



East Elden Street Widening and Improvements

Public Hearing Plans dated September 26, 2016

Public Input Received October 7, 2016 through November 30, 2016

Including

*Memorandum of October 11, 2016 from the Herndon Pedestrian and Bicycle Advisory
Committee (1 page)*

*Comments Received by the Town of Herndon and by the Virginia Department of
Transportation via E-Mail and Web, in order by date received (15 pages)*

Transcription of VDOT Design Public Meeting on October 27, 2016 (14 pages)

Department of Community Development

Town of Herndon

Virginia

-----Forwarded Message-----

From: Ryan Whittier
Sent: Oct 7, 2016 3:23 PM
To: jeff4herndon@earthlink.net
Subject: Elden Street Widening
Hi Jeff -

Thanks for stopping by earlier today. As we discussed, I'm very interested in the plans to widen and improve Elden Street - particularly between Herndon Parkway and Van Buren. Please email me any plans, renderings, or any other drawings showing the most current iteration of the intended design.

Having an improved pedestrian and bike-friendly design of Elden Street would be great - although I'm concerned about cutting off the access to my neighborhood from eastbound Elden. Thanks in advance, and nice meeting you!

Best,
Ryan
Ryan Whittier
ryanwhittier@gmail.com

From: jeff4herndon [mailto:jeff4herndon@earthlink.net]
Sent: Saturday, October 08, 2016 11:39 AM
To: Perry, Bryce <bryce.perry@herndon-va.gov>
Cc: Jeffs Campaign Address <jeff4herndon@earthlink.net>
Subject: Fw: Elden Street Widening

Bryce,

While door knocking I talked to Ryan Whittier. His email to me is below. He told me that he had gotten some sort of notice from VDOT on the Elden Street project. He is very supportive. I will stay in contact with him but feel free to contact him yourself. He lives in the townhouse development off Jonquil Lane.

Jeff

On Tue, Oct 11, 2016 at 10:38 AM, Perry, Bryce <bryce.perry@herndon-va.gov> wrote:

Ryan- Jeff Davidson has informed me of your interest in the East Elden project. Project materials can be found at:

<http://www.herndon-va.gov/departments/community-development/community-development-projects-page/east-elden>

http://www.virginiadot.org/projects/northernvirginia/elden_st_widening.asp

Also, VDOT and the Town will be hosting a public meeting for the project on October 27th at 6:30pm at the Herndon Senior Center.

Bryce A. Perry

Sustainability Program Planner

Department of Community Development

Town of Herndon

www.herndon-va.gov

[703.787.7380](tel:703.787.7380) – Office

From: ryansayward@gmail.com [mailto:ryansayward@gmail.com] **On Behalf Of** Ryan Whittier
Sent: Tuesday, October 11, 2016 11:12 AM
To: Perry, Bryce <bryce.perry@herndon-va.gov>
Subject: Re: FW: Elden Street Widening

Thanks, Bryce. I look forward to reviewing the information in detail, and I'm hoping to attend the public hearing. I think creating a better pedestrian experience along Elden, and relieving some of the traffic congestion will be great. I am concerned, however, that these plans would close off vehicular access to our neighborhood from anywhere west of our home on Elden Street. Currently, we rely exclusively on the left turn lane onto Jonquil from eastbound Elden, and if VDOT closes that, we will have no way to get home when coming from the west, other than to snake through the private shopping center parking lot (at Firehouse Subs, Popeye's, Subway, etc) adjacent to our neighborhood. That private shopping center parking lot is very tight and often extremely congested already... I'm hoping we can keep our existing access onto Jonquil from Elden. I plan on sending an email with this comment to VDOT so we can be part of the discussion.

Thanks again,
Ryan

From: Michael Peele [mailto:peeel1@gmail.com]
Sent: Wednesday, October 26, 2016 12:24 PM
To: Community Development <community.development@herndon-va.gov>
Subject: East Elden Improvements Project

Hello,

I've lived here and driven on this section of the road daily for the last 7+ years.

Here's my input.

Between the FFX parkway and Herndon Parkway, Westbound on Elden,

1. there are two traffic lights. These need to have different/better timing to allow westbound traffic flow. This can be solved by adding a few seconds to the west-bound traffic between 3pm and 8pm.
2. Consider consolidating these two lights into one (the westernmost or somewhere in the middle).
3. Change the right turn lane at Elden and HP from two right turn lanes into just one. There is no need for two and two is just confusing. This can be solved with some paint.
4. All of these lights cycle too fast at night. If there is any snow/ice, then it is actually difficult or impossible to go from stopped across the intersection before the light changes again. Add 3 seconds to the cycle.
5. there are numerous right-turn lanes and seemingly random lane appearances and disappearances. Solidifying that one lane from FFX to HP westbound, would help things out a lot.
6. Eastbound has no real issues at any time of the day. If you want to do some construction, extending the turn/on-ramp lane to SB FFX PW to somewhere west of Laurel would be slightly helpful.

The section of Elden West of HP just needs some better marking and signs.

On a similar, yet different subject: Extending Locust St. East-bound to Monroe and Grove would allow for one-way in the downtown sections of Elden and Locust and really help out traffic movement.

Citizen Comment (10-26-2016), Tammi Petrine: Has VDOT adopted any new streetscape design models? I had heard a more elaborate urban streetscape was in the VDOT pipeline but would love to know details and timeline.

