

Summary Narrative of

Huntington Station Metro Zone / North Kings Highway Concept Plan

Located in

Fairfax County, Virginia

prepared for

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and

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Revised January 30, 2006

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PLAN EXHIBITS

- Existing Conditions Photographs, (source RTKL)
- I-95/Telegraph Road Interchange Concept
- North Kings Highway (Midblock) Illuminated Crosswalk Design
- Huntington METRO Station North Kings Highway, Suggested Pedestrian Improvements
- North Kings Highway Typical Cross-sections

INTRODUCTION

Patton Harris Rust and Associates (PHR+A) prepared this Pedestrian Access Improvement Concept Plan for the portion of N Kings Highway (Route 241) abutting the Huntington Metro Station at the request of A.J. Dwoskin and Associates and Jefferson Garden LLC., who own and manage property within this corridor. Under separate cover, the aforementioned property owners have proposed a Comprehensive Plan Amendment for a transit oriented development on their properties and have been talking to the surrounding community about a variety of concerns. This concept plan is proposed to assist in finding solutions that enhance pedestrian connectivity between the surrounding community, the proposed APR project and the Metro station and to ensure pedestrian safety, a major concerns identified by representatives of the Jefferson Manor Association and a major goal established in the Fairfax County Comprehensive Plan for this area.

The project scope included a review of existing conditions and proposed development plans and improvements for the portion of the North Kings Highway Corridor spanning from Fort Drive to Jefferson Drive, a segment of approximately 1500 linear feet. The pedestrian concept plan proposes potential safety improvements that can be accomplished primarily through modest infrastructure upgrades within the existing right of way. The plan proposes to improve pedestrian access by clearly delineating the pedestrian environment, eliminating unnecessary conflicts between pedestrians and vehicle movements and reducing the amount of time that pedestrians are exposed to such potential conflicts and providing traffic calming measures.

The improvements proposed in this concept plan are not specifically intended to represent a commitment from the property owners to fund such plan. The timing of the proposed redevelopment of the subject properties will not necessarily coincide with future proposals for the improvements. However, the plan is proposed for the purposes of discussion as to the appropriateness for potential incorporation of at least some of the measures for county's comprehensive plan. As part of the planning process, it is also suggested that the County may wish to consider the designation of certain areas adjacent to Metro Stations as METRO Zones. Distinguishing METRO pedestrian zones from other locations may increase the County's ability to work with VDOT to ensure pedestrian needs are integral to future plans and receive appropriate priority in these areas. This concept plan is envisioned as a first step toward developing a consensus among community member and County representatives about how to address these pedestrian safety issues and ultimately to ensure that future development is consistent with the goals of high quality transit oriented development established in the Comprehensive Plan. To realize a community-backed pedestrian plan, the follow-up steps should also be undertaken:

- 1) Planning and designing specific measures that reinforce safety and increase the aesthetic appeal of the pedestrian's journey to and from the Huntington Metro Station along N

- Kings Highway,
- 2) Prioritizing such improvements including timing goals,
 - 3) Developing cost estimates, and
 - 4) Identifying and allocating funding sources

The report describes existing conditions, outlines pedestrian access issues and previous planned but unimplemented improvements, and recommends 12 generalized improvements for the study area with a brief justification of benefits. The narrative is provided to support our recommendations and provide a planning resource for future implementation. An aerial exhibit is also provided of the corridor to assist the reader in visualizing the proposed improvements.

EXISTING CONDITIONS

The corridor is located in southern Fairfax County west of the US Route 1 corridor and south of Alexandria. Typical conditions are attached from field photographs taken in October 2005. The public streets in the immediate area include:

North Kings Highway (Rt. 241): is a four lane undivided Minor Arterial (Type B) roadway, as defined by the Fairfax County Comprehensive Plan, generally running north-south between US Route 1 and Telegraph Road. Adjacent to the Huntington METRO station, the terrain is level and the road cross-section includes a center turn lane for access to the adjacent properties. However, the section of the roadway north of Jefferson Drive (Rt. 1617) intersection to Telegraph Road (Rt. 611) comprises a significant downhill grade in the northwest direction. The posted speed limit is 35 mph. North Kings Highway is signalized at the following intersections:

- Telegraph Road (Rt. 611)
- Jefferson Drive (Rt. 1617)/ Kiss & Ride Entrance
- Existing Huntington Station/ Park & Ride Entrance
- Fort Drive (Rt. 1601)
- School Street (Rt. 1647)
- Richmond Highway (Rt. 1)

Based on the most currently published VDOT counts, Route 241 accommodates 23,000 AADT (Average Annual Daily Traffic) in 2004.

Fort Road (Va. Route 1601) is a two lane collector serving the residential neighborhoods. Based on the most recent VDOT counts, Fort Drive accommodates 2,100 AADT (Average Annual Daily Traffic) west of North Kings Highway and 2,500 AADT to the east.



Upper Left: North Kings Highway looking west from Kiss and Ride to Jefferson Drive
Upper Right: North Kings Highway looking south from Kiss and Ride turn lane
Lower Left: Existing crosswalk at shopping center
Lower Right: Fort Drive north crosswalk to shopping center



Farmington Drive (Va. Route 1616) extends west of North Kings Highway to Telegraph Road. Adjacent to North Kings Highway, the road section is one way westbound at Route 241 opposite the METRO station. Based on 2004 VDOT counts, Route 1616 accommodates 4,300 AADT east of Telegraph Road.

