

Lower King Street Multimodal Feasibility Study

Public Meeting
March 20, 2014



Project Team

- City of Alexandria
 - Steve Sindiong, AICP
- Toole Design Group
 - Ken Ray, RLA – Project Manager
 - Tina Fink, P.E. – Traffic Engineer
 - Lauren Kaufmann – Staff Engineer
- Kittelson & Associates, Inc.

Agenda

- Overview
 - Goals and challenges
 - Scope elements
 - Project schedule
 - Civic engagement plan
 - Relationship to on-going studies and projects
 - Existing Conditions
- Dimensional considerations
- Ped Malls vs. Shared Streets

- Table Exercises
- Q & A

Project Goals and Challenges

- Balance the needs of this dynamic, multi-modal street
- Transform the 100 block of King Street to a gateway to Old Town and the Waterfront
- Current design doesn't match the demand





Previous Test Closure

- Limited funding and promotion
- Was very minimal and felt temporary
- Business owners had mixed feelings about its success
- Residents were in favor
- 50% of the businesses along the block are now new

This is a Feasibility Study

- Evaluation and analysis of the potential of a proposed project
- Alternatives to enhance the way the street currently works
- Recommendations of alternatives
- Final report will have concepts and illustrations demonstrating potential designs

Scenarios

- Closure of the street on a pilot or permanent basis
- Seasonal or year round
- Operational daily and only closed on weekends or during special events
- Limited access or one-way traffic operation within the block

Criteria

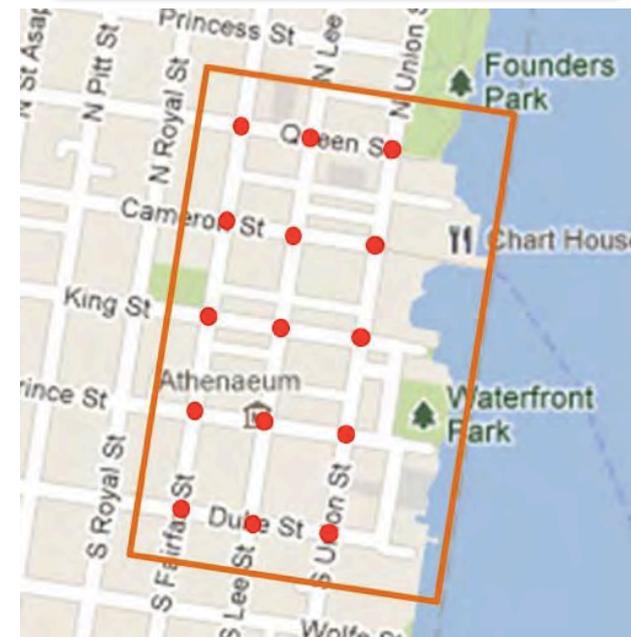
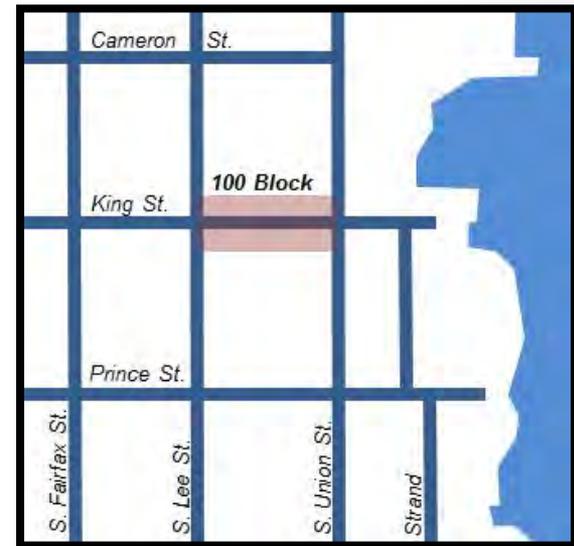
- Circulation
- Access
- Delivery/loading
- Parking for all modes

Limitations & Key Points

- Loss of parking
- Fear of crashes due to the mix of transportation modes
- Motorists and bicyclists will likely seek alternate route
- Access for all users, modes, deliveries, emergencies, etc.
- Quality of street elements
- Don't Hardwire the Street

Study Area & Key Scope Elements

- Civic Engagement
- Existing Conditions Analysis
 - Field Assessments
 - Traffic Counts (all modes!)
 - Capacity analysis at 15 intersections
- Future Conditions Analysis
 - Future land uses
 - Capacity analysis at 15 intersections
 - Impacts & solutions for the closure of King St
- Recommendations and Report





