



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: September 24, 2015

RE: Bicycle & Pedestrian Subcommittee Meeting Summary for Tuesday September 22, 2015

The Bicycle & Pedestrian Subcommittee is met on Tuesday September 22, 2015 at 6:00pm in at Harrisonburg Public Works, 320 East Mosby Road, Harrisonburg. Meetings are open to the public.

Welcome

Subcommittee members: Elise Barrella, Alleyn Harned, John McGehee, Carl Droms

Guests: Thanh Dang, Brad Reed, Cory Allison (VDOT), Wayne Westfall (Harrisonburg Police), Anne Henriksen, students from Bridgewater College

1. Public comments, limited to 5 minutes each.

Mr. Barge shared that a grant was awarded to Rockingham County for a new part-time Safe Routes to School Coordinator. This position is being advertised now.

Business

2. Pedestrian-Cyclist Collision on Sidewalk

Ms. Dang introduced Dr. Henriksen who is here tonight to share the details of a collision that occurred and to make a request of the subcommittee. Ms. Dang brought attention also to Attachment A that was included with the agenda.

Dr. Henriksen stated that on the evening of August 4, she was walking on the sidewalk along Peach Grove Avenue beside the student apartments around 9:20pm. It was dark and she was struck by a person riding a bike. She said she was wearing a bright orange T-shirt and by the time she saw a bike

light, the bicyclist was “on her nose” and his handlebars hit her shoulder. She suffered from a broken collar bone, rib bruises, and deep tissue bruises. There was later discussion amongst the subcommittee and Dr. Henriksen whether the bicyclist had a bike light or if it was his reflector that she saw.

Additionally, the street light across the street was out (dark), and she stated that the light is still not working today. Dr. Henriksen said that the light needs to illuminate the sidewalk. Dr. Henriksen and the bicyclist called after the collision to report the street light was out. (*Editor’s note: The street light was misidentified, and Harrisonburg Electric Commission now has the correct information to fix the light.*)

911 was called and Dr. Henriksen was taken to the hospital. A James Madison University Police Officer responded. JMU and the City have a mutual aid and concurrent jurisdiction agreement where JMU police have the authority to enforce all regulations and laws in the City. The JMU Police Officer did not help the two parties exchange information, and the officer did not file a traffic or incident report. The week following the collision, Dr. Henriksen contacted JMU Chief of Police and requested a police report be provided to her. She received a report, but the bicyclist’s name was redacted such that Dr. Henriksen cannot legally contact the bicyclist nor can her insurance company. Dr. Henriksen said that if the bicyclist was not a student of hers who she knows, she would not have any contact information about the bicyclist.

JMU representatives told her that the bicyclist’s name was redacted because this is a Family Educational Rights and Privacy Acts (FERPA) issue, a federal law regarding the privacy of student records. There was discussion amongst the subcommittee that this should not be a FERPA matter, because it is not an academic issue. Further, JMU Police responded to this event as an agent of the City Police.

Additionally, Dr. Henriksen cited Virginia Code § 46.2-904 (see Attachment A), felt that the bicyclist should have been cited, and that the officer did not respond correctly. The officer said she was at fault for not having a flashlight.

Dr. Henriksen stated that she is requesting the subcommittee’s support of her going to City Council to request a ban on bicyclists from being on sidewalks after dark. She stated that pedestrians are very vulnerable to bicyclists on the sidewalk.

Subcommittee members expressed challenges with supporting Dr. Henriksen’s request in light of balancing needs of both bicyclists and pedestrians to safely travel in Harrisonburg.

Subcommittee members asked Dr. Henriksen if there was anything else she would consider recommending instead. She answered no. They asked, if the officer had appropriately addressed the code, would she feel differently? She answered no.

