



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

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**TO:** Bicycle & Pedestrian Subcommittee Members

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

**DATE:** December 10, 2013

**RE:** Bicycle & Pedestrian Subcommittee Meeting Summary for Monday November 18, 2013

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The Bicycle & Pedestrian Subcommittee met on Monday November 18, 2013 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.

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*Welcome*

Members present: Thomas Jenkins, Charlie Chenault, Len Van Wyk, John McGehee, Carl Droms

Guests present: Bob Bersson, Nathan Barge (Harrisonburg City Public Schools), Thanh Dang (Public Works), Jim & Pat Keller, Elise Barella, Rod Pollard (Harrisonburg Police), Tom Benevento (Northend Greenway), Eric Saner, Lee Eschelman (James Madison University), Katrina & Russell Gerald, Scott Drugo (Harrisonburg Police)

*Business*

**1. Guest Speaker: South End Greenway Vision/ Project**

Mr. Jenkins introduced Bob Bersson. Mr. Bersson passed around an article from the Daily-News Record titled "Building Connections" by Jeremy Hunt about the trail work that took place between Circle Drive and Hillandale Park on Saturday November 16. This trail work was led by Shenandoah Valley Bicycle Coalition in partnership with the City Parks & Recreation and Public Works, and was made possible by meetings between subcommittee members, staff, and adjacent property owners. About 30 community members participated in trail work day. Next Mr. Bersson passed around an article from Eastern Mennonite University paper, WeatherVane, about the Northend Greenway and stream restoration titled "EMU Students helps EcoSystem Services Restore a Stream."

Mr. Bersson was involved in the development of the Blacks Run Greenway Master Plan that was developed in 2002. (Available for download at: <http://www.harrisonburgva.gov/blacks-run-greenway-plan>).

Earlier this year, Mr. Bersson walked with Travis Layman and Steve Jost sections of Blacks Run where it meets up with Cooks Creek south of the City in the area known as Monger Park. They were very impressed with the potential with the stream, the natural ecology, and future multi-use potential for biking and walking, and bird watching. He said the flood plain is largely untouched. Mr. Bersson passed around photos of the area.

Mr. Bersson said that he was inspired by the Northend Greenway, Bluestone Trail, and other work in the City and wanted to envision a greenway that extended from the City in the County. Mr. Bersson has talked with Tom Benevento about partnering with the Northend Greenway organization. He said he realizes that this could take years to get done, but is excited to get it going.

Mr. Jenkins acknowledged the value of connectivity between jurisdictions and encouraged Mr. Bersson to reach out to more groups. Mr. Bersson said he already reached out to the Shenandoah Valley Bicycle Coalition and will reach out to others.

Ms. Dang reminded the group that Rockingham County is working on its Bicycle & Pedestrian Plan and this concept should be included in the plan.

Anyone who wishes to get involved in this effort should contact Mr. Bersson at [rdbersson@gmail.com](mailto:rdbersson@gmail.com).

## **2. Country Club Road**

Mr. Jenkins introduced Katrina Gerald, citizen who lives in the neighborhood surrounding Blue Ridge Drive. Mr. Gerald says that she has called City Manager's Office with requests to add sidewalks on Country Club Road because it is dangerous. She says that there are many people trying to get around on Country Club Road by foot and that lack of areas to safely walk is a consistent problem on Country Club Road.

Ms. Gerald pointed out on a map the box culvert on Country Club Road near Superior Concrete's entrance where the pavement width narrows offering no shoulders for people to walk, and where there is a lot of foliage and steep grades. She added that a lot of people have taken to walking on the railroad tracks to walk from Country Club Court towards Linda Lane. She sees many children walking.

There was discussion at the October 8, 2013 City Council meeting where a staff report was given to Council with cost estimates for two options/phases for adding walking facilities on Country Club Road. (See video at [http://harrisonburgva.granicus.com/MediaPlayer.php?view\\_id=4&clip\\_id=143&meta\\_id=](http://harrisonburgva.granicus.com/MediaPlayer.php?view_id=4&clip_id=143&meta_id=)). Ms. Dang explained to the group that Country Club Road is identified on the City's Capital Improvement Program (CIP). City staff provided two cost estimates for City Council's consideration. The first project and cost estimate of \$12.1 million is for reconstructing Country Club Road between Vine Street to East Market Street to its ultimate cross-section to include sidewalk, curb/gutter, closed drain system, two travel lanes, a center turn lane, and a shared use path. The second project and cost estimate of \$1.6 million is for a "stop-gap" measure consisting of constructing a 5-ft wide concrete sidewalk on the south side of Country Club Road between Spotswood Trailer Park to Blue Ridge Drive in what would be its location if the larger project were

constructed, so that the future roadway project would not result in demolition or relocation of the sidewalk. \$1.6 million includes the box culvert reconstruction and VDOT/ Norfolk Southern coordination as well as a pedestrian signal at Blue Ridge Drive.

