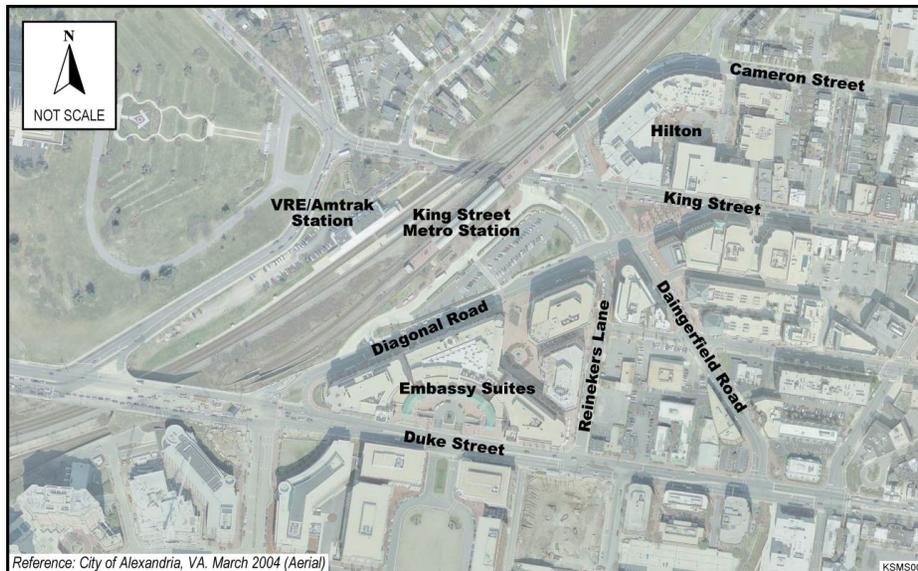


**KING STREET METRO
STATION
ACCESS
IMPROVEMENTS
January 25, 2010**

Objectives

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



Background

- In 2006, the City with WMATA's assistance began a King Street station study.
- The City assembled a group of stakeholders, King Street Metro Task Force, to review the work and provide suggestions.
- June 2007 Walking Tour and Work Session.
- A proposal was developed in 2008 which improves access conditions.
- The City collected federal and Commonwealth funds to build these improvements and gathered enough money to build the facility.
- WMATA's design consultants will develop the design after receiving input from this meeting and other sources.
- The target is to complete construction within two years.

