TOWN OF Herndon VIRGINIA

Pedestrian Plan

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Chapter 1

INTRODUCTION

WHY A PEDESTRIAN PLAN?

Walking is both an important mode of transportation and an important component of a livable community. Walking is essential, free transportation for residents without access to automobiles, especially children, and for transit-users. Many residents and business owners also recognize the benefits of walking for the quality of life in neighborhoods and the vibrancy of commercial districts. In addition, walking contributes to daily physical activity, produces almost no air or noise pollution, takes up little space, and poses little risk to other travelers. For these reasons, an increasing number of local governments are developing and implementing strategies to make walking safer and more inviting for pedestrians.

This document is a strategic plan which outlines ways in which the Town of Herndon can make walking to everyday destinations *safer*, more *desirable*, and more *convenient*. The **first section** offers an overview of the plan, its purpose, how it was developed and how it should be administered. The **second section** summarizes the history and current state of pedestrian infrastructure, planning, and walking behavior in the Town of Herndon. The **third section** of the plan outlines appropriate general strategies and techniques for making the built environment more walkable, and how they should be applied in Herndon. The **fourth section** identifies and ranks specific projects and actions to implement those strategies.

PLAN OVERVIEW

The PBAC crafted the plan purpose statement while the plan was being scoped to guide its development. The key components of the plan were designed to achieve this vision. The plan goals, also developed by the PBAC, frame the broad purposes of the Herndon Pedestrian Plan.

STATEMENT of PLAN PURPOSE

This pedestrian plan for the Town of Herndon functions to identify deficiencies in existing pedestrian infrastructure and policy, to recommend countermeasures and solutions, to provide the framework for immediate actions and long term implementation strategies for pedestrian safety. It also serves as an education tool for pedestrian activity and a guidebook for creating a walkable community.

PLAN GOALS

1: Create a safe environment for pedestrians.

2: Increase the proportion of walking trips.

3: Optimize pedestrian travel interactions with other modes.

4: Make streets more lively and vibrant.

BENEFITS OF A WALKABLE COMMUNITY

Walkability is often associated with livability. In many instances, what makes a community livable is how well it has integrated comprehensive pedestrian infrastructure. The benefits of a walkable community help explain its connection to how livable it may be. The following list offers the livability by-products of a strong pedestrian-oriented community.

Economic: pedestrian activity can be a catalyst for economic growth and business vitality.
Personal Health: walking is a physical exercise and can be a healthy transportation option compared to driving.
Social: walkable communities can promote social interaction and activity.
Character: a pedestrian-friendly environment with pedestrian features and pedestrian-scale design can improve the character of the street.
Security: the presence of people on the street can provide a sense of security and safety.
Environmental: walking instead of driving can reduce personal vehicle trips which reduce carbon emissions and congestion.
Pollution: walking does not emit the air and noise pollution caused by personal vehicles.
Land Use: pedestrian facilities have minimal space requirements compared to other modes of travel.

DEVELOPMENT OF PLAN

This plan was developed through an iterative process. The document was produced by Community Development staff and the Pedestrian & Bicycle Advisory Committee (PBAC) served as the principal reviewing agency and plan development working group. In this role, PBAC served as representatives of the public. A PBAC recommended draft of the documents was presented to the Herndon Planning

Commission for review and a recommendation to the Herndon Town Council. The Council reviewed and adopted the plan. The PBAC, Planning Commission, and Town Council meetings were open to the public and the public was invited to provide input at the Planning Commission and Town Council public hearings. The PBAC recommended draft plan was available on the Town's website for public review and comment throughout the Planning Commission and Town Council review process.

The plan scope and contents were developed using the following methods:

Quantitative Data Collection & Analysis

The first step in the creation of the plan was identifying the issues. Police records supplied the necessary statistics on pedestrian-related incidents. US Census data was used to better understand pedestrian activity in town. Geospatial information was gathered, organized, and analyzed to get a sense of the design, adequacy, and existence of pedestrian infrastructure and amenities.

Qualitative Data Collection & Analysis

Sample-specific surveying and pedestrian environment audits were conducted by staff and members of the PBAC. This was done to better recognize the areas of possible pedestrian conflict that may not have been otherwise documented and evaluate the physical conditions dictating the pedestrian level of service and comfort. This process produced observational and anecdotal information about pedestrian behavior and identified specific issues and areas that required attention to improve walkability. This information served as the principal source for the projects included in the action plan matrix in Chapter 4.

Plan Precedence Research

Several other pedestrian-related plans were reviewed as case studies. Thirteen plans were reviewed. They included pedestrian master plans, pedestrian safety action plans, pedestrian mobility plans, or access plans. They were from both local jurisdictions and jurisdictions outside the region and represented a range in jurisdiction type from small towns to counties and major cities. This research was conducted early in plan development process as a means to better understand the plan formats and scopes.

Best Practices – Literature Review

This plan relied on previously established planning policy and pedestrian level of service standards. It follows the guidance provided in the Federal Highway Administration's (FHWY) report on *How to Develop a Pedestrian Safety Action Plan*. Also used was the FHWY *A Resident's Guide for Creating Safe and Walkable Communities*, the FHWY *Pedestrian Safety for Transit Agencies*, and the FHWY *Designing for Pedestrian Safety*. Virginia Department of Transportation reports on "Sidewalks and Shared Use Paths" and "Pedestrian and Bicycle Accommodations" were additional sources of information. These documents offer state and federal standards for the types of strategies and design measures recommended in this plan. Published reports and studies on issues such as pedestrian safety and the

benefits of a walkable community were used in linking a safe and connected pedestrian network with town livability.

PLAN IMPLEMENTATION & MANAGEMENT

The Herndon Pedestrian Plan was developed as a planning document to guide land use and transportation planning and design policy and practice as it relates to walkability. It is also meant to identify specific pedestrian issues in Herndon and introduce a program by which those issues may be addressed. The success of the plan depends on how effectively its tenets are understood and implemented. It also depends on the plan's ability to evolve and adapt to shifting conditions, priorities, and resources. In doing this, it is important for the plan to remain flexible, practical, and transparent.

The plan will be reviewed annually by the PBAC and amended accordingly if necessary. Minor updates may be made administratively. Any substantive changes to the walkability strategies or other plan elements require review and approval by the Town Council. As part of the annual PBAC review, the action plan matrix would be updated to reflect current conditions. Projects completed can be removed and new projects can be added.

The Department of Community Development will administer the plan with support from the Department of Public Works, the Department of Park & Recreation, and the Herndon Police Department.

This plan was designed to serve as a companion document to a Herndon Bicycle Plan. This bicycling plan is in development. It expands on the Herndon Town Council endorsed Fairfax County Bicycle Master Plan and will be formatted and scoped similarly to this pedestrian plan. The expectation is for both documents to be used in concert to assist Herndon in reinforcing a multi-modal approach to the Town's Metro-accessible transportation network.

Chapter 2

HERNDON WALKABILITY PROFILE

The Town of Herndon has an area of 4.2 square miles and approximately 24,500 residents, the third most of any town in the Commonwealth of Virginia. The population is expected to continue its gradual growth and may increase with redevelop in the Town's planned development districts. In 2017, almost 2000 new residential units were within the development review pipeline. Herndon is located within the Washington DC metropolitan area, less than two miles from Dulles International Airport, and along the Dulles technology corridor. Fairfax County Connector buses provide transit service to local destinations and connections to the Metrorail Silver Line's current terminus in Reston. Phase II of the Silver Line with expected operation beginning in 2020 will bring two Metrorail Stations within the Herndon area; the Herndon Metrorail Station and the Innovation Metrorail Station. Herndon's shift towards a more urban environment highlights the need for close attention to maximized pedestrian service levels. Increased density, increased transit access, and increased development present both challenges and opportunities to enhanced walkability. This chapter reviews the current Herndon's pedestrian service level and the conditions that define it.

PEDESTRIAN BUILT ENVIRONMENT

The pedestrian facility network is largely dictated by Herndon's built environment, which can be roughly classified into three types:

The **first type** is a traditional orthogonal development pattern dating to the Town's settlement in the 19th century and modest growth as a rural railroad town. The rectilinear grid in the downtown is built at a pedestrian scale with short blocks and narrow roads. Properties are smaller and land uses are varied.

The **second type** is a suburban, auto-oriented development pattern characteristic of post-WWII development in the US. It is typified by curvilinear streets with frequent cul-de-sacs, long blocks, wide roadways and intersections, and building orientation based on ample surface parking. This pattern projects a larger scale with wider swaths and more clearly delineated separation of land uses. Most of Herndon was constructed in this model, including large office parks, shopping centers, and light industrial parks, as well as single-family, townhome, and apartment residences. The largest residential example in town is likely the Four Seasons subdivision that sprawls throughout the southwest corner of town with little connectivity to abutting neighborhoods.

The **third type** is denser, and more oriented towards walking and transit use, though automobiles are still accommodated. In simple terms, this pattern departs from traditional suburban models and introduces urban development tendencies. This built environment type relies on connected streets with short blocks, integrated structured parking, a mix in land use, and an urban design focus on pedestrian scale and a comfortable, convenient, and safe pedestrian environment. This reflects changes in the real-estate market attributable both to consumer choice and increasing demand for limited space in Herndon. This development pattern has only recently been employed in Herndon but is planned to be used with future infill and redevelopment projects. This urban form will be centered in Herndon's downtown and Transit-Oriented Core although it may expand to other areas as the market grows along the Metrorail-serviced Dulles Corridor.

Herndon's pedestrian environment is an important town asset. However, there are though inherent obstacles with Herndon's 20th century suburban pattern of development to walkability. Most of Herndon's streets have sidewalks on at least one side of the street but in many instances their service level are affected by minimal separation from travel lanes and frequent curb cuts which can be detrimental to sidewalk safety and comfort. Nearly all properties in town are within a half mile walk from a transit stop however streets without marked crossings and private property often hinder access. There is a high intersection density in town but many intersections lack ADA-compliant curb ramps and accessible pedestrian signals. Herndon's development pattern has afforded the creation of regional trails. Three such trails transverse the town and by operating within a regional network, provide links to adjacent jurisdictions. These trails are mostly off-street and offer comfortable venues for active transportation.

The Town seeks to improve on system deficiencies and with both an expansion of facilities and enhancement of existing facilities. There are several public improvement plans that have been recently completed, are under construction, or are planned for construction in the next few years that contain significant pedestrian accommodation upgrades.

Chapter 3 expounds upon the pedestrian network's physical characteristics and constraints. Chapter 4 contains a table of Pedestrian Built Environment metrics that the town will further develop and use for future evaluation of pedestrian facilities.

PEDESTRIAN PUBLIC

Typical for areas in the country outside large city centers, personal vehicle use remains the dominant mode of transportation in Herndon. Unlike taking traffic counts, measuring the number and frequency of walking trips and understanding pedestrian behavior and activity can be a challenging endeavor. US Census data on commuting and Fairfax County data for how children are getting to school are available as is Herndon Police Department data on incidents involving pedestrians, however information on pedestrian density and walking trips made for personal reasons such as dog walking, exercise, or local trips to the store, restaurant, etc. are available only by conducting counts and surveying. It is also difficult to account for pedestrian behavior which can be unpredictable. The unpredictability is fueled by the nature of walking trips whereas pedestrians are almost constantly at a point of decision and those decisions may be guided by environmental conditions, by personal perceptions of security, or by any number of other variables including age or time availability.

Even data that is available must be attentively assessed. While only around 2% of commutes are solely done by foot in Herndon, transit trips comprise of another 9% of the commuting modal split. This is noteworthy, given that transit commutes typically also include walking trips to and from the bus stop or Metro station. The total percentage of commutes that involve a walking trip is only expected to increase as the Herndon Metrorail Station opens, more pedestrian-oriented development occurs, and the Town continues to enhance accessibility through public transportation improvement projects. In Herndon, 25% of students walk to school but that does not consider that most school bus users are walking to the bus stop. Fairfax County operates a Safe Routes to School Program that includes Herndon schools.