Ms. Gerald is working on a petition that will be sent to state representatives who she hopes will direct making the overpass improvements a priority.

Members of the Subcommittee acknowledged that there is a city wide issue of streets without sidewalks and no safe place to walk, and that the City has been working to add sidewalks in many places over the years. There was acknowledgement that Country Club Road has been an issue for years, and that in 2010 the crossing for bicyclists was added by the City.

There were questions about I-81's expansion and acknowledgement that there is still debate whether it will be expanded or not. There were questions about the Quarry development. There was discussion about Sieberts Creek (which runs next to Country Club road) and flood plain issues that make infrastructure improvement projects in the area more challenging.

Mr. McGehee stated that a sidewalk along Country Club Road would be a major victory, especially given the uncertainty of I-81.

Mr. Van Wyk asked Ms. Gerald what her primary objective was. She says that she wants sidewalks and bike paths on Country Club Road.

The group inquired if there is there an option for not widening Country Club Road to three lanes for vehicular traffic. Some felt that widening was unnecessary and would result in an overbuilt roadway. Ms. Dang stated that the City's Comprehensive Plan and CIP indicate visions/ plans for a 3-lane facility. However, if that vision/ plan were to change, then a 2-lane road construction would still fit with the option to build the sidewalk first in its future location along Country Club Road.

### **3. Subcommittee Applications: Recommendation**

Mr. Jenkins presented that 8 applications were received to fill two seats that are up at the end of this year, 2013. Subcommittee members reviewed the applications this evening and will submit their recommendations to the Transportation Safety & Advisory Commission (TSAC). TSAC is expected to make their appointments by mid-December. (See Attachment A.)

### **4. Annual Repaving Program & Virginia Avenue**

Ms. Dang said that she will present to the Subcommittee the list of streets on the 2014 Annual Repaving Program in January or March 2014.

Ms. Dang provided a summary of an internal memo that she drafted which explains why bike lanes could not be added to Virginia Avenue at this time and what the future plans for Virginia Avenue are. (See Attachment B)

Mr. Benevento stated that the time given to consider bike lanes was last minute. He and community members talked to people living in the neighborhood and found that only a small number of people did not have off-street parking. Mr. Benevento suggested that in the future that a study and survey of

neighbors should be done well in advance. Staff and the Subcommittee agreed that this committee will be involved in reviewing the paving schedule.

There was discussion about the width of the bike lane required adjacent to parallel parked cars on the street. The American Association of State Highway and Transportation Officials (AASHTO) requires a minimum 5-ft wide bike lane next to parallel parked cars. Ms. Dang acknowledged this to be true and added that recommendations are changing so that to get bicyclists out of the “door zone” greater than 5-ft, like 7-ft is now being recommended as common practice.

Mr. Van Wyk pointed out that this section of Virginia Avenue is a residential area and wondered if the residents are aware of plans to widen Virginia Avenue to 4-lanes and remove on street parking in the future. There was concern among the group that this would cause speeds of vehicles to increase and change the neighborhood. Ms. Dang stated that the City’s Comprehensive Plan and Capital Improvement Plan indicates a road improvement project for a future 4-lane roadway and encouraged citizens to participate in meetings when the Comprehensive Plan and CIP are updated.

## **5. Cale Trail Update**

Ms. Dang, Mr. Jenkins, and Mr. Barge updated the group that they, Mr. Benevento, Becky Johnston, Dan Fudala, Erin Koslow, Teresa Hulleman, and others walked through the property where the future Cale Trail is planned. This trail is envisioned to be a 10-ft wide trail, and discussions on whether a natural surface trail could be constructed instead of a hard surface shared use path, and if this could be constructed quicker and without any funding (or limited funding), since no funding is available at this time.