Could you provide details of urban street designs as well as reference to existing approved VDOT models.

Citizen Comment (10-27-2016, Cyndie Lipari): Please do not make widening of Elden a priority for VDOT. Please use the allocated funds to add another bridge over the toll road in Reston, which is a much more urgent transportation problem.

It would be inappropriate to see monies spent for Herndon streetscaping, road widening and bike lanes rather than improving the incredible congestion at the Reston bridges which will only get worse with increased housing and businesses due to the metro stops. Expand the bridges before dealing with the roads at their exits. Reston has 5 rush hours now – those leaving Reston to work, those coming to Reston to work, lunch time, those leaving Reston from work, those returning to Reston after work. This community is divided by the toll road and not enough bridges to accommodate drivers, commuters and residents.

Just google maps Reston to see where the real congestion is, when you see the almost constant red lined roads. Commuting around congestion has options in the areas you reference, but alternate routes to crossing the roll road bridges is only crossing the roll road bridges. Please focus your efforts there.

Citizen Comment (11-01-2016, John Findley: I provide several of my concerns regarding the Elden Street Widening Project:

Intermingling bicycle and pedestrians along a trail between Herndon Parkway to Fairfax County Parkway). This can lead to increased potential pedestrian/bicyclist accidents.

Intermingling bicycle lanes with buses route stops. Ideally, the plan should include a separate bus lane along Elden Street. Otherwise, the plan could incorporate pull-offs along Elden Street.

Need to continue the proposed bicycle-pedestrian lanes beyond the Laurel Way intersection to the Fairfax County Parkway and the adjacent bicycle trail. This is a high vehicle traffic area that endangers both cars and bicyclists. This intersection requires a bicyclist activated crossing signal at the Fairfax County Parkway entry bicycle crossing.

Need additional crosswalks between Van Buren and Post Drive. Pedestrians need to cross in order to get to bus stops, shopping centers or hotels. Add a crosswalk at either Grant Street or the Holiday Inn Express.

Consider reevaluating traffic light sequences between Van Buren to ensure efficient traffic flow.

The Jonquil Lane intersection needs reconsideration to allow exit for shoppers and residents. Why cant vehicles (residents) traveling East on Elden turn left at Jonquil Lane? Why should residents have to travel through alley's (Herndon Parkway) and commercial parking lots (Elden Street) to exit this community?

Citizen comment (11-01-2016, David Kirby): After attending the Design Public Hearing for the East Elden Street Widening for the Town of Herndon I offer the following safety issue at the intersection of the K-mart Shopping Center entrance and Elden Street. There is a Holiday Inn Express Hotel currently being revamped as a Fairfield Inn across the street from the K-Mart entrance. The hotel has no dining facilities and guest must go out to local restaurants to eat. A large majority of the local restaurants are on the other side of Elden street causing a considerable amount of pedestrians crossing Elden Street throughout the day. I realize VDOT's calculations does not justify a traffic signal at this location based on the traffic accident reports however, I have witnessed numerous "J-Walkers" at this location and believe eventually there will be a pedestrian hit or worse a fatality will occur. Save a Life – add a traffic signal and crosswalk at this location to the East Elden Street Widening Project.

Citizen Comment (11-4-2016, Whittier): How will my family and I get home when driving on Elden eastbound from anywhere west of our home? The only vehicular access to our home is via Jonquil Lane, and a raised median with no break between Herndon Parkway and Post Drive would eliminate the existing ability to turn left onto Jonquil Lane (which is the only road leading to our community) from eastbound Elden. My wife works west of our house (straight down Elden) and commute home daily via this route. We rely exclusively on the existing left turn lane onto Jonquil from eastbound Elden, and if VDOT closes that, we will have no way to get home when coming from the west, other than to snake unsafely through the private shopping center parking lot (at Firehouse Subs, Popeye's Subway, etc) adjacent to our neighborhood. That private shopping center parking lot is already very tight and often extremely congested with traffic already. . .and that shopping center might ultimately privately redevelop and eliminate even that route. I'm very much hoping we can keep our existing access onto Jonquil from eastbound Elden.

The Typical Sections PDF dated 8/5/16 on VDOT's webpage for this project (http://www.virginiadot.org/projects/northernvirginia/elden_st_widening.asp) is only a single page from within the larger plan set by Rinker Design Associates. Please add the full plan to the webpage so that we can better understand what Elden Street is intended to look like between Herndon Parkway and Monroe Street – and specifically between Herndon Parkway and Post Drive.

The Typical Sections PDF dated 8/5/16 also indicates that a 5' bugger strip will be typical from back of curb to edge of bike lane, but calls out the bugger strip materials as textured concrete. I'm assuming this is an error and the buffer between the curb and the sidewalk will be landscaped buffer zone with grass and trees? Please confirm.

Please let me know where I can see the latest plans for this project, and also whom else at VDOT I might need to connect with in order to petition for us to keep our access to Jonquil Lane from eastbound Elden Street.