The distance between walking trip origination and destination is often the key consideration for mode choice. Walking trips are usually done locally in short distances. The half mile and quarter mile metrics represent the 5 minute and 10 minute walking distances. The correlation between walkability and land use variety is a direct result of walking trip distances. Walking becomes a viable option when school, work, shops, and other destinations are within 10 minutes by foot.

Residents and the demand for pedestrian facilities are not evenly distributed in Herndon. Some areas have much higher concentrations of residences, jobs, shops, and services, and therefore, greater demand for facilities. Herndon's primary commercial corridor along Elden Street, its historic downtown, and a mix of commercial, residential, and office uses along the Dulles Toll Road and Fairfax County Parkway in the south and southeast of Town consist of many employment and retail centers. The demand for pedestrian facilities is likely highest where it connects, or could connect both safely and conveniently, large numbers of residents to these commercial areas.

There is also unequal need for pedestrian facilities between residents. Many Herndon residents do not have access to automobiles some or all of the time and are obligate pedestrians (eg. children), while others may be especially at risk while walking (eg. elderly). These residents need access to key goods and services, such as transit stops, schools, parks, the downtown government center, and shopping centers. Specific attention and prioritization should be given to walkability improvements in those areas where there is the most demand for them and the most need.

Chapter 3 begins to strategize how best Herndon can evaluate the walking needs of the various communities in town. Chapter 4 contains a table of Pedestrian Public metrics that the town will further develop and use for future evaluation of pedestrian planning and outreach efforts, and improved pedestrian facilities.

PEDESTRIAN PLANNING & POLICY

The Town of Herndon has established a record of acknowledging the suburban nature of its transportation system and the need to modify it to a multi-modal network if Herndon is to continue to grow and improve upon its livability. The town's vision statement states that Herndon is made strong in 2035:

> Through thoughtful planning, the town has a network of sidewalks, trails, streets and connections to public transportation that provides residents the opportunity for one-car or no-car living… *where*…. Residents walk, cycle, drive, or use public transit to their jobs, restaurants, and cultural events.

The Transportation section of the Herndon 2030 Comprehensive Plan identifies the provision of **"safe streets that are friendly to pedestrians and bicyclists"** and facilitation of **"alternative modes of transportation within the town"** as important town objectives. Capitalizing on existing pedestrian assets and utilizing regulation, policy, and improvement projects to mitigate current weaknesses is vital

in achieving those objectives. The 2030 Comprehensive Plan offers the following tactics for enhancing multi-modal service levels.

- Integrate pedestrian and bicycle facilities with the street and transit networks
- Incorporate multi-modal components into CIP projects for other transportation improvements
- Apply appropriate traffic calming techniques to enhance safety
- Develop a policy and use creative solutions to calm traffic
- Develop access plans to the Herndon Metrorail station and provide access facilities around the station
- Provide an attractive and useful pedestrian and bicycle trail network which connects to the regional trails
- Evaluate all streets, sidewalks, and other transportation facilities for compliance with these policies

While this document is the first pedestrian plan for the Town, pedestrian planning and policy as guided by the Comprehensive Plan have been implemented through the Town's Capital Improvements Program (CIP), area plans, trail plans, access plans, streetscape guidelines, the zoning ordinance, and the Public Facilities Manual. Federal and State standards from AASHTO and VDOT also contribute to pedestrian planning and design in Herndon.

In recent years the Town has begun implementing two adopted area plans that might best demonstrate the Town's focus on walkability. The Downtown Herndon Master Plan and the Herndon Transit-Oriented Core Plan contrast in form and scale but share the same principles on pedestrian accommodations. Both plans call for vibrant mixed-use environments with an emphasis on quality urban design and robust street-level activity. Although appropriate automotive access and mobility are incorporated, both plans are pedestrian-centric with wide streetscapes, ample street crossings, and internal connections across property lines. A regional area plan focused on bicycle and pedestrian networks around the Metro in Herndon, the Herndon Metro Station Access Management Study (HMSAMS) was also recently adopted.

The Town also maintains the Streetscape Manual that include standards, guidelines, and specifications for the planning and design of streetscapes with a primary focus on pedestrian level of service. This document advances pedestrian policy by ensuring streetscapes are designed with pedestrian safety, comfort, and convenience in mind.

Much of the administration and management of pedestrian planning is done in the Department of Community Development (CD) and the Department of Public Works (DPW). Safeguarding a suitable pedestrian network and improving it as needed is a collective effort between the two departments. While most of the projects in the CIP with a pedestrian component are managed by DPW, CD often assists as a reviewing agency. Conversely, DPW consults when CD develops plans and other documents setting

pedestrian policy. DPW is ultimately responsible for the maintenance of Town sidewalks and construction project management for network improvements.

The Capital Improvements Program (CIP) sets the program by which capital projects are scoped, scheduled, and funded. Almost half of all fiscal year 2019-2024 CIP projects have some degree of pedestrian network implications or improvements. There is a dedicated project for sidewalk construction and several large road improvements projects focused on improving multi-modal service levels. Some of the CIP projects were identified through Fairfax County's Herndon Metro Stations Access Management Study (HMSAMS). Based on that study, Herndon is partnering with the County for the implementation of several pedestrian-specific projects designed to improve access to both Herndon Station and Innovation Station.

The Herndon Town Council appointed a Pedestrian & Bicycle Advisory Committee (PBAC) to advise the Town Council on pedestrian and bicycle issues in Herndon. The PBAC served as the working group for this pedestrian plan and acts as a reviewing agency for various other town plan and projects with non-motorized transportation system impacts. PBAC is also tasked with policy advising and advocacy activities. PBAC is comprised mostly of town residents. A separate town staff only group, the Traffic Engineering Improvements Committee (TEIC), advises on specific changes to the entire transportation system in Herndon including walking conditions that have been raised by staff or the public as a concern requiring evaluation and possible mitigation.

OPPORTUNITY FOR IMPROVED WALKABILITY

With the support of the approved policy and planning documents discussed above combined with prospective redevelopment and increased mass transit choices, Herndon has the opportunity to become a pedestrian haven. Many of the ingredients for a walkable community are already in place in Herndon.

HERNDON'S INGREDIENTS FOR A WALKABLE COMMUNITY

- Small in size
- Mix of uses
- Services centrally located
- Mass transit available
- Three regional trails
- Wide suburban roads

The town is relatively small at four square miles which limits distances between the residential and non-residential land uses. The diversity of uses puts residents near many everyday destinations and services. For example, the middle school, library, government center, post office, and community center are

located in the center of town. Every neighborhood in Herndon is less than two miles from these central services; a manageable distance for walking and biking trips.

Herndon is well connected to a regional trail system. The Sugarland Run and Folly Lick Regional Trails both run north-south mostly along stream beds and are planned to terminate at the Herndon Metro Station. Running diagonally through the center of Town with several access points from each end of town, the W&OD is a very active pedestrian resource for Herndon. All three trails are planned to connect. Once fully complete, almost all areas in Herndon will be within a half mile of one of these regional trails.

Herndon's development pattern could foster improved walkability. Wide suburban auto-oriented roads were designed for vehicular operability and mobility. These street types may provide enough width for road diets or complete street strategies. The benefit of using these roads for multi-modal approach retro-fit designs hinges on the ability to improve pedestrian service levels without requiring additional right-of-way.

Herndon benefits from service by the Fairfax Connector and access to Silver Line Metrorail stations. Seven local bus routes serve Herndon. Many of the routes provide connections to nearby Metrorail stations. When the Herndon Metrorail Station opens, an additional route will operate within town circulating between downtown Herndon and the Metro station. The new route and the other routes with stops at the Herndon Metrorail station will be bolstered by the Town's bus bays and personal vehicle pull-offs to be built along the Herndon Parkway. Accessible transit service reduces reliance on personal vehicles and encourages more walking trips. Over 90% of Herndon's land area is within a 10 minute walk of a bus stop.

Despite opportunity for improved walkability in Herndon, the challenges should not be understated. Herndon is a small Town and does not have the resource flexibility cities or counties may enjoy. It is also almost entirely built-out with minimal opportunity remaining for greenfield development. Lastly, Herndon is still reliant on traditional suburban codes and standards and while both have evolved to accommodate the urbanizing area, there is still significant adjustments to be made as Herndon and similar jurisdictions in Northern Virginia continue to embrace and manage heightened growth.

COMMON PEDESTRIAN NETWORK CHALLENGES

As discussed above the Town has many of the tools and resources necessary to continue improving its pedestrian facilities and bolstering its pedestrian-oriented policies. In some ways however, Herndon also has the typical challenges to achieving and maintaining high pedestrian service levels of a suburban community. Suburban development is usually defined by curvilinear street patterns, separated land uses and a transportation planning and design focus on vehicle mobility. Though the Town through its recent master planning efforts has begun to apply more mixed use and multi-modal paradigms, the bones of

the built environment remain suburban in form and create some network deficiencies that collectively may hinder walkability. Herndon is well situated for retrofitting its built environment in various ways to improve walkability however its suburban development pattern present specific challenges.

HERNDON'S CHALLENGES FOR A WALKABLE COMMUNITY

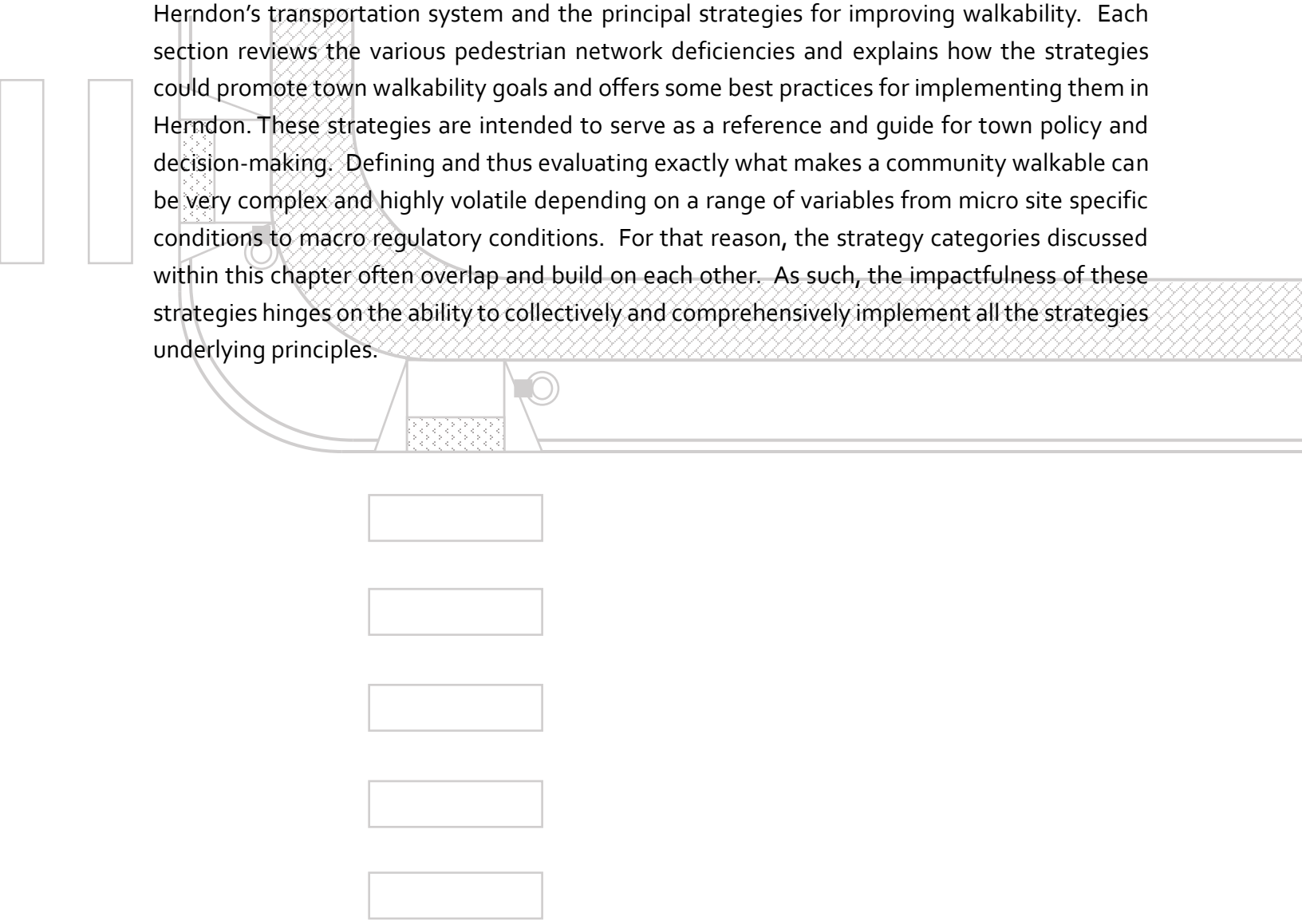
- Curvilinear street pattern and poor inter-neighborhood connectivity
- Vehicle oriented site design and separated land uses
- Existing streetscapes with low attention to pedestrian comfort
- Long block lengths with inadequate or absent crosswalks
- Existing pedestrian paths with accessibility issues

