

ATTACHMENT B

Civic Engagement

The following pages summarize the outreach performed for the public engagement elements during the Existing Conditions phase of the Lower King Street Multimodal Feasibility Study. The civic engagement efforts during this phase included:

- Waterfront Commission Meeting on February 18, 2014
- Transportation Commission Meeting on March 5, 2013
- Walking Tour on March 10, 2014 (Businesses & Other Stakeholders, see attached)
- Focus Group Meetings on March 10, 2014 (Citizens, Businesses & Tourism, City Staff, see attached)
- Public Meeting on March 20, 2014 (Residents, Businesses, and Other Stakeholders, see attached)

**Lower King Street Multimodal Feasibility Study - Walking
Tour Participation (March 10, 2014)**

Name	Representing	Type of Business
Wali Zadran	Il Porto	Restaurant
Robert J Test, Esq.	Attorney	Attorney
Carol Supplee	Imagine Artwear	Retail
John Long	Alex. Chamber	Chamber
Patricia Washington	ACVA, Pres.	Tourism
Janet Barnet	OTBPA	
Yvonne Callahan	OTCA	Neighborhood
Stephanie Schaffer	Lou Lou	Retail
Charles Lindsay	The Creamery	Retail
Jeffrey Albert	Decorium Gifts	Retail
Nancy Williams	P&Z	City
Steve Sindiong	T&ES	City
Christina Mindrup	AEDP	
Ken Ray	Toole Design	Consultant
Christina Fink	Toole Design	Consultant

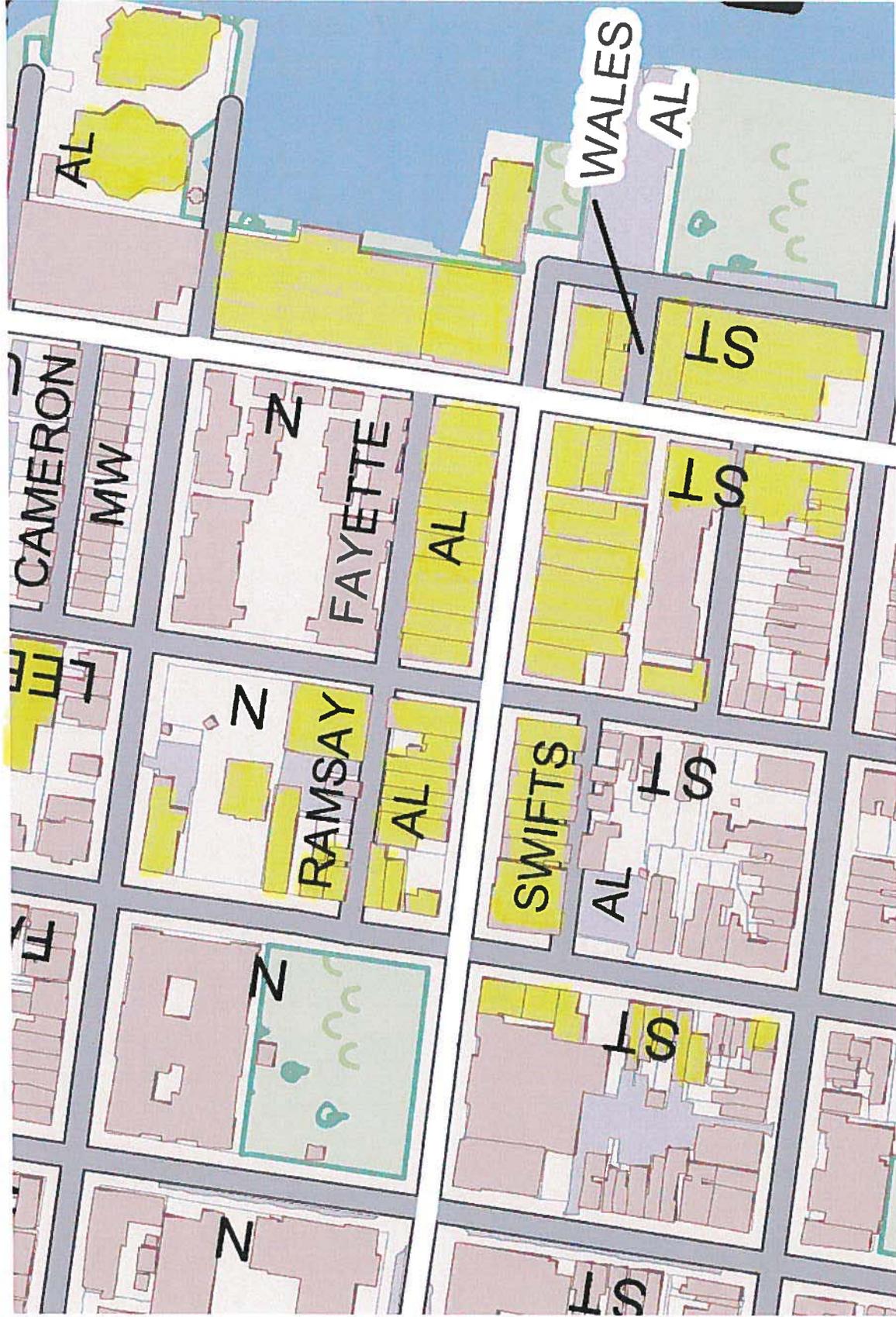
Businesses on the Unit, 100 and 200 Blocks of King Street and on the adjacent blocks of Union Street, Prince Street, Cameron Street, Lee Street, and Fairfax Street (as shown on the attached map) were invited to participate in this walking tour (via the attached flyer) to inform the Lower King Street Multimodal Feasibility Study. The above list reflects those who attended the walking tour.

