



**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: December 6, 2011

RE: Bicycle & Pedestrian Subcommittee Meeting Summary for Monday November 28, 2011

The Bicycle & Pedestrian Subcommittee met on Monday November 28, 2011 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.

Members present included: Thomas Jenkins, Charlie Chenault, Len Van Wyk, Paul Johnston, and Carl Droms.

Advisory members, and guests present included: Thanh Dang (Public Works), Drew Williams (Public Works), Dan Fudala (Parks & Rec), Nicholas Detweiler-Stoddard (EMU/Northend Greenway), Tom Benevento (Northend Greenway), Lars Akerson (Northend Greenway), Rich Edwards (International Mountain Bicycling Association), Kyle Lawrence (Shenandoah Valley Bicycle Coalition), Rhonda Cooper (Rockingham Co Comm Dev), Travis Layman (Rockingham Co Bicycle Advisory Comm.), Basil Hangemanole (Rockingham Co Bicycle Advisory Comm.), Dan Rublee (Planning & Community Dev.), Ray Bailey (Planning & Community Dev.)

Welcome

1. Bluestone Trail presentation and request for endorsement of alignment

Rich Edwards, trail specialist with the International Mountain Bicycle Association (IMBA) and Harrisonburg resident, was hired by the City to provide consultation services on the development of alignment and user needs for the Bluestone Trail. The Bluestone Trail is a 2-mile off street path. The current proposed alignment runs from Port Republic Road to (a) Ramblewood Park and to (b) Southbury Station.

Mr. Edwards' powerpoint presentation and maps of the conceptual alignment is provided in Attachment A.

Mr. Edwards and city staff have met with and discussed the project with all property owners between Port Republic Road and Stone Spring Road. This section has been described as Phase 1, but that could change depending on trail cost estimates developed in the engineering phase of the project and future available funding. The RMH Wellness Center is aware of the project, and current work being coordinated between the RMH Wellness Center and the City includes grading behind the curb on Berry Road with road improvements underway between Stone Spring Road and the new Wellness Center Drive to accommodate the future off street path.

Mr. Williams added that with the RMH Wellness Center entrance is being moved to Berry Road (the entrance on Stone Spring Road will be closed), that a traffic signal will be added at the intersection of Berry Road with Stone Spring Road.

Councilman Chenualt noted that the Overlook at Stone Spring, housing development on Stone Spring Road just east of the I-81 bridge, will add a lot of future users to the Bluestone Trail when the development is completed.

Mr. Jenkins asked if a connection between the Bluestone Trail and Park Apartments had been considered. Discussion followed with comments that Park Apartments is on a hill and might be difficult to connect directly to the Bluestone Trail, that a direct connection might be explored at a later time as part a future phase of the project, and Park Apartments could enter the Bluestone Trail by access through Pheasant Run.

Mr. Rublee commented that the bridge crossings proposed will add significant cost to the project and inquired if other alignments had been explored. Mr. Edwards discussed several other alignments that had been reviewed including running the path adjacent to I-81 and around the west side of Purcell Park. Given a combination of factors including grade challenges, user needs of both Bluestone Trail users and Purcell Park gravel walking trail users, and property owners' needs, the alignment presented this evening is the recommended alignment.

The alignment presented was endorsed on November 21 by the Parks & Recreation Commission. The Bicycle & Pedestrian Subcommittee was asked this evening to consider endorsing this alignment prior to it being presented to City Council for their endorsement. The Bicycle & Pedestrian Subcommittee endorsed the alignment as presented.

There was discussion on whether the Bluestone Trail might extend further north and south in the future. There was a general feeling expressed by those present in support of connecting the Bluestone Trail with the Northend Greenway in the future. The most challenging path section to construct would be through Downtown Harrisonburg and James Madison University campus. It was also acknowledged that both the Bluestone Trail and Northend Greenway follow similar alignments to the Blacks Run Greenway, a concept proposed 10 years ago, and that both these projects are portions of a larger trail network envisioned for the City of Harrisonburg.

2. Northend Greenway request for input on downtown connection

Mr. Benevento presented that the Northend Greenway is an initiative of New Community Project (NCP) and community members. An overview of the Northend Greenway concept between Park View area to Washington Street was reviewed. See maps in Attachment B. The Northend Greenway is envisioned to

be a linear park with a few pocket parks along the way. Mr. Akerson added that 30% of Harrisonburg's population would be served by the Northend Greenway in an area underserved by community parks. New Community Project has a civil engineer working on engineering plans for the project and is in the process of talking with donors. (More information on the project is available at www.northendgreenway.org).

The Northend Greenway steering committee has been in discussions with the Harrisonburg Downtown Renaissance's Landscape Committee on how the Northend Greenway might be extended in the future through Downtown Harrisonburg towards the Farmers Market. Mr. Benevento reviewed two proposed options and sub-options. See map in Attachment B.

Option 1. Starting near East Johnston Street, this option crosses Main and Mason Streets; travels alongside the Rockingham County Administrative building; then crosses North Main Street and follows Noll Drive; then runs alongside Blacks Run towards Court Square crossing Rock Street, Wolfe Street, and Elizabeth Street; and follows the pedestrian way between Court Square and Bruce Street towards the Farmers Market.

Option 1a. Similar to Option 1, but proposes an alternative pathway for bicyclists between Mason Street to Noll Drive. Proposed is an on road, two-way cycle track. (Editor's note: Two good resources with more information on cycle tracks: <http://nacto.org/cities-for-cycling/design-guide/cycle-tracks/> & <http://www.altaplanning.com/cycle+tracks.aspx>.)

Option 2. Starting near east Johnson Street, this option crosses Main Street and runs along the frontage of Roses on Mason Street; crosses Gay Street, then Mason Street towards Federal Street, then runs within Federal Street. Suggested ideas for Federal Street included turning it one way for vehicle traffic and creating a separate facility for pedestrians and cyclists, or keeping it as it is and painting shared lane markings (sharrows) on it. From Federal Street, the "path" might turn westbound on Franklin Street or another parallel Street to get to the Farmers Market.

Option 3. Another idea not shown on the map, was to follow Option 1 from Johnson Street to Wolfe Street, and then run eastbound towards Federal Street and follow Option 2 along Federal Street towards the Farmers Market.

