



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

TO: Bicycle & Pedestrian Subcommittee Members

FROM: Thanh Dang, Transportation & Environmental Planning Manager

DATE: April 17, 2015

RE: Bicycle & Pedestrian Subcommittee Agenda for Monday March 23, 2015

The Bicycle & Pedestrian Subcommittee met on Monday March 23, 2015 at 6:00pm in City Council Chambers at 409 South Main Street, Harrisonburg. Meetings are open to the public.

Welcome

Subcommittee members: Elise Barrella, Alleyn Harned, John McGehee, Eric Saner

Guests: Thanh Dang, Brad Reed, Tom Hartman, Thomas Jenkins

Public comments, limited to 5 minutes each.

There were no public comments.

Business

1. Complete Streets Policy Development Update (Attachment A)

Mr. Reed and Ms. Barrella provided an update on literature research of complete streets policies across the country. Mr. Reed presented slides in Attachment A and began with an introduction of "What is a Complete Streets policy?".

Brad noted that Harrisonburg already has a Bicycle & Pedestrian Plan and Comprehensive Plan. He highlighted Goal 10 of the Comprehensive Plan which says "To develop and maintain a safe and convenient transportation system serving all modes, such as, automobile, pedestrian, bicycle and mass transit."

It was discussed that Complete Streets policies came up during the 2014 Annual Harrisonburg & Rockingham Bike-Walk Summit, and attendees asked why Harrisonburg doesn't have a Complete Streets Policy. Several hundred cities across the country have adopted Complete Streets policies, and in Virginia policies exist in Roanoke, Alexandria, Virginia Beach, Richmond, and others. Smart Growth America (<http://www.smartgrowthamerica.org/>) lists and reviews complete streets policies nationwide.

A Complete Streets policy would hold city departments accountable for accommodating users and coordinating needs, or justifying and documenting why accommodations are not appropriate or possible for a project.

A graduate intern is assisting Mr. Reed and Ms. Barrella with literature review. Public Works staff will be meeting with City Departments over the next few months to discuss the Complete Streets Policy and will return to the subcommittee and Transportation Safety & Advisory Commission in May/June with an update.

Adopting a Complete Streets Policy would be followed with updates to city zoning ordinances, design and construction standards manual, and other documents.

The issue of electric poles in the middle of sidewalks was discussed. City Public Works coordinates with HEC and developers on a project-by-project basis to coordinate the construction of sidewalks either around utility poles, or depending on situation to relocate poles. It was acknowledged that moving existing poles is often difficult and is costly.

2. Bicycle & Pedestrian Plan Discussion (Attachment B)

Ms. Dang updated the subcommittee on Bicycle & Pedestrian Plan update progress. Lori Britt and her colleagues with JMU's 4C (Campus Community Civic Collaborative) group is available to assist the city with facilitating the first public "brainstorming" workshop. A date that works for most staff and subcommittee members needs to be identified and location to host the workshop to be secured. Plans are to host the workshop in late-April/ May.

Ms. Dang reviewed the proposed project schedule and list of project stakeholders (Attachment B).

Mr. Reed reviewed outline for the Bicycle & Pedestrian Plan (Attachment C). Ms. Barrella said that she really likes Section III. State of the Pedestrian-Bicycle Environment and thinks it will help us develop performance measures. There was discussion that review of the pedestrian network should consider where people cross the street and where it is safe. There was discussion that review of the bicycle network should also consider railroad crossings.

3. Bike Lane Conflicts at Intersections (Attachment D)

Following up on issues Mr. Saner presented at the January 2015 subcommittee meeting, the group reviewed images of each intersection and recommendations for improvements, if any, were discussed.

- *Chicago Avenue & Gay Street* – Chicago Avenue going southbound, the street offset makes it difficult for bicyclists going straight from the bike lane onto the other side of Chicago Avenue. It was recommended to end the bike lane before the intersection. Installing shared-lane markings (sharrows) or a sign that says "bikes may use full lane" to be considered.

- *Central Avenue & Maryland Avenue* – There is not enough pavement width on Central Avenue to include a southbound bike lane.
- *Neff Avenue & Port Republic Road* – Neff Avenue bike lane going westbound to Peach Grove Avenue where there is no bike lane. Bike boxes were discussed, but concern was raised that the vehicular speeds on Neff Avenue are high and that bicyclists could be placed in a dangerous situation and get hit by a vehicle behind them. No change recommended.
- *Carrier Drive & University Boulevard* – To prevent a right hook scenario, recommendation will be made to JMU to end bike lane before the intersection so that bicyclists have time to merge and choose to be in the right or left vehicular turn lane.
- *Chestnut Ridge Drive & E Market Street* – Recommendation to end bike lane further away from the intersection with East Market Street so that bicyclists have time to merge and choose to be in the right or left vehicular turn lane. Also recommended to consider arrow and dashed white line before bike lane ends to warn of merge.
- *Stonewall Drive & Reservoir Street* – No change to be made at this time. This intersection will be changed with the future Reservoir Street project. In future, the bike lane will be dropped before the intersection so that bicyclists have time to merge and choose to be in the right or left vehicular turn lane.

4. 2015 Paving Schedule Discussion (Attachment E)

The 2015 paving schedule was reviewed.

