



City of Harrisonburg

City Hall
409 South Main Street
Harrisonburg, VA 22801

Meeting Minutes - Final Bicycle and Pedestrian Sub-Committee

Monday, June 2, 2025

6:00 PM

City Hall Room 11

1. Welcome and Introductions

In attendance at the meeting were subcommittee members Sumeet Gudi, Stephanie West, Jared Wark, and Transportation Safety & Advisory Commission member Kyle Lawrence. Also in attendance were city representatives Jakob zumFelde, James Polhamus, and Safe Routes to School Coordinator Andrea Troyer. The meeting was held at City Hall in Room 11.

Attachments: [2025-06 Subcommittee Presentation](#)

2. Public Comments

There were no public comments at this time.

3. 2025 Neighborhood Traffic Calming Program Update

James Polhamus presented an overview highlighting proposed changes to the Neighborhood Traffic Calming Program (NTCP), feedback from the recent public engagement process, and next steps. Stephanie West inquired about the methods used to advertise the NTCP process open house and survey to the public and remarked that in her experience the neighborhood Facebook groups can be an additional way to encourage public participation. James Polhamus responded that to bring awareness to open house and survey, local news, social media, city webpage updates, and more were used to reach out to the community. Jakob zumFelde added that the city is always looking for ways to best encourage public participation and theorized that the low public participation in this case was due to residents waiting to see how the NTCP process changes play out. James Polhamus articulated that during the public engagement process, there had been some comments that the proposed NTCP process overview diagram was confusing. To help mitigate this concern, James Polhamus explained that Public Works staff created an alternative format for comparison. James Polhamus then asked the subcommittee for their preference on which program overview diagram they preferred. The subcommittee unanimously preferred the alternative diagram. Kyle Lawrence asked if City Council has had a chance to review the proposed NTCP yet. Jakob zumFelde responded that they had and added that Public Works staff plan to present the proposed NTCP to Bike Ped Subcommittee, TSAC, and City Council each twice, with presentations both

prior to and after the public engagement process and edits. Jakob zumFelde clarified that this was the subcommittee's second opportunity to provide feedback on the proposed NTCP, with second opportunities for TSAC and City Council still planned. Kyle Lawrence inquired how many traffic calming requests the city receives each year. Jakob zumFelde responded that city staff currently receive around 10-20 requests but given the proposed NTCP's expanded street eligibility and changes to how traffic calming requests are submitted, that number could change. Jared Wark asked how generous the minimum scoring threshold of 40 points was for a street to be eligible for traffic calming. Jakob zumFelde replied he was confident that compared to the existing NTCP, 40 points is quite generous and will make most neighborhood streets eligible. Stephanie West asked how much action the city takes for each traffic calming request currently. Jakob zumFelde responded that under the existing NTCP's high eligibility threshold, the city had not made any significant neighborhood level traffic calming changes since 2022. However, Jakob zumFelde added that with the proposed NTCP's lower eligibility threshold and expanded criteria, the city anticipates taking more action in the future.

Attachments: [Draft Updated NTCP FAQs 25_06 BikePed_Sub](#)
[Draft Updated NTCP 25_06 BikePed_Sub](#)

4. Safe Routes to School Program Efforts

Andrea Troyer presented an update on current projects and future efforts relating to the city's Safe Routes to School Program. Sumeet Gudi asked for further details on what the bike units being taught at HCPS schools entail. Andrea Troyer responded that the bike units are catered towards students of all bicycling skill levels, from basic to complex, and taught during the student's PE time. Sumeet Gudi then asked about the city police's involvement on Bike & Roll to School Day. Andrea Troyer responded that city police assisted throughout the event and were placed at key intersections where higher-than-normal numbers of students walking and biking would cross. Andrea Troyer added that the police presence also provided important visibility to drivers about where they might expect to see students walking and biking to school in the future. Kyle Lawrence asked if the Safe Routes to School Maps had been updated to which Andrea Troyer responded they had. However, Andrea Troyer added that the maps and recommended routes are considered living documents and subject to change given public experience and feedback over time. Kyle Lawrence then clarified if the city submitted a TAP pre-application to which Andrea Troyer confirmed, and that it was specifically for SRTS Non-infrastructure. Stephanie West inquired about the types of bikes the schools have available for their bike units. Andrea Troyer responded that each HCPS school currently has a variety of bikes and training tools with plans to potentially purchase some more bike trailing tools, particularly for the elementary schools.

5. School Zone Signage and Pavement Marking Effort

Andrea Troyer next discussed the city's ongoing efforts to standardize its signage of school zones at each Harrisonburg City Public School using signs, flashing beacons, and pavement markings. Kyle Lawrence asked whether automated enforcement would be feasible once standardized school zone signage is in place. Jakob zumFelde responded that it would be but something that the city would engage with the public on first. Kyle Lawrence then asked about the possibility of funding the effort with grants. James Polhamus responded that the city did recently reach out to VDOT about whether school zone signage would be eligible for either HSIP or TAP funding but was informed that it was not. Sumeet Gudi inquired what the total cost would be. Andrea Troyer responded that initial Public Works staff cost estimates are around \$300,000 and that the needed flashing beacons and technology represent a significant portion of that cost. Kyle Lawrence asked if implementation of the school zone signage improvements would be done in house. Andrea Troyer replied that it would, which helps save both cost and time. Stephanie West inquired about the possibility of spreading out the cost by not making school zone signage changes at all schools at once. Jakob zumFelde responded that school zone signage improvements will hopefully be increasingly seen as a need and that Public Works staff will continue to explore potential funding opportunities.

