



City of Harrisonburg

City Hall
409 South Main Street
Harrisonburg, VA 22801

Meeting Agenda - Final

Transportation Safety & Advisory Commission

Wednesday, February 11, 2026

8:30 AM

Public Works Building

1. Welcome and Introductions

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

2. Public Comment Opportunity

The Commission will reserve time at the start of the meeting for a public comment opportunity. Members of the public will have a maximum of 5 minutes regarding comments, observations, or concerns that they wish for staff and/or the Commission to evaluate or address. There will be additional opportunities for public comments regarding each agenda item during the presentation of those items.

3. Election of the Commission Chair

TSAC will consider the appointment of one member to be chair of the commission. The chair will be responsible for attending Harrisonburg-Rockingham Metropolitan Planning Organization.

4. Neighborhood Traffic Calming Program Update

Staff will present the 2026 Staff Recommended Traffic Calming Study Scenario and request an endorsement from the Commission.

5. Erikson Avenue Small Area Study

Staff will summarize the recommendations from the Erikson Avenue Area Study and go over next steps.

6. Other Business/Announcements

Adjournment



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Legislation Text

File #: ID 26-050, **Version:** 1

Subject:

Click or tap here to enter Title.

Presented By: Click or tap here to enter Presenter.

Click here to enter the action/summary (insert the summary from the memo here)

TRANSPORTATION SAFETY & ADVISORY COMMISSION

February 11, 2026



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3. Election of Commission Chair
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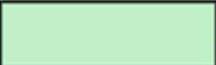
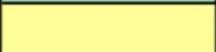
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Neighborhood Traffic Calming Program 2026 Scenario

	Recommended Traffic Calming Study
	Automatically Reconsidered in 2027 Round
	Speed and Volume Data will expire, must be re-requested for 2027 Round
	Ineligible due to scoring under 40 points, can be reconsidered in 3 years

Additional Considerations Points Breakdown

5 points assigned if street has no existing traffic calming (physical measures)

5 points assigned if street contains a hill (5%-10% over 250 ft)

5 points assigned if street is within a disadvantaged census block (LMI or Economic Justice tool)

2 points assigned for every 1000 feet between or without existing physical traffic control measures, stop control devices, or speed impeding curve

1 point assigned for every additional 500 feet over 1000 feet between or without existing physical traffic calming measures, stop control devices, or speed impeding curve