There was discussion about the Downtown Streamwalk, a 1.75-mile pedestrian loop around downtown, being pedestrian heavy and that the Northend Greenway might want to explore separate facilities for pedestrians and bicyclists due to space limitations and potential user conflicts.

At this time, the Northend Greenway steering committee is seeking input from the Bicycle & Pedestrian Subcommittee on alignment options through Downtown. Mr. Jenkins suggested getting representatives from the Bicycle & Pedestrian Subcommittee, Northend Greenway, and HDR Landscape Committee together to discuss this. Ms. Dang will work with the Subcommittee to select representatives and report back to Mr. Detwiler-Stoddard as soon as possible.

3. Update for projects under design/construction

Ms. Dang provided the group a quick overview of information presented in Attachment C.

A discussion was had about the Trails Locator Signage project. Mr. Fudala explained that the distance between signs placed in Rocktown Trails is different than the distance for shared use paths. Rocktown Trails are single track, mountain bike trails, in a heavily wooded area and placement of signage relies heavily on available sight lines and how far one can see in different areas. Shared use paths are 10-ft wide paved paths that are generally straighter and have visibility for longer distances. Ms. Dang noted that the Trails Locator Signage Project Team is close to developing a final standard for locator signage on both shared use paths and single track, mountain bike trails.

Other Business/ Announcements

4. Harrisonburg Area Recognized as 1 of 7 IMBA Ride Centers, Bronze Level

Mr. Jenkins announced that Harrisonburg has been awarded bronze level designation by the International Mountain Bicycling Association (IMBA) as a "Ride Center". Harrisonburg is one of 7 Ride Centers identified internationally. Some of IMBA's scoring criteria evaluated the availability of trail heads within a 1-hour driving distance from Harrisonburg and the partnership between the Shenandoah Valley Bicycle Coalition (SVBC) and the U.S. Forest Service in maintaining and building new mountain bike trails.

A press release from the Shenandoah Valley Bicycle Coalition (SVBC) is provided in Attachment D.

5. City Bicycle & Pedestrian Plan Outreach idea

Mr. Jenkins presented a community outreach idea on the topic of bicycle and pedestrian planning efforts and projects underway in the City and Rockingham County. The Shenandoah Bicycle Company is hosting a Winter Bike Series, and Mr. Jenkins would like to host the topic on Thursday January 5, 2012, 7pm-9pm. He invited Subcommittee members and Rockingham County Bicycle Advisory Committee members to participate. Ms. Dang added that this can grow into an effort to create a "toolbox" of powerpoints, maps, and handouts that anyone can take "on the road" to Rotary Clubs, Church groups, school groups, etc.

Anyone with questions, suggestions, or interest in participating in this effort should contact Mr. Jenkins or Ms. Dang.

6. Northeast Neighborhood alleys

Mr. Chenault presented a brief history of how the Northeast Neighborhood had been platted nearly a century ago. The City no longer permits the creation of new alleys. In the Northeast Neighborhood, there are alleys running behind and between many properties. He explained that there are a large number of property owners in this neighborhood requesting the City to vacate the alleys so that ½ the width of the alleys can become part of the two properties it runs between. City staff is reviewing utilities running through the alleys to help determine which alleys, if any, can be vacated.

Mr. Chenault asked the Subcommittee to review the alleys for potential use as a bicycle or pedestrian facility. With the exception of an alley on the east side of the neighborhood that connects Kelly Street to Ralph Sampson Park (as shown in the Bicycle & Pedestrian Plan), Mr. Chenault and Ms. Dang did not believe the other alleys would be useful to bicyclists or pedestrians, since sidewalks either exist or are planned on parallel streets, and speeds on the neighborhood streets are relatively slow. There was also

discussion of safety concerns with mid-block crossings at the alleys, where drivers would not anticipate a pedestrian or cyclists to cross.

Mr. Johnston suggested that City staff review the potential to extend the connection between Kelly Street and Ralph Sampson further south using the alley that runs adjacent to Harrisonburg Redevelopment & Housing Authority's property, to Old Furnace Road.

Mr. Van Wyk asked that the group and others review the potential for pedestrian and bike facilities specifically for children before vacating the alleys.

Anyone with comments on this matter can submit them to Mr. Chenault. A map of the alleys is available in Attachment E.

7. New Harrisonburg League Certified Instructor (LCI)

Ms. Dang presented that she has recently become a League Certified Instructor (LCI) to teach bicycling. The League of American Bicyclists certifies individuals to be instructors and offers the only nationally certified series of courses under the umbrella of "Smart Cycling." Courses offered include Traffic Skills 101, commuting, motorist education, and youth education. Ms. Dang compared Traffic Skills 101 with taking a driver's education or motorcycle education course where lessons on positioning, signaling, and practice drills to avoid road hazards are taught. Ms. Dang added that it would be great to get more people in our community to become LCIs, as courses are easier and better taught with multiple instructors.

Ms. Dang's certification was sponsored by the Shenandoah Valley Bicycle Coalition (SVBC), and she will be teaching courses on her own time. She hopes to have the first class in Harrisonburg in Spring 2012. Anyone with questions or interest in these programs may contact Ms. Dang.

A brochure of possible courses is available in Attachment F and information on becoming an LCI is available at <http://www.bikeleague.org/programs/education/seminars.php>.

8. SVBC's Bicycle Rack Grant Completed

Mr. Jenkins announced that the first year of bicycle rack grant awards from the Shenandoah Valley Bicycle Coalition (SVBC) has been completed. It was a success. Bike racks have been installed at the Friendly City Food Co-Op, Blue Nile Restaurant, Trinity Presbyterian Church, and Mennonite Missions. All three received a three- or four-loop bike rack that holds six or eight bikes. Additional businesses joined the order to benefit from a quantity price discount and six additional bike racks were installed, including locations at the Turner Pavilion (Farmers Market) and Rockingham County Administrative building.

The press release from Shenandoah Valley Bicycle Coalition (SVBC) is provided in Attachment G.