From: Ellen [<mailto:efindley@verizon.net>]
Sent: Friday, November 04, 2016 7:38 AM
To: Town Clerk
Subject: FW: East Elden Street Widening

Ms. Wellershaus—please distribute to the Town Leadership—thank you

From: Ellen [<mailto:efindley@verizon.net>]
Sent: Friday, November 04, 2016 7:36 AM
To: 'meetingcomments@vdot.virginia.gov' <meetingcomments@vdot.virginia.gov>
Subject: East Elden Street Widening

1. Does this project address the needs for East Elden Street? Partially. East Elden Street is already a very busy place—however, the opening of the Herndon Metro Station and the rebuilding of the Herndon Downtown will place additional pressure on this congested section of East Elden. At this point the plan does not address all the issues to be resolved on a busy section of road.
2. Concerns:
 - Increased pedestrian traffic (current access crossing the road is inadequate and numbers of walkers and bikers will only increase). This area is a heavy commercial district with lots of shopping, food, and 3 hotels at the moment. There are also numerous school bus stops. There must be crosswalks on each block.
 - Crosswalks must coordinate with bus stops.
 - East Elden must serve as a primary bus route. Bus stops and bus lanes should be an integral part of the new plan. It is not appropriate for bus lanes and bike lanes to share the same lane as buses pull over to load or discharge passengers.
 - There must be bike lanes.
 - The plan needs better separation of buses and bikes inside the Herndon Parkway.
 - Full access to the Fairfax County bike path under the Fairfax County Parkway bridge. The bike lane going from Herndon to the Fairfax County bridge must not end at the light opposite Laurel Way. Additionally, a separate light must be available for the bikers as the cars roar on to the parkway from 606 on the Reston side.
 - Across from Laurel Way on the right going toward the Fairfax County Parkway may be a spring under the road. The spot is often icy in the winter, wet at other times. The spot is the scene of many fender benders and so special thought needs to be given when adding bikers and more pedestrians to this mix.
 - The bike lanes from the Fairfax County Parkway to Herndon Parkway must be clearly delineated—it is too easy for vehicle drivers to lose track of bikers on the right. Biker's lights will be refocused with all the little jags at driveways—this is distracting and dangerous for all. Additionally, when there are so many driveways, etc., where other vehicles may be turning into the roadway it is hard for drivers to see all the action (potentially, front and both sides—there will be walkers, bikers, buses. . .)
3. I know about the project because I live in the Town and I have seen several different media announcing the planning effort.

Sincerely,
Ellen Findley
888 Ballou Street, Herndon, VA 20170
efindley@verizon.net

From: ryansayward@gmail.com [<mailto:ryansayward@gmail.com>] **On Behalf Of** Ryan Whittier
Sent: Friday, November 18, 2016 4:16 PM
To: Town Clerk; Mayor Lisa; Kirby, Dave
Subject: Elden Street Widening/Improvements - access concerns

Dear Mayor Merkel, Council Member Kirby, and Town Clerk:

I have lived in Herndon since 1991, and have been a resident at The Village at Herndon Mills for the past 7 years (and a homeowner for the most recent 2 years at this same community) in the Town of Herndon. My family and I love Herndon, and we love our neighborhood.

When I received a mailed notice from the Virginia Department of Transportation on September 28, I was initially delighted to hear that VDOT has plans to create a better experience along Elden Street between Fairfax County and Van Buren Street (by undergrounding the existing pole-mounted utilities, and providing more of a buffer between the sidewalks and the roadway, etc.). My delight quickly turned to dismay, however, when I saw that VDOT's plans also include closing off the single vehicular access point into our community (Jonquil Lane) from eastbound Elden Street. There is no other entrance to our entire community other than Jonquil Lane.

Closing off the existing left turn onto Jonquil Lane from eastbound Elden would be catastrophic for my family and the rest of our community, and would negatively impact our ability to eventually resell our home at an appropriate value when the time comes (i.e. having diminished/limited accessibility would make our neighborhood a much less desirable location for renters/buyers). I expressed my deep concern in an email to the two project managers to whom VDOT has assigned this project (Hamid Misaghian H.Misaghian@vdot.virginia.gov, and Terry Yates Terry.Yates@vdot.virginia.gov); if VDOT closes our left turn onto Jonquil Lane, we will have no way to get home when coming down eastbound Elden (which we do all the time), other than to make a left turn at Post Drive onto the private Kmart shopping center road and snake slowly and unsafely through the private shopping center parking lot (at Firehouse Subs, Popeye's, Subway, etc) adjacent to our neighborhood. That private shopping center parking lot road is already very tight and often extremely congested with vehicular and pedestrian traffic already... and that shopping center could ultimately redevelop and eliminate even that route. I understand that this proposed project is VDOT's and not the Town's, but I am asking - as a long-time Herndon resident who loves my neighborhood - for the Town's help in this matter. Please let me know how the Town can help prevent our neighborhood from losing this critical access to our homes.

Thank you in advance,
Ryan

Ryan Whittier
703-475-3411

From: Duceman, Mark
Sent: Friday, November 18, 2016 5:33 PM
To: Misaghian, Hamid R. , P. E. (VDOT); meetingcomments@vdot.virginia.gov
Cc: Gilleran, Lisa; Robertson, Kay
Subject: East Elden Street Widening (UPC 50100)

Hamid: Mrs. Susan Smith (property owner of 208 Elden Street, Herndon, Virginia) expressed to me her support for the Sugarland Run bridge upgrade. However, she has concerns in regard to the monument sign and its potential relocation.

