



**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: November 2, 2012

RE: Bicycle & Pedestrian Subcommittee Meeting Summary for Monday September 24, 2012

The Bicycle & Pedestrian Subcommittee met on Monday September 24, 2012 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, Paul Johnston, Carl Droms, and Len Van Wyk.

Advisory members, and guests present included: Thanh Dang (Public Works), Margaret Jenkins (EMHS), Betty Jenkins (citizen), Diane Orndoff (citizen), Jim Orndoff (citizen), Deb Fitzgerald (Planning Commission), Michael Alexiou (citizen), Becky Johnston (RMH Community Health), Adam Fletcher (Planning & Community Development), Dan Fudala (Parks & Recreation), Scott Drugo (Police), Suzi Carter (Northend Greenway), Jonathan Lantz-Trissel (EMU), Margot Zahner (THMS), Teresa Hulleman (Northend Greenway).

Welcome/ Introductions

1. Special Guest – Becky Johnston, RMH Community Health’s new Obesity Prevention Health Promotion Specialist

Ms. Johnston introduced herself. She noted that her position is funded by a 2-year grant from the Virginia Foundation for Healthy Youth to implement safe routes to school programs in Harrisonburg and Rockingham County schools. She will be working primarily with encouragement and education programs, in partnership with the schools and to get parents involved. She is also collecting data on childhood obesity rates to compare our community with others. Her goal is to work with two more schools to get a VDOT Safe Routes to School infrastructure grant. She is currently working with the City and Stone Spring Elementary School on a grant application, and the County School is to be determined.

Ms. Johnston shared that International Walk to School Day is the 1st week of October:

- October 1st - Waterman Elementary (Harrisonburg) will be walking the entire week (Oct 1-5). Safe Kids will walk with them on October 1st. 8:00 a.m. to 8:35 a.m.
- October 3rd – Skyline Middle School (Harrisonburg) – 7:30 a.m. to 8:00 a.m. – students will walk from the area of the cement plant on Linda Lane to the school.
- October 3rd – Spotswood Elem. School (Harrisonburg) – 8:00 a.m. to 8:35 a.m.
- October 4th – Thomas Harrison Middle School (Harrisonburg) – 7:30 a.m. to 8:00 a.m.
- October 4th – Stone Spring Elem. School (Harrisonburg) – 8:00 a.m. to 8:35 a.m. (They may walk around the track – more information to come)
- October 4th – South River Elem. School (Rockingham County) – 8:00 a.m. to 8:30 a.m. – they will have all children meet at Shreckhise Nursery at the intersection of 20th Street and Forest Ave. in Grottoes.
- October 5th – Keister Elem. (Harrisonburg) - 8:00 a.m. to 8:35 a.m. Keister Elem. walks every Friday throughout the year.

2. Discussion on Wyndham Woods Circle/ Circle Drive connection to Hillandale Park, part of the Thomas Harrison Middle School to Hillandale Park Connector

For reference documents, please refer to Planning Commission packet, <http://www.harrisonburgva.gov/planning-commission-packets>, dated June 6, 2012 pages 16 through 21.

Dr. Van Wyk introduced this item with an overview of the area between Thomas Harrison Middle School, Hillandale Park, and Harrisonburg High School. He stated that a goal of the Bicycle & Pedestrian Plan and of the Subcommittee is to further connections between schools, neighborhoods, and parks. He felt that the best scenario in this area would be to follow the powerline easement between West Market Street, run adjacent to Thomas Harrison Middle School, run behind homes in the Wyndham Woods neighborhood, then between Heritage Oaks Golf Course and the neighborhood, and into Hillandale Park. However, the City does not own all the properties through which the powerline easements go, and not all current homeowners are interested in having a trail behind their homes. He added that there is also potential conflict with golfers and golf balls if a trail ran adjacent to Heritage Oaks close to Wyndham Woods Drive.

Reference was made to the preliminary plat approved at the June 6, 2012 Planning Commission meeting. There is a note on the plat that says: “An easement and/or land dedication will be provided to the City of Harrisonburg for the planned shared use path general described within the City’s Bicycle & Pedestrian Plan as ‘Circle Drive to Hillandale Park’ connection and the details of the location and type of dedication will be addressed during the comprehensive site plan approval process.”

Dr. Alexiou stated his vision for the trail connection would be that cyclists and walkers could enter on Wesley Drive (planned new street) and its sidewalk from Wyndham Woods Drive, and where Wesley Drive ends, there would be a shared use path that would hug between the newly divided properties, then hug the western most property lines of the subdivision next to the golf course, following the powerline easement into Hillandale Park. See Attachment A (map).

It was discussed that the new trail was not anticipated to be completed until construction in the subdivision was done since the street would be part of that network. Ms. Dang suggested that the City should coordinate construction of the path with the construction of the development before new residents move in.

Dr. Alexiou stated that he does not have a timeframe for when construction for this subdivision would begin and that he wanted to be proactive in planning. It was reiterated by the group that the purpose of the discussion today was to get everyone on the same page, so that when Dr. Alexiou prepares his comprehensive site plan proposal, that there would be no questions regarding the path.

Mr. Johnston made a motion to support the path concept presented today (see Attachment A), Mr. Jenkins seconded, and a vote was taken and subcommittee members support the concept as presented.

Dr. Alexiou asked if the City would consider allowing a 10-ft wide path, not for motor vehicles, to connect Wessley Drive (planned street) directly to Heritage Oaks. He envisioned that it would connect near hole #14 and users could follow the cart path to the clubhouse. He suggested that the connection be gated and usable only by residents in the new subdivision. City staff and the subcommittee members were not able to answer this question, as consultation with the Director of Parks & Recreation was needed. Mr. Jenkins asked if Dr. Alexiou would be okay with this connector being open to the public, and added that many students could benefit from this connector to access the First Tee Program. Dr. Alexiou was open to the idea. Ms. Dang & Mr. Fudala will discuss this with the Director of Parks & Recreation.

2b. Existing Connector between Circle Drive and Hillandale Park

Dr. Alexiou has a safety concern and question for the Subcommittee. His property has frontage along Circle Drive and in that vicinity there is a foot path that was created with permission from the previous property owner that connects Circle Drive to Hillandale Park. With development of the property for his private residence, there will be a driveway constructed at that location, and there is big machinery operating in the area to build his new home. He is concerned for the safety of people who have using that area to travel between the park and Circle Drive, and asked if the City could come up with a better, alternative access to the park. There is often 15-20 people access this trail in a 10 minute period.

All subcommittee members agreed that Dr. Alexiou should close access through his property now because it is not a safe area for people to bike and walk through. Mr. Fudala will have Parks & Recreation close off the trail from the park side.

There was discussion about the city paper street (city owned property) a few lots to the east on Circle Drive, across from Oak Drive that could be used as a connector between Circle Drive and the park. There is a property owner adjacent to the paper street who has concerns about safety and trespassers on his property. Dr. Alexiou noted that his experience with the existing trail on his property is that people walking it made the area safe.

Mr. Jenkins suggested that he and other subcommittee members will ask to meet with the other property owner and work to get a new connector established on the paper street. There was discussion about conducting outreach to neighbors in the area, and a suggestion to put signage up with contact information of a subcommittee member.

Discussion continued that if a path was allowed on this paper street that the creating a natural surface trail would be sufficient.

