



City of Harrisonburg

City Hall
409 South Main Street
Harrisonburg, VA 22801

Meeting Minutes - Final TSAC / Bicycle and Pedestrian Sub-Committee Joint Meeting

Monday, February 23, 2026

6:00 PM

City Hall Room 11

1. Welcome and Introductions

In attendance for the joint meeting between the Transportation Safety and Advisory Commission and the Bicycle & Pedestrian Subcommittee were TSAC members Kyle Lawrence, John Scherpereel, Marion Lebherz, Michael Van Poots, and Tom Hartman (Public Works), as well as Bike-Ped Subcommittee members Jay Dedman, Jared Wark, Neil Detweiler, David Ehrenpreis, and Adam Dohrenwend. Also in attendance was JMU representative Valerie Kramer and City representatives Chief Matthew Tobia, Jakob zumFelde, Timothy Mason, James Polhamus, Max Irwin, and Maya Waid.

Attachments: [2026-02 Subcommittee +TSAC Presentation](#)

2. Public Comment Opportunity

There were no public comments at this time.

3. 2026 SMART SCALE Applications Summary

James Polhamus provided a summary of the SMART SCALE grant opportunity, and the seven projects the City plans to submit this year for SMART SCALE Round 7. James Polhamus described the general SMART SCALE process as well as the criteria used to evaluate the applications, the timeline, and next steps. James Polhamus introduced the Northend Greenway: Monroe Street to Downtown and the Chicago Avenue Corridor Improvements project. There was discussion regarding overall future connectivity in the study areas.

James Polhamus introduced the MLK Jr. Way and East Market Street Multi-Modal Improvements project. Jared Wark asked about right-of-way ROW cost and coordination with landowners per previous discussion of area improvements. Jakob zumFelde responded that Public Works plans to limit impact to properties and utilities. Jakob zumFelde introduced the North Mason Street study. David Ehrenpreis asked how the North Mason Street study would connect to the Northend Greenway. Jakob zumFelde replied that either project does not preclude the other and that if both are funded, the projects would be coordinated in the design phase to ensure connectivity.

Jakob zumFelde introduced the Port Republic Road Improvements: Devon Lane to Neff Avenue. Valerie Kramer asked if the project would remove the bike lane on Neff Avenue. Jakob zumFelde explained that the long-term plan would include widening the bike lane by replacing one lane with a shared use path, but this would not be part of the proposed project. Jakob zumFelde clarified that the existing bike lanes would remain as well as the sidewalk going uphill on the northeast side of Neff Ave. Jakob zumFelde added that while some of the Neff Avenue sidewalk may need to be moved to accommodate an extended right turn lane, the affected sidewalk would be rebuilt. Marian Lebherz asked about planned development on the southeast corner of the subject intersection. Jakob zumFelde responded that, in general, planned developments must coordinate with Community Development and Public Works regarding appropriate frontage improvements and whether those are required or may be voluntarily proffered by the developer, but that he cannot speak to this specific site. John Scherpereel asked if there would be changes to the bike lanes on Neff Avenue with this project, and Jakob zumFelde said that the only change would be for the existing downhill bike lane to be beside a right turn lane for a longer stretch. Jared Wark asked how this alternative was chosen following public engagement, and Jakob zumFelde stated that the other alternative presented to the public showed a loop road redirecting left turns which was not popular among the public. Timothy Mason described the alternate typical sections presented for Port Republic Road and noted there were a few changes following the open house, but Public Works had worked to combine the comments received into the current proposal. Kyle Lawrence noted the small slip lane on Neff Avenue. James Polhamus and Jakob zumFelde explained that the right turn would be signal controlled with no right turn on red allowed. The project would remove the slip lane at Devon Lane. There was additional discussion on current attitudes towards slip lanes in general.

James Polhamus introduced the Vine Street Corridor Study and the Virginia Avenue Corridor Study projects. For the Virginia Avenue application, James Polhamus noted that the roundabout at Harmony Drive shown at the public meeting was removed from the application scope following public input. There was discussion on SMART SCALE applications being submitted by the City or the Harrisonburg-Rockingham Metropolitan Planning Organization (HRMPO). David Ehrenpreis asked how likely the projects are to be funded Jakob zumFelde replied that the project scoring is relative to other submissions, so it is very hard to predict how any project will score; however, he voiced general optimism due to the consideration of economic development in application scoring. Neil Detweiler asked about pedestrian improvements at the corner of Country Club and Vine Street, and Jakob zumFelde described the proposed pedestrian infrastructure in the area.

