

ATTACHMENT A

Civic Engagement Summary

Lower King Street Multimodal Feasibility Study Preliminary Civic Engagement Activities



Civic engagement is a key element of the Lower King Street Multimodal Feasibility Study. It allows for community members and other stakeholders to participate in decisions that shape the City of Alexandria. A stakeholder is someone who has an interest or stake in any particular project.

The following pages provide an overview of the outreach performed for the civic engagement elements between January 2014 through the May 2014 of the Lower King Street Multimodal Feasibility Study. The civic engagement efforts during this phase included the following civic engagement tools and meetings:

Project Website

A project website (www.alexandriava.gov/76226) has been set up to inform community members and other stakeholders of upcoming public meetings, meeting presentations, and commission and council briefings, as well as to keep them up-to-date about the schedule and notified about recently completed project deliverables.

Waterfront Commission Meeting, February 18, 2014

City staff and the project consultant provided an overview of the study, including the project purpose, scope of work, schedule and civic engagement activities to the Waterfront Commission at its February 18, 2014 meeting. Commission members provided input on what they felt were the most important issues to consider.

Alexandria Bicycle and Pedestrian Advisory Committee (BPAC) Meeting, February 18, 2014

City staff provided an overview of the study, including the project purpose, project scope of work, schedule and civic engagement activities to the Alexandria BPAC at its February 18, 2014 meeting. Committee members provided input on what they felt were the most important issues to consider.

Transportation Commission Meeting, March 5, 2014

City staff provided an overview of the study, including the project purpose, project scope of work, schedule and civic engagement activities to the Transportation Commission at its March 5, 2014 meeting. Commission members provided input on what they felt were the most important issues to consider.

Walking Tour with Business Representatives, March 10, 2014

A walking tour of the study area for business representatives of the 100 block and surrounding blocks was conducted on the morning of March 10, 2014 to allow business representatives to learn more about the project and provide input on issues and concerns. Flyers were hand delivered to businesses within the Unit block, 100 and 200 blocks of King Street, and along the 100 blocks of North and South Union, Lee and Fairfax Streets, inviting them to participate in the walking audit, as well as inviting them to the March 20, 2014 public meeting.

Focus Group Meetings, March 10, 2014

Three separate focus group meetings were held on March 10, 2014, to identify key issues and needs in the study area. Focus groups are typically a small number of people (typically between 4 and 15 people) brought together

with a moderator to focus on a specific topic. Focus groups aim at a discussion to share their point of view to produce preferences and beliefs that may or may not be representative of the general population. The focus groups included a resident focus group, a business focus group, and a City staff focus group. The project team reached out to various members of the community to participate in the focus groups, including civic associations, business organizations, individual business representatives, and a diversity of City staff, such as the Fire Department, transportation maintenance, and transit staff to provide input on various issues related to the 100 block of King Street.

Public Meeting, March 20, 2014

A public meeting was held on Thursday, March 20, 2014 from 6:30 – 8:30 p.m. at City Hall to provide information on the project, discuss pedestrian malls and shared street concepts, and receive input from the public. A presentation was held at the beginning of the meeting followed by table exercises to allow for input on issues and needs. The presentation was posted to the project website. Following the meeting, an evaluation form was provided to allow participants the ability to comment on the format and success of the meeting and make suggestions for future meetings.

Transportation Commission Meeting, May 21, 2014

City staff and project consultant provided an update on the project and presented the operational options, trolley re-routing options and future traffic analysis results to the Transportation Commission at its May 21, 2014 meeting. Commission members were asked to provide feedback on the materials presented.

Public Meeting, March 29, 2014

A public meeting was held on Thursday March 29, 2014 from 6:30 – 8:30 p.m. at City Hall to provide a project update, present both operational and design options and discuss impacts to trolley operations, future traffic analysis with and without closure of the 100 block of King Street. A presentation was held at the beginning of the meeting followed by a discussion of concerns and issues with the options presented. Attendees filled out a comment form to gauge the level of comfort with options presented. The presentation was posted to the project website.

Old Town Civic Association Meeting, August 11, 2014

City staff met with the Old Town Civic Association to discuss options for the 100 block of King Street. The OTCA expressed preference for compromise option (Option 5).

Business Representative Meeting, October 1, 2014

City staff met with representatives from businesses on the 100 block of King Street, who expressed a preference for Options 4 and 5.

Waterfront Commission Meeting, December 16, 2014

City staff updated the Waterfront Commission on the study. The Waterfront Commission endorsed staff's plans to hold off on recommendation until further parking analysis is performed.