The above list of common network issues prevalent in Herndon were identified after analyzing the data derived from the pedestrian environment audits in addition to US Census data and Herndon Police Department pedestrian incident data. The challenges to maximizing walkable environment in Herndon can be mitigated through various policy, planning, design, education, and enforcement countermeasures. These challenges are explained a bit more in Chapter 3 of this document along with the best practice countermeasures identified for addressing the challenges.

Chapter 3

WALKABILITY STRATEGIES FOR HERNDON

The following pages are devoted to the common pedestrian-related issues identified in Herndon's transportation system and the principal strategies for improving walkability. Each section reviews the various pedestrian network deficiencies and explains how the strategies could promote town walkability goals and offers some best practices for implementing them in Herndon. These strategies are intended to serve as a reference and guide for town policy and decision-making. Defining and thus evaluating exactly what makes a community walkable can be very complex and highly volatile depending on a range of variables from micro site specific conditions to macro regulatory conditions. For that reason, the strategy categories discussed within this chapter often overlap and build on each other. As such, the impactfulness of these strategies hinges on the ability to collectively and comprehensively implement all the strategies underlying principles.



PEDESTRIAN PATH CONNECTIVITY & CONDITION

Photo of ramp of missing sidewalk – Located at Monroe Street near First Baptist Church

Herndon has been very successful building a system of sidewalks and trails but some connectivity concerns remain. There are gaps in certain sidewalks and sidewalks that end without any linkage to another sidewalk. Some streets or portions of streets do not have sidewalks one side or on either side for portions. Roughly 12% of public right-of-way linear footage in Herndon do not have sidewalks. A discontinued sidewalk often occurs as a result of piecemeal development and should be expected at least short term in some instances for that reason. There are also space constraints and physical obstructions, particularly in Herndon's older neighborhoods, that pose a challenge for achieving complete sidewalk continuity. In addition to missing links, inter-jurisdictional sidewalk connectivity along Herndon's boundaries require attention to ensure a safe regional network. Also, there is a lack of connectivity between neighborhoods and across street segments. A disconnected sidewalk system can both discourage walking trips and force pedestrians to instead walk under inadequate or unsafe conditions along shoulders, within the road, or private property, and cross when there are no marked crosswalks or traffic controls.

Sidewalks should be continuous and also of good quality. They provide pedestrians a place to walk, separate from automobiles, which enhances both the safety and desirability of walking. These benefits are diminished when sidewalks have large cracks or elevation changes, obstructions, and dirt and debris. Each of these exposes pedestrians to a safety risk, and may even make the facilities entirely unusable for physically disabled users.

Proactively maintaining sidewalks to a safe condition is an objective of the Town and is done through a sidewalk maintenance plan. To assist with that effort, a sidewalk repair portal is available on the Town's website and through its mobile application for members of the public to open service requests for

sidewalk repairs. The programmatic installation of new sidewalks are largely managed through the Town's Capital Improvements Program

To bolster current efforts the following best practices and strategies are provided:

Best Practices for Addressing Pedestrian Path Continuity & Condition Challenges:

- Create and maintain a GIS-based data layer of all pedestrian paths within Town and use it to assist with identifying and prioritizing where linkages are necessary.
- Compile and evaluate service request data for past sidewalk repair requests to inform on proactive maintenance efforts. Review service request portal to ensure all possible pedestrian path issues, such as sidewalk obstructions and missing sidewalk, are available request categories.
- Conduct PBAC – led walkshed audits annually to collect environmental data on conditions to be used in updating this the Herndon Pedestrian Plan.
- Develop and implement promotional strategy for continued and improved use of service request portal for sidewalk and trail facility problems.
- Evaluate the town's sidewalk plan and issue a PBAC – recommended report on priority missing links both on-street and off-street and interjurisdictional.

STREET PATTERN & STREET DESIGN

Parcel Map Screencap – Showing Residential Subdivisions on west side of Town

Possibly the biggest obstacle to high pedestrian level of service in Herndon is its suburban pattern of development. Outside the Town's Heritage Districts, Herndon was planned and built-out with curvilinear streets designed largely with a focus on vehicular mobility and access. This brand of planning breeds network-wide challenges to walkability. In Herndon, street segments or blocks are often very long or to put it in other terms, intersection density is fairly low given the population density. As previously mentioned, Herndon has many dead end streets (nearly 150 in four square miles) and neighborhoods that do not have vehicular or pedestrian access to adjacent neighborhoods. Long blocks and dead-ends are an important determinant of walkability for several reasons. First, shorter blocks provide more intersections and crossing points for pedestrians, which discourage them from crossing mid-block. Second, the shorter blocks and more frequent crossings enable more direct routes than larger, impervious blocks. Third, a dense street network disperses traffic and reduces the number of vehicles on each individual street, which makes walking more enjoyable.

Experts indicate that 300 feet is an ideal interval for blocks. Blocks that are 400 to 500 feet long, which is typical in Herndon, also work well. Blocks 600 feet long and greater however, become problematic. At these lengths, roads become impediments to pedestrian travel and encourage midblock crossings, which are dangerous. To counter that decision, mid-block crosswalks and pass-throughs are recommended on blocks exceeding 800'. Herndon today has many blocks which are longer than 600 feet. This includes neighborhood streets as well as arterials, some of which experience a large volume of dangerous mid-block crossings. In looking at a street map of Herndon, it's obvious that most of its single family neighborhoods and many of its commercial areas are disjointed from abutting neighborhoods. For destination-oriented pedestrians this usually means a much longer walking trip. For those walking for exercise, to walk their dog, or to just stroll through the neighborhood block length is less of a concern but those looking to walk to work, catch the bus, or go to the local grocery store, for example, are much more sensitive to how direct the route is given the time and energy required for walking. Most pedestrian trips

are under a half mile and often would-be pedestrians opt to drive instead of walk for local trips when distances are greater.

In addition to being arranged in curvilinear patterns, many streets in Herndon are designed in such a manner to prioritize vehicle level of service. This of course is important since vehicle trips dominate modal share in all types of development. It becomes an issue when the mobility of vehicles is boosted at the expense of other modes. Suburban streets are often engineered with wide travel lanes and wide curb returns and frequently do not include marked crosswalks or controlled pedestrian crossings. These types of design features encourage higher vehicle speeds and increases unsafe conditions for pedestrians, particularly at typical mode conflict zones such as intersections.

The obvious challenge in Herndon resides in the reality of the built environment. Herndon has largely been fully developed so the best opportunity for any significant changes to its street pattern can only occur through coordinated redevelopment. Herndon's recent master planning projects have included principle objectives for modifying the existing street network by reinforcing and creating more orthogonal street patterns and increasing intersection density. Long term area plans for the Herndon Transit-Oriented Core, Downtown Herndon, Herndon Transit-Related Growth Area, and South Elden Area provide guiding language for building new streets and inter-parcel access to establish more connectivity and enhance route-directness. When new street connections are not available especially within established residential neighborhoods, off-street pedestrian paths will be an important alternative to consider.

Best Practices for Addressing Street Pattern & Street Design Challenges:

- Create and maintain a GIS-based data layer block lengths in town and use it to assist with identifying and prioritizing where possible mid-block crossings or pass-throughs should be considered.
- Conduct study and issue report for potential off-street pedestrian path connections including identifying existing informal path, evaluating the public and private impacts and assessing feasibility. This study should rely on user demand analysis determined Geometric Connectivity or similar modeling.
- Evaluate possible policy language specific to maximum block lengths or connective streets for inclusion in the comprehensive plan or other policy document.
- Develop and implement a curb return radius policy and incorporate into the Herndon Streetscape Manual.

SAFE & ACCESSIBLE PEDESTRIAN PATH DESIGN

Photo of telephone pole within sidewalk ramp – Located at Elden Street and School Street

Sidewalks need to be adequately wide to be usable. A five-foot sidewalk is wide enough for two people to walk abreast and is the ADA minimum width for wheelchair access. For these reasons it is recommended as the minimum width for sidewalks, especially where foot traffic is light, there is little street furniture, and buildings do not crowd the sidewalk. Sidewalks up to 15 feet wide are recommended in areas with more foot traffic and furniture, or buildings with smaller setbacks. Sidewalks should provide 25 square feet per user at peak times to allow walking at a good speed.

Successful sidewalk design relies on a significant lateral and horizontal buffer from the curb. The separation from the road makes users more comfortable and safe. Buffering from roads may be achieved or enhanced by locating utilities, bollards, sidewalk furniture, trees, grass, or other features in the buffer zone, otherwise known as the utility strip, landscaping strip, or tree verge. When it is not possible to buffer pedestrians in this way, bicycle lanes or automobile parking may provide the desired buffer. Where buildings run up to the sidewalk additional sidewalk space is recommended due to the tendency of pedestrians to maintain this distance from walls and the nuisance from doors that open out into the sidewalk.

Many sidewalks in Herndon are neighborhood facilities with low levels of foot traffic and adequate buffering. Five foot wide sidewalks are appropriate in these areas, though most are narrower. In downtown Herndon and as planned for in the Herndon Transit-Oriented Core HTOC wider sidewalks are expected. Sidewalks that access bus stops may also benefit from a wider buffer area to accommodate street furniture or waiting passengers comfortably. This buffering may be implemented through curb adjustments and sidewalk repaving as part of larger road redesign projects or redevelopment.

Herndon has taken care in recent decades to ensure all public improvements projects with pedestrian infrastructure components comply with the Americans with Disabilities Act and are safe for all users. Many of the remaining inadequate facilities are vestiges of older projects completed under different standards.

Facility inadequacy can be due to inappropriate design or poor conditions. Many sidewalks in town are less than 5' wide and some do not have sufficient lateral separation or buffers from travel lanes. There are a few instances of missing curb ramps and many of the curb ramps are oriented towards the intersection instead of aligned with the sidewalk. Accessibility is hampered by vertical obstructions either immediately off the sidewalk or actually within the sidewalk. Traffic signs, telephone poles, utility boxes, and landscaping all pose a risk to pedestrian mobility and safety when placed in sidewalks. There are some instances where these types of obstacles prevent passage by strollers or wheelchairs.

The specific design of sidewalks and trails are largely regulated by the Town's Streetscape Manual and the Public Facilities Manual which contain guidance on ensuring pedestrian paths are adequately designed for accessibility and pedestrian mobility.

Pedestrian path design design should be sensitive to the service levels of other modes of travel and must coordinate with safe bicycle and transit planning and design practices in order to avoid conflict to the greatest extent possible.