3. Shared Use Path Widths

The recommended minimum shared use path width is 10-ft wide and the Bluestone Trail and Northend Greenway are being designed to be 10-ft wide. Mr. Jenkins shared that when he visited Madison, Wisconsin, he noticed that a lot of paths are much wider than 10-ft, and have many people using the paths for walking, biking, transportation, and recreation. He asked that when the City looks at new path projects that wider widths be considered, particularly in areas where heavy usage is anticipated.

4. Federal Street Corridor Feedback Requested

Ms. Dang presented that city staff continues working on the Downtown Master Streetscape Plan and anticipates going to public input in Fall 2012. The Downtown Master Streetscape Plan covers many components of downtown streetscape, but today she is discussing only the proposed shared use path for the Federal Street corridor.

The group reviewed maps and renderings of the corridor (Attachment B). In general, the Federal Street shared use path would connect the southern terminus of the Northend Greenway to the Turner Pavilion. Eventually, a connection would be made to the Bluestone Trail. This proposal was developed by city staff and the Harrisonburg Downtown Renaissance Landscape Committee.

Between Wolfe Street to Franklin Street, the shared use path would be within the Federal Street right of way. The Downtown Master Streetscape Plan proposes to reduce Federal Street to one lane of one way motorized traffic which would provide enough room for a 10-ft wide minimum shared use path. This is possible due to the low volume of motorized vehicles that use Federal Street. Access for motorized vehicular traffic on Federal Street must be maintained for access to parking lots along Federal Street.

Between Water Street and Newman Avenue, city staff is proposing to close off access to motorized vehicular traffic in order to provide a transition to a different type of shared area. South of Water Street, Federal Street gets too narrow to accommodate one lane of motorized traffic and a 10-ft wide shared use path.

North of Wolfe Street, there are three options proposed labeled on the maps as A, B, and C. From where Federal Street meets Franklin Street, two options are shown for connecting to the Turner Pavilion, Option D and E. Each of these options has their own challenges that were discussed.

A suggestion was made to consider closing Federal Street between Wolfe Street and Elizabeth Street entirely to through traffic in order to widen the shared use path. It was uncertain whether the Federal Court House parking lot utilizes the entrance onto Federal Street, and the church entrance might be reconfigured, and access to the upper levels of the parking deck could remain open.

There was concern expressed about drivers pulling out of entrances across the shared use path. Ms. Dang responded that the path would likely be a different color or texture that stood out so that the cars would feel like they were crossing the path and would have to yield to users of the path. Ms. Zahner said she has seen stamped sidewalks in Goshen, IN.

No action was asked of the Subcommittee at this time. However, the Subcommittee and members of the public were asked to review these proposals to be prepared to provide comment during the public input process for the Downtown Master Streetscape Plan.

5. Bluestone Trail neighborhood meetings

Mr. Jenkins has been contacted by neighbors in the Purcell Park neighborhood, and he and Ms. Dang hope to have a neighborhood meeting in Purcell Park before it gets too cold. Maps and brochures are being developed.

6. Ideas for HRMPO Bicycle & Pedestrian Safety Education purchases

Since 2008, the Harrisonburg-Rockingham Metropolitan Planning Organization has funded items for bicycle and pedestrian education. Items have included bike helmets, bike lights, newspaper ads, flyers, bus ads, and radio ads (radio ads have been discontinued). The HRMPO is seeking input for new safety education materials to be purchased this fiscal year (FY12-13), and ideas for how these materials might be distributed in partnership with other organizations.

Ms. Dang shared the list of items that the Rockingham Bicycle Advisory Committee had developed at their September 18, 2012 meeting which included: ordering safety vests to benefit bicyclist, walkers, and runners; bike helmets; reflective stickers for helmets; flyers could be useful if strategically located; and gift bags of HMPO, Safe Kids, etc. supplies, and *Sharing the Road in Virginia* booklets that bike shops could give to new or novice bicyclists.

Discussion followed with support for what the Rockingham County BAC suggested and the following additional recommendations were made: to include in the gift bags/kit reflective leg straps and a bike map; creating walking kits possibly with blinky lights and/or pedometers for pedestrians; and reflective slap bracelets for K-12 students and reflective items that they can clip on their clothes which have been popular.

Officer Drugo shared that at the International Police Mountain Biking Conference, he heard about a community that had bike officers ride around neighborhoods with a trailer full of bike helmets and gave helmets away to kids who needed them. The officers also put a sticker on the helmets indicating what year the helmet was distributed, and in future years the officers would check, and if the helmet was old the child would receive a new helmet.

7. Update on HRMPO Bicycle & Pedestrian Plan

Ms. Dang presented the Draft HRMPO Bicycle & Pedestrian Plan scope of work (Attachment C). Pending approval of the on-call consultants recently selected, the HRMPO has selected McCormick Taylor to perform the consultant work for the Plan.

There was discussion about language barriers and a request for the HRMPO to consider this during public input meetings and to think about doing outreach to communities where there are a lot of non-English speaking members.

8. Update on Safe Routes to School Grant and Stone Spring Elementary School

Ms. Dang stated that she and Ms. Johnston have been working with Assistant Principal Kathleen Taylor on the Safe Routes to School Comprehensive Travel Plan for Stone Spring Elementary School. The VDOT preliminary review of the Travel Plan is due November 16, the Travel Plan is due December 14, and assuming approval of the Travel Plan, the City will submit a new infrastructure grant application by January 25.

9. Update for Projects under design/construction (Attachment D)

Ms. Dang asked if anyone had questions about the projects provided with the agenda in Attachment D.

Ms. Zahner asked if bike lanes could be added on Chicago Avenue before the Safe Routes to School Waterman project began. Ms. Dang replied that there is not enough street width presently for bike lanes. The Safe Routes to School project will include some pavement widening and new curb and gutter work that will allow for bike lanes to be added.

a. Northend Greenway Update

Ms. Carter presented updates on the Northend Greenway project. There will be a Council Candidates forum on October 3 that is sponsored by the Northend Greenway, Shenandoah Valley Bicycle Coalition, the Harrisonburg-Rockingham Green Network, and the Downtown Dining Alliance. Northend Greenway has also partnered with The Gaines Group and Harrisonburg Downtown Renaissance on the Parklet Project, which will be happening at the same time as First Fridays on October 5. There are 15 schools, artists, and businesses that will be creating “public parks” in creative ways in parking spaces downtown.

The Northend Greenway has been working with landowners on alignment and coordinating with Eastern Mennonite University, Virginia Mennonite Retirement Community, and the Common Ground Market Place. Fundraising also continues.

10. Quick recap of past events

a. Confident City Cycling (Traffic Skills 101)

Ms. Dang presented that she taught the first Confident City Cycling class in Harrisonburg with the help of another League Certified Instructor (LCI) Dave Walsh from Lexington, VA. The class was a success with 9 students participating. She thanked Parks & Recreation for their help with class registration and for hosting the location. Some of the 9 students had ridden zero miles on their bike this year, but by the second day of the class were completing hazard avoidance drills and bicycling on city streets through downtown and through the intersection of South Main Street and Port Republic Road. She plans to host another class in Spring 2013.

b. Harrisonburg Action 2020 Workshop (Bicycling & Walking)

Mr. Jenkins shared that just under 50 people attended this workshop hosted by the Harrisonburg-Rockingham MPO and the Shenandoah Valley Bicycling Coalition. There were a mix of city and county staff, elected officials, VDOT staff, university representatives, advocates, and citizens who participated.