2026 Street Scores & Staff Recommended Traffic Calming Study Scenario

Requested Street	Data Collection Year	Criteria						SCORE TOTAL
		Speed	Volume	Pedestrian Generators	Roadway Features	Household Density	Additional Considerations	
		30 points	20 Points	10 Points	10 Points	10 Points	20 Points	
3rd Street (East of Virginia Ave.)	2023	24	20	6	5	5	15	75
Central Avenue (South of South Ave.)	2024	21	20	6	4	3	16	70
Founders Way	2023	27	20	1	3	6	10	67
Blue Ridge Drive (North of Meadowlark Drive)	2023	27	20	2	5	5	7	66
Goldfinch Drive	2024	24	14	0	5	8	14	65
S Mason Street	2025	15	20	7	10	6	16	74
Old Furnace Road (West of Vine Street)	2024	30	20	4	4	2	12	72
3rd Street (West of Virginia Ave.)	2023	21	19	7	5	4	10	66
W Wolfe Street (East of Chicago Ave.)	2025	12	17	5	6	8	17	65
Greystone Street	2025	21	14	1	5	4	20	65
Eastover Drive	2024	21	16	3	5	2	17	64
Meadowlark Drive (West)	2023	24	16	0	5	10	7	62
Ashby Lane	2023	27	10	3	5	4	12	61
N Willow Street	2023	21	10	6	4	4	15	60
King Edward Way	2023	27	8	4	3	4	13	59
Norwood Drive	2024	9	18	5	5	10	12	59
Kelley Street	2024	21	8	4	3	4	19	59
Chicago Avenue (WES)	2025	12	20	6	4	2	12	56
Broad Street	2022	12	12	4	6	9	12	55
Fairway Drive	2025	27	6	0	5	2	14	54
Paul Street (Ott Street to MLK Jr. Way)	2025	12	15	7	5	2	12	53
Clinton Street	2023	21	7	2	5	5	13	53
Monument Avenue	2023	30	12	3	5	3	0	53
Chicago Avenue (South of Gay Street)	2025	6	17	5	3	10	10	51
Jefferson Street	2023	9	14	2	5	5	14	49
Crawford Avenue	2023	15	10	8	5	4	7	49
Stoneleigh Drive (W Market to Lendale Lane)	2023	24	11	1	5	2	5	48
Roosevelt Street	2024	12	12	6	3	5	10	48
Waterman Drive (North of Chicago Ave.)	2025	15	5	2	5	3	18	48
Ott Street	2025	6	8	10	5	4	14	47
Star Crest Drive	2023	21	10	0	5	2	7	45
Hawkins Street	2024	3	12	5	3	10	12	45
Middlebrook Street	2025	18	5	0	3	4	15	45
Broadview Drive	2023	21	6	0	5	2	10	44
Gay Street (WES)	2025	6	12	6	5	4	10	43
Willow Hill Drive	2025	12	9	0	3	5	14	43
E Gay Street (Broad Street to Sterling Street)	2022	15	20	5	5	7	10	62
Blue Stone Hills Drive (East)	2022	24	13	0	5	4	15	61
Crystal Lane	2022	21	11	0	5	4	15	56
Blue Stone Hills Drive (West)	2022	21	10	0	5	3	17	56
Sterling Street	2022	15	20	5	6	4	5	55
S Dogwood Drive (Maryland Ave. to W. Market)	2022	18	20	5	3	3	4	53
S Dogwood Drive (South Ave. to Maryland Ave.)	2022	18	16	2	5	4	7	52
Portland Drive	2022	12	16	1	8	3	10	50
Summit Street	2022	9	17	3	5	6	10	50
Hill Street	2022	15	10	3	5	5	10	48
Maryland Avenue (West of High Street)	2022	12	20	3	3	4	5	47
Sunrise Avenue	2022	18	4	6	3	3	12	46
E Wolfe Street (Sterling Street to Summit Street)	2022	12	14	2	3	5	10	46
Dixie Avenue	2022	18	4	7	3	3	10	45
Johnson Street (Myrtle Street to Simms Ave.)	2022	12	4	5	6	8	10	45
New York Ave. (West of High Street)	2022	15	3	8	5	3	10	44
E Gay Street (Sterling Street to Summit Street)	2022	0	19	6	6	8	5	44
Emerald Drive	2022	15	4	1	3	8	12	43
Weaver Avenue	2023	12	7	6	3	4	7	39
Sharon Street	2025	12	3	0	3	4	17	39
Collicello Street	2025	6	6	5	2	8	12	39
W Wolfe Street (Chicago Ave. to N Willow Street)	2025	6	6	7	3	7	10	39
E Water Street	2025	0	14	4	5	10	5	38
Lee Avenue (South of 3rd Street)	2025	3	5	7	4	6	12	37
S Willow Drive	2022	12	12	4	4	4	0	36
2nd Street (East of Chicago Ave.)	2025	0	10	6	5	4	10	35
Carriage Drive	2025	9	5	0	5	3	13	35
Ohio Avenue (West of High Street)	2022	12	3	5	5	3	5	33
Hillcrest Drive	2023	6	3	7	5	2	7	30
Maplehurst Avenue	2023	9	4	6	3	3	5	30
W Bruce Street	2025	3	2	3	6	9	2	25