For S Dogwood Drive and N Dogwood Drive, the subcommittee recommended a white edge line be installed similar to what exists today on Central Avenue.

Mt. Clinton Pike was discussed. Public Works Planning Division staff recommended no change to Mt. Clinton Pike. Mr. Jenkins asked for the City to consider a road diet for Mt. Clinton Pike so that bike lanes could be added. This would change Mt. Clinton Pike from a 4-lane roadway, to a 2-lane roadway with center turn lane and 2 bike lanes. An additional benefit of road diets is that it enhances safety for motorists because it provides a left turn lane. Mr. Jenkins acknowledged that the City would lose VDOT maintenance funding, as the current formula for maintenance funding is based on the number of vehicular lane miles. *(Editor's note: Following the meeting, Ms. Dang provided the subcommittee with information that Mt. Clinton Pike is classified as an arterial street and receives \$19,202 per lane mile. Mt. Clinton Pike 1.25 miles in length with four lanes which equals approximately 5 moving lane miles.)* There was discussion about future plans for Mt. Clinton Pike to be part of a regional connector; see City Comprehensive Plan, Rockingham County Comprehensive Plan, and the Harrisonburg-Rockingham Metropolitan Planning Organization's Long Range Transportation Plan. Future plans for a shared use path on Mt. Clinton Pike were discussed. Mr. McGehee noted that a general discussion about city streets is needed, as this discussion is a repeat of Garbers Church Road and a lot of time and careful consideration is needed. The subcommittee concluded with asking Mr. Jenkins to draft a letter with this recommendation to be addressed to the subcommittee.

The subcommittee's recommendations are reflected in Attachment E.

5. Bicycle Comfort Map Update

Staff continues work on the Bicycle Comfort Map continues and will be shared with the subcommittee in several weeks.

6. Updates on projects under design/construction (Attachment F)

7. Open Discussion

Mr. Jenkins shared that bicyclists are still falling at the railroad tracks on South Main Street near Rocco Drive because their tires are getting caught at the railroad tracks. Ms. Dang noted that she has also received reports that bicyclists have fallen at this location. In some cases falls have occurred because a bicyclist was not aware of the danger and did not utilize the bike lane. Other reasons are unknown. The bulbbed out bike lane allows bicyclists to cross the railroad tracks at a near 90 degree angle. A less than 90 degree angle crossing places bicyclists at risk of getting their bike tires caught in the railroad tracks. There are already signs on South Main Street indicating that the bike lane diverges away from the street, and signs that warn cyclists of the railroad crossing hazard. City staff will continue to monitor this issue and try to think of improvements. Ms. Dang asked the subcommittee to help review this issue also.

There was discussion about street cleaning needed in bike lanes to pick up the grit left behind after snow and ice response by the city. City staff responded that the street sweepers are operating throughout the city and are on a 2-3 week cycle.

Announcements

- 8. Bike Month Planning, <http://svbcoalition.org/bike-month/>**
- 9. Harrisonburg-Rockingham Metropolitan Planning Organization I-81 Exits 245 and 247 Interchange Alternatives Analysis Study: Public Meeting: March 26 5:30pm-7:30pm at Rockingham County Administrative Offices. Contact: Kevin McDermott, kevin@cspdc.org, <http://www.harrisonburgva.gov/interchange-study>.**

Next Meeting: The May 18 meeting has been postponed to Monday June 22, 2015 at 6pm.

Adjourn



Complete Streets

Attachment A

What is a Complete Streets policy?

- Statement of a city's commitment to:
 - ▣ Design, operate, and maintain streets in a manner that promotes safe, comfortable, and convenient access and travel for people of all ages and abilities
 - ▣ Address all users on all streets with limited exceptions
 - Pedestrians
 - Bicyclists
 - Transit riders
 - Motorists
 - Freight carriers
 - Disabled persons
 - Socioeconomically disadvantaged persons
 - Young/Elderly persons
 - Others

Why is it important for Harrisonburg?

- Important for advancing Goal 10 of the Comprehensive Plan & associated objectives
 - ▣ Goal 10. To develop and maintain a safe and convenient transportation system serving all modes of travel, such as, automobile, pedestrian, bicycle and mass transit.
- Lays groundwork for the development of sustainable infrastructure that enhances our economy, ecology, and social equity

Why is it important for Harrisonburg?

- Commits the city to following Complete Streets principles
 - Defines roles & responsibilities
 - Staff training
 - Public outreach & education
 - Budgeting practices
 - Departmental coordination on design and planning elements
- Addresses/considers street elements that are often missing from design discussions, but have been requested by the public during past planning efforts:
 - Pedestrian crossing points
 - First/last mile to reach transit
 - Human scale street design
 - Wayfinding signage
 - Protect and add street trees and native plants
 - Public art

Timeline

□ **Now**

- Literature review (thank you to Nicole Evans, MPA Program)
- Brief for Subcommittee
- Policy development

□ **April**

- Brief for TSAC
- City departmental meetings (intro/request for support)
- Policy development

□ **May/June**

- Community survey (Be Heard Harrisonburg)
- Policy development & review (city staff/TSAC/Subcommittee)

□ **Future**

- Public input meeting
- Finalize policy – request support for adoption from City Depts/TSAC/SubC
- Request City Council adoption