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



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

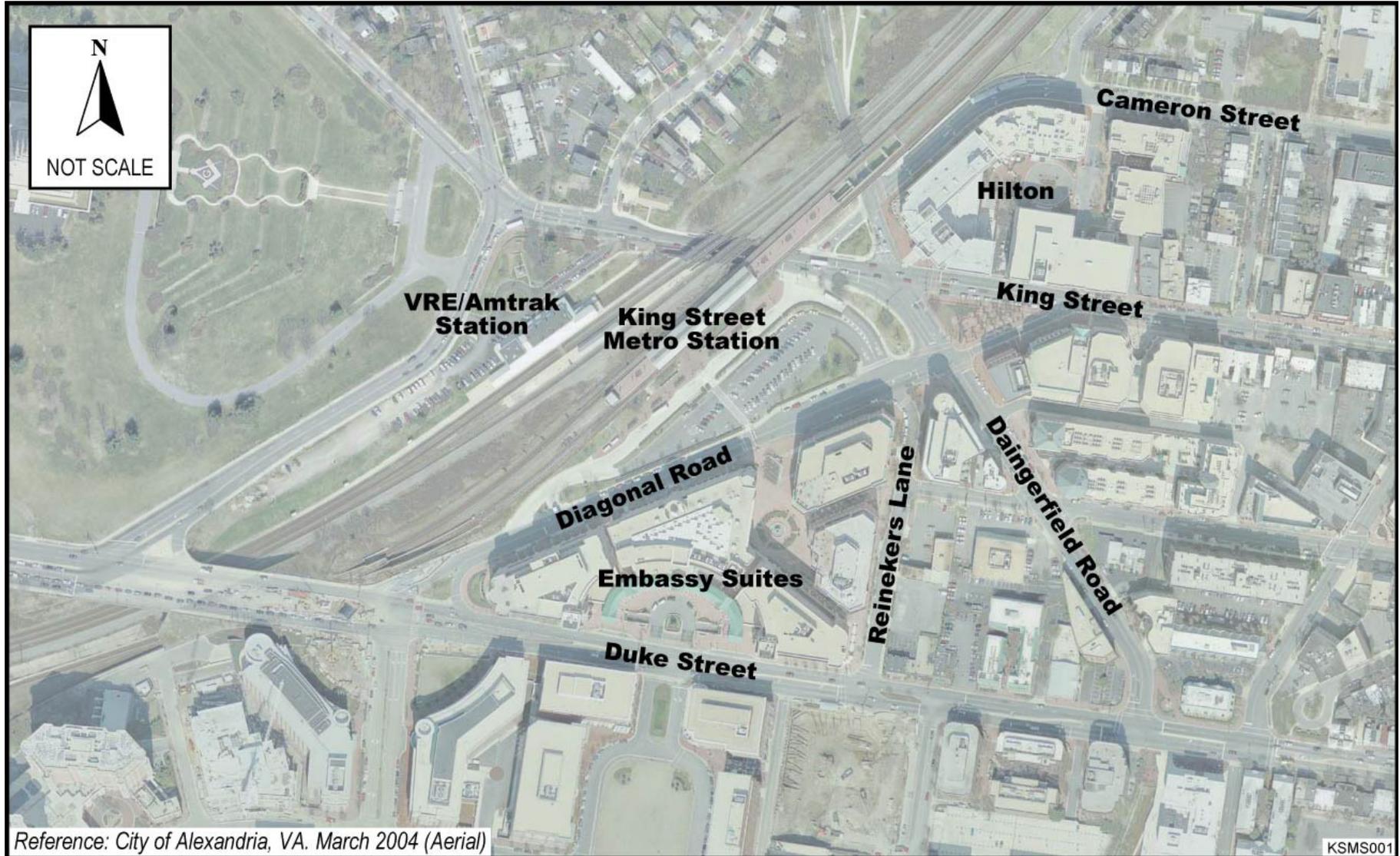


Existing Condition Assessment – Bicycle Facilities

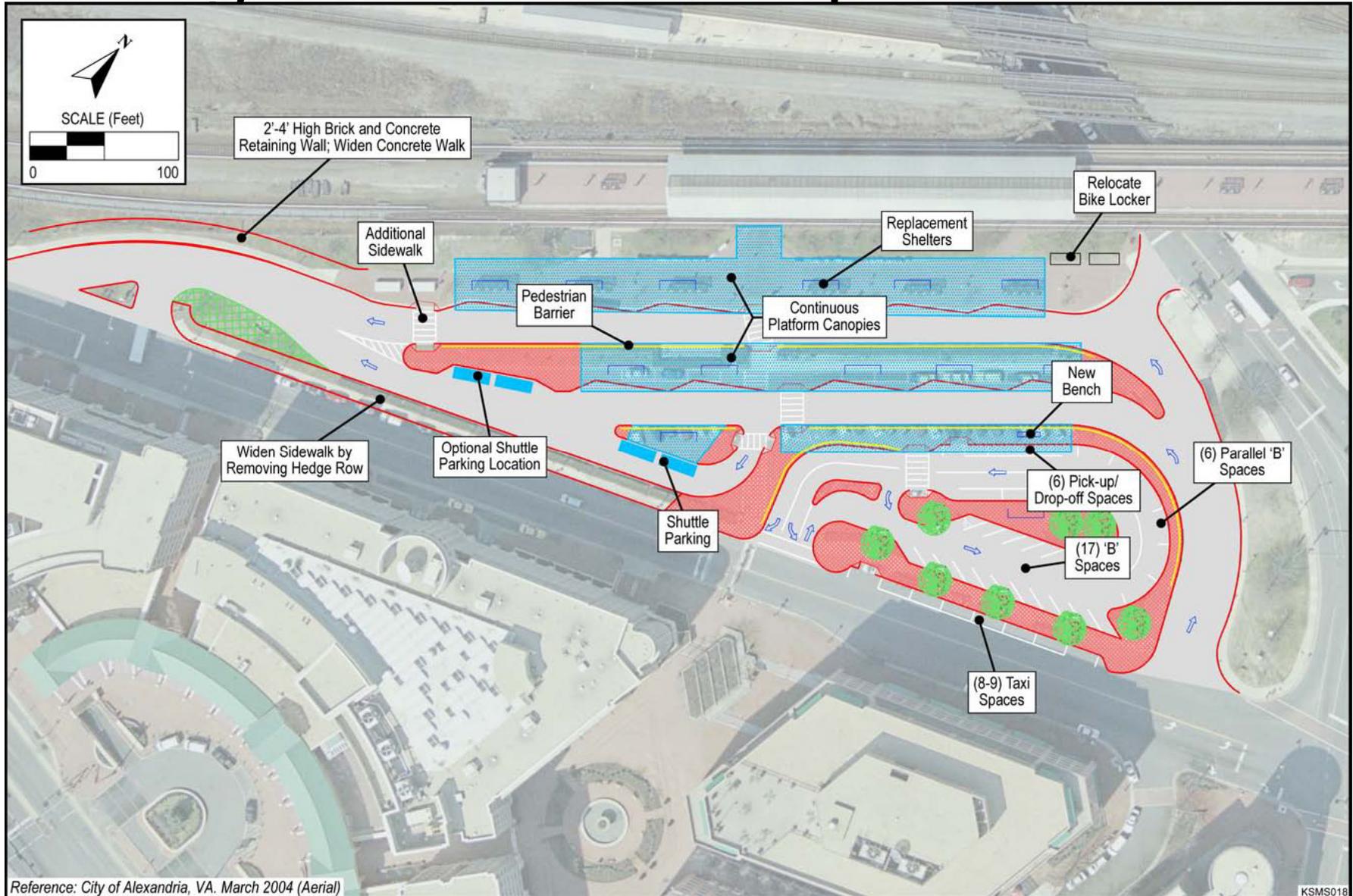
- Bicycle storage facilities are inadequate
- Bike locker location is less than optimal



