

IMPLEMENTATION OVERVIEW

Implementation strategies include recommendations that may require additional due diligence, local refinement, and funding to complete implementation. However, investment in this area is needed for the residents and those traveling through the neighborhood to reach their destinations in a safe and timely manner.

Short Term Projects 1-2 years

Issue One: Traffic congestion approaching Washington Boulevard and Route 60 near Parkway Drive

- Washington Blvd at Parkway Dr - Add pavement markings to supplement "Do Not Block Intersection" signs
- Delineate lane markings with paint and corresponding signs

Issue Two: Irregular intersection at Saltwell Road and Washington Boulevard

- Supplement "No Parking Beyond this Point" sign along Washington Boulevard at church
- Delineate stop bar with paint and with corresponding signs

Issue Four: Corridor Safety along Saltwell Road (e.g., signage, lighting, road alignment)

- Supplement "No Trucks" sign with advance and/or additional signs
- Add additional warning signs with advisory speed plaques for the horizontal reverse curves plus electronic speed minder signs with radar display. Add "radar enforced" plaques if allowable

Issue Five: Walkability and Safety along Saltwell Road

- Implement sidewalk repairs
- Locate stop signs a minimum of 4 feet behind any pedestrian crossing; paint corresponding stop bars
- Coordinate with local schools for a crossing guard at the Sumner Avenue Intersection

Issue Six: Corridor Safety along Norway Avenue (e.g., signage, lighting, road delineation)

- Add warning signs with advisory speed plaques for intersections and curves
- Locate stop signs a minimum of 4 feet behind any pedestrian crossing; paint corresponding stop bars

Issue Eight: Safety at the intersection of Norway Avenue and Arlington Boulevard

- Improve the crosswalk along Arlington Boulevard at Norway Avenue

Issue Ten: Safety and Mobility through the Arlington Park Neighborhood

- Locate stop signs a minimum of 4 feet behind any pedestrian crossing; paint corresponding stop bars

Medium Term Projects 2-5 years

Issue One: Traffic congestion approaching Washington Boulevard and Route 60 near Parkway Drive

- Add curb to edge of Washington Blvd as it runs adjacent to the gas station
- Add left turn arrow for Washington Blvd at US Route 60

Issue Three: Connection from Guyandotte River Bridge sidewalk to south side of Route 60

- Construct ADA-compliant crosswalks across Washington Boulevard and the west side of US Route 60; add sidewalk and curb along the east side of Washington from US Route 60 to Parkway Dr (to also prevent cut-through traffic at gas station)
- Add pedestrian push buttons and pedestrian signal heads to the intersection of US Route 60 and Washington Boulevard. Consider use of push button-actuated Leading Pedestrian Intervals

Issue Five: Walkability and Safety along Saltwell Road

- Add all-way stop control at the intersection of Saltwell Road and Sumner Avenue
- Widen sidewalk/improve school bus stop at intersection of Saltwell Road and Sumner Avenue
- Upgrade flashing school speed limit signs

Issue Seven: Safety at the intersection of Norway Avenue and Norwood Road

- Use pavement markings and surface-mounted delineators to better control traffic
- Coordinate potential sidewalk/curb improvements with church at southeast corner

Issue Nine: Stormwater Issues along Arlington Boulevard

- Implement green infrastructure along the east side of Arlington Blvd near intersection of Arlington Blvd and US Route 60
- Implement green infrastructure along the west side of Arlington Blvd toward the intersection of Arlington Blvd and Norway Avenue

Long Term Projects 5-10 years

Issue Two: Irregular intersection at Saltwell Road and Washington Boulevard

- Close channelized right turn from US Route 60 and stripe US Route 60 shoulder right turn lane

Issue Four: Corridor Safety along Saltwell Road (e.g., signage, lighting, road alignment)

- Upgrade street lighting
- Realign Saltwell Road by the cemetery to straighten horizontal reverse curve and provide sidewalk on east side
- Fill missing sidewalk gaps from Sumner Avenue to Washington Blvd on the west side
- Fill missing sidewalk gaps from Norway Avenue to Sumner Avenue on the east side

Issue Five: Walkability and Safety along Saltwell Road

- Install sidewalks along the south side of Sumner Avenue from Saltwell Road to Parkway Drive

Issue Ten: Safety and Mobility through the Arlington Park Neighborhood

- Coordinate with Arlington Park Neighborhood Association regarding stop sign changes, traffic calming locations, updated street lighting

ARLINGTON PARK MOBILITY STUDY

EXECUTIVE SUMMARY



Prepared by:



2019

PURPOSE

The Arlington Park Mobility Study is a product of KYOVA Interstate Planning Commission, in partnership with the City of Huntington, and the community of Arlington Park. In an effort to improve the safety and mobility issues facing this community, KYOVA selected GAI Consultants, Inc. to develop a series of strategic recommendations to serve as a guide for future mobility investments. These strategies, once put into place, will improve access to areas such as downtown Huntington and connection to I-64, as well as improve the road network within the neighborhood for both vehicles and pedestrians alike.

