



# City of Harrisonburg

City Hall  
409 South Main Street  
Harrisonburg, VA 22801

## Meeting Minutes - Final Bicycle and Pedestrian Sub-Committee

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Monday, December 2, 2024

6:00 PM

Lucy F. Simms Continuing Education Center

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### 1. Welcome and Introductions

In attendance at the meeting were Subcommittee members Sumeet Gudi, David Ehrenpreis, Jay Dedman, Dudley Bonsal, Stephanie West, John Bowers, Chris Tipton, Transportation Safety & Advisory Commission member Kyle Lawrence, and City representatives Jakob zumFelde, Timothy Mason, James Polhamus, Brittany Clem-Hott, and new Safe Routes to Schools Coordinator Andrea Troyer. JMU representative Valerie Kramer was also in attendance. The meeting was held at Lucy Simms Continuing Education Center.

Attachments: [2024-12 Subcommittee Presentation](#)

### 2. Public Comments

There were no public comments at this time.

### 3. Virginia Highway Safety Improvement Program (VHSIP) Applications Submitted

James Polhamus presented a summary of the Virginia Highway Safety Improvement program (VHSIP) and provided an update on the city's two 2024 submitted applications. The first application would install eleven pairs of rectangular rapid flashing beacons (RRFBs) at eight unsignalized intersections in proximity to schools and parks. The second application would install eleven pairs of RRFBs at eight unsignalized intersections in proximity to ten bus stops. James Polhamus clarified that the city had coordinated with Harrisonburg Department of Public Transit (HDPT) on the second application and received their support. In addition to the RRFBs, improvements such as curb extensions, ADA compliant curb ramps, and connecting sidewalk would also be constructed where feasible. Stephanie West asked what the price of a single pair of RRFBs was. Timothy Mason responded that when estimating cost, the city assumes significant contingency. Stephanie West voiced support for the submitted applications and remarked that the RRFBs already in place in the city seem to be effective. Stephanie West further asked if there was a budget in which the city could fund RRFBs instead of applying for them via grants. Jakob zumFelde responded that the city can utilize some of the \$150,000 that the city annually allocates to fill gaps between existing sidewalks. But with each of the VHSIP grant applications being estimated to cost over \$1 million, use of the city funds cannot easily make up for grant funding. Sumeet Gudi asked what the reason for two pairs of RRFBs at a

single intersection would be to which Timothy Mason responded that these would be needed at an intersection with either two crosswalks or across a divided roadway. Jakob zumFelde added that if either application is funded, the city would take the appropriate steps to determine whether two pairs of RRFBs at a single intersection would need to be coordinated. Kyle Lawrence asked what some of the previous city applications funded by VHSIP are. Jakob zumFelde responded that while the specific criteria for VSHIP changes from year to year, he pointed to the city's most recent successful application from 2023 that will improve pedestrian crossings at six intersections in the city. The city is expecting to know how both applications score by Spring 2025.

#### **4. Safe Routes to School Program Overview**

Andrea Troyer was introduced to the subcommittee as the city's new Safe Routes to School Coordinator and presented an overview of her position on how she plans to serve the community as a liaison between parents, schools, Public Works staff, and more. Chris Tipton expressed interest in potentially developing official city coordinated walking school buses. Andrea Troyer responded that the city is currently in ongoing conversations with each school and identifying interest among parents and administration in piloting neighborhood walking/bike groups. She noted however that every school is different and that details are still in the process of being determined as the safe routes to school program is being revamped.