Mark

From: Duceman, Mark
Sent: Friday, November 4, 2016 6:28 PM
To: slgmasonneck@cox.net
Cc: Webster, Lisa
Subject: Herndon: East Elden Street Improvements project

Mrs. Smith: Thank you for your interest in the town's East Elden Street improvements. More details can be found on the town's Community Development projects page at:

<http://herndon-va.gov/departments/community-development/community-development-projects-page/east-elden>

And, also on VDOT's project page:

http://www.virginiadot.org/projects/northernvirginia/e_elden_st_widening.asp

I will be out of the office on Monday, November 7. But, will give you a call on Tuesday (11/8) to discuss the details of the project. - Mark

Mark Duceman, AICP

Town of Herndon

Transportation Program Manager

mark.duceman@herndon-va.gov

Front Desk: (703)787-7380

Direct: (703)435-6800 Ext. 2013

From: Webster, Lisa
Sent: Friday, November 04, 2016 11:19 AM
To: Duceman, Mark
Subject: East Elden Street project

Hello All,

Received call from Ms. Smith 703-963-5101 requesting information on the East Elden Street project.

Ms. Smith indicated she received the postcard but was unable to attend the meeting.

She can be reach via phone at 703-963-5101 or email at slgmasonneck@cox.net

Thank you,

Lisa Webster

From: Misaghian, Hamid R. , P. E. (VDOT) [mailto:H.Misaghian@VDOT.Virginia.gov]
Sent: Monday, November 21, 2016 6:06 PM
To: 'Ryan Whittier'
Cc: Yates, Terry (VDOT); 'Duceman, Mark'; 'Perry, Bryce'
Subject: RE: Elden Street Widening/Improvements

Mr. Whittier,

Please find responses to your earlier questions as follow:

1) How will my family and I get home when driving on Elden eastbound from anywhere west of our home? The only vehicular access to our home is via Jonquil Lane, and a raised median with no break between Herndon Parkway and Post Drive would eliminate the existing ability to turn left onto Jonquil Lane (which is the only road leading to our community) from eastbound Elden. My wife works west of our house (straight down Elden) and commutes home daily via this route. We rely exclusively on the existing left turn lane onto Jonquil from eastbound Elden, and if VDOT closes that, we will have no way to get home when coming from the west, other than to snake unsafely through the private shopping center parking lot (at Firehouse Subs, Popeye's, Subway, etc) adjacent to our neighborhood. That private shopping center parking lot is already very tight and often extremely congested with traffic already... and that shopping center might ultimately privately redevelop and eliminate even that route. I'm very much hoping we can keep our existing access onto Jonquil from eastbound Elden.

Response 1): As part of the scope of this project is to reduce traffic congestion, improve safety, implement access management control between Van Buren Street and Herndon Pkwy. One of the overall project goals is to apply current Access Management strategies along East Elden Street, and as a result, the intersection of E. Elden Street/Jonquil Lane does not meet the spacing standards between the two adjacent signalized intersections to remain a full access intersection. However, the spacing of the intersections and current Access Management strategies do permit partial access configuration, which the project design team is currently analyzing in conjunction with the Town's request.

2) The Typical Sections PDF dated 8/5/16 on VDOT's webpage for this project (http://www.virginiadot.org/projects/northernvirginia/elden_st_widening.asp) is only a single page from within the larger plan set by Rinker Design Associates. Please add the full plan to the webpage so that we can better understand what Elden Street is intended to look like between Herndon Parkway and Monroe Street - and specifically between Herndon Parkway and Post Drive.

Response 2): VDOT's project information page has been updated following the public hearing to include links to all the materials provided at the public hearing meeting. The links are at the top of the page: http://www.virginiadot.org/projects/northernvirginia/e_elden_st_widening.asp

The full plan can be viewed under the "Satellite Aerial Map Displays", along with the "Color Aerial Map Displays" links. To view additional plan sheets, please coordinate with either: Town Transportation Manager (Mark Duceman) and/or the VDOT Project Manager (Hamid Misaghian).

Note: A Design Public Hearing was held Oct. 27. Those unable to attend can still submit comments by mail or e-mail through Nov. 28.

- [Brochure](#)
- [Comment Sheet](#)
- [Four-Lane Typical Section Display](#)
- [Six-Lane Typical Section Display](#)
- [Right of Way Guide for Property Owners & Tenants](#)
- [Satellite Aerial Map Displays: 1 | 2 | 3 | 4 | 5](#)

- [Color Aerial Map Displays: 1 | 2 | 3 | 4 | 5](#)
- [Detour Option Displays: 1 | 2](#)

3) The Typical Sections PDF dated 8/5/16 also indicates that a 5' buffer strip will be typical from back of curb to edge of bike lane, but calls out the buffer strip material as textured concrete. I'm assuming this is an error and that the buffer between the curb and the sidewalk will be a landscaped buffer zone with grass and trees? Please confirm.

Response 3): The reference to the textured concrete is for the 2' buffer area between the sidewalk and the bike like. The project confirms, the 5' buffer strip between the curb and the bike lane will be landscaped/grass as appropriate.

4) Please let me know where I can see the latest plans for this project, and also whom else at VDOT I might need to connect with in order to petition for us to keep our access to Jonquil Lane from eastbound Elden Street.

Response 4):

- VDOT's project information page has been updated following the public hearing to include links to all the materials provided at the public hearing meeting. VDOT's project page: http://www.virginiadot.org/projects/northernvirginia/e_elden_st_widening.asp
The links are at the top of the page.
- VDOT will review the closure of the median of the intersection with the Town of Herndon. The point of contacts for this project is Mr. Mark Duceman, Town of Herndon and myself at VDOT.