He stated that people are looking into have a similar event hosted annually to get people together and identify and work through challenges.

11. Future Agenda Topics

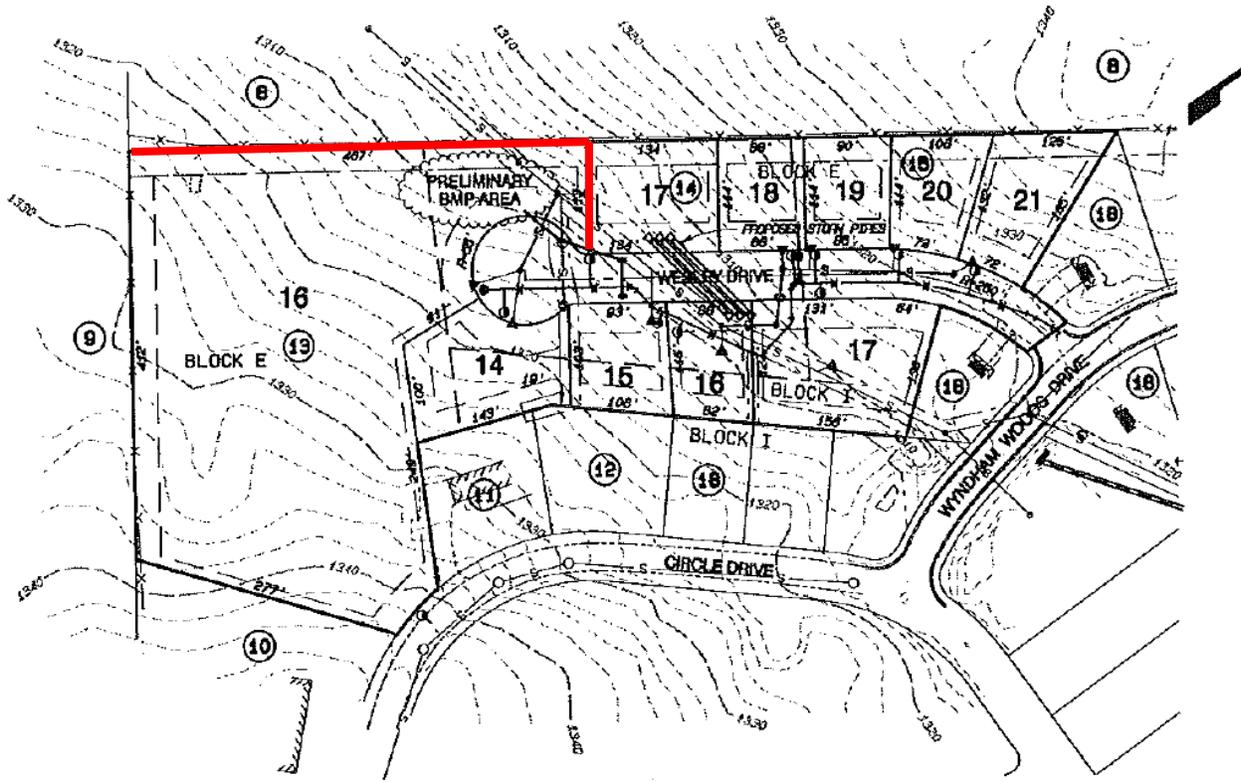
Due to a full agenda and limited time the following items were not included on this meeting's agenda and will be covered at the next meeting.

- a. Bicycle & Pedestrian Counts Project
- b. Subcommittee terms
- c. JMU Students Crossing South Main Street
- d. Bicycle-Motorist and Pedestrian-Motorist Crash Reports

Next Meeting: November 26, 2012 at 6pm in the Community Development Classroom, 409 South Main Street

Adjourn

Attachment A:



Red line represents approximate location of shared use path.

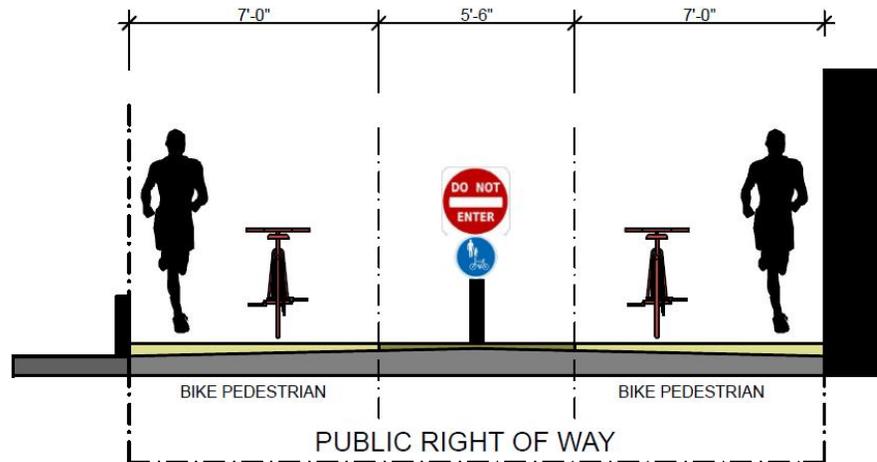
Attachment B: Proposed Shared Use Path on Federal Street, as part of the Downtown Master Streetscape Plan