Several scenarios were discussed including –

- Imagine a bicyclist on South Main Street south of Mosby Road, biking home at night. Speeds are 45 mph and there is a sidewalk on South Main Street. In this case, the bicyclist is vulnerable to drivers in cars. Should the bicyclists be forced to bike in the street?
- Many JMU students bike at night to work, the library, or other legitimate places.
- One subcommittee member said that his children bike on the West Market Street sidewalk to get to Thomas Harrison Middle School. On many mornings, it is dark and he would not want his children biking in the road.

Subcommittee members discussed that they want to see all bicyclists do the right thing regardless of location or time of day. People should be abiding by the state code and taking due care regardless of transportation choice, location, or time of day. Disobeying the rules is why this happened in the first place. Rather than adding a new code violation that may not prevent such an incident in the future, the existing codes should be properly enforced and all citizens and law enforcement should be educated about the code.

How do you educate and teach people? There was discussion about enforcement, education and education through enforcement. There was discussion about building infrastructure so that bicyclists have a place to ride separately from motor vehicles and pedestrians.

There was discussion about the JMU Bicycle & Pedestrian Safety video that is being shown to JMU freshmen and how it could be improved to address some of these needs. Could JMU Police and Harrisonburg Police do targeted enforcement? Cpl. Westfall said that if a problem is reported to HPD, along with information about location, timeframe, and problem behaviors, Harrisonburg Police could place officers at those locations as they are available.

Cpl. Westfall stated that lights on bikes are not just for bicyclists to see what's ahead of them, but are also for other road users to see bicyclists. Additionally, bicycles on the sidewalk are not "vehicles".

Cpl. Westfall said that Dr. Henriksen could go to the magistrate to get a warrant for the subject. Dr. Henriksen responded that she should not have to do this and felt that JMU Police should have cited the bicyclist.

Dr. Henriksen said that she does not want this incident to happen again from the community's lack of prevention.

The subcommittee recommended:

- Building capacity of JMU Police and Harrisonburg Police officers to respond appropriately to incidents like this and to do more targeted enforcement (citing or warnings) to bicyclists, pedestrians, and motorists who break the law.
- There needs to be acknowledgement that the JMU officer's response to the situation was "awful", and that this is not an academic matter and therefore not FERPA.

Cpl. Westfall said he will talk to his command staff about this incident and about the mutual aid agreement. He will have information to report back at the next subcommittee meeting on November 16.

Dr. Barrella said that she will bring this matter up at the next JMU's Bicycle & Pedestrian Advisory Committee meeting for discussion and will report back at the November 16 meeting.

3. VDOT Transportation Alternatives Program Grant Application: Sidewalk and Crossing Improvements around Spotswood ES

Mr. Reed presented that the City is applying for a Virginia Department of Transportation (VDOT) Transportation Alternatives Program (TAP) Grant, <http://www.virginiadot.org/business/prehancegrants.asp>. This grant includes safe routes to school projects and requires a 20% local match. Funds from TAP grants are limited, and for the VDOT Staunton

District there is only \$1 million is available. For scale, the safe routes to school sidewalk projects around Waterman Elementary School exceeded \$500,000.

The City has identified needs around Spotswood Elementary School, and selected a project that includes constructing sidewalks along the east side of Reservoir Street between Hawkins Street to Kenmore Street, and installing rectangular rapid flash beacons (RRFBs) and crosswalks at the intersection of Norwood Street and Reservoir Street. There was discussion that students cross at this location today and often are “playing frogger”. Harrisonburg Redevelopment & Housing Authority is okay with the students cutting through Norwood Street to the school grounds.

Subcommittee members and guests expressed support for this project.

Has the City considered in-pavement lighted crosswalks similar to those found at JMU? Mr. Reed responded that these lights can be big maintenance issues. They often fail to function correctly and are on all the time, which becomes background noise and ignored by drivers.

There was discussion whether a path could be extended from the end of Norwood Street to the school building. The answer was that it was not being included within the scope of this grant request and project. Public Works is unlikely to pursue this as a project due to needs throughout the City, but the school many consider this as their own project.

Mr. Reed noted that the Carlton Street roundabout project will extend sidewalks on the east side of Reservoir Street between Carlton Street to Kenmore Street.