Please let me know if you have further questions.

Regards,

Hamid Misaghian, PE
Project Manager
NOVA L&D
VDOT

Citizen Comment (11-22-2016, Bijal Soni): I was unable to attend the public hearing on this as I am out of the country. However I am very concerned about this work as it impacts my ability to get in and out of the community via Jonquil Lane. I travel onto Jonquil from eastbound on Elden every single day. This is the route I take on the way back from my sons' school, the gym I frequent, access from groceries/food/stores/pharmacies. Without this I am not sure how else to get into our community.

Citizen Comment (11-23-2016, Darin Briggs): Is it my understanding that VDOT intends to permanently close off access to our neighborhood (Village at Herndon Mills) at (Jonquil Lane) from eastbound Elden Street – as seen on page 3 of the attached plans?

How do I or emergency vehicles gain access to our community from eastbound on Elden street if this plan proceeds? This is not acceptable and need to be redesigned to allow access to our community from eastbound Elden St, a concerned resident/family of Village at Herndon Mills.

From: Darin Briggs [<mailto:darinbriggs@hotmail.com>]

Sent: Wednesday, November 23, 2016 11:03 AM

To: Yates, Terry (VDOT); Misaghian, Hamid R. , P. E. (VDOT)

Subject: Closing off access to our neighborhood (Village at Herndon Mills) at (Jonquil Lane) from eastbound Elden Street

Importance: High

Is it my understanding that VDOT intends to permanently close off access to our neighborhood (Village at Herndon Mills) at (Jonquil Lane) from eastbound Elden Street – as seen on page 3 of the attached plans?

How do I or emergency vehicles gain access to our community from east bound on Elden street if this plan proceeds?

This is not acceptable and needs to be redesigned to allow access to our community from east bound Elden St, a concerned resident/family of Village at Herndon Mills.

Please get back to me as soon as possible.

Regards,

Darin Briggs
703-727-2130

From: MOHAMED MOHAMED [<mailto:SHIREH1@msn.com>]

Sent: Wednesday, November 23, 2016 10:58 AM

To: Misaghian, Hamid R. , P. E. (VDOT); Yates, Terry (VDOT)

Subject: VDOT's proposed Elden Street Widening - Cutting off Access to Village at Herndon Mills

Hi Hamid & Terry,

I received VDOT's notice regarding its planned Elden Street widening/improvements between Monroe Street and Fairfax County Parkway. I was not able to attend the October 27th information hearing. As a Village at Herndon Mills homeowner, I have a concern relating to the proposed raised median without a break between Van Buren Street and Herndon Parkway.

It is my understanding that the proposed raised median between Van Buren Street and Herndon Parkway will not let east bound vehicles make a left turn on Jonquil Lane to access Village at Herndon Mills. My wife and I both work west of our home and the only way we access home on daily basis is by making a left turn from Elden Street onto Jonquil Lane. This is the only access to our community from east bound Elden Street. If VDOT closes this access, we would have no way to get home other than to unsafely drive through Kmart Shopping center, which is already tight and accident prone. Also, there is no guarantee this unsafe access will continue to exist as this is a privately-owned property. We need to keep our existing access onto Jonquil from eastbound Elden.

Thank you both in advance.

Sincerely,

Mohamed Mohamed

153 Herndon Mill Cir

Herndon, VA 20170

From: John Takacs [<mailto:john.takacs@gmail.com>]
Sent: Thursday, November 24, 2016 1:57 AM
To: Misaghian, Hamid R. , P. E. (VDOT); Yates, Terry (VDOT)
Subject: VDOT notice regarding Elden Street widening / improvements

Dear Mr. Misaghian and Mr. Yates:

I have been reviewing the VDOT notice regarding the work to be done between Monroe Street and Fairfax County Parkway.

It is my understanding that the current access to Jonquil from east bound traffic on Elden will no longer be possible after the planned median is constructed. Currently, travelling east bound, and returning to Jonquil, I'm able to make a left on to Jonquil.

How will I access my neighborhood after the change?

I'm concerned about my property value as well the inconvenience of travelling through the private parking space of McDonalds to return to my home.

Please let me know what the status of this VDOT planning is and who I need to contact.

Thank you for your time and attention.

Regards,

John Takacs

Citizen Comment (11-28-2016, Kerie Hitt): Please ensure that bike facilities on Elden connect with the trail along Fairfax County Parkway. Please provide a safe way under the overpass for people to go to and from the Parkway trail.

Please ensure that the bike facilities on Elden connect with the W&OD trail. The maps shown at the design hearing on October 27 showed the project ending at Monroe. The W&OD trail is only a block or so to the west. This is a major regional bike trail. Surely you can provide a way to go the short distance from the trail to the bike facilities on Elden.

Please ensure that turning cars do not run into cyclists in the cycle tracks or bike lanes at intersections. Car drivers typically don't look for cyclists on trails.

Please ensure that traffic lights on Elden and on the cross streets sense bicycles and turn green for cyclists using the road. The light at Laurel Way doesn't sense bikes, for example. Unless you wait for a car to trip the light or get off your bike to press the button, you are stuck, unable to cross Elden. Please have crosswalk lights on Elden be set on Rest in Walk for cyclists riding along Elden. Don't make them stop and press the button if the light is green.