DOWNTOWN FEDERAL STREET CORRIDOR

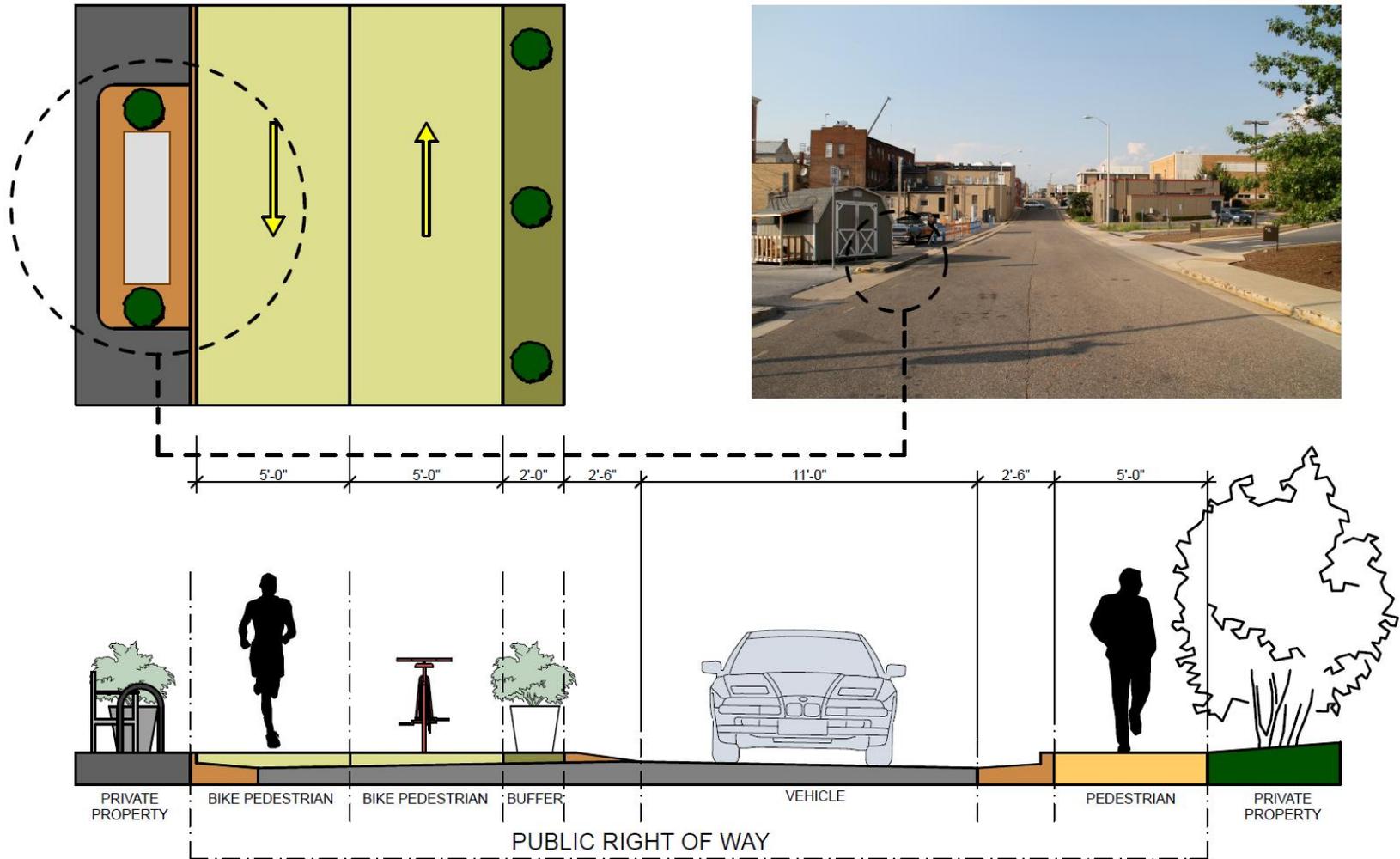
NORTHEND GREENWAY



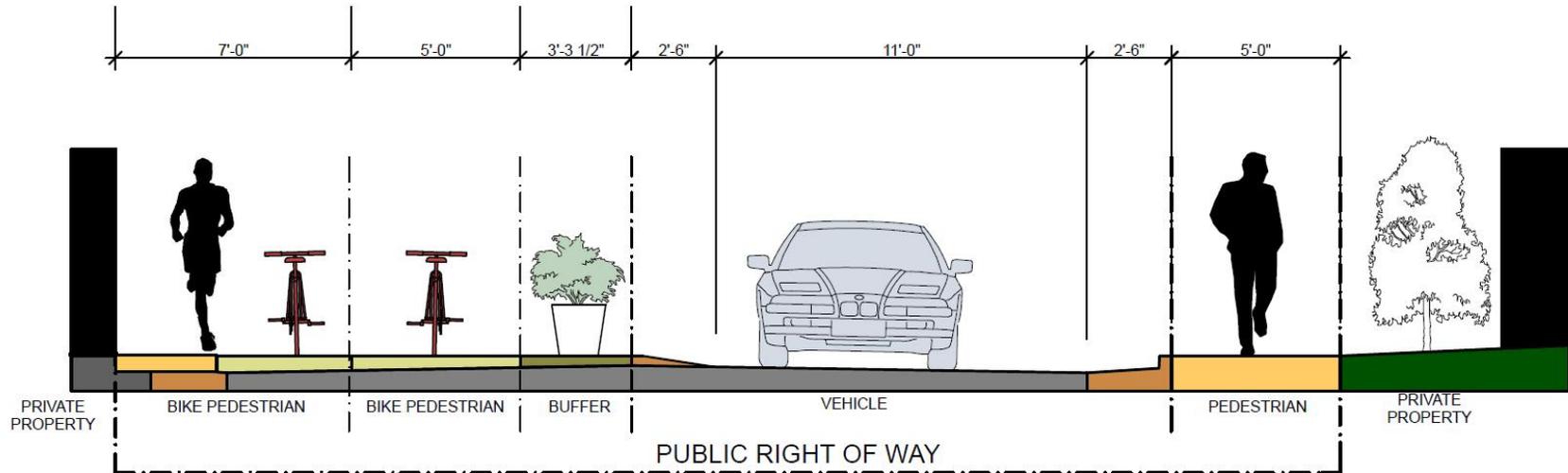
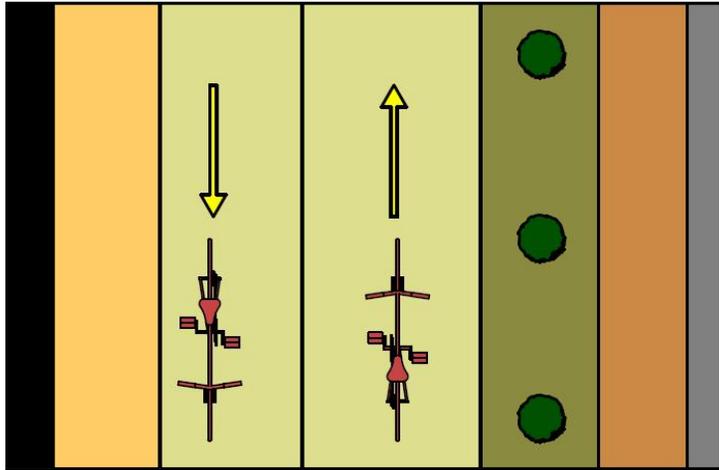
1. NEWMAN AVE. TO E. WATER ST.