Mr. McGehee noted that the Old Town Neighborhood Traffic Calming Plan includes a traffic island at the intersection of Myers Avenue and Reservoir Street.

Mr. Reed acknowledged that there are still needs to build safe infrastructure for students to travel to school from Holly Hills Court and the Northeast Neighborhood via Sterling Street. These will be considered in the future.

4. Bicycle & Pedestrian Subcommittee Member Application Period

Ms. Dang presented that John McGehee’s term expires 12/31/2015, and thanked Mr. McGehee for his service. Mr. McGehee is also welcome to reapply for a second term on the Bicycle & Pedestrian Subcommittee.

The Subcommittee reviewed the draft application in Attachment B and made a few edits.

The plan is to post the application on the City website soon after this meeting and for applications to be due to Ms. Dang by November 4. Ms. Dang will send the applications to the subcommittee to review and at the November 16 meeting the subcommittee will select their recommendation. The Transportation Safety & Advisory Commission will appoint a subcommittee member at their December or January meeting.

A subcommittee member suggested that applicants be encouraged to come to the November 16 subcommittee meeting and take a few minutes to introduce themselves. Then the subcommittee could

select their recommendation following the meeting. There was agreement by the subcommittee for this approach.

5. Update on Bicycle Friendly Community Application

Ms. Dang presented that the application was submitted in August and is available at: <http://www.harrisonburgva.gov/biking-and-walking>. The League of American Bicyclists will notify her of the City's status and designation in November 2015.

6. Update on Harrisonburg-Rockingham MPO Bicycle & Pedestrian Plan

Carl Droms and Thomas Jenkins were originally appointed as subcommittee representatives for the Harrisonburg-Rockingham Metropolitan Planning Organization's Bicycle & Pedestrian Plan development. Dr. Droms will continue representing the subcommittee.

Ms. Dang asked if another subcommittee member was available to participate and no one was available. It was discussed that Mr. Droms and Ms. Dang will report back to the subcommittee as needed.

7. Update on Bicycle & Pedestrian Plan

Ms. Dang presented an update to the City Planning Commission on September 9 and Planning Commission designated Jefferson Heatwole as the liaison for this project.

City staff has been working on scheduling focus group meetings, and all five meetings have been scheduled for the month of October, and stakeholders have been invited. The focus groups are:

- Business and Economic Vitality
- Safe Routes to School, Youth & Families
- Institutions: Higher Ed and Retirement Communities
- Housing Providers: Real Estate Development & Property Management
- Transportation-Disadvantaged, Traditionally-Underrepresented

Focus groups are intended to be small, 10 people or less, to ensure that all participants have the opportunity to thoroughly share their ideas, comments, and concerns, and to encourage discussion among participants. The meetings will be no more than 1.5 hours. The subcommittee members discussed focus group questions. A question was asked if there was a way to have quantitative questions, and discussion followed that focus groups are typically qualitative.

Ms. Dang asked the subcommittee members to review the meeting schedule and let her know which meetings each of them are interested to attend. It was suggested that, if available, 1 subcommittee member attend each meeting and no more than 2 subcommittee members attend each. The subcommittee was also asked to review the focus group questions and return comments and suggestions to Ms. Dang no later than Thursday October 1.

8. Updates on projects under design/construction

Ms. Dang highlighted a few projects in Attachment C.

Mr. Barge stated that there are many students at the Spotswood Mobile Home Park on Country Club Road who are very close to Skyline and Smithland Schools, but are unable to walk because there are no safe facilities. He asked for information on where the sidewalk project on Country Club Road from the Mobile Home Park to Linda Lane stands. Ms. Dang stated that although City Council has allocated funds for the construction of the sidewalk the property owner along that section is not agreeable to donate the right of way necessary for the City to construct the sidewalk. There was discussion that when the property owner develops the property in the future, that they would be required to construct a sidewalk with their own funds. Ms. Dang stated that this project is at a standstill, and is in the hands of the City Manager's and City Attorney's Offices.