Best Practices for Achieving Safe & Accessible Pedestrian Path Design:

- Update the Herndon Streetscape Manual with a renewed focus on accessibility for all sidewalk and trail users.
- Create and maintain a GIS-based data layer for non-ADA compliant sidewalks and curb ramps in town and use it to assist with identifying and prioritizing where improvement should be considered.
- Develop and implement an ADA Transition Plan.
- Develop a tracking tool for identifying, monitoring, and addressing obstacles within or abutting sidewalks.
- Evaluate and formalize the internal review process for public improvement projects and plans with pedestrian facilities to assess pedestrian level of service.
- Conduct study and issue report identifying and prioritizing accessible pedestrian signalization.
- Develop and implement a Complete Streets Policy and incorporate multi-modal level of service models into the traffic analysis of development projects.

SAFE & CONVENIENT CROSSWALKS

Photo of low visibility crosswalks – Located at Herndon Parkway and Spring Street

Most pedestrian injuries occur as they attempt to cross streets. This is accurate in Herndon where almost nine in every ten incidents involving a pedestrian have occurred within vehicle travel ways. Collisions during crossings may be caused by failure to yield by the pedestrian or motorist, either intentionally or because they do not see each other, especially at night. Speed is also an important factor because it gives motorists and pedestrians less time to react and avoid collisions and because it increases the risk of serious injury when collisions do occur. Common crossing treatments are therefore designed to increase awareness of other road users, control behavior to make road users more predictable, and reduce motorist speeds.

Common crossing treatments often include painted crosswalks, yield signage, crosswalk lighting, pedestrian traffic signals, rapid flash beacons, and high intensity activated crosswalks (HAWKs). These may be used alone or in combination to lower accident rates. In Herndon, many traffic-controlled collector and arterial streets have some form of marked crosswalks at intersection while most residential subdivision streets do not. There are very few mid-block crosswalks. Major signalized crosswalks in Herndon have pedestrian signals however only a few are audio-tactile or accessible for pedestrian with disabilities. The Herndon Streetscape Manual provides guidance on when crosswalks should be used, the specific design of crosswalks, and standards for accessible pedestrian signals.

To reduce vehicular incidents involving pedestrians and increase predictable pedestrian behavior, crossings must be convenient. They should be located at least every 600 linear feet along roads frequently crossed by pedestrians to prevent midblock crossings. Crossings may also be made more convenient by reprogramming traffic lights to reduce pedestrian wait-times and increase crossing time for slow walkers. Many cities also now provide pedestrian lead intervals that allow pedestrians to assert themselves and move into the crosswalk so that they are more visible and motorists are more likely to yield to them when turning right on red.

Best Practices for Achieving Safe & Convenient Crosswalks:

- Create and maintain a GIS-based data layer of marked crosswalks, crosswalk types, pedestrian signals and pedestrian signal types within Town and use it to assist with identifying and prioritizing where improvements are necessary.
- Conduct PBAC – led walkshed audits annually to collect environmental data on crosswalks conditions to be used in updating this the Herndon Pedestrian Plan.
- Audit and analyze data on intersections to identify dangerous and stressful crossings and apply context-appropriate treatments.
- Audit crossings for ADA-compliant features and treat them accordingly.
- Develop and implement standards for pedestrian traffic signals with the objectives of reducing pedestrian wait-times, increasing crossing time, and applying pedestrian lead intervals
- Develop and implement crosswalk treatment standards for curb return radius, curb extensions, reduced crosswalk lengths, pedestrian refuges, lights, markings, and signage as part of the Herndon Streetscape Manual.
- Evaluate potential policies on determining when mid-block crossing may be appropriate and how appropriateness may be determined.

Photo of typical suburban vehicle-oriented design – Located at Dulles Park Shopping Center

Herndon has been mostly developed with typical suburban development tendencies, as earlier mentioned can be demonstrated by its curvilinear street pattern. Other hallmarks of 20th century suburban growth such as separated land uses and vehicle-oriented site and urban design have almost entirely defined Herndon's built environment. Herndon's land uses have been regulated by its mostly Euclidian-based zoning ordinance which before the recent master planning efforts for downtown Herndon and the Herndon Transit-Oriented Core, allowed limited uses in each zoning district and assigned those districts over large areas in town. This land use arrangement often creates greater distances between residences and places to work, shop, etc. which lengthens or prevents local walking trips. Permitting mixed residential and commercial land uses within zoning districts can provide opportunity for residents to walk to work or walk to the store.

Encouraging walking with mixed land uses still may not enhance walkability if the design of the site revolves solely around the automobile and attention to pedestrian convenience and comfort is not considered an equal priority. Suburban site and urban design is defined by large surface parking lots between streets and buildings, deep building setbacks, frequent curb cuts for vehicle access, and building design focused on vehicle access. Often pedestrian access to a building from a sidewalk is either ignored or only accommodated as an afterthought. The photo above of a shopping center in Herndon typifies this condition where the sidewalk is wedged between a travel lane and parking lot and pedestrian must navigate through 300' of parking before arriving at the shops.

Pedestrian friendly site design is characterized by re-orienting buildings for pedestrian access and focusing urban design on pedestrian comfort and convenience. Setbacks can be reduced to allow buildings to abut the sidewalk or at least be built much closer to the sidewalk, ideally 25'or less. This

reinforces appropriate street enclosure ratios. Parking lots should be relocated to the rear of properties, behind buildings. If located on the side or front of buildings, it should be limited to one or two rows with robust space dedicated to pedestrian access from the sidewalk. Private streetscape zones between public sidewalks and buildings should be leveraged to provide pedestrian-oriented amenities such as landscaping, benches, and café seating. Building design should include main entrances facing the street, facades articulated with canopies and awnings, street level storefront windows, and varied signage to enhance interaction with pedestrians and create a more interesting environment for pedestrians.

Best Practices for Achieving Pedestrian Friendly Land Use & Urban Design:

- Audit the zoning ordinance, evaluating opportunity for updates to land use and site design regulations.
- Incorporate specific site design objectives into the current Transit-Related Growth Area and South Elden Area master planning efforts.
- Evaluate feasibility for developing and implementing a town-wide policies for street-oriented building design guidelines and surface parking location and design guidelines.

PEDESTRIAN ENVIRONMENT SECURITY & COMFORT

Photo of inadequate separation between travel lane and sidewalk – Located along Elden Street

How comfortable the walking environment is for pedestrians is a major component of overall walkability. Comfort level can be heavily affected by streetscape design, amenities provided, and attention paid to security concerns. A comfortable on-street pedestrian path is vertically and horizontally removed from vehicle travel lanes, offers some regular shade, includes occasional opportunities for respite, is free of trash and debris, and is appropriately illuminated. These goals are met by maximizing the landscape verge between sidewalk and curb and using that space to provide street trees, street lights, utility poles, traffic signage, and site furnishings like benches and litter receptacles. Street trees, planted between the sidewalk and curb and planted at regular intervals ranging from 25' to 40' are particularly key for pedestrian service levels. They provide shade and physical barriers from the street. They also can add visual interest and variety along a street and break up the hardedges often created by abutting right-of-ways. Pedestrian lighting also contributes to multiple pedestrian-friendly design objectives. Streetlights provide light for both pedestrians and automobiles, which increases perceived safety and may discourage crime. They can also provide a physical barrier from traffic and contribute to visual enclosure, depending on their design. Their design can enhance the aesthetics of the street and the townscape. Streetscape lighting should be scaled for pedestrians and focused around conflict areas or other areas identified as less secure. When lighting a pedestrian path, light levels should be design and maintained to ensure avoidance of hot spots or glare and dark or blind spots, both of which can pose security risks or at least affect the perception of security which can greatly reduce walkability levels.

Most sidewalks in Herndon are not built in the manner described above however the Herndon Streetscape Manual, the primary regulating document for streetscape landscaping, lightings, and furnishings, offers standards that integrates these design elements, which can be applied for new development projects and public transportation improvements projects in town.

Best Practices for Improving Pedestrian Environment Security & Comfort:

- Evaluate and update the Herndon Streetscape Manual to ensure clarity on the use of street trees, street lights, and streetscape furnishings.
- Audit zoning ordinance for possible updates to enhance direction on general streetscape designs.
- Create and maintain a GIS-based data layer of street trees and street lights within Town and use it to assist with identifying and prioritizing where improvements are necessary.
- Conduct a street tree survey and canopy analysis. Evaluate and for possible development of street tree planting plan.
- Evaluate current street lighting agreement with Fairfax County and Dominion Energy and usage of more pedestrian-oriented lighting town-wide.
- Utilizing pedestrian environment audits and GIS data, identify and prioritize pedestrian paths in need of increased streetlight coverage.

TRANSIT ACCESS & AMENITIES

Photo of existing bus stop – Located along Elden Street at Dulles Glen Apartments

Transit level of service is intertwined with walkability since typically transit trips often begin and end with walking trips to and from the transit station or stop. Herndon is fortunate to have reliable and robust public bus service throughout town courtesy of five Fairfax Connector routes and two soon to be completed Metrorail Silver Line Stations within walking distance, the Herndon Metrorail Station and the Innovation Metrorail Station. With these transit options and the Town's anticipated growth, it is expected that transit usage will increase in Herndon. Ensuring safe and convenient pedestrian access to transit and comfortable places to wait for transit are vital tenets of walkability.

Bus stops can be made more desirable and streetscapes more attractive and interesting by the installation of furniture and other amenities such as bus shelters, benches, litter receptacles, landscaping, and lighting. This is especially important in areas like Herndon where bus service can be more infrequent than in higher use areas and users may have longer waits. Herndon currently has 128 bus stops. Of these, 22 have trash cans, 18 have benches, and 9 have shelters.

Best Practices for Improving Transit Access & Amenities:

- Audit bus stops to evaluate conditions and use that data to develop a plan for improvements.
- Create and maintain a GIS-based data layer of bus stop amenities within Town and use it to assist with identifying and prioritizing where improvements are necessary.
- Evaluate and update the Herndon Streetscape Manual to ensure clarity on the appropriate design of bus stops.
- Coordinate with Fairfax Connector staff to understand and evaluate the ridership numbers for the Herndon bus stops to assist with developing a plan for improvements.
- Conduct a study on the feasibility of establishing and implementing a sponsorship program for transit amenities.

PEDESTRIAN AWARENESS

Promotional banner from MWCOG Street Smart pedestrian safety awareness campaign

Driver behavior is an important determinant of safety for pedestrians. Increased awareness of pedestrians and the rules of the road may improve pedestrian safety in Town. In addition to design treatments, awareness may be increased through non-design measures such as police enforcement and media. Increased awareness of pedestrians could also contribute to increased rates of walking.

Herndon police department collects data on traffic accidents. Their data demonstrates that most accidents involving non-motorists in Herndon occur on arterial roads, especially Elden Street and the Herndon parkway. This is also likely true for near-misses and minor accidents that are not called in to the police. An incomplete dataset from the Northern Virginia Regional Commission also indicates that a high percentage of pedestrian crashes in Herndon involved pedestrians crossing in a crosswalk with the right-of-way (Northern Virginia Regional Commission, Bike/Pedestrian Accidents and Fatal Crashes in Northern Virginia). This suggests that lack of driver awareness of pedestrians may be a significant contributor to pedestrian crashes in Herndon.