Project Schedule

TASK	JAN	FEB	MAR	APR	MAY	JUN	JULY
Fieldwork/Data Collection							
Existing Conditions Analysis							
Waterfront Commission Meetings			*		*		
Walking Audit/Focus Group							
Public Meetings			*		*		
Future Development Conditions Analysis							
Identify Impacts of King Street Closure							
Develop Recommendations / Costs							
Report							

Civic Engagement Plan

- Waterfront Commission Meeting (Feb 18th)
- Walking Audit and Focus Groups (March 10)
- Public Meeting (March 20)



What we have heard so far

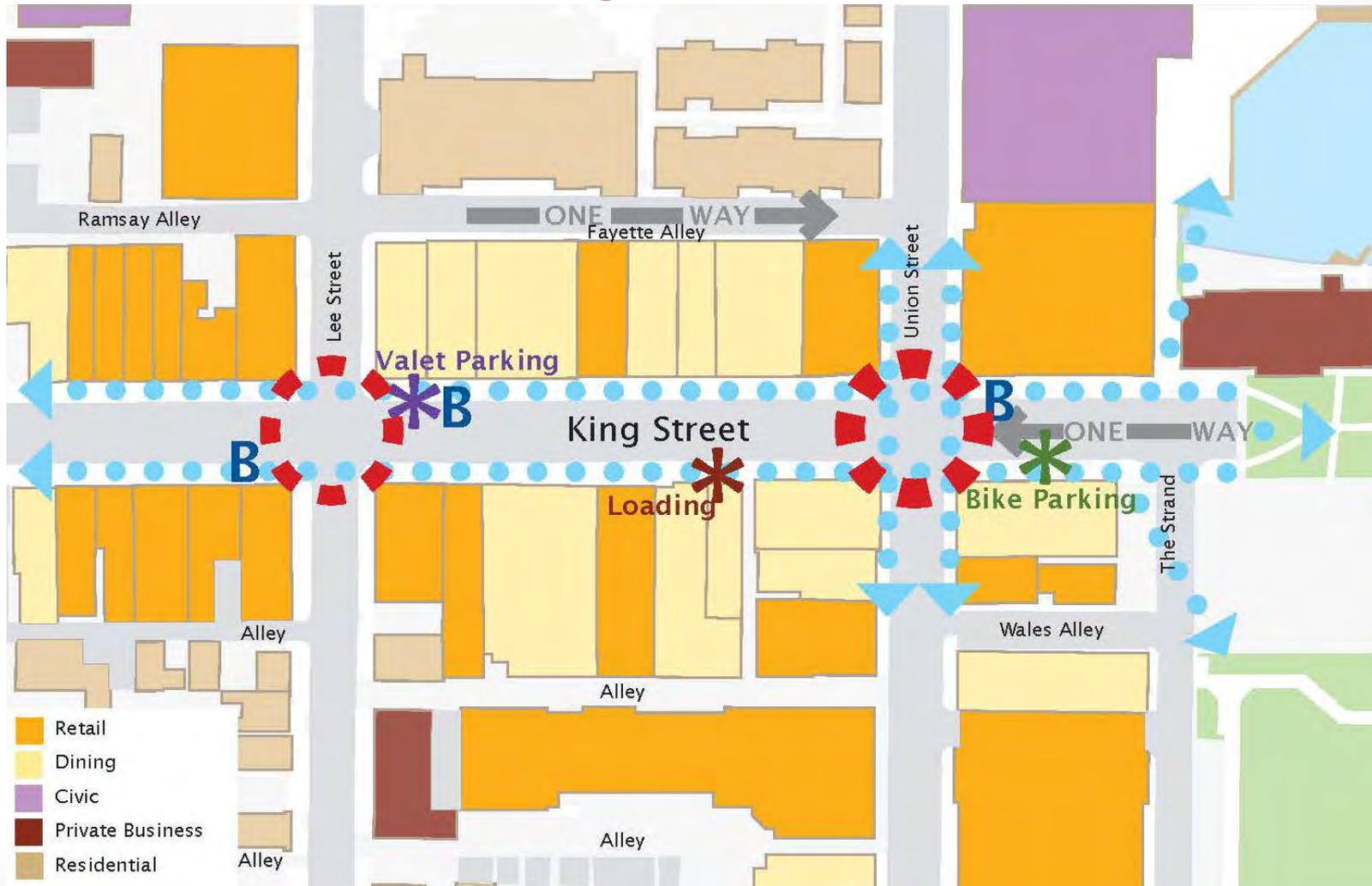
- **Case studies of other shared streets or pedestrians malls** are important. Both successes and failures are helpful to compare and contrast to Lower King Street.
- Last closure was poorly planned and executed. Need to develop a **well-managed, attractive and functional design with quality finishes and good programming**.
- Design solution needs to be flexible to match the dynamic nature of the street.
- The design solution needs to be **sustainable** – need to define who will **manage and maintain**.
- **Management of deliveries** is critical; current loading zones are not sufficient. **Alleys are an underutilized asset**.
- Need to carefully determine best approach to maintain or adjust **motorcoach and trolley access**. Consider **impacts to resident streets, businesses, walkability and sight lines**.
- Stakeholders are generally in support of making Lower King Street **more walkable and pedestrian-friendly** and understand that there are **trade-offs (i.e. parking removal is likely)**.
- Continued **improvement to parking management** is essential to the success of Lower King Street.