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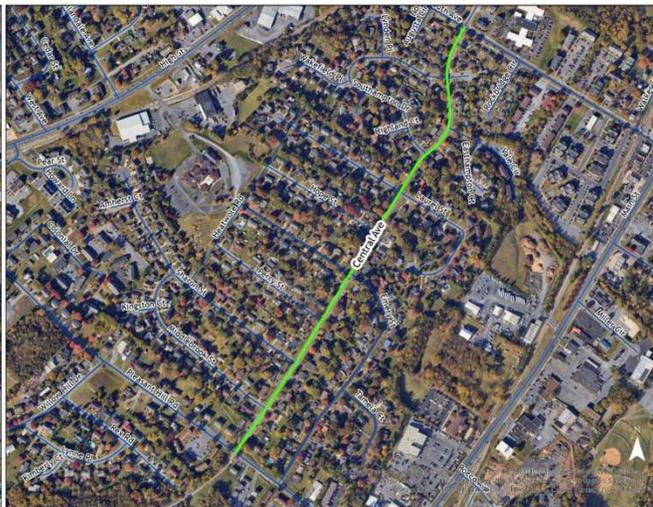
Why were streets with higher score totals not selected for the 2026 round?

Although some streets received higher scores, the selected streets were chosen to optimize city resources. Implementing traffic calming measures on adjacent streets that scored well reduces study time and mobilization costs, allowing for more improvements to be installed overall. High-scoring streets not selected in the 2026 round will be automatically reconsidered in future rounds unless otherwise indicated.

Neighborhood Traffic Calming Program 2026 Scenario

2026 Street Scores & Staff Recommended Traffic Calming Study Scenario

Requested Street	Data Collection Year	Criteria						SCORE TOTAL 100 Points
		Speed 30 points	Volume 20 Points	Pedestrian Generators 10 Points	Roadway Features 10 Points	Household Density 10 Points	Additional Considerations 20 Points	
3rd Street (East of Virginia Ave.)	2023	24	20	6	5	5	15	75
Central Avenue (South of South Ave.)	2024	21	20	6	4	3	16	70
Founders Way	2023	27	20	1	3	6	10	67
Blue Ridge Drive (North of Meadowlark Drive)	2023	27	20	2	5	5	7	66
Goldfinch Drive	2024	24	14	0	5	8	14	65
S Mason Street	2025	15	20	7	10	6	16	74
Old Furnace Road (West of Vine Street)	2024	30	20	4	4	2	12	72
3rd Street (West of Virginia Ave.)	2023	21	19	7	5	4	10	66
W Wolfe Street (East of Chicago Ave.)	2025	12	17	5	6	8	17	65
Greystone Street	2025	21	14	1	5	4	20	65



Neighborhood Traffic Calming Program 2026 Scenario

Next Steps

- Initial community engagement
- Collect any additional needed speed and volume data
- Additional community engagement regarding proposed measures
- Implement measures
- Evaluation effectiveness of measures