CONTEXT

The Arlington Park neighborhood is located approximately 4 miles east of downtown Huntington, West Virginia. The project area can be defined by the road network of Midland Trail (Route 60) to the north, Washington Boulevard and Ferguson Road to the west, Norway Avenue to the south, and Walmart Drive to the east.

Arlington Park is classified as an early suburb to Huntington, with planning efforts for the community dating back to 1926 and representing a housing character of single family, ranch and split level style homes on 0.25-acre lots. This low to medium density neighborhood fits within the hills of south and east Huntington, making the neighborhood more dependent on vehicular use, as it is not easily accessible to downtown.

PRINCIPLES OF MOBILITY

DESIGN FOR SAFETY



Design for safety – Include in the design of streets that accommodate both vehicular safety and safety areas where pedestrians and vehicles cross paths. It is also important to provide safe connections to institutions such as schools and parks.

ADDRESS CONGESTION



Address congestion – Ensure that traffic moves efficiently while not compromising pedestrian safety.

SITE CONDITIONS



Accommodate site conditions and natural elements – Public streets should be designed to address natural conditions such as stormwater flow and changes in slope. A variety of interventions, including bioswales and stormwater planters, are available to address problematic stormwater flow.

Walkability in the neighborhood, as well as the use of bikes, is challenged by the terrain running throughout the area. With the community being primarily residential, most of the housing stock consists of owner-occupied units.



Map depicting the study area for the KYOVA Arlington Park Mobility Study on the eastern edge of Huntington, West Virginia.

Consider the entire right-of-way – Oftentimes streets can be reconfigured to improve access and safety by moving curbs, changing lane widths, etc.



CONSIDER ENTIRE ROW USAGE

Connect effectively to the broader region – The streets that make up the boundary of the study area (e.g., Washington Boulevard, Norway Avenue) are important regional connectors, and proposed improvements should be addressed within the larger area context.



CONNECTIVITY

Consider early fixes – In order to show progress, it makes sense to prioritize those improvements that require minimal capital cost yet quickly address problem areas.



EARLY FIXES

RECOMMENDATIONS

Key opportunities are identified as improvement strategies that outline specific issues and recommendations for KYOVA, the City of Huntington, and Cabell County to examine and implement at specific locations. Data, site surveys, and community input helped determine where these locations would create the most impact for vehicular and pedestrian safety within and around the Arlington Park neighborhood. Leading issues in this area include:

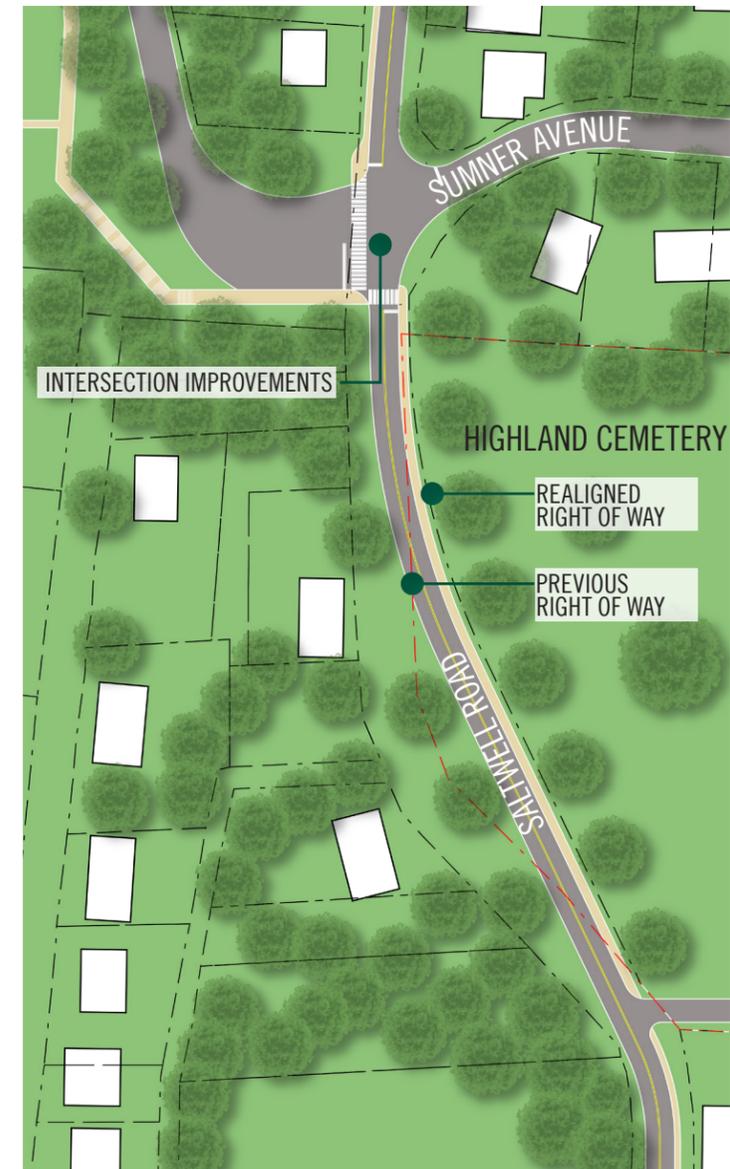
- traffic congestion,
- vehicular and pedestrian safety, and
- aging infrastructure within the public realm.