Relationship to on-going projects

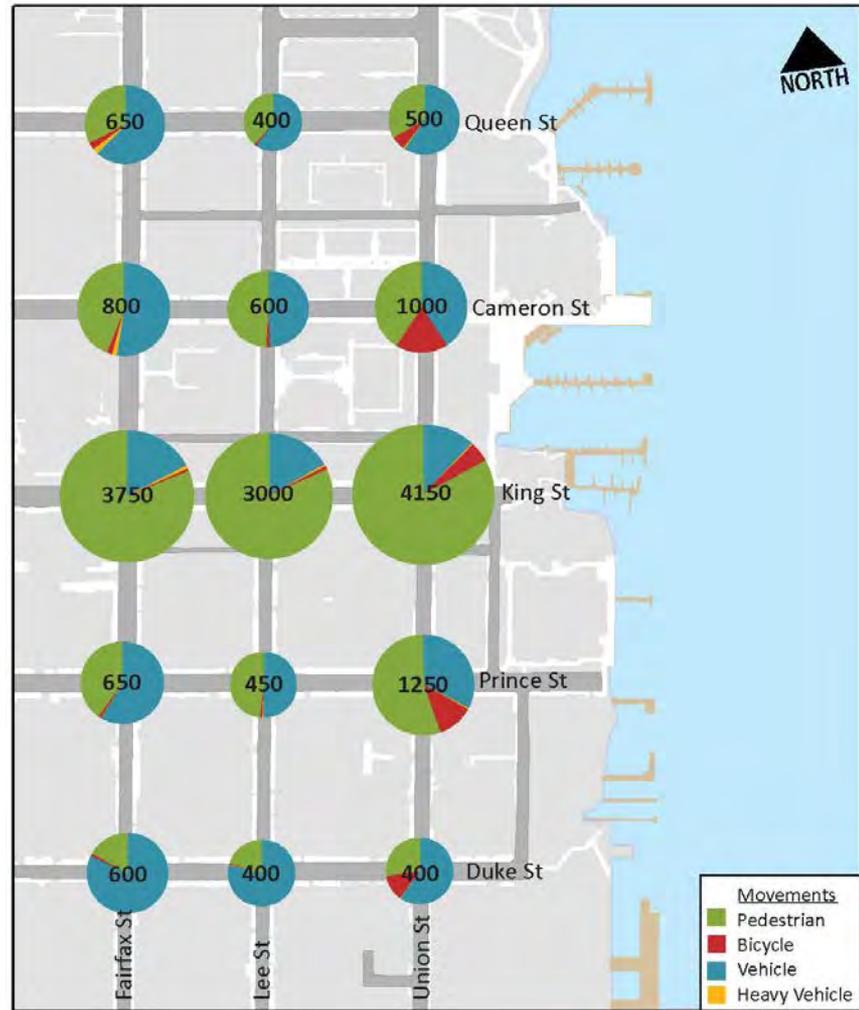
- Flood Mitigation
- Waterfront Plan
- King Street Pedestrian Plaza



Existing Conditions



Multi-modal Volumes



Friday Midday (12PM-1PM)

Saturday Afternoon (4PM-5PM)

Parking Evaluation



Parking Evaluation



Dimensional Considerations

Different table, chair and umbrella combinations have different dimensions and circulation spatial requirements.

Four person tables generally require 5-6 feet. Server aisles generally 3 to 4 feet. A double loaded 'bay' requires 14-15 feet.

Two person tables can fit in areas four feet wide, allowing for a narrow circulation aisle on one side.





