



Meeting Notes

Date: February 24, 2026

Notes Taken By: VHB

Place: Lucy F. Simms Continuing
Education Center,
Harrisonburg Virginia

Re: North Mason Street Open House

Project No.: 34826.002

Introduction

The open house was hosted on Tuesday, February 24, 2026, at the Lucy F. Simms Continuing Education Center from 4pm to 6pm to collect public feedback on proposed alternatives for North Mason Street. Open house participants provided 244 comments.

Corridor Treatment Options

The project team proposed two corridor-wide treatments: open space and wide median. The open space option proposes open space on the east side of North Mason Street while the wide median option proposes a wide landscaped median in the center of the roadway. The two options both reduce the width of the current roadway.

North Mason Street – Open Space Option

Open house participants left 24 comments on the Open Space option. Figure 1 and Table 1 display participant comments.

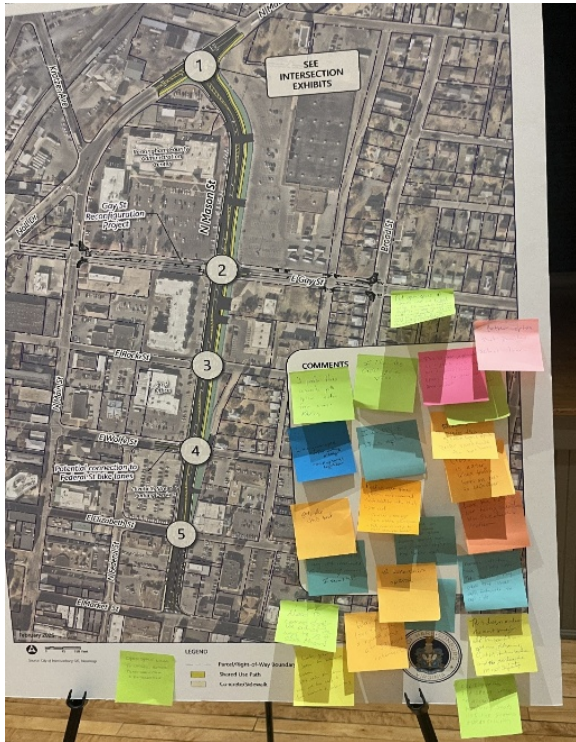


Figure 1: Open Space Option Board with Comments

Table 1: Open Space Option Comments Transcribed

Open Space Option (24 Comments)
Put open space @ shared use on West side. Then shared use path could extend all the way to 33 and S. Mason, thus better connecting to downtown and JMU campus
Better option that provides actual lane
This is far preferable as it provides walking space and a shorter/safer crossing of the street for those on foot
I support this option
I like the OPEN space option
I prefer this separate path option – safer from cars!

I prefer this green space option. Prefer roundabouts to turn lanes.
I think crossing is easier when traffic lanes are not next to each other.
Like: Greenspace, safer walking/biking, driving lanes together
I LOVE this option
Love this and really love having sidewalks between Elizabeth & Market
Prefer open space option but concerned about viability with likely higher cost. Shorter crossings, more usable green space, SUP more valuable to users than bike lanes
Still like this best
Open space looks to offer better pedestrian options and intersections
PLEASE make it one lane each way with roundabouts (how it was last summer) – I second this!
Open space on east side makes more sense given existing fronting uses and residential neighborhood further east
Marked left turn lane is likely safer than TWLTL. May create some issues with entrances on east side
I like this option
This design makes the most sense for all transportation options, pedestrians, cyclists, automobiles and prioritizes most safety
What happens to SUP south of Wolfe St?
Need to connect shared use path all the way to 33 and South Mason!
Looks great. Safer for bikers and children. Also safer for drivers who are likely to have accidents at intersections
Would love to have a roundabout at 33/Mason intersection
Configuring the open space to allow for temporary shops like the summer demonstration

North Mason Street - Wide Median Option

Open house participants left 10 comments on the Wide Median option. Figure 2 and Table 2 display participant comments.

