

KING STREET COMPLETE STREETS PROJECT

OPTION 1: COMPLETE STREET MAINTENANCE



DESCRIPTION

- Improve curb ramps
- Install crosswalks along side streets
- Provide ADA compliant bus stops

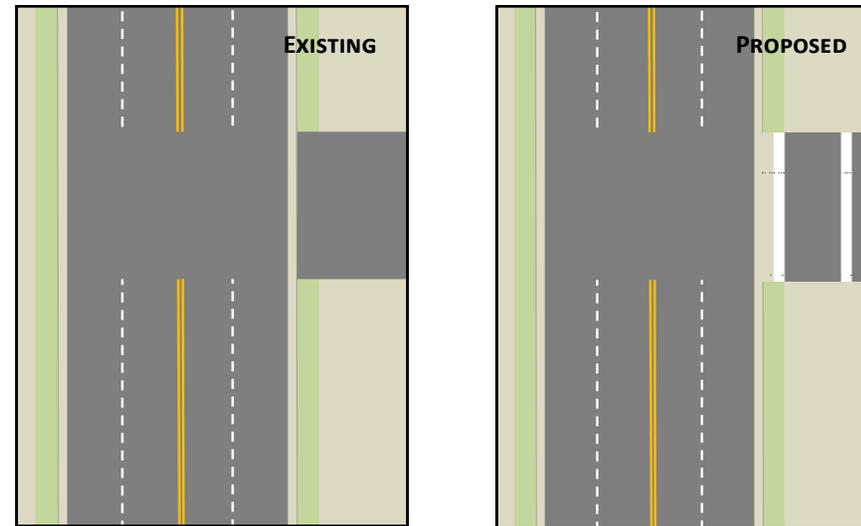
HOW OPTION ADDRESSES WHAT WE HEARD

What We Heard	Option 1
Difficult to cross King Street	
Pedestrian safety concerns near school	
Vehicle speeds along King Street are high	
Street crossings are long	
Not enough time to cross at lights	
Unsafe for people who bike	
Difficult to access bus stops	✓
Improvements needed at intersections	
Need to change character of the roadway	

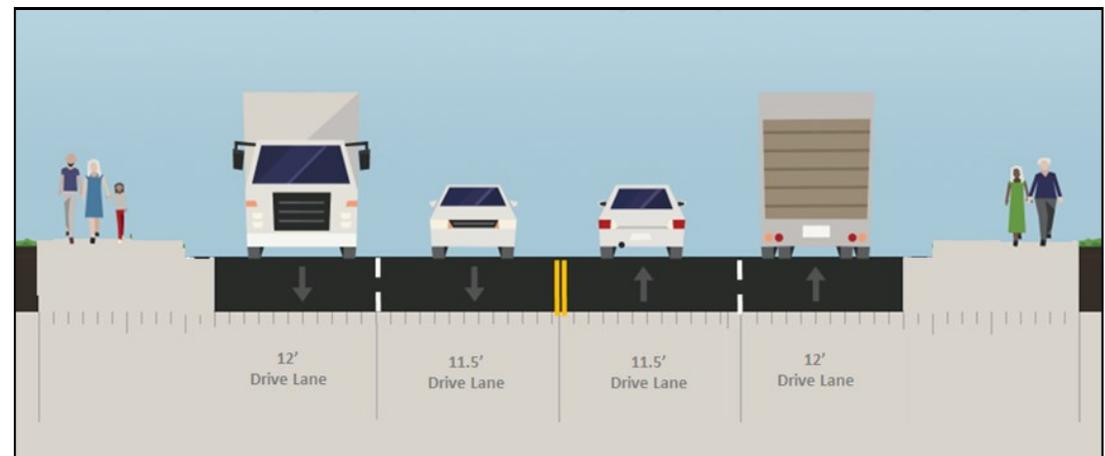
CONSIDERATIONS

- No major change to roadway
- Minimal pedestrian improvements
- No bicycle or vehicular improvements

TYPICAL INTERSECTION IMPROVEMENTS



TYPICAL CROSS-SECTION



KING STREET COMPLETE STREETS PROJECT



OPTION 2: PEDESTRIAN & ACCESSIBILITY INTERSECTION ENHANCEMENTS

DESCRIPTION

- Remove westbound travel lane and install left turn lanes
- Provide pedestrian & streetscape improvements at intersections
- Improve pedestrian crossings at bus stops

