



City of Harrisonburg

City Hall
409 South Main Street
Harrisonburg, VA 22801

Meeting Minutes - Final Bicycle and Pedestrian Sub-Committee

Monday, March 24, 2025

6:00 PM

City Hall Room 11

1. Welcome and Introductions

In attendance at the meeting were subcommittee members Sumeet Gudi, David Ehrenpreis, Stephanie West, Jay Dedman, Jared Wark, Chris Tipton, and Transportation Safety & Advisory Commission member Kyle Lawrence. Also in attendance were city representatives Jakob zumFelde, Tom Hartman, James Polhamus, Brittany Clem-Hott, as well as JMU representative Valerie Kramer. The meeting was held at City Hall in Room 11.

Attachments: [2025-03 Subcommittee Presentation](#)

2. Public Comments

There were no public comments at this time.

3. Election of Subcommittee Chair

Jay Dedman motioned to nominate Sumeet Gudi, who had served as the Chair previously, for Subcommittee Chair with Stephanie West seconding. Jakob zumFelde called for a vote, and the vote was unanimous, with all members in attendance voting in favor to re-elect Sumeet Gudi as Subcommittee Chair.

4. 2025 Meeting Dates

Jakob zumFelde went over the proposed subcommittee meeting dates and times for the rest of the 2025 calendar year. Meetings are proposed to continue to be at 6pm on the 4th Monday of the odd numbered months. Potential additional meetings are tentatively proposed for August and October should planning efforts related to updating the Bicycle and Pedestrian Plan warrant meeting. The subcommittee did not have any issues with the proposed future meetings.

5. Repaving List and Potential Changes

Jakob zumFelde presented proposed changes to be made alongside this year's annual roadway repaving to which there was much interest and discussion among the subcommittee. Specifically, the potential new bike lanes some of the repaving projects could add. Stephanie West inquired about the general feasibility of moving a roadway curb forward to create a vertically separated cycle track. Jakob zumFelde

responded that moving curb is extremely expensive and would only be considered in rare instances when the curb may be in poor condition and need to be entirely replaced. Sumeet Gudi asked if other types of vertical separation are feasible to add during repaving. Tom Hartman responded that if the city was to add any vertical separation for bike lanes, it would use flex posts. Tom Hartman added that any vertical separation would require extra funding because the maintenance dollars the city receives only cover the cost of keeping the road as it is. Tom Hartman expounded that snow plowing and street sweeping are current obstacles that will need to be addressed before the city looks to add flex posts to bike lanes. Jakob zumFelde articulated the city is evaluating the challenges related to street sweeping and snow plowing. Sumeet Gudi asked if in the meantime the city is defaulting to double lined or 'buffered' bike lanes. Jakob zumFelde confirmed this and elaborated that where there is an appropriate width, the city prefers a buffer of at least 2 feet between the travel and bike lane. Jay Dedman asked if bike lanes need to be continuous for the city to add them during repaving. Tom Hartman responded that while they do not, the city does consider logical termini. Tom Hartman elaborated that the city has recently been aggressive in pursuing bike and pedestrian infrastructure and credited the staff at Public Works. Jakob zumFelde added that the city looks to maximize opportunities for new bike infrastructure where it can and pointed to the Mt. Clinton Pike repaving as an example. Tom Hartman clarified that because the Mt. Clinton Pike repaving features a roadway reconfiguration, the city first does a study to determine if the road can handle a reduction of travel lanes. However, for changes that only decrease the width of lanes without decreasing the number of travel lanes, the city is not required to do a study. Kyle Lawrence asked what the average travel lane width was in the city. Tom Hartman answered that the average travel lane width on collector roadways is 12 feet but that the city is trending towards 11 feet with 10.5 feet being the minimum due to larger vehicle safety considerations. Kyle Lawrence voiced support for the trend of narrowing lanes and remarked that they help to slow down drivers.

Stephanie West inquired about the status of the city's planned Bike and Pedestrian Plan update. Jakob zumFelde responded that the Bike and Pedestrian Plan update is tied to the federal Safe Streets for All grant the city was awarded in 2024. Tom Hartman explained that the city has an upcoming meeting with USDOT and that the Bike and Pedestrian Plan update process will begin as soon as the city obtains a signed agreement with the federal government. Until that agreement is signed, the exact timeline is uncertain.