Jefferson Drive (Va. Route 1617) is a two lane local roadway with one-way traffic pattern eastbound. Most recent traffic counts are from 1986 show 500 VPD

Traffic Signal Operations

VDOT 2005 signal operation data at the 3 intersections in the study area an effective Daily traffic of approximately 30,700 Vehicles Per Day (VPD) on North Kings Highway, interpolated with an assumed peak hour factor of 0.078, based on historical VDOT trends. The increase in volumes as compared to the 2004 AADT (23,000 upd) are associated with the large peak hour volumes. AM and PM peak hour traffic volumes conditions Levels of Service (LOS), as measured by average delay, is at LOS “C” or better during the peak hours, with a LOS “D” exiting the metro parking garage in the PM peak.

The Level of Service is a term used by VDOT and Fairfax County to rate the efficiency of a roadway segment. As defined by the Highway Capacity Manual (HCM), the LOS of a traffic signal is measured by the average delay of the vehicles entering the intersection. LOS is measured in seconds and graded on a scale from LOS “A” to LOS “F”. For urban conditions both Fairfax County and VDOT establish LOS “D” as the maximum (or highest) delay for signal operations, reflecting average delay of approximately 55 seconds for LOS “D” conditions with a signal. Note that the LOS is a measure of delay, and may not exactly reflect the capacity of an intersection. Existing signal timing is at 90 seconds during the AM peak and at 85 seconds in the PM peak. The existing traffic signals are span wire design.

Level of service is also applied to rank the performance of the pedestrian and bike facilities, and is typically measured in terms of continuity of service and density of activities (persons per square feet).

Existing Pedestrian Access

North Kings Highway has pedestrian crosswalks at the Fort Drive signal, with pedestrian button and phasing. At the Metro signal opposite the Huntington Station shopping center, the crosswalk has pedestrian phases on the north and east legs. To the north, the next crosswalk at Route 241 is on the south leg, but it is not signal activated. Signal control for the pedestrian movements are provided for the east and north legs at the North Kings Highway/Metro/Jefferson Drive signal.

On both sides of North Kings Highway, there is a four foot wide sidewalk adjacent to the METRO property, the shopping center and the residences. The pedestrian access is wider adjacent to the METRO garage and kiss and ride lot. Access to the METRO station is via the north end of the garage.

PLANNED TELEGRAPH ROAD INTERCHANGE IMPROVEMENTS

As part of the Woodrow Wilson Bridge project, the I-95 (Capital Beltway) interchange at Telegraph Road will be reconstructed. The improvements modify the existing traffic signals at Huntington Avenue and at North Kings Highway south of the Beltway and introduce two new overpasses to provide I-95 NB access direct to Huntington Avenue and North Kings Highway without having to turn at Telegraph Road. The improvements at North Kings Highway also eliminates left turns on southbound Telegraph Road with a directional ramp to access North Kings Highway heading southbound. These improvements provide uninterrupted access from the Beltway to North Kings Highway, with the first signal control at Jefferson Street at the beginning of the METRO zone. Northbound traffic on North Kings Highway will still be controlled by a traffic signal at Telegraph Road, and pass through the Huntington Avenue signal to access I-95. The generalized improvements at I-95 and Telegraph Road with the new interchange and bridges for Huntington Avenue and North Kings Highway is shown on the next page.

CURRENTLY PROPOSED PEDESTRIAN IMPROVEMENTS

The County has been developing plans for a new crosswalk north of the METRO garage access at the corner of the Huntington Station Shopping Center. The crosswalk is designed as diagonal across King Highway with enhance “ladder” pavement markings and flashing warning lights embedded in the pavement, activated by a pedestrian crosswalk button. The alignment of the new walk is situated at the highest location of jaywalkers, as evidenced by the worn grass on the east side of North Kings Highway, adjacent to the Metro bus stops.

The improvements were scheduled for construction to start this winter. However, PHR+A understands that some safety issues have delayed the project. Fairfax County Staff are studying the concerns about the effectiveness of the in-pavement lights for multi-lane roadways. The concept plan and a generalized location of the crossing are shown on the following page.

