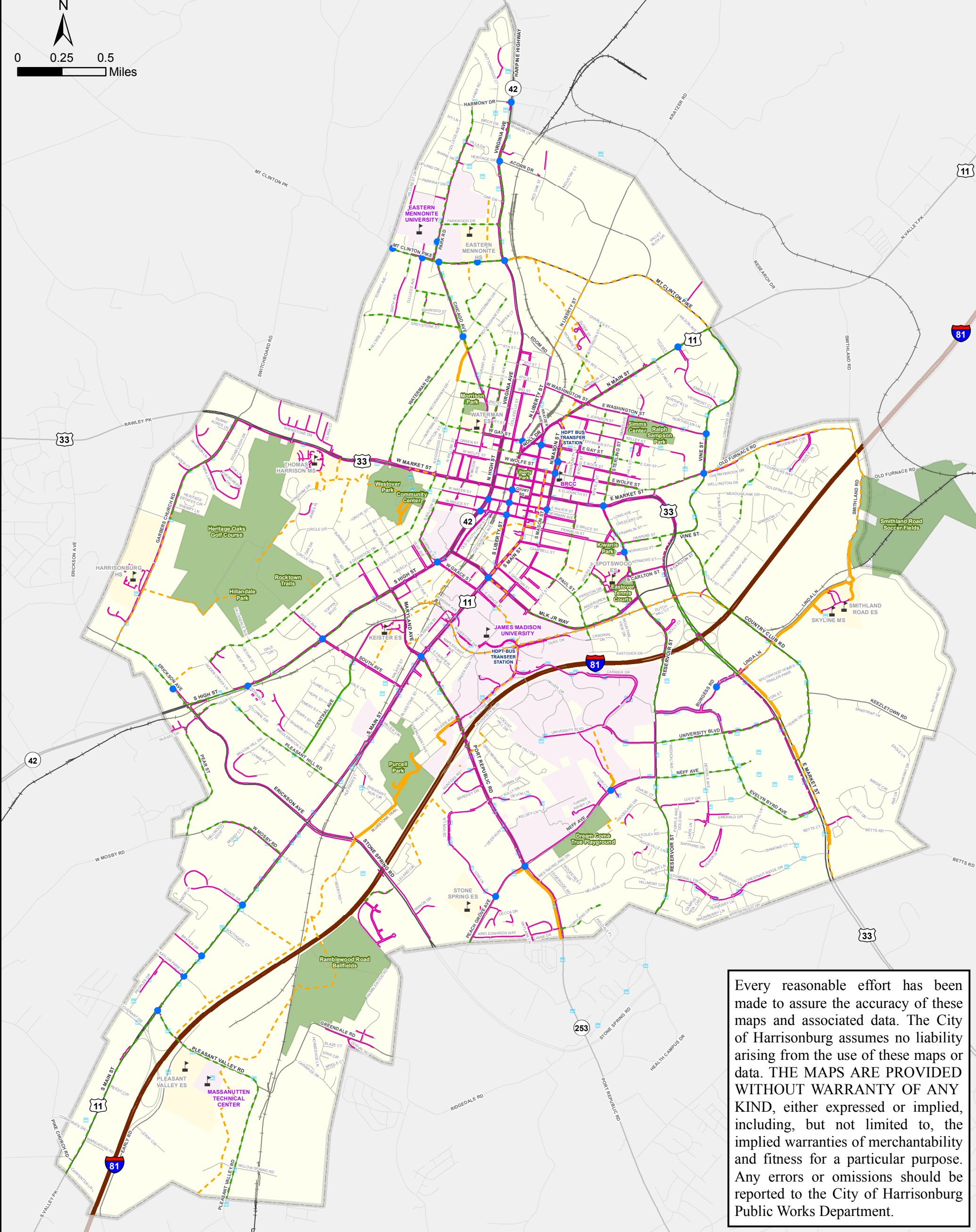
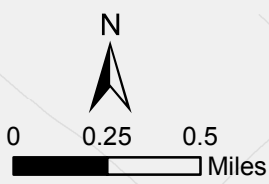


BICYCLE SEGMENTS - *ActiveTrans Priority Rank*

Map ID	Project Name / Location	Score
BS-1	Early Rd (Pleasant Valley Rd to South City Limits)	239.4
BS-2	Erickson Ave (Garbers Church Rd to Erickson Ave Phase I)	236.4
BS-3	E Market St (Mason St to Reservoir St)	235.0
BS-4	Res. St (Neff Ave to E Market St)	234.3
BS-5	MLK (Mason St to East Market St)	229.7
BS-6	Waterman Dr (W Market St to Chicago Ave)	223.2
BS-7	University Blvd (Carrier Dr to E Market St)	222.4
BS-8	Reservoir St (Neff Ave to South City Limits)	220.3
BS-9	S High (Rockingham Square Shopping Center to Hidden Creek Ln)	220.0
BS-10	N Main St (Wash St to North City Limits)	219.4
BS-11	Erickson Ave (West City Limits to Garbers Church Rd)	217.2
BS-12	E Market St (Reservoir St to Vine St)	216.7
BS-13	S High St (Erickson Ave to South City Limits)	215.5
BS-14	Greendale Rd (entire length)	213.9
BS-15	Evelyn Byrd Ave (Res. St to E Market St)	211.5
BS-16	MLK extended (E Market to Country Club)	196.7
BS-17	Port Republic (Forest Hill to Bluestone Dr)	193.1
BS-18	W Market St (West City Limits to Market Street)	192.2
BS-19	N Liberty St (Harrisonburg City Limit to Mt Clinton Pike)	187.2
BS-20	N Liberty St (Rock St to W Market St)	182.7
BS-21	Keezletown Rd (Country Club Rd to East City Limits)	182.2
BS-22	Pleasant Valley Rd (entire length)	181.6
BS-23	Pear St (Erickson Ave to Pleasant Hill Road)	178.3
BS-24	S Liberty St (West Market to MLK)	169.9
BS-25	Peach Grove Ave (entire length)	166.0
BS-26	Maryland Ave (S High St to S Main St)	166.0
BS-27	Switchboard Rd (W Market St to North City Limits)	163.9
BS-28	Chicago Ave (Mt. Clinton Pike to Rock. Dr)	163.5
BS-29	Devon Ln/Lois Ln (Peach Grove Ave to east of Squire Hill)	150.0
BS-30	Mason St (N Main St to MLK)	139.3
BS-31	Mt Clinton (WCL to Chicago Ave/Park Rd)	137.8
BS-32	N Main St (Wolfe St to Gay St)	128.3
BS-33	Pleasant Hill Rd (entire length)	116.5
BS-34	W Grace St (S High St to S Main St)	115.9
BS-35	S Main St (MLK to Campbell St)	112.8
BS-36	Gay St (Chicago Ave to Broad St)	108.9
BS-37	E Wash St (N Main St to Vine St)	108.9
BS-38	Ramblewood Rd (entire length)	93.3

SHARED USE PATHS - ActiveTrans Priority Rank

Map ID	Project Name / Location	Score
SU-1	Norfolk Southern Rail Line (Country Club-S. Main St.)	229.3
SU-2	Trail Connection: Walnut Ln-MLK Jr Way	195.5
SU-3	Bluestone Trail/Northend Greenway/Mt Clinton Pk: Park Rd-Virginia Ave	187.9
SU-4	Bluestone Trl/Northend Greenway: Downtown (N Main St-Downtown Farmers Market)	185.4
SU-5	Bluestone Trail/Northend Greenway: Downtown (Downtown Farmers Market-MLK Jr Way)	182.7
SU-6	Market St: ECL-Univeristy Blvd	180.7
SU-7	Country Club Rd: Vine St-E Market St	180.5
SU-8	Trail Connection: Mt Clinton Pk-Parkwood Dr-VMRC	176.3
SU-9	Old Furnance Rd: Vine St-Smithland Rd	175.2
SU-10	Trail Connection: Devon Ln-Stone Spring Rd	167.3
SU-11	Trail Connection: Roosevelt St-Cheapeake Ave	163.5
SU-12	Bluestone Trail/Northend Greenway Connection: JMU (MLK Jr Way-Port Republic Rd)	162.9
SU-13	Bluestone Trail/Northend Greenway Connection: North End Greenway (Virginia Ave-N Main St)	160.1
SU-14	Trail Connection: S Dogwood Dr-Erickson Ave	160.0
SU-15	Trail Connection: Garbers Church Rd-Hillandale Park	155.4
SU-16	Trail Connection: Devon Ln-Hunters Rd	152.9
SU-17	Mt Clinton Pk: Virginia Ave-N Main St	151.7
SU-18	THMS-Wyndham Dr	151.3
SU-19	Garbers Church Rd: Erickson Ave-heritage Center Way	150.7
SU-20	Trail Connection: Neff Ave-Arboretum Trail-University Blvd	149.7
SU-21	Trail Connection: Chesapeake Ave-Farmers Market	147.7
SU-22	Trail Connection: Maryland Ave-W Fairview Ave	147.7
SU-23	Trail Connection: Warsaw Ave-Ohio Ave/New York Ave	147.1
SU-24	Trail Connection: South Ave- Keister ES	144.3
SU-25	Linda Ln: E Market St-Country Club Rd	139.3
SU-26	Smithland Rd: Old Furnance Rd-SUP at Smithland Soccer Fields	138.4
SU-27	Trail Connection: Bluestone Trail-Boxwood Ct	136.9
SU-28	Trail Connection: Maryland Ave-W Grace St	136.8
SU-29	Trail Connection: Neyland Dr-Cale Trail	136.3
SU-30	W Market St: Dogwood Dr-Westover Park Entrance	134.7
SU-31	Trail Connection: Hunters Rd-Rockingham Hall (JMU)	131.9
SU-32	Trail Connection: Woodleigh Ct Terminus-Mt Clinton Pk	131.9
SU-33	Forest hill Rd: University Blvd-Port Republic Rd	130.1
SU-34	Bluestone Trl/Northend Greenway: Stone Spring Rd - South City Limits (various alignments)	127.9
SU-35	Trail Connection: W Market St-THMS	124.6
SU-36	N Liberty St: Edom Rd-Acorn Dr	117.7
SU-37	Trail Connection: S Dogwood Dr-Rocktown Trails/hillandale Park	117.5
SU-38	Trail Connection: Bluestone Trail-Keylor Park Dr	116.9
SU-39	Trail Connection: Hillandale Park-THMS	109.7
SU-40	Trail Connection: A Dream Come True Playground-Surrounding Neighborhoods	102.5
SU-41	Trail Connection: Bluestone Trail-Ramblewood Park/Greendale Rd	101.9
SU-42	Trail Connection(Cale Trail):Westover Park-THMS	101.9
SU-43	Trail Connection: Ott St-Myers Ave	79.9