Ms. Dang shared that the Martin Luther King, Jr. Way and South Main Street Road Improvement and the JMU Parking Deck project will include a shared use path to start at the intersection of East Grace Street & Mason Street, run along the west side of Mason Street, then turn onto MLK Jr. Way, and run along the south side of MLK Jr. Way to the intersection of Main St & MLK Jr. Way. Subcommittee members asked why the path isn't being planned for the east side of Mason Street where there are no conflicts with driveways from the parking deck. There was discussion that safe facilities for bicyclists and pedestrians along Grace Street between Memorial Hall, the new dormitory, and Main Campus is still needed.

9. Open Discussion

Announcements

10. Harrisonburg & Rockingham Bike-Walk Summit – November 13, 2015

- a. <http://www.svbcoalition.org/bike-walk-summit>

Next Meeting: Monday, November 16 at 6pm – Location: City Council Chambers, 409 South Main St

Adjourn

ATTACHMENT A: Pedestrian-Cyclist Collision/ Biking on Sidewalks Background

Pedestrian-Bicyclist Collision / Biking on Sidewalks Background

Anne Henriksen, resident of Harrisonburg, reported to Thanh Dang, City of Harrisonburg staff, that on Tuesday, August 4, 2015 at 9:20pm she was walking on Peach Grove Avenue and was struck by a bike rider on the sidewalk. She was taken to the hospital and has a broken collar bone among other injuries. The JMU Police Officer who responded to the event did not initially write a police report. However, Ms. Henriksen has reached out to Lee Shifflett, Chief of JMU Public Safety, and a report will be written.

Ms. Henriksen will be presenting more details at the September 22, 2015 Bicycle & Pedestrian Subcommittee meeting.

In preparation for this meeting, the following information about biking on sidewalks is provided:

- Virginia Code § 46.2-904. Use of roller skates and skateboards on sidewalks and shared use paths; operation of bicycles, motorized skateboards or foot-scooters, motor-drive cycles, electric power-assisted bicycles, and electric personal assistive mobility devices on sidewalks and crosswalks and shared-use paths; local ordinances.

The governing body of any county, city, or town may by ordinance prohibit the use of roller skates and skateboards and/or the riding of bicycles, electric personal assistive mobility devices, motorized skateboards or foot-scooters, motor-driven cycles, or electric power-assisted bicycles on designated sidewalks or crosswalks, including those of any church, school, recreational facility, or any business property open to the public where such activity is prohibited. Signs indicating such prohibition shall be conspicuously posted in general areas where use of roller skates and skateboards, and/or bicycle, electric personal assistive mobility devices, motorized skateboards or foot-scooters, motor-driven cycles, or electric power-assisted bicycle riding is prohibited.

A person riding a bicycle, electric personal assistive mobility device, motorized skateboard or foot-scooter, motor-driven cycle, or an electric power-assisted bicycle on a sidewalk, shared-use path, or across a roadway on a crosswalk, shall yield the right-of-way to any pedestrian and shall give an audible signal before overtaking and passing any pedestrian.

No person shall ride a bicycle, electric personal assistive mobility device, motorized skateboard or foot-scooter, motor-driven cycle, or an electric power-assisted bicycle on a sidewalk, or across a roadway on a crosswalk, where such use of bicycles, electric personal assistive mobility devices, motorized skateboards or foot-scooters, motor-driven cycles, or electric power-assisted bicycles is prohibited by official traffic control devices.

A person riding a bicycle, electric personal assistive mobility device, motorized skateboard or foot-scooter, motor-driven cycle, or an electric power-assisted bicycle on a sidewalk, shared-use path, or across a roadway on a crosswalk, shall have all the rights and duties of a pedestrian under the same circumstances.

A violation of any ordinance adopted pursuant to this section shall be punishable by a civil penalty of not more than \$50.