CURRENTLY PLANNED METRO SITE IMPROVEMENTS

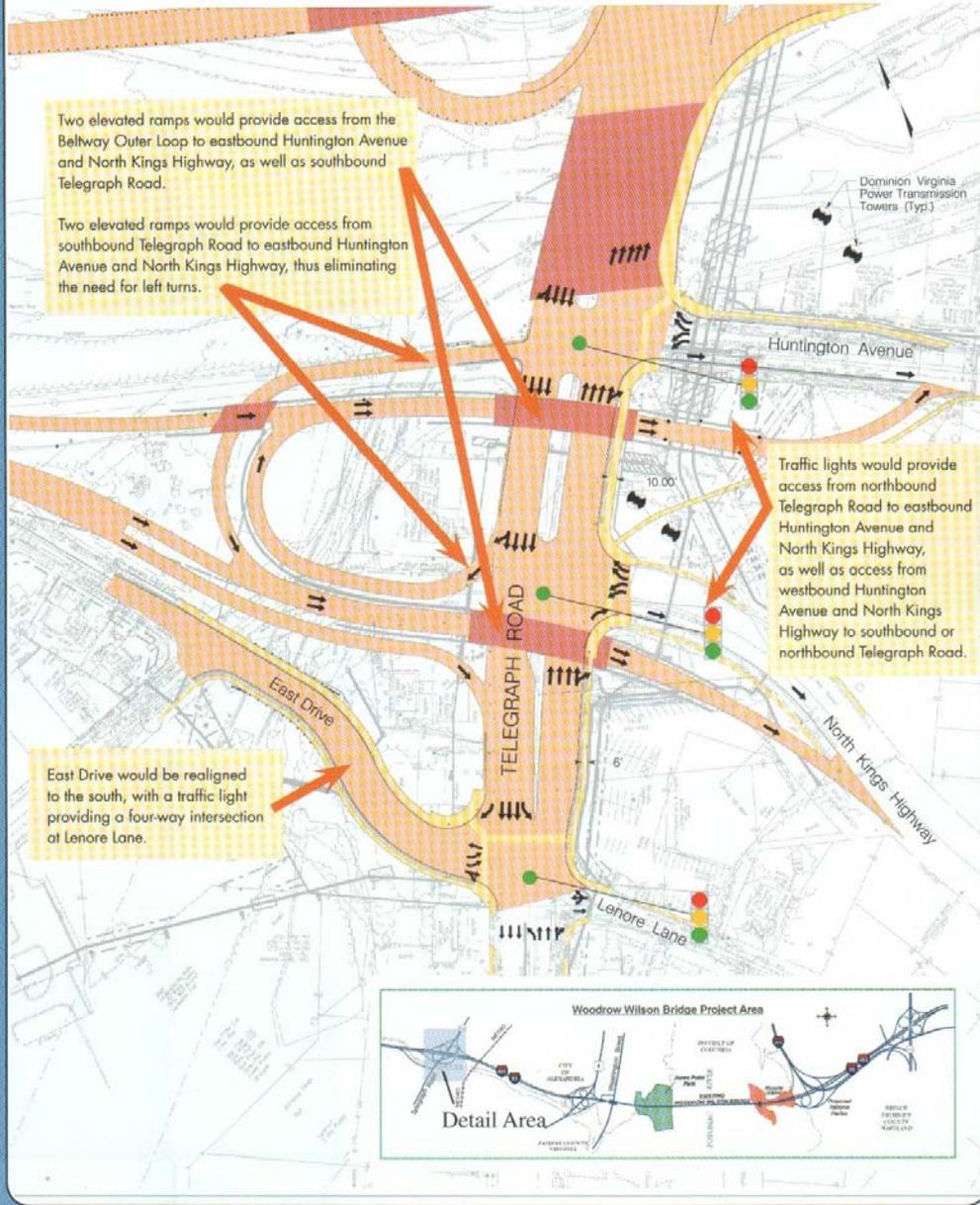
As the METRO site is being developed as a mixed use project with a new METRO parking garage east of North Kings Highway, the northern METRO garage access will be shifted to the south by approximately 50 feet. The south garage entrance, which also connects to the at-grade parking lots, is to be relocated and designated as Huntington Park Drive. As part of the Pavilions at Huntington Metro development, the new road (opposite the existing traffic signal)

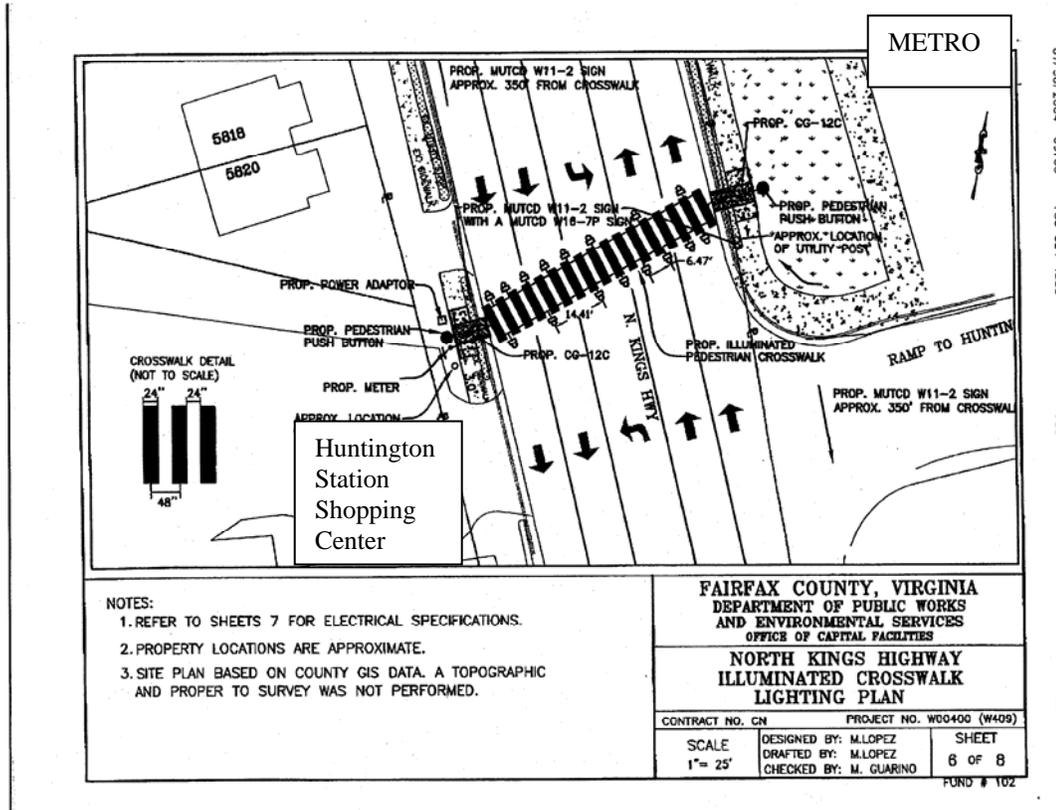
will be widened to a five lane section at North Kings Highway and split into a “Y” road with the north leg accessing the METRO facilities and the east leg accessing the new mixed use development. This will cause an off set of the alignment crossing into the Huntington Station Shopping Center.