#### **5. Potential Community Development Block Grant (CDBG) Application**

Jakob zumFelde provided information about the Community Development Block Grant (CDBG) program and pointed to various sidewalk segments funded through it over the years such as along Dogwood Drive, Water Street, Commerce Drive and Washington Street. The project the city is considering applying for in this round of CDBG funding would construct a path connection between Myers Avenue and Norwood Street which involves connecting to an existing path in Kiwanis Park. An additional path connection from Kiwanis Park to Spotswood Elementary School is also being considered. Kyle Lawrence asked who determines where specifically the CDBG funds are allocated. Jakob zumFelde responded that the city receives an overall amount of CDBG money and then allocates it for various needs in the city. Kyle Lawrence voiced support for a path connection from Kiwanis Park to Spotswood Elementary School saying it would be a big improvement over the currently dangerous conditions where children biking to/from Spotswood Elementary enter/exit the property at the same place where vehicles do.

#### **6. Leading Pedestrian Interval Implementation**

Timothy Mason presented an overview of Leading Pedestrian Interval (LPI) noting that it can improve pedestrian safety by allowing pedestrians to have a head start when crossing the roadway and better be within the view of vehicles turning. He then went over the criteria the city currently uses when implementing LPI. Chris

Tipton clarified that the only thing changed when implementing LPI is software to which Timothy Mason confirmed. Dudley Bonsal asked if LPI alters the existing pedestrian crossing countdown. Jakob zumFelde responded that LPI does not change the countdown time, only the vehicle green light after allowing pedestrians into the crosswalk. He added that the city's evaluation shows that LPI is best used for crossing the major street of an intersection therefore affecting only vehicles turning from the minor street approach. Timothy Mason then went over a map of the city depicting where LPI is currently implemented as well as additional intersections where the city believes LPI could be appropriate. Sumeet Gudi asked if LPI affects right turn on red to which Timothy Mason responded it does not. Sumeet Gudi further inquired whether the city would implement right turn on red restrictions, particularly downtown. Jakob zumFelde responded that right turn on red restrictions could be difficult, given the challenges of signage and enforcement. Timothy Mason added that LPI can help significantly raise the vehicle yield rate to pedestrians. Lastly, Kyle Lawrence clarified that the city is proposing being proactive in its implementation of LPI as opposed to being reactive to specific pedestrian/vehicle crashes to which Timothy Mason confirmed.

## 7. Project Updates - see attachment

Jakob zumFelde provided an update on various upcoming bike/ped related projects within the city along with their anticipated schedules. Jay Dedman asked how confident the city was that some of the anticipated schedules would be followed. Jakob zumFelde responded that the city is cautious in estimating schedules and tries to anticipate issues in the right of way (ROW), engineering, and construction phases. However, schedules are always subject to change, with many schedule changes happening on projects over the past few years. Regarding the RAISE grant funded Liberty Street Project, Jakob zumFelde noted the particularly challenging location of the project and the complexity of having a bidirectional cycle track adjacent to a one-way directional roadway. Jakob zumFelde clarified that the provided project update list did not include all upcoming city projects and encouraged the subcommittee as well as the public to check the city's website or email Public Works staff with any questions. City staff anticipate the next public engagement opportunity will be for the North Main Street Sidewalk project in February 2025.

Attachments: [2024-12 Project Updates](#)

## 8. Other Business/Announcements

Stephanie West voiced concern about shrubbery and site distance at the existing Northend Greenway crossing at Liberty Street. Stephanie West also inquired what action the city takes to proactively remind property owners about the responsibility of clearing their sidewalks of snow. Brittany Clem-Hott responded that Public Works currently encourages this on its website, but that further reminders could be pushed through other city department websites as well.

## 9. Review Applications to Join the Bicycle and Pedestrian Subcommittee

This meeting marked the end of the term for two subcommittee members, Stephanie West, who announced her interest in serving an additional term, and Dudley Bonsal, who chose not to re-apply. Jakob zumFelde thanked both for their time on the subcommittee and explained that there would be two positions on the subcommittee with those appointed beginning their terms in February, following appointment by the Transportation Safety & Advisory Commission (TSAC). The meeting was opened to members of the public, and an interested candidate who applied to join the subcommittee took the opportunity to introduce himself. This was followed by a closed session where the subcommittee members discussed the candidates for the vacant subcommittee positions with the intent to provide a recommendation to TSAC.