Furnishings & Planting

Walking

Outdoor Dining/Retailing



14' Sidewalk Zone – King Street



Furnishings & Planting Zone
with Outdoor Seating

Walking
Zone

Building Zone
(zero setback)

25' Sidewalk Zone – Winter Park, FL



Parking

22' Cart Path

Parking

37' Curb to Curb King Street

Ped Malls



Ped Mall Facts

- From 1959-1980, about 200 Ped Malls were built to counter the suburban conventional malls that were taking business from what was the downtown, "main street" shopping
- About 20 of those Ped Malls remain

Pedestrian malls are most successful when they are in close proximity to the office/financial core in large cities (Denver, Boston, Portland and Minneapolis), in university towns possessing high levels of pedestrian traffic (Boulder, Burlington, Ithaca and Madison), or in areas catering to tourists (Las Vegas, Cape May, South Beach and Santa Monica). These three scenarios provide the mall with high levels of foot traffic and people eager to shop and eat.





















Photo from NC Division of Archives and History

A view down Fayetteville Street from the state capitol, circa 1910. The future home of Memorial Auditorium is at center.





Photo from NC Division of Archives and History

1972 Photo. Raleigh, like many US Cities, was losing its downtown population base to suburbia, and was adopting a 'Central Business District' approach to downtown with corresponding road widening to accommodate projected rush hour traffic.

Fayetteville Street Mall, 1997. After downtown died, the approach was to create an 'attractive' pedestrian mall, ridding the retail pedestrian experience of the unlivable road experience. Predictably, the Mall further damaged retailing because of the complete loss of auto and transit access. As a result, Raleigh got back to the time tested principles of successful downtowns and...



Photo from Raleigh City Museum



Reopened Fayetteville as a Livable, Walkable, Drivable, Park-able STREET! A return to the Ceremonial 2 Lane, On street parking, Wide Sidewalks, Tree Canopy Downtown Promenade



Shared Streets

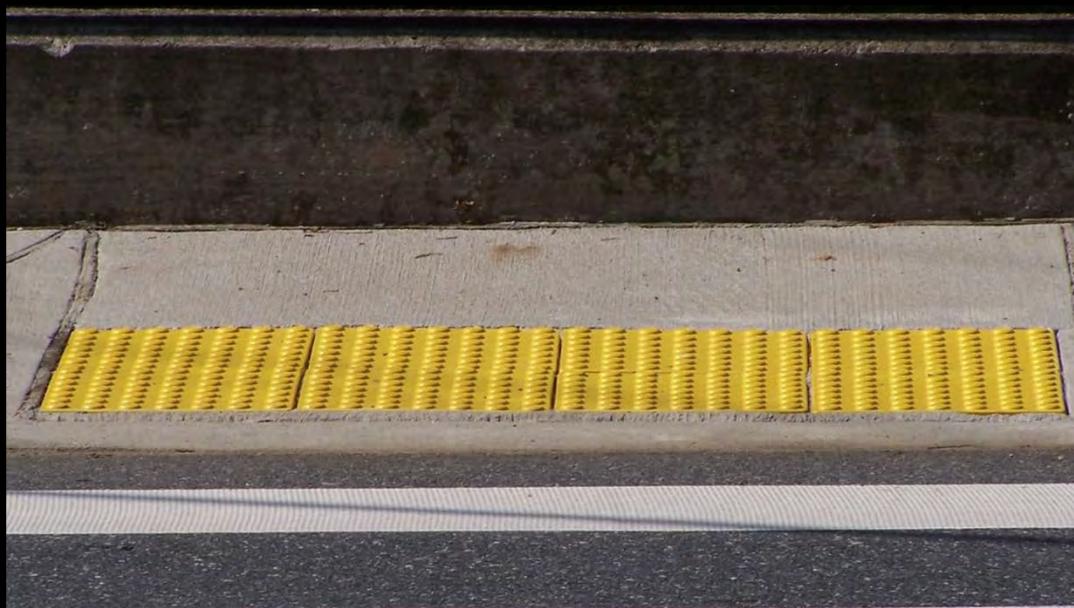
Benefits

- Could reduce traffic volumes & speeds for both cars and bicycles
- Increased and wider ranging social activities and civic interaction
- More efficient/balance use of the street
- Decreased crashes-shared street crashes may drop, while adjacent streets may have slightly more, several studies averaged a 25% decrease in crashes across the network. (Elvik)

FHWA criteria for low-speed streets

1. Relative speeds of the different modes should be similar
2. Flows (volumes) of users should be similar
3. "See and be seen" is a critical design element that encourages increased communication and interaction between modes

Visually-Impaired Pedestrians?