Citizen Comment (11-28-2016, Walter Hadlock): Strictly from a cost benefit standpoint, I do not see any good reasons for bike lanes along the East Elden widening project. In looking at the three design alternatives (the current ones as of the Oct. 27 meeting), bike lanes would take up at least eight feet of the road bed. Deleting these would 1) save construction costs, as well as 2) probable right of way acquisition costs.

I drive around Northern Virginia on a regular basis and notice the bike lanes are unused for the most part. I've heard one figure of a half of one percent useage. There seems to be an inordinate amount of thought being given to multi-modal bike lanes. Also, Along East Elden Street, it is noticeably lacking in connecting residential streets.

Also, I have not heard a good argument to justify raising the road bed for a new bridge at Sugarland Run. At the meeting, no one could give me any information about flooding as an issue.

From: Robins, Roni [mailto:Roni.Robins@dwoskin.com]
Sent: Monday, November 28, 2016 3:49 PM
To: H.Misaghian@vdot.virginia.gov; meetingcomments@vdot.virginia.gov
Cc: Duceman, Mark
Subject: Elden Street Improvements

Dear Mr. Misaghian, PE,

Thank you opportunity to comment on the Elden Street improvement plans being developed by VDOT. We represent the owners of a substantial portion of Herndon Center located on the north side of the corridor roughly between Jonquil Lane and Grant Street. We wish to offer a few comments for VDOT's consideration moving forward:

1. While Elden Street is clearly an important collector connecting Reston and Herndon to other components of the regional roadway network, it is also Herndon's commercial main street. Consideration should be given to improving cross movement connectivity (especially pedestrian but also vehicular movements) within activity nodes located at certain key intersections or segments along the corridor. These considerations should be given to provide stronger linkages between residential or employment areas and certain amenities and services.
 - a. One example would be improvements to the crossing between Hendon Centre and the employment on Post Street. Another would be permitting improved connections between the residential along Jonquil Lane to the Safeway on the south side of Elden Street and improving the connectivity the Holiday Inn Express and Herndon Centre-so that travelers don't have to get in their cars to drive across Elden Street to get a bite to eat. The plan should include pedestrian safety considerations such as median safe havens, pedestrian activated signals, crosswalks and appropriate lighting.
 - b. We are also very concerned about the need to facilitate vehicular movements across Elden Street or turning movements both into and out of the center at the "Kmart" entrance to Herndon Centre. Traffic will only continue to increase in the years to come at this main intersection into the center as older anchors are replaced with tenants that have greater attraction to Herndon's customer base. We expect that traffic light with pedestrian facilities (crosswalks and pedestrian activated signals) would be appropriate at this location by the time the Elden Street project is fully funded.
2. Elden street is a vital component of Herndon's small town, friendly identity. Elden Street is not just another fast road that folks drive through on their way to somewhere else. Efforts should be made to include design measures that maintain the overall "small town" feeling that the citizens of Herndon take so much pride in. As such it should include special pedestrian treatments including appropriate pedestrian scale street lighting, walkways, and landscaping.
3. The current planning efforts represent an opportunity to plan, not just for the next few years, but for the future 20 years and beyond. Accordingly, the planning effort should incorporate consideration to the possibility of accommodating Bus Rapid Transit or street cars at some future point.

Thank you for the opportunity to comment on the plans. We do appreciate VDOT's efforts to consider the small businesses along the corridor and Herndon's small town character. If we can be of further assistance, please do not hesitate to contact us.

Sincerely,

Roni Robins

Roni Robins

Vice President of Development

3201 Jermantown Road, Suite 700 | Fairfax, VA 22030-2879

703-273-9320 | Fax: 703-273-5155

Direct: 703.277.3485 | Roni.Robins@dwoskin.com

www.dwoskin.com

ORIGINAL

VIRGINIA DEPARTMENT OF TRANSPORTATION

DESIGN PUBLIC HEARING

ELDEN STREET WIDENING
TOWN OF HERNDON

Comments Given to Court Reporter

Herndon Senior Center
873 Grace Street
Herndon, Virginia 20170

Thursday, October 27, 2016
6:30 - 8:00 p.m.

C O N T E N T S

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BROOKE TAHERI 832 Van Buren Street Herndon, Virginia 20170 <u>taheri13@verizon.net</u>	5
BRIAN GILLERAN 912 Van Buren Street Herndon, Virginia 20170	8
BRUCE WRIGHT 2079 Cobblestone Lane Reston, Virginia 20191	9
TIMOTHY TAHERI 832 Van Buren Street Herndon, Virginia 20170	12

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P R O C E E D I N G S

MR. SCHÖENFELD: Gregg Schoenfeld, 830 Van Buren Street, Herndon, Virginia 20170. Redevelopment of Elden Street is a great idea considering the flow of traffic and pedestrian use today.

However, before spending money widening the road between Fairfax County and Herndon Parkway, there should be better coordination of light timing at the intersections of Elden and Fairfax County Parkway, Laurel Way, and Carlisle Drive.

It seems to me, as someone who drives on Elden during rush hour every day, that better timing of these lights would reduce congestion dramatically.

Second, the plan needs to incorporate greater access to crosswalks across Elden Street, especially at bus stops, which tend not to be located near the crosswalks.

And while a median is a good idea, it will not suffice unless it is created as a pedestrian refuge area.

Also, the median proposed does not go far enough. It should extend west to Monroe Avenue, a VDOT Urban Collector designated road. With the proposed eastbound left-turn lane onto North Van Buren from Elden,

1 the current design appears to have traffic flow onto North
2 Van Buren Street, which is designated by VDOT as a
3 unclassified local road.

