



# The City of Harrisonburg, Virginia

## Memorandum

**To:** City Council  
**From:** Bicycle & Pedestrian Subcommittee  
**Date:** October 17, 2014  
**Re:** Northend Greenway Project & Funds

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On August 12, 2014, City Council directed the Bicycle & Pedestrian Subcommittee to review and provide recommendations for the Northend Greenway project and funds. The Bicycle & Pedestrian Subcommittee held three meetings on September 4, September 22, and October 6 to consider this. These meetings were open to the public and well attended. Full agenda packets and meeting summaries are available at, <http://www.harrisonburgva.gov/bicycle-pedestrian-subcommittee>.

At the October 6, 2014 meeting, the Subcommittee unanimously voted in favor of the proposals in order of most preferred to least preferred options. Additionally, on October 8, 2014 the Transportation Safety & Advisory Commission (to which the Subcommittee is under) endorsed the Subcommittee's recommendation.

A map of the path segments considered by the Subcommittee are provided in Attachment A. Details on each Option, including estimated planning-level costs and funding still needed, is provided in Attachment B.

The Subcommittee recommends that City Council use the funds available to the Northend Greenway Project to design and construct:

- **Option F1 (Segments 2, 3 and 4)** - This option runs from the intersection of Mt. Clinton Pike and Virginia Avenue to the end of pavement at Suter Street.

The Subcommittee also considered Option F2 as the next best alternative for designing and constructing a segment of the Northend Greenway, although F1 is significantly more preferred.

- **Option F2 plus Segment 4 (Segments 4 and 5)** - This option runs from Suter Street & Liberty Street to Washington Street.

The Subcommittee's support for Options F1 and F2 was significantly stronger than for any of the following ranked options (least preferred listed last).

- **Option E (Segments 1, 2, 3, 4, and 5)** - This option "combines" the Northend Greenway project with the Mt. Clinton Pike Roundabout and Road Improvement Project.
- **Option D (Segments 2, 7, 8, and 4)** - This option considers an alternative alignment starting at the intersection of Virginia Avenue and Mt. Clinton Pike, and travel east on Mt. Clinton Pike to Liberty Street intersection.

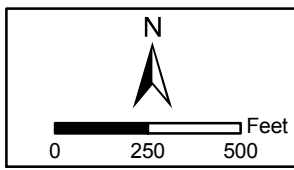
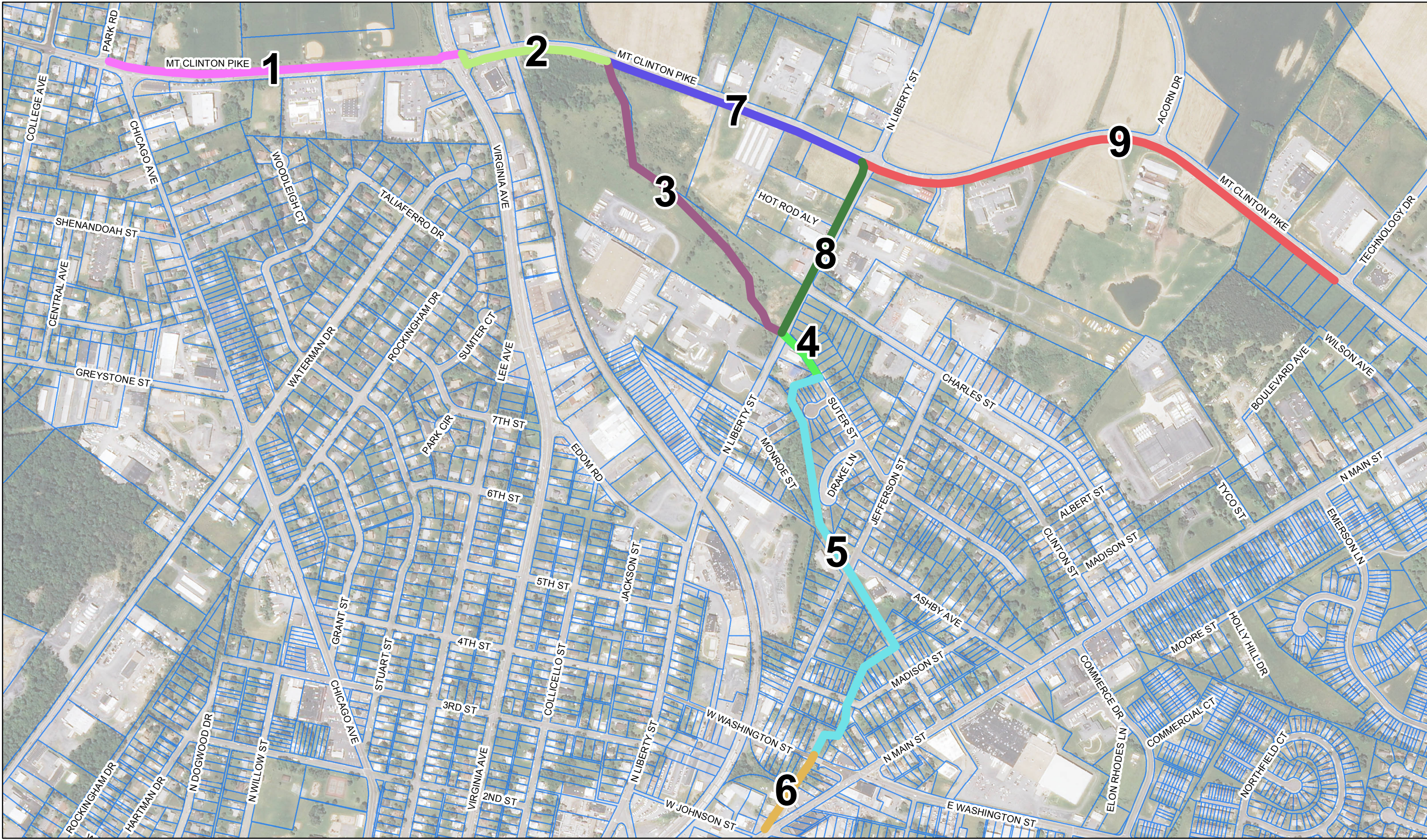
- **Option C (Segments 2, 7, 8 and 9)** – This option starts at the intersection of Virginia Avenue and Mt. Clinton Pike, and travel east on Mt. Clinton Pike to Technology Drive