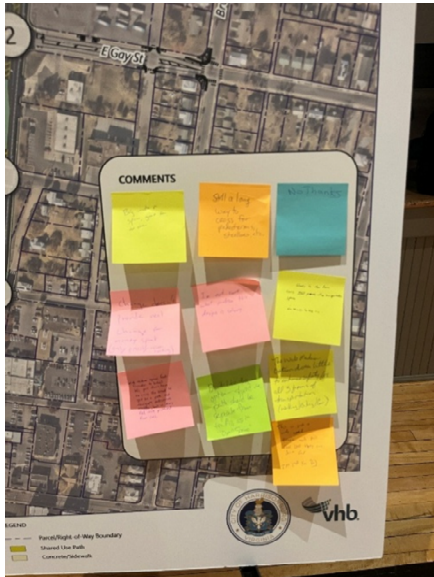


Figure 2: Wide Median Option Board with Comments

Table 2: Wide Median Option Comments Transcribed

Wide Median Option (10 Comments)
This is just a wide road. People will still feel like they can drive fast. It's just so big.
The wide median option does little to enhance safety for all forms of transportation
Don't like this option – shared use path should be separate from traffic as in open space option
Wide option feels friendlier to bikes because you don't have to cross the street to get to a path and navigate pedestrian traffic, but it does feel more protected from cars
Doesn't provide real change for money spent (only possibly nicer looking)
I'm not sure what problem this design is solving
No thanks to this – needs to slow down cars AND provide transportation space
No thanks

Big waste of space, good for no one

Still a long way to cross for pedestrians, strollers, etc.

Typical Sections – Existing Conditions Compared to Open Space and Wide Median Options

Open house participants left 30 comments on the Typical Sections. Figure 2 Figure 3 and Table 3 display participant comments.

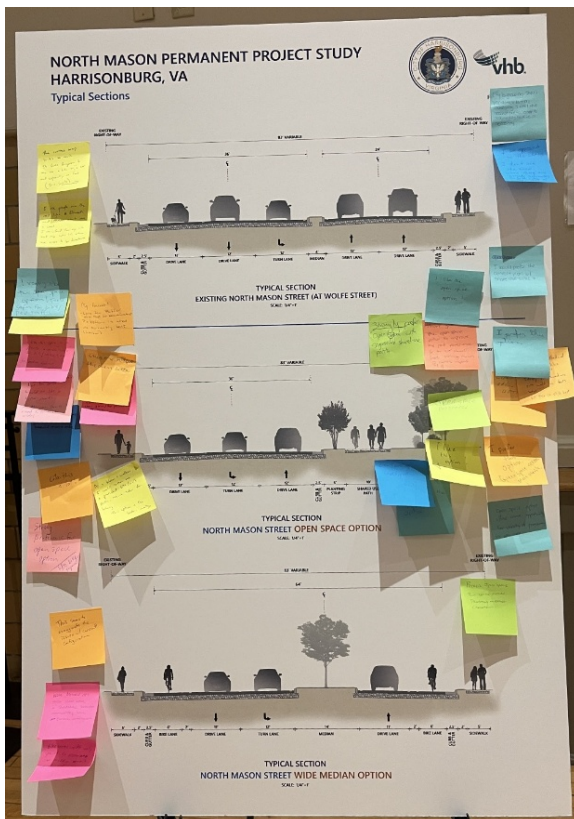


Figure 3: Existing Conditions Compared to Open Space and Wide Median Options Board with Comments

Table 3: Existing Conditions Compared to Open Space and Wide Median Options Comments Transcribed

Existing (4 Comments)	Open Space (23 Comments)	Wide Median (3 Comments)
I am opposed to the change. I don't see the need when there are already sidewalks on both sides of the road.	I prefer this option	Prefer open space, but wide median probably an easier conversation
I would prefer the current plan with share used bike lane	I prefer the sheltered option for bikes and walkers. Ideally the shared use path would be both ways but this is still best.	Bike lanes with only paint to separate car traffic aren't preferred

<p>City is growing, JMU's population is also increasing. I feel like the need of traffic lanes to accommodate traffic is necessary</p>	<p>Like the open space option</p>	<p>Wide median opt still feels like a barrier between communities, will deter connectivity</p>
<p>I see people run the red light at Elizabeth and Mason about once a week. I am afraid for my life and my son's life when we cross to go downtown. The current set up sucks so much. It feels dangerous to me on a bike or in a car but especially on foot. (This sucks with an arrow pointing to Exisiting)</p>	<p>I like the open space option!</p>	
	<p>Thank you for the open space option to improve the ped experience. Love making Mason 2 lanes instead of 4.</p>	
	<p>Open space preferred</p>	
	<p>Strongly prefer "open space" with separated shared-use path</p>	
	<p>Open space option looks great</p>	
	<p>I like this option!</p>	
	<p>I like this option. Green space seems more usable.</p>	
	<p>I prefer the open space option.</p>	
	<p>Open space option offers more opportunity for variety of programming for open area</p>	
	<p>I really like the open space option! Feels safer for bike/ped traffic</p>	
	<p>Open space option!</p>	

	My favorite! Love the buffer, more room for beautification, the wide median option is what we currently have (similar)	
	Clear preference for this option. Like the potential for open space provides multiple turn options for pedestrians, traffic, etc	
	I like this option as it provides a usable space for kids, walkers, and bikes. The median does not.	
	I love this option. Would be like a linear park! Do the car lanes need to be that wide?	
	This option has more green space and seems more safe	
	As a biker and walker, I would rather see a protected bike/walk path. Much safer for biking. This option is best.	
	I like this a lot!	
	Strong preference for open space option. I like bike separation.	
	This seems to exaggerate the issues with current configuration	

Intersections

There are five intersections within the study area. The project team developed alternative intersection designs for each corridor treatment option.