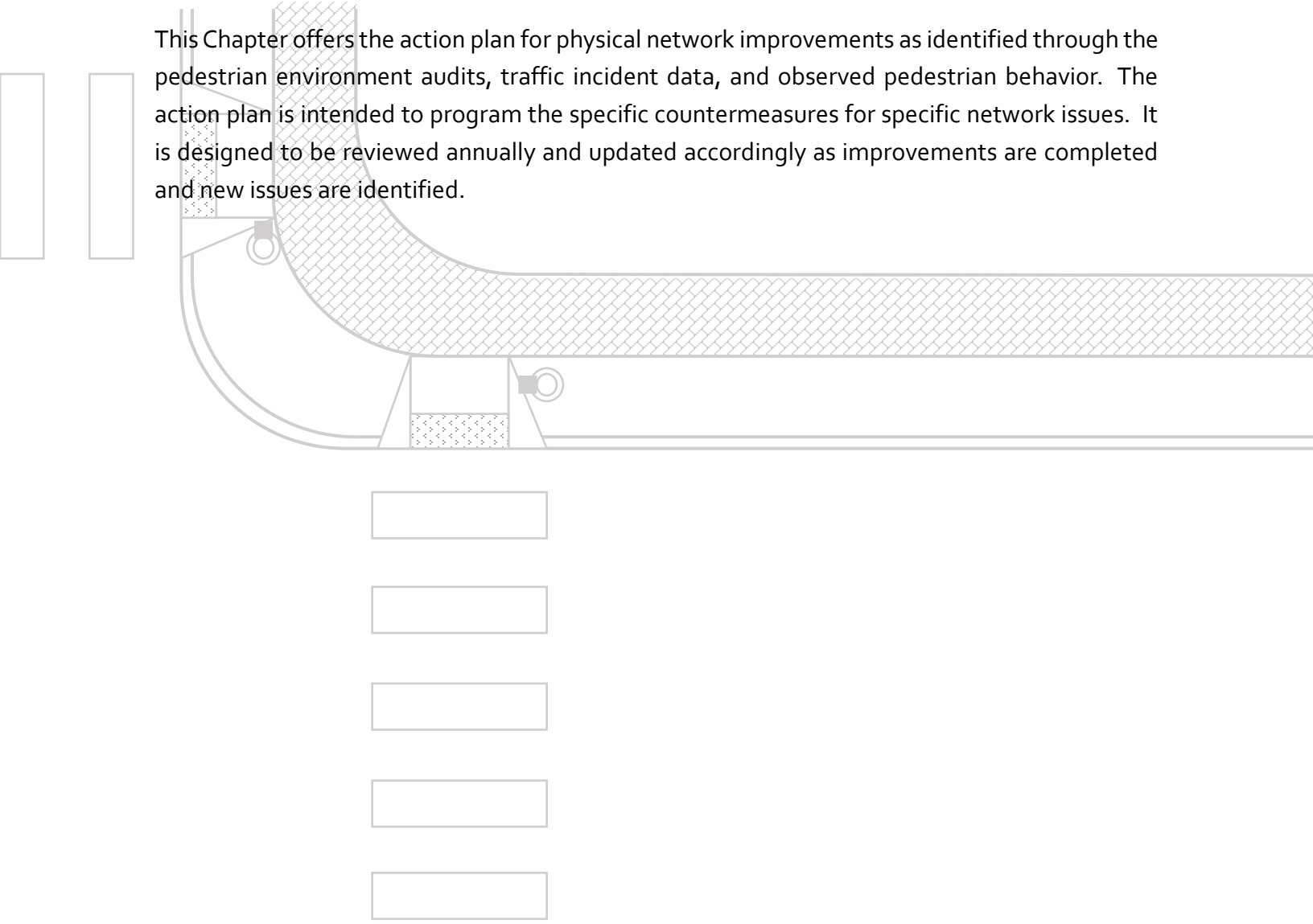
Best Practices for Increasing Pedestrian Awareness and Encouraging Walking:

- Track pedestrian crashes, common pedestrian crossings at unmarked locations, and motorist failure to yield violations.
- Coordinate to identify problem areas between DPW, CD, and PD
- Increase enforcement of traffic laws involving pedestrians
- Identify problem areas and use signage and other treatments to increase visibility
- Public outreach on pedestrian safety, traffic laws, and benefits of walking
- Hold pedestrian events such as walk to school/work day, farmer's market, and festival
- More media releases about pedestrian issues/projects
- Install pedestrian-oriented signage

Chapter 4

ACTION PLAN

This Chapter offers the action plan for physical network improvements as identified through the pedestrian environment audits, traffic incident data, and observed pedestrian behavior. The action plan is intended to program the specific countermeasures for specific network issues. It is designed to be reviewed annually and updated accordingly as improvements are completed and new issues are identified.

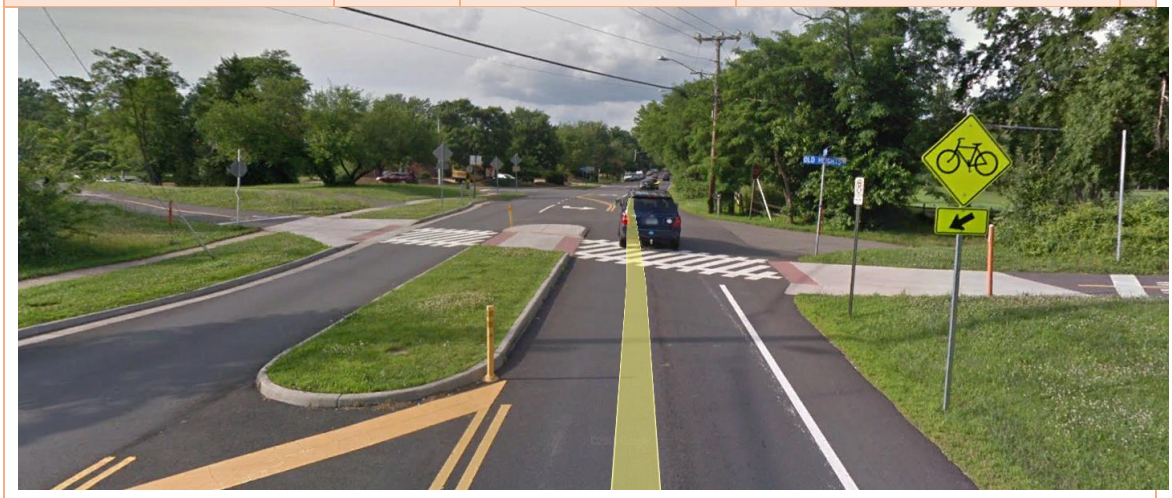


	ACTION ITEM	TYPE	LOCATIONS	STATUS
1.	Relocate utility poles and widen sidewalk to allow safe and ADA compliant passage.	S/W ADA	Elden Street: Between Center Street and Sterling Road	To be studied for design and cost feasibility with possible incorporation into future CIP project sheets.

2.	Construct sidewalk missing link to connect existing sidewalks.	S/W	Spring Street west side: Between Nash Street and Van Buren Street	Included in existing CIP project sheet for storm drainage improvements. Requires updated cost estimate.

3.	Add high visibility crosswalk.	C/W	Across Elden Street: At either South Grant Street, North Grant Street, or at the western entrance into the Herndon Center	The East Elden Street Improvements Project will modify the design of the western entrance into Herndon Center to allow for a future signalized intersection with pedestrian crosswalks.	

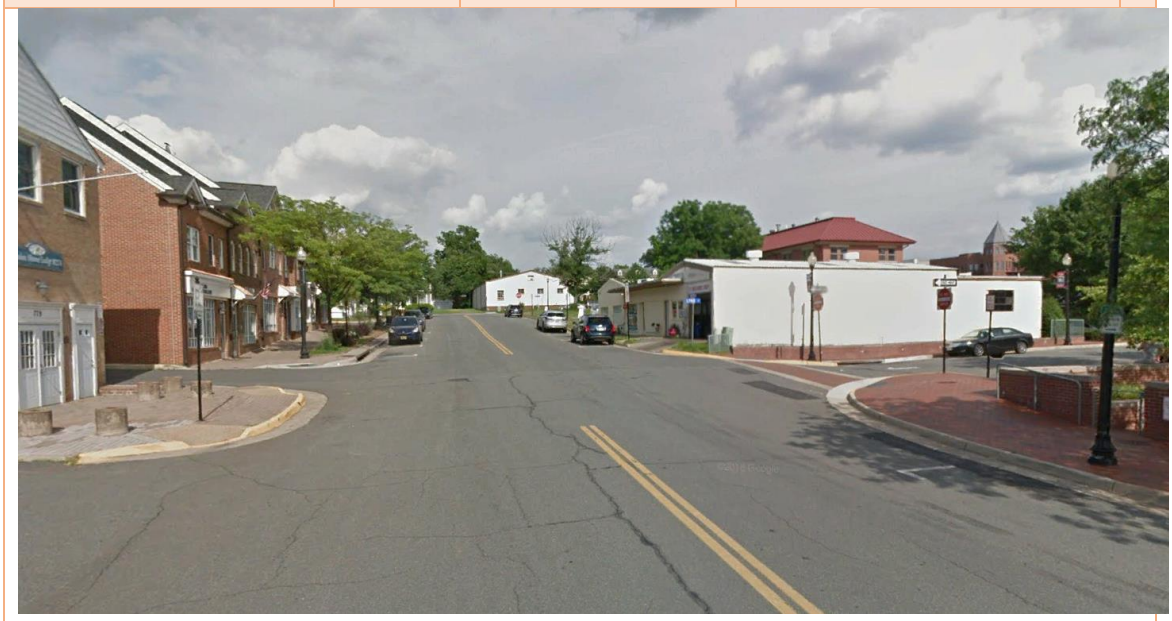
4.	Add stop signs for vehicles at both approaches.	T/C	W&OD crossing at Crestview Drive	Requires staff analysis of impacts to vehicle queuing.	



5.	Add flexible pedestrian crossing sign.	T/C	W&OD crossing at Van Buren: In between travel lanes at both approaches	Staff analysis necessary to determine MUTCD regulations on placement of these signs.	

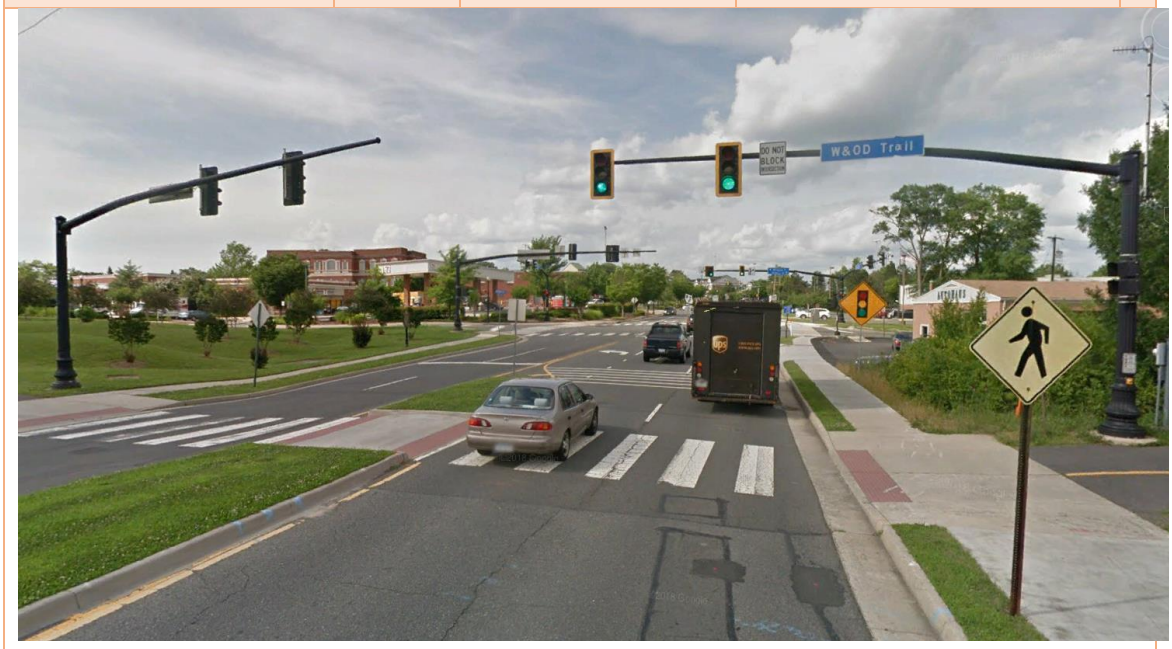
6.	Construct missing link sidewalks.	S/W	Monroe Street east side: Between Pine Street and Park Avenue	This project is included in an existing CIP project sheet with a FY27 date. Providing crosswalks in the interim should be evaluated.	

