

# Lower King Street Multimodal Feasibility Study

Old Town Civic Association  
November 12, 2014

# Meeting Agenda

- Project Overview, Goals, Challenges
- King Street Today
- Concepts
- Next Steps

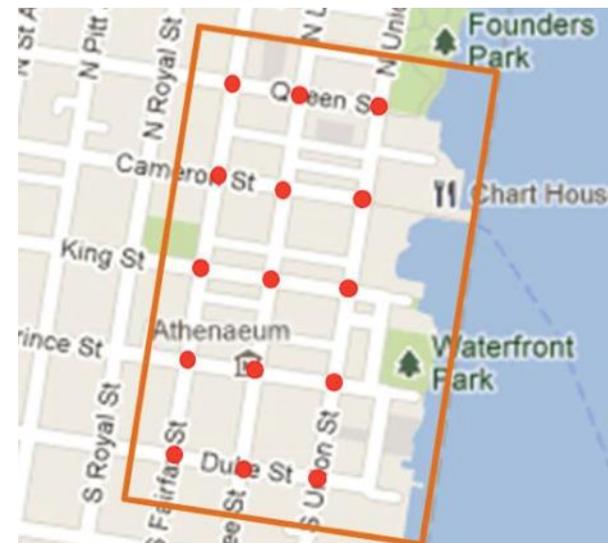
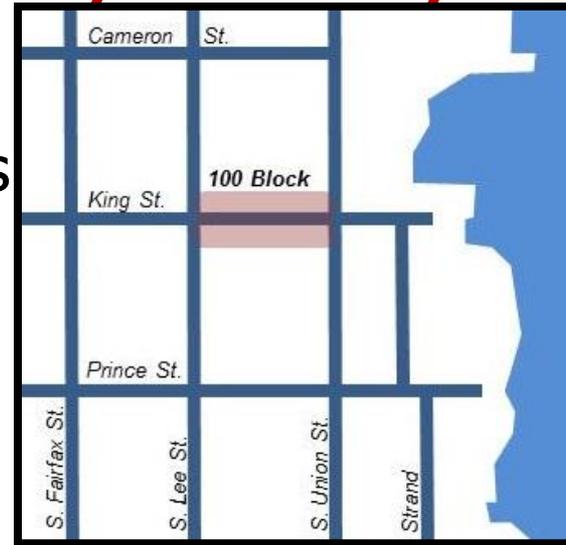


KITTELSON & ASSOCIATES, INC.  
TRANSPORTATION ENGINEERING/PLANNING



# Project Overview: This is a Feasibility Study

- 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 of alternatives to enhance the way the street currently works



# 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**



# Civic Engagement



- Waterfront Commission (February 18)
- BPAC Meeting (February 18)
- Transportation Commission (March 5 / Feb 21)
- Walking Audit (March 10)
- Focus Groups (March 10)
- Public Meeting #1 (March 20)
- Public Meeting #2 (May 29)
- OTCA Meeting (August 11)
- Business Representatives (Oct 1)
- Individual business outreach
- OTBPA Meeting (Oct 21)
- OTCA Meeting (November 12)



# What we heard

- 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
- Increase outdoor dining and retail
- Provide direct and efficient trolley service / Consider stopping at City Hall
- **Minimize impacts to residential streets**
- Minimize impact to circulation
- **Minimize impacts to parking / Need right balance of parking**
- **Minimize impacts to businesses**
- **Improve user comfort along street and at intersections**
- **Increase walking space**
- Ensure safety between pedestrians and bicyclists
- Consider motorcoach circulation
- Current loading zones are not sufficient
- Alleys are underutilized / Enforcement of alleys needed
- Improve sight lines
- Design solution needs to be sustainable / Consider permeable surfaces
- Need to define who will maintain
- Design solution needs to be flexible to match the dynamic nature of the street