Intersection 1: North Main Street and North Mason Street

The project team developed a total of four alternatives for the North Main Street and North Mason Street intersection, two alternatives are for the Open Space option, and two alternatives are for the Wide Median option.

Open Space Option

Open house participants left 20 comments on both alternatives for the Open Space option at the North Main Street and North Mason Street intersection. Figure 2 Figure 4 and Table 4 display participant comments.

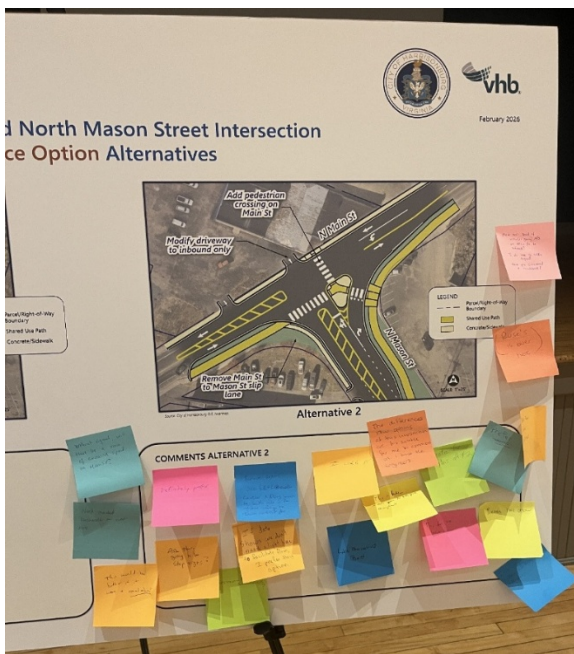


Figure 4: Open Space Board with Comments

Table 4: Open Space Option Board Comments Transcribed

Alternative 1 (0 Comments)	Alternative 2 (20 Comments)
<u>No comments</u>	I like no light so vehicle traffic needs to pay more attention.
	Prefer this option
	By far the best option

	I vote for this alt #2
	Like alternative 2 best
	This is better. More space for bike/ped throughout
	Pedestrian crossing allowed?
	If data shows we don't need a light here to facilitate flow, I prefer this option
	Are there going to be stop signs?
	This would be better if it were a roundabout
	Need marked crosswalk on west side
	Without signal, will there be a risk of excessive speed on Main St?
	Definitely prefer
	Remove signal. Use RRFB @ crosswalk. Consider shifting walk to south side with median refuge to reduce conflict points
	I like it
	The differences between options at this intersection are too subtle for me to comment on. I trust the engineers.
	Prefer
	Prefer this subtle change

	How will speed of vehicles going N/S on Main st be reduced? I do like no traffic signal. Have you considered a roundabout?
	(Rose's is over here)

Wide Median Option

Open house participants left 9 comments on both alternatives for the Wide Median option at the North Main Street and North Mason Street intersection. Figure 2 Figure 5 and Table 5 display participant comments.

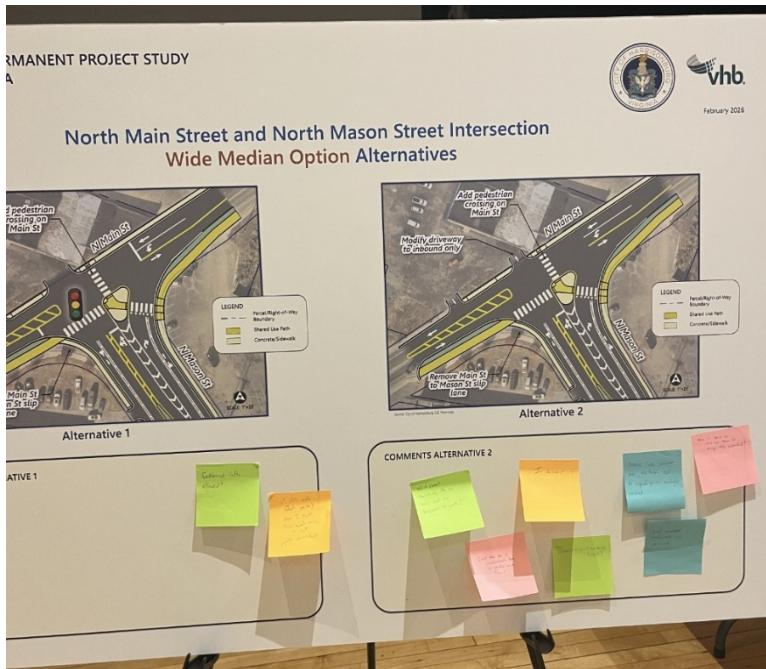


Figure 5: Wide Median Option Board with Comments

Table 5: Wide Median Option Comments Transcribed

Alternative 1 (2 Comments)	Alternative 2 (7 Comments)
Eastbound lefts allowed?	How is speed of cars on Main St going N/S controlled?
It is wide (don't prefer) then I think there needs to be a light. Prefer roundabout	Need marked crosswalk on west side
	Seems like volume are too high not to signalize – analysis needed
	Pedestrian crossing light?
	What about switching the in and out to business to north?