7.	Install crosswalks at all approaches.	C/W	Intersection of Lynn and Center Streets		

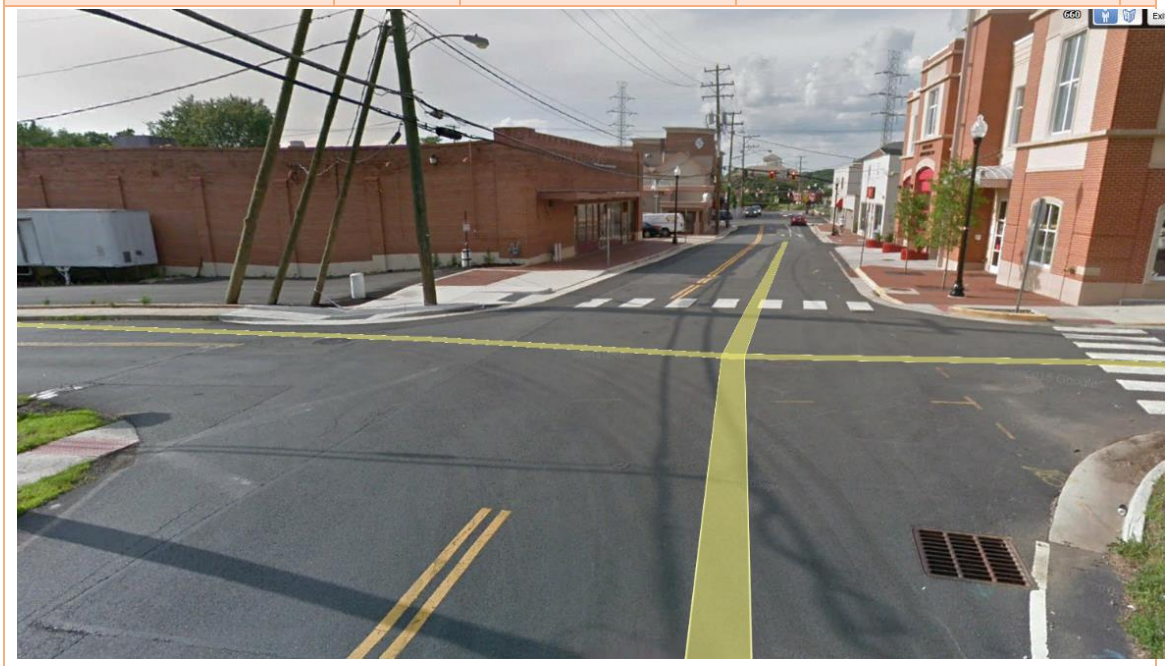


8.	Install crosswalk.	C/W	At entrance of HMC municipal parking lot off Center Street		

9.	Shorten pedestrian signal activation time.	T/C	W&OD Trail crossing at Van Buren Street	Staff analysis on signalization standards required.	



10.	Install crosswalks.	C/W	Spring and Locust Streets intersection		



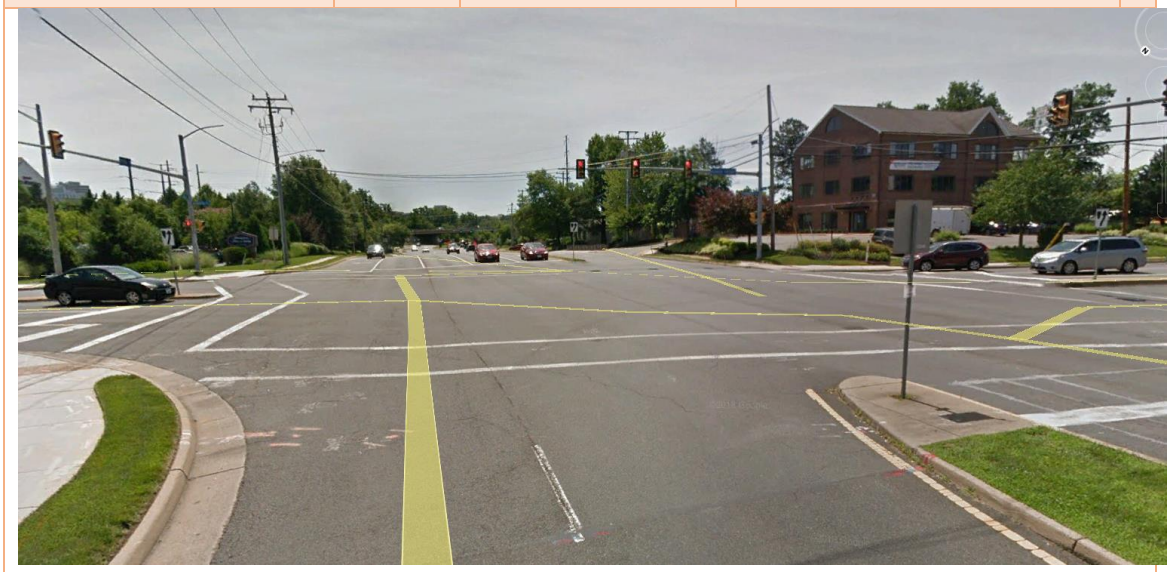
11.	Add high visibility crosswalk and possible traffic control sign/device.	C/W T/C	Across Herndon Parkway at either Leona Lane or at Madison Street trail terminus	Staff analysis on best location and method of traffic control, if any, required.	

12.	Install sidewalk	S/W	Northwest corner of Elden Street and main entrance into Herndon Center	Would be addressed with East Elden Street Improvements Project. Interim improvement should be considered.	

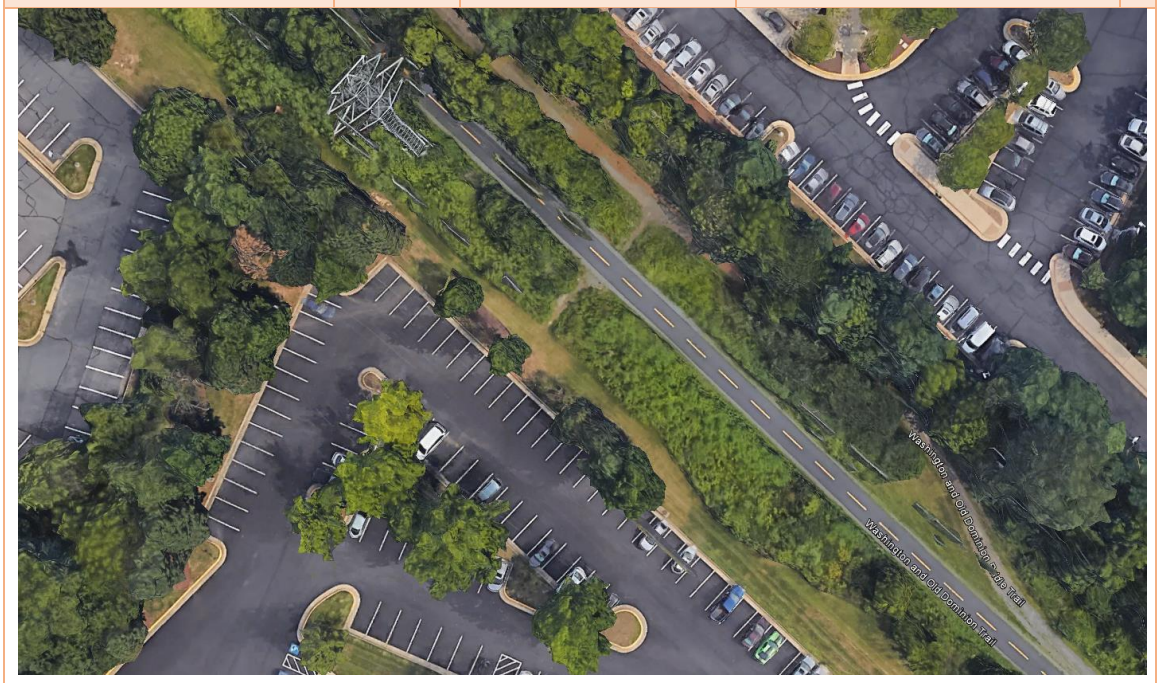
13.	Convert to high visibility crosswalk	C/W	Across Post Drive at Safeway Shopping Center entrance		

14.	Construct sidewalk	S/W	South side of Spring Street : Between Herndon Parkway and Fairfax County Parkway overpass	To be built as part of East Spring Street Improvements Project.	

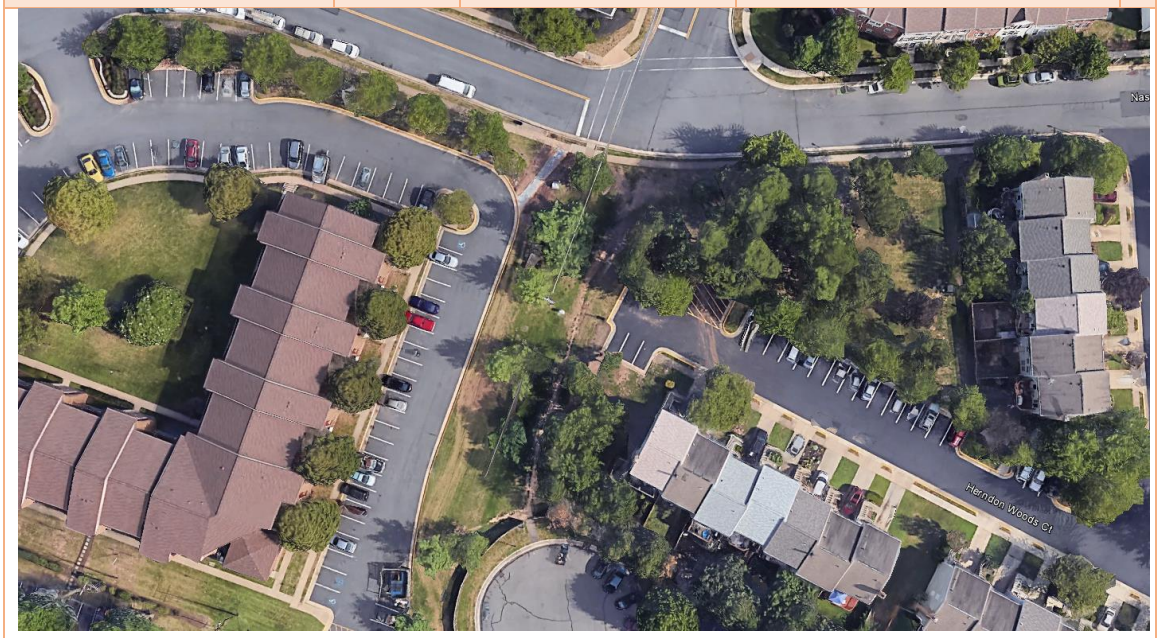
16.	Convert to high visibility crosswalks	C/W	Spring Street Herndon Parkway intersection	To be addressed with East Spring Street Improvements Project	



17.	Construct mixed-use trail spur connection to W&OD Trail	TRAIL	Springpark Place dead end	Requires easement from private property. Informal path already exists.	