Bicycle & Pedestrian Plan

Attachment B

Proposed Schedule – Bike/Ped Plan

- **March 2015** – At subcommittee meeting, further discuss schedule and steps for Bicycle & Pedestrian Plan Update.
- **Late-April through May** - 2 public meetings/ workshops (“brainstorming”) and public comment period
- **June through October** – PW staff will meet with departments, and key agencies, will write draft plan, develop maps, and subcommittee reviews
- **November** – At subcommittee meeting, review draft plan
- **December/ January** – release draft plan for public input and host public meetings
- **March** – update draft plan
- **March 2016** – At subcommittee meeting, review draft plan and make recommendation
- **April 2016** - City Council Adoption

Project Stakeholders

Project Sponsors:

- Harrisonburg Department of Public Works
- Harrisonburg Bicycle & Pedestrian Subcommittee
- Harrisonburg Transportation Safety & Advisory Commission

Advisory Groups:

- Harrisonburg Planning Commission
- Harrisonburg Parks & Rec Commission
- Harrisonburg Department of Public Transportation
- Harrisonburg Department of Planning & Community Development
- Harrisonburg Police Department
- Harrisonburg Department of Parks & Recreation
- Harrisonburg City Public Schools
- James Madison University
- Eastern Mennonite University

Community Outreach:

- Shenandoah Valley Bicycle Coalition
- Sentara RMH Community Health
- Blue Ridge Community College
- Valley Associates or Independent Living
- Harrisonburg Redevelopment & Housing Authority
- Our Community Place
- New Community Project
- Neighborhood Associations

ATTACHMENT C –
Harrisonburg Bicycle & Pedestrian Plan (2016 Update)
Draft Outline – March 2015

I. Executive Summary

II. Introduction

- a. Purpose
 - i. Sustainability
 - ii. Livability
 - iii. Health
- b. Reason for Investment
- c. Plan History
- d. Policy Framework
 - i. Comprehensive Plan
 - ii. Complete Streets Policy
 - iii. Design & Construction Standards Manual
 - iv. Relevant Planning Initiatives
(Downtown Streetscape Plan, JMU/County/MPO Bike/Ped Plans, MPO Long Range Transportation Plan)
- e. Planning Process
 - i. Stakeholders
 - ii. Public Engagement
 - iii. Timeline & Update Process
- f. Progress Tracking

III. State of the Pedestrian-Bicycle Environment

- a. Existing Network
 - i. Pedestrian Facilities (+ Transit & Shared Use Paths overlay)
 - ii. Bicycle Facilities (+ Transit & Shared Use Paths overlay)
- b. Equity Analysis
 - i. Poverty & Minority Status (heat map)
 - ii. Households Without Access to a Car (point map)
 - iii. Population Under 18 & Over 64 (heat map)
 - iv. Equity Narrative (cluster analysis)
- c. Origin & Destination
 - i. Housing Density Analysis
 - ii. Destination Cluster Analysis
 - iii. Summary with Comparison to Topography
- d. Multimodal Corridors
 - i. Land Use Analysis
 - ii. Overlay of Equity and Origin & Destination Analysis
 - iii. Identification of Multimodal Corridors

IV. Pedestrian Network Development

- a. Pedestrian Challenges & Gap Analysis
(sidewalk width/design limitations, crossing safety/availability, ADA compliance, safety)

- b. Pedestrian Network Plan

V. Bicycle Network Development

- a. Bicycling Challenges & Gap Analysis
(Bike Comfort Level map, railroad crossings, facility design limitations, safety)
- b. Bicycle & Off-Street Trail Network Plan
- c. Wayfinding

VI. End-of-Trip Facilities

- a. Bicycle Parking
 - i. Public/Private Development Requirements
 - ii. Transit Transfer Stations
 - iii. Special Events
- b. Transportation Demand Management
 - i. Overview of Design & Construction Standards Manual
 - ii. Strategies

VII. Programs

- a. Education
- b. Encouragement
- c. Enforcement
- d. Evaluation (Bicycle Friendly Community Award, Annual Bicycle & Pedestrian Counts, City Traffic Counts, School Travel Tallies, etc.)

VIII. Implementation

- a. How We Do Business
 - i. Public/Private Project Requirements & Land Acquisition
 - ii. Capital Improvement Planning
 - iii. Revenue Sharing
 - iv. Grant Opportunities (CDBG, TAP, HSIP, etc.)
- b. Maintenance
- c. Prioritization Framework
- d. Goals
 - i. 5 Year Infrastructure Goals
 - ii. Policy Goals
- e. Performance Measures