Lower King Street Multimodal Feasibility Study - Focus Group Invitees - March 10, 2014

Name	Representing
Group 1 - Citizens (4pm to 5pm)	
Yvonne Weight Callahan	Old Town Civic Association
Tim Elliott	Old Town Civic Association
Jerry King*	Transportation Comm.
William Schuyler*	Traffic & Parking Board
Donna Browning*	Persons w/ Disabilities
Jim Durham*	Bicycle and Pedestrian Advisory Committee, Vice Chair
Jonathan Krall	Bicycle and Pedestrian Advisory Committee
Stephen Mutty	Waterfront Commission
David Speck*	Waterfront Commission
Group 2 - Businesses / Tourism (1pm to 2pm)	
Stephanie Landrum*	Alexandria Economic Development Partnership
Val Hawkins*	Alexandria Economic Development Partnership
John Long*	Alex Chamber, Pres.
Carol Supplee	Old Town Business and Professional Association
Charlotte Hall*	Old Town Business and Professional Association
Patricia Washington*	Alexandria Convention and Visitors Association, President
Elizabeth Todd	Boutique District
Vic Parra	United Motorcoach Assoc.
Bill Reagan*	Small Business Development Center
Charles Lindsey	The Creamery
Eric Wallner*	Torpedo Factory, Dir.
Suzanne Bethel	Art League, Director
Group 3 - City Staff (2:30pm to 3:30pm)	
Rich Baier*	Transportation & Environmental Services, Director
Sandra Marks*	Transportation & Environmental Services - Planning
Steve Sindiong*	Transportation & Environmental Services - Planning
Carrie Sanders*	Transportation & Environmental Services - Planning
Hillary Poole*	Transportation & Environmental Services - Planning
Marti Reinfeld*	Transportation & Environmental Services - Transit
Faye Dastgheib*	Transportation & Environmental Services - Planning
Robert Fulk*	Transportation & Environmental Services - Transit
Matt Melkerson*	Transportation & Environmental Services - Traffic
Kathleen Leonard	Transportation & Environmental Services - Strategic Management
Yon Lambert	Transportation & Environmental Services - Maintenance
Jeff Duval*	Transportation & Environmental Services - Maintenance
Carrie Beach	Planning & Zoning
Jack Browand	Recreation, Parks and Cultural Activities
Jeremy McPike	General Services
Don Hayes	Police Department
Gregg Ladislaw*	Police Department
Michael Cross*	Fire Department
Maurice Jones*	Fire Department
Mellissa Riddy*	Communications