Next Meeting: January 23, 2012 at 6pm in the Community Development Classroom, 409 South Main Street

Adjourned

The Bluestone Trail

A Vision for Connectivity and
Recreation



Bicycle & Pedestrian Subcommittee
November 28, 2011



Harrisonburg as bicycle and pedestrian friendly community

- Awarded bronze level Bicycle Friendly Community from League of American Bicyclists
- Awarded bronze level Ride Center from International Mountain Bicycling Association
- Great natural singletrack trail opportunities and steadily improving network of bike lanes and sidewalks has created great opportunities for walking and cycling within the City.



What are we missing?

Dedicated non-motorized pathways

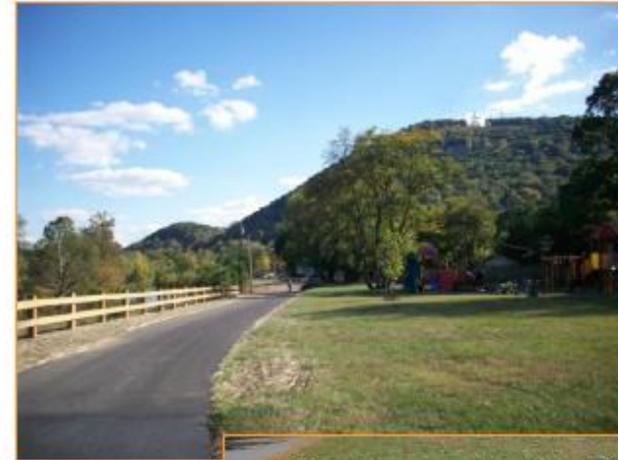
- Provide a off street obstacle free route for transportation and recreation.
- Ideal for walkers, runners, cyclists, commuters, and children
- Ideal for teaching children how to ride.
- Suitable for bicycle trailers and strollers



Hawksbill Greenway in Luray, VA



Roanoke River Greenway, VA



Passes through

- Wasena Park (City)
- Roanoke Valley Skate Park (City)
- Smith Park (City)
- Piedmont Park (City)
- Green Hill Park (County)



Charlottesville, VA



Rivanna Trail
(2.3 mi.)



Forest Hills Park
(1.5-mi)



Schenk's Greenway
(0.25-mi.)



Other Virginia Communities

- Lynchburg
- Danville
- Fairfax
- Richmond
- Radford
- Alexandria
- Vinton
- Stevens City
- Galax
- Damascus
- Salem
- Roanoke



Benefits of Multi-Use Trails

- Family-Friendly Health and Recreation
- Greater Connectivity to neighborhoods, parks, & other destinations

Greenways...

- Economic Opportunities
- Cultural and Educational Amenities
- Preservation of Natural Resources



Social Benefits

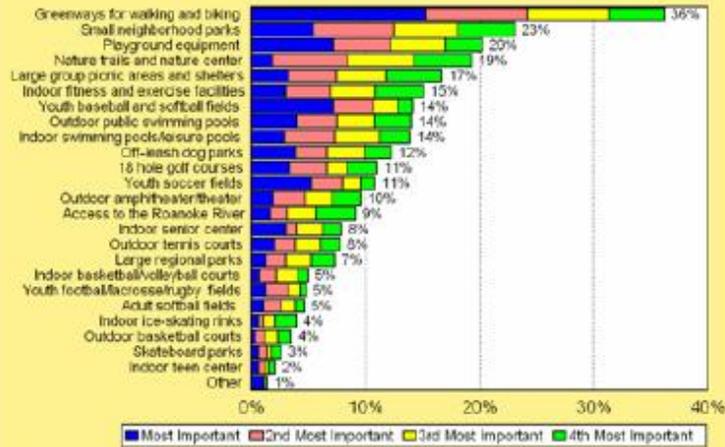
- Trails are the most requested outdoor amenity. *Virginia Outdoor Plan*
- 30% of US adults 20 years of age and older are obese. *National Center for Health Statistics*
- Just 3 hours of bicycling a week reduces a persons risk of heart disease & stroke by as much as 50%. *League of American Bicyclists*
- 79 million Americans feel that trails, greenways, bike routes, are very important in choosing where to live... *Bureau of Transportation Statistics*
- "...high-quality environment is essential for children to achieve optimal health and development.." *Center for Disease Control*



Social Benefits

Q12. Parks and Recreation Facilities That Are Most Important to Respondent Households

by percentage of respondents (multiple choices could be made)



Source: LeisureVisions/ETC Institute (May 2006)



Economic Benefits: Increased Value of Adjacent Land



National Association of Realtors rank trails as the 2nd most important community amenity out of a list of 18 choices.

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Roanoke County's Newest Community

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- Gas Heat
- Lots of Hardwood
- Decks & Terraces
- Paved Driveway
- County School
- Full Basement
- Designer Baths
- Tilt-in Windows

• Blue Ridge Parkway trails
• Greenway Walking Trail
• 2.1 & 4.0 mile trails

\$349,950 & Up

Roanoke County's Newest Community Open Sundays 1 to 4 PM
Lots Available for Custom Building
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REALTORS