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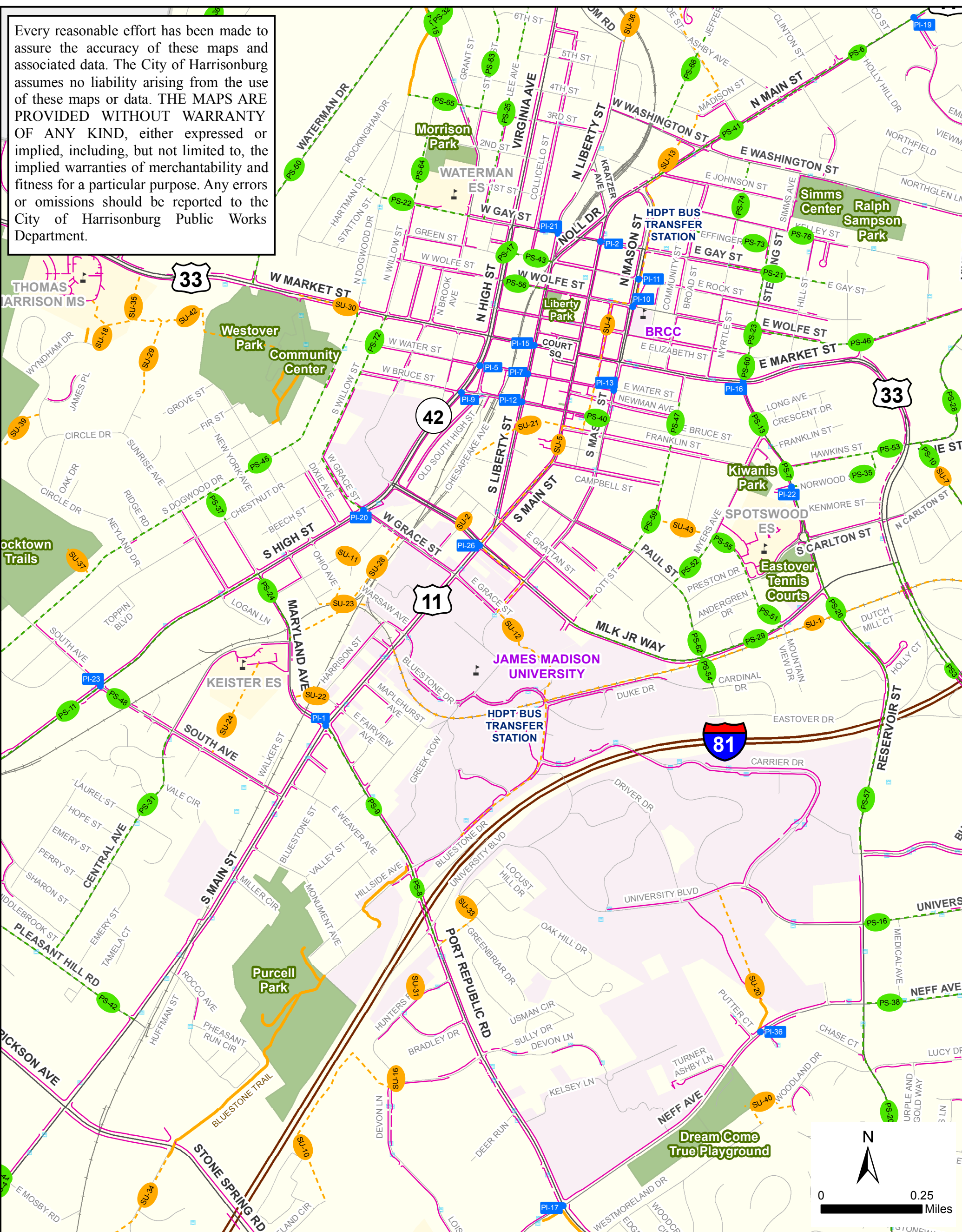
Recommended Pedestrian Facilities

Facility Type

- - - Proposed Pedestrian Improvement Segment
- - - Proposed Shared Use Path
- Proposed Intersection Improvements
- Existing Traffic Signal with Crosswalk Signal
- Existing Traffic Signal without Crosswalk Signal
- Existing Sidewalk
- Existing Shared Use Path
- School
- Transit Bus Stop



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Recommended Pedestrian Facilities: JMU & Downtown

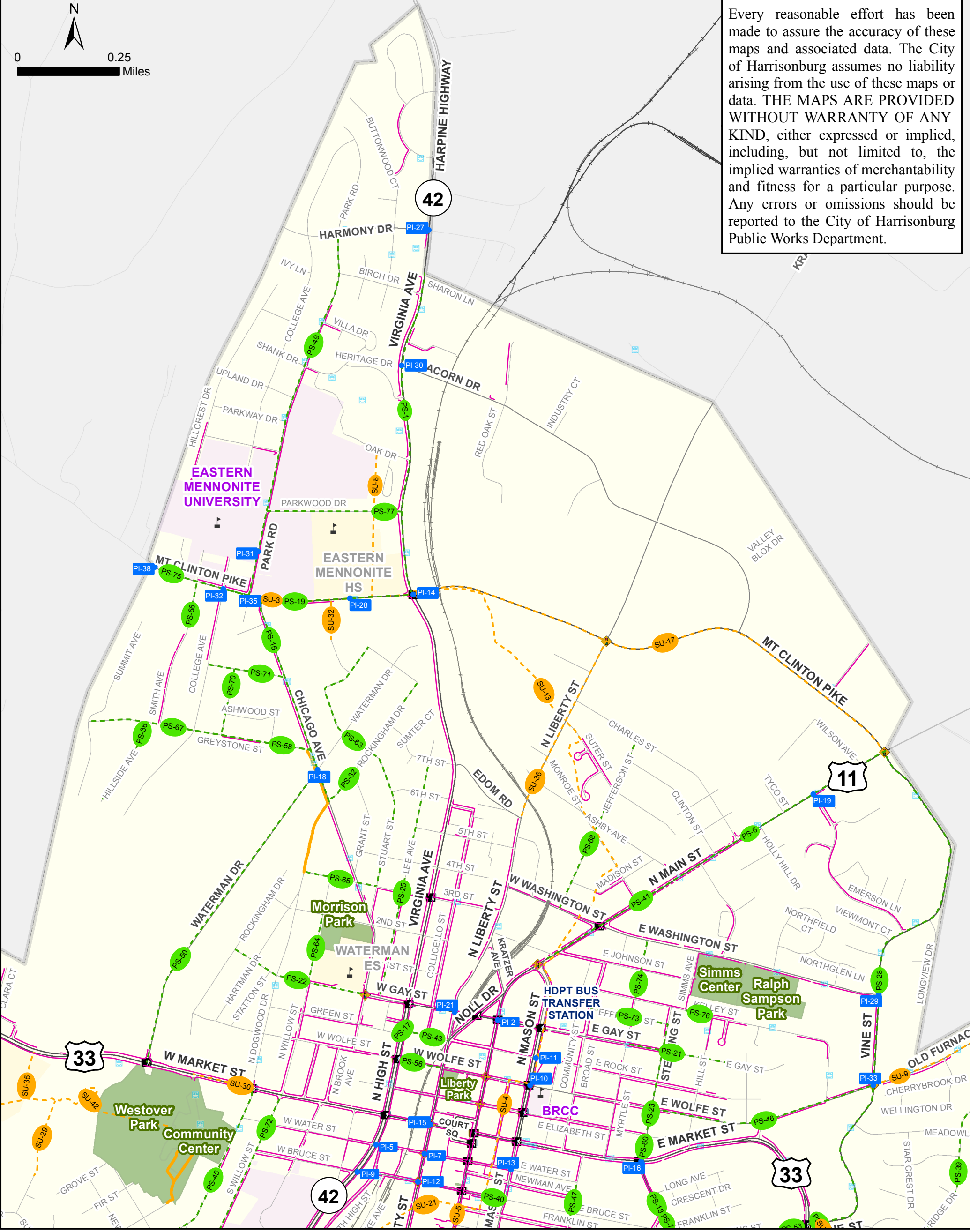
Facility Type

- - - Proposed Pedestrian Improvement Segment
- - - Proposed Shared Use Path
- Proposed Intersection Improvements
- Existing Traffic Signal with Crosswalk Signal
- Existing Traffic Signal without Crosswalk Signal
- Existing Sidewalk
- Existing Shared Use Path
- School
- Transit Bus Stop



