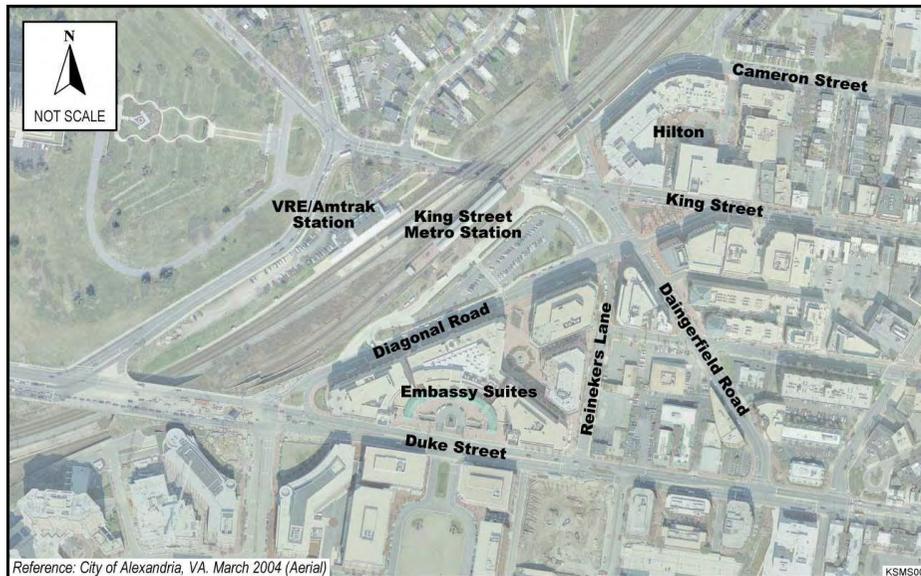


**REVISED
KING STREET METRO
STATION
ACCESS IMPROVEMENTS**

July 20,2010

Objectives

- Improve pedestrian access and safety
- Maintain good level of service for transit vehicles
- Accommodate future access needs



Involved Stakeholders

- City Council representative (Ludwig Gaines)
- City-TE&S, P&Z, RPCA, APD
- DASH
- WMATA
- Rosemont
- Upper King Street Neighborhood Assoc.
- Inner City Civic Association (West O.T.)
- Taylor Run
- Various businesses

Existing Condition Assessment – Pedestrian Access

- Pedestrians represent highest mode
- Sidewalk from station entrance to Duke Street Tunnel is too narrow
- Pedestrian/vehicular conflicts at Reinekers/Diagonal/Daingerfield
- Heavy pedestrian traffic on Diagonal causes traffic problems
- Lack of bus platform canopies
- Poor access to Union Station via the CSX underpass



Existing Condition Assessment – Space Allocation

- Parking violations during the peak hours at Kiss & Ride facility
- Inadequate facilities for taxis and private shuttles



Existing Condition Assessment – Access and Circulation

- One of the parking aisles faces station the other faces away from station which may contribute to parking violations
- No re-circulation potential for buses and autos

