



City of Harrisonburg

City Hall
409 South Main Street
Harrisonburg, VA 22801

Meeting Minutes - Final Transportation Safety & Advisory Commission

Wednesday, August 13, 2025

8:30 AM

Public Works Building, 320 East Mosby Road

1. Welcome and Introductions

In attendance at the meeting were commission members John Scherpereel, Rob Jezior, Kyle Lawrence, Marian Lebherz, Jakob zumFelde (Public Works), and JMU representative Valerie Kramer. Also in attendance were City representatives Paul Helmuth, Matthew Tobia, Timothy Mason, James Polhamus, and new Public Works Outreach and Communications Coordinator Maya Waid. The meeting was held in the Public Works building located at 320 East Mosby Road.

Attachments: [2025-08 TSAC Presentation](#)

2. Public Comment Opportunity

There were no public comments at this time.

3. Stone Spring Road & Manor Drive

Timothy Mason presented a summary of recent crash data along Stone Spring Road near the City/County line. A resident who lives along the corridor spoke about her experience both being involved in a rear end crash on Stone Spring Road as well as witnessing another dangerous crash within the last few months. The resident cited the high speeds of vehicles as a significant safety concern. Timothy Mason explained that the city will be conducting a Roadway Safety Assessment (RSA) for Stone Spring Road spanning from South Main Street to the City/County line. Timothy Mason added that potential solutions the RSA could recommend would be things like gateway treatment, speed radar display, larger signage, unsignalized intersection ahead signage, etc. Tom Hartman explained that city police are currently looking for an ideal spot to place a speed radar trailer and that it should be set up within the coming weeks. Tom Hartman added that in meantime, city police were conducting speed enforcement along Stone Spring Road. Tom Hartman elaborated that the RSA would conduct a holistic evaluation of the corridor and would include a variety of different city as well as state participants. Tom Hartman clarified that speed enforcement cameras are only allowed in either roadway work zones or school zones. Timothy Mason informed the commission that the city would report back on the results of the RSA likely at the December TSAC meeting and invited members of the public to attend.

4. East Market Street & Betts Drive intersection

Timothy Mason presented a summary of recent crash data at or near the unsignalized intersection of East Market Street and Betts Road as well as some of the recommendations for the intersection identified from a recently completed RSA the city conducted for East Market Street from Burgess Road to the City/County line. A resident who frequently uses the intersection expressed concern about its safety, specifically during peak hours, due to multiple vehicles dangerously queuing in the median waiting to make a left turn in addition to the high vehicle speeds on East Market Street. Tom Hartman then presented two potential mitigation options Public Works staff are considering for the intersection, either an R-Cut or lane markings with stop bars in the roadway median. Chief Tobia remarked how both mitigation strategies are utilized elsewhere along the East Market Street corridor and asked about their impact. Tom Hartman replied that R-Cuts, which were installed both in front of the Valley Mall as well as Cook Out a few years ago, have worked great and significantly decreased crashes at both intersections. Tom Hartman added that alternatively, the lane marking solution with stop bars had just been installed within the last month meaning that the city has not been able to collect any data yet on its impact. Marian Lebherz asked if closing the intersection entirely (meaning right turns only) was a possibility. Jakob zumFelde responded that due to larger and more complex access impacts, Public Works would have to do vehicle turn counts and potentially study the adjacent signalized intersections, delaying any potential mitigation. Rob Jezior asked how heavy the truck traffic was and whether U-turns could be accommodated at the adjacent Chestnut Ridge Drive signalized intersection. Tom Hartman responded that while there is currently a left turn lane at the Chestnut Ridge signal, determining whether potential truck U-turns could be accommodated would need to be further evaluated. Tom Hartman then proposed the option of using flex posts and pavement markings to install a temporary R-Cut as a pilot project. Chief Tobia asked what the speed of vehicles traveling westbound on East Market Street was. Tom Hartman replied that according to a conducted STARS study, it's around 45mph, or 10mph over the posted speed limit of 35mph. Tom Hartman explained that Public Works would study adjacent intersection impacts and would conduct outreach before making any changes to the intersection. Kyle Lawrence asked if Public Works staff had an opinion on which mitigation option would work best. Tom Hartman responded that Public Works staff is leaning towards the R-Cut option and would come back with a potential plan at the October TSAC meeting with goal of implementation in the Spring 2026.