BIKE WALK
HARRISONBURG

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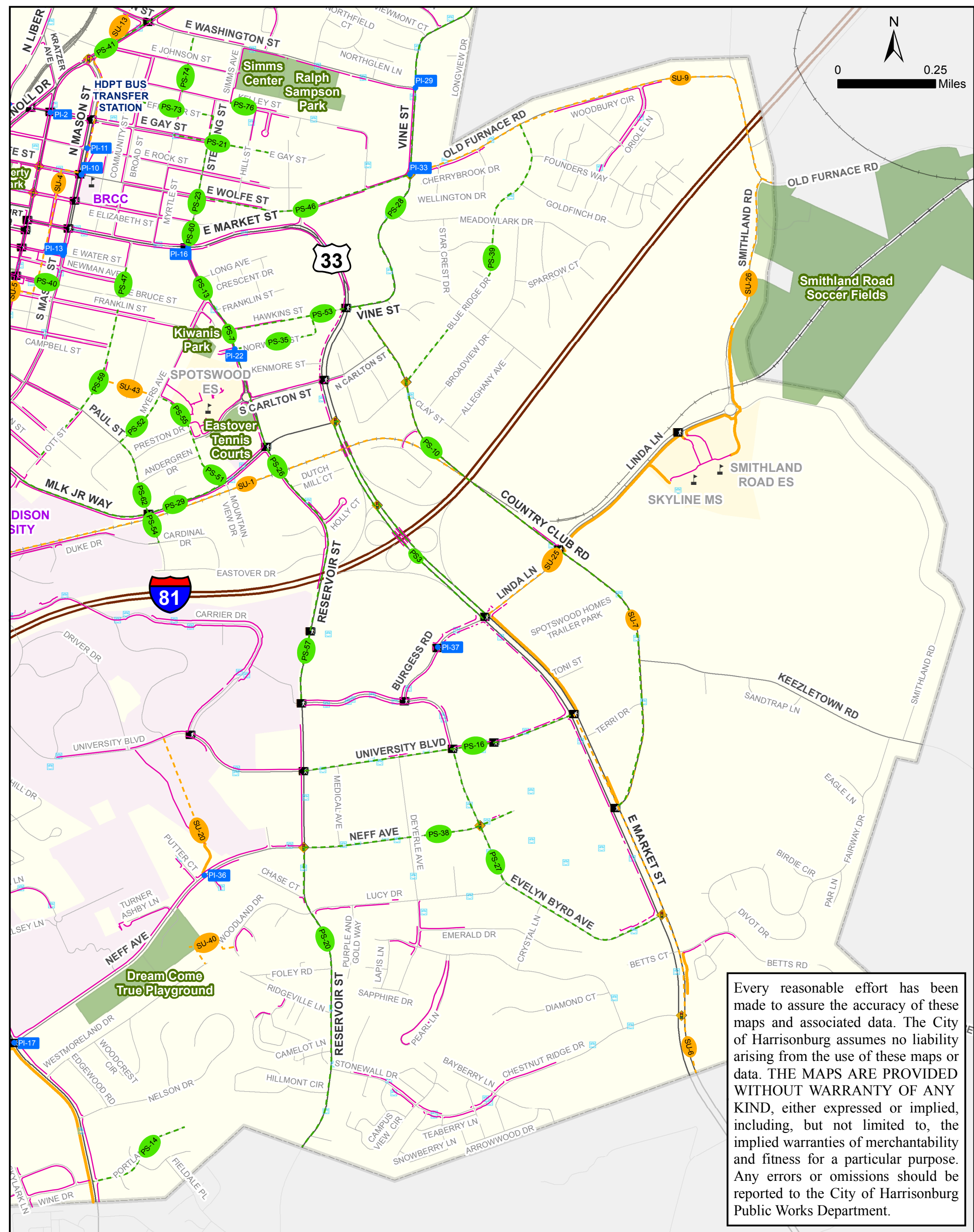


Recommended Pedestrian Facilities: North

Facility Type

- Proposed Pedestrian Improvement Segment
- Proposed Shared Use Path
- Proposed Intersection Improvements
- Existing Traffic Signal with Crosswalk Signal
- Existing Traffic Signal without Crosswalk Signal
- Existing Sidewalk
- Existing Shared Use Path
- School
- Transit Bus Stop



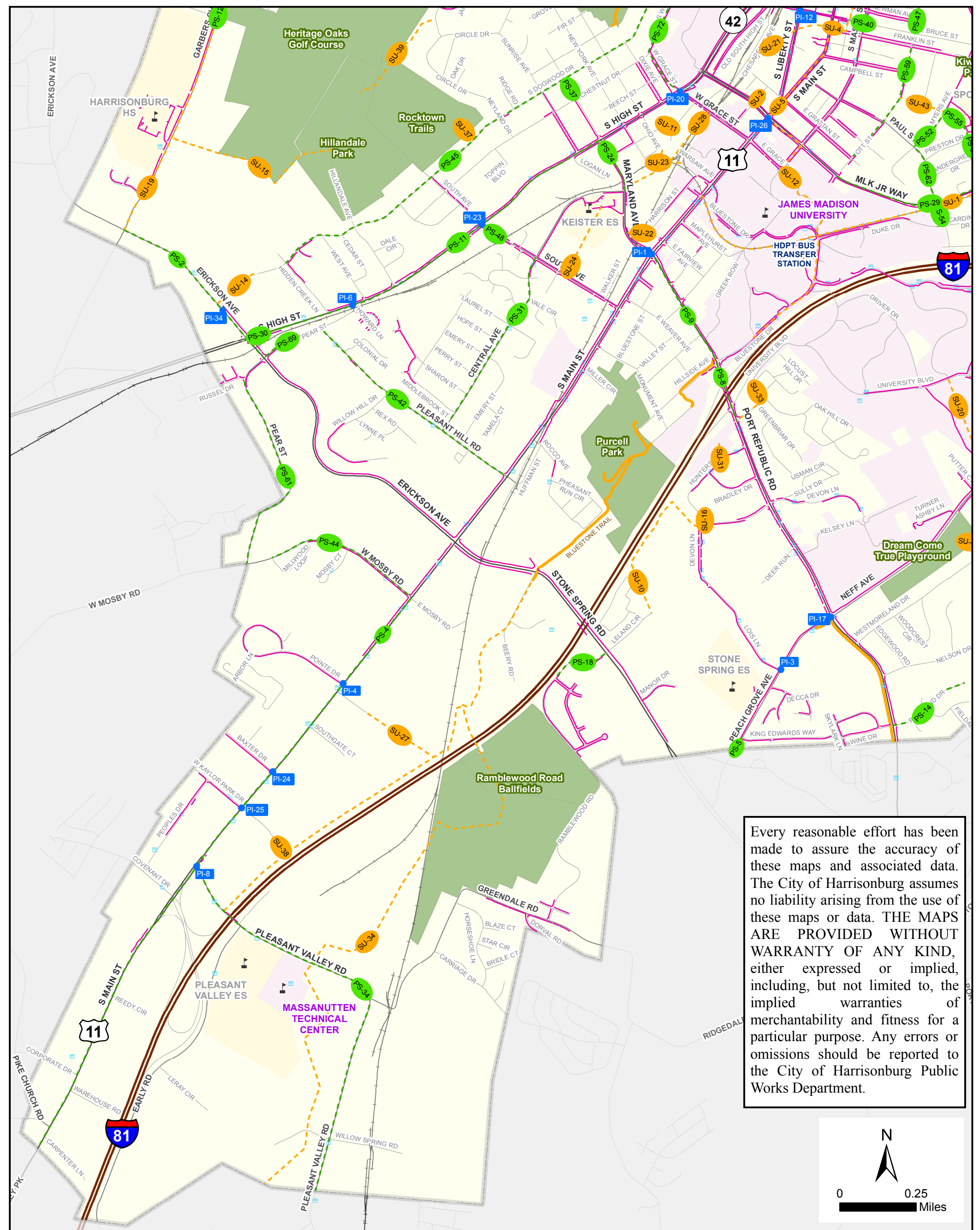


Recommended Pedestrian Facilities: East

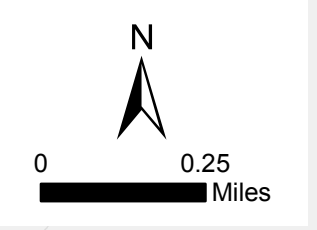
Facility Type

- - - Proposed Pedestrian Improvement Segment
- - - Proposed Shared Use Path
- Proposed Intersection Improvements
- Existing Traffic Signal with Crosswalk Signal
- Existing Traffic Signal without Crosswalk Signal
- Existing Sidewalk
- Existing Shared Use Path
- School
- Transit Bus Stop





