



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: February 17, 2014

RE: Bicycle & Pedestrian Subcommittee Agenda for Monday January 27, 2013

The Bicycle & Pedestrian Subcommittee met on Monday January 27, 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.

Subcommittee members present included: John McGehee, Elise Barella, Eric Saner, Carl Droms, and Len Van Wyk.

Guests present included: Thanh Dang (Public Works), Jonathan Lantz-Trissel (Eastern Mennonite University), Diana Henderson, Thomas Jenkins, Tony Bopp, Sandy Bopp, Becky Johnston (RMH Community Health), Charlie Chenault, Scott Drug (Police), Rachel Boman, Alexandra Poff, Tanya Miller, Shelby Warren, Brian Bauers.

Welcome

This was combined with agenda items 1 and 2.

Business

1. Introduce New Subcommittee Members and Chair

Ms. Dang introduced the subcommittee's two newest members Ms. Elise Barella and Mr. Eric Saner who shared brief backgrounds of themselves. Ms. Barella has a background in transportation engineering and planning and is involved with JMU's Bicycle Advisory Committee. She is interested in linking campus with city planning. She is also a graduate of the city's Citizen Academy program. Mr. Saner is also a Citizen Academy graduate and said he moved to Harrisonburg in Summer 2013. He does freelance web design

and was a bicycle mechanic while living in England. He was involved in local bicycle advocacy when he lived in Indiana and is interested in access to bicycling for low income people.

Ms. Dang introduced Mr. John McGehee as the new chairman of the subcommittee. Mr. McGehee said he is involved in traffic calming issues in the Old Town Neighborhood and from that project became interested in Safe Routes to School, biking, and walking issues.

Other subcommittee members and guests introduced themselves.

2. Thank You to Thomas Jenkins and Charlie Chenault

Ms. Dang thanked Mr. Jenkins and Mr. Chenault for their service on the Bicycle & Pedestrian Subcommittee. She presented each of them with a plaque that read: "City of Harrisonburg, Virginia; Bicycle & Pedestrian Subcommittee Member; In Recognition and Appreciation of His Dedicated Service to the Citizens of Harrisonburg; 2010-2013."

3. Annual Repaving Program

Ms. Dang shared the 2014 Annual Repaving Program. See Attachment A. The subcommittee reviewed each street listed and aerial photos, and provided recommendations. Subcommittee recommendations are provided in Attachment A.

4. Design & Construction Standards Manual

Ms. Dang shared that the Downtown Streetscape Plan is in its final stages of review and will be presented to Council in early 2014. Assuming the Plan's adoption the City's Design and Construction Standards Manual (DCSM) will need to be updated, www.harrisonburgva.gov/dcsm. There are other changes that Public Works would like to see made as well; some of them involved bicycle and pedestrian accommodations. The subcommittee requested that a work session be held so that they can review the DCSM together.

5. Potential HRMPO Project: Bicycle & Pedestrian Education to Latino Communities

Ms. Dang shared that the Harrisonburg-Rockingham Metropolitan Planning Organization is starting a new project to share bicycle and pedestrian education to Latino communities. This is in preliminary phases of planning and the HRMPO is seeking partners to help with this effort, as well as, ideas and suggestions.

Ms. Johnston said that education for Latino youth is still just "scratching the surface". There is still much to do and opportunities exist to build on the work that she and Nathan Barge have started. For example, there are neighborhoods such as University Place and the area behind Greenberries where Keister Elementary School staff are walking with kids to Keister ES.

Ms. Johnston added that bicycling may be harder to encourage than walking to school for elementary school students.

There was discussion that it may be tougher to educate adults than children.

Ms. Johnson shared that there is an annual Latino Health Fair where she has given out helmets before. She suggested that there may be opportunities for a bike rodeo or other activities for children and adults. There is also a program at JMU that provides translation services and health information services to people who do not speak English. They train laypeople to go out and talk to their neighbors.

Anyone interested in helping to provide biking and walking education to Latino communities should contact Mr. Kevin McDermott at the Central Shenandoah Planning District Commission at kevin@cspdc.org.