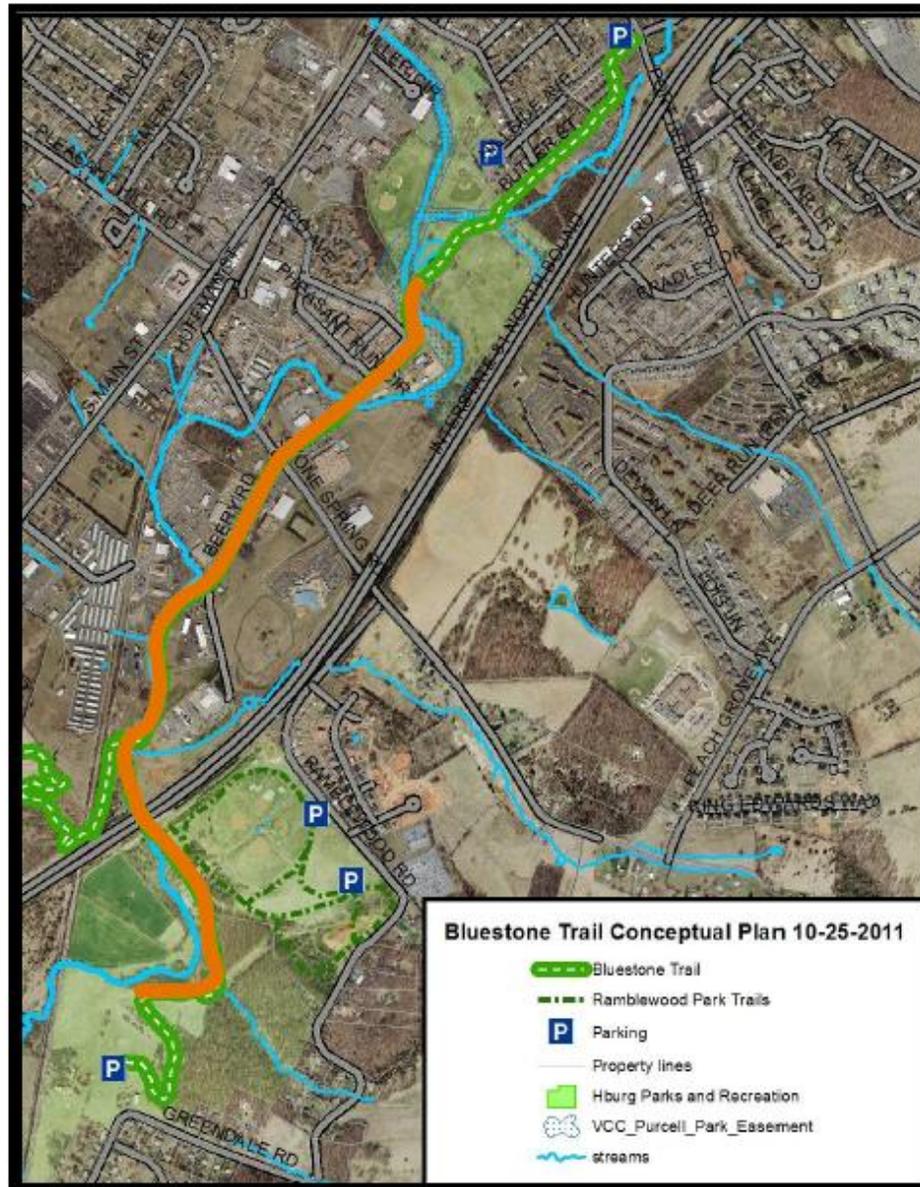
- 1.6 million local visits accounted for about \$5.3 million of spending directly related to Virginia's W&OD trail.
- “townhomes in Kansas City sell for 30-40% higher along the Katy Trail than for the same style townhomes merely blocks away without trail proximity...”



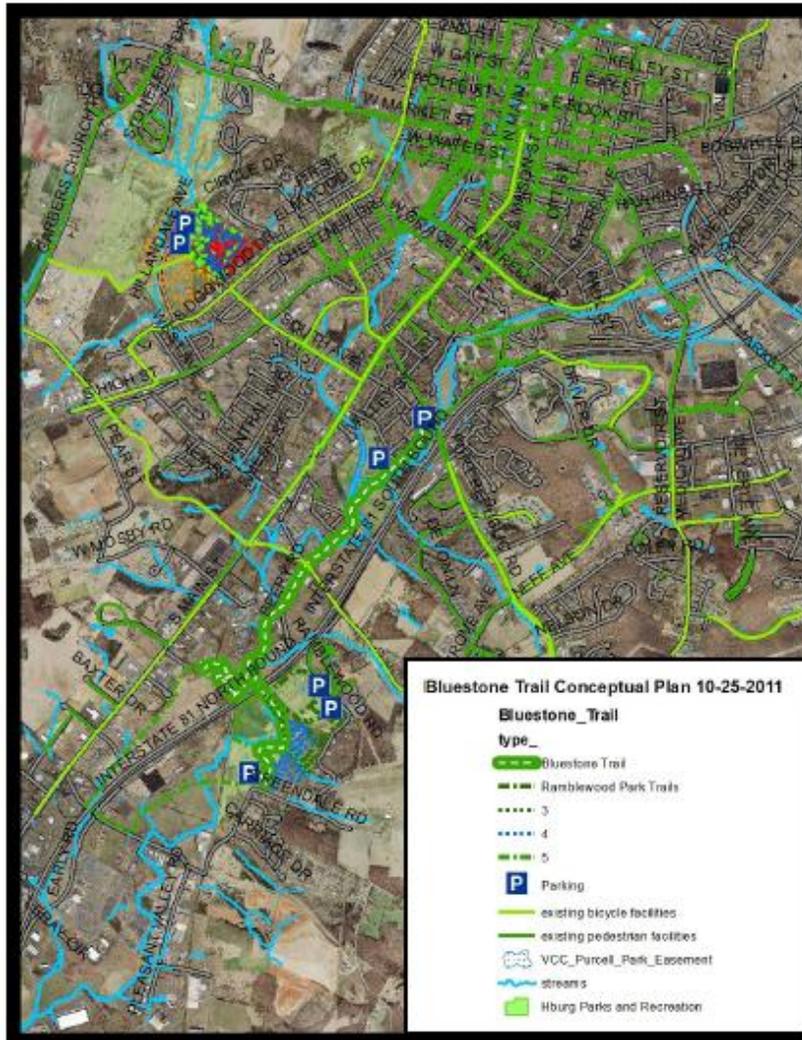
Planning Process

- Consultant and City staff met to review project objectives.
- Potential corridors reviewed for opportunities and constraints.
- Communicated with all property owners and received verbal approval.
- City engineering staff reviewed first portion of corridor.
- Receive concept approval from stakeholder groups and City Council.
- City engineering team develops plans for each portion of project.
- Rough cost estimates developed.
- Meet with property owners to discuss plans and property agreements.
- Obtain written agreements on property acquisition or access.
- Refine plan sets and develop detailed cost estimates.