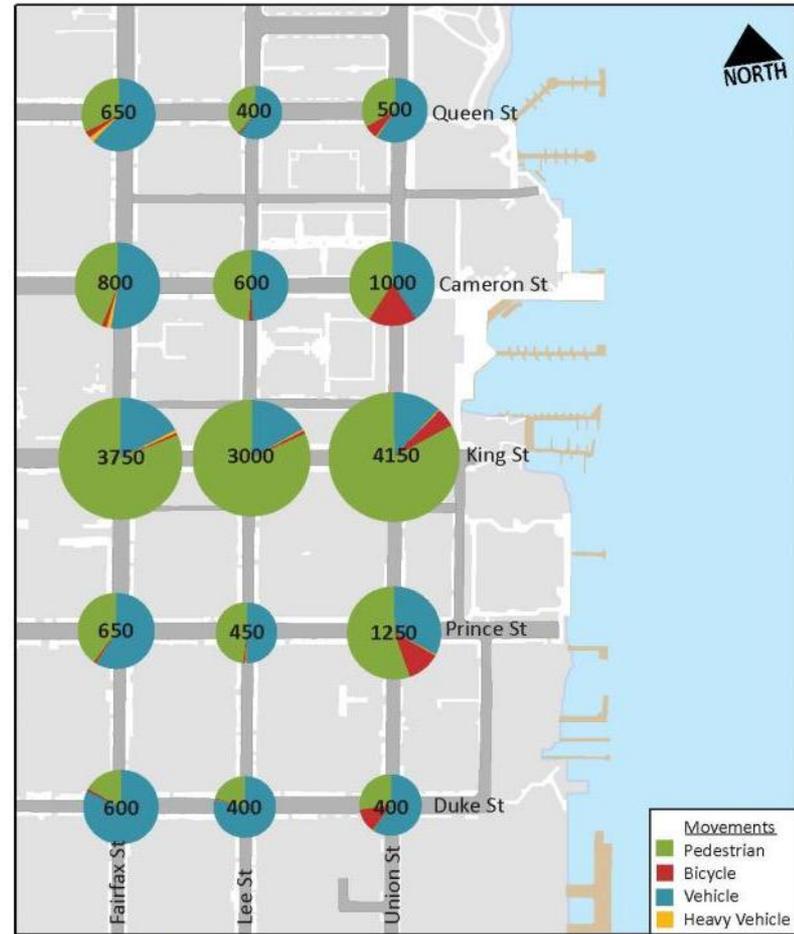
# Components of Each Option

- Maintain **access for emergency vehicles**
- Allow on-street **delivery access** during designated times and improve management of alleys for deliveries
- Design must be **flexible** enough to allow closure when needed
- Must have an **attractive and functional** design
- Coordinate with Waterfront Plan to have joint governance to **share maintenance**
- Continued **management of parking resources** in Old Town

# King Street Today: Existing Multi-modal Volumes

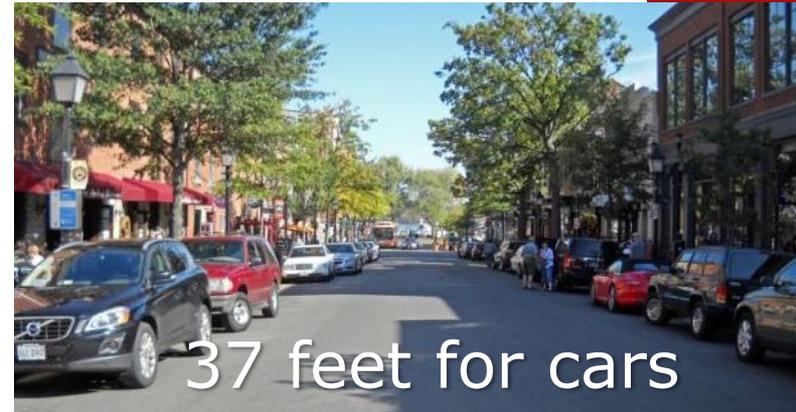


Friday Midday (12PM-1PM)



Saturday Afternoon  
(4PM-5PM)

# King Street Today: Not enough space for pedestrians



Crowded sidewalks →

# King Street Today: Loading and deliveries can be challenging



# Option 1-Existing Configuration



- *Can be closed for pedestrians only during seasonal, weekends, or specific time of day*