IX. Appendices

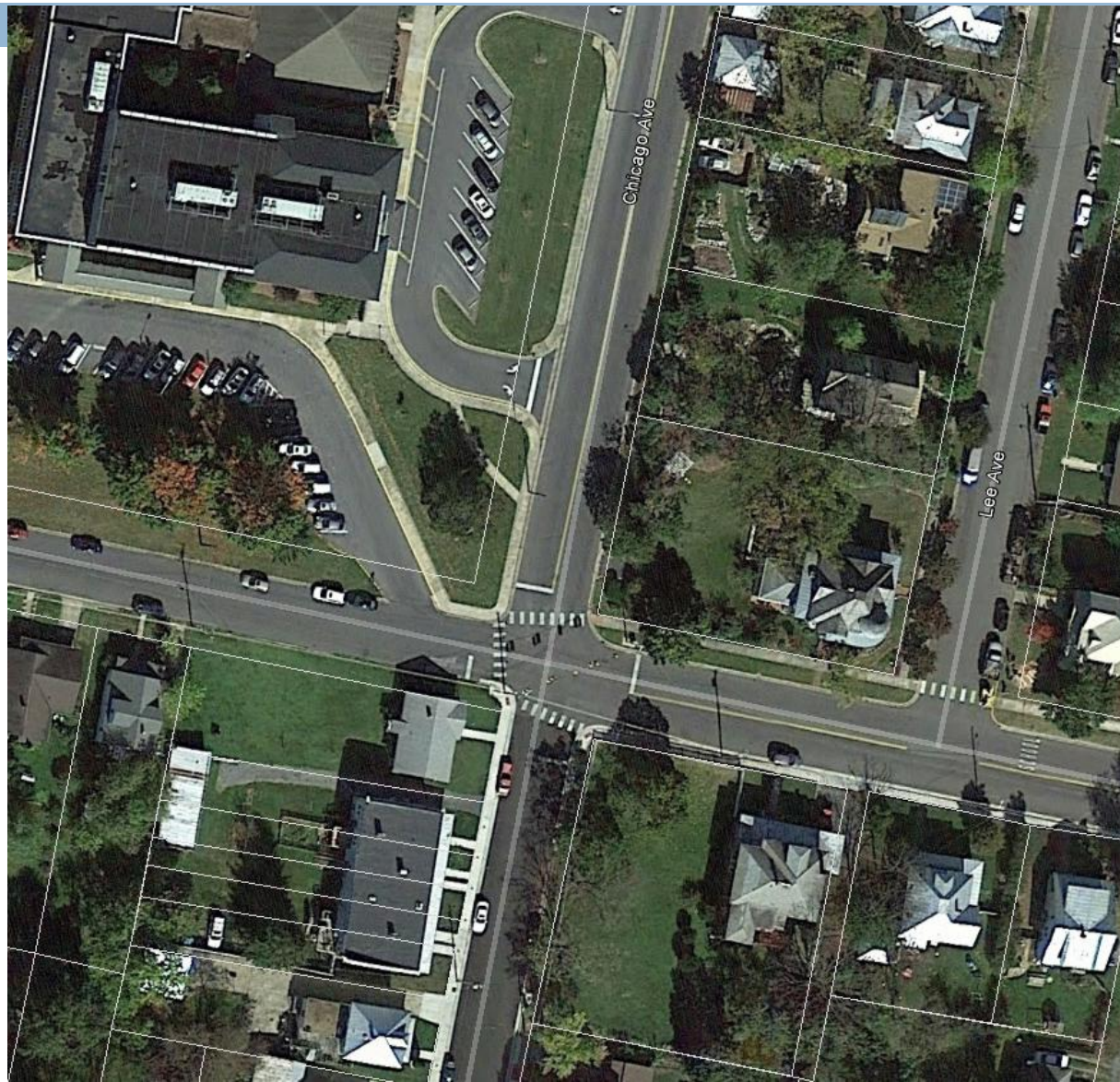
- a. Visual Glossary of Facilities & Estimated Costs
 - i. Sidewalk (with and without street trees, high and low pedestrian volume)
 - ii. Pedestrian Crossing (signalized/unsignalized intersection, mid-block)
 - iii. Transit Bus Stop
 - iv. Bike Lane
 - v. Shared Lane Marking
 - vi. Shared Use Path
- b. Design References
- c. Other References