Connectivity Map



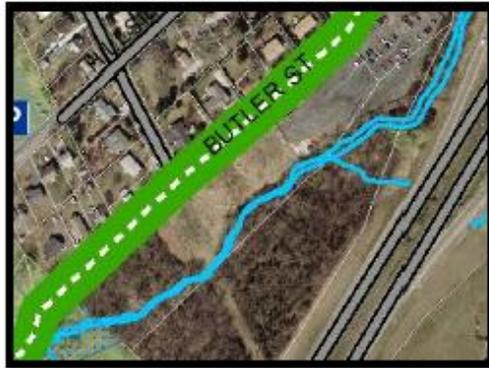
- Connects Ramblewood and Purcell parks to over half of Harrisonburg via existing bike & pedestrian facilities.
- Over 500 households are located within 4 blocks of the trail route.
- Links Hillendale singletrack trails with future Ramblewood singletrack trails to create a 15+ mile (3 hour) mtb ride within Harrisonburg.
- Provides critical links for underserved neighborhoods; Purcell, Glendale, South Main,



Port Republic to Butler St



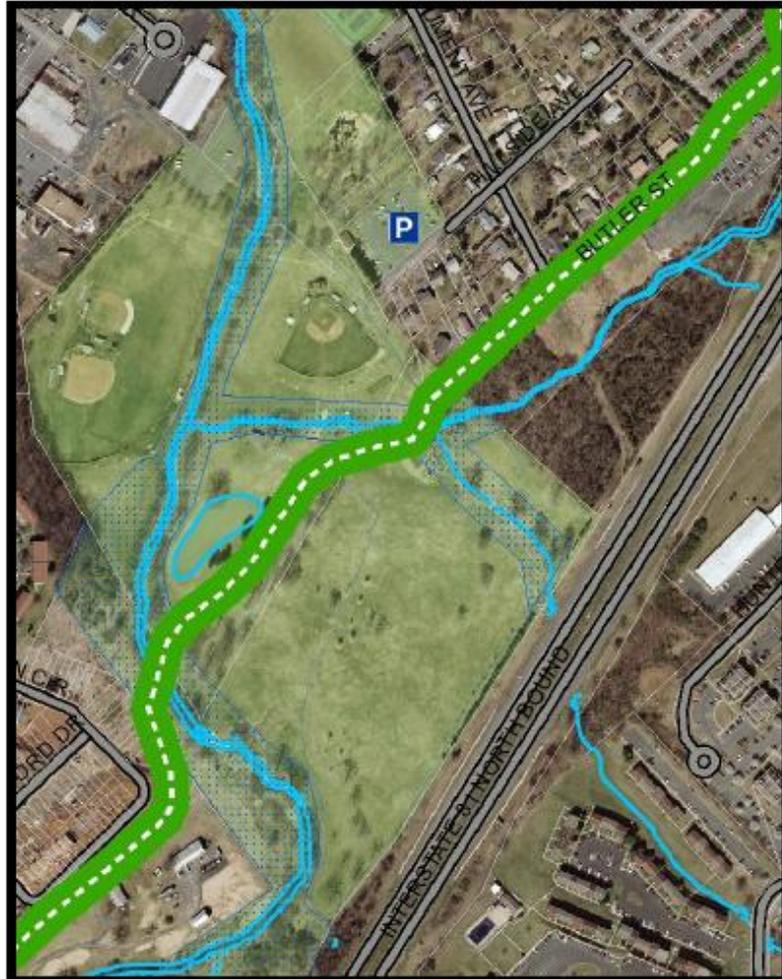
Butler St



On street route delineated by markings.



Purcell Park



- Three routes assessed.
- Need to differentiate between existing trails and Bluestone Trail.
- VCC easement considerations.
- Blacks Run bridge.



Pheasant Run



- Connectivity for residents.
- Bridge over Blacks Run.
- Provides more efficient route.
- Avoids unwilling property owner east of Blacks Run.
- Between existing fence line and parking lot.
- Property owners have requested lighting.



George's



Beery Rd / Wellness Center



Off street 10' wide path.



DPW Property



Ramblewood



Southbury Extension (Phase 2)



- Access via DPW property.
- Requires bridge over Blacks Run.
- Requires Norfolk Southern agreement.
- Southbury willing property owner.
- Greatly improves bike and pedestrian access to South Main St.



Pleasant Valley Rd Extension



- Not part of current planning efforts.
- Ideally bundled with planning and development of Pleasant Valley Rd Connector.



The Vision



- Connect Purcell and Ramblewood Parks
- Create model shared-use pathway for future trail projects.
- Develop a trail that is instantly popular and heavily used to showcase demand and community support for future trail projects.



