



City of Harrisonburg

City Hall
409 South Main Street
Harrisonburg, VA 22801

Meeting Minutes - Final Bicycle and Pedestrian Sub-Committee

Monday, January 27, 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, 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: [2025-01 Subcommittee Presentation](#)

2. Public Comments

There were no public comments at this time.

3. 2024 Projects and Efforts Completed

Jakob zumFelde presented an overview of recently completed construction, repaving, and other project efforts in the city. Highlights include the opening of new segments of the Northend Greenway and Federal Street Path, filling sidewalk gaps, and the addition of bike lanes on Acorn Drive and Garbers Church Road. The Garbers Church Road bike lanes also include the city's first bike box. It was clarified that a bike box refers to the designated area painted green ahead of a traffic lane at a signalized intersection that provides bicyclists with a safe and visible way to get ahead of queuing traffic during the red signal phase. Chris Tipton asked how both drivers and cyclists have been adjusting to the bike box. Tom Hartman responded that as a frequent driver through the intersection, it appears that drivers are respecting the bike box and not encroaching within it. Stephanie West asked if there were any ongoing efforts to promote the bike box. Brittany Clem Hott responded that the city would explore potential promotion opportunities through JMU and the Harrisonburg Police Department.

David Ehrenpreis asked if there were any plans to further extend the Federal Street Path in either direction downtown. Jakob zumFelde replied that while at this time there were not, he noted that recently installed bollards have made the path extension for another block south to Newman Avenue more permanent. Jakob zumFelde added that the city is considering potential improvements to nearby North Mason Street as

part of the ongoing Community Connectors effort in which a final configuration could include bike infrastructure to connect to the existing north end of the Federal Street Path. David Ehrenpreis then expressed concern regarding where the Federal Street Path crosses East Market Street (US-33) downtown, saying that the existing brick crosswalk and pedestrian crossing signage does not result in drivers yielding. Kyle Lawrence added that there are also sight distance concerns at the Federal Street Path crossing due to on-street parked vehicles. Chris Tipton expressed interest in a potential slow down measure such as a raised crosswalk. Jakob zumFelde responded that although the city believes the Federal Street Path crossing is appropriately marked, he has noted the concerns regarding brick crosswalks perhaps not leading to consistent yielding behavior, as he had not heard these concerns before. Jakob zumFelde added that the brick crosswalks are there following guidance from the Downtown Harrisonburg Streetscape plan.

4. Neighborhood Traffic Calming Refresh

James Polhamus next presented an overview of the city's ongoing efforts to update the Neighborhood Traffic Calming Program (NTCP) with background on traffic calming, a brief history of the existing NTCP guide, and proposed procedural changes. Chris Tipton asked for clarification on the definition of a collector roadway. Tom Hartman clarified that a collector refers to the functional classification of a road that connects traffic from busier primary arterials to less busy neighborhood streets. Jakob zumFelde added that VDOT is currently updating the functional classification of roadways across the state and that the proposed changes to the functional classification of roadways within the city were presented to TSAC at the August 2024 meeting. David Ehrenpreis expressed concern regarding the equity challenges of the current traffic calming program, namely the petition requiring 75% community support. Kyle Lawrence asked whether traffic calming improvements would still be made at the neighborhood level. Jakob zumFelde clarified that only individual streets would be scored and that one or more street scores would then be considered when city staff prioritize neighborhood wide traffic calming improvements. The reason behind continuing to do neighborhood wide traffic calming is to make sure that traffic calming measures implemented on one street do not negatively impact a parallel or alternative neighborhood street. Chris Tipton asked about the ability of the city to lower the speed limit as a potential traffic calming measure. Jakob zumFelde replied that while the city does have the legal authority to lower speed limits, geometric roadway deficiencies are the primary warrant in which to do so, not traffic calming. Chris Tipton also stressed the importance of making sure that any new traffic calming request portal be accessible to residents who may not have internet access. Kyle Lawrence inquired where funding for the updated NTCP would come from and if there were any

grant opportunities to help fund the NTCP. Tom Hartman responded that neighborhood traffic calming would likely continue to be locally funded but that there will be future discussions with city management to confirm details. James Polhamus discussed the next steps and timeline for revisions and eventual adoption of the updated NTCP. Overall, the Subcommittee was supportive of the proposed changes to the NTCP.