King Street Metro Area

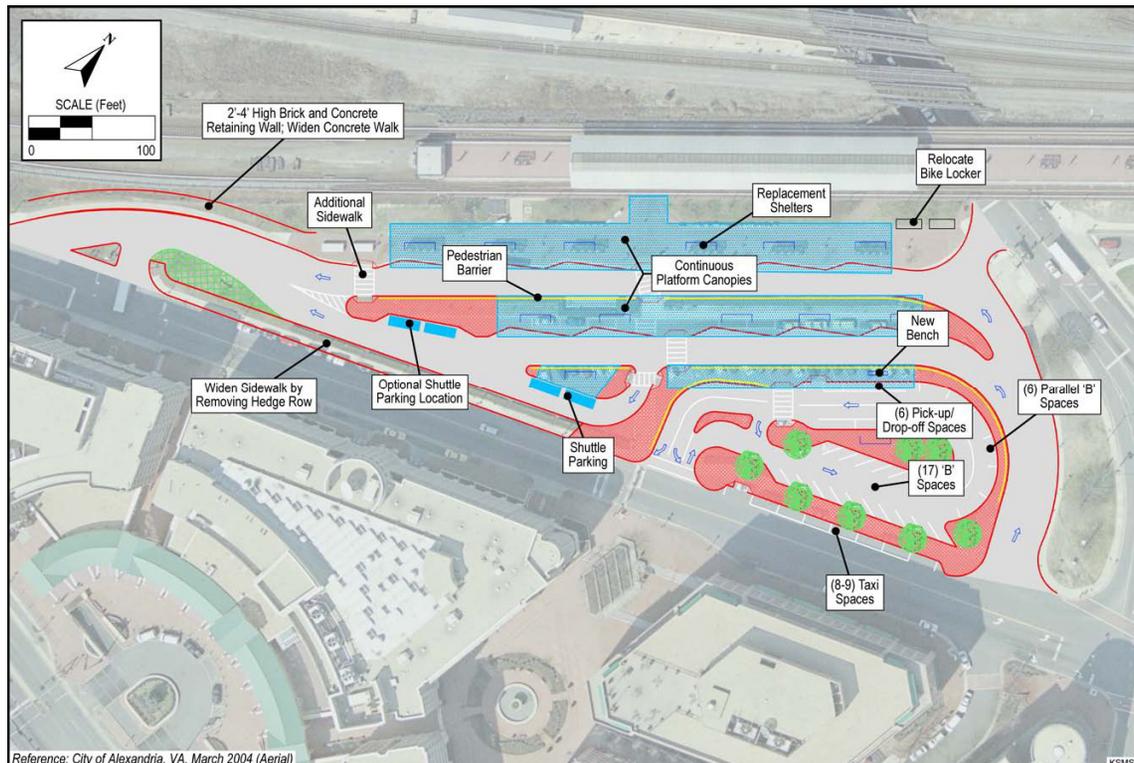


King Street Metro Improvements



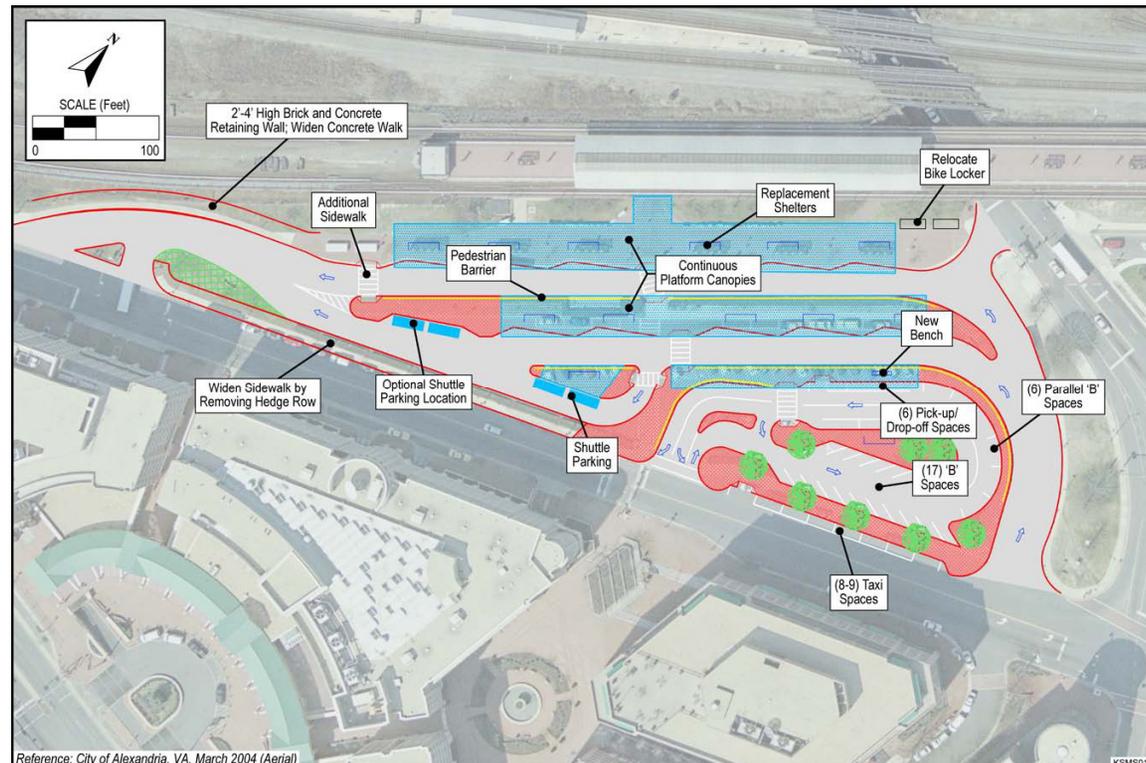
Proposed Improvements