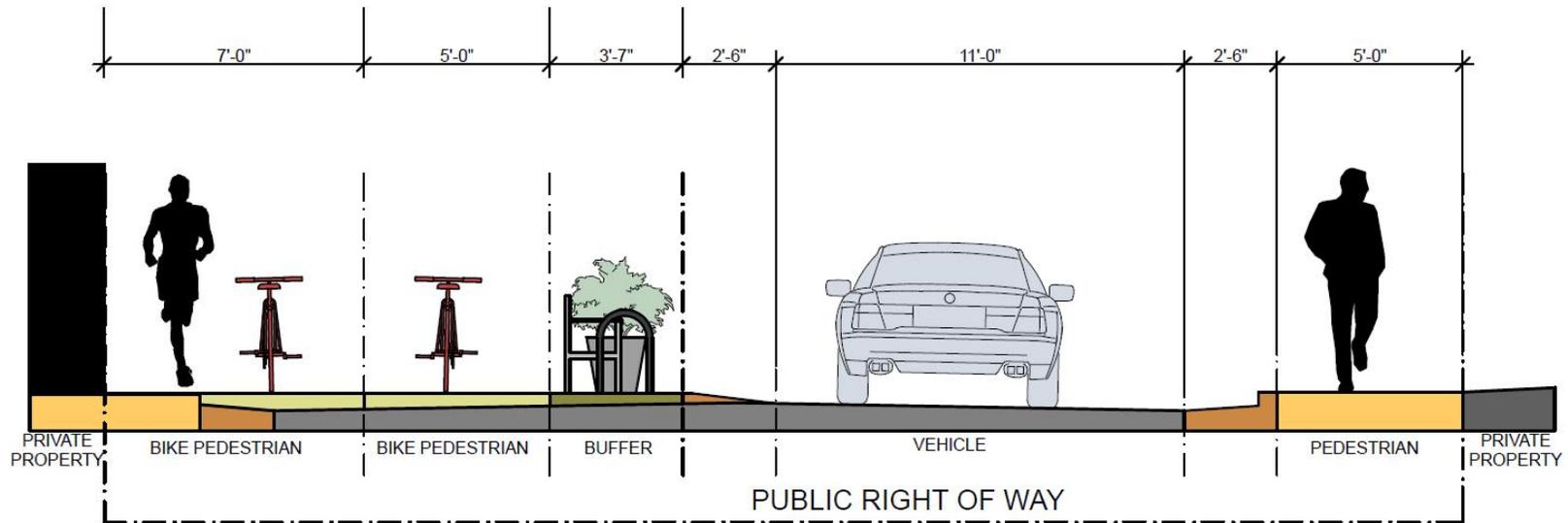
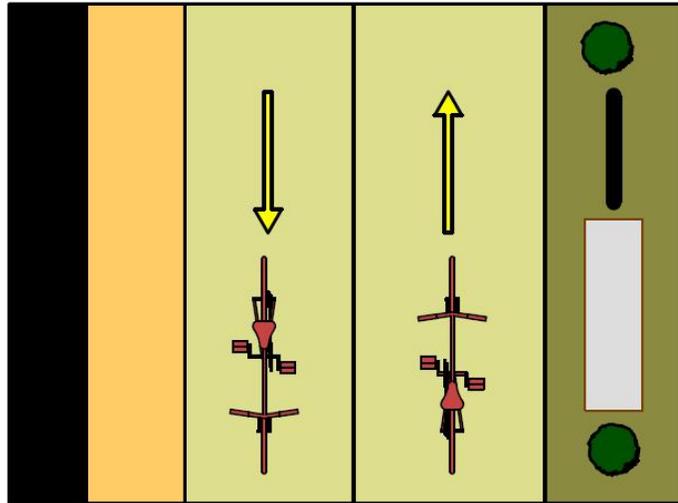
2. E. WATER ST. TO E.MARKET ST.



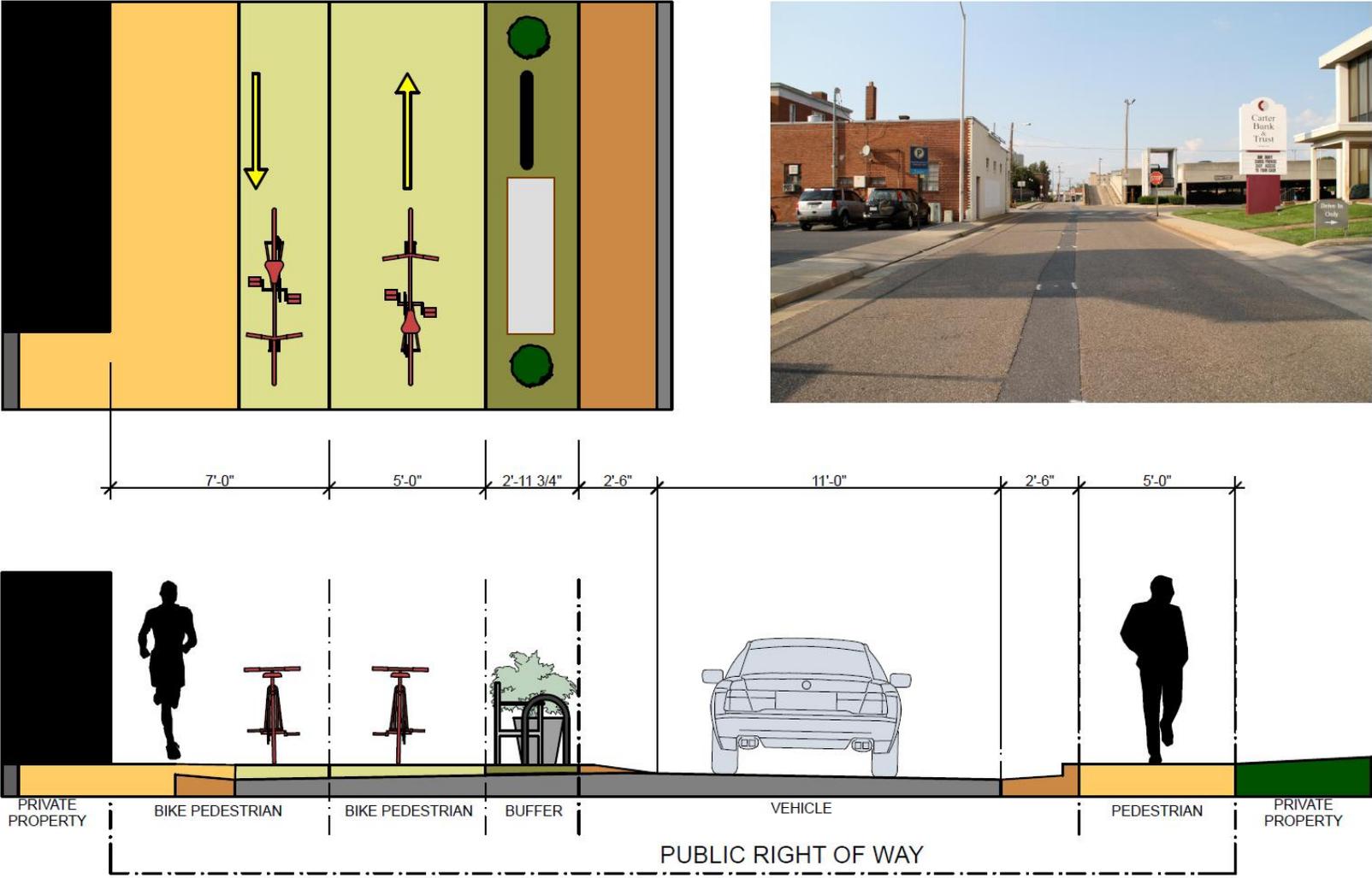
3. WELLS FARGO TO E MARKET ST.



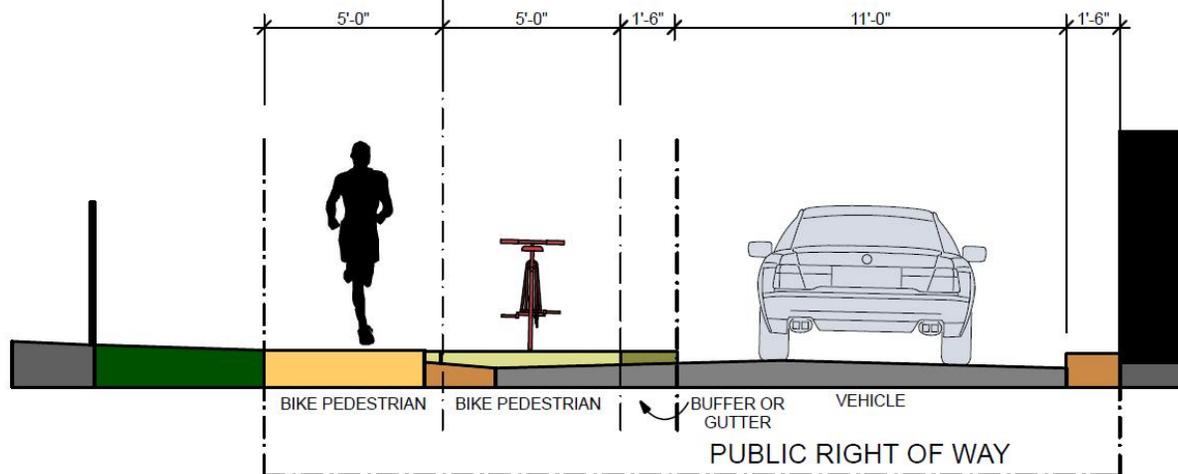
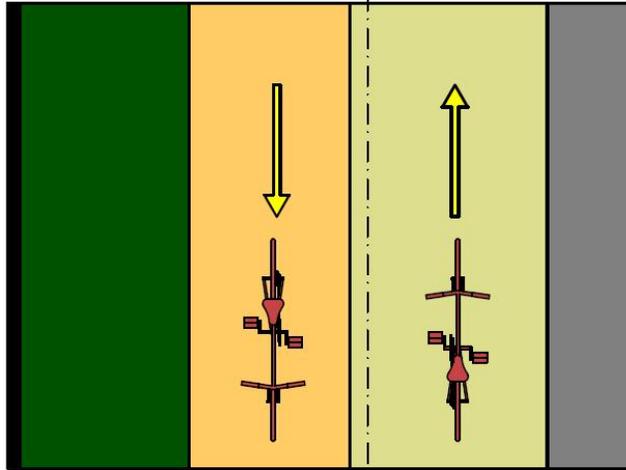
4. E. MARKET ST. TO ELIZABETH ST.