There was discussion about using volunteers to help with the trail construction. Mr. Jenkins said that there is still potential for volunteer groups like Shenandoah Valley Bicycle Coalition and the school’s PTA to help out, but that a lot needs to happen in terms of planning, acquiring materials, and some earthwork is needed prior to volunteers helping to build the trail. This natural surface path could be used in the future as the base for a hard surface path if desired. The group is also waiting for the second land donation from the Cales so that a better connection to Thomas Harrison Middle School can be made. The Cales are holding off on their donation until 2014.

Mr. Jenkins added that there is still a missing link, which is how to connect the Cale Trail to Westover Park, to the Community Activities Center, and to the neighborhood. The existing gravel trails in Westover Park have erosion issues, and the group would like to coordinate some relocation of the trails so that they are sustainable, and avoid conflict with the disc golf course and other amenities.

Next steps are for Mr. Jenkins, Ms. Dang, Rich Edwards and city engineers to get together and come up with a new cost estimate.

There was discussion that the Neitos are moving in December, which means that their driveway access to Thomas Harrison Middle School students have been using to get between Wyndham Woods and the school may not longer be available. Neither Mr. Dang or Mr. Jenkins have heard back from the Aamodts regarding their interest in donating an easement to the City to provide for a walking and biking trail. Mr. Jenkins will follow up with the Aadmots.

## **6. Police Enforcement Update**

### **a. School Crossing Guards**

Officer Drugo presented that there are currently 4 school crossing guards city wide. Harrisonburg Police Department is budgeted to have 5 school crossing guards. To get more crossing guards, approval from the City Manager and City Council is required.

Mr. Barge stated that Spottswood, Keister, and Waterman Elementary Schools are target schools for increasing the number of students walking and biking because they are surrounded by neighborhoods. There was discussion that without safe places to walk that the safest way to get children to school is by bus. Once new sidewalks are constructed, can buses be eliminated?

Mr. Barge said that there are 80 children walking on Fridays to Keister Elementary School and that Wanda Willis (Fire Department) has been helping with traffic control at Maryland Avenue & Roosevelt Avenue. Mr. Barge named a few additional locations where crossing guards are needed and Ms. Dang asked if Mr. Barge could work with Becky Johnston to write up a list to share with the group later.

Lt. Pollard said that it is difficult for the Harrisonburg Police Department to fill current vacancies for crossing guards. He stated that the current job announcement has been posted for some time now. It is a difficult position to fill because crossing guards are only needed for about 30-45 minutes before and after school and they are not paid very much for that short amount of time. It also requires time for the crossing guards to get from their home to their assignment. It also takes several months to complete the hiring process due to required background checks since the crossing guards will be working with children. He felt that adding another 5 to 10 crossing guards would be difficult to staff.

There was discussion regarding how the crossing guard job postings are advertised, and if more outreach could be focused on retired members of the community. There was also discussion on whether the uniform requirement could be relaxed. Lt. Pollard said he could explore this, but felt that crossing guards should have uniforms to protect people and children from those who may pose as a crossing guard without uniform.

Lt. Pollard added that he has reached out to the schools, asking if they would be interested in staffing crossing guard locations if Harrisonburg Police paid them, but no one was interested in filling the role.

There was discussion about finding parents to help be crossing guards and that it would be a challenge to find parent volunteers since parents are busy getting their kids to school. There was discussion about safety patrol programs; however, the highest grade in Harrisonburg elementary schools is 4<sup>th</sup> grade which is too young to be a crossing guard. Highest grade in elementary schools used to be 6<sup>th</sup> grade.

There was positive discussion about encouraging walking school buses and bike trains where parents team up to take a group of students from several households from a common neighborhood to school. There was also discussion that City Transit and City Schools need to be involved in the conversation.

### **b. Abandoned Bikes**

Officer Drugo looked into the matter of abandoned bikes on city/ public bike racks. There was discussion about the bike racks on Court Square being technically Rockingham County property, but that the bike racks belong to the City. Those bike racks should be included in the program to address abandoned bikes.

Officer Drugo and Ms. Dang volunteered to work together on a policy for bike abandonment on bike racks, a tagging system, and look into posting signs/ stickers on the racks, etc. The team will also consider developing a rubric of characteristics (e.g. flat tire, rusty chain, etc.) that would help police officers determine if a bike appears to have been left too long.

It is likely that Harrisonburg Police Department will have their Bike Unit handle this.