- Street is open to cars, trolley, bicycles, emergency vehicles
- On-street parking remains (25 spaces)
- No change to Trolley routing
- Limited space for pedestrians / outdoor dining

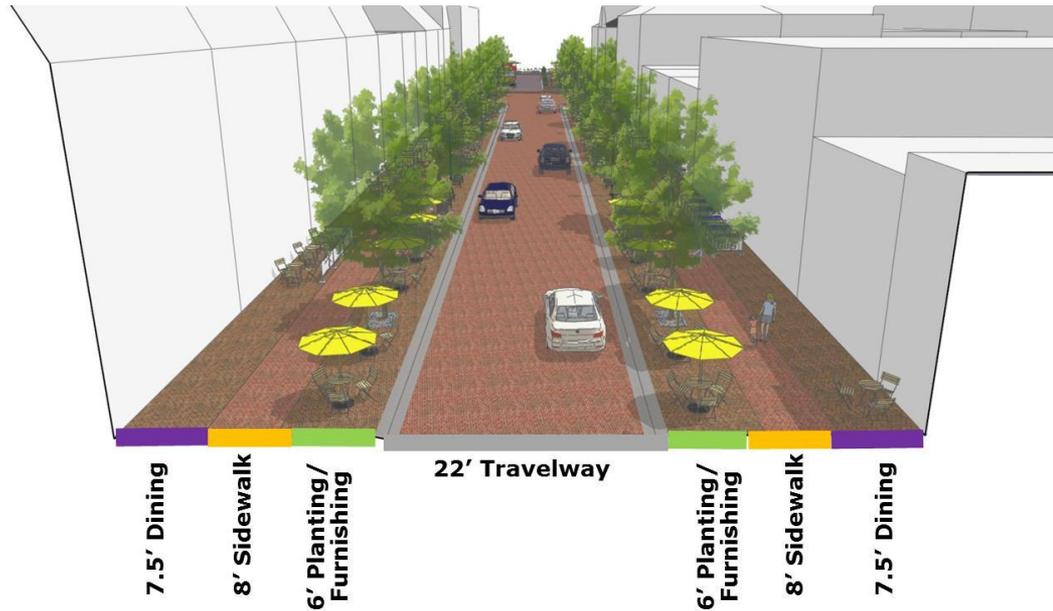
# Option 2-Widen Sidewalk / No Parking



• *Can be closed for pedestrians only during seasonal, weekends, or specific time of day*

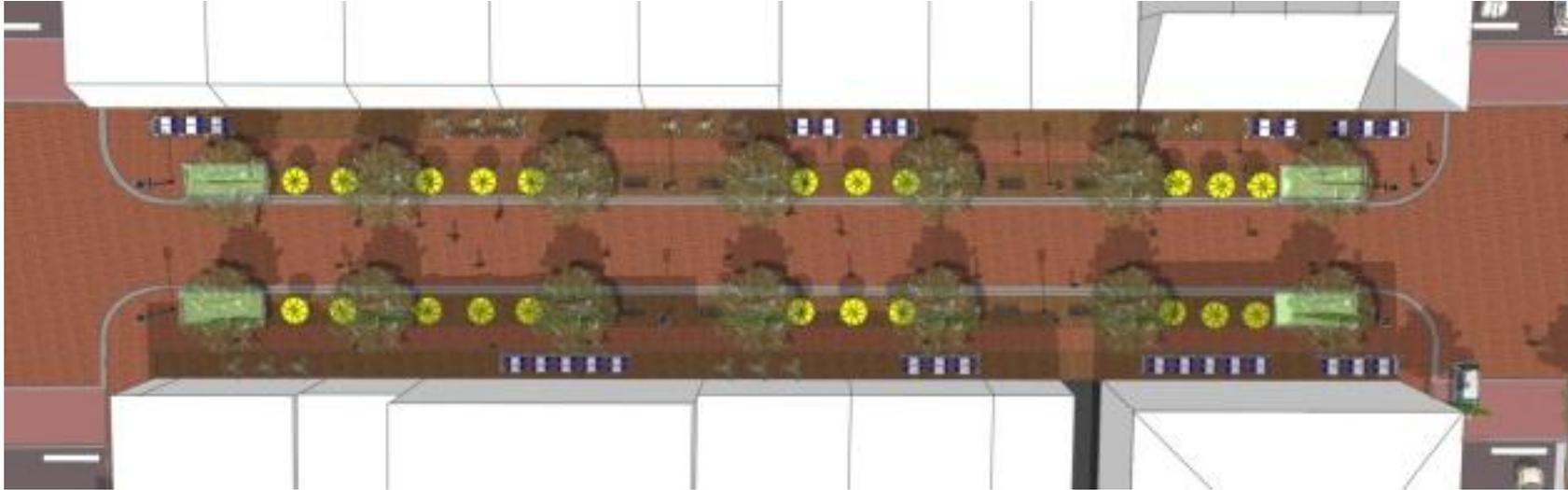
- Street is open to cars, trolley, bicycles, and emergency vehicles
- Wider sidewalk for pedestrians
- Additional outdoor dining
- No parking (25 spaces eliminated)
- Street is always open to cars, trolley, bicycles, and emergency vehicles
- No change to Trolley routing
- Traffic on residential streets unchanged