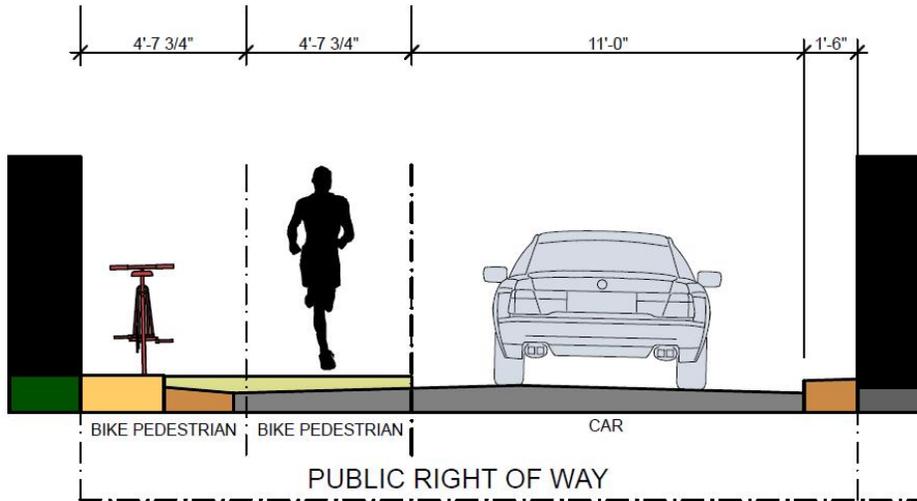
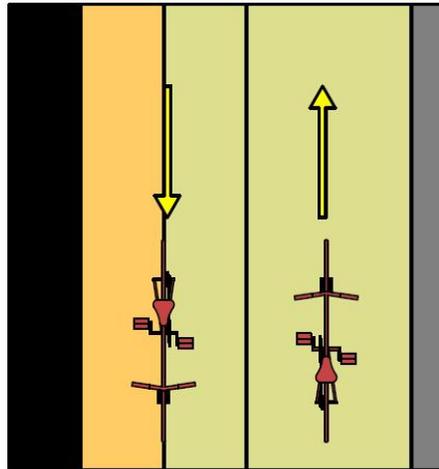
5. E. MARKET ST. TO ELIZABETH ST.

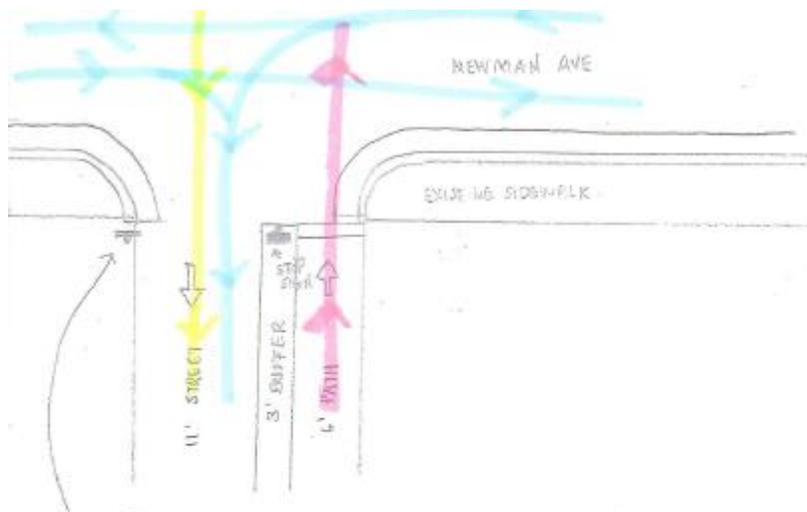


6. ELIZABETH STREET TO CHURCH.



7. CHURCH TO WOLFE STREET





SHARE THE PATH

E WATER - NEWMAN (19')
 NEWMAN - E BRUCE (~/-20')
 E BRUCE - FRANKLIN (~/-13')
 NEED TO NEGOTIATE W/ VERTICAN FOR MORE SPACE

Attachment C: Draft HRMPO Scope of Work for Bicycle & Pedestrian Plan

Harrisonburg-Rockingham
Metropolitan Planning Organization

City of Harrisonburg • Rockingham County • Town of Bridgewater •
Town of Dayton • Town of Mt. Crawford



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www.hrvampo.org

September 13, 2012

TO: Harrisonburg –Rockingham MPO Policy Board

FROM: Bonnie Riedesel, Administrator

RE: Board Action Form: **BAF: 12-14**
Authorization for Approval of the Scope of Work for the
HRMPO Bicycle and Pedestrian Plan

Meeting: September 20, 2012

Recommendation:

Policy Board approval of the Scope of Work for the HRMPO Bicycle and Pedestrian Plan as reviewed and recommended by the TAC

Executive Summary:

The attached Draft Scope of Work (SOW) is intended to outline the purpose, scope, and tasks relative to the proposed HRMPO Bicycle and Pedestrian Plan. The overarching purpose of the Bicycle and Pedestrian Plan is to provide a framework for the development of an efficient, safe, and interconnected system of pedestrian, bicycle, and multi-use facilities that will augment the transportation system of the Harrisonburg-Rockingham MPO area. This draft SOW will be used to assist in the decision to select a particular consultant from the CSPDC on-call consultant program. Additionally this scope provides the outline for the proposed work plan for completion of the Bicycle Pedestrian Plan for discussion among TAC members to insure the successful plan development.

Enclosures:

1. Draft Scope of Work for the HRMPO Bicycle and Pedestrian Plan

**Harrisonburg Rockingham Metropolitan Planning Organization
Bicycle and Pedestrian Plan
Draft Scope of Work Outline**

**Harrisonburg-Rockingham
Metropolitan Planning Organization**

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Introduction

Bicycle and pedestrian modes have become an important component to the transportation system of the Harrisonburg-Rockingham Metropolitan Planning Organization (HRMPO) area. Planning for alternative transportation has risen in priority over the past few years and many planning initiatives have been ongoing in the region resulting in expanded facilities, increased users, and various planning documents. The HRMPO has proposed this Bicycle and Pedestrian Plan to provide an analysis of bicycle and pedestrian transportation in the region, and to identify infrastructure needs and other initiatives that support these alternative forms of transportation.