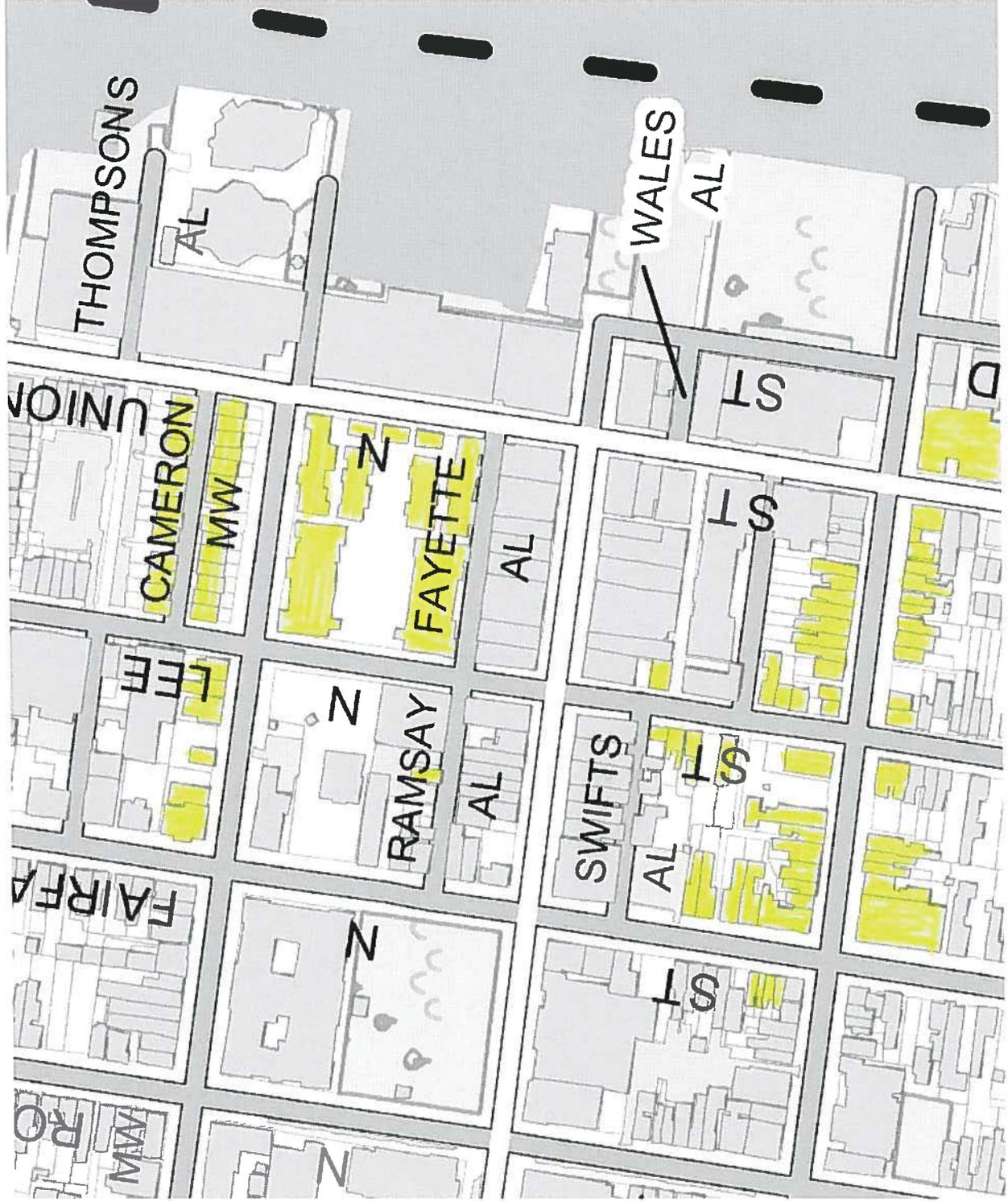
* Participated in Focus Group

Lower King Street – Business Outreach



Businesses highlighted on this map (in addition to those on the unit block of Prince Street, not shown) were invited to participate in the walking tour and first public meeting (via the attached flyer), in addition to typical outreach via the City's website.

Lower King Street – Residential Outreach



Residents highlighted on this map were invited to attend the first public meeting (via the attached flyer), in addition to typical outreach via the City's website.



Lower King Street Multi-Modal Feasibility Study

What is the Lower King Street Multi-Modal Feasibility Study?

The Lower King Street Multi-Modal Feasibility Study was requested by the Alexandria Waterfront Commission during the Waterfront Planning process. This study will identify impacts of various roadway concepts to the 100 block (between Union and Lee Streets), including a larger pedestrian zone, and limiting vehicle access along the 100 block of King Street.