6. Community Bike Map Project

Ms. Dang explained that there has been much discussion about developing a bike map for the community. This was also one of the priorities that came out of the Harrisonburg & Rockingham Bike-Walk Summit in October 2013. A bike map would help locals find routes between home, work, and other destinations, and Harrisonburg Tourism has been interested in a bike map to help visitors find recreational and routes between tourist destinations in both the City and Rockingham County.

Ms. Dang has been in communication with Harrisonburg Tourism, the Central Shenandoah Planning District Commission, and a few members of the community about a bike map over the last year. However, to date, little progress has been made. She requested that if anyone is interested in assisting with the bike map project to let her know. She hopes to create a team representing the City, County, and JMU to develop this map.

There was discussion about the resources available from VDOT on Bicycle Compatibility Index (BCI) and Level of Service (LOS) measures. This could be leveraged for a community bike map and additional data can be added to conduct stress or comfort analysis. There are also GIS layers of infrastructure, but not of details to develop stress/ comfort level indices.

At James Madison University, while working on their Bicycle & Pedestrian Plan, they have also discussed a need for a bicycle map for JMU and are interested in reaching out to the City. Ms. Barella shared that she, Lee Eschelman, and Stephanie Baller have discussed the idea of creating an integrated app.

There was discussion that a JMU, City, and Rockingham County map would payback in the form of tourism dollars.

Ms. Dang clarified that she is not suggesting that a bike map be a project of just the subcommittee, but that she and others are seeking representatives from various groups, such as Rockingham County and JMU, to partner with.

The following people expressed interest in helping with this project: Elise Barella, Thomas Jenkins, Carl Droms, Eric Saner, and Diana Henderson. Ms. Dang will follow up with this group once further coordination/ identification of representatives from Rockingham County and JMU have been done.

7. Committee Updates

a. School Crossing Guard List – Becky Johnston, Nathan Barge

Ms. Johnston said that she and Nathan Barge have worked on a list. They felt that there are many places that could use crossing guards and that conversations are moving to address the larger issue that positions for existing crossing guard locations have been difficult to fill. There was discussion of how to address the problem in greater partnership with the schools; possibly following the model to have school staff be crossing guards.

There are also infrastructure issues. For example, for students attending Skyline Middle School and Smithland Elementary Schools, having crossing guards will not help until safe walking and biking facilities are constructed.

b. Complete Streets – John McGehee, Elise Barella, Eric Saner, Kyle Lawrence

Ms. Barella went to the Transportation Research Board’s Annual Meeting in January and made contacts with US Department of Transportation staff who sent her a copy of their Complete Streets Implementation Guide for local agencies. Ms. Barella will share this information with the committee.

c. Abandoned Bikes – Thanh Dang & Scott Drugo

Officer Drugo updated that Harrisonburg Police will begin tagging abandoned bikes using the same model as the orange tag that is used for abandoned cars. After a period of time, if the bike still remains abandoned, Harrisonburg Police will take the bike and store it for a period of time during which the owner of the bike may claim it from HPD.

**d. 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 ...
- Thomas Jenkins, Thanh Dang & Scott Drugo**

No updates.

8. Open Discussion

a. Skateboarding as a Mode of Transportation

Ms. Barella introduced the topic of skateboarding as a mode of transportation. Skateboarding is an active, sustainable mode of transportation used by many people and is being left out of discussions that have primarily focused on bicyclists and pedestrians.

The group discussed that at night, skateboarders are often wearing dark clothing, but no targeted education and outreach has been done to encourage brighter colors, reflective clothing, or lights the way education is being provided for bicyclists and pedestrians.

There were questions and opinions expressed of where skateboarders should ride; in the road or on the sidewalk.

It was suggested that the subcommittee reach out to Wonder Skate Shop and JMU’s Skateboard/Longboard club and invite them to participate in discussions at a future subcommittee

meeting. Ms. Dang volunteered to reach out to local skateboarders who would be interested in this discussion.

b. Snow Removal from Sidewalks

Ms. Barella says that she is an active pedestrian and she has observed significant issues regarding lack of snow removal from sidewalks in the city.

Mr. Van Wyk, who also serves on the Transportation Safety & Advisory Commission, says that this issue has come up a lot in the past. He is particularly troubled by lack of snow removal from sidewalks adjacent to roadways with high traffic speeds.