The City of Harrisonburg has an approved Bicycle and Pedestrian Plan adopted in July, 2010. Harrisonburg's Plan outlines various types of bicycle facilities that are currently in place in Harrisonburg or are in the planning stages for future implementation.

In August of 2011 the Rockingham County Board of Supervisors approved the formation of the Rockingham Bicycle Action Committee (RBAC) to examine bicycling related issues throughout the county. The RBAC was formed with the organizational structure, mission, and goals approved. In July of 2012 the RBAC's initial annual work plan was approved.

The Central Shenandoah Planning District Commission (HRMPO staff) completed a regional bicycle study in 2005, the *Central Shenandoah Valley Bicycle Plan*, which included the HRMPO area. The Central Shenandoah Valley's bucolic landscapes, quaint cities and towns, and various historic, natural and cultural resources provide an ideal setting for bicyclists. Bicycling in the region is growing rapidly in popularity, and the Central Shenandoah Valley is increasingly recognized as a bicycle touring destination.

Purpose of the HRMPO Bicycle and Pedestrian Plan

The purpose of the Bicycle and Pedestrian Plan is to provide a framework for the development of an efficient, safe, and interconnected system of pedestrian, bicycle, and multi-use facilities that will augment the transportation system of the HRMPO area.

There are several key benefits that will result from this project:

- Improved Transportation Network
- Recreation and Health
- Tourism and Economic Development

Project Team

- HRMPO Policy Board (Policy Board)
- HRMPO Technical Advisory Committee (TAC)
- HRMPO staff (staff)

- Bicycle and Pedestrian Committee (B&P Committee) – Led by Kevin McDermott; made up of select members of RBAC, TAC, City, County and Town staff, etc.
- Bicycle and Pedestrian Focus Group (Focus Group) – Made up of entire RBAC, larger group of TAC, City, County and Town staff, representatives from schools, SVBC, other interested public.
- Consultant

Work Scope

OVERVIEW

The desired outcome for the HRMPO Bicycle Pedestrian Plan is to identify:

- Existing facilities for inclusion as programmed maintenance or expansion projects;
- Future facilities/construction priorities including widened shoulders, bike lanes, shared use paths, sidewalks, spot improvements, and other bike and pedestrian amenities such as benches, way-finding, bike parking, etc. These should be based on identified and demonstrable needs, public and advisory group input, and ability to provide connectivity between existing or planned transportation facilities, commercial/residential developments or other priority transportation origin/destination points.
- Non-infrastructure programs such as education, encouragement, and evaluation strategies, and local advocacy and other organizations for continued support and evaluation of effectiveness.
- Bicycle and Pedestrian facility design standards
- Local government policy initiatives to promote bicycle and pedestrian modes

SUGGESTED OUTLINE FOR DOCUMENT

- Executive Summary
- Introduction
 - History of Bicycle/Pedestrian planning in region
 - Benefits of Bicycling/Walking
 - Planning Process
 - Public Participation/Agency Consultation
- Existing Conditions
 - Descriptions/Maps of existing facilities
 - Summary of existing City and Regional Plans and Policies
 - Land Use and Transportation factors that influence bicycle and pedestrian use
- Goals, Objectives, and Strategies
- Design Standards

- Identification of Future Facilities
 - Descriptions/Maps of infrastructure needs
 - Project Prioritization
 - Cost Estimates
- Strategies for Local Policy Changes, Education, Outreach, Enforcement
- Funding Opportunities

TASKS/STEPS

1. **Identify and designate project team members** – The Project Team is essentially in place upon selection of the Consultant with the Policy Board, TAC, and staff already identified. In addition to these groups a subset of the TAC will serve as the B&P Committee and will meet more regular and assist in the direct oversight and to provide input on the plan as it advances. The Focus Group may also include members of the B&P Committee but will be larger and include other interested stakeholders from throughout the MPO area. Specific opportunities for Focus Group input will be determined at a later time however it is likely they could be the attendees of the workshop discussed in Task 7.

- Deliverable: List of members
- Step completed by: TAC, staff
- Time: 1 month

2. **Create website for posting information and soliciting feedback** – The website may be simply a link on the HRMPO website or a separate entity altogether. Regular updates should be posted on the progress of the plan and opportunities for input. The website could additionally be used to submit public input possibly through an online survey similar to Survey Monkey.

- Deliverable: Website
- Step completed by: staff, Consultant
- Time: 1 month

3. **Identify existing and programmed bike facilities** – Existing and programmed facilities and local policies will be provided by the staff representatives of the TAC for each of the local jurisdictions. These will be compiled together in a GIS based map including tabular information on the status, funding, use, specifications, and management of the facility as well as any additional information deemed useful for the development of the plan.

- Deliverable: Map of existing and programmed facilities; table listing facility details and local policies
- Step completed by: staff, Consultant, TAC

4

- Time: 3 months, concurrent with Step 2
4. **Identify major trip origins and destinations** – Using local jurisdiction land use data as well as available existing and future population and employment data, mapping of major trip origins and destinations will be developed. These will be used to identify areas where internal bike and pedestrian facilities should be investigated as well as areas between which connections should be focused.
- Deliverable: Map of major trip origins and destinations combined with existing/programmed facilities
 - Step completed by: Consultant
 - Time: 3 months, partially concurrent with Step 3
5. **Develop Goals, Objectives & Strategies** – Through consultation between the B&P Committee, staff, and the consultant a list of goals, objectives, and strategies will be developed. Goals are overarching statements describing what we want to achieve through the Bicycle and Pedestrian program. These should be realistic and achievable in the long-term but are more abstract programmatic in scope than objectives and strategies. Objectives should state the desired outcomes of the program and sequencing for achieving them. These should be concrete and measurable and should work towards achieving the stated goals. The strategies describe the methodology or approaches used to meet the objectives. They are short-term and outline very specific activities and tools used repeatedly and how they work toward the objectives.
- Deliverable: Goals, Objectives & Strategies Technical Memorandum
 - Step completed by: B&P Committee, staff; Tech Memo by Consultant
 - Time: 3 months, partially concurrent with Step 4
6. **Identify potential future corridors for on/off-street bicycle/pedestrian paths** – Using the information gathered in steps 3, 4, and 5, and input from the B&P Committee a detailed map of future desired facilities will be developed. This map should focus primarily on the towns within the HRMPO and major developments throughout the county portions of the HRMPO. Relative to Harrisonburg the map should look to provide connections to the existing and proposed facilities detailed in the Harrisonburg Bicycle and Pedestrian Plan. Large scale maps should be brought to B&P Committee meetings for input and review at a special meeting of the committee.
- Deliverable: Map of potential corridors for shared use paths
 - Step completed by: B&P Committee, staff; Map by Consultant.
 - Time: 2 months, partially concurrent with Step 5

7. **Host workshop to solicit input** – A workshop should present the work performed in the development of the Bicycle and Pedestrian Plan to this point. This workshop would be attended by the Focus Group and the products developed through steps 3-6 should be presented for comment and adaptation. This will be a heavily participant based workshop including small group sessions and other participatory activities. Opportunities to discuss and revise previously developed materials as well as to provide input on project prioritization will be available.