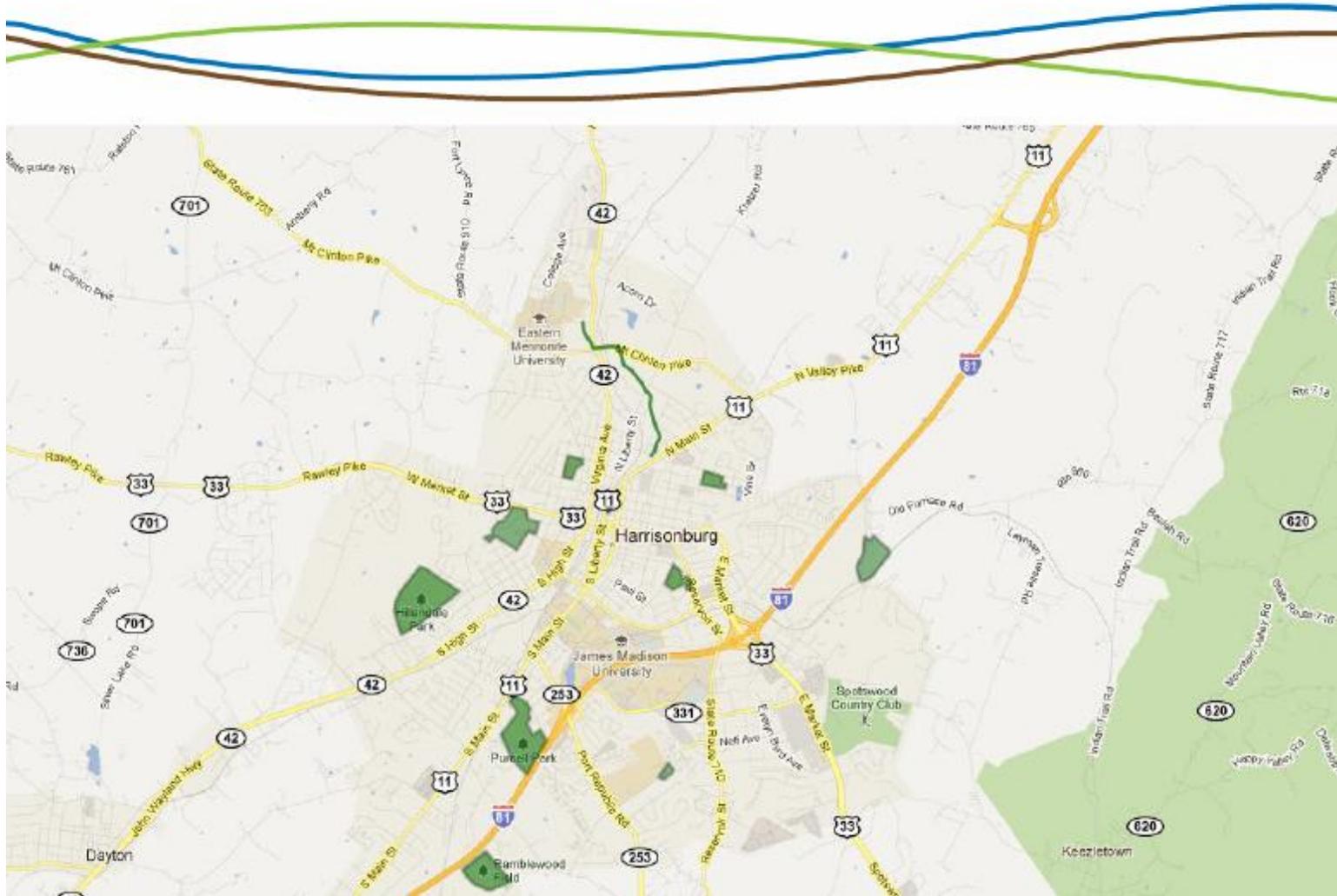


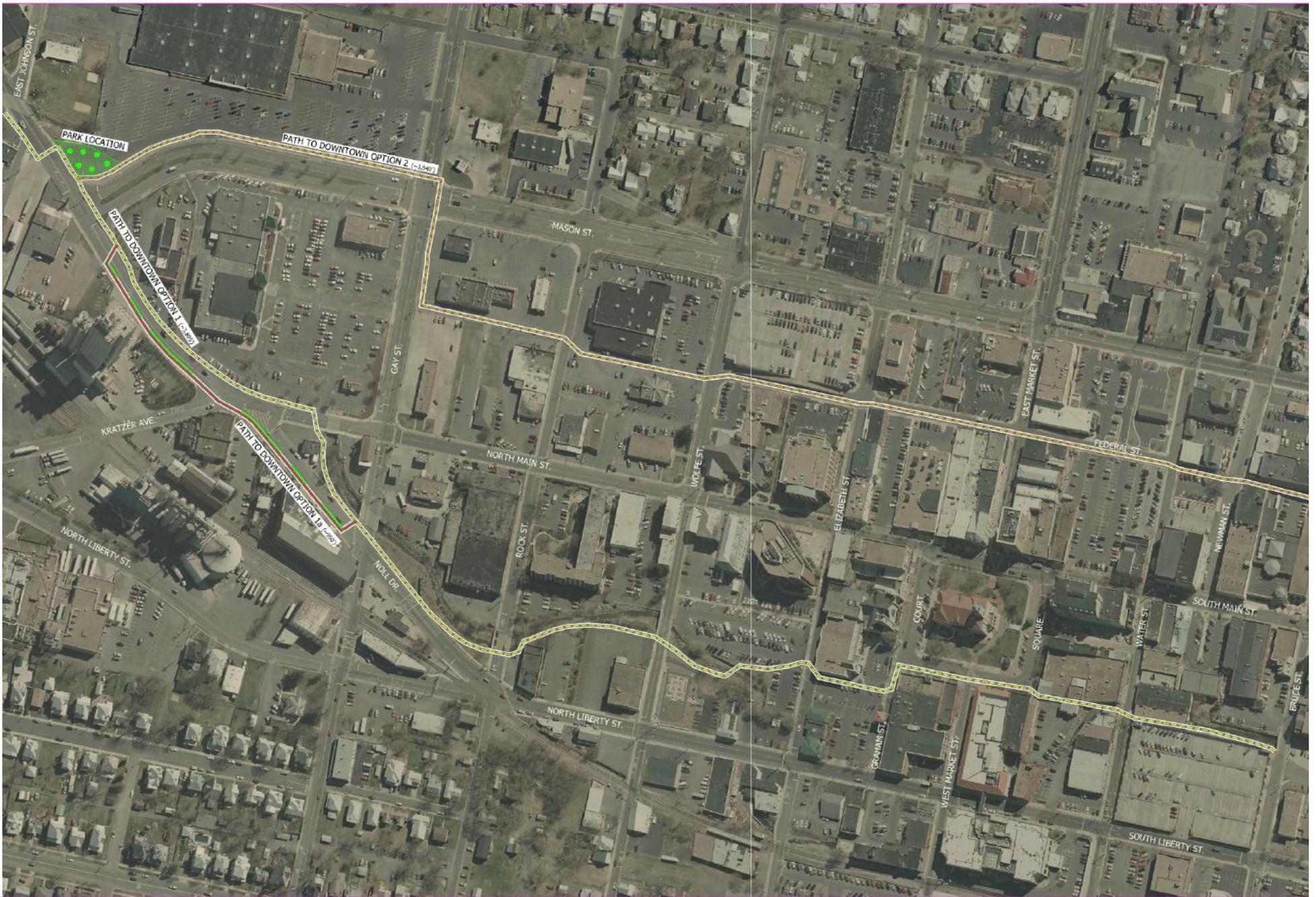
The Harrisonburg Northend Greenway

A beautiful, accessible, and safe
bicycle and pedestrian path
connecting north Harrisonburg and downtown

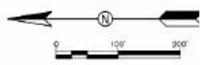
A Path. A Park. A Prototype.