4. 2026 Repaving Schedule

Timothy Mason presented the road segments to be repaved during the 2026 paving season as well as summarized potential changes to lane configuration that would be made with repaving. Timothy Mason introduced planned changes to Neff Avenue, noting the conversion of a southbound lane into a planned hatched median and pedestrian island accessing the trail to the Arboretum and into left turn lanes around the intersections of Neff Avenue with Putter Court and Sunchase Drive, and into the driveway of the Dream Come True playground. The crossing to access the Arboretum trail would still involve Rectangular Rapid Flashing Beacons (RRFBs) acting independently for each traffic direction. Jared Wark asked if the cost of RRFBs at this crossing would be impacted by the existing ones. Timothy Mason explained that the City plans to reuse the existing pair of RRFBs and would only have to buy one new set, not two, helping to reduce the project cost. Neil Detweiler asked if it was necessary to split the signal in half instead of illuminating the whole crossing at once. Jakob zumFelde explained that pedestrians would not need to press a button, but it would sense the pedestrian as they crossed the median. The idea then would be that the split signals would improve driver yielding. Valerie Kramer asked if the lighting infrastructure would match existing, or if there would be lighting installed into the pavement, as some crossings have on JMU's campus. Tom Hartman clarified that it would have the same infrastructure style as the existing crossing. The center island would be a concrete median with a straight pedestrian passthrough. Timothy Mason introduced further planned changes along Neff Avenue at the Reservoir Street intersection. Kyle Lawrence asked if these were proposals from the 2024 VDOT Roadway Reconfigurations study. Tom Hartman responded that several of those recommendations are being moved forward.

Timothy Mason introduced the proposed changes to Court Square, which was part of a Road Safety Assessment. Jay Dedman asked if the new parking would be public or reserved for the courthouse Tom Hartman explained that the spots are intended to be time controlled except those which are already reserved for courthouse needs. Jared Wark asked if the painted sidewalks added would be signalized, which they will not be. Timothy Mason introduced the proposed changes at the intersection of Virginia Avenue and Edom Road.

Jakob zumFelde introduced the list of streets to be repaved and described planned changes on Stone Spring Road, University Boulevard, North Mason Street, and Pleasant Hill Road. Jakob zumFelde noted that there will be no changes to North Mason Street at this time due to the current study discussed previously. Jakob zumFelde then described the proposed changes to the existing raised crosswalks on Franklin Street and Monument Avenue, which are not currently ADA compliant. The crosswalk on Franklin Street will be moved to the intersection with Monticello Avenue, and the raised crosswalk on will be replaced with a speed hump. Monument Avenue

will have a raised intersection at the intersection with Bluestone Street, replacing the existing raised crosswalk. The existing raised crosswalk at Valley Street will be replaced with a standard crosswalk, with a speed hump added west of the intersection. Jakob zumFelde stated that Public Works will reach out to residents with diagrams showing the proposed changes for public awareness and outreach. John Scherpereel clarified that there will be no changes to the raised intersection at Franklin Street and Ott Street, which Jakob zumFelde confirmed. Only the raised crosswalk will be changed, and the raised intersection will either remain unaltered or be fully replaced.

5. Other Business/Announcements

Jakob zumFelde described the upcoming Safe Streets For All program for new Commission and Subcommittee members, including the current timeline for consultant selection and noted that monthly meetings are likely for the rest of the year due to the project. Kyle Lawrence thanked Public Works staff for keeping the public and members of the Commission and Subcommittee up to date on planned SMART SCALE applications and other projects throughout the city. He gave a brief update on the Shenandoah Rail Trail meetings and survey, which are planned for April. Timothy Mason reminded all attendees of the upcoming North Mason Street Study open house on Tuesday, February 24th from 4pm to 6pm at the Lucy Simms Continuing Education Center.

Adjournment