4.29.5 Detectable Warnings at Hazardous Vehicular Areas. If a walk crosses or adjoins a vehicular way, and the walking surfaces are not separated by curbs, railings, or other elements between the pedestrian areas and vehicular areas, the boundary between the areas shall be defined by a continuous detectable warning which is 36 inches wide, complying with 4.29.2 (truncated domes).





Exhibition Street, London



Exhibition Street, London











New Road, Belgium





Pike Place, Seattle



Church Street, Orlando



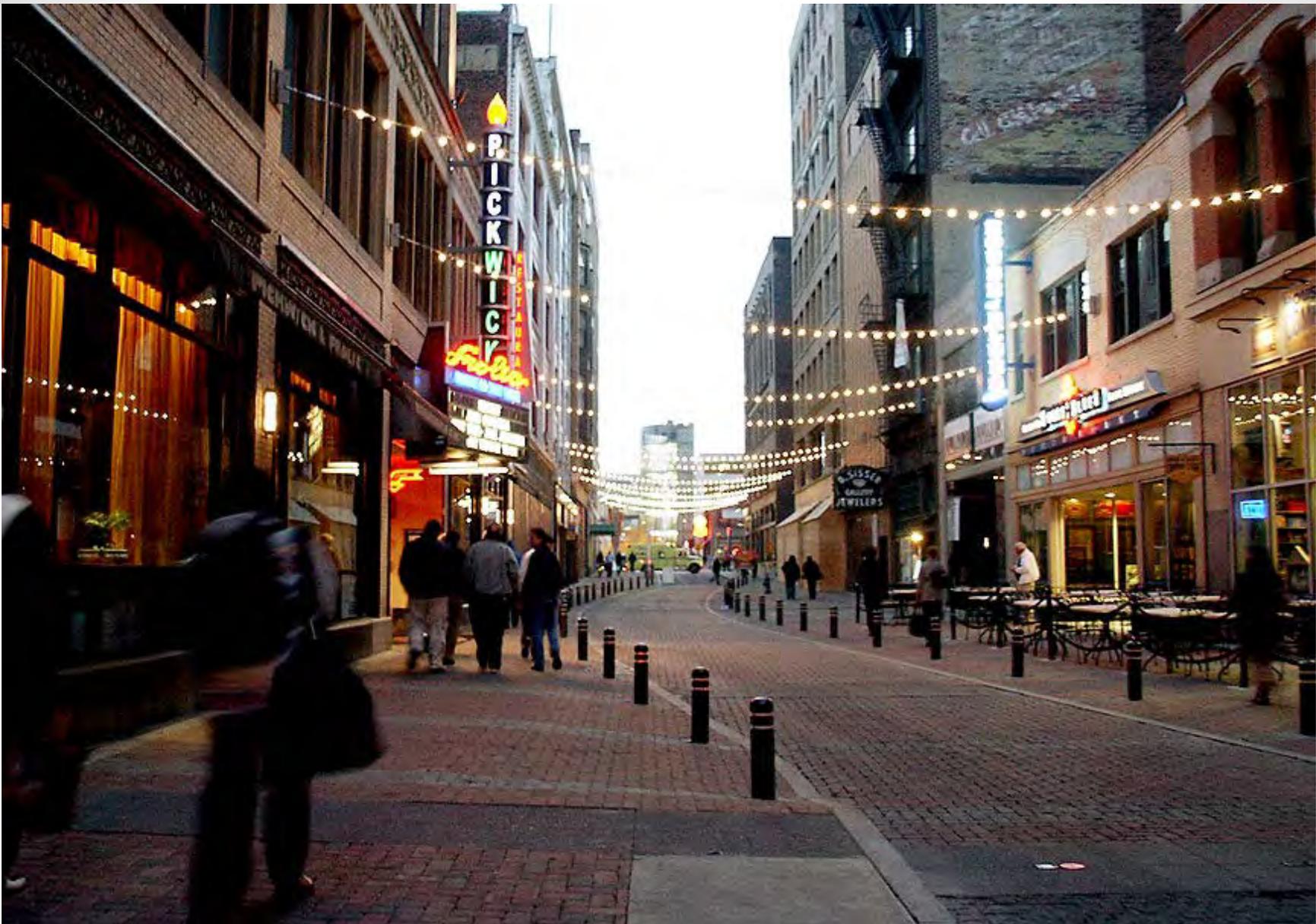
Church Street, Orlando













King Street today



King Street



King Street today