Alexandria Waterfront Commission
Presentation on Lower King Street Multimodal Feasibility Study – February 18, 2014

The following input was provided by the Waterfront Commission members:

- It will be important to reach out to residents.
- For meetings, staff should provide handout flyers to residents within one to two blocks of the 100 block.
- When the pilot project for closing the 100 block was done (in 2006), there was confusion.
- With restrictions, there will be more congestion in the area.
- One option may be to widen the sidewalks and remove on-street parking.
- How to accommodate motor coaches is an important issue. While motor coaches use the streets during a limited time of the year, they are an important part of the local economy.
- The parking spaces for restaurants need to be considered.
- Concerned about changing what is already a vital area of the City. The mix of traffic and people helps add to the vitality of the area.
- Parking will be a critical issue.
- There may be an issue with how deliveries are accommodated.
- Consider making the improvements on a trial basis.
- Consider allowing for dining in the middle of the street, thereby opening space on the sidewalks and improving delivery.
- Need to coordinate with other projects such as bike improvements on north-south streets.
- The alley south of King Street (Swifts Alley) is public, but there are current issues with deliveries.
- There is a loading zone at Prince Street at Union Street.

**Alexandria Bicycle and Pedestrian Advisory Committee (BPAC) Meeting
Presentation on Lower King Street Multimodal Feasibility Study – February 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 – March 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.

Walking Tour and Focus Group Meetings – March 10, 2014

Key Comments heard during walking tour and focus group meetings:

- 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.

Following are more detailed notes on comments heard during the walkabout and at each of the focus group meetings.

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
 - Some noted that the motorcoaches bring customers
 - 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:
 - Loading is not adequate.
 - City is giving out tickets to trucks trying to load.
 - Only one business requires an 18-wheeler truck for deliveries.
 - 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 considered: 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
 - Needs 22’ easement (double-check, may be 18’).
 - Not in favor of bollards – they need quick access.

- Most likely fire trucks would arrive on King Street from Fairfax or wider road, not Lee or Union Streets.
- Police
 - Highest calls for service in Old Town is loading.
 - If closed to some traffic, how will you enforce motorists from entering.
 - 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 are in \$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
 - There are about 20-25 space on the 100 block of King Street.
 - It is important to have wayfinding for parking.
 - If 100 block of King Street is closed, need to think about how motorcoaches would re-route.
 - 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.

The following pages provide a list of Walking Tour attendees, Focus Group Meeting invitees and attendees, and a summary of business outreach.