There was discussion of snow being pushed up onto sidewalks where there is no grass buffer strip between the roadway and the sidewalk.

Harrisonburg Police enforces the City's code on snow removal. It is enforced on a complaint basis, which means that citizens must call Harrisonburg Police at 540-434-4439 to report the problem area. During the winter storm in 2010 ("snowmageddon") Harrisonburg Police walked around and handed out flyers in the community mostly along Main and Liberty Streets.

Questions surrounding PSAs were asked. The City does post reminders on CitySpan, City website, and social media. The local news channels will also remind residents to shovel snow. Residents are also encouraged to help out neighbors.

There was discussion of community service hours with snow shoveling. Officer Drugo will ask Judge Claybrook about this.

Mr. Van Wyk will bring this matter up at the Transportation Safety & Advisory Commission. No further action was suggested for the subcommittee.

9. Update on projects under design/construction

Ms. Dang reviewed the list of projects in Attachment B.

10. Recap of Field Trip to Charlottesville

Ms. Dang and the subcommittee members who attended the field trip shared highlights. See Attachment C for summary.

Announcements

11. Bike Month Planning Underway

Mr. Droms announced that Bike Month Planning is underway and the planning committee has started meeting. Events are being added to the Bike Month webpage as they are being confirmed, <http://svbcoalition.org/bike-month/>. Contact Carl Droms if interested in helping, dromscg@jmu.edu.

12. Harrisonburg & Rockingham Bike-Walk Summit Planning –

Ms. Dang presented that Bike-Walk Summit planning is starting up; first meeting to be announced. Contact Rich Harris if interested in helping with the event, harrisra@jmu.edu. More information about past Bike-Walk Summits available at, <http://svbcoalition.org/bike-walk-summit/>.

There was also coverage in a national publication “American Bicyclists” on last year’s Bike-Walk Summit, <http://svbcoalition.org/local-bikewalk-summit-featured-in-national-press/>.

13. Public Charrette for Grace Street Visioning

Ms. Barella announced that on Saturday March 22, she and Audrie Barnes are going to host a “Public Charrette for Grace Street Visioning.” More details forthcoming.

Next Meeting: Monday March 24, 2014 at 6pm in the Community Development Classroom, 409 South Main Street

Adjourn

ATTACHMENT A: 2014 Paving Schedule

Subject to change.

	Street	Limits	Subcommittee Recommendation
N.W. Section	Chicago Avenue	Gay St -Rockingham Dr	Bike lanes will be added
	Collicello Street	Gay St-Third St	N/C
	Rockingham Drive	Chicago -Taliaferro	N/C
	Shenstone Drive	Stonechris – E.O.P.	N/C
	Westfied Ct.	W. Market – Cul de sac	N/C
N.E. Section	Blue Ridge Drive	Country Club-Robin Ct.	N/C – white edge lines will be put back; sharrows were discussed and determined not needed
	Effinger Street	Sterling-Broad	N/C
	Linda Lane	E. Market – Country Club	N/C
	Lincoln Circle	Kelly- Cul de sac	N/C
	N. Main Street	Elizabeth-Bridge @ Noll	Add sharrows from Elizabeth Street to Wolfe/Rock St, then mark bike lanes from Wolfe/Rock St to Gay Street
	Johnston Street	N. Main-Simms	N/C
	Sterling Street	Gay-Kelly	N/C
	Wolfe Street	Old Furnace-Sterling Mason-Broad	N/C – there was discussion that the 2010 Bicycle & Pedestrian Plan indicates sharrows on Wolfe Street. However, later discussions and the Downtown Streetscape Plan indicate the sharrows are better suited on Gay Street. Wolfe St has many stop signs. No markings will be added on Wolfe St
S.W. Section	Calina Court	Springside-Cul des sac	N/C
	Central Avenue	South-Pleasant Hill	N/C – white edgelines to be put back.
	Dogwood Drive	Westover Ent-Maryland	N/C - Put sharrows back.
	Springside Drive	Garbers Church-Cul de sac	N/C
S.E. Section	Bruce Street	S. Main- Mason	N/C
	Burgess Road	Evelyn Bryd-E. Market	N/C
	Butler Street	E.O.P (N) to E.O.P. (S)	N/C – Note this will be a connector for the Bluestone Trail and signage will be installed.
	E. Market Street	RR Bridge –Joint @ Chik Fil-A	N/C