- Only buses and private shuttles use existing entrance on Diagonal
- Access to Kiss & Ride at new intersection



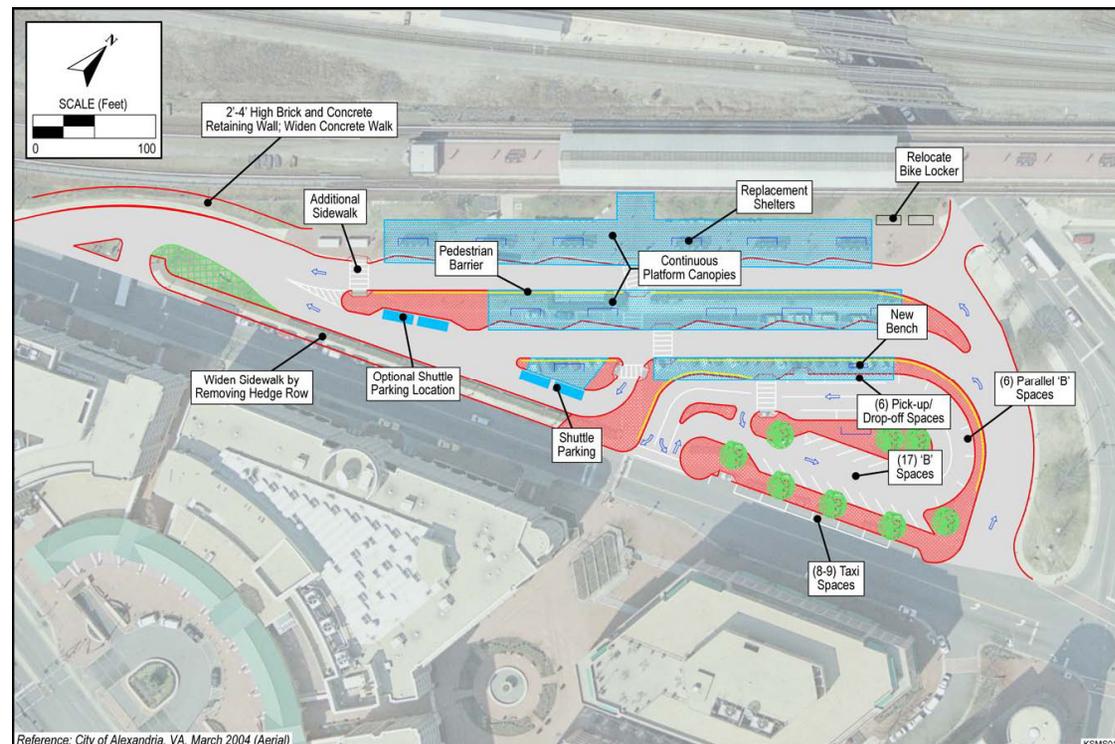
Proposed Improvements (continued)

