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July 28, 2026, City Council Meeting

Title

VDOT Smart Scale Grant Resolutions – Thomas Hartman, PE, PTOE, Public Works

Summary

Consider adopting a Resolution of Support for eight (8) VDOT Smart Scale Grant program applications.

Recommendation

Adopt the Resolution of Support

Fiscal Impact

The VDOT Smart Scale program is 100% grant funded, which means there is no City matching funds required.

Context & Analysis

All the projects listed below will be submitted for funding through the Virginia Department of Transportation's (VDOT) Smart Scale grant program. The City of Harrisonburg has coordinated with the Harrisonburg-Rockingham Metropolitan Planning Organization (MPO) to augment our ability to apply for more funding. Each project has already passed a pre-screening process, and staff is preparing the full applications. A requirement for submission of these projects is to include a Resolution of Support from City Council.

Below is a summary of each project:

North Mason Corridor Safety and Enhancement - The project will reconfigure North Mason Street to one travel lane in each direction with left turn lanes at intersections. The project will improve safety for drivers, pedestrians, and bicyclists at five intersections along the corridor, including a single lane roundabout at Gay Street. The project will also add a 10' wide paved shared use path along the east side of North Mason Street, upgrade and construct sections of sidewalk, as well as make upgrades to a city bus stop. This application reflects the preferred alternative of the HRMPO North Mason Street Study and will improve safety and multi-modal connectivity in Downtown Harrisonburg.

Northend Greenway: Monroe Street to Downtown - The project will construct the final phase of the Northend Greenway, an 8'-10' wide paved shared use path, between its existing terminus at Monroe Street to the intersection of North Main Street and Noll Drive downtown. The project is necessary to close a one-mile bike/ped infrastructure gap by connecting to the northern terminus of the RAISE funded Liberty Street cycle track, which combined with the Bluestone Trail, will result in an over six-mile continuous north/south protected bike and pedestrian route through the city.

Chicago Avenue Corridor Improvements - The project will construct a varying width paved path and other related infrastructure improvements along the west side of Chicago Avenue from Mt. Clinton Pike to Greystone Street. The project will improve safety and connectivity by closing an existing gap in protected bike/ped infrastructure along this segment of Chicago Avenue where none currently exists. The project also fills an existing sidewalk gap along the south side of Greystone Street, installs a new high visibility crosswalk at Shenandoah Street, and makes upgrades to a city bus stop.

MLK Jr. Way & East Market Street Multi-Modal Improvements - The project will reconfigure Martin Luther King Jr. Way between Reservoir Street and East Market Street from a four-lane undivided roadway to a three-lane roadway with a continuous left turn lane and a buffered 6' sidewalk on the south side of the roadway. In addition, the project will upgrade the existing unbuffered 5' wide sidewalk along East Market Street from Martin Luther King Jr. Way to Carlton Street to a 10' wide paved shared use path therefore improving accessibility to a city bus stop. The project also rebuilds the signal at Martin Luther King Jr. Way and Reservoir Street as well as upgrades intersection curb ramps to meet ADA standards. This application reflects the results of a VDOT sponsored Ready, Set, Go study and aims to facilitate accessible bike/ped connections to new bike/ped infrastructure built as part of the US-33 Railroad and Exit 247 Bridges Replacement project.

Vine Street Corridor Safety - The project will improve safety for drivers, pedestrians, and bicyclists along Vine Street. The project will construct single lane roundabouts at Washington Street, add new left turn lanes on Old Furnace Road at Vine Street, and replace the existing signal at Vine Street and Old Furnace Road. The project will construct segments of sidewalk along Vine Street as well as new high visibility crosswalks and ped signals, resulting in continuous pedestrian infrastructure along the corridor. At the roundabout, the bicycle lanes on Vine Street will have ramps on the adjacent sidewalks to provide routing options and continuity. This application reflects the preferred alternative of the Vine Street STARS Study.

Port Republic Road Improvements: Exit 245 and Forest Hill Road - The project will construct a second left turn lane on Forest Hill Road at Port Republic Road, resulting in the approach having one right turn lane and two left turn lanes. The project will construct a right turn lane on Port Republic Road at Forest Hill Road. The project will re-construct sidewalk impacted

by the project, and will add sidewalk on Forest Hill Rd. The project will construct a concrete median on Port Republic Road from Forest Hill Road to Hunters Road. The project will construct a shared use path on a parallel alignment behind two properties, connecting bicycle and pedestrian infrastructure to be constructed by other projects. A boarding and alighting area will be constructed for the bus stop on the east side of Port Republic Road. A pedestrian refuge island will be installed at the intersection with the I-81 NB on-ramp.

Virginia Avenue Project Pipeline - The project will make multiple safety upgrades along the Virginia Avenue (VA-42) corridor from Gay Street to Old Windmill Circle including installation of crosswalks with curb bump outs and Rectangular Rapid Flashing Beacons (RRFBs) at 1st Street, 2nd Street, and 4th Street; lane reassignment at 3rd Street to add left turn lanes on the Virginia Avenue approaches; installation of approximately 50 feet of median at 5th Street, approximately 300 feet of median from the VMRC entrance to Acorn Drive, and construction of new sidewalk adjacent to Harmony Square Plaza, from Harmony Drive to Old Windmill Circle, and along the south side of Mt. Clinton Pike west from Virginia Avenue to the existing sidewalk at Common Good Marketplace. This application reflects the preferred alternative of the Virginia Avenue Project Pipeline Study.

Port Republic Road Improvements: Devon Lane to Neff Avenue - The project will make multiple improvements at the intersections of Port Republic Road and Devon Lane and Port Republic Road and Neff Avenue/Peach Grove Avenue through the construction and extension of turn lanes, access management, and upgrade of crosswalks. On Port Republic Road between Devon Lane and Neff Avenue/Peach Grove Avenue, the project will reconfigure the roadway to accommodate a curb shift and construct a buffered 10' wide shared-use path along the north/east side of the roadway. The reconfiguration includes removing the on-street bike lanes and, north of Deer Run, the two-way left turn lane. An ADA boarding and alighting area will be constructed at a city bus stop. This application reflects the preferred alternative of the HRMPO Port Republic Road Small Area Study.

Options

Attachments

1. Resolution of Support
2. Presentation