New pedestrian facilities and a park are proposed with redevelopment. The access at the north garage driveway, accessing the top level of the garage, will be restricted to left turns in, and right turns in and out with the redevelopment of the parking areas as part of the Pavilions at Huntington Metro project, south of the existing garage.



**I-95/TELEGRAPH ROAD INTERCHANGE
GRADE-SEPARATED DESIGN**





Proposed County Pedestrian Crosswalk

Source: Fairfax County DPW



Existing Conditions at Proposed Crosswalk

The road and site plans related to improvements east of North Kings Highway that include new access to the parking areas have been prepared by the developer and have been approved by Fairfax County. The developer intends to start construction in early 2006. The first phase of development is multi-family residential building south of Huntington Park Drive (Fairfax County Site Plan #7878-SP-04) at Grand Pavilions Way.

No changes to the existing Kiss and Ride access at the Jefferson Drive traffic signal are anticipated. Improvements to increase the parking capacity at the Station include construction of a new garage north east of the existing facility with access to the existing traffic signal to North Kings Highway and access to the north to Huntington Avenue. WMATA anticipates to advertise for bids for the design/build project in the first quarter of 2006.

With the new garage and the development of the Pavilions at Huntington Metro multi-family uses, the existing METRO access opposite the Huntington Station Shopping center will be improved to provide additional inbound and outbound travel lanes east of North Kings Highway. The construction of Huntington Park Drive will serve as the primary access to the mixed use redevelopment south of the station and provide access to the new METRO garage. As part of the design process for the new METRO infrastructure access, the rezoning plans had been refined to accommodate VDOT and WMATA comments and allow maximum vehicle capacity for egress to North Kings Highway. The improvement plans, as approved, includes signal modifications at the Huntington Park Drive opposite the shopping center and new crosswalks. The improvements create an off-set of the alignment with the Huntington Station Shopping Center. The signal plans propose a split phase operation (i.e., green to exit Huntington Park Drive and green to exit the shopping center) to accommodate the lane shift. Final signal plan modifications at the shopping center entrance and the realigned entrance to the proposed Huntington Park Drive are under final design. Coordination of through access on the east and west side of North King is critical to the success of any pedestrian access plan within this corridor.

PEDESTRIAN ACCESS ISSUES

Based on our field review of pedestrian activities, the existing road corridor is not designed to promote a pedestrian friendly environment and does not support the County's Comprehensive Plan guidelines to create a Transit Oriented Development (TOD) node. The existing center turn lane of North Kings Highway and the lack of well defined pedestrian access choices do not promote a feeling of safety desirable sense of place, or a streetscape that is inviting to pedestrians. A lack of visible well defined crosswalks on all corners, and pedestrian landings (eg. raised medians), long crossing timings and high speeds on North Kings Highway make pedestrian movements very a low priority in consideration to vehicle movements.

PEDESTRIAN PLAN RECOMMENDATIONS

The new VDOT Subdivision Street Manual encourages infrastructure design for Neo-traditional Neighborhood Design and innovative design proposals which focus on design requirements to support a multi-use, walkable community with moderate to high residential densities and a mixed use core. The design standards identify roadway features for new subdivision streets – traffic calming, curb extensions, short block lengths – as design features to diffuse traffic and shorten walking distances. The standards also are designed to minimize through traffic and should be employed here and at other METRO zones or areas

It is noted, however, in the past these design standards have not typically been associated with an arterial roadway such as North Kings Highway. Given the desire of the County to create new transit oriented development with strong pedestrian elements, it would seem appropriate to consider a policy shift that would encourage application of these standards. With the walking distance at approximately 70 feet, the ability to encourage walk trips across North Kings Highway is limited with right turn lanes, high speeds and limited pedestrian refuge areas at the signals. Designs to promote increased pedestrian access at the street level is vital to the success of the TOD and the safety of existing and future METRO users.