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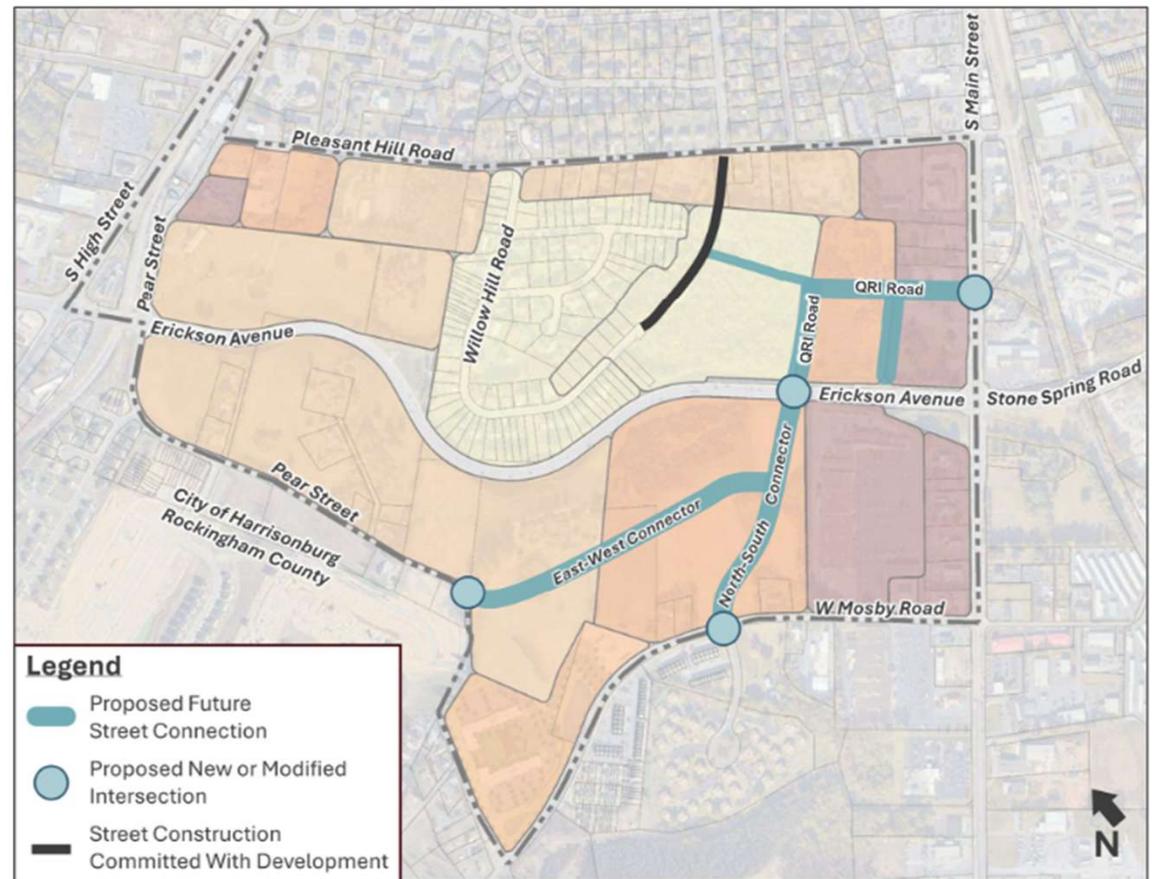
Erickson Avenue Area Study

- Study performed in 2025-2026 to develop a middle and long-term strategies to address transportation needs in the area, as the area is set to develop
- Conditions were evaluated with existing traffic volumes, as well as with project regional growth to determine the locations with significant need and opportunity for changes to the transportation infrastructure



Erickson Avenue Area Study

- With future development in mind, an expansion of the public roadway would provide alternative routes which would ease congestion and pressure at overburdened approaches within the existing