	I like it
	Could there be a roundabout here to enable more flow?

Intersection 2: North Mason Street and East Gay Street

The project team developed a total of three alternatives for the North Mason Street and East Gay Street intersection, two alternatives are for the Open Space option, and one alternative are for the Wide Median option.

Open Space and Wide Median Options, Signalized Intersection

Open house participants left 9 comments on both signalized intersection alternatives (Open Space and Wide Median) at the North Mason Street and East Gay Street Intersection. Figure 2 Figure 5 , Table 5, and Table 5 display participant comments.

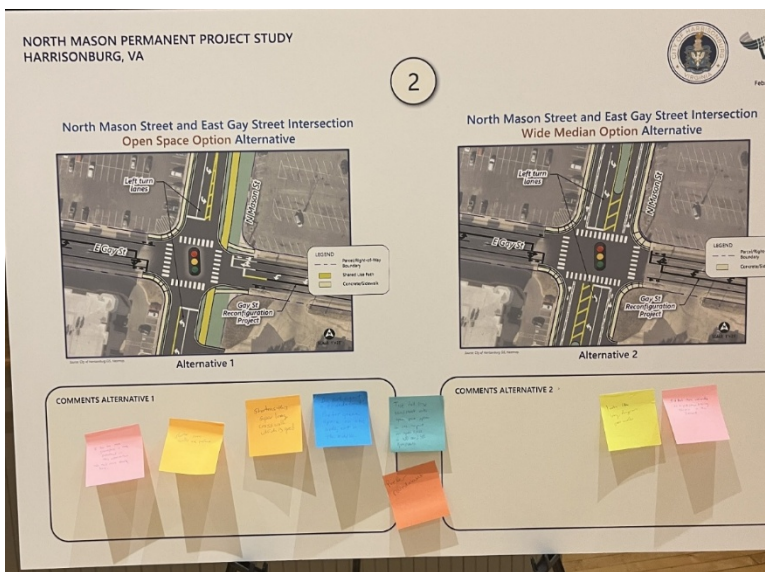


Figure 6: Open Space and Wide Median Option Board with Comments

Table 6: Open Space and Wide Median Alternative 1 Option Comments Transcribed

Alternative 1 (4 Comments)
I like the more greenspace + tree potential in this alternative. We need more shade here.
Shorter crosswalks are preferred
Shortens this super long crosswalk which is good
Do not want a roundabout! Prefer green space on one side, not in the middle

Table 7: Open Space and Wide Median Alternative 2 Option Comments Transcribed

Alternative 2 (4 Comments)
Prefer roundabout
Looks like long dangerous crosswalks
Test full size roundabout with open space option to see impact on open space in NE and SE quadrants
I feel more vulnerable as a pedestrian crossing Mason in this scenario

Open Space Option, Roundabout Alternative

Open house participants left 30 comments on the roundabout alternative (Open Space and Wide Median) at the North Mason Street and East Gay Street Intersection. Figure 2 Figure 3 and Table 3 display participant comments.