5. Mason Street Demonstration Project

Timothy Mason updated the commission on the North Mason Street Demonstration Project as well as explained some of the collected data comparing the temporary roadway conditions to the normal conditions. Jakob zumFelde added that Public Works staff are still working through over 1500 survey responses regarding resident's experiences with the demonstration project. Marian Lebherz asked how Public Works staff felt the demonstration project went. Jakob zumFelde responded that while he thought the demonstration project worked well overall, some aspects did not meet expectations and emphasized that any potential permanent project would look to address these areas in a way that a temporary treatment could not. He emphasized the constraints with the N Mason Street & E Elizabeth Street intersection was seen as difficult to navigate as a roundabout. Tom Hartman added that the city hosted Block Party was successful with over 400 attendees and that overall, this effort taught Public Works that these types of demonstration projects are possible. Marian Lebherz asked where existing traffic might be rerouted to if a permanent project reduced North Mason Street from four to two lanes. Tom Hartman responded that a two-lane North Mason Street would still be able to handle the existing traffic volume and that a permanent project would likely make many of the people who avoided North Mason Street during the demonstration project more comfortable in using the roadway. Regarding the decrease in truck traffic during the demonstration project, Marian Lebherz asked where the trucks were going instead. Timothy Mason responded that while many trucks continued to use North Mason Street during the demonstration project, truck traffic did slightly increase on MLK Jr. Way. Jakob zumFelde clarified that any future permanent project would be designed to accommodate trucks. Kyle Lawrence asked whether a two-lane North Mason Street would also be able to handle future traffic volumes. Timothy Mason responded that vehicle traffic on North Mason Street could double before it would warrant consideration for a 5-lane typical section. Tom Hartman added that a permanent project would be designed to be better than the demonstration project. John Scherpereel reflected that while he thought making left turns from both Wolfe Street and Rock Street onto North Mason Street was difficult during the demonstration project, the Gay Street roundabout worked great. James Polhamus responded that the Gay Street roundabout was by far the most popular aspect of the demonstration project. Rob Jezior commented that a permanent project would be a great opportunity for the more downtown greenspace. Kyle Lawrence asked Chief Tobia what the fire department's experience was with the demonstration project. Chief Tobia responded that while the demonstration did have a negative impact on response times, he anticipated that a future permanent project should be able to mitigate that impact. Kyle Lawrence next inquired of there had been any crashes on North Mason Street during the demonstration project. Jakob zumFelde replied that Public Works staff was not aware of any after having talked with Harrisonburg Police. Kyle Lawrence then asked if the planned Gay Street

reconfiguration would prohibit a future roundabout at North Mason Street. Tom Hartman responded that it would not, and that the North Mason Street approach would be the bigger question. Chief Tobia asked what a future project would look like and what the timetable was. Tom Hartman responded that VDOT Smart Scale is the most likely funding option and if funded in upcoming Round 7, would be 8 to 10 years out. In preparation for the city submitting a Smart Scale application, Tom Hartman stated that the city will likely bring on a consultant to conduct an official project study.

6. Water Street Speed Limits

Timothy Mason presented an overview of collected speed data along multiple segments of Water Street downtown and explained that Public Works staff are confident that the speed limit on Water Street could be lowered to 15mph to match the existing Water Street segment between High Street and Liberty Street. Rob Jezior agreed and added that the Federal Street Path crossing as well as the raised crosswalk adjacent to the Water Street Parking deck, warrant slower speeds due to the frequency of bike and pedestrian crossings. Timothy Mason explained that Public Works will discuss the idea of a 15mph speed limit on Water Street further with Sgt. Westfall and that no major changes are planned now other than the potential speed limit change. Tom Hartman clarified that City Council action to implement a speed limit change would be needed.

7. Other Business/Announcements

Jakob zumFelde announced that an open house regarding the ongoing Erickson Avenue Area Study will be hosted at the new Public Works building on September 18th. Timothy Mason announced that VDOT will not be accepting project applications for the Virginia Highway Safety Improvement Program (VHSIP) this year. Rob Jezior inquired when the ongoing University Blvd realignment project will be complete. Tom Hartman responded that construction is scheduled to wrap up in December of 2026.

Adjournment