- c. Other Enforcement and Education topics, e.g. biking on sidewalks in downtown, running red lights, biking in wrong direction, biking without lights/ reflectors, motorists not yielding to pedestrians, traffic division class, system to track violations ...**

These topics will be revisited at a later time. Officer Drugo, Ms. Dang, and Mr. Jenkins volunteered to meet in a separate group to discuss this before bringing them before the Subcommittee.

## **7. Consider Complete Streets Policy**

Mr. Jenkins introduced this topic and referenced Attachment C, which listed resources about Complete Streets Policies. There has been interest in adopting a complete streets policy or equivalent for the City of Harrisonburg.

The National Complete Streets Coalition website says:

“What are Complete Streets?

Complete Streets are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets make it easy to cross the street, walk to shops, and bicycle to work. They allow buses to run on time and make it safe for people to walk to and from train stations....

What does a “Complete Street” look like?

There is no singular design prescription for Complete Streets; each one is unique and responds to its community context. A complete street may include: sidewalks, bike lanes (or wide paved shoulders), special bus lanes, comfortable and accessible public transportation stops, frequent and safe crossing opportunities, median islands, accessible pedestrian signals, curb extensions, narrower travel lanes, roundabouts, and more.

A Complete Street in a rural area will look quite different from a Complete Street in a highly urban area, but both are designed to balance safety and convenience for everyone using the road.”

Source: <http://www.smartgrowthamerica.org/complete-streets/complete-streets-fundamentals/complete-streets-faq>.

The group discussed that workshops, some grant funded, are available to help local agencies learn how to develop complete streets policies and audit streets. A workshop could be brought to Harrisonburg to introduce elected officials and staff and be exploratory into what kind of complete streets policy the city might have. It was noted that some communities have complete streets policies without calling it by name. Meeting the needs of all road users can be accomplished in different ways.

Mr. McGehee, Ms. Barella, Mr. Saner, and Mr. Lawrence volunteered to form a committee to explore complete streets policies and discuss with city staff from the departments of Planning & Community Development, Public Works, and Public Transit.

Mr. Lawrence said that complete streets policies gets concepts into projects early in planning and builds on what the city has been working on. Mr. Van Wyk said that we will need to work on public education and outreach, to teach and convince the average person why complete streets is beneficial to them.

## **8. Update on projects under design/construction (For complete list, see Attachment C)**

### **a. Circle Drive-Hillandale Park Connector Update**

Mr. Jenkins reported that there the project has been successfully completed. There was great participation from the Department of Parks & Recreation, especially Dan Fudala and Jeremy Harold who did a lot of preliminary work with Mr. Jenkins. On Saturday, November 16, there were over 30 community volunteers, mostly Shenandoah Valley Bicycle Coalition members, who came to work on building the trail installing cedar fencing to separate the trail from the adjacent private property, and to do some work to improve some existing trails within Rocktown Trails. The adjacent neighbors, the Antonnicolas and Gibsons, also joined in trail work.

*Photos from trail work day, November, 16,*

<http://www.flickr.com/photos/cheezedunx/sets/72157637800826764/>

*New Map of Rocktown Trails at Hillandale Park, <http://svbcoalition.org/new-trails-and-new-trail-map-for-hillandale-park/>*

### **b. Northend Greenway**

Ms. Dang reported that the City and Northend Greenway (group) have been exploring alternative ways to fund/ design/ build this project and are now waiting to receive a Public Private Partnership proposal. Anticipated to be received by the end of the year.

### **c. Bluestone Trail**

Ms. Dang reported that city staff continues working on this project and construction will begin by summer 2014 and to be completed in fall 2014.

### **d. Safe Routes to School Stone Spring ES**

Ms. Dang reported that the City and VDOT signed the agreement for this grant in November 2013 and will have kick off meeting December 5. Anticipated project construction completion September 2015. Award amount \$292,244.

## 9. Approval of 2014 Meeting dates (Attachment D)

The Subcommittee approved the meeting dates presented.