	Franklin Street	Ott-S. Main	N/C
	Mason Street	E. Market-MLK Jr. Way	Add sharrows. (There is possibility of substituting sharrows for bike lanes between Ashtree to Market Street if outreach with property owners was done and 3 parking spaces can be removed. Further discussion required.)
	Reservoir Street	I-81 Bridge-Evelyn Byrd	N/C
	Neff Avenue	Reservoir-Port Republic	N/C – Put bike lanes back

N/C = no change

ATTACHMENT B: Update on City Projects under design and construction

For the January 27, Bicycle & Pedestrian Subcommittee meeting. General information is also available at: <http://www.harrisonburgva.gov/transportation-projects>.

PROJECTS UNDER CONSTRUCTION, OR SOON TO START CONSTRUCTION

- **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.
<http://www.harrisonburgva.gov/waterman-safe-routes>
 - UPDATE: Project completed! Celebration planning underway.

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. Funded by: DCR Land & Water Conservation Fund Grant, VDOT Revenue Sharing Funds, City funds, and JMU funds. Total length 5,000 lf. Estimated costs - 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. Anticipated construction bid in February 2014 and construction April – December 2015.
 - NOTE: JMU is also working on the Newman Dam Improvement Project which will include extending the Bluestone Trail from Port Republic Road to Sonner Hall.
- **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 developed plat for new land donation from the Cales to the City. City Attorney is reviewing plats and deeds with the Cale's attorney. City staff and subcommittee members have been re-evaluating alignment for better alignment with future land donation. This project is currently has no funds.
- **Thomas Harrison Middle School to Hillendale 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 Hillendale Park. This project is in the planning phase and is not yet funded.
 - **Thomas Harrison Middle School to Wyndham Drive**
 - UPDATE: Due to other priorities and weather, City Surveyor has not been able to mark 25-ft easement or property owner. Ms. Dang has followed up with property owner who is still interested in donating for a connection. Ms. Dang to follow up again.
 - **Wyndham Woods Circle to Hillendale 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: This Plan was present to Planning Commission on January 8, 2014. Planning Commission requested that the plan be reviewed again by the Advisory Committee and Harrisonburg Downtown Renaissance Landscape Committee.
- **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. More information available at: <http://www.harrisonburgva.gov/downtown-streetscape-next-steps>
 - UPDATE: This project design is in the final review phase. Anticipated construction bid in February 2014 and construction to take place May through Fall 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: Project was released for construction bid January 7, 2014. Bid opening January 28 and construction start anticipated March/ April 2014 through Fall 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; a proposal anticipated early February.

- **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 2015.

- **Safe Routes to School Stone Spring ES** –Funded by Virginia Department of Transportation’s Safe Routes to School Infrastructure Grant, this project will construct new sidewalks on the east side of Peach Grove Avenue between King Edwards Way to Decca Drive, install a new traffic signal at the intersection of Peach Grove Avenue and Stone Spring ES entrance, and include some additional sidewalk work on school property. Grant funds: \$292,000.
 - UPDATE: Surveying is currently underway. Engineering design to take place through Fall 2014. Project construction to start Summer 2015.

ATTACHMENT C: Recap of Field Trip to Charlottesville

January 6, 2014 – Field trip to Charlottesville to discuss Trails/ Paths led by Chris Gensic, Charlottesville Trails & Parks Planner

In Attendance: Thanh Dang (Public Works), Dan Fudala (Parks & Rec), Carl Droms (BP Subcommittee), Jeremy Harold (Parks & Rec), John McGehee (BP Subcommittee), Elise Barella (BP Subcommittee), Danny DeLong (Public Works), and Eric Saner (BP Subcommittee).

Notes and photos provided below.

- Started at Saunders Trail at Monticello (<http://www.monticello.org/site/visit/saunders-monticello-trail>). Property and trails owned and operated by Monticello.
 - Crusher run trails. Material meets ADA. Gravel base plus 2-3 inches crusher fines.
 - ADA accessible grades on Saunders Trail.
 - 8-10 ft wide pathways, some areas up to 12-ft.
 - Bridges/ boardwalks to span across ravines.
 - The boardwalk bridges keeps everything above water. Wooden piles. Less environmental impact.