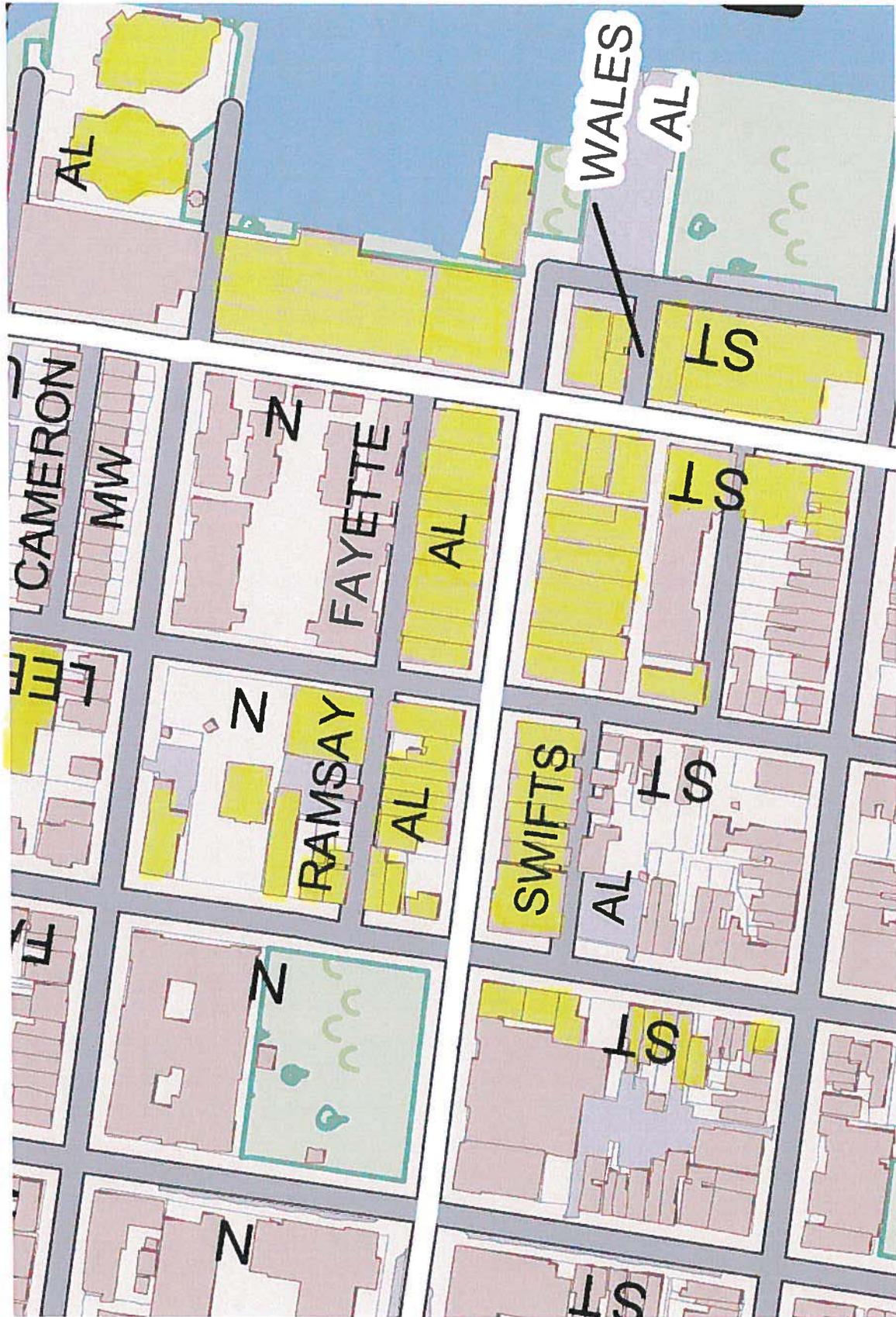
Walking Tour Participation

Name	Representing	Type of Business
Wali Zadrán	Il Porto	Restaurant
Robert J Test, Esq.	Attorney	Attorney
Carol Supplee	Imagine Artwear	Retail
John Long	Alexandria Chamber of Commerce	Business
Patricia Washington	Alexandria Convention and Visitors Association	Tourism
Janet Barnet	Old Town Business and Professional Association	Business Group
Yvonne Callahan	Old Town Civic Association	Neighborhood
Stephanie Schaffer	Lou Lou	Retail
Charles Lindsay	The Creamery	Retail
Jeffrey Albert	Decorium Gifts	Retail
Nancy Williams	Alexandria, Planning & Zoning Dept.	City
Steve Sindiong	Alexandria, Transportation & Environmental Services	City
Christina Mindrup	Alexandria Economic Development Partnership	Business Group
Ken Ray	Toole Design Group	Consultant
Christina Fink	Toole Design Group	Consultant

Focus Group Invitees (*indicates attendance)

Name	Representing
Group 1 - Citizens (4pm to 5pm)	
Yvonne Weight Callahan	Old Town Civic Association
Tim Elliott	Old Town Civic Association
Jerry King*	Transportation Commission
William Schuyler*	Traffic & Parking Board
Donna Browning*	Commission on Persons with Disabilities
Jim Durham*	Bicycle and Pedestrian Advisory Committee, Vice Chair
Jonathan Krall	Bicycle and Pedestrian Advisory Committee
Stephen Muttý	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*	Alexandria Chamber of Commerce, President
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 Association
Bill Reagan*	Small Business Development Center
Charles Lindsey	The Creamery
Eric Wallner*	Torpedo Factory, Director
Suzanne Bethel	Art League, Director
Group 3 - City Staff (2:30pm to 3:30pm)	
Various Staff	Transportation & Environmental Services - Planning Transportation & Environmental Services - Transit Transportation & Environmental Services - Transit Transportation & Environmental Services - Traffic Transportation & Environmental Services - Strategic Management Transportation & Environmental Services - Maintenance Planning & Zoning Recreation, Parks and Cultural Activities General Services Police Department Fire Department Communications

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 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.

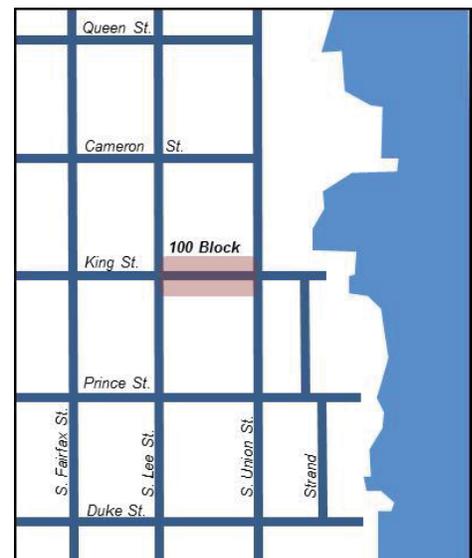


Key areas of assessment will include: vehicular circulation, parking, loading, pedestrian and bicycle circulation, transit circulation, tour bus operations, passenger pick up/drop off, and emergency access, operations and maintenance. This study is being coordinated with a separate City project, which 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

