



City of Harrisonburg

City Hall
409 South Main Street
Harrisonburg, VA 22801

Meeting Minutes - Final Transportation Safety & Advisory Commission

Wednesday, June 11, 2025

8:30 AM

Public Works Building, 320 East Mosby Road

1. Welcome and Introductions

In attendance at the meeting were commission members John Scherpereel, Rob Jezior, Kyle Lawrence, Marian Lebherz, Jakob zumFelde (Public Works), and Sgt. Wayne Westfall (Police Department). Also in attendance were City representatives Paul Helmuth, Matthew Tobia, and Timothy Mason. The meeting was held in the new Public Works building located at 320 East Mosby Road.

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

2. Public Comment Opportunity

There were no public comments at this time.

3. 2025 Neighborhood Traffic Calming Program Update

Jakob zumFelde presented an overview highlighting proposed changes to the Neighborhood Traffic Calming Program (NTCP), including feedback from the recent public engagement process, and next steps. Rob Jezior asked for clarification on what the timeline would be from an initial traffic calming request to implementation. Jakob zumFelde responded that the exact timeline can vary depending on the circumstances but surmised that traffic calming implantation in most cases would occur 12-18 months after a neighborhood is selected. John Scherpereel inquired about what specifically TSAC will be endorsing if the updated NTCP moves forward. Jakob zumFelde replied that once every eligible requested street is scored, Public Works staff will then explore opportunities to group multiple high scoring streets that logically make sense resulting in the selection being on a more comprehensive neighborhood level. Jakob zumFelde clarified that it is this neighborhood selection scenario, informed primarily from the individual street scores that TSAC would be asked to annually endorse. Marian Lebherz asked if there were any limits on the size of neighborhoods that could be selected for traffic calming. Jakob zumFelde responded that Public Works staff envisions selecting areas similar in size to previous neighborhood traffic calming efforts, of which can certainly range. John Scherpereel asked if shortly after the proposed annual request deadline, a list of traffic calming requests for both eligible and ineligible streets would be presented to the commission. Jakob zumFelde agreed that having that information available would

make sense. John Scherpereel then asked if there was a maximum score that would essentially guarantee traffic calming on an eligible street. Jakob zumFelde responded there isn't and that the scores are more to demonstrate comparative need among requested streets. Marian Lebherz inquired how many neighborhoods would be selected each round. Jakob zumFelde replied that the number could vary each year depending on available funds and neighborhood size. He theorized that in some years one large neighborhood may be selected where traffic calming is implemented on multiple streets or alternatively, two to three smaller neighborhoods may be selected where traffic calming is only needed on a single street. Sgt. Westfall clarified if streets that score under the minimum threshold of 40 points would be able to be re-evaluated earlier than the proposed 3-year ineligibility if a significant change in the neighborhood occurs such as a street extension, more housing, etc. Jakob zumFelde confirmed that a clause for this is stated in the updated NTCP. Matthew Tobia asked if the speed humps listed under 'Potential Traffic Calming Measures' in the updated NTCP will include provisions for first responder vehicles such as the ones currently on Dogwood Drive. Jakob zumFelde replied that during the process of determining the specific types of traffic calming devices implemented in a selected neighborhood, Public Works staff will work with the Fire Department to ensure that first responder routes are accommodated. Kyle Lawrence asked how close the publicizing of street scores and selected neighborhoods would be to when TSAC will be asked to endorse. Jakob zumFelde responded that the street scores and neighborhood selection scenario would be released annually in January with requested TSAC endorsement planned for February. With no further questions or comments, Jakob zumFelde then asked for a resolution of support from the Commission to present to City Council on July 8th. John Scherpereel made a motion with Marian Lebherz seconding. The motion for a resolution of support to City Council passed unanimously.

Attachments: [Draft 2025 NTCP_25_06_TSAC](#)

Attachments: [Draft Updated NTCP FAQs_25_06_TSAC](#)

4. Port Republic Road & Neff Avenue / Peach Grove Avenue Intersection

Timothy Mason presented a summary of the HRMPO (Harrisonburg-Rockingham Metropolitan Planning Organization) study conducted for the intersection of Port Republic Road and Neff / Peach Grove Avenue and surrounding small area. Timothy Mason elaborated that the intersection of Port Republic Road and Neff / Peach Grove Avenue is of regional importance given that it was identified as the highest crash intersection within the HRMPO area. Timothy Mason then presented the study's preferred alternative that will be applied for by the HRMPO in future VDOT Smart Scale rounds. Matthew Tobia asked if the preferred alternative accommodates future development, such as along the east side of Neff Avenue. Jakob zumFelde responded that the study looked ahead to the year 2045 and factored in both

proposed development within the small area as well as projected regional future growth outside of the small area. Rob Jezior emphasized the need for alternative connections between the Food Lion shopping center and the residential neighborhood east of Neff Avenue. Kyle Lawrence asked why some of the study's recommendations are not included in the preferred alternative. Jakob zumFelde responded that this was primarily done to not inflate the overall cost and to make the preferred alternative as competitive as possible for future funding. Jakob zumFelde added that certain study recommendations, such as a shared use path along the east side of Neff Avenue, are anticipated to be built by future development. Kyle Lawrence inquired why the two Pedestrian Hybrid Beacons (PHBs) listed as study recommendations (crossing Port Republic Road in the vicinity of Deer Run and Wine Drive) were not included as part of the preferred alternative. Jakob zumFelde responded that the Public Works staff didn't see enough justification for either location to warrant being the first PHB in the city. Timothy Mason added there currently isn't much crossover traffic at these locations, particularly among transit users, as communicated by HDPT due to different bus routes serving northbound and southbound Port Republic Road. Timothy Mason articulated that the city ultimately values the PHB study recommendations and will monitor their need going forward as growth along the corridor continues. Timothy Mason next explained that the study did consider a quadrant roadway intersection (QRI) alternative for the Port Republic Road and Neff/ Peach Grove Road intersection but was ultimately deemed impractical. Kyle Lawrence lastly asked if a preferred alternative stemming from an MPO led study was any more or less likely to receive Smart Scale funding compared to a VDOT led STARS or Pipeline study. Jakob zumFelde answered that the funding outcome more depends on the specific project rather than who led the associated study.

5. Other Business/Announcements

Timothy Mason updated the commission 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. Jakob zumFelde added that the city is also likely to soon move forward with its Safe Streets for All effort once an agreement with the federal government is finalized. Jakob zumFelde clarified that the effort features a guiding Safety Action Plan with individual components being a Complete Streets Design Guide, Bike & Pedestrian Plan Update, and Safe Routes to Schools Plan.

Matthew Tobia expressed concern that several pedestrians are currently crossing Mt. Clinton Pike in the Park View area between the EMU Fields to the north and multiple businesses to south. Jakob zumFelde responded that staff had considered a potential mid-block crossing along that stretch of Mt. Clinton Pike a few years back and noted that Public Works staff would discuss this possibility further. Jakob zumFelde added that he could envision a few different locations for where a midblock crossing might be most effective depending on the targeted use case.

Adjournment