6. Crash Reporting and Crash Data Review of 2024

Jakob zumFelde introduced and explained how to use VDOT's crash analysis tool in addition to providing a summary of reported crashes that have occurred in the city, both overall and involving people biking or walking. Stephanie West asked if I-81 related crashes were able to be sorted out from the rest of crashes in the city. Jakob zumFelde replied he believed they could be and added that in future presentations, staff would look to separate I-81 crashes. Sumeet Gudi inquired what percentage of crashes did I-81 related ones make up relative to total city crashes. Jakob zumFelde said he wasn't sure, but he thought it was around 10%. [Editors note: it is just under 10%.] A notable trend articulated by Jakob zumFelde is a spike in crashes in the early fall. The subcommittee discussed and agreed that this trend is largely influenced by the influx of new city residents around this time. Stephanie West asked about how many injury crashes involved alcohol. Jakob zumFelde responded that it was not an insignificant amount and that many of the reported crashes did occur at night. Stephanie West then asked if E-Scooter related crashes were counted. Jakob zumFelde responded that E-Scooters are not counted as their own category on crash reports, but are indicated as pedestrians or bike crashes. Jakob zumFelde then showed bike and pedestrian count data from April 2025 at signalized intersections in the city where the traffic detection tool Miovision is installed and counts them. Kyle Lawrence asked if the city would continue to upgrade signals with Miovision when feasible to which Jakob zumFelde confirmed. Jakob zumFelde subsequently asked

the Subcommittee what they thought would be valuable for Public Works staff to investigate utilizing this data in the future. Kyle Lawrence commented that having year to year data comparisons going forward may be helpful. Stephanie West added that potentially publicizing this data could give the public a better sense of how many people walk and bike in the city as well as the number of cars these modes of transportation take off the roadways.

7. Project Updates - see attachment

Jakob zumFelde announced schedule updates regarding a few upcoming bicycle and pedestrian related projects in the city. Notably, construction on the Brookside Phase of the Northend Greenway will now start in 2026. Stephanie West brought up a concern that since Phase 4 of the Northend Greenway along Mt. Clinton Pike opened, it is difficult for those unfamiliar with the area going eastbound to see from the Virginia Avenue intersection that the path resumes past railroad tracks. Jakob zumFelde responded that the city does have a CTB recommended Smart Scale project that will connect these existing segments of Northend Greenway, eliminating the small existing gap. However, with the that project years away from construction, Jakob zumFelde suggested that in the interim, some additional wayfinding signage, similar to what exists on other portions of Northend Greenway would be something the city could explore adding. Other project schedule changes include construction on the North Main Street Sidewalk and Bike Lane project being moved to 2027 and construction on the Liberty Street project being moved to 2028-29.

Attachments: [2025-06 Project Updates](#)

8. Other Business/Announcements

Jakob zumFelde announced that one of the city's submitted HSIP applications, Safe Routes to School RRFBs, is currently recommended for funding by the CTB and that if approved later this month, could be implemented in as soon as a few years.

Stephanie West inquired how the city ended up placing in the "Strongest Town" contest. Jakob zumFelde responded that while the city had placed runner up in the championship round, it was great to see the city advance so far and that residents had been the ones to nominate Harrisonburg. Jakob zumFelde then updated the subcommittee that the North Mason Street Temporary Demonstration project is officially scheduled to be implemented after the July 4th weekend with a public event planned in the closed-off roadway space for July 12th.

Kyle Lawrence inquired about what option was selected as the preferred alternative pertaining to bike/ped infrastructure along Port Republic Road between Devon Lane and Neff Avenue as part of the HRMPO's ongoing Small Area Study. Jakob zumFelde responded that the preferred alternative selected will construct a 10-foot-wide shared use path on the north side of the roadway due to limited right of way. Jakob zumFelde clarified that to fit a 10-foot shared-use path, the existing bike lanes along Port Republic Road will be removed, the travel lanes shifted slightly south,

and the curb on the north side of the road rebuilt. Jakob zumFelde added that the city also recently received VDOT approval to make a slight modification to the upcoming Port Republic Road and Bradley Drive project which will instead construct a shared use path along a constrained section of roadway closest to the Devon Lane intersection before transitioning to the originally planned sidewalk and separated cycle track along Port Republic Road down the hill. Lastly, Jakob zumFelde announced his promotion to the position of Public Works Planning Manager and that the city is making progress on hiring a second Transportation Planner.

Adjournment