



City of Harrisonburg

City Hall
409 South Main Street
Harrisonburg, VA 22801

Meeting Minutes - Final Transportation Safety & Advisory Commission

Wednesday, February 11, 2026

8:30 AM

Public Works Building

1. Welcome and Introductions

In attendance at the meeting were commission members Marian Lebherz, Kyle Lawrence, Tom Hartman (Public Works), and Sgt. Kevin Fowler. Also in attendance were City representatives Paul Helmuth, Jakob zumFelde, Timothy Mason, James Polhamus, Max Irwin, Maya Waid, and JMU representative Valerie Kramer. The meeting was held in the Public Works building located at 320 East Mosby Road.

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

2. Public Comment Opportunity

A member of the public expressed concern over recent changes made at the intersection of East Market Street (US-33) and Betts Road. The changes installed a temporary R-cut installation that restricts through and left turning movements from either side of Betts Drive onto East Market Street. The speaker emphasized limited visibility when turning left onto Betts Drive from eastbound East Market Street and offered to provide videos he had taken at the intersection to help visualize the situation. Timothy Mason responded that Public Works staff would examine the videos. The speaker asked if a double line median treatment similar to what was installed on East Market Street at the crossover near the Goodwill was considered at Betts Road. Timothy Mason responded that a double line treatment was considered, but ultimately not selected as the preferred treatment option due to the median width not meeting minimal MUTCD width standards. Timothy Mason elaborated the reason 40 feet is the minimum width is so larger vehicles waiting in the median to cross are not dangerously blocking or exposed in any travel lanes of oncoming traffic. Timothy Mason concluded that more data will be collected at the intersection over the coming weeks with a future update on its effectiveness planned to be agenda item at the April 2026 TSAC meeting.

3. Election of the Commission Chair

This agenda item was postponed until the April 2026 meeting.

4. Neighborhood Traffic Calming Program Update

James Polhamus presented a summary on the 2026 Staff Recommended Traffic Calming Study Scenario which scored eligible traffic calming requests and indicated which streets highlighted in green are recommended to move forward with a traffic calming study starting later this year. James Polhamus noted to the Commission that this was the inaugural round of the updated Neighborhood Traffic Calming Program (NTCP), approved by City Council in 2025, so all eligible traffic calming requests dating back to 2022 were considered for this first scoring round. James Polhamus added that traffic calming requests highlighted in yellow will be automatically reconsidered for the next (2027) scoring round while traffic calming requests highlighted in blue would need to be resubmitted due to expiring data. Jakob zumFelde clarified that the updated NTCP expanded the number of streets eligible for traffic calming compared to the previous NTCP. Paul Helmuth asked for an example of traffic calming requests that were deemed ineligible. James Polhamus responded that arterial roadways, such as East Market Street (US-33) and Neff Avenue, in addition to some major collector roadways like Pleasant Hill Road, Chestnut Ridge Drive, and East Washington Street, were determined to be ineligible for traffic calming but could be considered for separate safety improvements outside of the updated NTCP. James Polhamus explained that under the 2026 Staff Recommended Traffic Calming Study Scenario, there would be three traffic calming studies starting in Spring 2026, one for 3rd Street between Virginia Avenue and Liberty Street, one for Central Avenue between South Avenue and Pleasant Hill Road, and one for the neighborhood area of Blue Ridge Drive (north of Meadowlark Drive), Founders Way, and Goldfinch Drive. James Polhamus elaborated that an important consideration when determining the Staff Recommended Traffic Calming Study Scenario is neighborhood context, meaning the opportunity to optimize city resources and address multiple high scoring streets that are close together through one neighborhood-level traffic calming study. James Polhamus continued that if the 2026 Staff Recommended Traffic Calming Study Scenario is endorsed by TSAC, the next steps would be to start the three traffic calming studies with initial community engagement, likely in the form of a survey, followed by data collection in the spring, with a community meeting following that. James Polhamus noted that given the varying scopes of the three traffic calming studies, the timelines will likely be a little different. James Polhamus explained that the street scores and 2026 Staff Recommended Traffic Calming Study Scenario have been on the city's traffic calming webpage since January 30. James Polhamus added that Public Works staff provided notification to the public on social media and followed up with previous traffic calming requestors via email as well.