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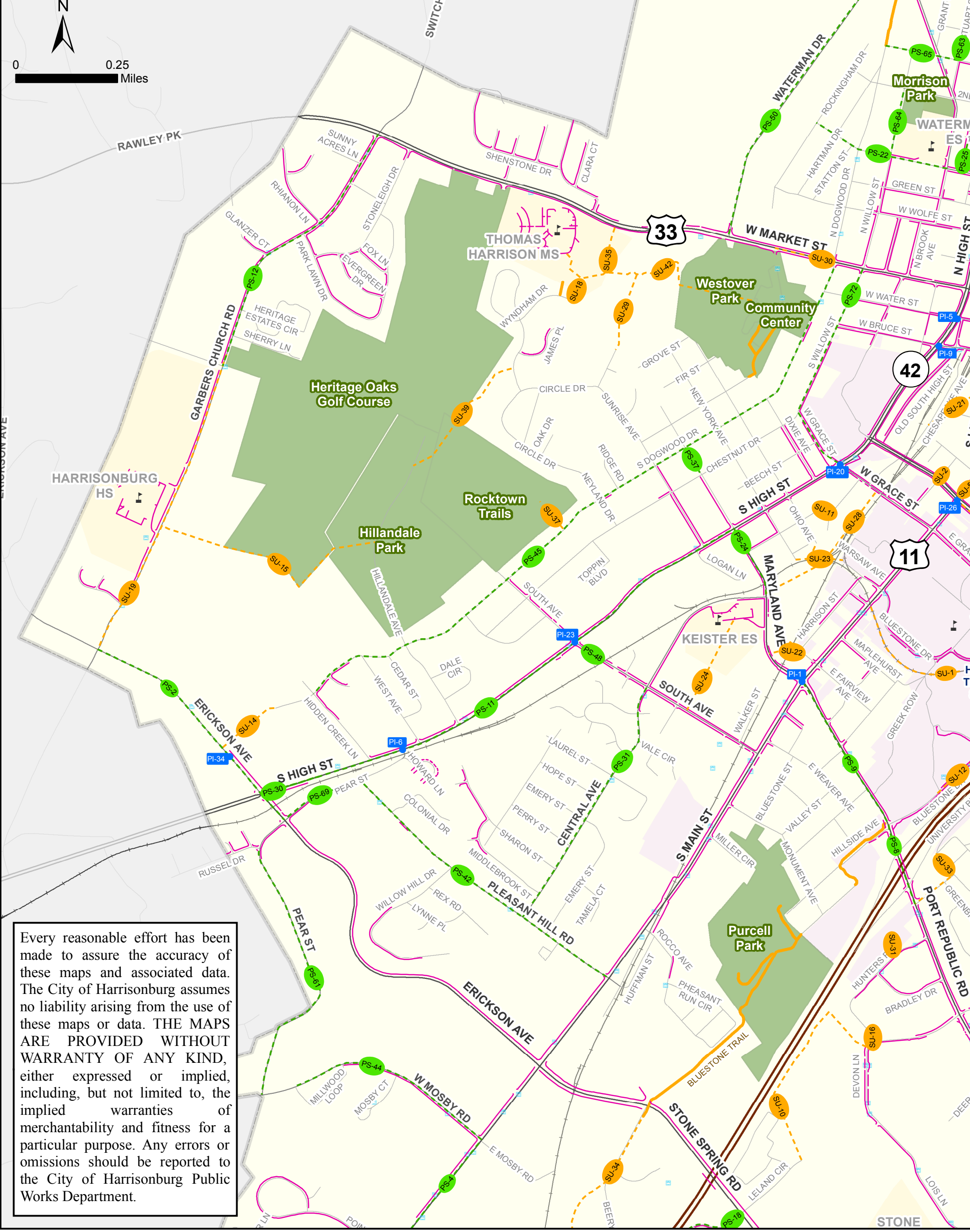


Recommended Pedestrian Facilities: South

Facility Type

- - - Proposed Pedestrian Improvement Segment
- - - Proposed Shared Use Path
- Proposed Intersection Improvements
- Existing Traffic Signal with Crosswalk Signal
- Existing Traffic Signal without Crosswalk Signal
- Existing Sidewalk
- Existing Shared Use Path
- School
- Transit Bus Stop





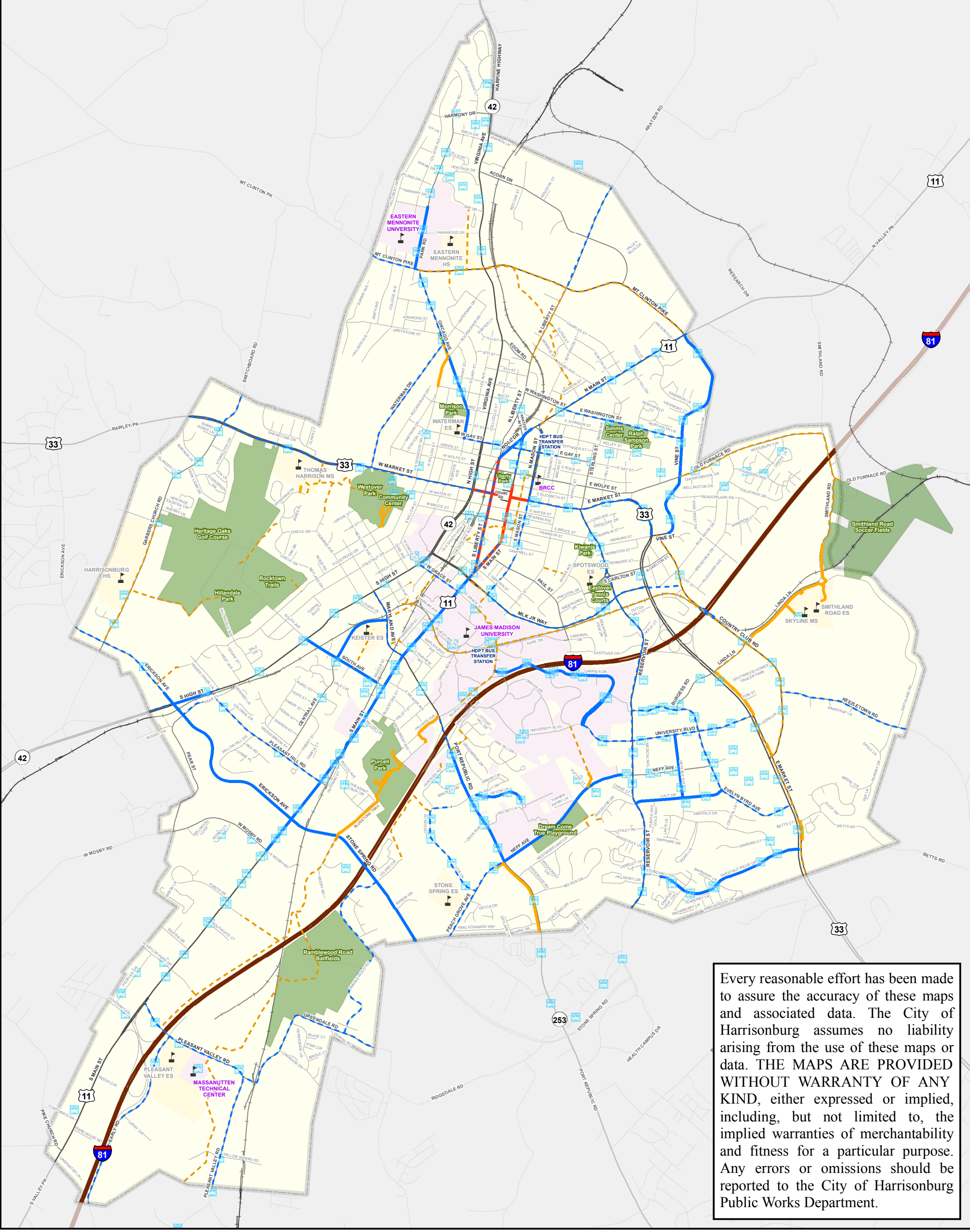
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Recommended Pedestrian Facilities: West

Facility Type

- - - Proposed Pedestrian Improvement Segment
- - - Proposed Shared Use Path
- Proposed Intersection Improvements
- Existing Traffic Signal with Crosswalk Signal
- Existing Traffic Signal without Crosswalk Signal
- Existing Sidewalk
- Existing Shared Use Path
- School
- Transit Bus Stop