The Northend Greenway: A Path. A Park. A Prototype.





The Northend Greenway: A Path. A Park. A Prototype.



Attachment C: Update on City Projects under design and construction

For the November 28, Bicycle & Pedestrian Subcommittee meeting:

PROJECTS UNDER CONSTRUCTION, OR SOON TO START CONSTRUCTION

- East Market Street Sidewalk Phase III – Construct a 5-ft wide sidewalk with 3-ft grass strip on south side of East Market Street between University Boulevard and Evelyn Byrd Avenue. Estimated cost: >\$212,000. Funded by VDOT Highway Safety Improvement Program.
 - UPDATE: The City has received authorization from VDOT to bid this project. Project bid anticipated mid-January 2012. Construction anticipated to begin in Spring 2012.

PROJECTS UNDER DESIGN/ PLANNING

- Bluestone Trail Phase I – Construct a 10-ft wide shared use path between Port Republic Road at Bluestone Drive to Stone Spring Road across from RMH Wellness Center. Estimated cost: >\$600,000. No funding yet available.
 - UPDATE: Presentations to be given at the November 21, 2011 Parks & Recreation Commission meeting and the November 28, 2011 Bicycle & Pedestrian Subcommittee meeting.
- Chicago Avenue/ Mt. Clinton Pike Corridor Study – study focuses on Chicago Avenue from Gay Street to Mt. Clinton Pike, Mt. Clinton Pike from Lincolnshire Drive, just beyond the City line, to Virginia Avenue (VA Route 42), and Park Road and Parkwood Drive where they run through the campus of Eastern Mennonite University (EMU) and Eastern Mennonite High School (EMHS). The corridor study will develop recommendations for traffic, engineering, and land use for the corridor, along with a series of conceptual engineering sketches to initiate further engineering design for future roadway improvements. Public involvement documents and more information at www.ChicagoAvenue.org.
 - UPDATE: Study continues.
- Chicago Avenue/Mt. Clinton Pike Walking Path (Temporary Improvements) - construct and delineate a level, hard-surfaced walking path on the west side of Chicago Avenue from Greystone Street to Mt. Clinton Pike and on Mt. Clinton Pike from Park Road to the Common Grounds shopping center. The walking path will be between 3-5 ft wide. Construction anticipated to begin 2012.
 - UPDATE: Deeds for easements from private property owners on Chicago Avenue for the walking path are being secured now. There are 1-2 property owners are not willing to support the project and easement, but the City will work around them. Shoulder widening for walking path on Mt. Clinton Pike anticipated to be completed in the next few weeks. Work for walking path on Chicago Avenue to begin in Spring 2012.
- 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: >\$500,000. Funded by VDOT SRTS Program and city funds.

- UPDATE: Engineering design continues by city staff. Request for right-of-way and temporary construction easement donations continue. Project construction anticipated to begin in Spring/Summer 2012.
- Thomas Harrison Middle School shared use path – Construct a path from Wyndham Wood Drive to Thomas Harrison Middle School and West Market Street. This project is in the planning phase and is not yet funded.
 - UPDATE: Bicycle & Pedestrian subcommittee members and Public Works staff continues working on alignment options and discussions with property owners.
- Trail Locator System Signage: City staff from Public Works, Parks & Rec, Fire, Police, Emergency Communications Center, IT, etc. working on a system for emergency locator signage for existing and new trails.
 - UPDATE: Dan Fudala and Rich Edwards will install flexible fiber posts at Rocktown Trails as time permits. Fire Department will review location of signs before stickers with emergency information are applied. A sign standard template has been developed by the project team. The project team is seeking input from Valley Associates for Independent Living (VAIL).
- University Boulevard Sidewalk: Construct sidewalks along the north side of University Boulevard between East Market Street to Evelyn Byrd Avenue, and a portion of Evelyn Byrd Avenue on the west side between University Boulevard and the existing sidewalk.
 - UPDATE: Public Works staff continues discussions with property owners for right-of-way.

Attachment D: Press Release for Harrisonburg's IMBA Ride Center Designation

---- Press Release Begin -----

Harrisonburg honored as mountain biking destination

International Mountain Bike Association (IMBA) awards Ride Center designation

HARRISONBURG, VIRGINIA (November 15, 2011) - Harrisonburg, Virginia has been designated as a Ride Center® by the International Mountain Bike Association (IMBA). The city was just one of seven locations chosen worldwide, and it was the only location in the mid-Atlantic United States that was honored with the new IMBA designation in October.

Harrisonburg, a city located in the Shenandoah Valley, has long been considered an unofficial Mecca of mountain biking by the sport's enthusiasts. The designation makes official what many locals and visitors have known for years: Harrisonburg and its surrounding area offer great mountain biking.

"Harrisonburg is one of the best places in the country for mountain biking," said Mike Carpenter, President of the Shenandoah Valley Bicycle Coalition (SVBC), which includes many mountain bikers. "For years, members of our club have been building new and maintaining existing trails in and around Harrisonburg, and, of course, we've been riding, too. It's excellent that the Harrisonburg area is getting this recognition."

A Ride Center® is IMBA's designation for mountain bike areas that offer something for every off-road cyclist. Such locations are considered mountain bike destinations and feature rider experiences such as back country and front country adventures and public trails for all levels ranging from family-friendly to expert.

As of October 2011, seven Ride Centers have undergone IMBA's evaluation process and been approved. Harrisonburg was one of six areas qualified at the Bronze Level while just one area - Park City, Utah - received the Gold level designation. The other locations are Oakridge Area, Oregon; Copper Harbor, Michigan; Cuyuna Lakes, Minnesota; Santos, Florida; and Singletrek pod Smrkem, Czech Republic/Poland.

"Harrisonburg was nominated for this award by IMBA staff," said IMBA Communications Director Mark Webber. "We looked around for communities that inspired us, and we hope these communities will also inspire other communities."

Popular Harrisonburg-area mountain bike destinations include Hillendale City Park, Massanutten Resort and the George Washington National Forest. The latter contains a majority of the area's singletrack and fireroads open to mountain bikers.

The mountain bike Ride Center designation comes five months after Harrisonburg was awarded a bronze-level designation as a Bicycle Friendly Community by the League of American Bicyclists.