The consulting team has used the data collected to target **10 key issue areas** throughout the community, with each area containing a list of recommendations. A matrix has been developed to highlight the impacts and the time frame needed for implementation of each recommended improvement. Impacts determined for each recommendation include: cost, congestion, vehicular safety, and pedestrian safety, with other considerations noted where needed. A breakdown of short-, medium-, and long-term strategies have been identified for each recommendation, based on the known impacts stated above. Each improvement is recommended to fit within the time frame listed below:

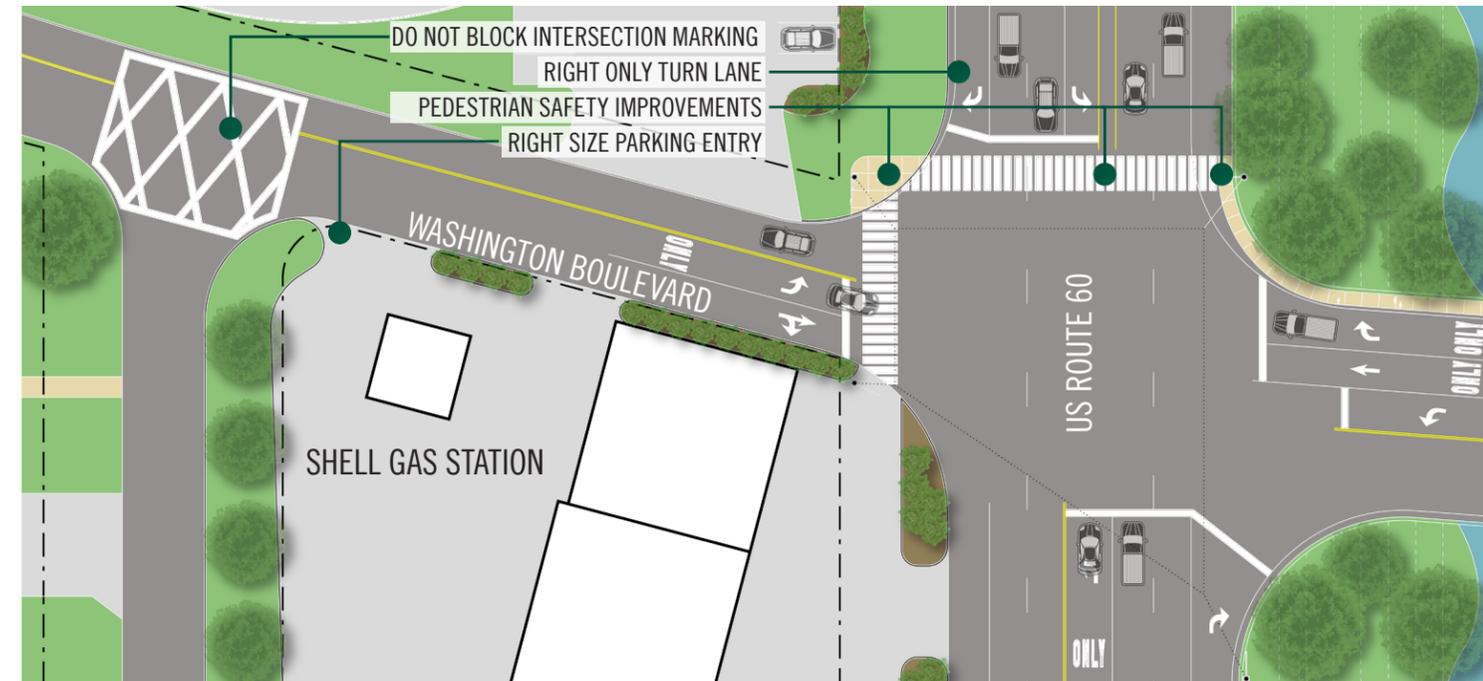
- Short Term, 0–2 years
- Medium Term, 3–5 years
- Long Term, 6–10 years

10 KEY ISSUE AREAS

1. Traffic congestion approaching Washington Boulevard and US Route 60 near Parkway Drive
2. Irregular intersection at Saltwell Road and Washington Boulevard
3. Provide connection from Guyandotte River Bridge sidewalk to south side of Route 60
4. Corridor Improvements along Saltwell Road
5. Improved Walkability and Safety along Saltwell Road
6. Corridor Improvements along Norway Avenue
7. Safety improvements at the intersection of Norway Avenue and Norwood Road
8. Safety improvements at the intersection of Norway Avenue and Arlington Boulevard
9. Address Stormwater Issues along Arlington Boulevard
10. Improve Safety and Mobility through the Arlington Park Neighborhood



Proposed Realignment of Saltwell Road



Proposed Improvements to Washington Boulevard at US Route 60