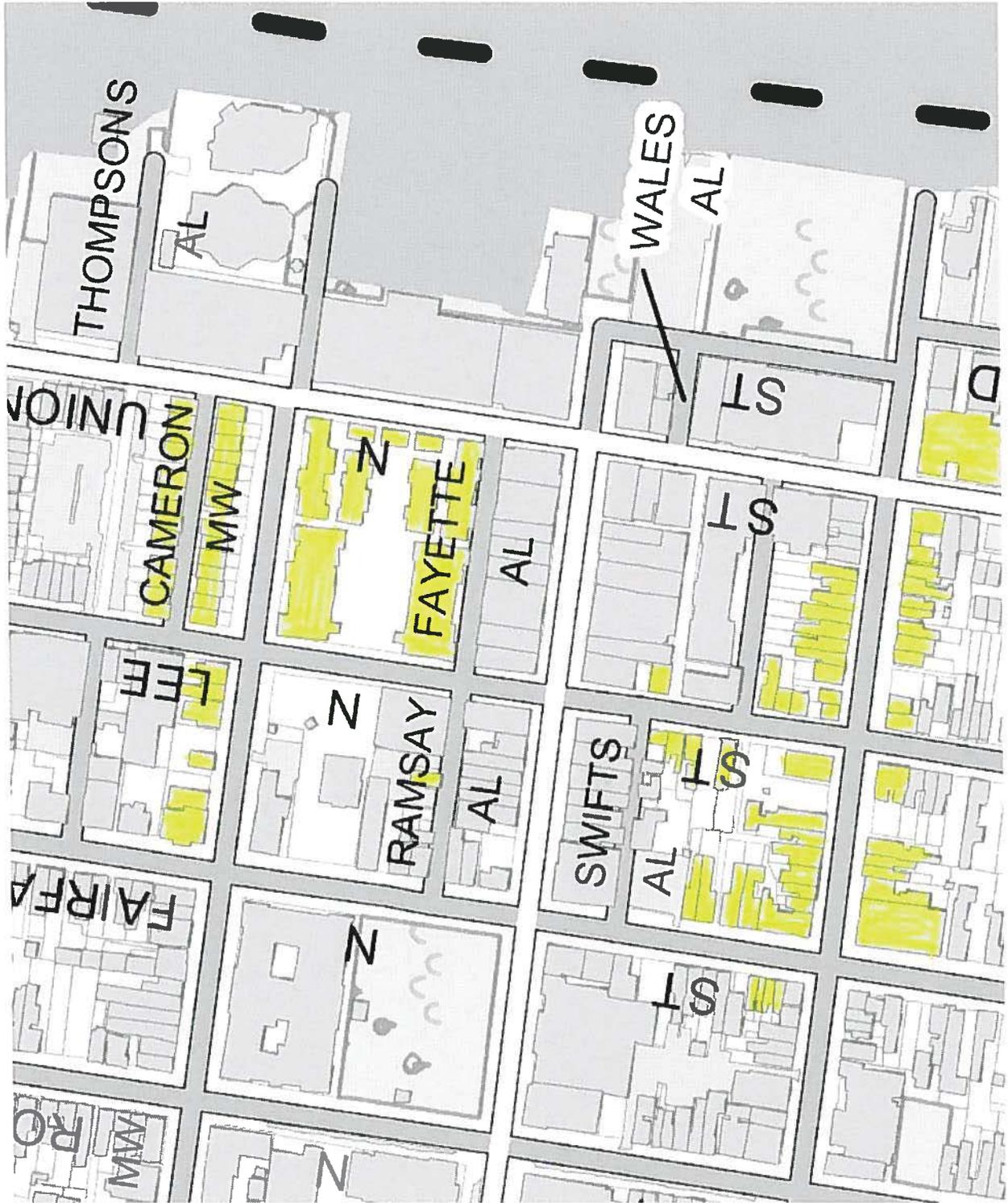
- 1. How does the use and demand of Lower King Street change by time of year, day of week, time of day, etc.?***
- 2. What elements of the Lower King Street currently work well? What elements do not currently work and need to be changed or removed? What immediate improvements do you want to see in the 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?***

Public Meeting

Presentation on Lower King Street Multimodal Feasibility Study – March 20, 2014

Flyers were hand delivered to businesses (see business outreach flyer on previous page) and residents near the study area as shown on the following page. The City also advertised the public meeting on the City's website, through E-News, and invitations by email to those on the project listserv.

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.

At the meeting, the attendees were asked to provide input via two interactive exercises.

The first exercise collected visual preferences by allowing attendees to select streetscape designs of example shared streets and pedestrian places that they liked and disliked by placing a green or red dot, respectively, on the photo. The following page summarizes the responses.