The Subcommittee also considered an Option A and Option B, which were not ranked.

- Option A would be to construct the entire Northend Greenway from the intersection of Virginia Avenue and Mt. Clinton Pike to Washington Street. If funding were available, Option A would have been the Subcommittee's preferred option. Given the limited funding available, the Subcommittee recommends phasing the construction of the Northend Greenway into two parts F1 and F2.
- Option B would be to do nothing with the Northend Greenway project, and would likely return funds to VDOT for reallocation to another project in Virginia. This option was not considered a viable option by the Subcommittee.

Three e-mails and letters from the public were received and are provided in Attachment C.

The Subcommittee thanks City Council for the opportunity to participate in the decision making process.



ATTACHMENT A:  
**Northend Greenway Alternatives**  
 September 2014



## ATTACHMENT B – ESTIMATED PLANNING-LEVEL COSTS

In June 2013, the City of Harrisonburg, Northend Greenway steering committee, and engineering consultants completed the *Northend Greenway Design Principles* that outlined the core design values and principles for the project. This work cost \$53,852, leaving a total of up to \$1,146,148 in VDOT Revenue Sharing and City funds available for the project.

The following options consider that the section of path along Mt. Clinton Pike between Park Road to Virginia Avenue (Segment 1) would be constructed with the Mt. Clinton Pike Roundabout and Road Improvement Project. (The road improvement project is not yet fully funded. See Option E for more project information.)

OPTION A (Segments 2, 3, 4, and 5) – Consider a “traditional” design-bid-build for the length of the Northend Greenway from Mt. Clinton Pike to Washington Street.

Funding available - \$1,146,148  
Total Probable Cost - \$2,705,000  
    Engineering - \$205,000  
    R/W Acquisition & Administration (assumes no donations) - \$500,000  
    Construction - \$2,000,000  
Funding still needed - \$1,558,852

OPTION B – Consider doing nothing at this time with the Northend Greenway project. It is likely that Revenue Sharing funds would be returned to VDOT for reallocation to another project in Virginia. As previously noted, FY14 Revenue Sharing funds had stipulations that may prevent it from being transferred to another project in the city.