- General Crusher Run Notes
 - Many people prefer crusher run/ gravel trails in wooded areas like this.
 - 2-3 times per year replacement of all stone dust?
 - Spraying along the edges of the trail keeps weeds at bay.
 - Every 5 years requires resurfacing and steam rolling.
 - Crusher run/ gravel is not good next to creeks. Washes out with flooding.
 - It had rained heavily recently, and although the trail/ stone/ surface was wet, it held up well under foot traffic and did not puddle. However, cyclists would likely experience spray up/ on back if biking through.
 - Crusher run not idea for heavy commuter trails.
 - Charlottesville crews build crusher run paths in City parks.

- General Asphalt Pavement Notes
 - New paved trails are built by contractors
 - Asked about cracking pavement, and told of severe cracking shown in photos from Columbia MO, Chris speculated that MO has worse freeze/ thaw issues which led to severe cracking.
 - Chris also said that trail construction needs to be closely monitored to ensure trail is properly constructed, or it may result in premature failure.
 - Do not need to dig full depth in order to preserve trees next to trail. Charlottesville just plans to do more repair of pavement around the base/ roots of trees.

- General Concrete Notes
 - Concrete not typical for trails, but used for a new urban trail that is under construction (during this visit)
 - This trail is adjacent to a city park (Meade Park) and Farmers Market.
 - This trail was under construction during our visit.
 - For one block, took 5-ft sidewalk and pushed an additional 5-ft (for total 10-ft) into park No buffer.
 - Also elevated ground around trees.
 - For another block, took 5-ft sidewalk and pushed an additional 5-ft (for total 10-ft) into street. No buffer.
 - Had to modify 5 drop inlets and move a few gas meters.
 - This project is funded by VDOT Transportation Enhancement Funds, \$250K.
 - Will go another 2 blocks (?) and build 10-ft wide trail with 2-ft buffer.
 - City engineering designed this project. Limited topography and drainage issues.
 - Because there are no/ less than 5-ft buffers, they called it a “pedestrian trail”. Compared cost/ benefit. It was not possible to build 10-ft path with 5-ft buffer due to limited rights of way, existing buildings, etc.
 - Private developer will be several more additional blocks in future.

- Other Surface Notes
 - Charlottesville not going to use porous pavement because too much maintenance is required (vacuuming frequently)
 - Charlottesville has no experience with pavement rejuvenation
 - The group visited Azalea Park, which had a small section of trail/path that was built of pavers. Pavers are having problems. There are no edging/ retainer. Weeds are growing between pavers and when you pull them out, the soil/ grouting comes out with it.

- General Bridge notes
 - Charlottesville Bridges are 10-12 ft wide.
 - VDOT says 10-ft wide, plus 2-ft shoulder = 14-ft wide bridges needed, but Chris doesn’t think it is needed with current and anticipated usage volumes in Charlottesville. Different in Arlington/ DC.

- Other Trail Notes:
 - Charlottesville does not do chipped wood or mulch. Degrades quickly and holds moisture.
 - Charlottesville is working on plans for a tunnel under Interstate 64
 - Charlottesville does not currently do snow removal.
 - Snow removal not likely possible on gravel/ stone trails.
 - Broom on a bobcat can be used on hard surfaces.
 - Charlottesville has a trail closure policy at night, like in the parks, but it is not enforced.