The second exercise asked attendees about their likes and dislikes of King Street today. Attendees also provided written comments on their vision for the future of Lower King Street. Generally, attendees:

- Expressed interested in a shared street and / or pedestrian-only street, though some preferred the existing design of King Street;
- Emphasized the importance of a high-quality, attractive streetscape with seating and outdoor dining;
- Shared concerns with conflicts between modes today and in the future.
- Shared concerns regarding the loss of on-street parking and the impact to adjacent residential streets.

The following are additional comments 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 1/4 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.
- A Pedestrian only street should not include bicyclists.
- Like eating/dining on the street.
- Don't like how little space is currently 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 idea of a shared street , 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.
- 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.

**Public Meeting
Presentation on Lower King Street Multimodal Feasibility Study – May 29, 2014**

Flyers were hand delivered to businesses and residents (See business outreach and resident flyers shown previously) near the study. The City also advertised the public meeting on the City’s website, through E-News, and invitations by email to those on the project listserve.

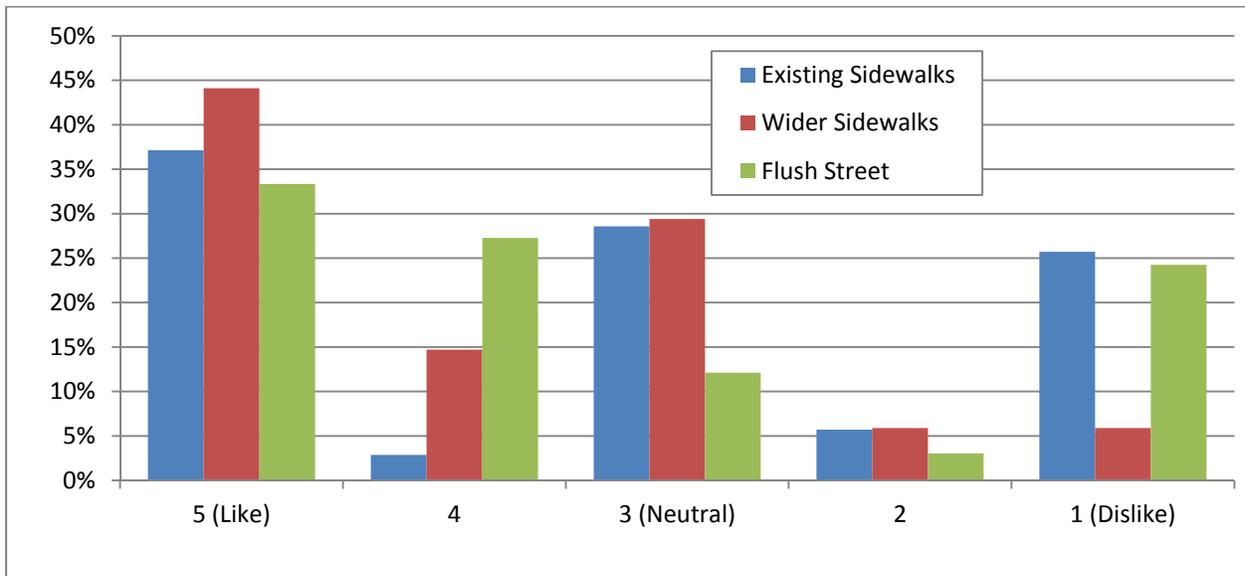
A presentation was given that provided an overview of the project purpose and goals, summary of the civic outreach conducted to date, existing conditions and key issues identified, and four alternatives for the 100 block. The alternatives include: Do Nothing/Existing configuration; Open to Traffic; Pedestrian Only street; Pedestrian Only with Transit Access. A number of design options for the alternatives were also presented. After the presentation, attendees were asked to fill out a comment form to provide feedback and preferences on the information presented. In the presentation, several goals and values were presented that are being used to evaluate options for the 100 block of King Street. Attendees were asked to rank each of the goals and values with 1 being the highest priority and 5 being the lowest. The following charts provide a summary of the results, reflecting the comment forms collected at the May 29th meeting and the forms received through June 20, 2014 when the comment period ended.

Ranking of Goals / Values by Public Meeting Participants (Comment forms)