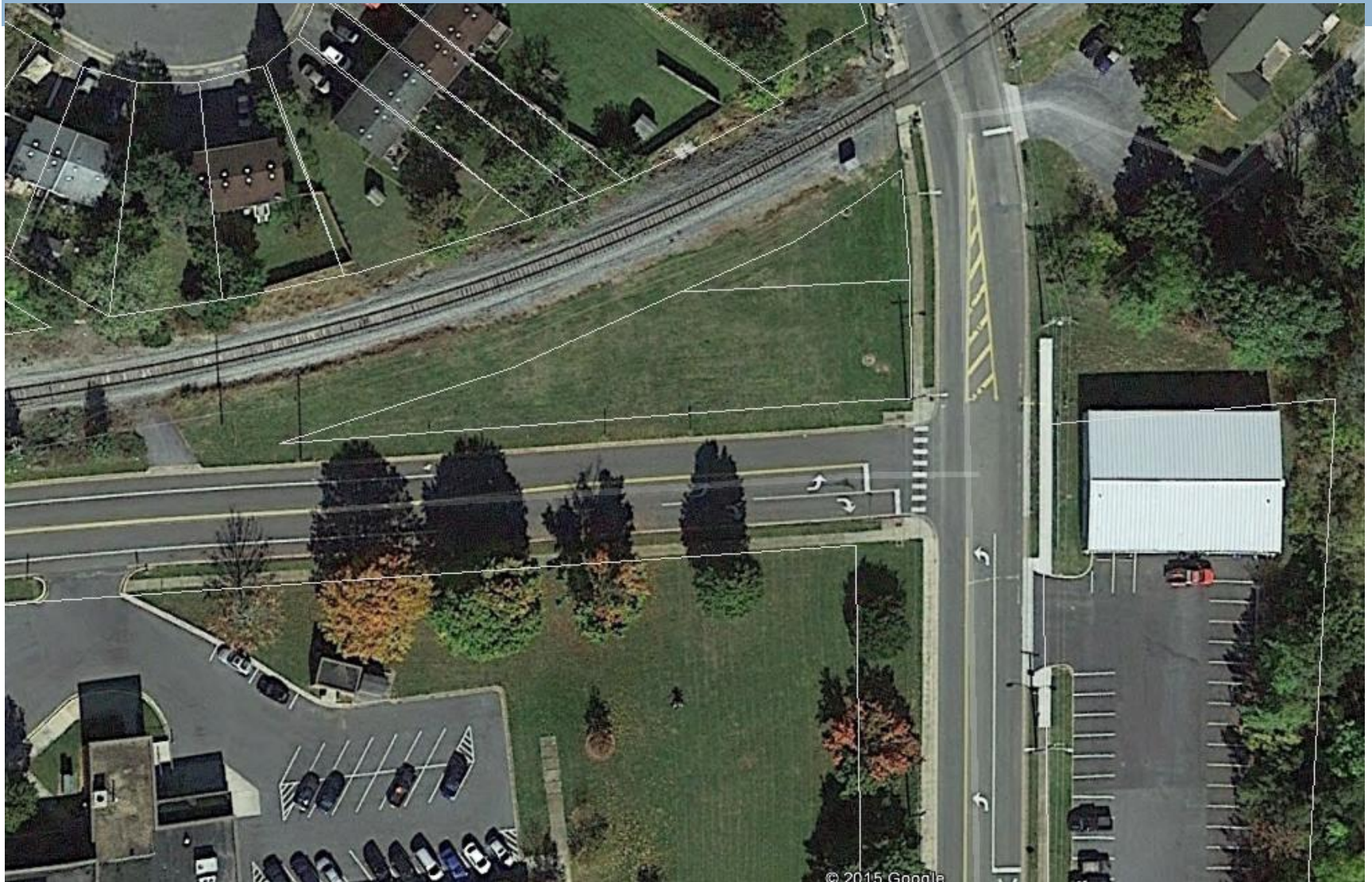
Bike Lane Conflicts at Intersections

Attachment D

Chicago Ave & Gay St



Central Ave & Maryland Ave



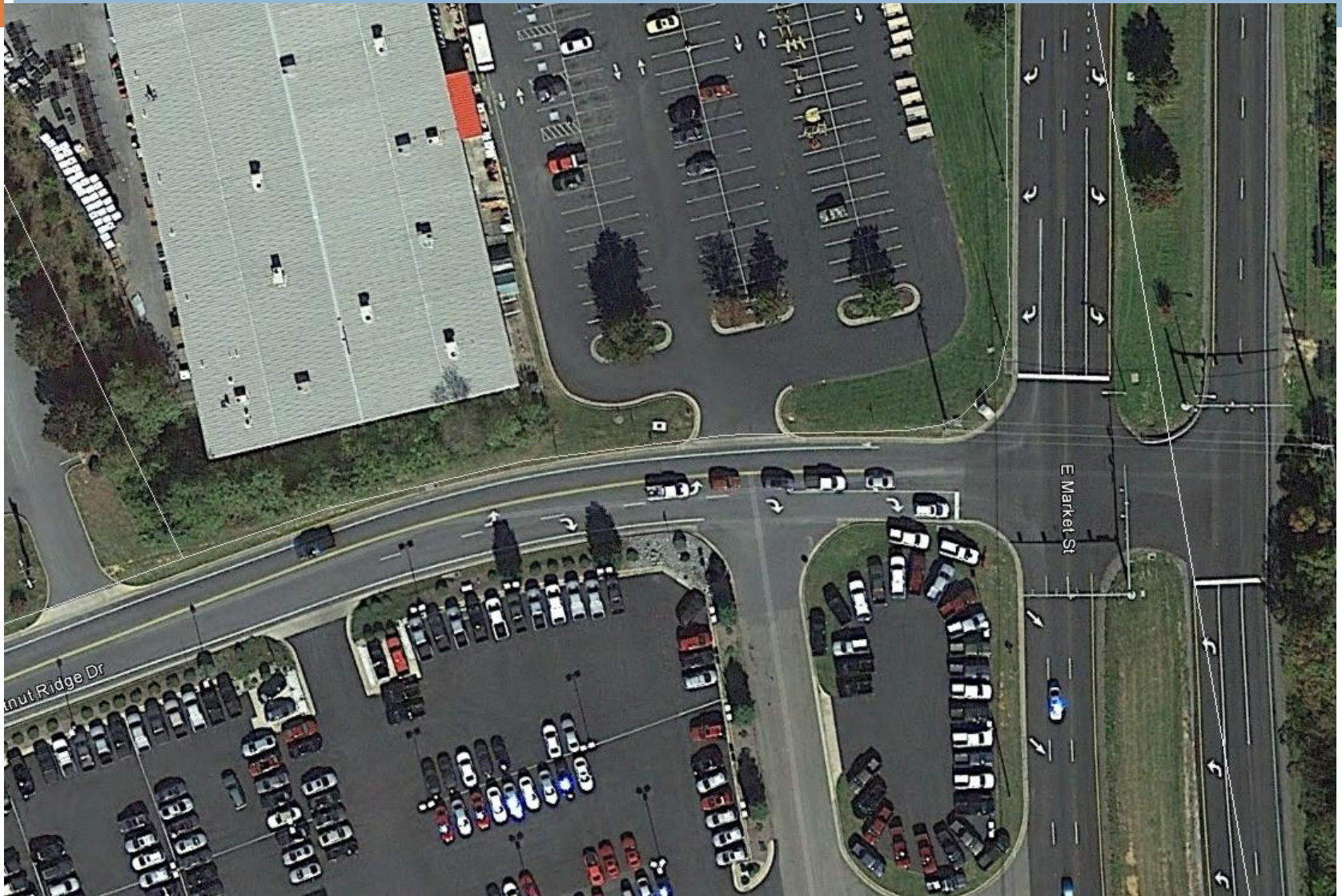
Neff Ave & Port Republic Rd



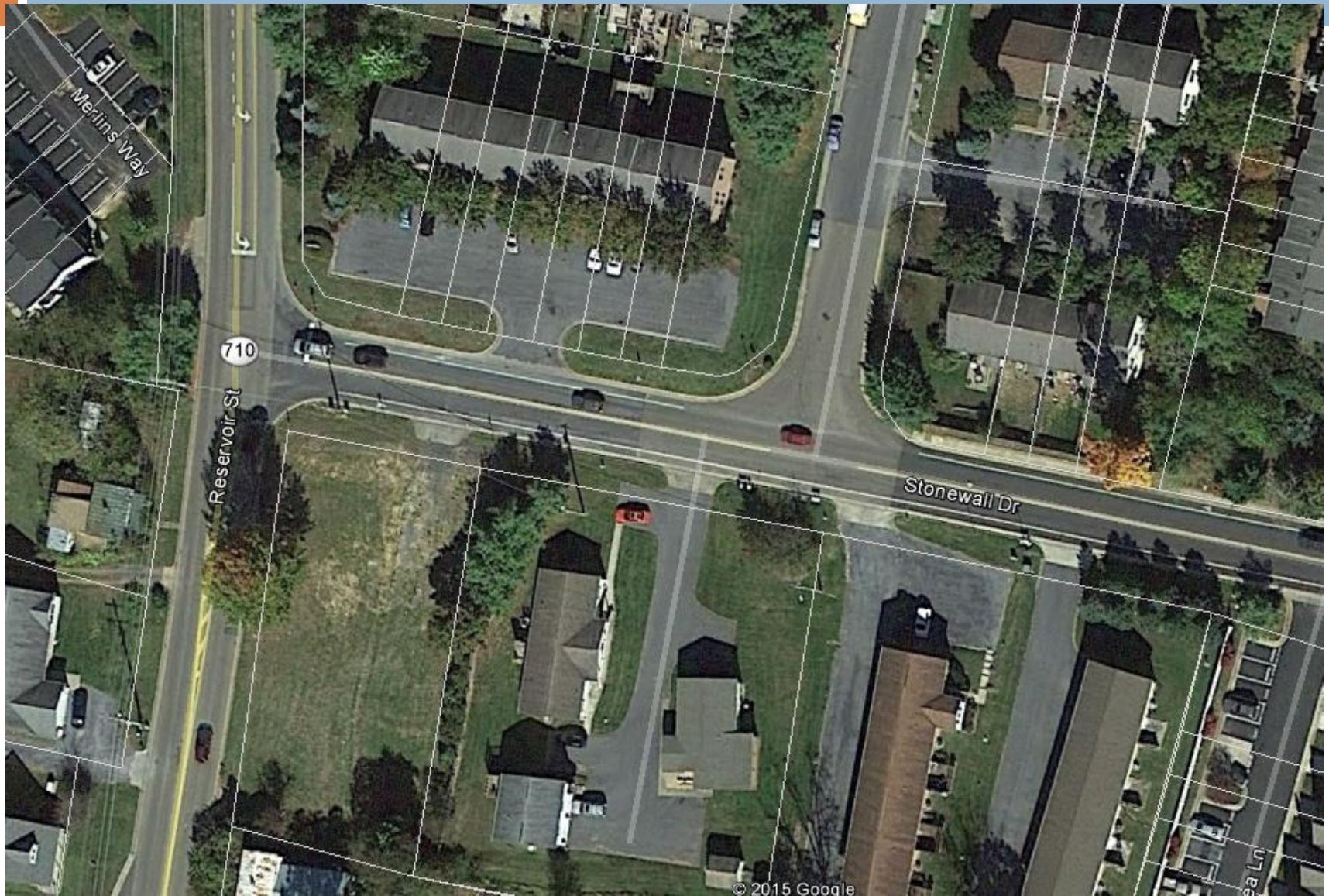
Carrier Dr & University Blvd



Chestnut Ridge Dr & E Market St



Stonewall Dr & Reservoir St



ATTACHMENT E: 2015 Paving Schedule

*The Subcommittee's recommendations are provided below. Comments received will be shared with the Public Works Department.