- City of Harrisonburg Code § 13-2-7. Bicycles and skateboards riding on sidewalks;
 - (a) It shall be unlawful for any person to operate or ride a bicycle and/or skateboard upon any sidewalk or pedestrian walkway in the downtown area enclosed by the following streets; the west side of Liberty Street between Bruce Street and Elizabeth Street; the south side of Bruce Street between Liberty Street and Mason Street; the east side of Mason Street between Bruce Street and Elizabeth Street and the north side of Elizabeth Street between Mason Street and Liberty Street. Signs indicating such prohibition shall be conspicuously posted in the above area.
- Other Virginia localities also prohibit riding bicycles on sidewalks in congested areas, such as downtown areas where you have people exiting doors of stores, restaurants, etc., and higher pedestrian volumes.
- Sharing the Road in Virginia: Laws and Safety Tips for Bicyclists, Pedestrians, and Motorists website & guides, <http://www.sharevaroads.org/>
- Virginia Bike Laws Video by Bruce Wright, Fairfax Advocates for Better Bicycling, <https://youtu.be/ja8OpbjFLA0> (7:09)
- Shenandoah Valley Bicycle Coalition members have partnered with Harrisonburg Parks & Recreation and James Madison University Recreation (UREC) to offer bicycling education classes, <http://www.svbcoalition.org/bike-education>. How can these efforts be better supported and promoted, and who can help?
- Ms. Dang has reached out to bicycling and pedestrian advocates in Virginia and the following recommendations and comments were received:
 - Recommend education campaign to include bicyclists' responsibilities for warning and yielding
 - Recommend making streets and infrastructure safer for bike riders. If safe infrastructure is available for bike riders, then they wouldn't have to share a 5-ft sidewalk with walkers.
 - Problems with prohibiting biking on sidewalks,
 - Every sidewalk rider is a silent advocate for bike lanes or paths. "With bike lanes, fewer riders on sidewalk study says", <http://www.washingtonpost.com/blogs/dr-gridlock/wp/2014/08/07/with-bike-lanes-fewer-riders-on-sidewalk/>
 - Enforcement of a sidewalk riding prohibition will disproportionately affect the poor who rely on bike riding for transportation
 - Sidewalks are a natural first place for young children to learn to ride safely in urban areas

- Slow, controlled riding on a sidewalk can help when navigating through networks of one-way streets or streets with high vehicular traffic and/or speeds
 - All bicycling education instructors who responded stated that they teach people to avoid biking on sidewalks whenever possible. And teach that if riding on sidewalks, bike riders must ride carefully, especially watching for vehicles pulling out of driveways, etc., and must yield the right of way and provide audible alerts to pedestrians.
- DC Bicycle Advisory Council and Pedestrian Council sidewalk riding principles,

For consideration by the D.C. Bicycle Advisory Council

Approved unanimously by the D.C. Pedestrian Advisory Council on February 23, 2015

- Pedestrians and bicyclists are vulnerable road users, and we share similar concerns about the threats to our safety posed by drivers who speed, drive recklessly, encroach on our space, and fail to yield the right-of-way.
- In recent years, the District of Columbia has improved many streets to provide better and safer accommodations for pedestrians and bicyclists, but there are still many streets that need improvements.
- For a variety of reasons, it is generally considered safer for pedestrians and bicyclists when bicyclists ride in the street rather than on the sidewalk.
- Sidewalks are designed for walking speeds and maneuverability so they may not be safe for higher speed bicycle use.
- Pedestrians may change their speed and direction with little warning, which may not give bicyclists enough time to react to avoid colliding with a pedestrian.
- Sight distance may be limited by obstructions like buildings, walls, fences and shrubs along sidewalks.
- Drivers turning at intersections may not expect fast moving bicyclists on the sidewalk, which could increase the risk to bicyclists crossing the street.
- On streets where bicycle infrastructure is lacking or inadequate, some bicyclists may feel safer riding on the sidewalk.
- Although it is not recommended safe cycling practice in most instances, D.C. law permits bicyclists to ride on the sidewalk except in the Central Business District (map1) or in any location where a sign is posted prohibiting riding on the sidewalk.
- If cyclists ride on the sidewalk they must ride in a safe and non-hazardous manner that does not endanger any other person on the sidewalk. (DCMR 18-1201.22) This includes yielding the right-of-way to pedestrians and traveling at a speed that is safe for the conditions existing on the sidewalk. (DCMR 18-1201.10)
- Bicyclists should be aware that the hearing and reaction time of pedestrians can vary greatly and may not be visibly apparent so bicyclists should pass all pedestrians with great care.

