TOWN OF Herndon VIRGINIA

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Community Meeting Summary Notes

Subject: Ferndale Avenue and Intersection of Park Avenue and Monroe Street

Date: June 13, 2024

Location: Town Council Chambers
765 Lynn Street

This document is a summary of comments received during a community meeting held on June 13, 2024 regarding conceptual design of projects at the intersection of Park Avenue and Monroe Street and along Ferndale Avenue from Park Avenue to Herndon Parkway. The meeting was held in Herndon Town Council Chambers (765 Lynn Street) and was attended by approximately two dozen residents, twenty-one of whom provided their name and contact information.

The sections below summarize general comments by individual project and include Town staff response as applicable.

Ferndale Avenue

- Residents overall supported the installation of curb extensions/bump outs along the corridor.
  - Residents felt this is a useful measure to aid in reducing traffic speeds.
  - Residents appreciated the prioritization of pedestrian connectivity.
  - Residents felt this configuration improved pedestrian safety.
- Residents supported and appreciated the additional pedestrian cross walks and felt the multiple locations were important to include.
  - Staff indicated that locations would be supported by additional pedestrian crossing warning signs.
  - Residents further explained that there was a need to install measures in support of school bus stops and for children of residents in general.
- Residents requested consideration for stop control at the Ferndale Avenue approach to Park Avenue.
  - Staff indicated that stop control has been evaluated at this location several times over the past fourteen years and it has been determined to be unwarranted.
  - Furthermore, staff stated that installation of stop control devices when unwarranted leads to a global erosion of compliance at locations where stop control is necessary and warranted.
- Residents commented on the width of travel lanes, their experiences of difficulty maneuvering through the corridor, and relationship to on-street parking.
  - It was discussed that the difficulty of maneuvering is the result of narrower lane widths, adjacent parking lanes, presence of buses, and radius of the roadway.
  - Residents felt that bump outs aided in sight distance, but suggested that current parking restrictions are insufficient to provide sight distance along Ferndale Avenue to safety complete turning movements.

    - Residents indicated that further restriction of parking along one side of Ferndale Avenue (similar to Park Avenue) would provide a meaningful increase in lane width while also allowing for the establishment of a parking lane.
- Residents felt that the timeline of the proposed improvements was far into the future, and requested that the Town consider more urgent modifications to improve conditions within the next year.
    - It is the intent for staff to work through engineering design in Fall 2024. Simultaneously, staff will work with the Town Manager and Town Council to identify the appropriate funding source for the project. Pending funding availability, staff may investigate near-term "tactical" measures to implement improvements on an immediate-term basis.

Meeting Outcome Summary

Based on the input provided by the public, Town of Herndon staff are seeking further input on the configuration of Ferndale Avenue. Therefore, staff will present the design concept to Town of Herndon Council and share a summary of the input public comment. Staff will discuss with Council the benefits and disadvantages of parking along both sides of Ferndale Avenue. Pending the outcome of this conversation, staff will advance the project to 60% design this Fall 2024 with the Town's on-call engineering consultant.

Intersection of Park Avenue and Monroe Street

- Residents felt that speed was a primary safety concern for the intersection and was a catalyst for roadway departures.
    - The Town transportation engineer acknowledged that additional speed data would aid in decision making for the final design. The Town will conduct a speed study in both directions to better inform the final design. The speed study will take place in late June 2024.
- Residents discussed the tradeoff between pedestrian protection and traffic calming features versus providing sufficient lane width and turning radius for larger vehicles.
    - The intent of conceptual curb modifications is to better direct vehicles along the southbound lanes and increase provided turning radius for vehicle maneuvering from southwest-bound Park Avenue to westbound Park Avenue. The concept as shown should aid in large vehicle maneuverability.
    - Overall, and given the proximity of the project to the downtown area and its service as a school route, staff recommend that the intersection design lean in favor of enhanced protection at the expense of slower large vehicle speeds.
- Residents requested consideration for stop control at the intersection due to the complexity of navigating the approaches and for traffic calming purposes.
    - Staff will review multi-way stop control criteria for applicability to the study location. However, staff noted that the classification of Park Avenue/Monroe Street into downtown is likely to continue two-way stop control as present in existing conditions.
- Residents suggested that the sight distance of vehicles traveling along southbound Monroe Street is partially obstructed when looking left, up the vertical curve of Park Avenue.
    - The Town transportation engineer will conduct a sight distance study to determine if sight distance is adequate. If not, a modification may be worked into the final design.
- Residents suggested that landscaping within the medians is inconsistent and difficult to maintain. As such, residents requested that the landscaping treatment be applied to other nearby locations.
    - The landscaping shown within the centerline median of this project is a pilot/test case to determine the effectiveness of the selected species. Pending observed growth and ease of maintenance, the treatment may be applied elsewhere in future years or with future projects.

- Staff noted that guardrails have been requested at this location in the past, but explained that guardrails are intended for lateral deflection for errant vehicles. Guardrails are not designed to be effective in a head-on collision and can become a greater safety hazard if struck. Therefore, guardrails are not installed and are not considered in the proposed design for this purpose.

Meeting Outcome Summary

Staff will advance the conceptual design of the intersection of Park Avenue and Monroe Street to 100% design in Summer 2024. A speed study will be conducted within the next few weeks to determine if there is an existing speeding issue that may be mitigated with the current design effort. If so, speed mitigation measures will be considered in addition to concept presented. Similarly, a sight distance study will be completed and incorporated in the design as necessary. A follow-on study will be conducted in the months following deployment of the design. Additional ideas from residents have been noted and will be considered as "second tier" options if the current proposed design is ineffective at mitigating the observed safety issues.