As part of the Mt. Clinton Pike repaving, Jakob zumFelde explained that the city will be installing green dashed paint markings at potential bike lane/vehicle conflict areas similar to what was recently added at the Mt. Clinton Pike and Chicago Avenue intersection. In addition, the city is considering adding a bike box for the Mt. Clinton Pike approach at the North Main Street (US-11) intersection. For the Central Avenue repaving, Jakob zumFelde said that the city is considering removing the dedicated

left turn lane from Central Avenue onto Maryland Avenue to extend the existing bike lanes on Central Avenue that currently end just short of the intersection. Chris Tipton asked if more drivers turn left onto Maryland Avenue from Central Avenue. James Polhamus responded that the city recently conducted a turn counts evaluation at the intersection and found that while more vehicles turn left onto Maryland Avenue, a dedicated left turn lane, even during Keister Elementary afternoon dismissal, may not be needed with further evaluation to continue. Jakob zumFelde explained that the Vine Street repaving will reduce the vehicle lane width and add a bike buffer along the existing bike lanes. Jakob zumFelde added that an ongoing VDOT STARS study will look at more significant changes that could be included in a future project funding application.

Along the western section of Old Furnace Road, Jakob zumFelde explained that the city plans to add a short section of uphill bike lane between Vine Street and Tower Street. Chris Tipton asked if there was any consideration for removing the existing on-street parking on either side of the road west of Tower Street. Jakob zumFelde responded that the city does not have an official method of measuring parking utilization but that the repaving would consider removing the on-street parking on the north side of the road. David Ehrenpreis asked if a continuous bike lane on the north side (westbound) would fit with the on-street parking on the south side. Tom Hartman responded that there is not enough width for both. Valerie Kramer asked if the city had reached out to the synagogue about the possibility of removing the on-street parking. Jakob zumFelde responded that the city will usually ask for the Bike and Pedestrian subcommittee's opinion first, then reach out to affected property owners and do public engagement. Jakob zumFelde added that the city has an HSIP funded crosswalk for the Tower Street intersection that will help to fill in the existing gaps in sidewalk along Old Furnace Road between Wolfe Street and Vine Street. On Old Furnace Road near the vicinity of Blue Ridge Drive, the repaving is planned to extend the westbound bike lane slightly further up the hill. Slightly east near Oriole Drive, Kyle Lawrence supported keeping the existing signs and pavement markings for the transition at the end of the downhill bike lane. Chris Tipton remarked that there is not enough width to continue a bike lane any further along Old Furnace Road for the time being. Jakob zumFelde wrapped up by listing the scheduled repaving of other neighborhood streets in the city with no planned changes.

6. Overview of Capital Project Funding Sources

Jakob zumFelde presented an overview of the various funding sources the city uses for capital projects. Stephanie West inquired more about State of Good Repair funding. Tom Hartman elaborated that State of Good Repair is a type of state maintenance funding that only puts back what is there and does not add anything. Stephanie West next asked if there is any city money available for the 50% local match required to be eligible for revenue sharing. Tom Hartman responded that while the city has been quite successful in using revenue sharing in the past, it is finding it

increasingly difficult. Stephanie West then asked if the Safe Routes to School program collects data on what supplies and materials may be needed. Jakob zumFelde replied that while the city is waiting to collect new data in the fall, there is some previous data available to lean on in the near term.

7. 2025 Potential Grant Applications

Jakob zumFelde explained that for 2025, the city is considering submitting two Transportation Alternative Program (TAP) applications, one for Safe Routes to School non-infrastructure funding and one for school zone street signage that will legally allow the city to enforce school zone speed limits. The city will also submit a revenue sharing application to close the funding gap for the planned South Main Street at Exit 243 Smart Scale project.

8. Project Updates – see attachment

Jakob zumFelde announced that there were no notable project changes to report since the January subcommittee meeting. Jared Wark asked if there were still plans for public engagement regarding the planned Gay Street reconfiguration and Liberty Street cycle track projects. Jakob zumFelde responded that public engagement for both projects is still planned to occur in 2025 and will be finalized once the city finalizes contracting a consultant for each. Kyle Lawrence asked what the schedule for the Liberty Street cycle project was. Tom Hartman responded that construction will likely start early 2028 and per the RAISE grant contract with the federal government, be finished by 2029.

Attachments: [2025-03 Project Updates](#)

9. Other Business/Announcements

Kyle Lawrence announced that the next round of meetings regarding the proposed Shenandoah Rail Trail have been announced by VDOT. Kyle Lawrence encouraged both members of the subcommittee and the public to attend the meetings and to take the associated survey. Jay Dedman announced that the City of Harrisonburg has advanced into the final four of the 'Strongest Town Contest' and encouraged both members of the subcommittee and the public to vote to advance Harrisonburg to the final round. Jakob zumFelde announced that the city's Bike to School Day will be on May 7th. Lastly, Jakob zumFelde informed the subcommittee about a proposed temporary demonstration project on North Mason Street that the city is working on in collaboration with the nonprofit organization Smart Growth America and Northeast Neighborhood Community Connectors effort.

10. Adjournment