ABOUT THE SHENANDOAH VALLEY BICYCLE COALITION: The Shenandoah Valley Bicycle Coalition is organized exclusively for charitable and educational purposes, including but not limited to building and maintaining trails and related public works suitable for mountain biking, promoting and encouraging

recreational road bicycling and safety, cooperating with public authorities in the observance of all traffic regulations, and educating members of the bicycling community and the public generally about effective trail construction and maintenance techniques, and the need for safer bicycling conditions. For more information on the Shenandoah Valley Bicycle Coalition, visit www.svbcoalition.org.

CONTACT INFO FOR MEDIA USE ONLY:

Kyle Lawrence, Member
Shenandoah Valley Bicycle Coalition
Lawrence.kyle.d@gmail.com
PH: (571) 277-8121

Please contact Kyle Lawrence (above) if photos of area mountain bikers are needed.

-----Press Release end-----

Attachment E: Northeast Neighborhood Map of Alleys



Yes!

I am interested in taking one or more of the following **Smart Cycling** courses:

- Traffic Skills 101
- Traffic Skills 201
- Commuting
- Group Riding
- Share the Road
- Cycling Skills for Parents
- Cycling Skills for Kids
- Safe Routes to School

Name:

Address:

E-mail:

Phone:

Contact the instructor below for a course schedule or more information:

Visit www.bikeleague.org or call 202.822.1333 for more info.



League of American Bicyclists
1612 K Street, NW Suite 800
Washington, DC 20006



Smart Cycling



Setting the National Standard
in Bicycle Education Programs

Do you want the **confidence** to ride in traffic?

Would you like to **learn techniques** to teach your child to ride a bicycle safely?

Are you **interested** in learning to change a tire or other basics of bicycle maintenance?

If you said 'yes' to any of these questions, then you should enroll in a League of American Bicyclists Smart Cycling course. Knowledgeable, certified instructors are available throughout the United States to teach you to be a safe and proficient cyclist. Whether you are a long-time commuter, an avid club rider, or haven't ridden in years, these fun fact-filled courses are sure to increase your knowledge, skill and confidence.



Traffic Skills 101

Develop your bicycle handling and traffic skills. Learn to ride safely in traffic and on multi-use trails, and to fix common mechanical problems.

Traffic Skills 201

Build upon the cycling and mechanical skills learned in Traffic Skills 101.

Group Riding

Cycling in a group places added responsibilities on each cyclist, so all must understand and practice the principles of group riding. This course will show you how.

Commuting

Learn the tips and tricks to getting to work or running errands by bike.

Share the Road

Discover how a motor vehicle driver can share the road safely by learning to think like a cyclist.

Cycling Skills for Parents

Parents — learn how to choose a bike, fit a helmet and teach your child to ride.

Cycling Skills for Kids

Enroll your young child to learn the traffic rules and skills to bike safely on neighborhood streets.

Safe Routes to School

Young students will learn and practice the skills to walk and bicycle safely to school. Adults can acquire the teaching materials and skills to train students.

Attachment G: Press Release for SVBC Bike Rack Grant

---- Press Release Begin -----

New bike racks installed in Harrisonburg

Shenandoah Valley Bicycle Coalition grant program completed

HARRISONBURG, VIRGINIA (November 16, 2011) - Life just got a little better for cyclists commuting or running errands in Harrisonburg. 12 new bike racks have been installed at businesses located throughout Harrisonburg upon the recent completion of the 2011 Harrisonburg Bicycle Rack Grant Program, run the by the Shenandoah Valley Bicycle Club.

The Friendly City Food Co-op, Blue Nile restaurant, Trinity Church and Mennonite Missions were the four winners of the bicycle rack grant program. All received a three or four-loop bike rack, which holds six or eight bikes, respectively, with two bikes per loop.

"It makes a big difference to those who are travelling by bike when they can park their bikes conveniently and safely in racks designed for the purpose," said Thomas Jenkins, a member of the Shenandoah Valley Bicycle Club. "More properly designed and installed bicycle infrastructure, such as these new racks, encourages more people to ride their bikes to and from Harrisonburg destinations."

The new racks were manufactured by Shickel Corporation in Bridgewater, Virginia. They were installed by the Shenandoah Valley Bicycle Club, and Trade Show Direct provided their signage.

The grants covered 75 percent of the total retail cost of the racks, shipping, hardware and installation, up to \$500.

The four winners were selected from a pool of nine applicants, but the program ended up spurring more than just the racks that went to the winners. Other interested businesses heard about the program after the deadline and asked to be included, at their expense, to take advantage of the available bulk rate cost and free delivery options.

Racks were also installed by the City of Harrisonburg at the Turner Pavilion (Farmers Market), by Rockingham County at their Administration Building and by two local businesses, MOD display and MatchBox Reality.

In addition, the Blue Nile opted to get a second rack installed, giving the restaurant a total of 16 bike parking spaces. The owners replaced one vehicle parking space with the racks to accommodate the bikes.

Rack installation met City of Harrisonburg guidelines for bicycle parking, which follows the recommendations of the Association of Pedestrian and Bicycle Professionals' "Bicycle Parking Guidelines".

"The bicycle rack grant program was a success and will happen again," promised Jenkins.

INCLUDED PHOTOS - Please credit photos to Shenandoah Valley Bicycle Coalition. High resolution versions are available upon request.

BlueNileBikeRack_2011.jpg

Possible caption: A new bike rack, installed in front of the Blue Nile Restaurant.

FCFC Rack_2011.jpg

Possible caption: A new bike rack, installed in front of the Friendly City Food Co-op.

ABOUT THE SHENANDOAH VALLEY BICYCLE COALITION: The Shenandoah Valley Bicycle Coalition is organized exclusively for charitable and educational purposes, including but not limited to building and maintaining trails and related public works suitable for mountain biking, promoting and encouraging recreational road bicycling and safety, cooperating with public authorities in the observance of all traffic regulations, and educating members of the bicycling community and the public generally about effective trail construction and maintenance techniques, and the need for safer bicycling conditions. For more information on the Shenandoah Valley Bicycle Coalition, visit www.svbcoalition.org.

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