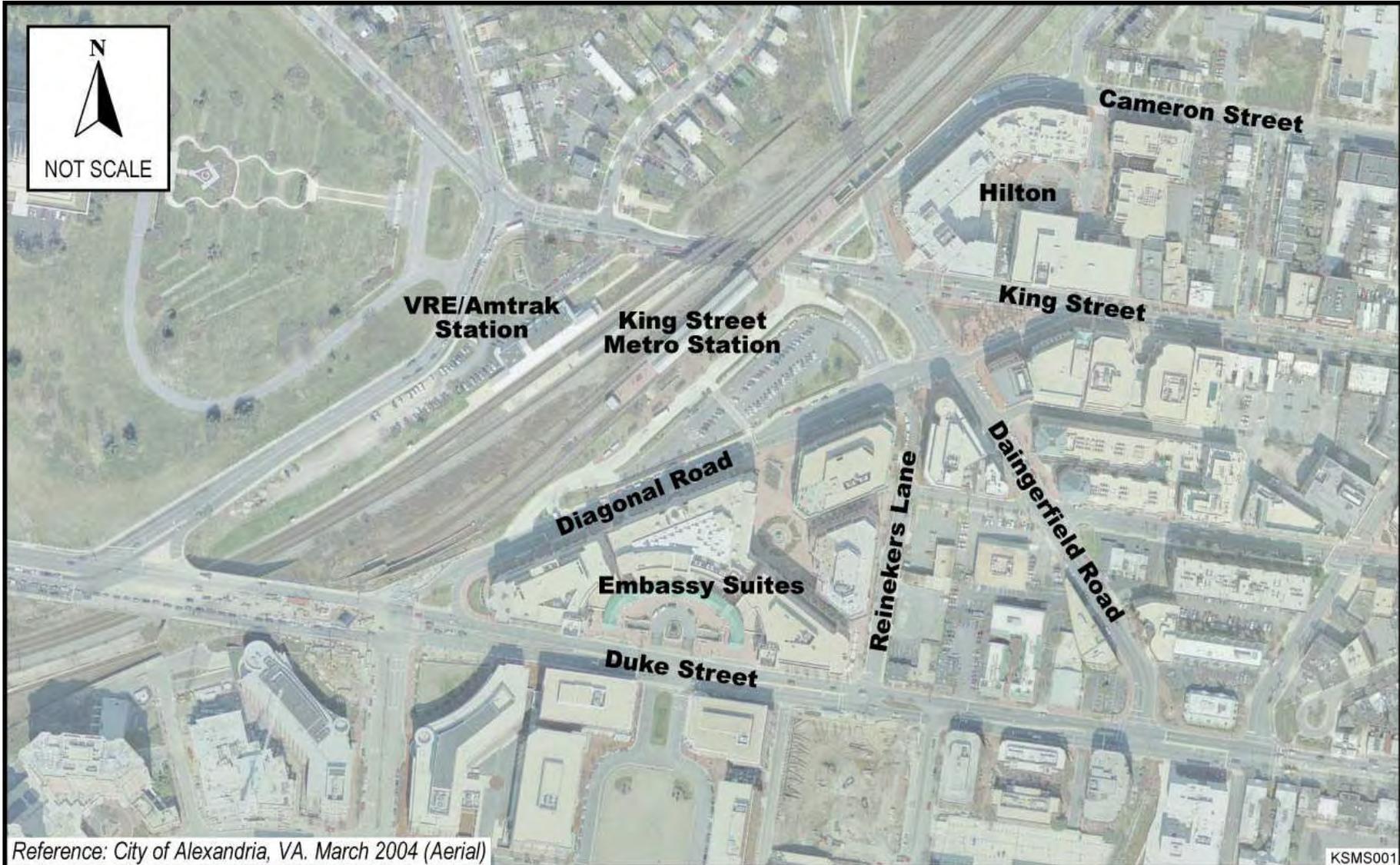


Existing Condition Assessment – Bicycle Facilities

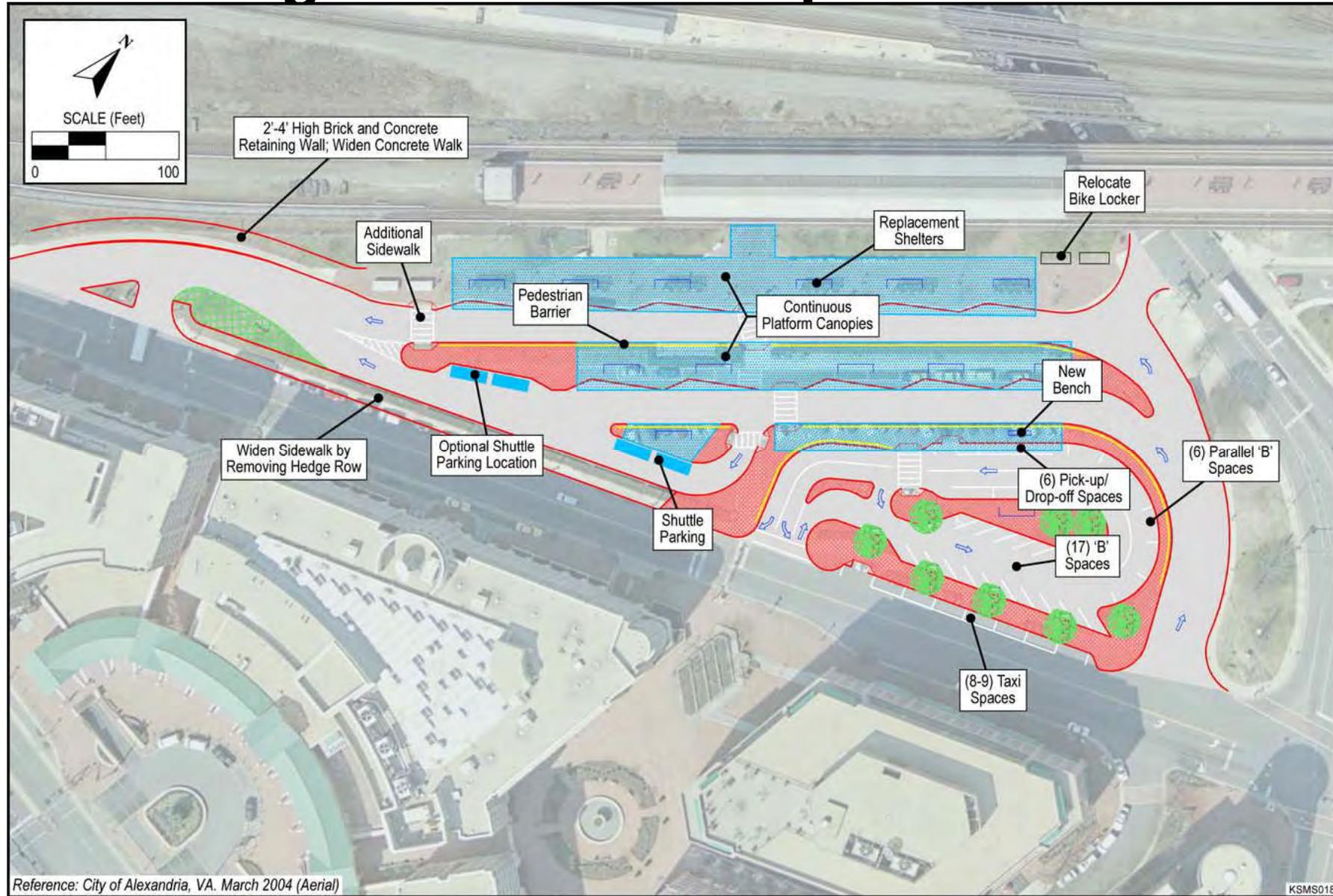
- Bicycle storage facilities are inadequate
- Bike locker location is less than optimal



King Street Metro Area



Original Design of King Street Metro Improvements



Proposed Revised Improvements

Bus and Shuttle Improvements

- Same number of buses can access facility as was previously designed.
- New location for buses to access the facility, which should be safer than present, while providing good access to the facility.
- Prominent place for the King Street Trolley.
- Designated shuttle spaces on King Street, Daingerfield and Diagonal.

Revised Proposed Improvements

Kiss-and Ride, Taxi, and Carshare Improvements

- Kiss-and-ride spaces available in a designated short-term drop off area parallel to Diagonal Road and on Diagonal Road.
- Taxi stand on Diagonal Road.
- Designated spot for carshare vehicles.
- Sitting areas for people waiting for kiss-and-ride patrons, taxis, and carshare users.

Revised Proposed Improvements

Pedestrian and Bicycle Improvements

- Direct route for pedestrians from east side of Diagonal Road to Metrorail entrance.
- Wider sidewalk leading to Duke Street.
- Vastly improved pedestrian access to site-
Wide pedestrian walkway from station entrance to Daingerfield and Diagonal Road.
- Bicycle lockers relocated closer to station adjoining wide pedestrian walkway.

Revised Proposed Improvements

Miscellaneous Improvements

- More consolidated green space and less paved surfaces than original design.
- Space for a future transit center near the major pedestrian walkway
- Additional lighting.
- Some layover locations for buses
- New walkway canopies/or shelters provide additional station amenities

Funding

- \$4.3 Million from CMAQ and RSTP
- No local match
- WMATA Contractor will do final design and WMATA will contract for the facility's construction.

Next Steps

- Solicit public comments through meetings such as this one.
- Bring suggested changes to consultants for a redesign.
- Final design