# Option 2-Widen Sidewalk / No Parking



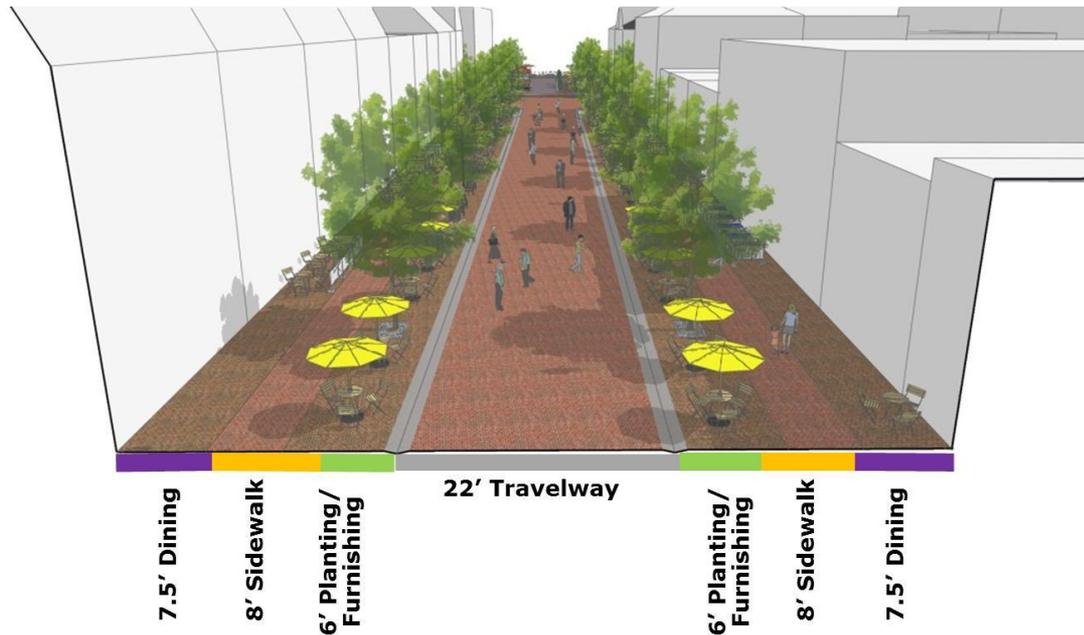
- Flush street (Building to building)
- Wider sidewalk (22' each side)