5. Current Transportation-related Studies

Jakob zumFelde discussed a variety of ongoing studies in the city such as Chicago Avenue and Waterman Drive corridors, East Market Street (MLK Jr Way to Carlton Street) and MLK Jr Way (East Market Street to Reservoir Street), Northend Greenway: Monroe to Noll, Northeast Neighborhood Small Area Plan (Community Connectors Program), Erickson Avenue Area Study, Vine Street Corridor STARS, and Port Republic Road/Peach Grove/Neff Avenue Small Area Study. Kyle Lawrence asked what existing conditions led to the Vine Street STARS study. Jakob zumFelde replied that multiple factors, such as the Old Furnace Road/Vine Street intersection being a PSI (Potential Safety Improvement) intersection, two driver fatalities on Vine Street, concerns at both intersections at the end of the corridor, and incomplete bike/ped infrastructure necessitated the study. Kyle Lawrence then asked for clarification on the difference between a STARS study and Project Pipeline. Tom Hartman clarified that Project Pipeline assists in developing a Smart Scale ready project application while the results of a STARS study could in theory be either funded by the city (such as the r-cuts on East Market Street) or be a Smart Scale application. Sumeet Gudi expressed interest in what the initial reception has been from potentially impacted property owners relating to the Northend Greenway Monroe Street to Noll Street study. Jakob zumFelde responded that the discussions with property owners and other stakeholders were generally positive, with multiple alternatives being considered to get a better understanding of potential impacts. Ultimately, the information gathered from property owners, and a public survey indicating that the path alternative was the most popular alternative, led the city to pursue cost estimates for the path alternative. Jakob zumFelde added that while the city has not yet signed a federal agreement regarding its awarded Safe Streets for All grant, it doesn't have a signed contract for the RAISE funded Liberty Street cycle track project and is in the process of selecting a consultant to design the project.

Jakob zumFelde also informed the Subcommittee that the city had recently been awarded a Federal Railroad Crossing Elimination Grant (RCE) that will fund a study analyzing the feasibility of relocating the existing railroad that runs east/west through the city and JMU main campus to an industrial area in the northern part of the city and in Rockingham County. James Polhamus elaborated that if the railroad was relocated, the existing railroad right of way from South Main Street to the vicinity of the Smithland Road Soccer Complex could then be converted into a rail trail. Tom

Hartman added that the 20% local match the grant requires will be split by JMU, the City of Harrisonburg, and Rockingham County. Regarding the VDOT assisted Ready, Set, Go study, Kyle Lawrence asked why the proposed sidewalk on MLK Jr. Way is along the south side of the roadway as opposed to the north. Tom Hartman answered that adding sidewalk along the south side was found to be cheaper and more appropriate due to the multiple truck entrances on the north side. Tom Hartman continued that the entrances in general are what primarily drove up the project cost therefore likely meaning that the MLK Jr Way sidewalk and East Market shared use path will be split into separate applications. David Ehrenpreis asked about future bike connections relating not only to the area of the Ready, Set, Go study but within other parts of the city. Jakob zumFelde responded that the city is planning to update its Bicycle and Pedestrian Plan which will look at adding new proposed bike infrastructure connections.

Lastly Jakob zumFelde discussed the city's ongoing Erickson Avenue Small Area Study. Stephanie West asked if the plan would require future development to construct sidewalks on both sides of streets. Jakob zumFelde replied that the goal of the study is to ensure when the city is working with developers that appropriate infrastructure is included in any new development. Tom Hartman clarified that while new development in the city is required to build sidewalks on both sides of the street, for redevelopment, sidewalk is only required if an adjacent property already has sidewalk to connect to. Tom Hartman confirmed that the city pushes hard to indicate to developers the need for multi-modal connectivity. Tom Hartman concluded by saying the city is looking to be proactive and that the Erickson Avenue study is largely city funded with some development contributions from adjacent areas.

6. Project Updates - see attachment

Jakob zumFelde gave an overview of the status of various bike/ped projects underway or soon to be underway in the city such as Northend Greenway Brookside Phase, Country Club Road Sidewalk, North Main Sidewalk and Bike Lanes, Gay Street Road Reconfiguration, University and Evelyn Byrd Roadway Reconfigurations and Sidewalks, and Liberty Street Cycle Track project.

Attachments: [2025-01 Project Updates](#)

7. Other Business/Announcements

Jakob zumFelde announced that the city is no longer putting up in-road yield to pedestrian signs due to them constantly being struck by vehicles and costing thousands of dollars to replace. Jakob zumFelde next announced that at the January Commonwealth Transportation Board (CTB) meeting, both the city's Mt. Clinton Pike Improvement project as well as the HRMPO's submitted Port Republic Road project at Exit 245 were recommended for Smart Scale funding. The city's Reservoir Street

Sidewalk, Bluestone Trail Extension, and HRMPO's submitted South Main Street Median project were not recommended for funding.

Lastly Jakob zumFelde reminded the Subcommittee of upcoming public open house meetings for the city's North Main Street Sidewalk and Bike Lanes project and South Main Street: Exit 243 Interchange to Mosby Road project.

Adjournment