OPTION C (Segments 2, 7, 8 & 9) – Consider an alternative design-bid-build project starting at the intersection of Virginia Avenue and Mt. Clinton Pike, and travel east on Mt. Clinton Pike to Technology Drive (where new grocery store path construction will pick up). The path will be on the south side of Mt. Clinton Pike. This option does not provide a shared use path connection to downtown.

Funding available - \$1,146,148  
Total Probable Cost = \$1,336,000  
    Engineering - \$174,800  
    R/W Acquisition & Administration (assumes no donations) - \$126,500  
    Construction - \$1,035,000  
Funding still needed - \$190,152

Alternatively, this option could be accomplished overtime as properties along Mt. Clinton Pike are developed and those developments would be required to construct the path.

OPTION D (Segments 2, 7, 8, and 4) – Consider an alternative design-bid-build project starting at the intersection of Virginia Avenue and Mt. Clinton Pike, and travel east on Mt. Clinton Pike to Liberty Street intersection. At this intersection, the Northend Greenway would turn south on Liberty Street to a point where it would cross Liberty Street at the vacant right-of-way of Suter Street and end at the pavement of Suter Street. From this ending point, pedestrians and bicyclists could use neighborhood streets to navigate to and from downtown.

Funding available - \$1,146,148  
Total Probable Cost = \$1,750,300

Engineering - \$230,000  
R/W Acquisition & Administration (assumes no donations) - \$167,900  
Construction - \$1,352,400  
Funding still needed - \$604,152

OPTION E (Segments 1, 2, 3, 4, and 5) – Consider “combining” the Northend Greenway project with the Mt. Clinton Pike Roundabout and Road Improvement Project. The City has received VDOT Revenue Sharing funds for a new roundabout at the intersections of Mt. Clinton Pike, Chicago Avenue, and Park Road, and will be extending the limits of this project to include road improvements and a shared use path from the roundabout to the intersection of Mt. Clinton Pike and Virginia Avenue. Eastern Mennonite University and the City have partnered to plan for a trail head with parking area and restrooms east of the roundabout. (See Conceptual Drawing in September 4 meeting minutes.)

*Mt. Clinton Pike (includes Segment 1)*

Funding available - \$750,000 Revenue sharing + \$750,000 City match  
+ \$250,000 additional city funds = \$1,750,000  
Total Probable Cost = \$5,137,919  
Engineering - \$537,919  
R/W Acquisition & Administration (assumes no donations) - \$1,600,000  
Construction - \$3,000,000  
Funding still needed - \$3,387,919

*Northend Greenway (Segments 2, 3, 4, and 5)*

Funding available - \$1,146,148  
Total Probable Cost - \$2,705,000  
Engineering - \$205,000  
R/W Acquisition & Administration (assumes no donations) - \$500,000  
Construction - \$2,000,000  
Funding still needed - \$1,558,852

If available funds for the Northend Greenway and Mt. Clinton Pike projects were combined (total \$2,950,000), the City would be able to move both projects through full Engineering and R/W phases (total probable cost \$2,842,919). The City would still need to apply for grants and/or apply local dollars towards the projects for construction. Grants are more likely to be awarded for “shovel ready” projects. Additionally, there would be cost savings (not reflected in costs above) to the City if environmental assessments, environmental permits, construction permits, utility relocations, and mobilization costs during construction were done together for both projects, rather than separately.

OPTION F1 (Segments 2, 3, and 4) – This option is one of two sections described in Option A and runs from the intersection of Mt. Clinton Pike and Virginia Avenue to the end of pavement at Suter Street.

Funding available - \$1,146,148  
Total Probable Cost - \$1,400,000  
Engineering - \$150,000  
R/W Acquisition & Administration (assumes no donations) - \$250,000  
Construction - \$1,000,000  
Funding still needed - \$253,852

This may be considered as part of a phased approach to completing the Northend Greenway from Virginia Avenue to Washington Street.

OPTION F2 (Segment 5) – This option is the second section described in Option A and runs from the end of pavement at Suter Street to Washington Street.

Funding available - \$1,146,148

Total Probable Cost - \$1,400,000

Engineering - \$150,000

R/W Acquisition & Administration (assumes no donations) - \$250,000

Construction - \$1,000,000

Funding still needed - \$253,852

This may be considered as part of a phased approach to completing the Northend Greenway from Virginia Avenue to Washington Street.