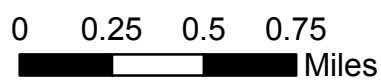


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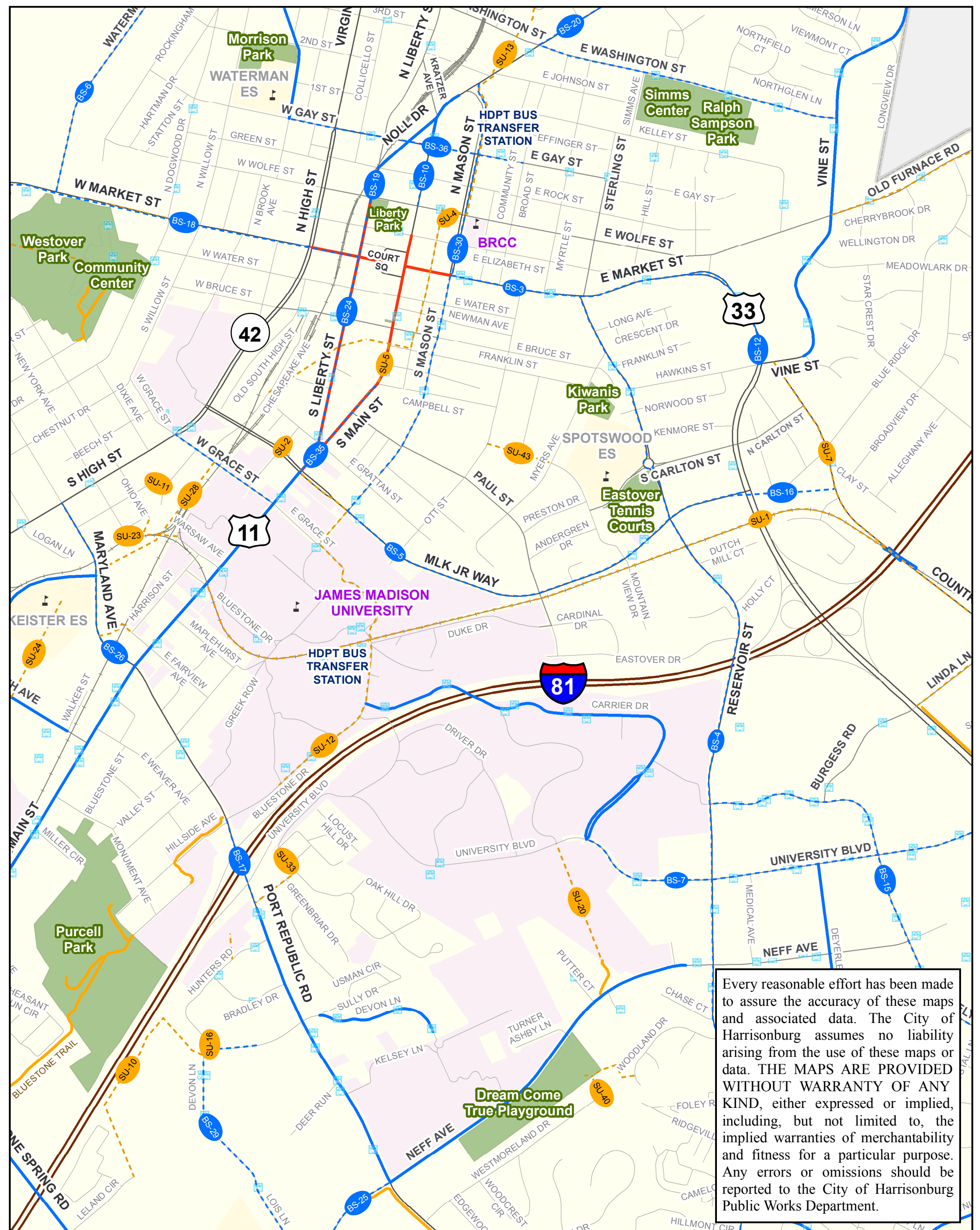
Recommended Bicycle Facilities

Facility Type

- - - - Proposed Bike Segments
- - - - Proposed Shared Use Path
- Existing Shared Use Path
- Existing Bicycle Lanes
- Existing Shared Lane Markings
- School
- Transit Bus Stop



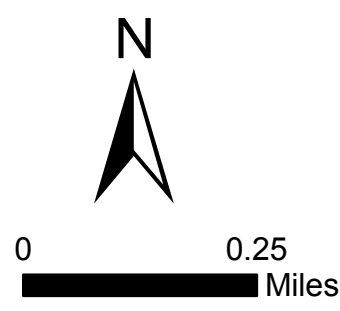
BIKE WALK
HARRISONBURG



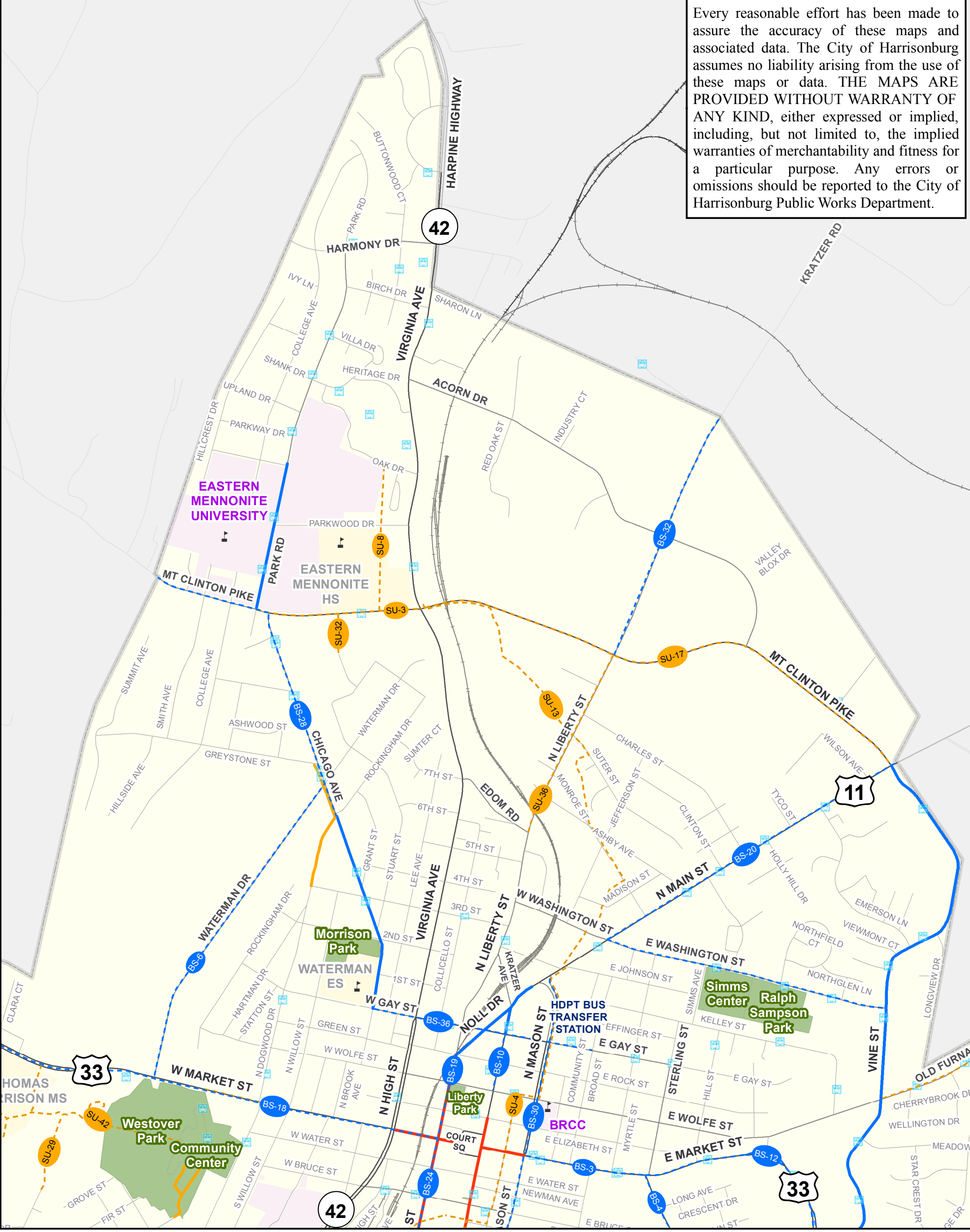
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Recommended Bicycle Facilities: Downtown & JMU

- Facility Type**
- Proposed Bike Segments
 - Proposed Shared Use Path
 - Existing Shared Use Path
 - Existing Bicycle Lanes
 - Existing Shared Lane Markings
 - School
 - Transit Bus Stop