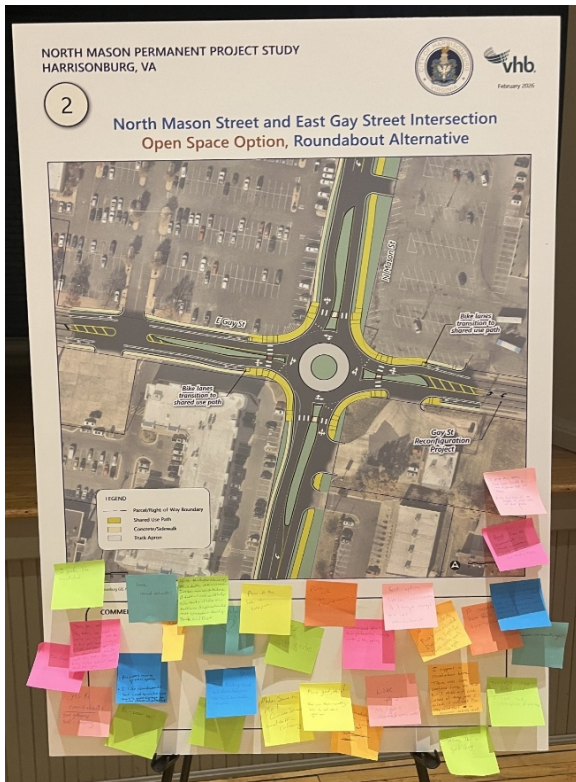


Figure 7: Open Space Option, Roundabout Option Board with Comments

Table 8: Open Space Option, Roundabout Option Comments Transcribed

Roundabout Alternative (30 Comments)
Yes! I support this!
Provides more green space. I like the roundabouts but need to make sure there is good signage for safe pedestrian crossing
Prefer
Yes! Existing signal and interaction are over-built for traffic volumes.
Make sense to me! Commonsense and traffic calming
The roundabouts were the highlight of the previous project

Yes please (heart drawing)
Yes
Yes to the circle
Please god, this! Slow cars down – walking here is not ideal right now
Love this! No light & shortened crosswalks
I support a roundabout here. There was some confusion during the trial, but I think with curbs instead of temp posts I believe it will work fine. The roundabout on the Reservoir works well.
Seems like a good design.
Concerned about how pedestrian crossings work with this option
Public art at roundabout?
Please do this. Safer for everyone.
With the higher volume of vehicle traffic at this intersection I've seen more accidents here. A traffic circle would help slow traffic as it approaches the next intersection traveling South and East
Love roundabouts!
Best option since intersection is large enough for real roundabout
I'm a fan of roundabouts. Push button activated flashing lights for cross walks would be good
Traffic circle preferred. I like the crosswalk placement.
Roundabout, yes!!
A roundabout here feels very appropriate
I prefer this option. Feels more friendly to more different type of users. I like less lanes of car traffic to cross while on foot + bike
HUGE fan of roundabout in this location. Worked so well in trial run.

Crossing this intersection on foot while the temporary traffic circle was present was so much faster and pleasant. I love this option when driving as well

I prefer the roundabout

Yes, yes, yes! My family was involved in a terrible car accident here due to high speed – someone running a red light and poor sight lines. This intersection needs this to slow traffic down

This looks good!

Yes to roundabouts! Good gateway traffic calming

Intersection 3: North Mason Street and East Rock Street

The project team developed a total of four alternatives for the North Mason Street and East Rock Street intersection, two alternatives are for the Open Space option, and two alternatives are for the Wide Median option.

Open Space Option

Open house participants left 22 comments on both alternatives for the Open Space option at the East Rock Street and North Mason Street intersection. Figure 2 Figure 4 and Table 4 display participant comments.

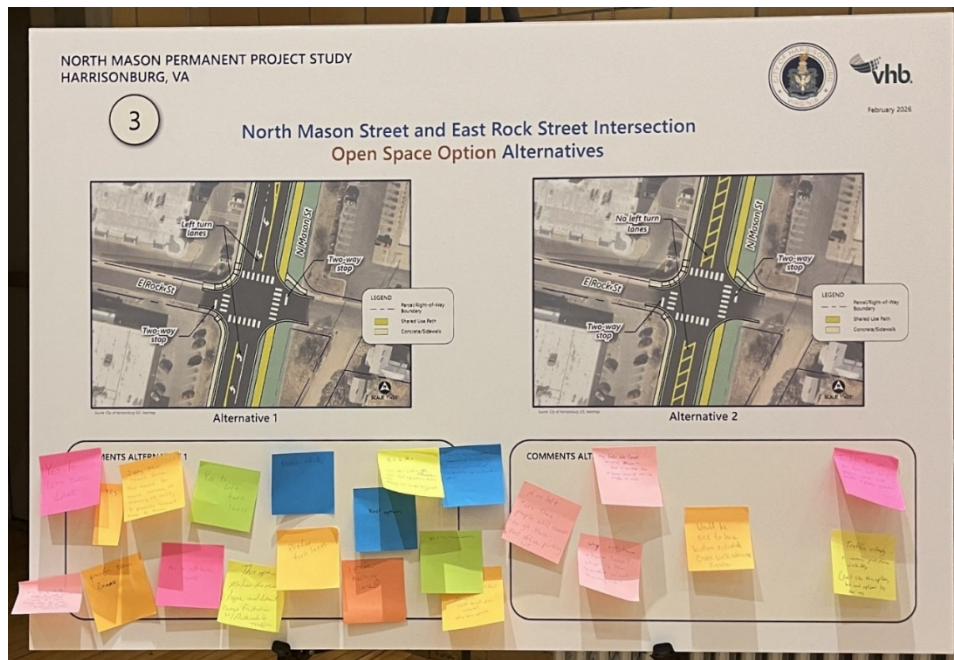


Figure 8: Open Space Option Board with Comments

Table 9: Open Space Option Comments Transcribed

Alternative 1 (16 Comments)	Alternative 2 (6 Comments)
Prefer turn lanes	If not left turn then people will choose to go through post office parking lot
It's going to be harder to walk across this alternative with turn lanes. Could there be some sort of signal for pedestrians & bikes to cross?	This feels safer / easier to cross Mason on foot and on bike due to fewer lanes of vehicle traffic to cross
Yes to left turn lane	Why not have a turn lane? What is the benefit to not having one?