<p><u>Increase Walking Space</u></p> <p>More than half ranked “Increase Walking Space” as the highest priority (1) and almost one-quarter ranked it has the second-highest priority (2).</p>	<table border="1"> <caption>Ranking of Increase Walking Space</caption> <thead> <tr> <th>Priority Rank</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>1 (Highest Priority)</td> <td>52%</td> </tr> <tr> <td>2</td> <td>22%</td> </tr> <tr> <td>3</td> <td>11%</td> </tr> <tr> <td>4</td> <td>8%</td> </tr> <tr> <td>5 (Lowest Priority)</td> <td>8%</td> </tr> </tbody> </table>	Priority Rank	Percentage	1 (Highest Priority)	52%	2	22%	3	11%	4	8%	5 (Lowest Priority)	8%
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<p><u>Increase Outdoor Dining and Retail</u></p> <p>The responses for “Increase Outdoor Dining and Retail” were spread across all priority ranks with the lower priority ranks receiving slightly more votes. About 20% of respondents ranked it as highest (1) or second-highest priority (2) while nearly 65% ranked it as second-lowest (4) or lowest priority (5).</p>	<table border="1"> <caption>Ranking of Increase Outdoor Dining and Retail</caption> <thead> <tr> <th>Priority Rank</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>1 (Highest Priority)</td> <td>12%</td> </tr> <tr> <td>2</td> <td>8%</td> </tr> <tr> <td>3</td> <td>16%</td> </tr> <tr> <td>4</td> <td>28%</td> </tr> <tr> <td>5 (Lowest Priority)</td> <td>36%</td> </tr> </tbody> </table>	Priority Rank	Percentage	1 (Highest Priority)	12%	2	8%	3	16%	4	28%	5 (Lowest Priority)	36%
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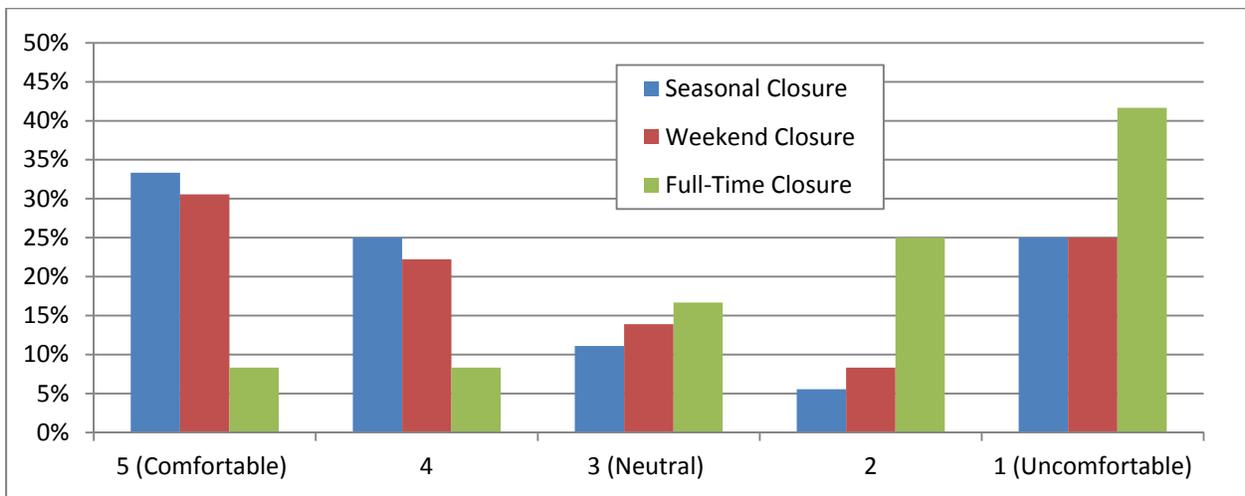
<p><u>Provide Direct and Efficient Trolley Service</u></p> <p>Many ranked “Provide Direct and Efficient Trolley Service” as a lower priority. About 10% ranked it as the lowest priority (5) and about 40% ranked as the second-lowest priority (4). No respondents ranked it as the highest priority (1).</p>	<p>A bar chart with a vertical axis from 0% to 60% in 10% increments. The horizontal axis shows priority levels 1 to 5, with 1 labeled '(Highest Priority)' and 5 labeled '(Lowest Priority)'. The bars represent the following percentages: 1: 0%, 2: 20%, 3: 28%, 4: 40%, 5: 12%.</p> <table border="1"> <thead> <tr> <th>Priority</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>1 (Highest Priority)</td> <td>0%</td> </tr> <tr> <td>2</td> <td>20%</td> </tr> <tr> <td>3</td> <td>28%</td> </tr> <tr> <td>4</td> <td>40%</td> </tr> <tr> <td>5 (Lowest Priority)</td> <td>12%</td> </tr> </tbody> </table>	Priority	Percentage	1 (Highest Priority)	0%	2	20%	3	28%	4	40%	5 (Lowest Priority)	12%
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<p><u>Minimize Impacts to Residential Streets</u></p> <p>More than half ranked “Minimize Impacts to Residential” as the highest priority (1) while about 20% ranked it as the lowest-priority (5).</p>	<p>A bar chart with a vertical axis from 0% to 60% in 10% increments. The horizontal axis shows priority levels 1 to 5, with 1 labeled '(Highest Priority)' and 5 labeled '(Lowest Priority)'. The bars represent the following percentages: 1: 52%, 2: 15%, 3: 12%, 4: 0%, 5: 20%.</p> <table border="1"> <thead> <tr> <th>Priority</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>1 (Highest Priority)</td> <td>52%</td> </tr> <tr> <td>2</td> <td>15%</td> </tr> <tr> <td>3</td> <td>12%</td> </tr> <tr> <td>4</td> <td>0%</td> </tr> <tr> <td>5 (Lowest Priority)</td> <td>20%</td> </tr> </tbody> </table>	Priority	Percentage	1 (Highest Priority)	52%	2	15%	3	12%	4	0%	5 (Lowest Priority)	20%
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<p><u>Improve User Comfort at Intersections</u></p> <p>The responses for “Improve User Comfort at Intersections” were split between several priority ranks. No one ranked it as the highest priority (1). One third ranked it at the second-highest priority (2) and one third as the neutral priority (3). About 25% ranked it as the second-lowest priority (4) and about 10% ranked it as the lowest priority (5).</p>	<p>A bar chart with a vertical axis from 0% to 60% in 10% increments. The horizontal axis shows priority levels 1 to 5, with 1 labeled '(Highest Priority)' and 5 labeled '(Lowest Priority)'. The bars represent the following percentages: 1: 0%, 2: 33%, 3: 33%, 4: 22%, 5: 12%.</p> <table border="1"> <thead> <tr> <th>Priority</th> <th>Percentage</th> </tr> </thead> <tbody> <tr> <td>1 (Highest Priority)</td> <td>0%</td> </tr> <tr> <td>2</td> <td>33%</td> </tr> <tr> <td>3</td> <td>33%</td> </tr> <tr> <td>4</td> <td>22%</td> </tr> <tr> <td>5 (Lowest Priority)</td> <td>12%</td> </tr> </tbody> </table>	Priority	Percentage	1 (Highest Priority)	0%	2	33%	3	33%	4	22%	5 (Lowest Priority)	12%
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Attendees were asked to rank the design options presented with like (5) and dislike (1). The three options included: Existing Sidewalks (blue), which maintains the road as it is today, Wider Sidewalks (red), which removes parking to provide for a wider sidewalk, and Flush Street (green), which removes the curb and provides a flush street.