# Option 3-Pedestrian Only



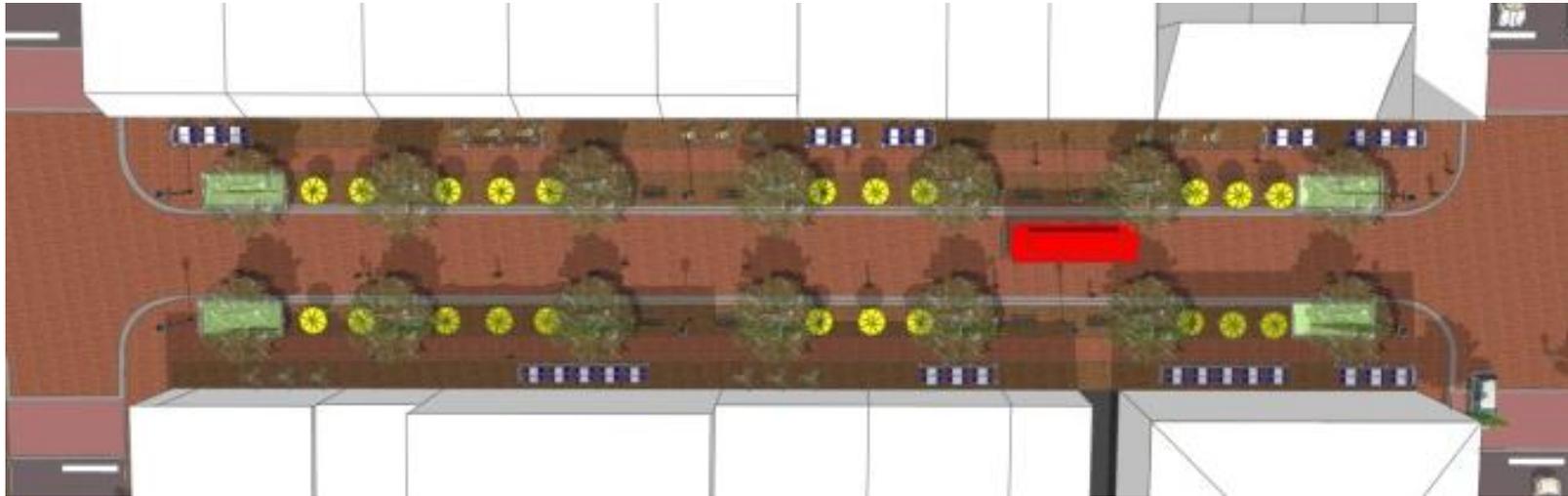
- Street is open to pedestrians, and emergency vehicles only
- Bicyclists would walk their bicycles
- More space for pedestrians / dining
- No parking (25 spaces eliminated)
- Trolley to be rerouted or terminate west of Lee Street
- More traffic on residential streets
- Fewer conflicts at King / Union
- Deliveries would occur during restricted periods and using alley

# Option 3-Pedestrian Only



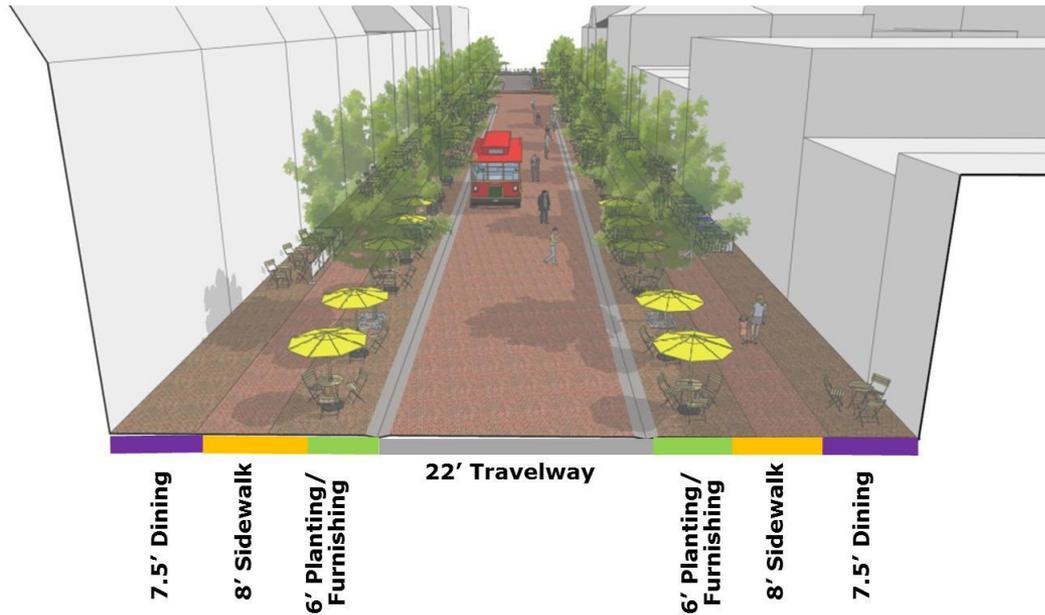
- Flush street (Building to building)
- Entire street is open to pedestrians