4 Another reason the Elden redesign should have
5 traffic flow to Monroe Avenue is because it has recently
6 been upgraded with curbs, sidewalks and medians, and is
7 currently being designed for improved pedestrian safety.

8 Furthermore, the flow of traffic heading north
9 on Monroe is not hampered by stop signs or turns as it is
10 on North Van Buren.

11 Today, North Van Buren does not have curbs.
12 The street level is higher than the sidewalks and has
13 numerous stop signs.

14 In addition, speeding on North Van Buren is a
15 current issue that has not been dealt with effectively by
16 the Town of Herndon despite complaints from residents.

17 Under the current proposal, a significant
18 public safety hazard will be created on North Van Buren
19 unless North Van Buren is updated with a street level
20 lower than the pedestrian walks, curbs and speed bumps,
21 which are not on the Town's, County's or State's plans.

22 I believe the redesign of Elden Street should
23 direct the flow of traffic to Monroe Avenue rather than

1 Van Buren because it is designated as an Urban Collector
2 and has recently been upgraded.

3 As such, the plan should remove the eastbound
4 left-turn lane from Elden onto North Van Buren and add an
5 eastbound left-turn lane onto Monroe, the Urban Collector
6 in the area.

7 MS. TAHERI: For the record, my name is Brooke
8 Taheri. I live at 832 Van Buren Street in Herndon,
9 Virginia. Van Buren is Route 6631 in Herndon, Virginia.
10 And it is currently -- I live on -- excuse me.

11 I live on the north side of Van Buren between
12 Elden Street and Park. This is currently intended to be a
13 no truck route with a no truck sign that often goes
14 missing from the street -- and which we've reported
15 several times, because there's an increase in the number
16 of trucks as well as commuter buses that have made their
17 way down our street.

18 In addition, there is a limited left turn onto
19 Van Buren from Elden Street during a.m. and p.m. hours,
20 intended to reduce the traffic that is incurred on Van
21 Buren, which is a residential area.

22 Between Elden and Park on Van Buren there is
23 only a single stop sign, regardless of multiple requests

1 from neighbors to increase the number of stop signs or
2 rumble strips to slow down the speeding that frequently
3 happens as well as the traffic that frequently runs the
4 one stop sign or rolls through it.

5 Requests to the Herndon Police Department for
6 increased presence has not been visible to neighbors,
7 despite multiple requests and calls that have been
8 reported.

9 The roadway has been built up for so many
10 years and recovered that it has resulted in a road that is
11 higher than the drainage as well as higher than the
12 sidewalks.

13 This has resulted in poor drainage that pools
14 onto the sidewalks and has decomposed them over the course
15 of time, resulting in several hazards in the winter.

16 Neighbors are having to maintain their own
17 street side drainage on behalf of the Town of Herndon
18 because the one single attempt made to fix it resulted in
19 minimal improvement.

20 And the Herndon -- Town of Herndon -- staff
21 that made the improvements told us that if we continued to
22 request improvements that they would need to take away our
23 property.

1 In addition to that, the one stop sign that is
2 at Fillmore and Van Buren -- when traffic turns left
3 during the winter months we regularly have to pull traffic
4 and cars out of the ditch because they are known to slide
5 into the ditch and need access.

6 We have -- last winter we pulled no less than
7 7 cars out of the ditch because there is not enough room
8 to make that turn and the street is very poorly
9 maintained.

10 In addition, there is an east to west hazard
11 from Madison Street up onto Van Buren. When you need to
12 take a left or right turn there's not a suitable turning
13 radius and, therefore, there have been several accidents
14 or near misses.

15 I want you to know all of this because Van
16 Buren Street is two blocks away from the elementary school
17 and is considered part of the walker zone of which my
18 three children walk to school -- ages, 9, 5 and 3.

19 This has consistently been a hazard. And
20 being a resident immediately on the Van Buren Street, we
21 routinely have to ask our children not to play outside due
22 to the increase in traffic as well as the speed of
23 traffic.

1 We do know tax revenues have been increased
2 from Van Buren residents with the recent addition of
3 multiple family housing that's located up by Burger King
4 and to other developments of properties that are currently
5 planned to improve -- one on the corner of Van Buren and
6 Park that is under approval process, and also the one
7 that's at the very end of Van Buren Street.

8 I say all this to say that if you approve the
9 project plan that VDOT is proposing today, as a citizen of
10 Herndon, I would expect that you also put planning and
11 funding around the arterial streets that will be impacted
12 by your decision.

13 Van Buren is already a safety hazard for
14 pedestrians and bikes on their way to the W&OD Trail. We
15 would request proper sidewalks, curbs and gutters as well
16 as proper maintenance and routine visits by Town of
17 Herndon Police to enforce any and all signals that are
18 included.

19 MR. GILLERAN: My name is Brian Gilleran. I
20 live at 912 Van Buren Street in Herndon. My comment on
21 the South Elden Street -- East Elden Street project is in
22 terms of the delineated cycle lanes and the cycle tracks
23 that move away from the travelway.

1 Every time those facilities cross a curb
 2 opening -- either for street intersection or a driveway --
 3 I'd like to see them continue a skip line across that curb
 4 opening so that vehicles turning in and turning out or
 5 moving across those intersections will see something that
 6 delineates the cycle facility and indicates that it
 7 crosses the intersecting street or intersecting driveway
 8 and that they need this additional reminder to be wary for
 9 cyclists approaching as they look for a gap in traffic to
 10 make them move.