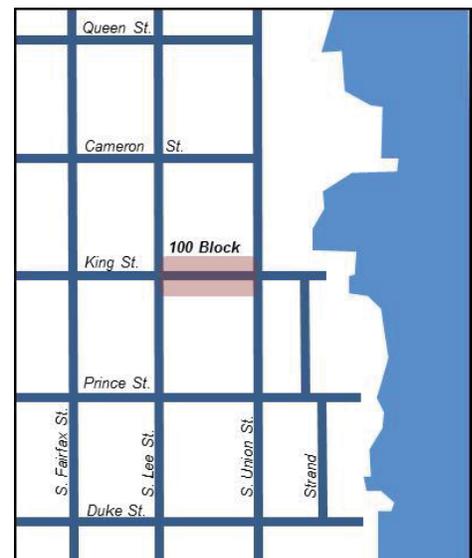


Key areas of assessment will include: vehicular circulation, parking, loading, pedestrian and bicycle circulation, transit circulation, tour bus operations, passenger pick up/drop off, and emergency access, operations and maintenance. This study is being coordinated with a separate City project, which is examining the closure of the Unit block (between the Strand and Union Street) of King Street. A key goal of the assessment will be to highlight the 100 block of King Street as an important gateway for those arriving in Old Town via the water and as the gateway to a revitalized 21st century Waterfront for those travelling east along King Street.

Public Participation

The project will be having ongoing opportunities for input from businesses, residents, and other stakeholders. Check the project website for ongoing meetings.

- **Business Group Walking Tour - Monday, March 10**
(Greeting: 8-9 am) (Tour: 9-10 am)
The project management team will be conducting a walking tour of the project area with interested stakeholders, including businesses, to discuss potential project concepts, and to receive input on the concepts and issues important to you.
- **If you would like to attend the walking tour, please RSVP** to Steve Sindiong, Project Manager at 703.746.4047 or Steve.Sindiong@alexandriava.gov
- **Public Open House – Thurs, March 20, 6:30 – 8:30pm**
Alexandria City Hall, Sister Cities Room 1101
301 King Street, Alexandria, VA DASH Routes AT2,3,5



Contact Information

Visit the project website online: www.alexandriava.gov/76226

Contact: Steve Sindiong, Project Manager at 703.746.4047 or Steve.Sindiong@alexandriava.gov



Lower King Street Multi-Modal Feasibility Study

If you would like to be added to our contact list to receive future project updates, please contact Steve Sindiong at 703.746.4047 or by e-mail at : steve.sindiong@alexandriava.gov, or fill out the information below, and mail to:

Steve Sindiong, City of Alexandria, Transportation Planning
421 King Street, Suite 300 Alexandria, VA 22314

Name: _____ E-Mail Address: _____

Business Name (If Applicable): _____

Address: _____ Tel No.: _____



If you will be attending the Walking Tour, please start to think about the following questions that will be addressed during the tour

- 1. How does the use and demand of Lower King Street change by time of year, day of week, time of day, etc.?***
- 2. What elements of the Lower King Street currently work well? What elements do not currently work and need to be changed or removed? What immediate improvements do you want to see in the next 5 years?***
- 3. Are there any improvements to these streets or their intersections that we need to take into consideration when looking at options for Lower King Street?***
- 4. If you had to reprioritize the street, how would you rank the modes of transportation, by level of importance for their business? (pedestrians, bicycles, cars, transit, etc.)***
- 5. What do you value most about your neighborhood / Lower King Street? What should be different in 15 years?***

**Alexandria Bicycle and Pedestrian Advisory Committee Meeting
Presentation on Lower King Street Multimodal Feasibility Study – Feb 18, 2014**

The following input was provided by the BPAC members:

- It is important to understand how many people actually arrive to shops by using cars, vs. using transit, walking or biking. How will the study evaluate this?
- It is important to know what the trolley ridership is in the area, and by time of day and year
- It would be good to understand how far people will typically park to go to the shops
- In 2006, there was a trial closure of the street that was successful. There have been many examples of successful pedestrian streets in other areas, particularly in Europe.
- The study will need to identify how bicyclists will be delivered to the area.
- It would be good to know during the 2006 closure if tax receipts went up or down, and compare this with the perception of the business owners.
- The 2006 closure was implemented poorly – it didn't really have a proper design of where pedestrians should be, or outdoor dining, etc.
- Need to make sure that pedestrians are the primary user accommodated, bicyclists should come second.
- Important to understand how the shared street concepts would affect traffic circulation, especially within the adjacent neighborhoods.
- If the shared street concept is implemented, will there be more outdoor seating available, especially for restaurants?
- The city should look at low impact development standards, such as using rainwater for other uses.
- If motorized vehicles are allowed on Union Street, there should be a restriction on the number of commercial vehicles.
- The City should look at other cities where shared streets have been implemented correctly in order to understand the economic impacts.
- North – south bicycle access is currently pretty good, such as on Union Street. However, there needs to be better east-west bicycle access in Old Town.
- With the trolley, the City should consider doing all or nothing. Not sure it makes sense to have a trolley share the street with pedestrians due to safety issues. DASH is currently looking at potentially ending the trolley at City Hall.
- It's important to benchmark what other cities have done – what has worked well, vs. not worked well, and what is applicable to Alexandria. Why have shared streets worked or not worked?
- In order for a shared street to be successful, there needs to be permanent and quality information provided, for example, directing cars where to go and park, and the same with bicycles. Need to clearly delineate where the different users should be.
- There needs to be a bike corral at the west end of the block near Lee Street.