The following paragraphs outline specific design elements and recommendations that PHR+A believe could serve to improve accessibility to METRO and pedestrian safety within the corridor. All recommended improvements could be accommodated within the existing right-of-way with the exception of improvement 9 and 10. Attached is an aerial exhibit that delineates the recommendations and a proposed section for North Kings Highway that depicts the lane configuration and median improvements suggested herein. These recommendations are preliminary and should be further evaluated for their feasibility, appropriateness and effectiveness.

The improvements are outlined below, including

1. Install a raised median (19 feet wide) on North Kings Highway at Jefferson Drive
2. Install a raised median (7 foot wide) south of Farmington to accommodate left turns lanes
3. Elimination of the existing right turn lane on northbound North Kings Highway to the upper level of the METRO garage and reduce outbound right turn radius exiting Huntington Park Drive to 25 feet.
4. Provide enhance crosswalks at the Jefferson Drive traffic signal with countdown heads.
5. Install new pedestrian Signal at METRO egress (north garage entrance) interconnected to existing signal and provide new crosswalk
6. Adding crosswalks on all quadrants at the existing signal at the shopping center entrance, opposite the new leg of Huntington Park Drive.
7. Realign crosswalk at Fort Drive

8. Reduce Speed limit in the Metro zone to 25 MPH with advanced warning signage. Establish a metro zone for the area to promote pedestrian activity.
9. With redevelopment, add on-street parking on southbound North Kings Highway
10. Widen sidewalk adjacent to Farmington intersection and install a 2 foot buffer between the curb and the sidewalk. Add crosswalk north of Farmington
11. Encourage increased traffic calming north of the METRO zone on North Kings Highway in conjunction with I-495/Telegraph Road interchange
12. Add crosswalks south of Fort Drive at midblock location and at Fairhaven Drive.

Median

The existing roadway cross-section accommodates an ultimate four lane divided arterial roadway cross-section with approximately 70 feet between the face of curb and face of curb. The center turn lane was designed to accommodate a raised 16 foot wide median with 12 foot left turn bays at intersections. The raised median was not installed due to the spacing of driveways and streets adjacent to the METRO station.

Installation of a median is suggested to improve pedestrian crossings and enhance streetscape viewsheds, as shown with *improvements #1 and #2*. To provide adequate space in the median, the travel lanes on North Kings Highway would be reduced to an effective 11 foot width. The reduction in width provides for an effective 19 foot wide median, without turn lanes. The full width median is shown south of Jefferson Drive, since left turns are prohibited with the one-way traffic circulation. South of Farmington Drive, the median width is reduced to 7 feet to accommodate left turns to Farmington Drive and the METRO garage. The median crossover spacing is less than VDOT design standards for a 40 MPH design, but the access is controlled at specific locations, and the provisions of the median should reduce travel speeds and provide a pedestrian sanctuary area for safer crossings.

To the south, the raised median would reduce from the 7 foot width to the existing conditions at the Fort Drive signal. The Roadway width at Fort Drive was not designed for a raised median within the existing R-O-W. A raised median is desirable, but the construction impacts to widen the outside curb – which would reduce pedestrian areas – was not considered practical for initial design.

Based on the VDOT median crossover spacing requirements at a 35 MPH design speed (or 10 MPH above the recommended speed, **see improvement #8**), the distance between median crossovers is a 500 foot minimum feet and 600 feet desirable.

As shown below, the intersection spacing does not satisfy the VDOT minimum requirements, so a design exception will be required. However, since the proposed design provides improved pedestrian access without significantly reducing roadway capacity, the crossover

spacing waiver could be processed. It is our experience that such a request would require local jurisdiction approval, a detailed traffic analysis and design justification, before VDOT could approve.

The existing intersection spacing along North Kings Highway is shown in Table 1

		Intersection Spacing	Crossover Spacing	OK?
Jefferson Drive/METRO Kiss and Ride entrance	Farmington Drive	315 ft	315 ft	Waiver
Farmington Drive	METRO bus entrance *	100 ft		
METRO bus entrance *	North METRO garage driveway	210 ft **	310 ft	Waiver
North METRO garage driveway	South METRO garage driveway/Huntington Station	170 ft	170 ft	Waiver
South METRO garage driveway/Huntington Station	South retail entrance *	280 ft		
South retail entrance *	Fort Drive	255 ft	535 ft	OK

*Not proposed for median crossover entrance. Distances are approximate

** Assumes a 50 foot shift south per submitted site plans by others

The following design exceptions associated with the recommended design will need to be pursued through VDOT with the raised median:

- Crossover spacing of less than 500 feet,
- Not providing right turn deceleration lanes, if warranted by peak hour volumes,
- Reduced left turn storage lengths for NB lefts at Farmington Drive
- Reduced right turn storage length for NB rights into the second METRO garage entrance

Additional design exceptions may be required, subject to additional engineering.