### *Announcements*

10. JMU Bicycle and Pedestrian Master Plan Open House, November 20 from 12noon-1:30pm in University Services Building (USB), Room 218, [www.facebook.com/JMU.bikepedplan](http://www.facebook.com/JMU.bikepedplan)
11. HRMPO Bicycle & Pedestrian Plan and Rockingham County Bicycle & Pedestrian Plan Public Meeting – December 3, 5-7PM, Thomas Harrison Middle School, [www.hrvampo.org/bikepedplan](http://www.hrvampo.org/bikepedplan). (*Editor's note: This meeting was postponed*)
12. 2013 Downtown Parking Study (with Bicycle Usage in Downtown Harrisonburg appendix) by JMU MPA Students, [http://harrisonburg-va.granicus.com/MediaPlayer.php?view\\_id=4&clip\\_id=145&meta\\_id=](http://harrisonburg-va.granicus.com/MediaPlayer.php?view_id=4&clip_id=145&meta_id=)
13. 2013 Parks & Recreation Master Plan, <http://www.harrisonburgva.gov/parks-plan>
14. New League Cycling Instructors (LCIs) in Shenandoah Valley - <http://svbcoalition.org/4-new-lcis/>

*Next Meeting: Monday January 27, 2014 at 6pm in the Community Development Classroom, 409 South Main Street (Note: Third Monday of November due to Thanksgiving week.)*

*Adjourn*

## **ATTACHMENT A: Bicycle & Pedestrian Subcommittee Applications**

The Subcommittee is asked to review applications and make recommendations to the Transportation Safety & Advisory Commission (TSAC) to fill two upcoming vacancies on the Subcommittee. The applicants are:

1. Elise Barella
2. Tom Benevento
3. Sandy Bopp
4. Tony Bopp
5. Chance Ebersold
6. Eric Saner
7. Nathan Shaw
8. Ritchie Vaughn

*Encourage all of them to attend meetings. Next TSAC meeting...*

TSAC is anticipated to make appointments at their December meeting so that new Subcommittee members may begin in 2014.

Thomas Jenkins' and Charlie Chenault's terms are up this year, 2013. Next year's subcommittee members are Len Van Wyk, Carl Droms, and John McGehee, plus the two selected.

## **ATTACHMENT B:**

Memo for city staff files regarding Virginia Avenue repaving and lane striping:

During the week of October 21, 2013, the City of Harrisonburg milled and paved Virginia Avenue from West Gay Street to 5<sup>th</sup> Street. Virginia Avenue is shown on the City's Bicycle & Pedestrian Plan as a bicycle facility priority beyond the 5 year horizon from the date of the Plan's adoption (in 2010). This is generally a category for projects which require significant new or reconstruction and could not be easily accomplished by painting and markings.

A number of citizens had contacted city officials that week requesting that bike lanes (on street, in northbound and southbound directions) be painted on Virginia Avenue from West Gay Street to 5<sup>th</sup> Street; however, adding bike lanes, would require that one side of on-street parking be removed.

The milling and paving that was underway on Virginia Avenue is part of the City's annual maintenance program. The City does consider modifying lane markings to accommodate bike lanes where possible. In the case of Virginia Avenue,

- (1) The most significant problem with the proposal to remove on-street parking on one side of Virginia Avenue is that the roadway will be unable to support the weight, wear and tear, of heavy truck traffic on the edges of the roadway. This section of Virginia Avenue was widened decades ago without adequate base material under the outer ~6-ft edges of the street. Shifting truck traffic closer to the sides of the street will cause street failure.
- (2) Not everyone has adequate off-street parking options; that is, not everyone, even on one side of the street, has options to park in a driveway in front of or behind their home. Removing on-street parking, even on one side of Virginia Avenue, will place a hardship on some homeowners.
- (3) Although on some city streets, pushing on-street parking to one side of the street and restricting on-street parking from the other side of the street can be safely done, the City has concerns that doing this on Virginia Avenue will create a safety hazard for residents. With such a configuration, residents whose homes are opposite from the side with on-street parking would need to regularly cross two lanes of heavy traffic.

Due to the reasons stated, the City did not install bike lanes on Virginia Avenue in October. The City repainted the lines and markings as they existed last week.

Improvements to Virginia Avenue have been identified in the City's Capital Improvement Program (CIP). It is described to replace curb and gutter, install sidewalk (which has been completed), replace the storm drain system, and remove on-street parking. The City will include the construction and installation of bike lanes on Virginia Avenue with this project. The City also recognizes that, in order to remove on-street parking, improvements of alleyways behind the residences will be required. This is also planned to be included with the future Virginia Avenue improvement project. This project is identified in the CIP to begin planning and engineering work in FY2015, and for construction to take place at an undetermined time.

