers expressed some dissatisfaction with the design, quality, and maintenance of on and off-street bicycle facilities and road surfaces. Consider ways



# BICYCLE FRIENDLY COMMUNITY FEEDBACK



to better integrate maintenance for bicycle facilities into general road maintenance. In addition, local reviewers believe that the on and off-street bicycle network could be better connected.

## **Continue to increase the amount of high quality bicycle parking throughout the community.**

Ensure that people arriving by bicycle have a secure and legal place to lock their bikes at popular destinations. Increasing and improving bicycle parking should also include increasing the diversity of bicycle parking types, particularly to accommodate long-term and short-term parking at transit and commercial districts.

Regulations that require bike parking for major renovations of existing developments can secure private funding. Consider including provisions for assessing bike parking in communities that aren't currently slated for development or revitalization. See [this model bicycle parking ordinance](#) for guidance.

## **Education**

Continue efforts to make bicycle-safety education a routine part of primary and secondary education, and schools and the surrounding neighborhoods should be particularly safe and convenient for biking and walking. Particularly as students learn to drive cars; it is important that they continue to learn about safe bicycling practices and how to safely share the road as drivers. **Work with your local bicycle groups or interested parents to expand the Safe Routes to School program to all schools.** Click [here](#) for an

exemplary bicycle safety curriculum designed for fourth and fifth grade students. For more information on Safe Routes to School, see the [National Highway Traffic Safety Administration's Safe Routes To School Toolkit](#) or visit [www.saferoutesinfo.org](http://www.saferoutesinfo.org).

## **Offer regular bicycling skills training opportunities for adults**

or encourage your local bicycle advocacy group or bike shop to help. There are options from [short videos](#) and 1-2 hour courses to more in-depth training incorporating in-classroom and on-bike instruction. Other education materials, such as the League [Quick Guide](#), offer the opportunity to share bike education in an easily accessible format. For more information visit: <http://bikeleague.org/ridesmart>.

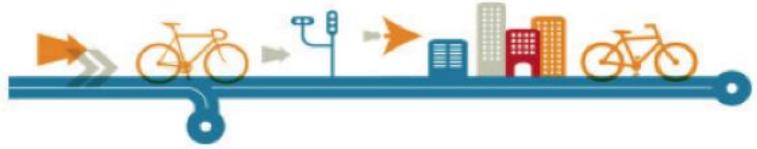
Ensure that there are bicycle education opportunities specifically for seniors, non-English speakers, and other specific demographic groups. By specifically targeting education opportunities to certain groups you can ensure that those groups are better reached and their specific concerns are addressed by the curriculum.

## **Encouragement**

**Partner with local bicycle advocacy groups to expand encouragement efforts during Bike Month.** Host, sponsor and encourage a greater variety of bicycle-themed community events, campaigns and programs. Increase your efforts on Bike to Work Day and Bike to



# BICYCLE FRIENDLY COMMUNITY FEEDBACK



School Day. Ensure to widely advertise all bicycle-themed community events and programs. For ideas and more information, visit <http://bikeleague.org/bikemonth>.

Consider offering a ‘Ciclovía’ or Open Streets type event, closing off a major corridor to auto traffic and offering the space to cyclists and pedestrians. See Open Streets in action. This event can also be a great place to engage people about improvements they would like in their community and barriers to biking more often that they experience.

Consider the feasibility of a bike share system that is open to the public, in partnership with James Madison University and Eastern Mennonite University. Bike sharing is a convenient, cost effective, and healthy way of encouraging locals and visitors to make short trips by bike and to bridge the “last mile” between public transit and destinations. Learn more about bike share in the United States and current efforts to make bike share more equitable.

## Enforcement

Ensure that law enforcement officers who are not certified or trained as bicycle patrol officers nevertheless have basic training or experience with bicycling in your community in order to foster great interactions between bicyclists and police officers.

Work with law enforcement to ensure that enforcement activities are targeted at

motorist infractions most likely to lead to crashes, injuries and fatalities among bicyclists. Traffic enforcement activities should be data-based and responsive to behaviors that have been observed to lead to crashes, injuries, and fatalities.

### **Consider expanding bicycle patrol programs for your community.**

Bicycles can increase interaction between police officers and the community and allow police and other public safety personnel increased mobility at events or in urban areas.