- Bicyclists should always give an audible warning when attempting to pass pedestrians and, if the sidewalk is too narrow or crowded to ride safely, dismount and walk the bicycle.
- Bicyclists who ride on the sidewalk should be aware of the fact that pedestrians, particularly older adults or children, may perceive a threat to their safety in situations in which the average pedestrian may not.
- The D.C. Pedestrian Advisory Council (PAC) and the D.C. Bicycle Advisory Council (BAC) believe that the District of Columbia should improve bicycle facilities across the city as quickly as possible so that bicyclists can safely ride in the street rather than on the sidewalk.
- The PAC and BAC also encourage the District Department of Transportation to: (1) educate the bicycle riding public, especially newer residents and visitors, about safe bicycling practices and D.C. laws regarding bicycling on the sidewalk, and (2) explore the installation of signs and markings to clearly signal locations where sidewalk riding is prohibited.

ATTACHMENT B:

**Application for
Harrisonburg Transportation Safety & Advisory Commission's
Bicycle & Pedestrian Subcommittee**

Name: _____ Date: _____

Address: _____

Phone Number: _____ Email: _____

Current or most recent employer/volunteer organization(s):

Your Position(s): _____

Duties: _____

Are you subscribed to the City's Bike-Ped Email List? (circle) **Y / N** If not, would you like to be? **Y / N**

How many Bike-Ped Subcommittee meetings have you attended in the last 12 months? _____

(Applicants are encouraged to attend the November 16, 2015 subcommittee meeting to introduce themselves, and share their background and interest.)

Bike-Ped Subcommittee meetings are generally on the 4th Monday of the months of Jan, Mar, May, July, Sept, and Nov from 6pm-8pm at City Council Chambers, 409 S Main St. Will you be able to attend these meetings? **Y / N** (Note: This is a working committee, and sometimes requires some work outside of meetings.)

Do you have any experience working with committees? Please name the committee(s) and describe your involvement.

What experience or interest do you have that will help you on the Bicycle & Pedestrian Subcommittee?

Please list any other information that may indicate your interest in an appointment by the Transportation Safety & Advisory Commission to the Bicycle & Pedestrian Subcommittee.

Submit your completed application by email to Thanh.Dang@harrisonburgva.gov, by fax to 540-434-2695, or by mail to Thanh Dang, Harrisonburg Public Works, 320 East Mosby Road, Harrisonburg, VA 22801.

Harrisonburg Transportation Safety & Advisory Commission's Bicycle & Pedestrian Subcommittee

- The Bicycle & Pedestrian Subcommittee is an advisory committee with the following duties:
 - To advise city staff and Transportation Safety & Advisory Commission on bicycle and pedestrian related matters,
 - To assist in implementation and achieving the goals of the City Bicycle & Pedestrian Plan,
 - To work with the City to achieve safe bicycle and pedestrian connectivity for all citizens,
 - To solicit input and feedback from community members and local advocates on bicycling and pedestrian matters,* and
 - To serve as the body through which the update of the City Bicycle & Pedestrian Plan takes place (approximately every five years as the Comprehensive Plan is updated).