Yes	Would be nice to have bottom activated cross walk warning lights
Two way stop makes sense. Still allows for some control, or slowing of movement, to provide space & time to turn	I like this option as there could be a pedestrian (unknown word) in the center – please consider
Yes to left turn lanes	Traffic calming & increase pedestrian visibility (Don't like this option, but want options to slow cars)
This option makes the most logic and doesn't cause frustration with automobile traffic	
Yes to left turn lanes	
Prefer this	
Prefer turn lanes	
I prefer turning lanes	
Best option	
This is a much more reasonable of a crossing distance when on foot compared to the widened option	
Yes to this. Less road surface, more full separation from cars and allowing left turn is good.	
Yes to turn lanes	
This should be a roundabout – otherwise might as well allow left turn? Not a smart option	

Wide Median Option

Open house participants left 7 comments on both alternatives for the Wide Median option at the East Rock Street and North Mason Street intersection. Figure 2 Figure 4 and Table 4 display participant comments.



Figure 9: Wide Median Option Board with Comments

Table 10: Wide Median Option Comments Transcribed

Alternative 1 (4 Comments)	Alternative 2 (3 Comments)
Turn lanes - yes	Better of these 2 in my opinion
Prefer turn lanes	Bigger median is better, roundabout is best
Yes turn lanes	Feels like better option for bikers & pedestrians of these two alternatives
Feels like a lot to watch 3 vehicle lanes & 2 bike lanes of traffic when crossing	

Intersection 4: North Mason Street and East Wolfe Street

The project team developed a total of four alternatives for the North Mason Street and East Wolfe Street intersection, two alternatives are for the Open Space option, and two alternatives are for the Wide Median option.

Open Space Option

Open house participants left 33 comments on both alternatives for the Open Space option at the North Mason Street and East Wolfe Street intersection. Figure 2 Figure 4 and Table 4 display participant comments.

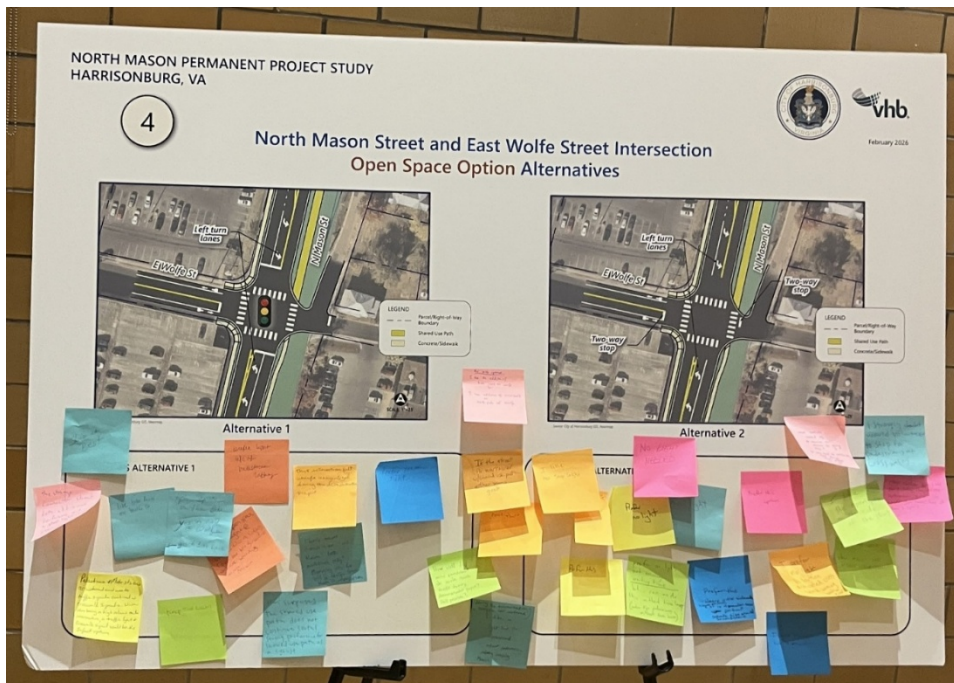


Figure 10: Open Space Option Board with Comments

Table 11: Open Space Option Comments Transcribed

Alternative 1 (17 Comments)	Alternative 2 (16 Comments)
(During the demonstration everyone was confused) I like no light, but I'm concerned about pedestrian safety when crossing Mason	What controls speed of vehicles on Mason St going N/S? It was hard to cross Mason here during demo project with no light
Roundabout?	Prefer this option
If the street is narrower with shared use path either seems good	Prefer this. Where is the sidewalk in lower portion? Or is it smaller than upper portion? Sidewalk size should be consistent.