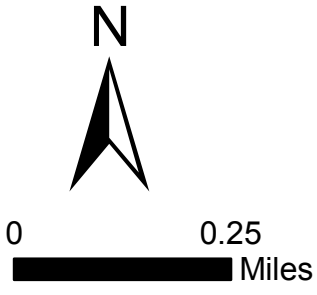
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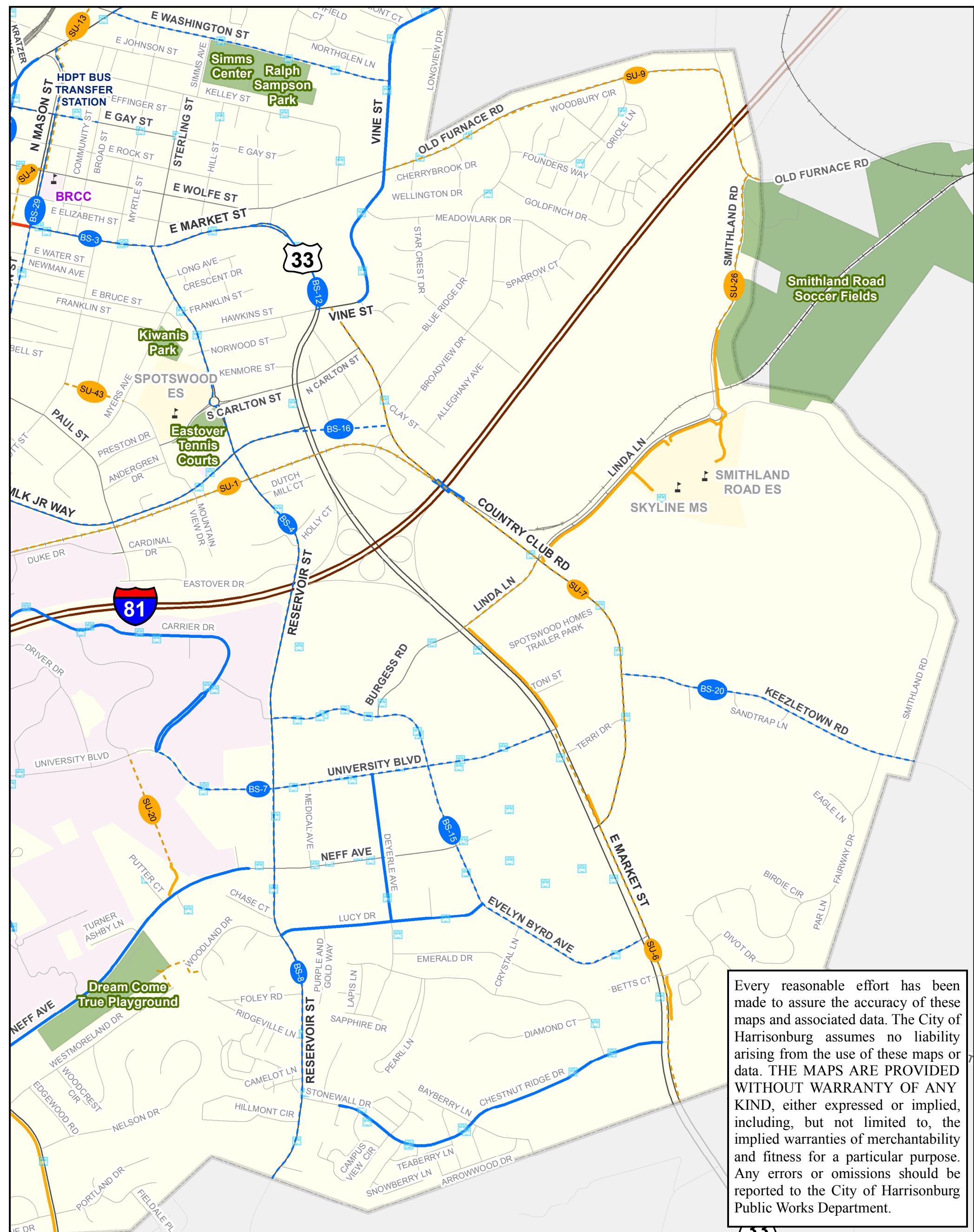


Recommended Bicycle Facilities: North

Facility Type

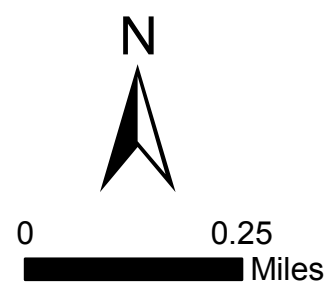
- - - - Proposed Bike Segments
- - - - Proposed Shared Use Path
- Existing Shared Use Path
- Existing Bicycle Lanes
- Existing Shared Lane Markings
- School
- Transit Bus Stop

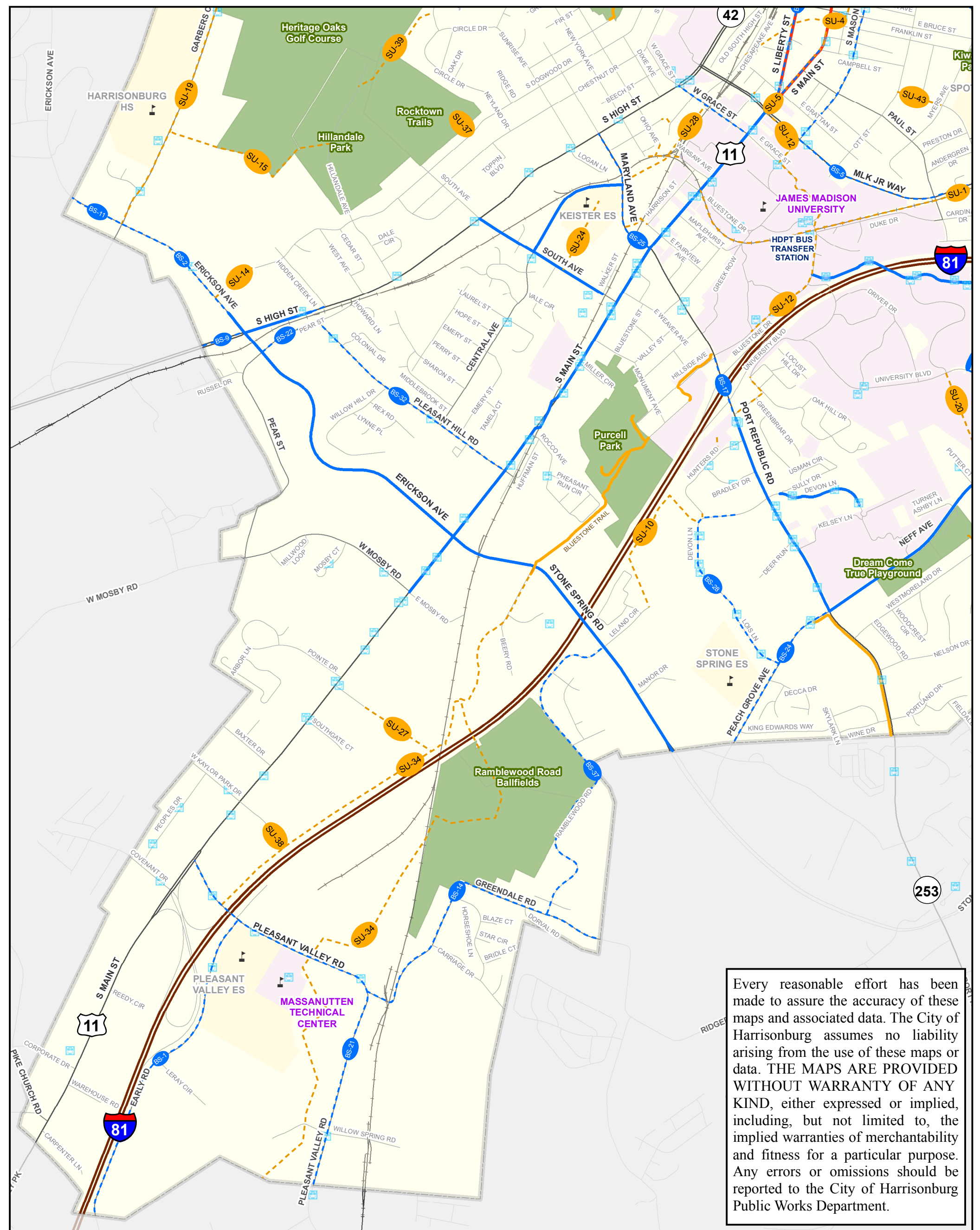




Recommended Bicycle Facilities: East

- Facility Type**
- - - - Proposed Bike Segments
 - - - - Proposed Shared Use Path
 - Existing Shared Use Path
 - Existing Bicycle Lanes
 - Existing Shared Lane Markings
 - School
 - Transit Bus Stop