Alexandria Transportation Commission
Presentation on Lower King Street Multimodal Feasibility Study – Mar 5, 2014

The following input was provided by the Transportation Commission members:

- The 2006 pilot project allowed restaurants to move their dining to the street; in general the citizens and OTCA liked the outcome; some of the businesses felt that it impacted their sales
- Make sure to review the previous surveys to see what the issues were.
- It will be very important as part of this study to do a lot of outreach to businesses
- Need to identify exactly what the problem was with the 2006 project, and determine ways to mitigate the issues
- Need to get the concept right; the 2006 project was thrown together at the last minute – think about what will make a good environment, such as street furniture
- One commissioner felt that it should be “all or nothing”; if you close it to cars, it should be permanent, not just seasonal or weekends. It is difficult to change people’s behavior if it is temporary.
- With the 2006 pilot project, the loss of parking was a big issue. Need to show (through the Old Town Parking Study) that there are viable parking options and there is plenty of capacity.
- More recently, people have been changing their commute patterns; people, especially younger people, want a more urban environment that is walkable.
- Need to present the concepts in a way that make it enticing to businesses – such as improving pedestrian accessibility, and enhancing the businesses. This should be a goal of the study.
- It will be important to maintain trolley access to the waterfront – this is also something that improves accessibility for businesses.
- It would be helpful to have feedback from the businesses that were affected from the 2006 pilot project.
- The concepts or the City should include incentives to the businesses, such as larger signage or more tables.
- When developing concepts, think about the possibility of expanding the concept to other blocks incrementally.
- Need to make sure parking at other locations is visible, through signage and wayfinding.

Walkabout & Focus Group Meeting Summary

Key Comments heard from all groups

- 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. City? Merchants? Residents? BID?
- 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.
- Need to address the safety and congestion issues at the intersection of King & Union Streets.

Walkabout Notes

- One business noted business on day of St. Patty's Day Parade was 10% of a typical Saturday.
- Character and use of street is much different in the summer compared to winter.
- Motorcoaches
 - o Some noted that the motorcoaches bring customers
 - o Some expressed that motorcoaches should be moved from the strand
- Question raised: who owns Fayette Alley? It was not plowed, which further reduced the usability of the alley.
- Last closure was poorly planned: "Do Not Enter Signs", some potted plants, and haphazard entertainment. One business noted that sales were 30% of typical sales during the closure.
- Loading:
 - o Loading is not adequate
 - o City is giving out tickets to trucks trying to load.
 - o Only one business requires an 18-wheeler truck for deliveries.
 - o Fayette Alley currently too small for deliveries. Trash cans and cars functionally narrow the street.

- Consider removing parking on North 100 block of Union Street for deliveries and motorcoaches.
- Most deliveries occur in the morning.
- If clear, 18-wheelers can access alley.
- With new multi-meters, people think they can park in the loading zones.
- Make loading zones easier to access (e.g. larger, or at the beginning or end of the block)
- Alleys are an underutilized asset
- King & Union Street intersection: “too much going on”
- Lee Street is narrower than other streets. Concerns about adding more cars to Lee Street.
- Idling trolley disrupts view of waterfront and is not fitting with the pedestrianisation of the unit block of King Street
- Goal of the waterfront plan is to expand the waterfront to new locations throughout the City. The Lower King Street study should build off of that goal.
- Merchants were receptive to parking removal if parking is managed better.
- Some employees park on-street. Perhaps the city could provide a permit for employees to park in garages.
- Look to King Street Retail Strategy
- Trolley is an asset to businesses
- Merchants like historical character of Old Town
- Use Shirlington in Arlington, VA as a case study
- Colonial parking was hurt (less business) when left-turns were restricted at King & Union Street

Focus Group #1 (Businesses/Tourism)

- Charlottesville Mall is an appealing example
- 2006 pilot was not visually appealing
- 2006 pilot had very little funding, businesses paid for benches
- Police who were involved in the 2006 pilot may have good ideas about re-routing traffic
- Buskers (street performers) need to be managed. Look to Georgetown as an example of managing buskers.
- No amplified music is allowed in the City.
- Since 2006 pilot closure, approximately 50% of businesses have turned over.
- Look to King Street Retail Strategy
- 2006 pilot was not consistent enough and didn't have good programming
- Flexibility in recommended design is important
- The solution needs to be sustainable – how will this be actionable on a daily basis. It's not office of implementation. It's not parks & rec. Who is it?
- A BID could be concerned: a BID was formed in 2005, but failed due to poor leadership. This BID was the entire length of King Street, which may have been too large of an area. Given the new ownership since 2005, a BID may be feasible.