- Reduces number of crossings at Kiss & Ride travel lanes
- Series of pedestrian barriers to increase safety



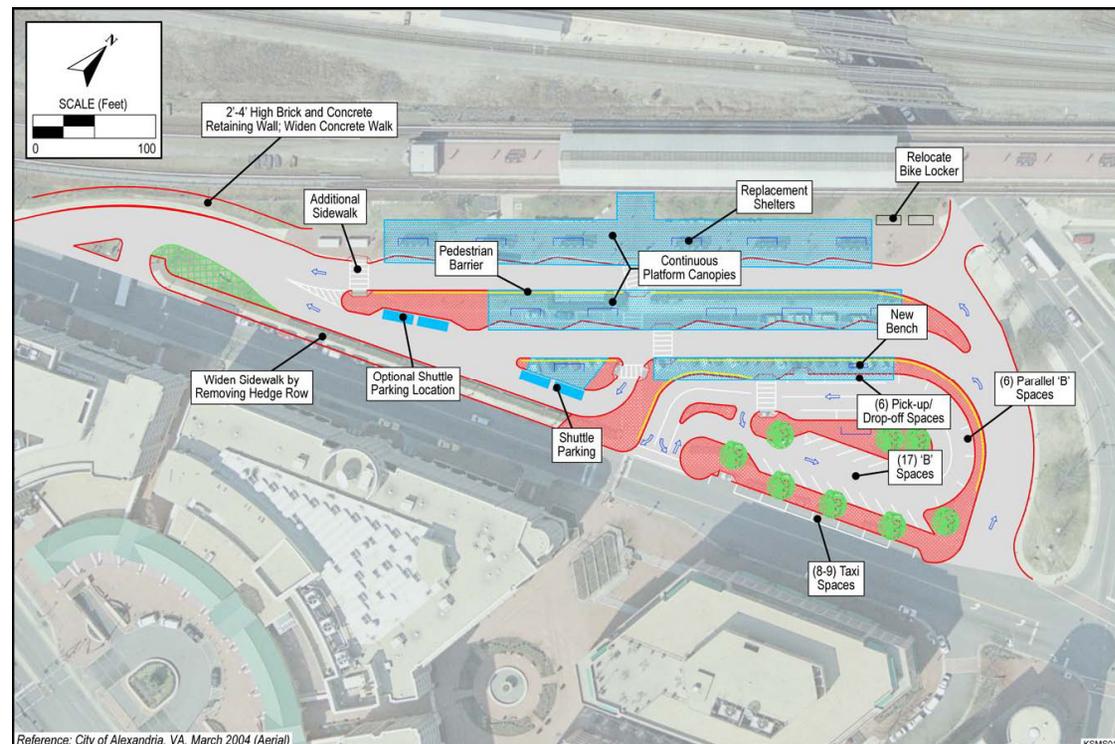
Proposed Improvements (continued)

- Bicycle lockers relocated closer to station
- Allows re-circulation at Kiss & Ride
- Taxi stands relocated to new curb line on Diagonal



Proposed Improvements (continued)

- Including the shuttle bus operation in bus facility reduces congestion in Kiss & Ride
- Walkway canopies enhances station amenities



Summary of Improvements

- Meets demand for bus access-increases number of bus bays
- Improves pedestrian and bicycle facilities by increasing sidewalk widths and increasing the number of bicycle racks, and relocating bicycle lockers.
- Provides enhanced station environment by provision of canopies.
- Provides adequate storage on curbside for shuttles, taxis, and pick-up and drop-off facilities.
- Includes re-circulation for cars, but not for buses.
- Provides more taxi stand space, but places them farther away than existing condition.

Funding

- \$4.3 Million from CMAQ and RSTP
- No local match
- Design-Build WMATA Contractor

Next Steps

- Review and address input from public
- Website:
www.alexandriava.gov/localmotion
- Design refinements
- Final design
- Construction