- Does not stripe lines down middle of paths anymore.
 - Chris said that Charlottesville Police receives written “permission to search property” letters to get around a Virginia law that requires property owners to identify to police who is trespassing on their property before police can take action.
 - For stormwater management, prefers biofilters adjacent to trails than pavers or other porous surfaces.
 - Uses split rail fences between trails and private properties. Found that they needed to use livestock mesh along the bottoms of the fencing to keep dogs out.
- Trails & Parks Planner
 - Chris was asked how his position was created
 - He is the first to have held this position. Began 7 years ago.
 - Years before local clubs, like birding clubs, began creating unofficial trails along the rivers and creeks in Charlottesville. Used by the public, but was not under an easement and not protected. Became a problem when properties became developed or uses changed and trails were threatened.
 - Eventually the Rivanna Trails Foundation was created and his position hired.
 - Duties of Trails and Parks Planner and partners
 - Chris works on acquiring permanent trail easements and right of way.
 - Chris also coordinates planning, design, and construction of trails
 - He has part time help for maintenance (1/4 FTE)
 - Chris works closely with other Parks department staff to accomplish much of the maintenance and construction
 - Has on call trail contractor for paving, and Public Works helps occasionally with maintenance
- Funding
 - \$100K local annual budget for trail construction and maintenance
 - \$100K local annual budget for land acquisition
 - Chris wants to request an additional \$50K of separate funds for trail bridges
 - Public Works Department’s Bicycle & Pedestrian Coordinator also receives \$200K for on street bike facilities
- Other Notes
 - Charlottesville allows dogs off leash in their parks on Tues, Weds, and Thurs.
 - Charlottesville has a tree canopy requirement. Any project with a site plan must achieve 20% tree canopy. Trail projects require many tree plantings. Significant budget.



Figure 1. Saunders Trail. Crusher run trail 10-12 ft wide. Note bridge ahead. Note drainage along the side of the trail.



Figure 2. Bridge at Saunders Trail.



Figure 3. Bridge at Saunders Trail. Note gates installed for option to close off trail if/ when needed.



Figure 4. Riverview Park. Asphalt path.



Figure 5. and Figure 6. Bike Fix It Station at Riverview Park. Includes tools, tire air pump, and spot to hang bike for minor repairs.

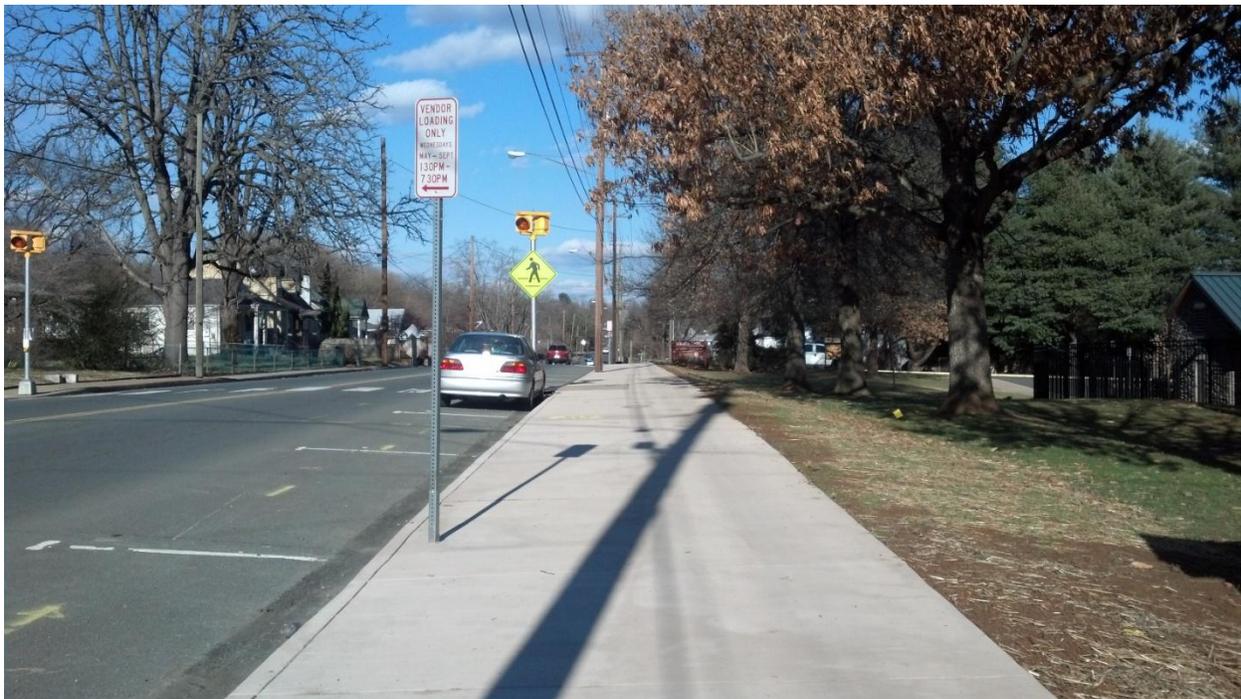


Figure 7. Urban Trail, 10-ft wide concrete, adjacent to Meade Park. See comments above.