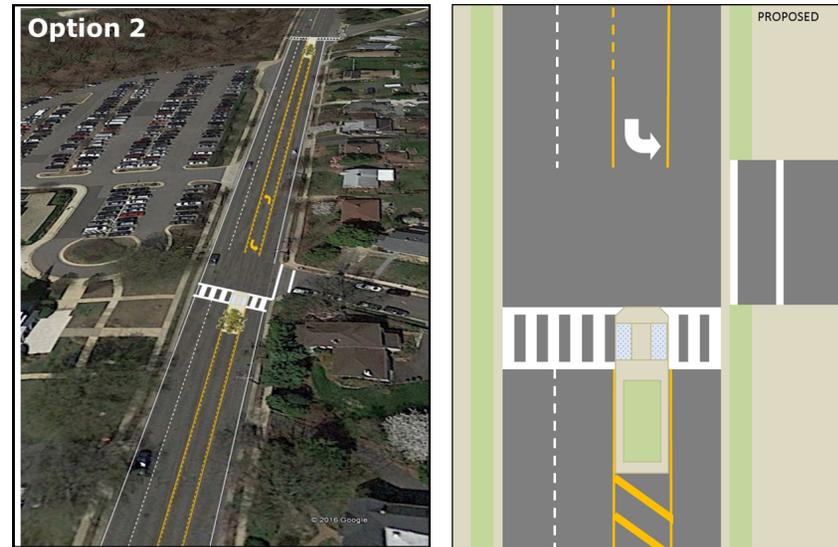
HOW OPTION ADDRESSES WHAT WE HEARD

What We Heard	Option 2
Difficult to cross King Street	✓
Pedestrian safety concerns near school	✓
Vehicle speeds along King Street are high	✓-
Street crossings are long	✓
Not enough time to cross at lights	✓
Unsafe for people who bike	
Difficult to access bus stops	✓
Improvements needed at intersections	✓
Need to change character of the roadway	✓-

CONSIDERATIONS

- Westbound travel time increases by 13 seconds in AM peak and 11 seconds in PM peak
- Change character of roadway at intersections
- No improvements for people who bike

TYPICAL INTERSECTION IMPROVEMENTS



TYPICAL CROSS-SECTION



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OPTION 3: COMPLETE STREET CORRIDOR IMPROVEMENTS

DESCRIPTION

- Remove westbound travel lane along corridor and remove eastbound travel lane between Chinquapin and Janney's.
- Provide planted pedestrian crossing islands with opposing left turn lanes at intersections
- Provide turn lanes at T.C. to better process traffic
- Install buffered bike lanes except in front of T.C.

HOW OPTION ADDRESSES WHAT WE HEARD

What We Heard	Option 3
Difficult to cross King Street	✓
Pedestrian safety concerns near school	✓
Vehicle speeds along King Street are high	✓
Street crossings are long	✓
Not enough time to cross at lights	✓
Unsafe for people who bike	✓
Difficult to access bus stops	✓
Improvements needed at intersections	✓
Need to change character of the roadway	✓

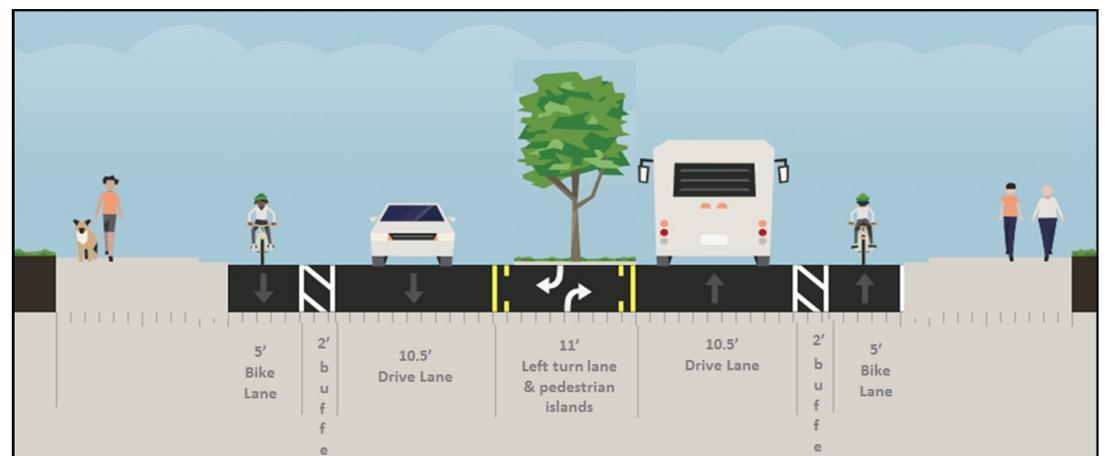
CONSIDERATIONS

- WB travel time increases 13 seconds in AM peak
- EB travel time increases by 7 seconds in AM peak
- Provides greater separation between vehicles and sidewalk and dedicated space for all users
- Major safety improvements at Kenwood in front of T.C.
- Allows for intersection improvements at 6 intersections

TYPICAL CROSS-SECTION BETWEEN RADFORD ST. & CHINQUAPIN DR.



TYPICAL CROSS-SECTION BETWEEN CHINQUAPIN DR. & JANNEY'S LN.



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OPTION 3: COMPLETE STREET CORRIDOR IMPROVEMENTS



TYPICAL INTERSECTION IMPROVEMENTS—CONCEPTS