# Option 4-Pedestrian Only with Trolley Access



- Street is open to pedestrians, trolley and emergency vehicles only
- Bicyclists would walk their bicycles
- More space for pedestrians / dining
- No parking (25 spaces eliminated)
- No change to Trolley routing
- More traffic on residential streets
- Fewer conflicts at King / Union
- Deliveries would occur during restricted periods and using alley

# Option 4-Pedestrian Only with Trolley Access



- Flush street (Building to building)
- Entire street is open to pedestrians and trolley

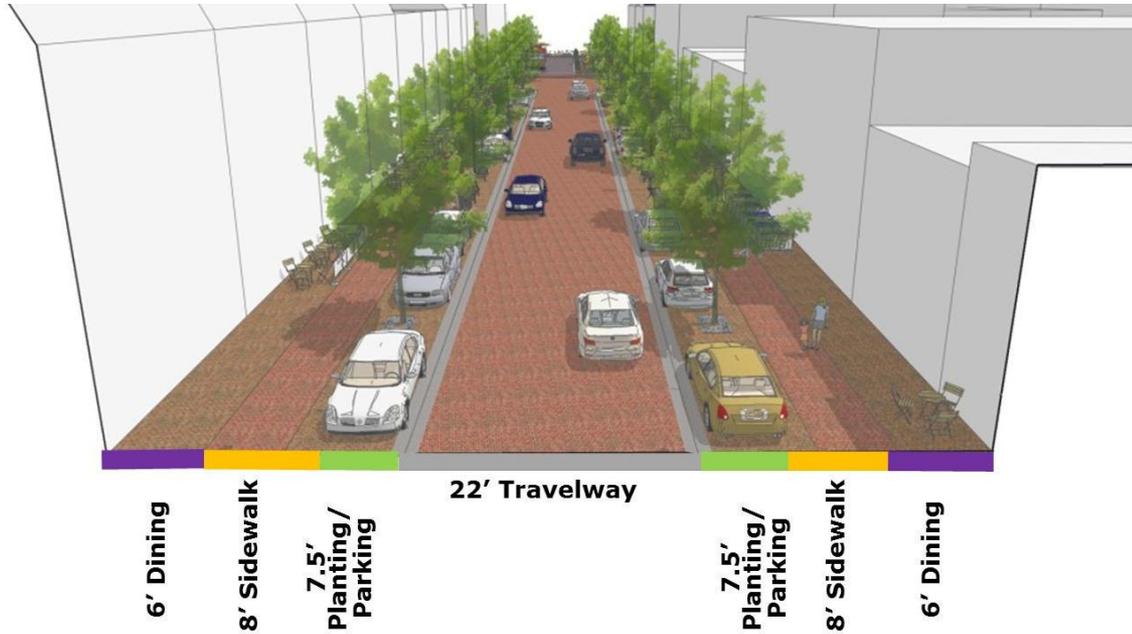
# Option 5-Widen Sidewalk-Some parking maintained



• *Can be closed for pedestrians only during seasonal, weekends, or specific time of day*

- Street is open to cars, trolley, bicycles, and emergency vehicles
- More space for pedestrians / dining
- Maintains some on-street parking
- Trees / meters moved to parking zone
- No change to Trolley routing
- Traffic on residential streets unchanged
- Some parking would be eliminated

