



KING STREET STATION Access Improvement Study

Final Report

September 2008

Prepared for:
WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
DEPARTMENT OF PLANNING AND JOINT DEVELOPMENT
OFFICE OF STATION AREA PLANNING AND ASSET MANAGEMENT

Prepared by:



a joint venture of:

- Parsons Transportation Group Inc.
- PB Americas, Inc.
- Delon Hampton & Associates, Chartered

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EXECUTIVE SUMMARY

The King Street Station Access Improvement Study was initiated with the goal of developing concept alternatives for expanding the station bus facilities to accommodate the increase in bus service and to meet additional ridership demand in the near future. While we looked at several alternatives for expanding the bus facilities, we also sought to enhance the pedestrian environment at the station and provide better connections to the surrounding area. Given the area constraints of the station site, we were ultimately left with only two viable alternatives after four alternatives were carefully considered in coordination meetings with all the major stakeholders which included the City of Alexandria, the Alexandria Transit Company (DASH), the Washington Metropolitan Area Transit Authority (Metro) and Metro's transportation consultant.

Table ES-1 quantifies the improvements presented in the two site plans being considered: Alternative A and Alternative B.

While Alternative B is the more costly option, the plan separates the Kiss & Ride traffic from bus traffic with a new intersection on Diagonal Road and creates a more direct path for pedestrians through the site than Alternative A with one less crossing to the station entrance.

Expanding the bus facilities at the station will require a reduction in the number of parking spaces in the Kiss & Ride lot and would present challenges for Joint Development opportunities in the future. For the Kiss & Ride facility to adequately function with less parking spaces during the peak operating period, the City of Alexandria would need to assist the Metro Transit Police Departments enforcement efforts in ticketing unattended vehicles. Given the current zoning of the station site and the community's interest as we understand it, we do not expect local jurisdiction support for Joint Development at the King Street station in the near, or even the long term future.

Table ES-1: Summary Comparison of Site Alternatives

Proposed Improvements	Existing	Alt. A	Alt. B
Bus Bays	6	11	11
Shuttle Spaces	–	2	2
Pick-Up/ Drop-Off	–	3*	5*
ADA Spaces	3	3	3
Taxi Spaces	5	8	8
A Spaces	15**	–	–
B Spaces	38	25**	23**
Bike Racks	34	68	68
Bike Lockers	20	20	20
Cost (FY08\$)	–	\$3.52M	\$4.1M

* Excludes ADA pick-up/drop-off space.

** Includes spaces reserved for car share vehicles.

Pick-Up/Drop-Off spaces are elongated curbside spaces for 15 minute standing only at all times.

'A' Spaces are existing front-end/front-out, pull-in spaces for 15 minute standing only at all times.

'B' Spaces are front-end/back-out spaces metered for 7 hour parking between 8:30 AM and 3:30 PM with 15 minute standing only during the peak operating period.