Right Turn Lanes

The proposed street section envisions a balanced function to reduce walking distances. For suburban development, VDOT typically requires separate right turn lanes to decelerate turns and provide stacking. On Northbound North Kings Highway separate right turn lanes have been constructed at the kiss and ride entrance opposite Jefferson Drive, at the garage entrance

and at the existing parking lot entrance at the traffic signal. No separate right turn lanes are provided on the southbound approaches. With the realignment of the METRO access at Huntington Park Drive and the construction of the new Pavilions at Huntington Station development, the right turn lanes are maintained, with the southern right turn lane access at the signal lengthened based on the 40 MPH design speed. To reduce pedestrian distances and provide additional traffic calming, the concept plan suggests reducing the outbound radius to 25 feet for right turns and reducing the storage area into the existing garage, as identified in ***improvement #3***. The traffic signal at the shopping center would remain, with enhancements for a bulb-out in the northeast quadrant to reduce the walking distance with the existing right turn deceleration lane. The reduction in storage length is compensated by the extension of the southern right turn lane, as approved through the County site plan process. The second right turn lane only serves the upper level of the existing parking garage.

To reduce speed differential and avoid increased walking distances, separate right turn lanes are not recommended on the southbound approach, if redevelopment occurs. Based on VDOT guidelines, existing and future traffic volumes would warrant the turn lane, but the improvements increase pedestrian safety substantially.

Pedestrian Signal Control

The plans identify locations for pedestrian crossings at the existing traffic signals and recommendations for additional traffic control at the METRO garage access to promote improved pedestrian access :

1. Jefferson Drive – install pedestrian activated crosswalks on all 4 legs of the intersection, especially the south leg with countdown timers, as shown with ***improvement #4***. “Boxing” the intersection with crosswalks will introduce additional pedestrian capacity and identify the intersection as an entry point to the METRO area. The south leg crossing, with a raised median, also would allow for pedestrian refuge area.
2. North garage access - Based on our review of the County’s proposed pedestrian crosswalk north of the garage access, PHR+A would suggest that an additional pedestrian crosswalk be designed with the proposed raised median immediately north of the relocated METRO driveway access. To service the existing demand in a safe manner, the pedestrian crossing should be signal controlled, as shown in ***improvement #5***. This would address County concerns related to safety with the current proposal to add a crosswalk without signal control. We understand that installation of signal control at this location was originally denied by VDOT during the site plan process for the METRO access and the Pavilions at Huntington Metro development, due to the close proximity of two signals on North Kings Highway. The developer elected to redesign the internal street access and install a new signal on Huntington Park Drive north of Kings Highway to regulate traffic flow between the

METRO garages and the redevelopment. A pedestrian only signal would require a new mast arm signal pole which would stop traffic on North Kings Highway traffic exiting the garage. The existing shopping center driveway is striped as in-only entrance. The recommended pedestrian signal timing can be set by the cycle length for the new shopping center/Huntington Park Drive signal. With the revised entrance configuration which prohibit lefts out of the north METRO garage access, the proposed pedestrian signal can operate as a ‘slave’ to the existing signal. Stop bars and a signal mast arm to stop through traffic are recommended to ensure that the pedestrian crossing is not executed under yield conditions. Additional signal heads for the outbound METRO traffic to stop before turning right should be considered.

3. Huntington Station/Huntington Park Way METRO signal – Provide crosswalks on all 4 quadrants and include a “bulb-out” in the north corner on the METRO side to reduce walk distances, as shown with *improvement #6*. Identifying a crosswalk on the west side of the intersection across the shopping center entrance should be prioritized. Redevelopment should include a new entrance without a concrete driveway apron to better distinguish pedestrian areas and realigned with new METRO entrance on Huntington Park Drive.
4. Fort Drive – Shorten the crossing length for the north leg, by adding a new handicapped ramp and shifting the crosswalk to be perpendicular to North Kings Highway, shown as *improvement #7*.

Speed Limit Reduction

The ultimate success of the “pedestrian” corridor is dependent on a reduction of travel speeds, consistent with the increase in pedestrian activities. We recommend a 25 MPH speed limit adjacent to the METRO zone, with advanced flashing signs on both the northbound and southbound approaches approaching the study area, as shown with *improvement #8*. The reduced speed limit would balance the function of the public R-O-W by encouraging pedestrian and vehicle access.

This improvement, in our opinion, would provide the most effective traffic calming element in the study area, but will require additional enforcement and VDOT approval. Typically, VDOT does not prefer to have the speeds vary by section, but designation of a METRO zone should allow flexibility. At a minimum, speed reductions during roadway periods with heavy commuter and pedestrian access could be considered.

On-Street Parking with Redevelopment West of North Kings Highway

The proposed roadway cross-section envisioned maintained the existing outside curb location in the study area. However, with the potential redevelopment of the Huntington Station site, the opportunity to add on-street parking while maintaining the four lane section of North

Kings Highway should be considered, as shown as *improvement #9*. The addition of a parking lane would require additional R-O-W and could be considered with redevelopment, if VDOT approves the widening. The location of on-street parking should be designed for the mid block areas and should not reduce pedestrian crossing lengths at the existing and proposed signals. The parking lane would require an additional 8 foot wide of infrastructure improvements, including relocating utilities and providing a new pedestrian facility behind the new curb.

Enhanced Pedestrian Crosswalks

The design of the crosswalks is shown to minimum VDOT standards with a 10 foot wide painted crosswalk. Due to the enhanced pedestrian activities and access to the METRO area, options to include stamped asphalt patterns or raised crosswalks should be considered to provide traffic calming and clearly identify pedestrian activities in the area. Any improvement should included upgraded pedestrian landings to accommodate current ADA requirements at the ramps, as well as support signing for pedestrians. At a minimum, the ‘ladder’ or high visibility crosswalks should be installed at all approaches, including crossing the side streets at Farmington Drive – to establish a pedestrian zone.