# Option 5-Widen Sidewalk-Some parking maintained



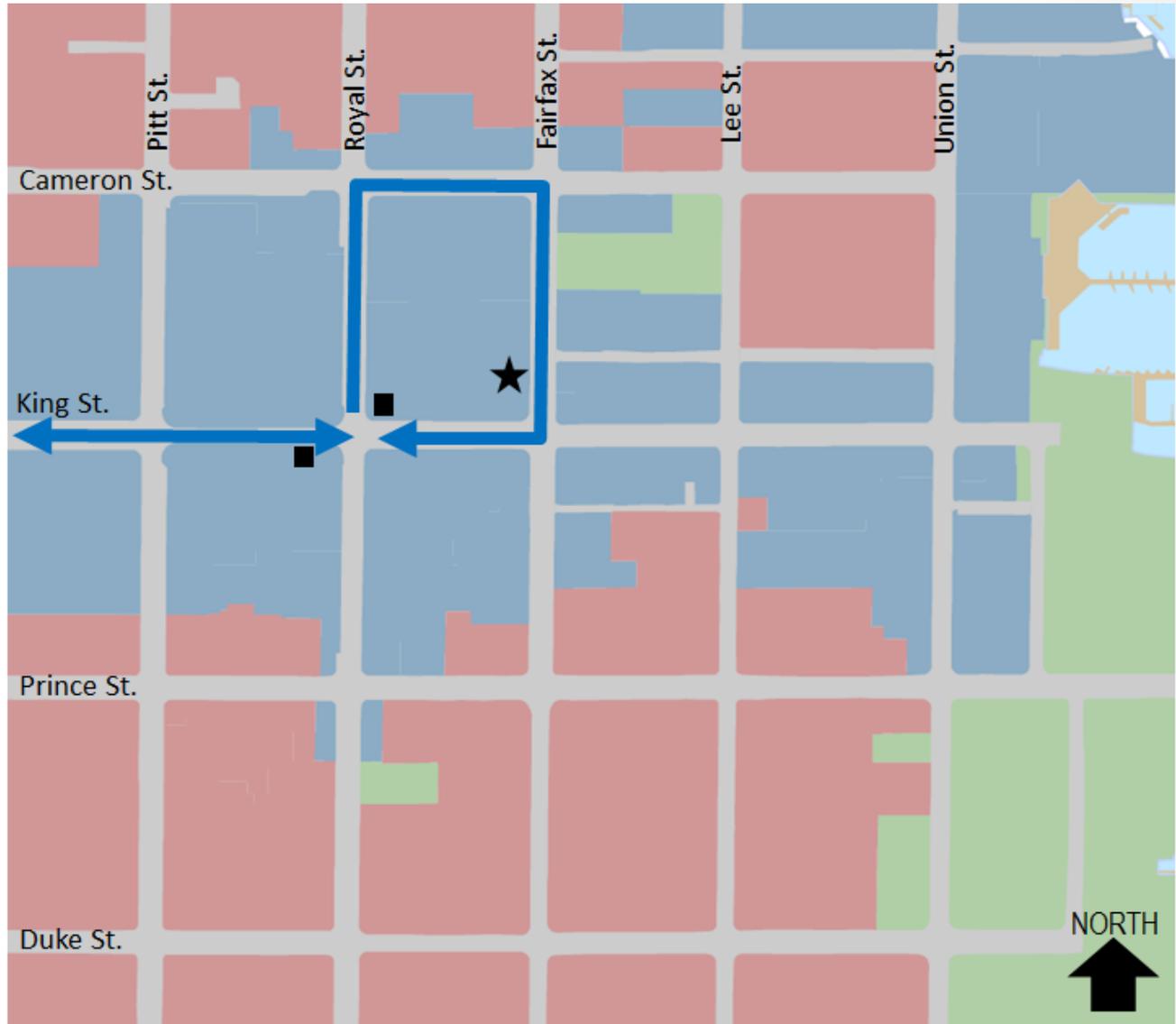
- Flush Street (Building to building)
- More pedestrian space (14')
- Trees / furniture moved to parking zone

# Trolley Routing



To City Hall

-  Routing
-  Proposed stop
-  Proposed layover
-  Conflict Point



## Recommendation

Feasible option for terminating away from waterfront. This is the current DASH detour route.