With regard to adding sharrows (aka. shared lane markings) on Virginia Avenue as a temporary measure, the City does not recommend adding sharrows. Virginia Avenue's characteristics are very different from other streets on which the City has installed sharrows. For example, Dogwood Drive is a 25 mph, residential street without a double yellow line. Although Main Streets and Liberty Streets have high volumes of traffic in the downtown area, sharrows were determined to be appropriate because they streets are 25 mph, two lane roadways (in a single direction); the two lanes allow motorists to safely pass in the second lane when bicyclists are using the other lane. Although it is legal for bicyclists to ride on all city streets, the City feels that installing sharrows on Virginia Avenue may falsely indicate that Virginia Avenue is a preferred bike route over other parallel streets.

## **ATTACHMENT C: Suggested Resources for Complete Streets**

### **What are Complete Streets?**

<http://www.smartgrowthamerica.org/complete-streets/complete-streets-fundamentals/complete-streets-faq>

### **Example Complete Streets Policies in Virginia**

- City of Roanoke, <https://www.roanokeva.gov/85256A8D0062AF37/CurrentBaseLink/N27ANQJY490FGUREN>
- City of Alexandria, <http://alexandriava.gov/localmotion/info/default.aspx?id=49868>
- City of Virginia Beach, <http://www.vbgov.com/government/departments/sga/transportation-planning/Pages/complete-streets.aspx>

### **Alliance for Biking & Walking Guide to Complete Streets Campaigns,**

[http://www.peoplepoweredmovement.org/site/images/uploads/Updated\\_Guide\\_to\\_Complete\\_Streets\\_Campaigns.pdf](http://www.peoplepoweredmovement.org/site/images/uploads/Updated_Guide_to_Complete_Streets_Campaigns.pdf)

### **American Planning Association, Complete Streets Resources and Policy Inventory,**

<http://www.planning.org/research/streets/>

### **City of Harrisonburg related documents**

- Design and Construction Standards Manual, <http://www.harrisonburgva.gov/dcs> (See Chapter 2 and 3)
- Subdivision Code, <http://www.harrisonburgva.gov/code> (See Sec. 10-2-41 Streets, 10-2-45 Land dedication, 10-2-61 Streets, 10-2-66 Compliance with Street Standards, etc. of the City, 10-2-67 Responsibility for cost)

**Complete Streets Workshop Information,** <http://www.smartgrowthamerica.org/complete-streets/get-help/workshops>

## ATTACHMENT C: Update on City Projects under design and construction

For the November 18, Bicycle & Pedestrian Subcommittee meeting. General information is also available at: <http://www.harrisonburgva.gov/transportation-projects>.

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

- **Erickson Avenue-Stone Spring Road Phase III** – Road improvement project includes new sidewalks and bike lanes. [www.ericksonstonespring.org](http://www.ericksonstonespring.org).
  - UPDATE: Project completed!
- **Safe Routes to School: Waterman Elementary School** – Sidewalks on west side of Chicago Avenue between 2<sup>nd</sup> Street and Rockingham Drive, bike lanes on Chicago Avenue between Gay Street and Rockingham Drive, sidewalk on south side of 3<sup>rd</sup> Street between Collicello Street to Stuart Street, sidewalk on east side of Stuart Street, sidewalks on both sides of Virginia Avenue from about 2<sup>nd</sup> Street to 5<sup>th</sup> Street. Estimate cost: ~\$610,000. Funded by VDOT SRTS Program and anticipated Community Development Block Grant Funds. <http://www.harrisonburgva.gov/waterman-safe-routes>
  - UPDATE: Construction of new sidewalks on Virginia Avenue is 100% complete, Third Street 100% complete, Stuart Street 95% complete, and work almost completed on Chicago Avenue. Sidewalk project on schedule for completion by November 30, 2013. Bike lanes on Chicago Avenue will be done next year (2014) with road repaving.

### PROJECTS UNDER DESIGN/ PLANNING

- **Bluestone Trail Phase IA and IB** – 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. Anticipated construction advertisement May 2014. Funded by: DCR Land & Water Conservation Fund Grant, VDOT Revenue Sharing Funds, City funds, and JMU funds. Total length 5,000 lf. Engineering design \$250,000; Right of Way \$35,000; Construction \$1,165,000. Total Phase I cost: \$1,450,000. More information available at: <http://www.harrisonburgva.gov/Bluestone-Trail>
  - UPDATE: Design engineering underway by McCormick Taylor for portion between Butler Street to Stone Spring Road. Design engineering underway by City for portion between Hillside Avenue to Purcell Park. City is coordinating with property owners.
- **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: City Surveyor has marked boundary of new land donation, which is anticipated to be donated in 2014 from the Cales to the City. City staff and subcommittee members have been re-evaluating alignment for better alignment with future land donation. This project is currently has no funds. *This item will be discussed further at this meeting.*
- **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.
  - **Thomas Harrison Middle School to Wyndham Drive**