West Sidewalk

Subject to coordination with adjacent property owners, the opportunity to shift the sidewalk on the west side of Route 241 away from the existing travel lanes improves pedestrian usability. Currently, the 4 foot walk is located behind the back of curb. As shown in *improvement #10*, the opportunity of shifting the sidewalk and adding a 2 foot buffer area (with 5 foot walk) could be accomplished with revised grading to the properties and construction of a low retaining wall.

Other Corridor Improvements

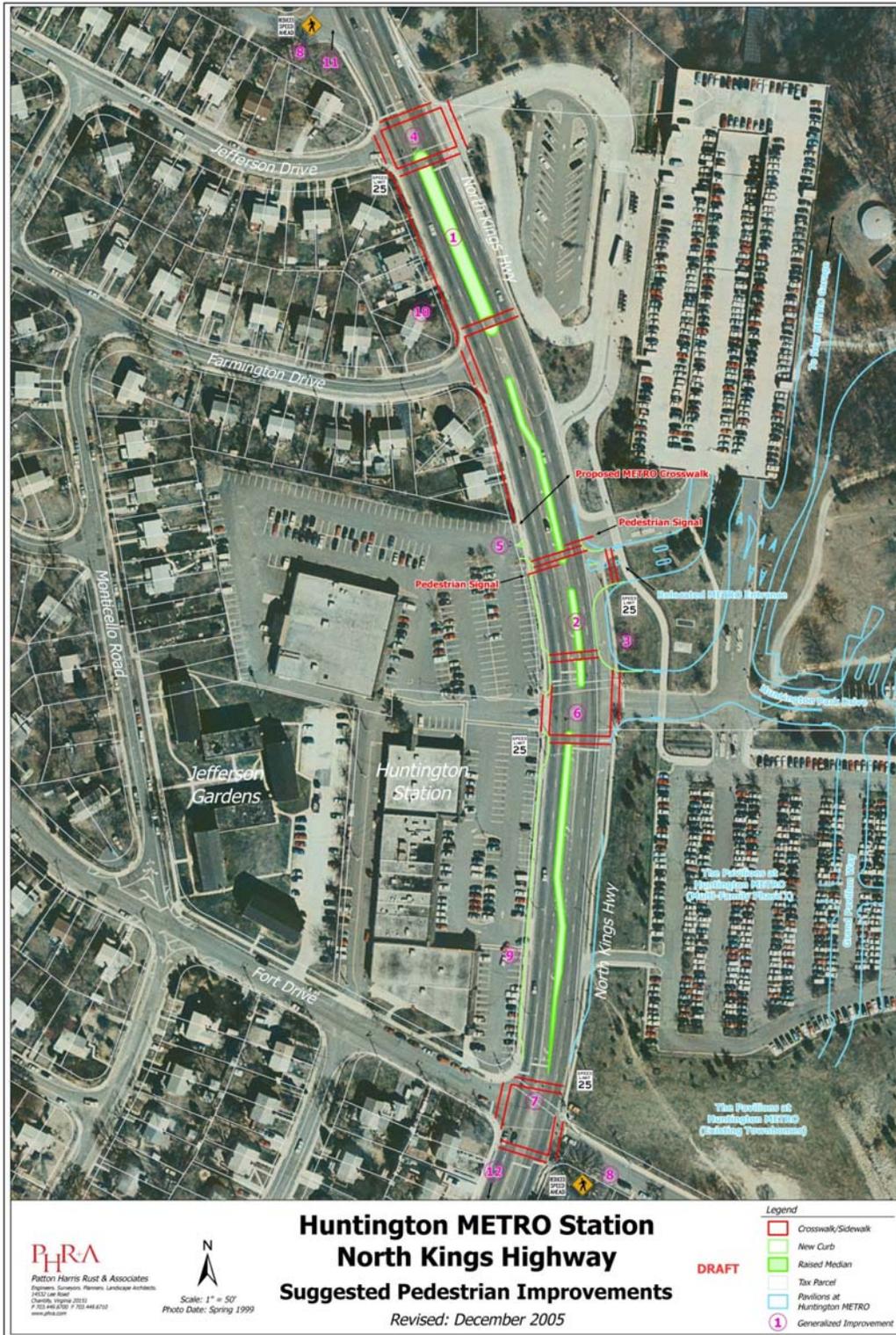
Identifying traffic calming measures north of the METRO access could be considered, especially with the programmed interchange improvements at Telegraph Road and the Capital Beltway. Under the proposed reconstruction, the Jefferson Drive signal is the first stop location in the Kings Highway corridor. Identification of roadway transition is accomplished with the grade uphill, but the pedestrian access to the north adjacent to the new interchange may be a future phase of study, as *improvement #11*.

South of Fort Drive, the four lane undivided section of North Kings Highway may be considered for improved signing and crosswalks at the existing bus stop and to cross North Kings Highway at the raised median at Fairhaven Drive. Pedestrian signage and crosswalks are suggested with *improvement #12*. The area is adjacent to individual residential houses with driveways on Route 241, but no pedestrian facilities to cross are provided.