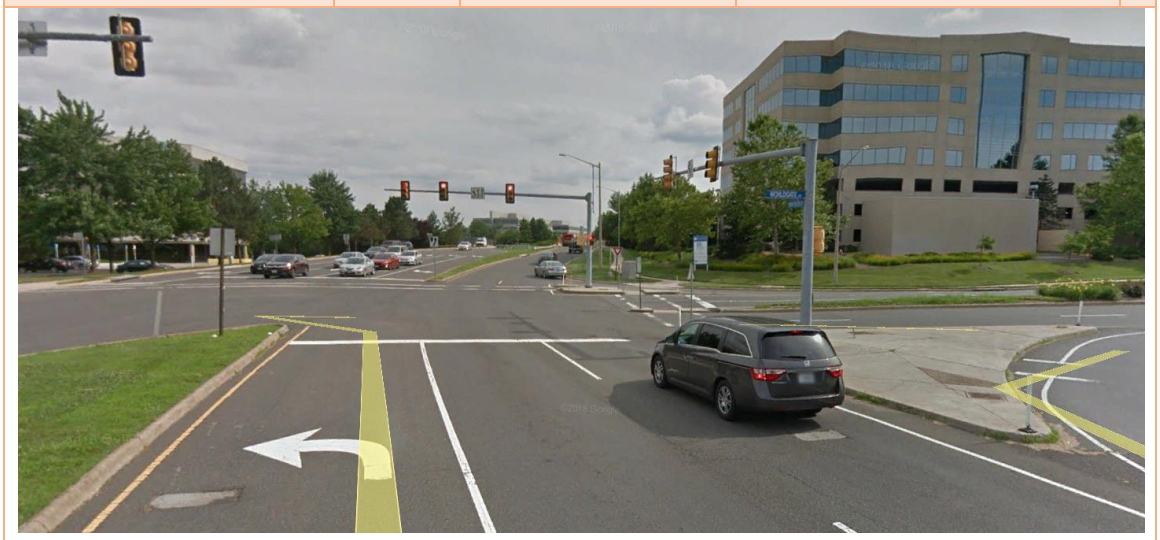


19.	Construct mixed-use trail connection.	TRAIL	Between Virginia Avenue and Center Street	Require easement on private property, informal path already exists.	

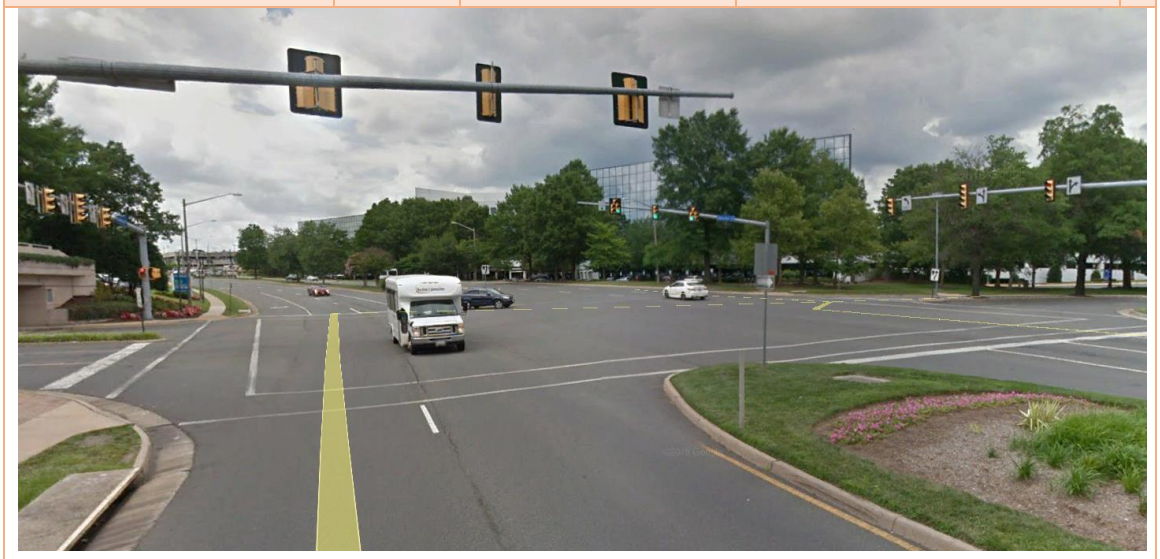


20.	Add street light	LIGHT	Van Buren Street and Alabama Drive intersection	To be added as part of the Van Buren Street Improvements project.	

21.	Install high visibility crosswalk.	C/W	North approach to Van Buren Street and Worldgate Drive intersection	To be installed as part of the Trails to Metrorail Improvement project.	



22.	Install high visibility crosswalks.	C/W	Across Herndon Parkway at Palmer Drive and Chandon Park entrance intersection		

24.	Convert to high visibility crosswalks.	C/W	All approaches at Worldgate Drive and Wiltshire Court intersection		
					
25.	Construct curb ramps and install high visibility crosswalks	C/W	Centerville Road and Dulles Toll Road ramps.	The majority of this project is within Fairfax County. It was identified through a County planning effort as a necessary improvement. Inter-jurisdictional coordination required.	
					

27.	Install high visibility crosswalk and traffic control device.	S/W T/C	Across Elden Street: At entrance into Dulles Park Shopping Center	To be installed with a new signalized intersection as part of the South Elden Street Improvements project.	

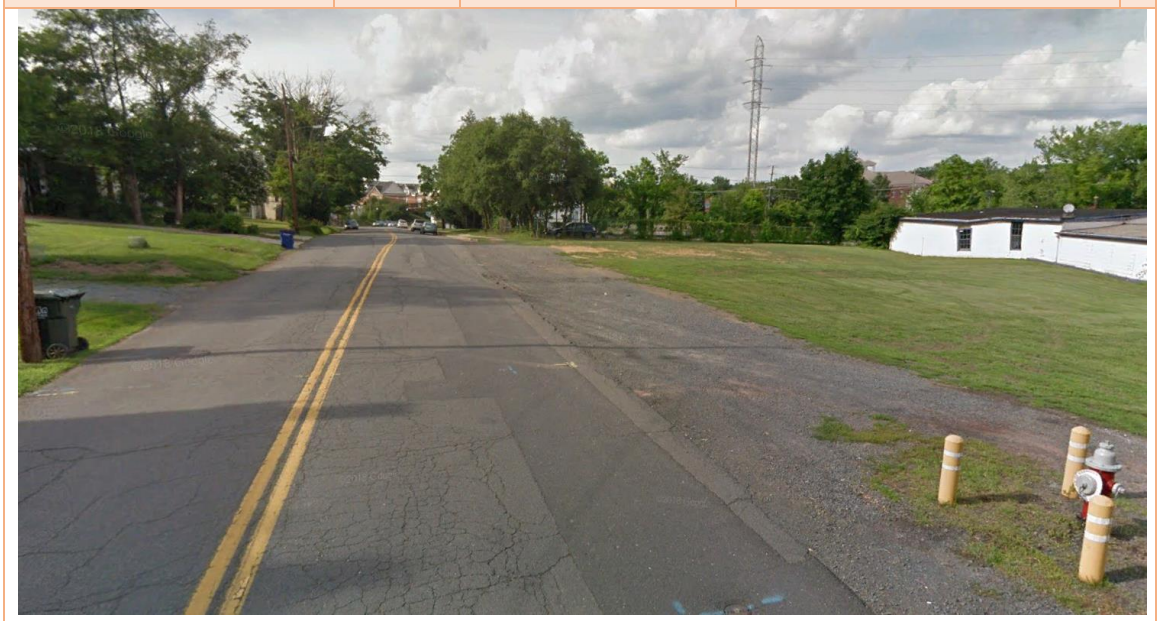
28.	Install high visibility crosswalk.	C/W	East approach to Park Avenue and Ferndale Avenue intersection		

29.	Install missing link sidewalks and improve existing sidewalks for ADA compliance.	S/W ADA	Both sides of Locust Street.	Included with CIP project sheet.	

30.	Install high visibility crosswalks	C/W	All approaches Elden Street and Sterling Road intersection	To be installed as part of the South Elden Street Improvements project	

34.	Improve and increase awareness of crosswalks with ADA compliant ramps and flexible signs within roadway.	C/W ADA	Across Locust Street at School Street and Spruce Street		

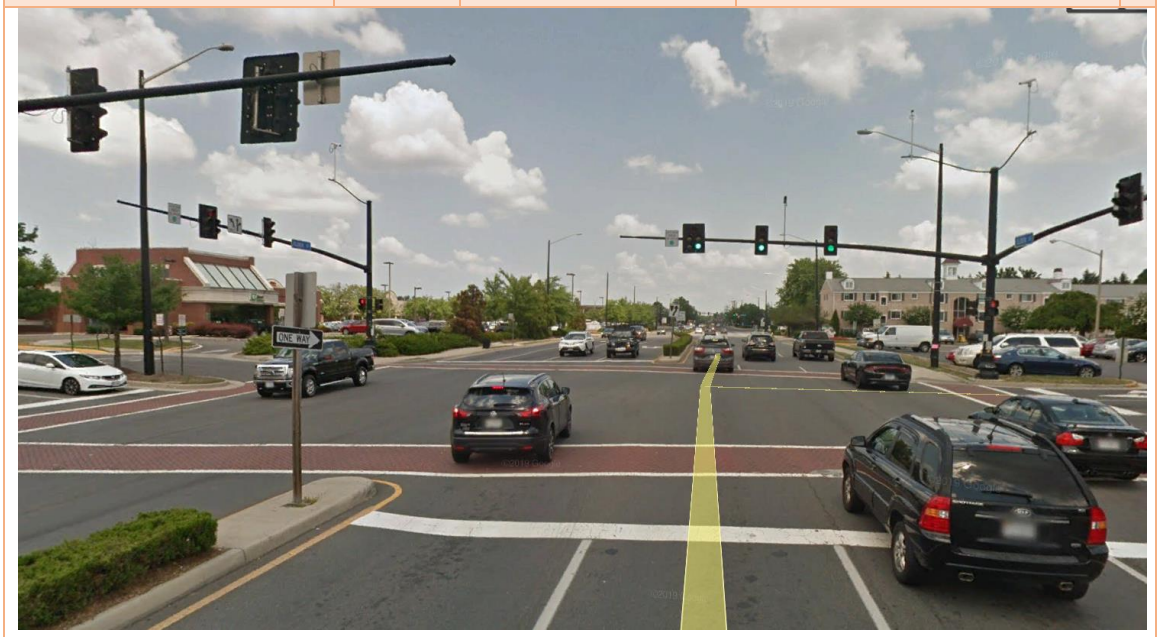
35.	Install sidewalks.	S/W	East side of Center St between Vine St and Elden St	To be completed as part of Downtown Center redevelopment project	



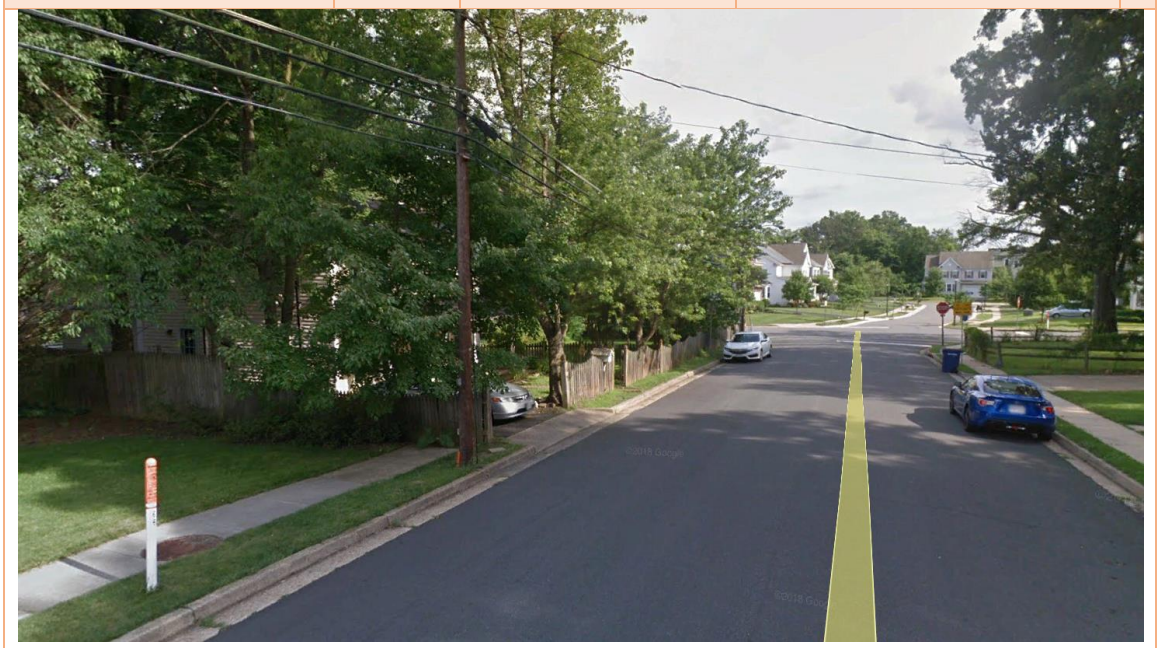
36.	Install high visibility crosswalks	C/W	All approaches Center Street and Elden Street intersection	To be installed as part of Center/Elden Intersection Improvements Plan	