<p><u>For both options</u>. I like the addition of the bike lanes on Wolfe St. I like addition of crosswalk on Northside of Wolfe</p>	<p>Prefer no light</p>
<p>How well did mini roundabout do with truck traffic during demonstration project? Still possible?</p>	<p>Prefer no light not necessarily waiting time – but...can we do this without turn lanes? Safer for pedestrians without turn lanes.</p>
<p>Keep the light</p>	<p>Prefer this</p>
<p>I'm surprised the shared use path does not continue south! Strong preference for shared use path as a cyclist</p>	<p>Prefer no light</p>
<p>Clarify travel direction on "Old Mason" Better roundabout only? Emerging vehicles will be farther from Mason St. intersection</p>	<p>Prefer no light</p>
<p>This is best</p>	<p>I like no stop sign</p>
<p>The strange connector street does add some confusion and a stop light is clear</p>	<p>No light needed</p>
<p>Open space on the side. Yes, to light @ Wolfe. Yes, to bike lane.</p>	<p>I strongly doubt I would volunteer to stop for pedestrians at crosswalks</p>
<p>I like bike lanes on Wolfe St</p>	<p>I like this option. Please consider site lines for visibility turning left onto North Mason. Is there a way to slow traffic here other than a light?</p>
<p>Prefer light because of pedestrian safety</p>	<p>I like the open space on the side of the street</p>
<p>Pedestrian & motorists are accustomed and use to traffic signals combined with crosswalk signals. With this being a high volume auto intersection, a traffic light and crosswalk signal would be the safest option</p>	<p>I prefer no light. A button activated cross walk warning would be great.</p>
<p>I prefer open space and a light @ Wolfe. Without a light, I can see N&S bound drivers speeding down Mason</p>	<p>I think no light here is reasonable</p>
<p>This intersection felt unsafe (unreadable word) during the demonstration project</p>	<p>I prefer no light. How might that affect pedestrians?</p>

Prefer the traffic light	
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Wide Median Option

Open house participants left 10 comments on both alternatives for the Wide Median option at the North Mason Street and East Wolfe Street intersection. Figure 2Figure 4 and Table 4 display participant comments.

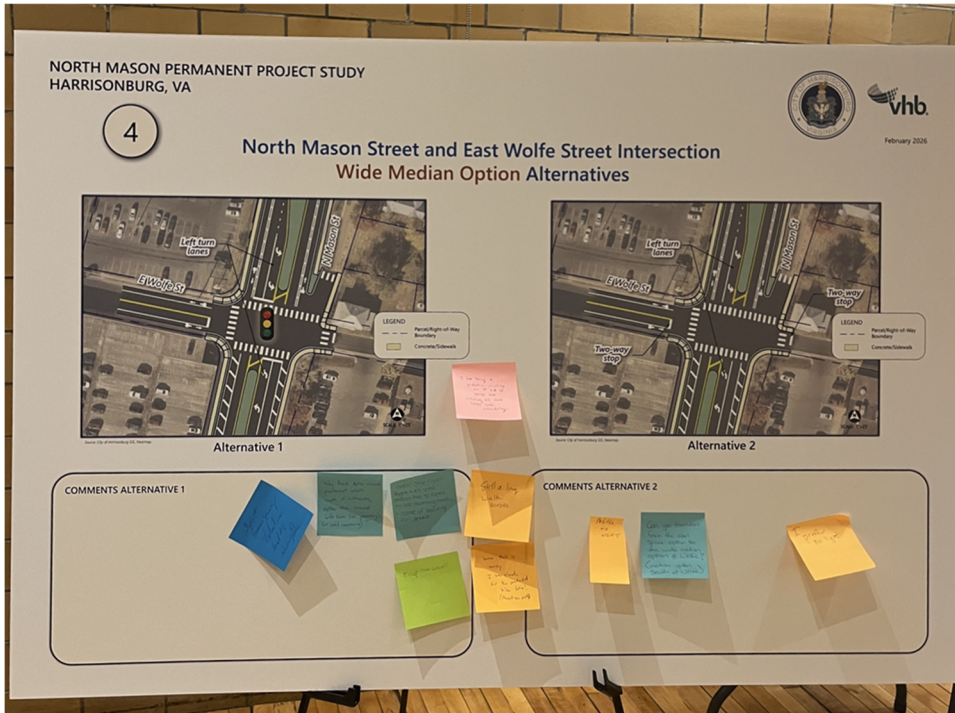


Figure 11: Wide Median Option Board with Comments

Table 12: Wide Median Option Comments Transcribed

Alternative 1 (7 Comments)	Alternative 2 (3 Comments)
Wow this is messy. I was already for the protected bike lane! (Shared path)	Prefer no light
Still a long walk across	I prefer no light
I like having a pedestrian crossing on N. Side of Wolfe but crossing all those lanes looks intimidating	Can you transition from the open space option to the wide median option @ Wolfe? (Median option South of Wolfe)
Keep the light	