Erickson Avenue Area Study

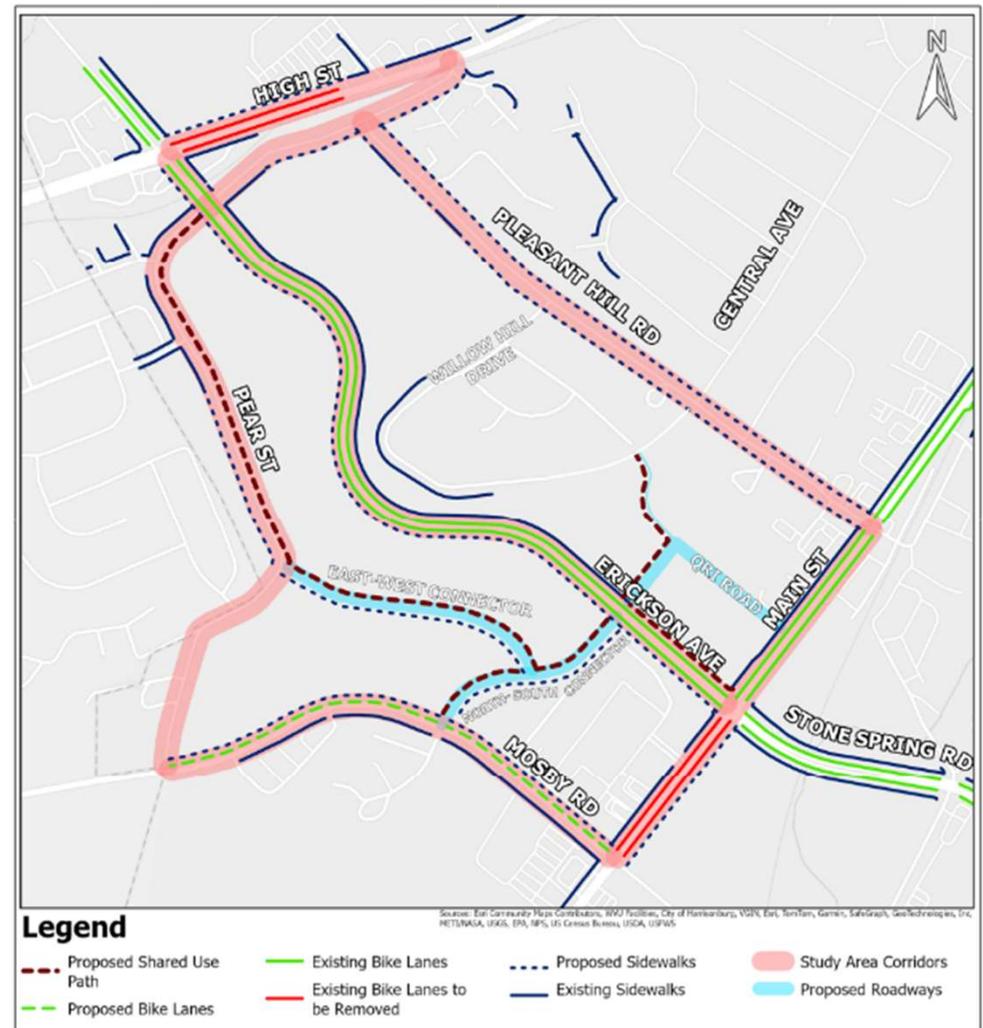
- Potential Quadrant Roadway for the South Main Street & Stone Spring Road / Erickson Avenue intersection
- This treatment involves diversion of the side street left turns to other movements



Erickson Avenue Area Study

The study evaluated future multi-modal needs:

- There are multiple locations where existing bike infrastructure are proposed to be removed to accommodate vehicle safety or operational improvements.
- The study indicates a need to provide better bike-ped infrastructure, prioritized along lower volume roadways. The preferred alternative is designed to connect neighborhoods to bike-ped routes which less confident users have shown a preference for.
- While some improvements can come with development, infrastructure along existing roads will likely need grant funding.



Erickson Avenue Area Study

Proposed changes to public transportation network:

South Main Street

- Reconfiguration of existing signal with Stone Spring Road / Erickson Avenue to serve as a quadrant roadway intersection
- Removal of bike lanes between Mosby Road & Stone Spring Road to install median (funded)

South High Street

- Sidewalk along west side of road, between Hidden Creek Lane and Erickson Avenue
- Removal of bike lanes to install additional southbound left turn lane

Erickson Avenue

- Sidewalk along south side of roadway
- Addition of shared use path between South Main Street and the future connector road intersection
- Installation of R-Cut at Pear Street intersection (funded)
- Widening of Erickson Avenue to provide turn lanes at the new connector road(s)

Pleasant Hill Road

- Addition of sidewalk along both sides of the road

Connector Roads: Mosby – Erickson – Pear

- Installation of Roundabout at West Mosby Road and new Connector Road
- Installation of Sidewalk and Shared Use Path along both public connector roads
- Installation of signalized intersection at Erickson Avenue

Connector Roads : Erickson Avenue – South Main Street – Pleasant Hill Road

- Installation of Sidewalk and Shared Use Path along both public connector roads
- Installation of new signalized intersection at South Main Street