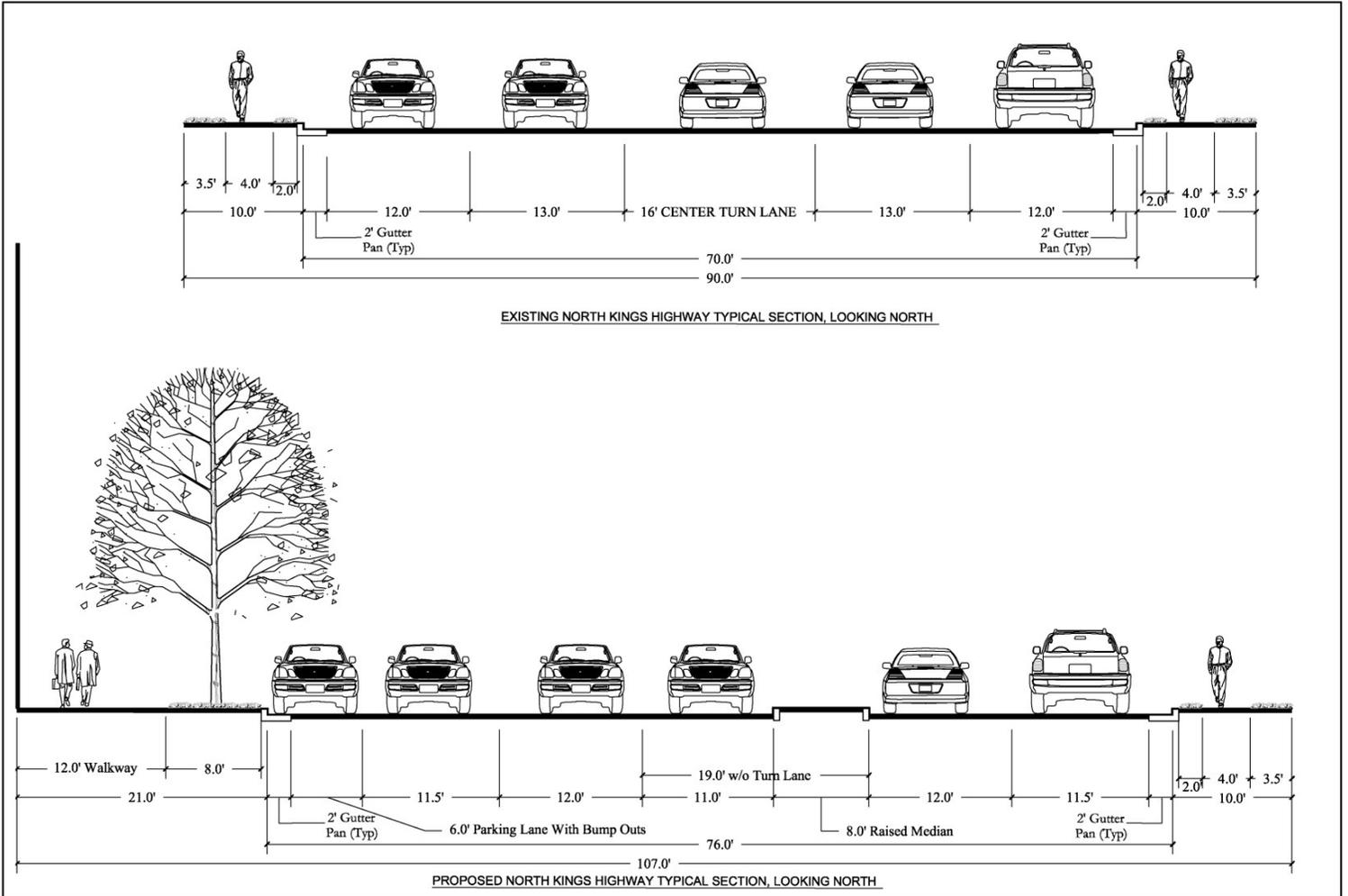
METRO ZONES

If the plan achieves support from the stakeholders, PHR+A recommends that the County consider creating a METRO zone in the area of the existing station in order to focus on public improvements that address pedestrian access. The opportunity to prioritize pedestrian design in high volume traffic areas at the METRO station and with Transit Oriented Development could allow VDOT to better coordinate their design standards with the goals for increased mobility associated with the County's Comprehensive Plan.

With the pedestrian enhancements goals defined through a METRO zone, the County should examine funding options through public and private sectors to establish potential timelines for improvements, as well as provide a general "blue print" of potential corridor improvements to be considered in the updates of the land use and transportation plans of the vicinity.



Huntington Station Metro Zone/North Kings Highway
Summary Narrative Concept Plan
Revised January 30, 2006



NO.	DESCRIPTION	REVISION	DATE	REVISED BY	APP'D DATE

PROFESSIONAL SEAL

PROJECT
HUNTINGTON STATION

TITLE
NORTH KINGS HIGHWAY

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DESIGN	SURVEY
DRAWN IPD	DATE 11/09/05
CHECKED DRK	SCALE 1" = 5'
SHEET 1 OF 1	FILE NO. 14010-1-0