Traffic Calming, Crosswalks, and Safety

Town Council Work Session

September 8, 2026

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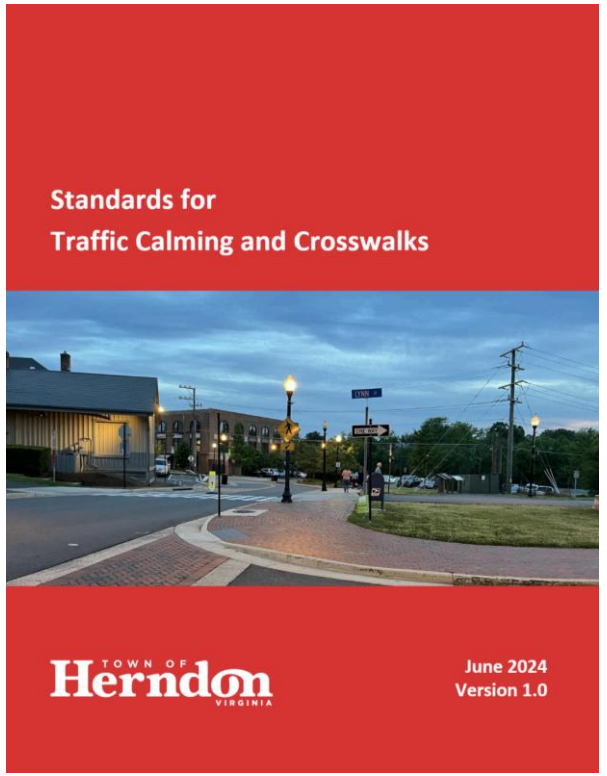
Request and Implementation Process

- The Town's *Standards for Traffic Calming and Crosswalks* describes processes for requests.
- DPW and Staff Traffic Engineering Improvement Committee (TEIC) are responsible for reviewing most requests.
- Below is the process from the requestor side:



1 Report

Email, phone, in person, or Herndon on the Go

2 Clarify

Respond to staff questions or site-visit requests

3 Inform

Join public input on consequential changes

4 Track

Follow program funding or the CIP

5 Observe

Report improvement or new issues

How does the process all start?

- Herndon **ON the GO** is the best way to request service. Alternatively, residents can email, call, or even stop by 777 Lynn Street in person!
- Share relevant information
  - More detail is always better.
  - Name the exact street, intersection, or crossing.
  - Describe what happens and when (school times, Saturdays, overnight).
  - Identify who and how they are affected.
  - Pictures are worth 1,000 words.
- It is best to share observed conditions not just a preferred “fix”.
- Staff logs the concern and may follow up with a phone call.

Complexity determines the review route

Basic Requests

DPW addresses minor staff-level actions without TEIC consultation.	Examples: repairs, sight-distance fixes, warning signs, or parking restrictions.

Intermediate or Complex Concern

TEIC reviews then advances an engineering study and concept plan.	Examples: curb ramps, pavement markings, or physical traffic calming elements.

Advanced, Impactful Scenarios

A standalone town study addresses complex or corridor-wide issues.	Examples: school zones, traffic signals, roadway capacity, new connections.

Traffic Calming

- The location must be:
  - Town road; posted 25 mph or less; 2 lanes; and designated a “local” or “collector” roadway.
  - No traffic-calming study at that location in the past two years.
- Data-based evaluation:
  - 48-hour traffic speed/volume data, five-year crash history, geometry, routes, sight lines, and behavior.
- Decision
  - Operating speed (85th %ile speeds) should be ≥10 mph above the speed limit.



Crosswalks

- The location must be:
  - Town road; not studied in the past two years; existing or separately warranted crossing.
  - Signalized, or generally 300+ feet from a controlled crossing with adequate sight distance.
- Data-based evaluation:
  - Pedestrian counts, nearby generators, crossing distance, lighting, and sometimes motorist yield rates.
  - Submitters can identify typical times and observable conditions.



How is the final solution determined?

- TEIC uses study results, context, and engineering judgment to develop a concept.
- A public meeting may be held for significant changes such as parking, curbs, or signals.
- Other forums may include Council, PBAC, HOAs, or community groups.



How does the change happen?

- Minor Work
  - Signs, markings, and simple curb changes may be completed by our operations crews.
  - If possible, align with maintenance schedule.
- Major Work
  - Larger projects enter the CIP for prioritization and funding.
  - Project delivery depends on funding and contractor availability.



Then what?

- TEIC decides whether a post-implementation study is needed; staff may collect new data and observe behavior.
- If results do not alleviate the original concern, measures may be adjusted, replaced, removed, or terminated.
- A newly created safety concern can prompt immediate removal by staff.

Ultimately, the Roadway Safety Action Plan will capture large-scale trends in safety data.

Questions & Discussion