## **ATTACHMENT C – WRITTEN COMMENTS FROM THE PUBLIC**

"I would like to thank the Bicycle & Pedestrian Subcommittee for their time and professionalism regarding the Northend Greenway Funding. As a citizen I very much appreciate your willingness to provide multiple opportunities for citizen to express their viewpoints for this important matter. I fully support the priorities as recommended by this Subcommittee for the NEG funds." - Thomas Jenkins, e-mail dated Monday, October 6, 2014 9:24 AM.



## NORTHEND GREENWAY

Dear Bicycle and Pedestrian Subcommittee,

On behalf of the Northend Greenway Steering Committee I would like to thank you for the attention you have given in preparing your recommendation to City Council. The transparency with which you have proceeded has been important to the members of our community who are invested in the bike/ped infrastructure in Harrisonburg.

In your meetings you have outlined a number of options to utilize the \$1.2 million allocated to the Greenway project. Below I have ranked those options in the order of our preference.

1. #1: OPTION F1 (Segments 2, 3, and 4) – Runs from the intersection of Mt. Clinton Pike and Virginia Avenue to the end of pavement at Suter Street.
2. #2: OPTION F2 (Segment 5) – Runs from the end of pavement at Suter Street to Washington Street.
3. #3: OPTION E (Segments 1, 2, 3, 4, and 5) – Combining the Northend Greenway project with the Mt. Clinton Pike Roundabout and Road Improvement Project.
4. #4: OPTION D (Segments 2, 7, 8, and 4) – An alternative design-bid-build project starting at the intersection of Virginia Avenue and Mt. Clinton Pike, and traveling east on Mt. Clinton Pike to Liberty Street intersection. At this intersection, the path would turn south on Liberty Street to a point where it would cross Liberty Street and end at the pavement of Suter Street.
5. #5: OPTION C (Segments 2, 7, 8 & 9) – An alternative design-bid-build project starting at the intersection of Virginia Avenue and Mt. Clinton Pike, and travel east on Mt. Clinton Pike to Technology Drive (where new grocery store path construction will pick up). This option does not provide a shared use path connection to downtown.

These rankings assume that option A (Segments 2, 3, 4, and 5), a “traditional” design-bid-build for the length of the Northend Greenway from Mt. Clinton Pike to Washington Street, is no longer feasible. They also assume that option B, doing nothing at this time, is off the table since it would result in the loss of the \$600,000 in matching VDoT funds.

Far and away, our first preference is option F1. This segment is the core of the Northend Greenway. It offers bikers and pedestrians an entirely new way to get to the center of town from its north end and it is safe, beautiful and off-road. It is the only option that would truly put the “green” in greenway. And the bulk of it involves just one landowner that we understand supports the project. We rank the last three options (particularly the last two) much lower and think that they do not stay true to the original, and much supported, Northend Greenway. Please let me know if you would benefit from any additional information from the Steering Committee.

Sincerely yours,

Nathan Musselman  
President, Northend Greenway Steering Committee  
nathan@northendgreenway.org



October 6, 2014

To: Harrisonburg Bicycle & Pedestrian Subcommittee.

From: Shenandoah Valley Bicycle Coalition – Board of Directors

The Shenandoah Valley Bicycle Coalition (SVBC) Board of Directors (BOD) fully supports the Subcommittees ranked proposed recommendations for the Northend Greenway Funding and Project. SVBC would like to have seen Option A (Segments 2, 3, 4, and 5) be the preferred option but understands why this was not considered by the Bicycle & Pedestrian Subcommittee. SVBC Board of Directors believes the first recommended option, F1, would be the best way to move forward with this important community project. Option F1, as well as Option F2, would be the fastest way to get a reasonable section of the NEG completed.

SVBC would also like to thank City Council and City Manager Kurt Hodgen for sending the initial request for recommendations to the Bicycle & Pedestrian Subcommittee. The professionalism at which the process was handled by the Subcommittee and supporting City Staff was a tremendous example of positive governance. The opportunities for public involvement provided by the Subcommittee is greatly appreciated by the Shenandoah Valley Bicycle Coalition.

We encourage the City Council to unanimously pass the ranked recommendations for the Northend Greenway Project and send this back to City Staff so an important portion of the NEG can be completed in the near future.

Sincerely,

Shenandoah Valley Bicycle Coalition – Board of Directors