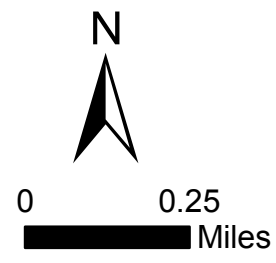


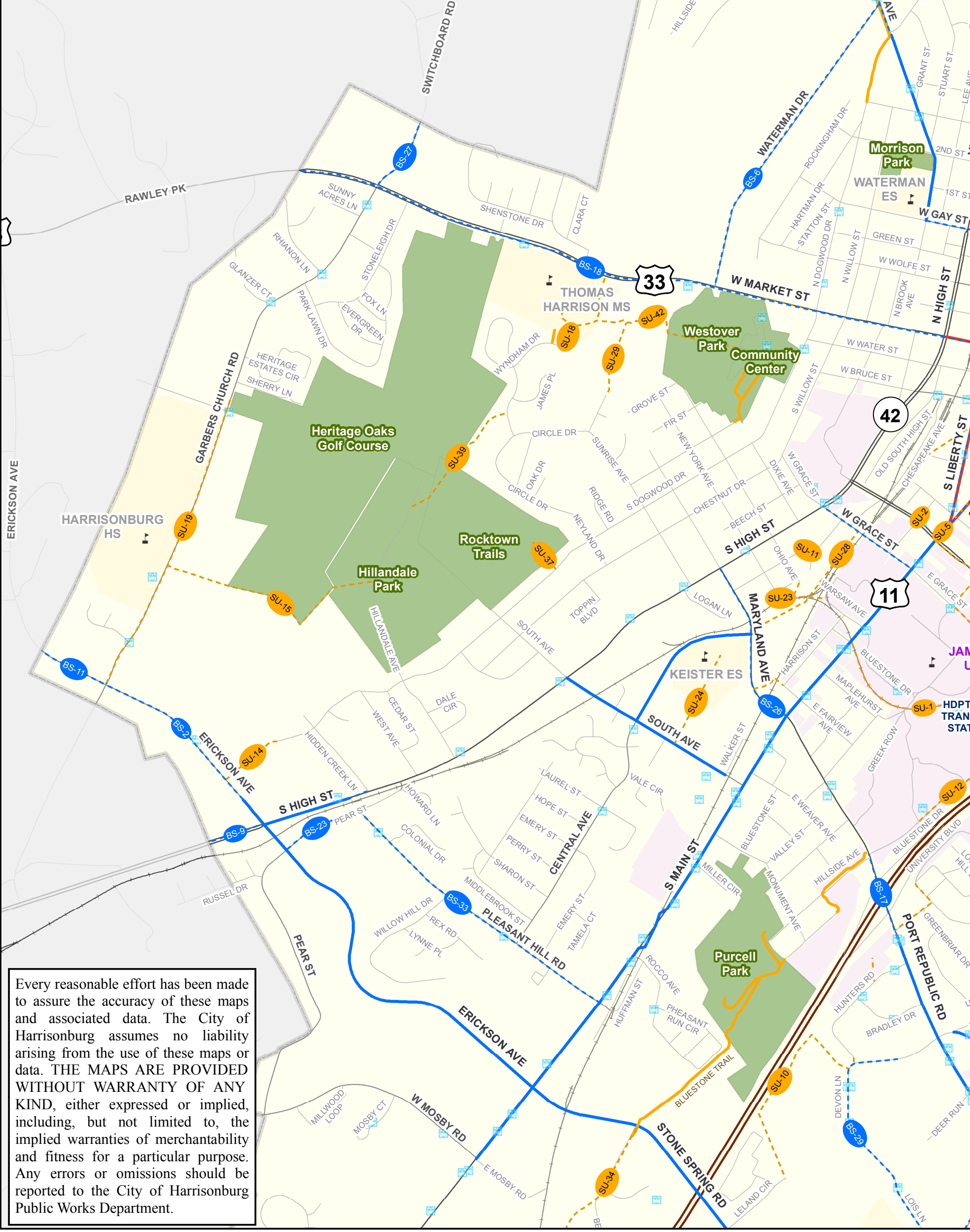


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Recommended Bicycle Facilities: South

- Facility Type**
- Proposed Bike Segments
 - Proposed Shared Use Path
 - Existing Shared Use Path
 - Existing Bicycle Lanes
 - Existing Shared Lane Markings
 - School
 - Transit Bus Stop



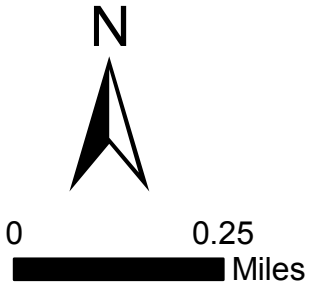


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Recommended Bicycle Facilities: West

Facility Type

- - - - Proposed Bike Segments
- - - - Proposed Shared Use Path
- Existing Shared Use Path
- Existing Bicycle Lanes
- Existing Shared Lane Markings
- School
- Transit Bus Stop



VI. Implementation

The 5 E's

The “5 E's” model is used by the League of American Bicyclists' Bicycle Friendly Community Plan, and by the Pedestrian and Bicycle Information Center's Walk Friendly Program. While Engineering and infrastructure projects often take center stage in local and regional planning discussions, Education, Encouragement, Enforcement, and Evaluation can all play major roles in advancing the cause of bicyclists and pedestrians, improving Harrisonburg and the mobility of its residents.

Engineering

The most visible element of Harrisonburg's bicycle and pedestrian network is the physical infrastructure that makes non-car travel possible, from sidewalks and curb ramps, to bike lanes and shared use paths. Physical facilities are a key determinant in whether people will walk or bicycle. People want a connected network of routes that can get them all the way to their destination safely, conveniently, and comfortably.

It will ultimately fall to City government to construct infrastructure improvements, most of which fall within the right of way of public streets. The City maintains a Design and Construction Standards Manual (DCSM) that details the engineering specifications for public infrastructure projects. These standards apply to sidewalks, curb ramps, signals, and a variety of other improvements. At this time, the City requires sidewalks to be included on all newly constructed streets, sidewalks to be constructed in conjunction with new development or redevelopment with public street frontage, and for development along a proposed shared use path to dedicate right-of-way. The City should also continue to implement its traffic calming program for existing residential streets as an additional way of supporting bicycle and pedestrian safety. In the future design and engineering of improvements, the City should consider not only those infrastructure elements in this plan, but a full range of new and innovative elements included in the resources of the National Association of City Transportation Officials (www.nacto.org).

The City is also responsible for the long-term maintenance of all newly constructed infrastructure. Maintenance funding received by the City from the Virginia Department of Transportation is based on the length of travel lanes for vehicles, only.



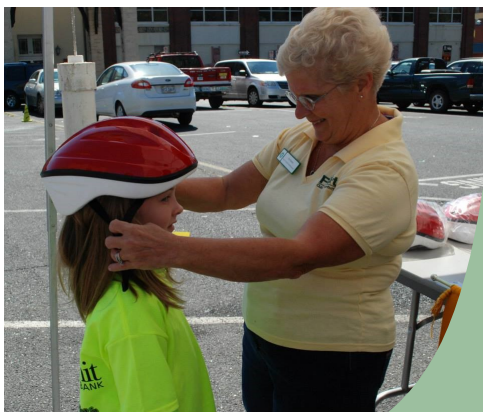
Sidewalk and Bicycle Lane.



Bike Rodeo - Waterman Elementary.



Zagster Bike Share.



Bike Blast.

No additional maintenance funds are provided to the City when bicycle and pedestrian facilities are added to the transportation network. Long-term maintenance costs are considered in the planning and development of all new infrastructure projects, and such costs are included among the many factors that determine the type of bicycle and pedestrian accommodations selected.

Education

In many cases, a lack of skills or confidence may keep potential bicyclists and pedestrians from using the City’s alternative transportation network. Much of the work of educating potential bicyclists and pedestrians happens at the community level, with bicycle and pedestrian safety education for school children and adults. Communities, businesses, and campuses can offer options for adults looking to improve their biking skills with online tips, presentations, and on-bike training opportunities. Education campaigns should also be used to reinforce traffic laws and teach motorists how to drive safely when bicyclists and pedestrians are present.

Encouragement

Automobiles are the dominant form of transportation in Harrisonburg and in most parts of the country. This means that walking or riding a bike are a major change for most people. City government, community organizations, businesses, universities, and citizens can all play a role in encouraging people to give walking or bicycling a try. This can be done through the celebration of events like National Bike Month or Bike to Work Day, by producing community bike maps to point out safe and convenient routes, or a variety of other measures. Community bike sharing programs may also be used to make bicycles temporarily available to those who do not already own one.

Enforcement

Title 46.2, Chapter 8 of the Code of Virginia contains laws covering motorists, bicyclists, and pedestrians in Virginia. All road users should read the Virginia Driver’s Manual and be

familiar with their rights and responsibilities, and how to safely and courteously walk, bike, and drive. After education and encouragement campaigns, the City Police Department should follow up with targeted enforcement. A focus on positive enforcement can encourage safe and legal walking and cycling practices.

Evaluation

The City and its citizens will want to know how successful its investments in bicycle and pedestrian infrastructure and programs have been. As routes are added to the bicycle and pedestrian network, and as program and policy tools are added, the City should continue to monitor the network for numbers of riders and walkers, and continue to accept the concerns and suggestions of citizens who have first-hand experience using the City's streets, sidewalks, bike lanes, and paths. In this effort, the City should be comparing its current levels of bicycle and pedestrian participation to previous levels, as well as remaining aware of how other communities are implementing bicycle and pedestrian infrastructure and programs in relation to their resources and fiscal health.



National Walk to School Day.



Bike to Work Day in Harrisonburg.

Implementation Strategies

In order to implement the goals of this bicycle and pedestrian plan, and to continue to advance Harrisonburg as a top bicycle and pedestrian friendly community, Engineering, Education, Encouragement, Enforcement, and Evaluation efforts will all have to work together, including efforts by city government, citizens, community groups, and others. The strategies below are actionable items intended to make progress toward achieving the goals and objectives.

Goal 1 To develop and maintain a network of streets and paths that are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists, and transit riders of all ages and abilities.

Objective 1.1 To develop and improve the City's bicycle and pedestrian transportation system.

- Strategy 1.1.1. Adopt, implement, and maintain the City's Bicycle and Pedestrian Plan for bicycle and pedestrian improvements.
- Strategy 1.1.2. Consider adopting a Complete Streets strategy to inform the planning, design, and implementation of transportation projects that serve all users, and consider neighborhood character and context.
- Strategy 1.1.3. Continue to complete infrastructure projects and utilize the Recommended Facilities Lists found in Section V of this plan to guide planning and construction.
- Strategy 1.1.4. Coordinate bicycle and pedestrian facility improvements with the City's Comprehensive Plan, Master Transportation Plan, Downtown Streetscape Plan, Comprehensive Parks and Recreation Master Plan, Harrisonburg-Rockingham Metropolitan Planning Organization's Bicycle and Pedestrian Plan and other local and regional plans.
- Strategy 1.1.5. Secure sidewalk and shared use path improvements, easements, and on-site bicycle parking and storage consistent with the Bicycle and Pedestrian Plan through the development review process.
- Strategy 1.1.6. Coordinate bicycle and pedestrian facility improvements with Rockingham County, the Virginia Department of Transportation, the Harrisonburg-Rockingham Metropolitan Planning Organization, James Madison University, Eastern Mennonite University, and other appropriate organizations.
- Strategy 1.1.7. Collaborate with City departments and citizen organizations to identify grant opportunities and submit applications to fund improvement projects.
- Strategy 1.1.8. Appropriate public funding through the City's Capital Improvement Program to support new bicycle and pedestrian infrastructure projects.