Responses for Existing Sidewalks were mixed with about 35% for “5 (Like)”, 30% for “3 (Neutral)” and 25% for “1 (Dislike)”. For Wider Sidewalks and Flush Street, approximately 60% of responded as “5 (like)” or “4”. Further, nearly half of respondents indicated the highest rank of “5 (Like)” for wider sidewalks and about one quarter gave Flush Street the lowest rank of “1 (Dislike)”.

Attendees were asked their level of comfort with several closure options for the 100 block of King Street: seasonal closure (blue), weekend closure (red) and full-time closure (green).



Generally, respondents were uncomfortable with a full-time closure. Results for seasonal and weekend closures were similar with respondents being slightly more comfortable with a seasonal closure: about

60% were comfortable (5) or moderately comfortable (4) with a seasonal closure while about 50% were comfortable (5) or moderately comfortable (4) with a weekend closure.

Additional comments included:

- Local residents generally want to minimize impacts to residential streets, like the existing design and are uncomfortable with the idea of closure
- Residents concerned about parking
- Waterfront Commissioners and Alexandria residents (outside of Old Town) tend to place greater emphasis on increasing walking space
- One (also a Waterfront Commissioner) commented that he/she wants to see coordination with the Waterfront Plan
- A Waterfront Commissioner/Council member commented that less technical/more descriptive language and photos of existing example streets be used
- Concerns about loss of parking and increased traffic on Prince, Duke, and Lee Streets
- Need careful thought about public outreach if partial closures are enacted
- One resident suggested prohibiting non-resident parking within a six-block radius
- A Waterfront Commissioner wants more information on stormwater runoff



Lower King Street Concepts Comment Form

Your comments are very important to us. Please share your ideas with us by completing this sheet and returning it at the end of the meeting.

Your affiliation (check all that apply):

- Old Town Business Owner
- Old Town Resident
- Alexandria Resident
- Waterfront Commissioner
- Other _____

Rank the project goals in order of importance (1st to 5th):

- _____ Increase Walking Space
- _____ Increase Outdoor Dining and Retail
- _____ Provide Direct and Efficient Trolley Service
- _____ Minimize Impacts to Residential Streets
- _____ Improve User Comfort at Intersections

Do you think there are any goals missing? If so, what?