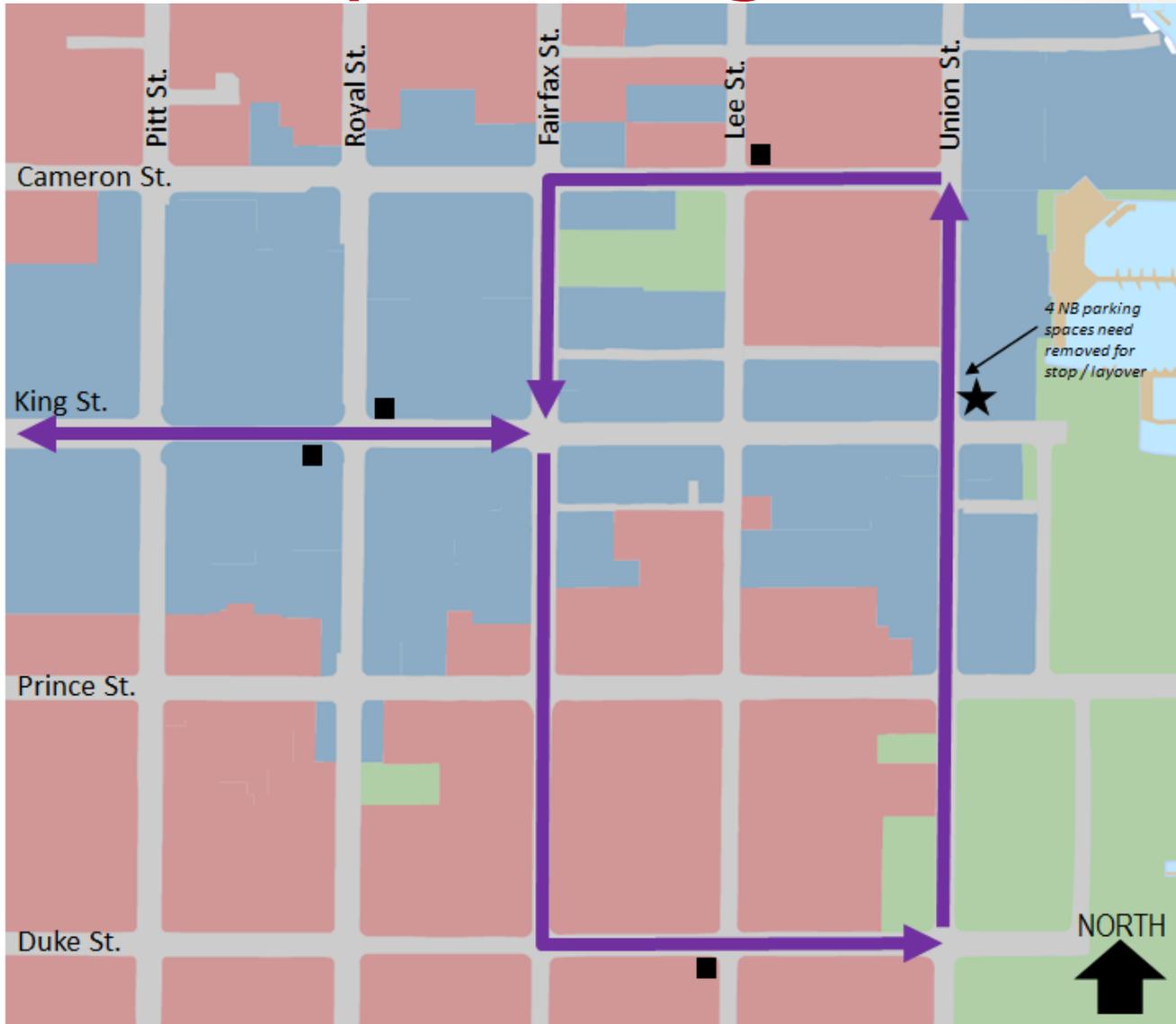
# Trolley Routing



To Waterfront via  
Duke / Cameron  
Loop

-  Routing
-  Proposed stop
-  Proposed Layover
-  Conflict Point

Recommendation  
Most feasible routing  
to waterfront



# Next Steps

- Prepare Final Report
  - Alternatives and Associated benefits and impacts
  - Order of Magnitude Cost estimates
- Conduct additional Parking analysis



Thank you!

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