41.	Relocate utility box and overhead poles.	ADA	Northwest corner of Monroe Street and Elden Street intersection	To be relocated as part of Elden/Monroe Intersection Improvements project	

42.	Install accessible pedestrian signals.	ADA	Signal at Elden Street and Dulles Glen Apartments entrance.		



43.	Construct missing link sidewalk	S/W	East side of Dranesville Road at Madison Street		

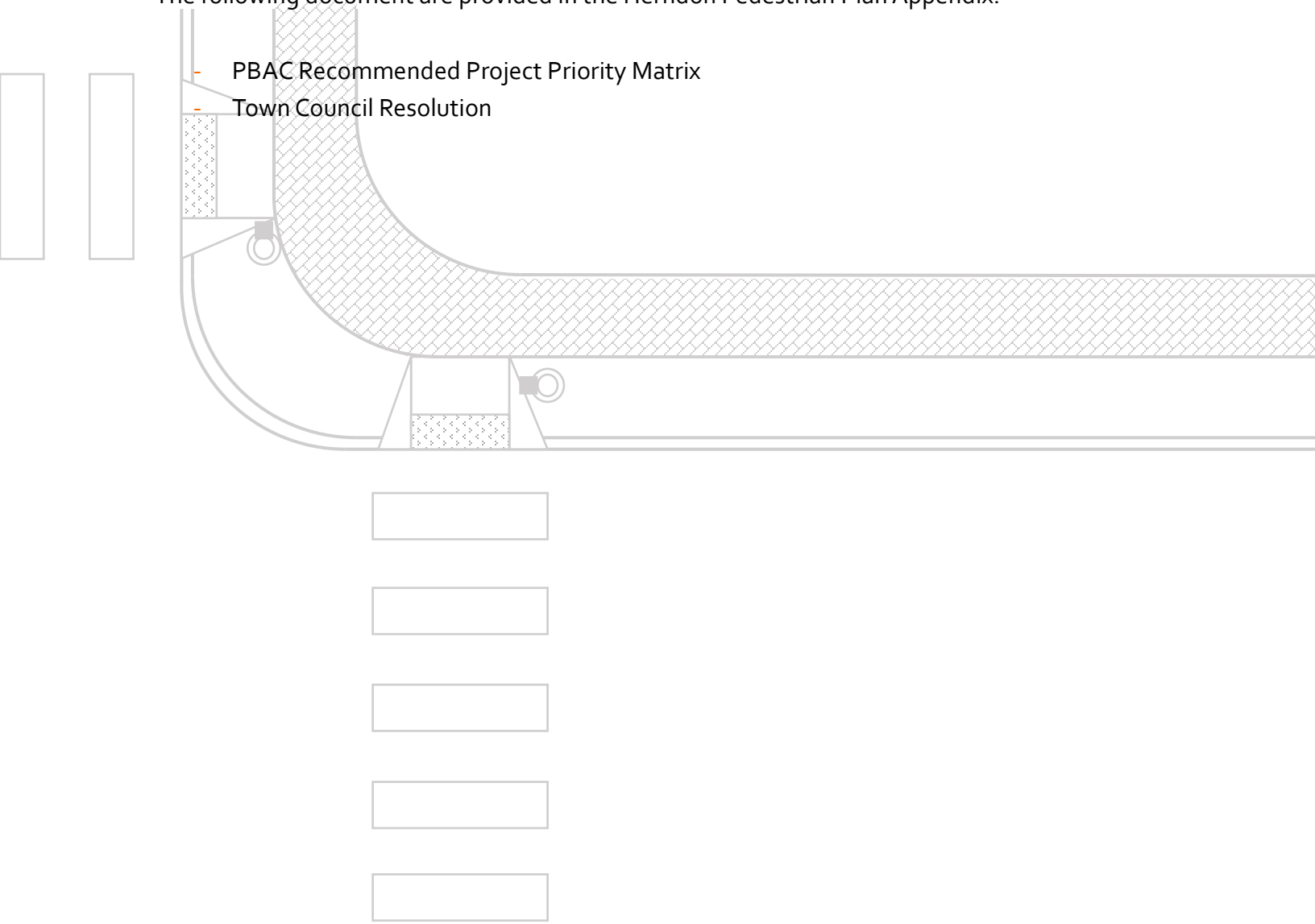


44.	Construct missing link sidewalk	S/W	North side of Madison Street: Between Monroe Street and Quincy Street		

Appendix

The following document are provided in the Herndon Pedestrian Plan Appendix:

- PBAC Recommended Project Priority Matrix
- Town Council Resolution



Town of Herndon

PEDESTRIAN PLAN PROJECT REPORT

Last Updated : 4/4/19

Red Text: PBAC Identified Priorities and Recommended Action

Yellow Highlight: Projects that have been completed or are scheduled for 2019 completion

Green Highlight: Tier A projects that can be programmed in FY20 with funding

Blue Highlight: Tier A projects in planning phase

Grey Highlight: Projects with low funding requirements

	Action Item	Location	PBAC Priority Tier	Funding Status	Funding Need	PBAC Recommendations	Notes
1	Crosswalk improvements	Near Middle School	A	Unfunded	$	Short term action	ROW Project scheduled; 2019 Completion
2	Install crosswalk	East Approach (Ferndale/Park)	C	Unfunded	$	Mid-term action	Project Completed
3	Convert to high visibilty crosswalks	All approaches (Worldgate/Wiltshire)	B	Unfunded	$	Mid-term action	ROW Project scheduled; 2019 Completion
4	Convert to high visibilty crosswalks	Mid-block (across Post Drive at Safeway Shopping Center)	C	Unfunded	$	Short term action	ROW Project scheduled; 2019 Completion
5	Install sidewalk connecting existing sidewalk to asphalt path	NW corner of Elden/Herndon CTR main	C	Unfunded	$	Mid-term action	
6	Install high visibility crosswalk	Across Elden Street	A	Partially Funded - CIP	$$-$$$	Study for action prior to East Elden Improvements Project	Included in East Elden Improvements Project
7	Add yield to pedestrian sign in roadways	W&OD Trail crossing at Van Buren	C	Unfunded	$	Mid-term action	Project Completed
8	Add stop signs	W&OD Trail crossing at Crestview	B	Unfunded	$	Mid-term action	ROW project scheduled; requires further analysis for exact signage; Completion 2019

9	Install missing link sidewalks & improve existing sidewalks	Locust Street - both sides	A	Programmed - CIP(FY23)	$$$	Study for action prior to FY23	Evaluate for moving project up in next year's CIP
10	Install missing link sidewalk	Spring Street - west side (Van Buren Street - north of Nash Street)	A	Programmed - CIP(FY22)	$$	Study for action prior to FY22	Evaluate for moving project up in next year's CIP
11	Install missing link sidewalk	Madison Street - north side (Monroe-Quincy)	C	Unfunded	$	Mid-term action	
12	Install missing link sidewalk	NE corner of Dranesville and Madison	C	Programmed - CIP(FY22)	$$	Mid-term action	
13	Install high visisbilty crosswalk and pedestrian signal	North approach (Centerville Road/Dulle Toll Road ramps)	A	Unfunded	$$$	County Project	Staff will meet with County staff to express importance and understand timeline for completion
14	Install high visibility crosswalk	Across Herndon Parkway at Palmer Drive/Chandon Park	A	Unfunded	$-$$	Study for possible short term action	Can be programmed for FY20; costs around $15k
15	Construct off-street mixed-use trail	Virginia Avenue terminus north to Center Street	B	Unfunded	$$$	Mid-term action	Suggest adding to "Trails" table in the "Sidewalk and Minor Trails" CIP sheet.
16	Install high visisbility crosswalk	Across Herndon Parkway near Runnymede Park entrance	A	Unfunded	$$-$$$	Study for possible short term action	Can be programmed for FY20; costs around $15k
17	Install crosswalk	Entrance into HMC lot off Center Street	A	Unfunded	$	Short term action	ROW project scheduled; 2019 Completion
18	Install crosswalks	At Center/Lynn intersection	B	Unfunded	$$	Mid-term action	Suggest including crosswalks to the "Sidewalk and Minor Trails" CIP sheet.
19	Install crosswalks	At Spring/Locust intersection	B	Unfunded	$$	Mid-term action	Suggest including crosswalks to the "Sidewalk and Minor Trails" CIP sheet.

TOWN OF HERNDON, VIRGINIA

RESOLUTION

October 29, 2019

Resolution- Town of Herndon Pedestrian Plan.

WHEREAS, in 2008 the Town Council adopted the 2030 Comprehensive Plan which guides the town to *facilitate alternative modes of transportation within the town* and *provide safe streets that are friendly to pedestrians and bicyclists* and *continue to integrate pedestrian and bicycle facilities with the street and transit network*; and

WHEREAS, the Town Council's adopted 2035 Vision Statement expresses that *Residents walk, cycle, drive, or use public transit to their jobs, restaurants, and cultural events* and *Through thoughtful planning, the town has a network of sidewalks, trails, streets and connections to public transportation that provides residents the opportunity for one-car or no-car living*; and

WHEREAS, the Town Council appointed Pedestrian & Bicycle Advisory Committee steered the development of the plan at several meetings and recommends its adoption; and

WHEREAS, the Planning Commission held a public hearing to consider the appropriateness and benefits of the Town of Herndon Pedestrian Plan on September 23, 2019 and recommends its adoption;

WHEREAS, the Town Council held a public hearing to consider the appropriateness and benefits of the Town of Herndon Pedestrian Plan on October 29, 2019;

NOW THEREFORE, BE IT RESOLVED by the Town Council of the Town of Herndon, Virginia that the Town Council hereby adopts the Town of Herndon Pedestrian Plan.

BE IT FURTHER RESOLVED that, the Town Council authorizes staff to make certain revisions to the Pedestrian Plan, without prior Town Council approval, for correction of clerical and administrative errors, updates of an administrative nature, excluding substantive changes.

BE IT FURTHER RESOLVED that, the Town Council endorses the projects listed in the Action Plan Chapter of the Pedestrian Plan and supports an increased emphasis on improving alternative modes of transportation in Herndon.

BE IT FURTHER RESOLVED that, the Town Council recommends the Planning Commission to consider updates to the 2030 Comprehensive Plan transportation chapter to reference the Pedestrian Plan and reinforce its content during the on-going Comprehensive Plan 5-Year review process.

This is certified to be a true and accurate copy of Resolution 19-G-66 adopted at a legally convened meeting of the Town Council of the Town of Herndon on October 29, 2019.

Amanda M. Kertz

Amanda M. Kertz, Deputy Town Clerk

TOWN OF HERNDON, VIRGINIA 1879

A copy of the Town of Herndon Pedestrian Plan dated October 19, 2019 is on file in the Department of Community Development.