Prefer stop light. Right turn onto Mason has to come to see oncoming traffic	
Why leave extra unused pavement width south of intersection rather than marked bike lane (or parking) (or road narrowing)?	
(Unreadable word) emergency vehicles hard to navigate	

Intersection 5: North Mason Street and East Elizabeth Street Intersection

The project team developed a total of four alternatives for the North Mason Street and East Elizabeth Street intersection, two alternatives are for the Open Space option, and two alternatives are for the Wide Median option.

Open Space Option

Open house participants left 27 comments on both alternatives for the Open Space option at the North Mason Street and East Elizabeth Street intersection. Figure 2 Table 4 display participant comments.

Table 13: Open Space Option Comments Transcribed

Alternative 1 (8 Comments)	Alternative 2 (19 Comments)
A light here or at Wolfe would be good for pedestrians crossing Mason	Could we do a roundabout to get rid of the light but keep speeds low? I realize the one in the demo project wasn't great but we could do it better
Yes. Keep Elizabeth St open to the west	What happens to bikes going N from Mason to 33? Make sure they don't get squeezed into motorist lanes
We were hit at this intersection – blind corner – light is essential!!	No! Blocks left turn to turn right on Federal to access upper deck ramp
Light makes more sense than restricting turning	I like no light
If we only have 2-way stop signs all along Mason. As an Elizabeth St resident, I'm worried residents will have a hard time exiting our neighborhood. We need a signal at either Wolfe or Elizabeth	Less lights best
I think a light at either Wolfe or Elizabeth will reduce speeding N&S bound. I can see only having 2-way stop signs on the E&W bound traffic lanes will encourage N&S speeding	Prefer
Can't see oncoming traffic	Alternative 2 makes the most sense. No light needed and remove the ability to turn L (going N) and W through Elizabeth. This is a much lower volume intersection and this design simplifies it and makes it safer for all
Prefer traffic light. Want to be able to go through Elizabeth	No! Cuts off my commute home on Elizabeth from 42.

	Prefer this
	Nooooooooooooo! There are businesses here on other side of Elizabeth between Mason and Broad. Clients and customers will have some challenges navigating to and from appointments. I really don't like this – it's a barrier to business
	Prefer this option. But I would prefer shared use path on left side, least north of intersection. Two full lanes the entire length will encourage more speed. Expand median on south side and taper off as approach intersection
	I prefer no light
	I think no light is OK here WITH light at Wolfe
	Why keep bikes and vehicles from crossing Elizabeth? The real issue is speed of traffic on Mason and folks running the red light. Elizabeth is a great traffic cross street for bikes and people and convenient crossing for residents who live on Elizabeth
	Not in favor of extended median, eliminates left turn going W on Elizabeth
	Can there not be a roundabout at Mason and 33?
	Prefer no light
	I like this option. Can bikes cut through on Elizabeth and H(unreadable St)? Why no bike lane on Mason for the last block?
	I like this. I live on Elizabeth. This would cut down on traffic on my street and make us safer. People would use with less of a cut through to avoid 33. But if you do this, please put a light at Wolfe to cross there as a pedestrian.

Wide Median Option

Open house participants left 14 comments on both alternatives for the Wide Median option at the at the North Mason Street and East Elizabeth Street intersection. Figure 2Figure 2Table 4 display participant comments.

Table 14: Wide Median Option Comments Transcribed

Alternative 1 (6 Comments)	Alternative 2 (8 Comments)
Do not like the green space in the middle. Unsafe.	NO! Cuts Elizabeth in half to commuting
YES.	No! Do not remove vehicle crossing here. Just makes it safer by reducing speed of Mason St traffic and number of lanes
The green space in the middle is a waste. Put it on the side where walkers/bikers can use it.	Rather than unused pavement, northbound north of Elizabeth, more curb west and fix sidewalk constraints
Agree	I'm not too keen of breaking the east-west grind
What happened to roundabout option instead of light? We could implement it better than in demo project	Prefer no light
Same long crosswalks as now!	Prefer no light
	Don't like median, seems to cut people off from downtown
	Out of scope comment: examine mini roundabout on S. Mason St