- Deliverable: Workshop materials, Workshop held, summary of comments/input received
 - Step completed by: Consultant, staff
 - Time: 1 month for prep and summary
8. **Project prioritization/Cost estimates** – Based on input from TAC and information gathered in steps 3-7 a prioritization for future facilities will be developed. This project prioritization should also recognize estimated costs of future facilities in order to be fiscally feasible and to effectively meet the needs of the region. Potential funding sources should also be identified here.
- Deliverable: Table of proposed projects with cost estimates
 - Step completed by: Prioritization by TAC; Estimates by Consultant
 - Time: 3 months
9. **Draft HRMPO Bicycle Pedestrian Plan** – The draft plan following the general format described above will be written using the information gathered in all previous steps. This plan will be heavily focused on the proposed facilities to meet the Goals stated earlier. The plan should be heavily focused on the towns of the HRMPO and select areas throughout the county portions of the HRMPO area. The plan should be reader friendly and meet the needs of the local jurisdictions for planning purposes. Quality maps and graphics should be a primary consideration. Additionally non-structural strategies should be identified. The draft plan will be reviewed by HRMPO staff and potentially select members of the TAC and the Policy Board. If necessary a comment resolution meeting will be set up.
- Deliverable: Draft HRMPO Bicycle and Pedestrian Plan
 - Step completed by: Consultant
 - Time: 3 months , concurrent with previous Steps (includes review time by staff and select members of TAC and PB)
10. **Public meeting** – Following the addressing of comments, a public meeting will be held to present the plan to the residents of the HRMPO and other concerned members of the public. Format will most likely be open house with displays that will be staffed by the consultant, HRMPO staff, and the B&P Committee. Comments will be accepted by comment forms at the meeting or by email or mail-in.
- Deliverable: Public notices, Meeting materials, Meeting summary
 - Step completed by: Consultant, staff
 - Time: 2 months

11. Revise/Finalize Plan – The Final plan document should be completed with comments addressed and information from the public meeting included. Hard copies of the plan will be provided to each member of the Policy Board, one for public display in each of the jurisdictions, and HRMPO staff. A digital copy will be placed on the appropriate websites.

- Deliverable: Final plan
- Step completed by: Consultant
- Time: 2 months, concurrent with previous Steps (includes review time by staff and select members of TAC and PB)

12. Present plan for adoption by HRMPO and localities – A formal presentation of the plan will be performed for the HRMPO Policy Board at their regular meeting to request adoption of the plan. If an additional presentation is required for a joint meeting of the jurisdictions this will be completed prior to the Policy Board presentation.

- Deliverable: Meeting materials, presentation
- Step completed by: Consultant
- Time: 1 month, partially concurrent with previous Steps

Attachment D: Update on City Projects under design and construction

For the September 24, 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 (grant award): ~\$247,349. Funded by VDOT Highway Safety Improvement Program.
 - UPDATE: Sidewalk construction and installation of pedestrian signals and crosswalks has been completed.
- 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. Pedestrian signals to also be installed at the intersections of University Boulevard & Evelyn Byrd Ave, and University & Valley Mall entrance (at existing traffic signal). Funded by City.
 - UPDATE: This project is currently under construction.
- Bike Lane Signs Installed
 - Vine Street between E Washington St to near Country Club Road
 - Noll Drive between Kratzer Ave to Rock St
 - South Ave between RR tracks to High St
- New Sharrows Installed
 - E Market St between Main St to Mason St
 - W Market St between Court Square to High St
 - South Avenue between High St to Dogwood Dr (may not be completed yet)
- New Sharrows Coming This Fall
 - Liberty St between Rock St to Cantrell Ave (when street gets repaved in future, there will be opportunities for bike lanes for most of Liberty St.)

PROJECTS UNDER DESIGN/ PLANNING

- Bluestone Trail Phase I – Construct a 10-ft wide shared use path between Port Republic Road at Bluestone Drive to Wellness Drive off Berry Road. Estimated cost: Being developed. No funding for construction yet available. More information available at: <http://www.harrisonburgva.gov/Bluestone-Trail>
 - UPDATE: Public Comment Period ended on August 8, 2012. 24 comments received. 22 out of 24 comments were in enthusiastic support of the Bluestone Trail project. Many of the supporters expressed the value the Bluestone Trail would have as recreation and transportation options for themselves and their families, how safer the Bluestone Trail would be compared to other facilities or non-existent biking and walking facilities in Harrisonburg, encouraged connectivity to James Madison University and to another city programmed facility called the Northend Greenway, and noted the health, economic, and environmental benefits of trails for the community. Two out of 24 comments

received neither expressed support nor opposition to the project. There were no comments made in opposition of the project.

- On call engineering consultant, McCormick Taylor, is tasked to work on engineering design for the Bluestone Trail and is revising the Scope of Work to design the trail to be shovel ready in anticipation of the DCR Land & Water Conservation Fund Grant; funds expected to be available in early 2013. LWCF Grant and matching City funds for construction would cover 0.3 miles of the 1.1 miles of Phase 1.
- Cale Trail – 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: Implementation Plan developed for Cale Trail. Public Works has relocated the chain link fence. Parks & Rec to begin clearing corridor as time permits. Public Works to continue exploring trail surfaces and facilitating meetings with stakeholders (school, Dr. & Mrs. Cale) as time permits. No schedule for this project.
- Downtown Master Streetscape Plan – Expansion of previous Downtown Streetscape Plan (2004) to provide a comprehensive downtown streetscape plan that will develop a vision for all streets in the study area to develop public and private expectation for project elements. Study areas include the Downtown Core, Downtown Transition Area, and Downtown Gateways. More information available at: <http://www.harrisonburgva.gov/downtown-streetscape-plan>
 - Staff continues to work on updating draft plan following Committee feedback received in Spring 2012. Work on the Federal Street Corridor underway with the Harrisonburg Downtown Renaissance’s Landscape Committee. Staff will be meeting with the Plan Committee and City Manager and anticipates going to public input meeting in Fall 2012.
- East Market Street Sidewalk Phase IV – Construct a 5-ft wide sidewalk with 2-ft grass strip on south side of East Market Street between Carlton Street and 400’ north of Hawkins Street. This project will also include pedestrian signals at the intersections of East Market Street with Carlton Street and Hawkins Street/Vine Street. Estimated cost: greater than \$ 400,000. Funded by VDOT Highway Safety Improvement Program.
 - UPDATE: Engineering design underway by city staff. Staff anticipates starting the right-of-way phase this Fall 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: ~\$610,000. Funded by VDOT SRTS Program and anticipated Community Development Block Grant Funds.
 - UPDATE: Engineering design and right-of-way has been completed. Waiting for VDOT approval to move into construction phase. Anticipate releasing construction bids in January, beginning construction March 1, completing construction November 30, and planting replacement trees in Spring 2014. A request will be made to supplement project funds with Community Development Block Grant funds.
- Thomas Harrison Middle School to Hillandale Park connectors – Construct a path from Wyndham Wood Drive to Thomas Harrison Middle School and West Market Street, and a path

between Circle Drive to Hillandale Park. This project is in the planning phase and is not yet funded.

- UPDATE: See agenda item #2. Remaining portions of project hold due/ moving very slowly due to limited staff time. Subcommittee members continue reviewing alignment options to present to property owners.