- UPDATE:
  - **Wyndham Woods Circle to Hillandale Park**
    - UPDATE: City is working with owner of future subdivision.
- **Carlton Street and Reservoir Street Roundabout** – This project is being funded by a combination of VDOT Revenue Sharing Funds and local funds. A roundabout at this location will improve intersection safety for motorists and pedestrians. More information: <http://www.harrisonburgva.gov/carlton-street>
  - UPDATE: This project is currently under design and is being coordinated with adjacent property owners. Construction is anticipated to begin in Summer 2014.
- **Downtown Streetscape Plan Update** – Update 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>
  - UPDATE: Will be reviewed by Planning Commission, TBD.
- **Downtown Streetscape Project Phase 2** – This project includes replacing sidewalk on the west side of Main Street between Bruce Street and South Court Square, replacing sidewalks on the east side of Main Street between Elizabeth Street and Wolfe Street installing decorative stamped crosswalks at intersections, replacing existing street lighting with decorative lights, replace and upgrade traffic signals, and install pedestrian signals.
  - UPDATE: This project is currently under design. This project is anticipated to begin construction in Summer 2014.
- **East Market Street Sidewalk Phase IV** – Construct a 5-ft wide sidewalk with 2-ft grass strip on south side of East Market Street between Carlton Street and 400' north of Hawkins Street. This project will also include pedestrian signals at the intersections of East Market Street with Carlton Street and Hawkins Street/Vine Street. Estimated cost: greater than \$ 400,000. Funded by VDOT Highway Safety Improvement Program.
  - UPDATE: This project will go to bid for construction in January and will start construction in March 2014.
- **Mt. Clinton Pike/ Chicago Avenue/ Park Road Roundabout** – Following the Chicago Avenue Corridor Study, completed in early 2013, the City initiated work on design of this roundabout to improve the intersections of Mt. Clinton Pike with Chicago Avenue and Park Road. This project is being funded by a combination of VDOT Revenue Sharing Funds and local funds. More information: <http://www.chicagoavenue.org/>.
  - UPDATE: Design is currently underway and project is being coordinated with Eastern Mennonite University and adjacent property owners. A public input meeting is TBD.
- **Northend Greenway** – 2.5-mile Shared use path that will run between Park View area (near EMU/EMHS) that will mostly follow Blacks Run into downtown (near Washington St & N Main St), then travel via Federal Street alley to the Farmers Market. This is a public-private partnership between the City, and New Community Project and Northend Greenway volunteers. Phase I from Main Street to Liberty Street. Phase II from Park View area to Liberty Street. Phase I

& II is total 8,300 lf. Funded by VDOT Revenue Sharing Funds, City funds, and funds raised by NEG. Estimated cost: Preliminary Planning, Engineering Design, and Right of Way for Phase I and Phase II totals \$525,000. Construction for Phase I \$675,000, Construction for Phase II \$1,225,000. Total project cost \$2,425,000.

- UPDATE: Project phasing and funding options being explored.
- **Oak Drive Paper Street** – Construct a natural surface trail between Circle Drive and Rocktown Trails.
  - UPDATE: Deeds have been signed and volunteer trail work day November 16, 2013. Further update will be provided at this meeting.
- **Reservoir Street Project** – Widen Reservoir Street to sections of 5-lane facility and 4-lane facility with median. Project will include sidewalks on both sides and bike lanes.  
<http://www.reservoirstreet.org/>
  - UPDATE: Engineering design and right-of-way negotiations with property owners is currently underway. Project anticipated going to construction in 2014.

## **ATTACHMENT D: Approved 2014 Meeting Dates**

Meetings at 6pm

- Monday January 27, 2014
- Monday March 24, 2014
- Monday May 19, 2014 (3rd Monday instead of 4<sup>th</sup> Monday due to Memorial Day Holiday)
- Monday July 28, 2014
- Monday September 22, 2014
- Monday November 17, 2014 (3rd Monday instead of 4<sup>th</sup> Monday due to Thanksgiving week)