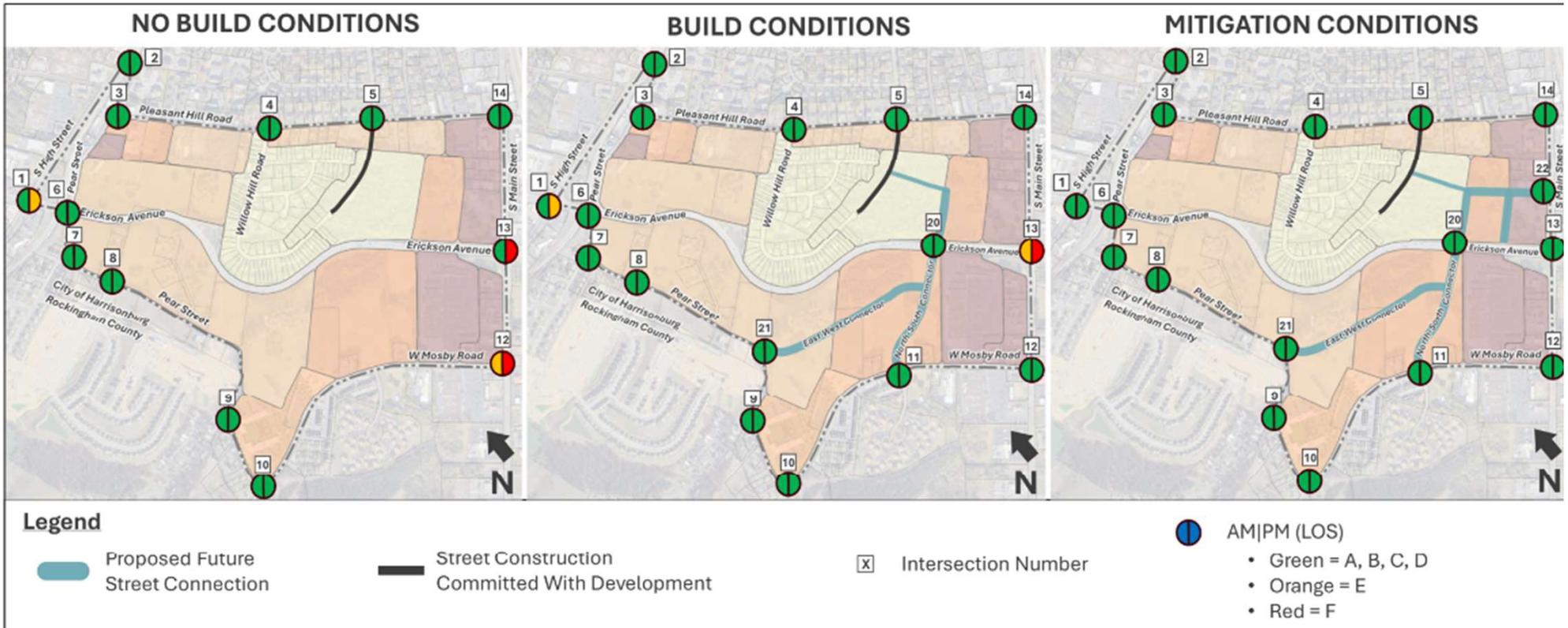
Pear Street

- Installation new sidewalk along one side Pear Street and new shared use path along the other side between Erickson Avenue and the new connector road
- Installation of new sidewalk between South High Street and Erickson Avenue

Mosby Road

- Installation of uphill bike lane on West Mosby Road

Erickson Avenue Area Study



Erickson Avenue Area Study

Next Steps

- Portions of the future road network are expected to be constructed through a mix of public investment and development
- Staff will present summary of the study to City Council
- Staff may use the recommendations from the study to pursue grant applications
- Staff will use the recommendations for guidance regarding development patterns in the area

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