11 So I think all of those all the way from
 12 Fairfax County Parkway up to Van Buren Street -- and there
 13 are an awful lot of curb openings along there -- I think
 14 they all should have the continuous skip line for the
 15 delineation of the cycle lanes and the cycle tracks
 16 visible to anybody using either a curb opening, a driveway
 17 or a street intersection. Thank you.

18 MR. WRIGHT: My name is Bruce Wright. I live
 19 in Reston. And I strongly support the concept of having
 20 bike facilities on Elden Street.

21 Reston has a large number of bike facilities.
 22 And it will be a good opportunity to be able to connect
 23 those facilities with downtown Herndon.

1 Reston is also getting Bikeshare. And it's a
2 logical extension to have bike sharing in Herndon,
3 especially as it gets more dense in the downtown area, so
4 I'm excited to see the bike lanes.

5 I do have a few concerns. One is I'd like to
6 ensure that the curb ramps are flush so that cyclists when
7 they are off road can have a smooth transition from the
8 cycle track to the road that they are crossing and then to
9 the next part of the cycle track.

10 I'm a little concerned about cyclists crossing
11 intersections where there is right turning traffic to
12 their left. And one suggestion is to have specific bike
13 signals so that cyclists could get an early green signal
14 ahead of those turning right.

15 And then the -- the right turners could get a
16 green signal after the cyclists have passed through the
17 intersection.

18 I was disappointed that the Sugarland Run
19 Trail is not going to be grade separated. I think it
20 would be a much better and much more used trail if it
21 could be extended underneath Elden Street.

22 So if there's a way for that to happen I'd
23 like to see that. And if that can't happen, I want to

1 ensure that cyclists who are crossing at Herndon Parkway
2 -- crossing Elden Street at Herndon Parkway -- will be
3 able to do so easily.

4 Right now there's an awkward transition from
5 the south part of Sugarland Run to the north part of
6 Sugarland Run.

7 I would also encourage the town to consider a
8 lower speed limit. Currently, the speed limit is a little
9 bit high and it seems like there is occasionally some
10 speeding that goes on. And I'd prefer to see 25 mile per
11 hour speeds.

12 And if lower speeds were used, I think
13 narrower lanes could be used which would narrow the entire
14 footprint of the project. And it would be a cheaper
15 project because there may be less land that would have to
16 be purchased.

17 I would like to see on the western end of the
18 project where the project ends at Monroe Street that there
19 be some kind of transition from the bike lanes to the W&OD
20 Trail.

21 W&OD Trail is the most popular park in
22 Virginia and there's millions of cyclists that use it
23 every year. And it just doesn't make sense to have

1 cyclists come to just a block or so away from the W&OD and
2 not extend some kind of bike facilities to the trail and
3 to make sure that that's a proper transition.

4 MR. TAHERI: Timothy Taheri, 832 Van Buren
5 Street, Herndon, Virginia 20170.

6 I have many concerns of VDOT's proposal -- I
7 don't know if that would be VDOT and Herndon's proposal
8 either looking at the proposal -- on Elden Street. It seems
9 like we are putting a lot more traffic onto Van Buren.

10 My experience with Van Buren -- I've been in
11 that address for the last about 13 years. I have one stop
12 sign basically one house down from mine. It's constantly
13 getting run, many speeders.

14 It's not getting enforced. So that might not
15 be a VDOT issue. That might be a Town of Herndon issue.
16 It's probably one of the only streets in the area that has
17 as much traffic as it does with no curbs on either side.

18 There is a drainage on the west side. Only
19 the east side of Van Buren has an actual sidewalk. It is
20 two blocks from Herndon Elementary so you have many
21 walkers in that area.

22 There are many homes on Van Buren. There's
23 about 35 counting a couple of the townhomes. The only

1 enforcement that we do have on Van Buren would be the stop
2 sign.

3 The speed limit is 25. It is also a non-truck
4 route. And you are unable to make left turns from Elden
5 onto Van Buren a couple of hours in the morning and a
6 couple of hours in the evening.

7 And I just found out tonight that one of the
8 proposals is to make a left -- I guess that would be a
9 left green arrow to be put onto Van Buren.

10 So I'm extremely concerned about the added
11 traffic onto Van Buren, and especially with the way the
12 road is itself. It's not maintained that well. Many
13 families on that -- live on that street.

14 Like I said before, it is a non-truck route.
15 There are many trucks that go on Van Buren. In fact, I
16 get up pretty early to go to work and I -- and Fairfax
17 Connector is now going onto Van Buren.

18 And I'm just extremely concerned with the
19 speed on Van Buren and I hope you guys take that into
20 consideration. Thank you.

21 * * * * *

22 (Whereupon, at approximately 8:00 o'clock,
23 p.m., the meeting was concluded.)

CERTIFICATE OF NOTARY PUBLIC

I, GAIL HIRTE ZEHNER, the Verbatim Reporter before whom the foregoing comments were made, do hereby certify that the comments were taken by me stenographically and thereafter reduced to typewriting; and that I have no interest in said proceedings, financial or otherwise, nor through relationship with any of the parties in interest or their counsel.



GAIL HIRTE ZEHNER
Verbatim Reporter