What do you like and dislike about the following functional options:

	Likes	Dislikes
Open to All Users	_____	_____
	_____	_____
Pedestrian & Trolley	_____	_____
	_____	_____
Pedestrian Only	_____	_____
	_____	_____

What do you think of the following design options (circle one number per line):

	Like	Neutral			Dislike	Why?
Existing	5	4	3	2	1	_____
Wider Sidewalks	5	4	3	2	1	_____
Flush Street	5	4	3	2	1	_____

How comfortable are you with the following options (circle one number per line):

	Comfortable	Neutral			Uncomfortable	Why?
Seasonal Closure	5	4	3	2	1	_____
Weekend Closure	5	4	3	2	1	_____
Full-Time Closure	5	4	3	2	1	_____

Old Town Civic Association Meeting
August 11, 2014

Comments from the Old Town Civic Association:

- Most liked the proposed Option 5 (Wider sidewalk / maintain some parking) – feel it is a good compromise.
- For option 5, the intersection of King and Union crosswalk should be raised across the entire intersection to allow people to cross both legs.
- For option 4 (Pedestrian only with trolley access) and 5, like that it narrows the street and requires traffic to move slower.
- Concerned about flush streets, and how you would enforce bicyclists to walk their bikes.
- The trolley should stop at City Hall under all options. The stopped / idling trolley blocks the view of the waterfront.
- Concerned about giving too much space to private interests, ie, outdoor dining, rather than having the gained space be used by pedestrians.
- Consider permeable surface materials to reduce the need for detention.
- Consider resident only parking on the adjacent streets during certain times of day, to encourage people to park in the garages.
- For the parking study being done this fall, it needs to have better ratios so that people better understand the number of people that are using the parking facilities.
- Consider using the Patent & Trade office for parking for Old Town customers.
- For option 5, if we provide any parking spaces, it will still encourage people to circulate in order to try and find a parking space.
- As part of the 2006 trial closure, the intersection of Prince / Lee, there didn't seem to be any issues with traffic circulation or congestion.
- There needs to be better enforcement of the alleys, to allow for deliveries.
- Don't agree with the need for on-street parking; consider having the outdoor dining where the cars would have parked (for Option 5)
- Consider coming to the October 8 OTCA meeting.

Meeting with Business Representatives

October 1, 2014

General comments heard during at the meeting:

- If the waterfront plan attracts more people, there will only be more congestion, and therefore a need to do something
- It is important to promote a mix of retail on the 100 block – this encourages people to spend more time there
- The foot of King Street is not safe today, or welcoming
- Should let the waterfront area get built out first, then do a temporary closure or pilot project
- The 2006 pilot closure was generally successful, but required a lot of police enforcement. Some merchants on the 200 block felt that their customers could not park nearby. There was also a challenge of not knowing exactly when the mock up changes would occur, such as at what time or day
- Any recommendation needs to identify the impacts of outdoor dining, ie, would that impact the number of tables allowed inside the restaurant?

Comments related to Parking

- If the 100 block is closed to parking or cars, then you should also eliminate parking on the 200 block, and you need to let people know ahead of time, such as at Royal or Fairfax Street so they can turn prior to then and direct people to parking garages
- Studies show that 54% of the population will not visit a retail destination if there is no immediate parking available
- Parking garage utilization is low; there is a need to do better directing to parking garages
- Need to keep working on developing a parking plan that incentivizes merchant employees to park off-site
- Consider charging for parking on Sundays

Comments on Concept 5:

- Don't like the mix of cars and pedestrians, prefer Concept 4
- Indifferent to closing the street to cars, but know that some retailers may not like that
- Option 5 is short sighted – doesn't address future needs
- Too costly and disruptive
- Most desirable option to see how it works. It allows for closure during events easily.
- Prefer Option 4, but Option 5 is second best

Comments on Trolley Routing

- Like concept of stopping the trolley at City Hall – it reduces congestion at the waterfront and encourages people to walk
- If the trolley stops at City Hall, how would the disabled access the waterfront?
- Keep the trolley drop off at City Hall

Comments on Seasonal Closures

- There are less people during the winter visiting
- Weekend closures helps to reduce car congestion
- Confusing for deliveries
- Hinders the trolley routing
- Would only work if it is done further of King Street where more options are available for rerouting traffic / trolley

Waterfront Commission Meeting
October 1, 2014

City staff reviewed the conditions analysis and civic engagement that have been conducted as part of staff's development of options to accommodate the heavy multimodal traffic that uses the 100 block of King Street as an update to the briefing in February 2014. The Waterfront Commission expressed the following comments:

- Thanks to staff for incorporating into the options the inputs gathered during its broad community outreach.
- The Old Town Civic Association had supported a previous brief trial that had pedestrianized the 100 block and commended the detailed evaluation. Concern about how merchants viewed the concept.
- Some options should be tested using Option 1's as-is street configuration, since there would be no street modification-related expenses.
- Concern about public's reaction to traffic restrictions such as having no parking on certain summer days or permitting only the King Street Trolley and pedestrian traffic on the block for a time.