Planned Paving for 2015

Street Name	To/ From	Subcommittee Recommendations*
Evelyn Byrd Ave	University Blvd to Reservoir St	No change
University Blvd	E Market St to Reservoir St	No change
Port Republic Rd	JMU Entrance to Forest Hills	No change
	Westbound Approach @ Forest Hills	No change
Hunters Rd	Port Republic Rd to cul-de-sac	Paint edge line for parked cars (similar to Central Avenue)
N & S Main St	Grattan St to Elizabeth St	No change
S Main St	Truck Stop Entrance to SCL	No change
Virginia Ave	5 th St to Mt Clinton Pike	In general, no change. Staff is evaluating potential improvements for markings for southbound transition from 2 to 1 lane between Edom Rd to 5 th St
Mason St	E Market St to MLK	Install sharrows ¹ (Note: Future bump outs at corners)
Blue Ridge Dr	Robin Ct to Old Furnace Rd	No change
Bluestone Hills Dr	Chestnut Ridge Dr to Crystal	No change
Collicello St	Gay St to 5 th St	No change
S Dogwood Dr	Westover Park Entrance to Maryland Ave	Remove sharrows ¹
N Dogwood Dr	W Market St to 2 nd St	Remove sharrows ¹
Butler St	Entire length	No change
Wolfe St	Old Furnace Rd to Sterling St	No change
College Ave	Mt. Clinton Pike to Shenandoah Ave	No change
Stoneleigh Dr	W Market St to Evergreen	No change
Parklawn Dr	Stoneleigh to House #1730	No change
Fox Ln	Stoneleigh to Parklawn	No change
Evergreen Dr	Stoneleigh to Parklawn	No change
Ott St	Paul to dead end	No change
Peoples Dr	Covenant Dr to Kaylor Dr	No change

Proposed Additions to 2015 Paving Schedule (dependent upon funding availability)

Street Name	To/ From	Subcommittee Recommendations*
Deyerle Ave	University Blvd to Neff Ave	Add bike lanes
	Neff Ave to Bluestone Hills Dr	Add bike lanes from Neff Ave to Lucy Dr. No change from Lucy Dr to Bluestone Hills Dr
Mt. Clinton Pike	N Main St to Liberty St	Recommends further discussion.
N Main St	Elizabeth St to Noll Dr	Add sharrows from Elizabeth St to Wolfe St/ Rock St. Add bike lane from Wolfe St/ Rock St to Noll Dr.
South Ave	S High St to dead end (to west)	Remove sharrows ¹
Nelson Dr	Port Republic Rd to cul de sac	No change
N Willow St	Green St to 3 rd St	No change
Emerald Dr	Deyerle Ave to cul de sac	No change
College Ave	Shenandoah St to Greystone St	Remove sharrows ¹
Central Ave	Shenandoah St to Greystone St	No change
Circle Dr	Sunrise Ave to S Dogwood Dr	No change
Forest Hills Rd	Port Republic Rd to Oak Hill Dr	No change

¹**Sharrows.** The following pages includes an excerpt from the 2011 Virginia Supplement to the Manual on Uniform Traffic Control Devices (MUTCD). The Virginia Supplement and links to the Federal Highway Administration's MUTCD can be found at http://www.virginiadot.org/business/virginia_mutcd_supplement.asp. With regard to the City's 2015 paving schedule, staff recommends the installation of sharrows on Mason St. Staff recommends sharrows not be re-installed on College Avenue, South Ave, S Dogwood Dr, and N Dogwood Dr. It is staff's opinion that these sharrows were inappropriately applied in 2010/2011 following the adoption of the last Bicycle & Pedestrian Plan, which was adopted during a time when the use and application of sharrows was a relatively new nationwide. For wayfinding purposes, staff recommends developing a wayfinding signage program for bicyclists. The bicycle comfort map will assist with the development of the wayfinding program.

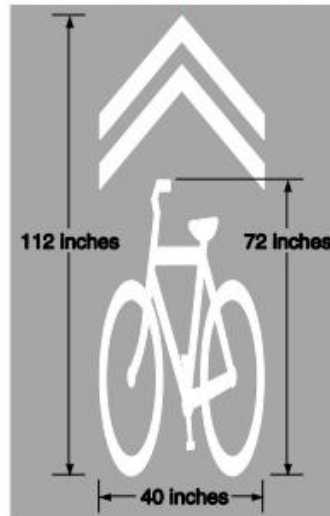
Section 9C.07 Shared Lane Marking



Option:

- 01 When determined to be an appropriate use, the Shared Lane Marking shown in Figure 9C-9 may be used to address defined safety issues. Specifically, they may be used as follows:

Figure 9C-9. Shared Lane Marking



- A. To assist bicyclists with lateral positioning in a shared lane with on-street parallel parking in order to reduce the chance of a bicyclist's impacting the open door of a parked vehicle,
- B. To assist bicyclists with lateral positioning in lanes that are too narrow for a motor vehicle and a bicycle to travel side by side within the same traffic lane,
- C. To alert road users of the lateral location bicyclists are likely to occupy within the traveled way,

- D. To encourage safe passing of bicyclists by motorists,
- E. To reduce the incidence of wrong-way bicycling, where it is routinely observed,
- F. To indicate more appropriate positioning away from the curb or the edge of the traveled way on wide outside lanes,
- G. At multi-lane intersections where there is insufficient width to provide a bicycle lane, and conflicts make it desirable to indicate proper positioning,
- H. On steep downgrades where bicycle speeds are high and parking is present, since bicyclists may choose not to use a bike lane when traveling at high speeds adjacent to parked vehicles,
- I. Where a bike lane ends and the roadway continues with a posted speed of 35 mph or less, or
- J. In short segments between intermittent segments of bike lanes.