Objective 1.2. To Develop a bicycle and pedestrian network that is convenient and comfortable to encourage citizens to bike and walk more frequently.

- Strategy 1.2.1. Develop bicycle and pedestrian linkages between neighborhoods, shopping centers, recreation facilities, and education centers.
- Strategy 1.2.2. Continue to update the City's Design and Construction Standards Manual (DCSM) to reflect best practices for the design and installation of pedestrian and bicycle infrastructure elements, including sidewalks, bicycle lanes, shared use paths, and associated elements such as bicycle parking.
- Strategy 1.2.3. Install way-finding and route signs and provide maps and internet-based information to guide users through the City's pedestrian and bicycle systems.
- Strategy 1.2.4. Engage partners in planning for sidewalks, walkways, and shared use path amenities, where deemed appropriate.
- Strategy 1.2.5. Evaluate the provision of adequate lighting for on-street and off-street pedestrian and bicycle facilities.

Objective 1.3. To implement operational safety measures for all modes of travel.

- Strategy 1.3.1. Minimize the number of driveways on arterial streets to reduce the potential for bicycle, pedestrian, and vehicle collisions.
- Strategy 1.3.2. Promote the City's Neighborhood Traffic Calming Program and utilize traffic calming measures in planning and construction to reduce speeds on city streets.
- Strategy 1.3.3. Continue enforcing traffic laws, for all modes of travel, such as speeding, failing to make a full stop at red lights and stop signs, failing to yield to pedestrians in crosswalks, failing to use bike lights at night, and many others.
- Strategy 1.3.4. Continue considering surrounding land uses and desired travel patterns for all road users, including bicyclists and pedestrians, when designing new street improvement projects.
- Strategy 1.3.5. Review existing city streets and consider reconfiguring lanes (right-sizing the roadway), where appropriate, to improve operational safety for all modes of transportation.
- Strategy 1.3.6. Consider deployment of pavement markings, warning signage, and/or educational signage in areas of frequent or probable pedestrian/bicycle/vehicle interaction and shared spaces to improve safety for all users.

Goal 2 To use education and encouragement to promote safe walking and bicycling as a form of transportation and recreation.

Objective 2.1. To promote and encourage bicycling and walking as a healthy, safe, and sustainable form of transportation and recreation.

- Strategy 2.1.1. Collaborate with local organizations, schools, and agencies to promote International Walk to School Week/Day, Virginia Bicyclist and Pedestrian Awareness Week, and National Bike to Work Month/Week/Day.
- Strategy 2.1.2. Continue collaborating with community organizations on bicycle and pedestrian events, education, and outreach opportunities.
- Strategy 2.1.3. Continue using positive enforcement to encourage safe and legal practices.
- Strategy 2.1.4. Continue to promote and distribute the Harrisonburg Community Bike Map (www.harrisonburgva.gov/bike-map) as a resource for bicyclists.
- Strategy 2.1.5. Create and publish maps of the City's pedestrian paths and shared use paths, as well as update wayfinding signage that points bicyclists and pedestrians to safe routes and destinations of interest.

Objective 2.2. To educate city staff and citizens on bicycle and pedestrian laws, etiquette, and safe practices.

- Strategy 2.2.1. Encourage local schools to continue teaching bicycle, pedestrian, and motorist safety as part of the curriculum.
- Strategy 2.2.2. Encourage bicyclists and pedestrians to follow safety guidelines as recommended by transportation safety campaigns created by federal, state, and/or local agencies.
- Strategy 2.2.3. Provide training to city staff and law enforcement on bicycle and pedestrian laws and safe practices to keep up with changing laws and best practices for infrastructure.
- Strategy 2.2.4. Promote a "Share the Road" campaign to make motorists more aware of the presence and rights of bicyclists and pedestrians, and share safe driving tips.
- Strategy 2.2.5. Continue including the Police Department in bicycle and pedestrian planning initiatives and educational programs. The police have intimate knowledge of city streets and can be a resource for identifying trouble spots and suggesting upgrades.

Objective 2.3. To recognize the efforts of the City, local businesses, and local organizations for their efforts to promote bicycling and walking in the City.

- Strategy 2.3.1. Continue applying for the League of American Bicyclists' Bicycle Friendly Community designation and improve award from Bronze (2011 and 2015) to Silver.
- Strategy 2.3.2. Encourage local businesses and universities to also apply for Bicycle Friendly Business and University awards from the League of American Bicyclists.
- Strategy 2.3.3. Apply for the Pedestrian and Bicycle Information Center's Walk Friendly Communities designation for the city.

Objective 2.4. To continually evaluate the state of the City's bicycle and pedestrian infrastructure and programs, and plan for ongoing improvement.

- Strategy 2.4.1. Develop a program for data collection that produces both quantitative and qualitative data about the use of bicycle and pedestrian facilities in the City. Make this data publicly available, and analyze to inform future bicycle and pedestrian planning.
- Strategy 2.4.2. Review the Bicycle and Pedestrian plan every 5 years; reevaluate proposed projects and add new projects as necessary.

Funding

The largest obstacle to many infrastructure projects is funding. A complete and connected network of bicycle and pedestrian infrastructure is a costly endeavor. The cost of long-term maintenance of such facilities must also be absorbed by the City government as additional maintenance funding from VDOT is not provided for additions to the bicycle and pedestrian infrastructure. The funding of transportation projects can involve a complex mix of state transportation funds, grant funds, and local capital improvement funds, and privately raised funds, all working together to accomplish the project. Citizens and community organizations are also encouraged to partner with the City to apply for grants for new bicycle and pedestrian infrastructure.

City Capital Improvement Program

The City's Capital Improvement Program (CIP) is its long-range effort to plan for funding necessary improvements of all types. The plan is reviewed by the Planning Commission and approved annually by City Council. It includes all types of public facilities, equipment, and utilities, not just those that involve transportation. The CIP includes only those projects with an estimated cost of at least \$50,000, which will include many, but not necessarily all, pedestrian and bicycle infrastructure projects.

State Transportation Funding

As a Virginia city, Harrisonburg maintains its own street system, but is eligible to receive funding from various state sources. Highway Maintenance Account Funds are provided for maintenance activities on existing facilities, while the state Revenue Sharing Program can fund construction and improvement projects. While these funds typically focus on automobile infrastructure, sidewalks, intersection improvements, or bike lanes may also be included in these projects. The City requires that sidewalks be included on both sides of any new street, and that sidewalks be built as part of the frontage of any new development or redevelopment project.

State Smart Scale Program

This state program provides funding for projects that incorporate bicycle and pedestrian facilities as well as those that construct these facilities as stand-alone projects. Smart Scale is used to distribute more than half of all federal and state transportation construction funds in the Commonwealth through a performance-based scoring system. Projects involving bicycle and pedestrian facilities are awarded points through the prioritization process not available to projects that do not include them. This effectively results in bicycle and pedestrian facility based projects scoring well and having higher probability of being funded.

Other Sources

Aside from direct City funding and state transportation funding, a variety of grant programs from federal, state, local, and non-profit sources can help with the City's bicycle and pedestrian efforts. The Transportation Alternatives Program (TAP) is a federally-funded effort to combine several programs that used to be considered separate stand-alone programs, including the Transportation Enhancement (TE) program and Safe Routes to Schools program. The TAP program funding is available for a wide variety of projects. With respect to bicycle

and pedestrian infrastructure, it can be used to fund the development of safe routes to schools bicycle/pedestrian network improvements or other types of improvements to the bicycle and pedestrian network. Virginia's Highway Safety Improvement Program also contains a Bicycle-Pedestrian Safety Program that may fund improvements that help reduce injuries or fatalities among bicyclists and pedestrians. Community Development Block Grant (CDBG) funds available to the City through the Department of Housing and Urban Development are primarily intended to benefit low and moderate income households, and can be used for a variety of public infrastructure projects. State Recreational Access grants are available to help improve access to state or locally owned recreation and historic sites. Other grants and funding opportunities are also available from non-profit groups that value pedestrian and bicycle transportation, or from groups simply dedicated to improving Harrisonburg.

Private Development

New bicycle and pedestrian infrastructure need not only come from government channels. In many cases, new developments, redevelopment, and real estate projects must build sidewalks, shared use paths, bicycle parking, or other improvements, either as a part of the City's approval process, or developers can do so because they feel that this infrastructure will appeal to their customers. Existing businesses may also agree to sponsor infrastructure projects such as paths or transit stops in exchange for recognition such as signage.

Non-Profit Fundraising

Local community groups or other organizations with an interest in promoting bicycling and walking, or simply with an interest in improving the city, may be willing to raise and donate funds to support local projects. Grants may also be available from larger non-profit foundations or organizations.

Conclusion

As the City of Harrisonburg strives to be inclusive of all transportation modes, this plan offers both broad strategies and specific projects to continue the City's work of establishing an interconnected network of bicycle and pedestrian connections throughout the community. It will take the ongoing work of both City government and local residents to make Harrisonburg a more walkable and bikeable city.

To get involved or to offer your input on biking and walking in Harrisonburg, contact the City's Department of Public Works at:

540-434-5928, or
publicworks@harrisonburgva.gov

You can also stay up to date with a variety of City news and projects online:

The City communicates biking and walking initiatives and news at:

<https://www.harrisonburgva.gov/biking-and-walking>

To stay up-to-date on current infrastructure improvements, see:

<https://www.harrisonburgva.gov/transportation-projects>