- Big question: what is the City's role? Some businesses feel that they pay taxes and they have high expectations of the services that they City should provide. The City needs to more clearly define what they provide and what a BID would provide.
- May want to consider extending design and concepts to the 200 block of King Street.
- Need to think about unforeseen consequences
- Examples: Charlottesville, Fresno, Kalamazoo, Tampe, Ashville, Santa Monica
- Does it make sense to have the Trolley depot at City Hall?

Focus Group #2 (City Staff)

- Fire
 - o Needs 22' easement (double-check, may be 18')
 - o Not in favor of bollards – they need quick access
 - o Most likely fire trucks would arrive on King Street from Fairfax or wider road, not Lee or Union Streets.
- Police
 - o Highest calls for service in Old Town is loading
 - o If closed to some traffic, how will you enforce motorists from entering
 - o They have had some requests for police to be stationed full-time at King & Union
- Concerns expressed about impacts to adjacent residential streets with closure
- An advantage of outdoor seating is that it will bring foot traffic to other non-restaurant shops
- There is \$200,000 funds for trolley
- A more detailed survey of the trolley is needed. Previous surveys showed that there are a lot of first time users.
- There are three different types of motorcoaches: destination, pass-through and drop-off.
- The City is considering some alternate idling locations for the Trolley. TDG should meet with DASH with a representative from T&ES Transit present.
- Trolley stops at unit block of King Street for about 5 minutes.
- Parking
 - o There are about 20-25 space on the 100 block of King Street
 - o It is important to have wayfinding for parking
 - o If 100 block of King Street is closed, need to think about how motorcoaches would re-route
 - o City is installing large, lighted signs at their parking garages. They have funding to fabricate all signs, but private owners need to install.
- Need to consider maintenance upfront and stay consistent with City standards.
- Need to disperse re-routed traffic as much as possible throughout the network. Need to define alternate routes earlier than Lee Street.

- At presentations, need to make sure the goals of the project are clear up-front.

Focus Group #3 (Citizens)

- Sidewalks are a problem for persons with disabilities. Need more room and less brick.
- For an option where closed to all vehicles except trolley, need examples to show that option.
- King & Union is a complex intersection and pedestrian safety is a major concern
- If street is closed to traffic, where would the Trolley go?
- The pedestrianisation would be good for businesses
- Not everyone will agree with the plan, but it's important to make as many people as possible happy with the plan
- Need to consider unintended consequences
- "We all have shared space experiences every day"
- 2006 study was not well done – residents supported 3 to 1, businesses 50/50
- There is plenty of parking in old town, it's just not always the most convenient
- Make the 100 block of king street a destination for bicyclists – add bicycle parking

Public Meeting
Lower King Street Multimodal Feasibility Study – March 20, 2014

The following input was provided by community members in attendance:

- The 500-600 blocks of King Street were closed to vehicles for a couple years in the 1950's or 1960's and businesses closed.
- Need to address how to handle motorcycles.
- Parking will be removed within the ¼ mile of lower King Street with redevelopment.
- Concerned about impact to Lee Street, which is narrow in the area.
- Would like resident-only parking from 6 PM to 7 AM.
- Prefer no change.
- Do not want bicycles on street.
- Pedestrian only should not include bicyclists.
- Like eating/dining on street.
- Don't like how little space is available for pedestrians
- Prefer no curb.
- Bicycles should be able to ride in the "trolley way."
- Like the texture/changes in color on the street.
- Like benches.
- Support the concept, but believe there are different ways to approach it.
- Like pedestrian only or limited vehicle access.
- Should have bollards or barricades at each end of the street.
- Support high-quality streetscape.
- Like outdoor dining.
- Prefer curb.
- Glad the City is doing this project.
- Prefer concept of shared street.
- Understand there may be trade-offs, like parking removal.
- Consider impacts to businesses.
- Prefer a flexible design.