Guidance:

- 02 *The Shared Lane Marking should not be placed on roadways that have a speed limit above 35 mph.*

Standard:



- 03 **Shared Lane Markings shall not be used:**

- A. On shoulders or in designated bicycle lanes,
- B. To provide wayfinding guidance to bicyclists,
- C. On a shared-use path or other facility where motor vehicle traffic is prohibited,
- D. As a substitute for bicycle lanes where roadway geometric conditions permit bicycle lanes to be marked, or
- E. In an exclusive turn lane.

Option:

- 04 Shared Lane Markings approaching an intersection may be used in the right most through-lane next to an exclusive right turn lane to accommodate daily bicycle through movements when there is a designated on-road bicycle lane on the receiving/far side of the intersection to receive the bicycles from the right most through lane.

Guidance:

- 05 *In order to prevent overuse of the Shared Lane Markings, judgment should be applied that takes into account daily bicycle volumes, daily vehicle volumes, and bicycle-vehicle conflicts; or a documented safety issue.*
- 06 *If used in a shared lane with on-street parallel parking, Shared Lane Markings should be placed so that the centers of the markings are at least 11 feet from the face of the curb, or from the edge of the pavement where there is no curb. The parking lane width should be considered and the Shared Lane Marking adjusted accordingly.*
- 07 *If used on a street without on-street parking that has an outside travel lane that is less than 14 feet wide, the centers of the Shared Lane Markings should be at least 4 feet from the face of the curb, or from the edge of the pavement where there is no curb.*
- 08 *If used, the Shared Lane Marking should be placed immediately after an intersection and spaced at intervals not greater than 250 feet thereafter.*

ATTACHMENT F: Updates on projects under design

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

PROJECTS UNDER CONSTRUCTION, OR SOON TO START CONSTRUCTION

- **New Pedestrian Signals and Crosswalks at Main Street & Mosby Road and Main Street & Pleasant Hill Road.**
 - UPDATE: Signal work for project completed. Public Works crews are working on ADA ramps. After ramps are completed, thermoplastic crosswalks will be installed and pedestrian signals will be in operation.
- **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: Construction for this project has been awarded and will begin this Spring 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: Project construction to be bided in April 2015. Project construction to start Summer 2015.
- **Thomas Harrison Middle School to Wyndham Drive** - In August 2014, community members and city staff worked together to delineate the 10-ft wide right of way between 1022 and 1032 Wyndham Drive, and get support of adjacent property owners.
 - UPDATE: The 10-ft wide area is being used by students to get from the neighborhood and the school. City forces to install 5-6 ft path in Spring 2015. Waiting for asphalt plants to open.
- **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 continues. Utility relocations underway. Anticipate going to bid in 2015.

PROJECTS UNDER DESIGN/ PLANNING

- **Cale Trail – Westover Park, West Market Street, & Thomas Harrison Middle School** – Shared use path to connect Thomas Harrison Middle School and Westover Park through the former Cale property that was donated to the City by Dr. William Cale and Mrs. Susan Cale.
 - UPDATE: The Cales attorney and the City Attorney are working on finalizing the deed for land donation. There is currently no city funding available for construction of the path. City staff will work with community members to explore other opportunities.

- **Country Club Road Sidewalk** – In early 2014, citizens requested that new sidewalk be constructed on Country Club Road. City Council approved funding for sidewalks to be placed on the south/ west side of Country Club Road between Spotswood Mobile Home Park and Linda Lane.
 - UPDATE: Right-of-way from adjacent property owners is required in order to construct new sidewalks along Country Club Road. City staff has been trying to work with adjacent property owners. No construction schedule available at this time.

- **Mt. Clinton Pike Road Improvement Project (includes Roundabout and Northend Greenway)** – City is working on road improvement design on Mt. Clinton Pike between Park Road to Virginia Avenue (Route 42). This project will include the construction of a shared use path along Mt. Clinton Pike that will tie into the Northend Greenway. This project is being funded by a combination of VDOT Revenue Sharing Funds and local funds.
 - UPDATE: Design is currently underway and project is being coordinated with Eastern Mennonite University and adjacent property owners. A public input meeting is anticipated in May 2015/ TBD.

- **Northend Greenway Phase I** – This project involves the design and construction of a shared use path between the intersection of Mt. Clinton Pike and Virginia Avenue (Route 42) to Suter Street (near Liberty Street). This project is being funded by a combination of VDOT Revenue Sharing Funds and local funds. No schedule for future phases.
 - <http://www.harrisonburgva.gov/northend-greenway>
 - UPDATE: The City has awarded Vanasse Hangen Brustlin (VHB) to assist with engineering services for the Northend Greenway Phase 1. Project construction anticipated to begin in 2016.