*Note: The Bicycle & Pedestrian Subcommittee is advisory and not an advocacy group

- Membership:
 - 5 citizen members, at-large.
 - Members selected by TSAC by application and will be invited by the TSAC Chairperson.
 - Members to represent a diverse cross-section of the bicycling, pedestrian, and non-motorized transportation community.
 - The Chairperson will be selected by the Subcommittee members at the beginning of each term.
- Terms
 - Members shall have three-year terms. These terms will be staggered in a 2-2-1 format, so that two positions will expire one year, another two positions the next year, and the fifth position on the year after that.
 - Terms shall be from January 1st to December 31st. Persons appointed to fill unexpired terms or partial terms shall serve from the date of appointment until December 31st of that term. Members shall serve until their replacement is appointed.
 - Members whose term is expiring may reapply.
 - Applications for expiring terms shall be available on/around October 1, applications due on/around November 1, TSAC to review applications at December meeting and may vote at their December or January meeting.
- Meetings
 - Meetings every two months, starting with January.
 - Meetings will be open to the public and public attendance will be encouraged. Encourage Parks & Recreation, Planning & Community Development, Harrisonburg

Police, James Madison University, Eastern Mennonite University, and Rockingham Co. representatives to attend meetings.

- A quorum shall be a majority of the voting members. A quorum must be present before any vote is taken.
- Meeting agendas and summaries will be submitted to TSAC and emailed to the City Bike-Ped email group.
- Meeting summaries will be posted also online at <http://www.harrisonburgva.gov/bicycle-pedestrian-summaries>

Approved by Transportation Safety & Advisory Commission on November 14, 2012.

ATTACHMENT C: 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

- **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 underway.
- **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: Complete!
- **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: Construction 5-ft path complete! Fencing underway.

PROJECTS UNDER DESIGN/ PLANNING

- **Bluestone Trail – Sonner Hall to Carrier Drive** – Shared use path project by City and JMU. Construction anticipated in 2016. <http://www.harrisonburgva.gov/bluestone-trail-project>
 - UPDATE: Design engineering underway.
- **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.
- **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.
- **Downtown Streetscape Phase III** – Reconstruct sidewalks on both sides of N Main Street between Elizabeth Street to Wolfe Street and install traffic signals and pedestrian signals, and

crosswalks at both intersections. Awarded VDOT Transportation Alternatives Program (TAP) grant funds. Anticipated construction to begin Spring 2016.

- UPDATE: Environmental review and engineering design underway.
- **Martin Luther King, Jr. Way Road Improvement Project** – VHB, Inc. and Valley Engineering will be assisting the City with engineering design for widening along portions of MLK, Jr. Way, S. Main St, and E. Grace Street. Construction anticipated to begin late-Summer 2016.
www.harrisonburgva.gov/martin-luther-king-way-improvements
 - UPDATE: Design is underway.
- **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, but is not yet fully funded. Anticipated construction to begin in 2018. <http://www.harrisonburgva.gov/mount-clinton-pike>
 - UPDATE: Design is currently underway and project is being coordinated with Eastern Mennonite University and adjacent property owners.
- **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: Right of way phase and negotiations with property owners underway. Anticipated construction to begin in late 2016/ 2017.
- **Pleasant Valley Road Bridge Replacement** – Bridge replacement project on Pleasant Valley Road over Blacks Run near MTC and Fire Station #4. Bridge will be built to include width for 2-travel lanes, plus center turn lane, bike lanes, and sidewalks on both sides, in anticipation of long-term future road improvements for Pleasant Valley Road. Bridge replacement anticipated to take place in 2016. <http://www.harrisonburgva.gov/pleasant-valley-road>
 - UPDATE: Engineering design underway. Public Hearing meeting on October 15, 2015 at 7pm.
- **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.harrisonburgva.gov/reservoir-street>
 - UPDATE: To be advertised for construction bids in January 2016.
- **West Mosby Road Sidewalk Project** – Construct new sidewalks on south side of West Mosby Road from Main Street to eastern Millwood Loop entrance. Bus shelter will be installed next to Sharp Shopper. This project is funded by Community Development Block Grant (CDBG).
 - UPDATE: Right of way phase is underway. Construction to start in Spring 2016.