Figure 8. Urban Trail, 10-ft wide concrete, adjacent to Meade Park. See comments above.

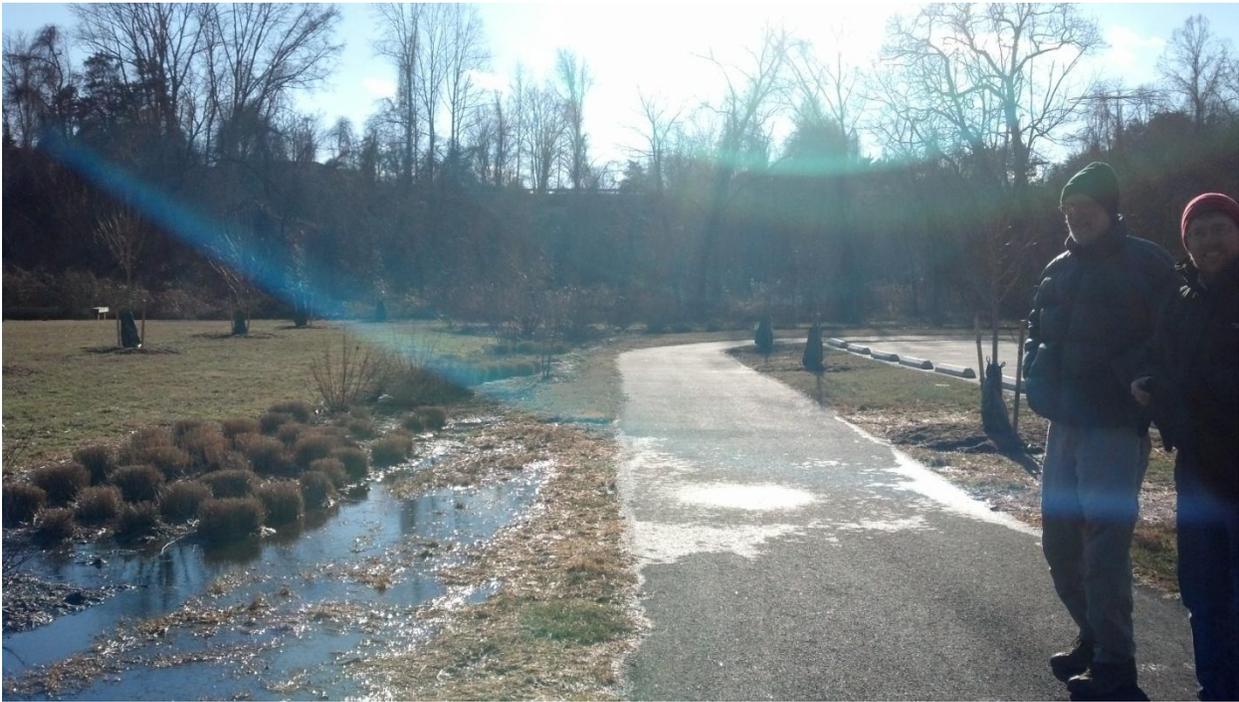


Figure 9. Azalea Park. 10-ft wide asphalt path. Note biofilter to the left.



Figure 10. Rivanna Trail intersects with asphalt path in Azalea Park.



Figure 11. 10-ft wide asphalt path in Azalea Park.



Figure 12. In Azalea Park, note tree to the left. The pavement and stone depth is not as deep here to preserve the tree. See notes above.



Figure 13. Pavers in Azaela Park. See notes above.



Figure 14. Pavers in Azalea Park. See notes above.



Figure 15. Ahead and behind the photo shown of the pavers, it is asphalt. This trail connects the park to a neighborhood. Parks & Rec installed the split rail fence.



Figure 16 (left). To the left of Figure 15 above, there is a city easement for a gravel trail providing access from Azalea Park to neighborhood.

Figure 17. (right) Rivanna Trail Foundation signage. Signage legitimizes trails.