Kyle Lawrence asked what Public Works staff thought about the 2026 Staff Recommended Traffic Calming Study Scenario and how the updated NTCP has been working thus far. Jakob zumFelde responded that staff are optimistic given the

updated NTCP is more predictable and efficient with less of an organization burden on neighborhoods. Tom Hartman added that while doing traffic calming will require significant staff time and city resources, City Council is committed to supporting the program. Marian Lebherz asked what traffic calming options might be offered at the conclusion of the three traffic calming studies. James Polhamus responded that in the updated NTCP document, there a various potential traffic calming mitigation measures listed that city staff may consider such as speed humps, chicanes, speed radar signs, raised intersections, etc. James Polhamus elaborated that as part of the traffic calming study, multiple traffic calming options will be considered with context, analysis, and community engagement being important as part of the study process. James Polhamus reminded those interested in making a traffic calming request that the best way to submit one is to use the request form on the city's traffic calming webpage. Kyle Lawrence made a motion for TSAC endorsement of the 2026 Staff Recommended Traffic Calming Study Scenario with Marian Lebherz seconding the motion. The vote passed unanimously.

5. Erikson Avenue Small Area Study

Timothy Mason provided a summary on the recently completed Erikson Avenue Small Area Study that considered potential new development, street connections, intersection improvements, and multi-modal needs, for the area surrounding Erickson Avenue from South Main Street (US-11) to South High Street (VA-42). Valarie Kramer asked what a 'QRI Intersection' was. Timothy Mason responded that QRI stands for Quadrant Roadway Intersection and is a relatively new type of innovative intersection treatment that has been implemented in a few other Virginia localities and elsewhere in the United States. The treatment addresses intersection capacity by restricting some movement at the intersection and rerouting them to other intersection movements. Timothy Mason elaborated that in the case of this study, a QRI was determined to be an effective mitigation along with other improvements at the frequently congested South Main Street and Erickson Avenue/ Stone Spring Road intersection. Paul Helmuth clarified that while certain left movements are restricted and redirected as a series of right turns, emergency vehicles would still be able to move through the intersection as needed. Marian Lebherz asked what kind of development was anticipated around the new roadway connections. Timothy Mason responded that the study analyzed multiple types of different land use in the study area but mainly commercial adjacent to South Main Street and mostly residential everywhere else. Timothy Mason clarified that any new development would need to meet the city's current and future access management standards. Jakob zumFelde added that the completed study should be available for the public to view on the city's Transportation Studies and Plans webpage soon. Jakob zumFelde clarified that while at this time, the city does not have funding for any of the study recommended improvements shown, the city anticipates working with developers to identify opportunities as development proposals are brought forward. Timothy Mason added that the reason for this study was to try and gain a holistic view and approach for this

relatively large, underdeveloped area of the city. Timothy Mason explained that the next step would be for Public Works staff to present the study findings to City Council. Kyle Lawrence asked how often transportation studies are primarily city funded. Tom Hartman responded that while there have been studies over the years that were also city funded, such as the Chicago Ave/Waterman Drive study in 2024, this was by far the largest and was funded primarily from the city but also included contributions from existing nearby development. Jakob zumFelde told the Commission that Public Works staff expects the upcoming Safe Streets for All (SS4A) study to be a significant focus and effort city wide over the next year or so.

6. Other Business/Announcements

Timothy Mason announced that an open house regarding the ongoing study analyzing potential permanent changes on North Mason Street, will be held at the Lucy F. Simms Continuing Education Center from 4pm to 6pm on February 24. Timothy Mason also announced that starting the week of February 15, the US-33 bridges over Interstate I-81 as part of the Exit 247 Improvement Project, will be temporarily closed for a week with traffic detours on Carlton Street, Reservoir Street, Evelyn Byrd Drive, and Burgess Road.

Adjournment