## Evaluation & Planning

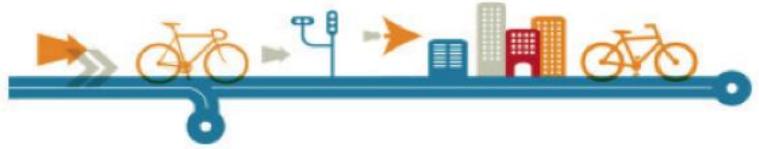
**Update and implement your 2010 bicycle plan to ensure that state-of-the-art bicycle facilities are included, and that infrastructure planning is complemented with encouragement, education, and enforcement programs to increase usage.** Use your current plan as a guide to identify needs as roads are repaved with bond revenues, but ensure that newer bicycle facilities types are considered for inclusion on corridors identified in the existing bike plan.

Track the amount of the transportation budget spent on bicycling and walking improvements, and other types of transportation improvements. Better data on how transportation funds are spent may make it easier for the community to understand historic levels of investments in certain modes and the relative cost of various transportation improvements.

### **Local reviewers suggested that minority and low-income**



# BICYCLE FRIENDLY COMMUNITY FEEDBACK



**communities could be more effectively included in the community decision-making process.**

Conduct community-wide research on bicycle usage and indicators of potential usage to more efficiently distribute resources according to current and latent demand. Conduct at least yearly counts on roads and trails, count parked bicycles at schools and transit stations (if applicable), or conduct a statistically relevant community bicycle survey. The [National Bicycle and Pedestrian Documentation Project](#) is a good resource for manual counts.

Adopt a target level of bicycle use (percent of trips) to be achieved within a specific timeframe, and ensure data collection necessary to monitor progress.

**Expanding the City staff time focused on bicycle projects would help in scaling up your BFC efforts. Consider hiring a Bicycle Program Manager or Bicycle & Pedestrian Program Manager.** This staff person should spend more time on reviewing development proposals to ensure that local bicycle/pedestrian requirements are incorporated and to assess bicycling and walking impacts, developing and implementing educational and promotional programs, writing grant proposals, serving as the public contact for bicycling/walking inquiries and complaints, educating other staff about state and federal facilities standards and guidelines, and coordinating with neighboring cities, transit agencies and other departments to implement policies and projects. See [this report](#) on the

importance of Bicycle & Pedestrian program staff.

## COSTS AND FUNDING OPTIONS

### Costs

Building a new roadway for motor vehicles can cost millions of dollars to construct, and many of the pedestrian and bicycle infrastructure facilities are extremely low-cost in comparison. Use [this database](#) to review up-to-date estimates of infrastructure costs of pedestrian and bicycle treatments from states and cities across the country.

### Federal Funding

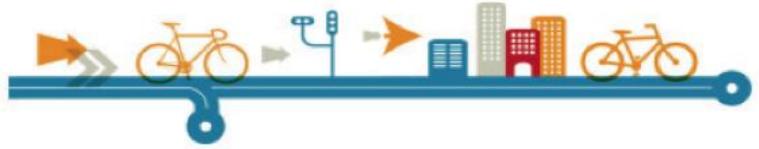
Since 1992 bicycle and pedestrian projects have been eligible for federal transportation funding. To learn more about what federal funds are available for bicycle projects, use Advocacy Advance's interactive [Find it, Fund it tool](#) to search for eligible funding programs by bike/ped project type or review the same information as a PDF [here](#).

### State Funding

Biking and walking dollars aren't only available from the federal government. States can also have their own revenue sources that can be used to fund active transportation. Use [this report](#) and an [online tool](#) to explore your state's funding sources for bicycle and pedestrian improvements.



# BICYCLE FRIENDLY COMMUNITY FEEDBACK



## Local Funding

Local governments can also create their own revenue streams to improve conditions for bicycling and walking. Three common approaches include: special bond issues, dedications of a portion of local sales taxes or a voter-approved sales tax increase, and use of the annual capital improvement budgets of Public Works and/or Parks agencies. Bicycle facility improvements can also be tagged on to larger projects to create economies of scale that results in reduced costs and reduced impacts to traffic, businesses, and residents. For example, if there is an existing road project, it is usually cheaper to add bike lanes and sidewalks to the project than to construct them separately. To learn more about public funding of bicycle infrastructure improvements, visit [pedbikeinfo.org/planning/funding\\_government.cfm](http://pedbikeinfo.org/planning/funding_government.cfm).

## Resources and Support

Advocacy Advance offers several tools, resources, and workshops to help advocates and agency staff maximize eligible funding programs.