



King Street Access & Safety

ALEXANDRIA CITY HIGH SCHOOL

OVERVIEW OF ONLINE FEEDBACK FORM

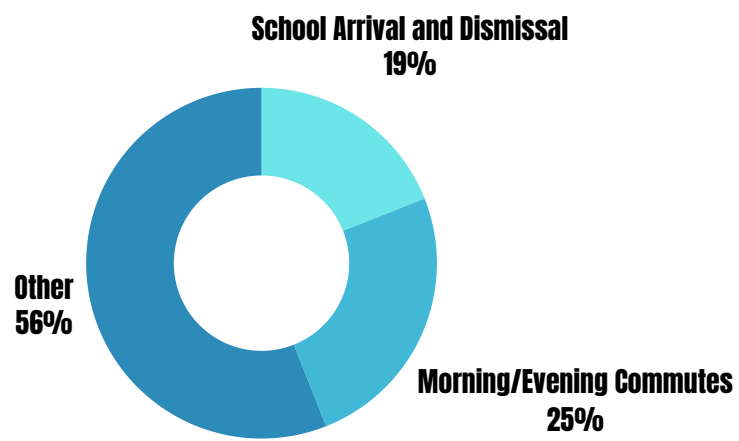
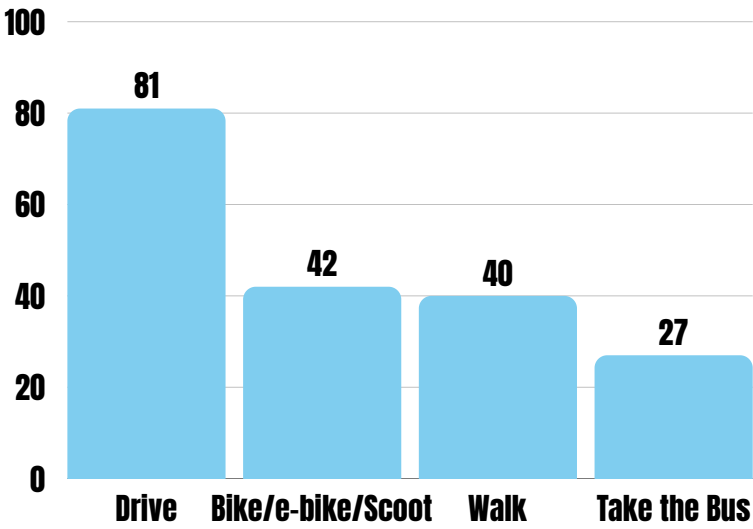
114 Responses

Multi-Modal Transportation is Strong

Respondents use a variety of transportation options to travel through the study area. Design changes should seek to improve access for all modes of transportation.

*Totals exceed 100% as respondents could select more than one mode of transportation

Modes of Transportation (By %)



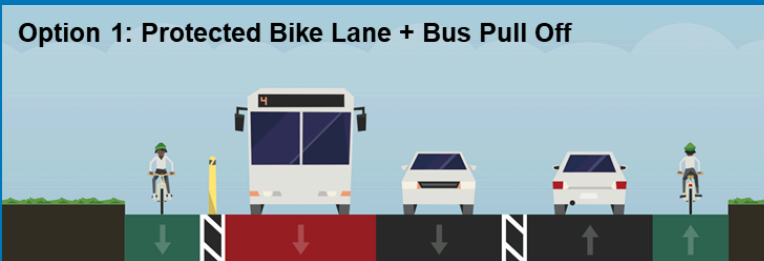
Busy All Day

Diverse travel times

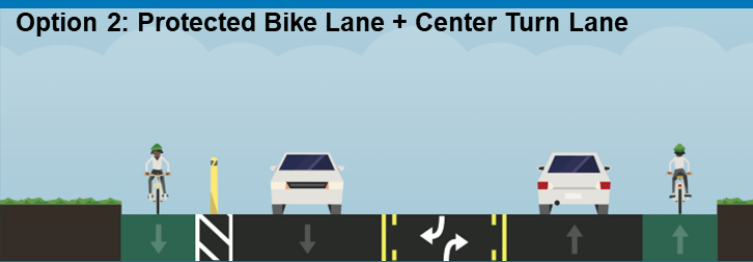
Respondents travel through the corridor at all times of the day. Design changes should seek to improve circulation at all hours.

3 Design Options were Considered

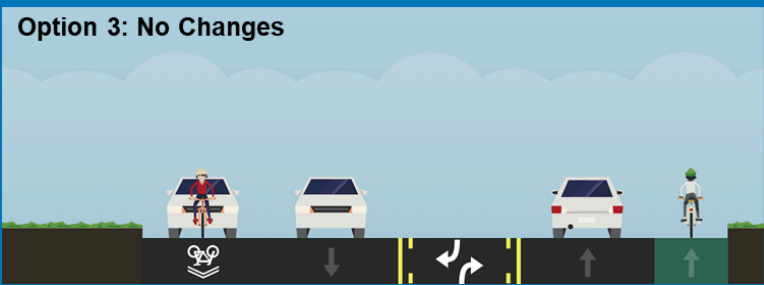
A clear design preference was seen among respondents.



3.7 Stars



3.4 Stars



1.8 Stars

Option 1: Protected Bike + Bus Pull Off

A number of design considerations were liked by respondents.

- 66% Buses have a safe space to pull over and not block vehicle traffic while loading and unloading.
- 62% Makes the roadway feel narrower, which encourages slower speeds.
- 60% Creates a safe space for people biking or scooting.
- 59% Separates space for people walking, biking and scooting and those choosing to drive.
- 58% Extends the current bike lanes on King Street
- 57% Prevents illegal parking at the curb.



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Option 2: Protected Bike Lane + Center Turn Lane

Respondents showed a preference for design elements that separated roadway users.

71% Creates separated space for people biking or scooting.

67% Extends the current bike lanes on King Street.

58% Prevents illegal parking at the curb.

37% Center turning lane gives vehicles greater flexibility to navigate the roadway.

32% Buses don't have to navigate traffic to pull back onto King Street after loading and unloading.

29% Reduces the number of changes to King Street.

Option 3: No Change

Compared to other options, current roadway features were not popular among respondents.

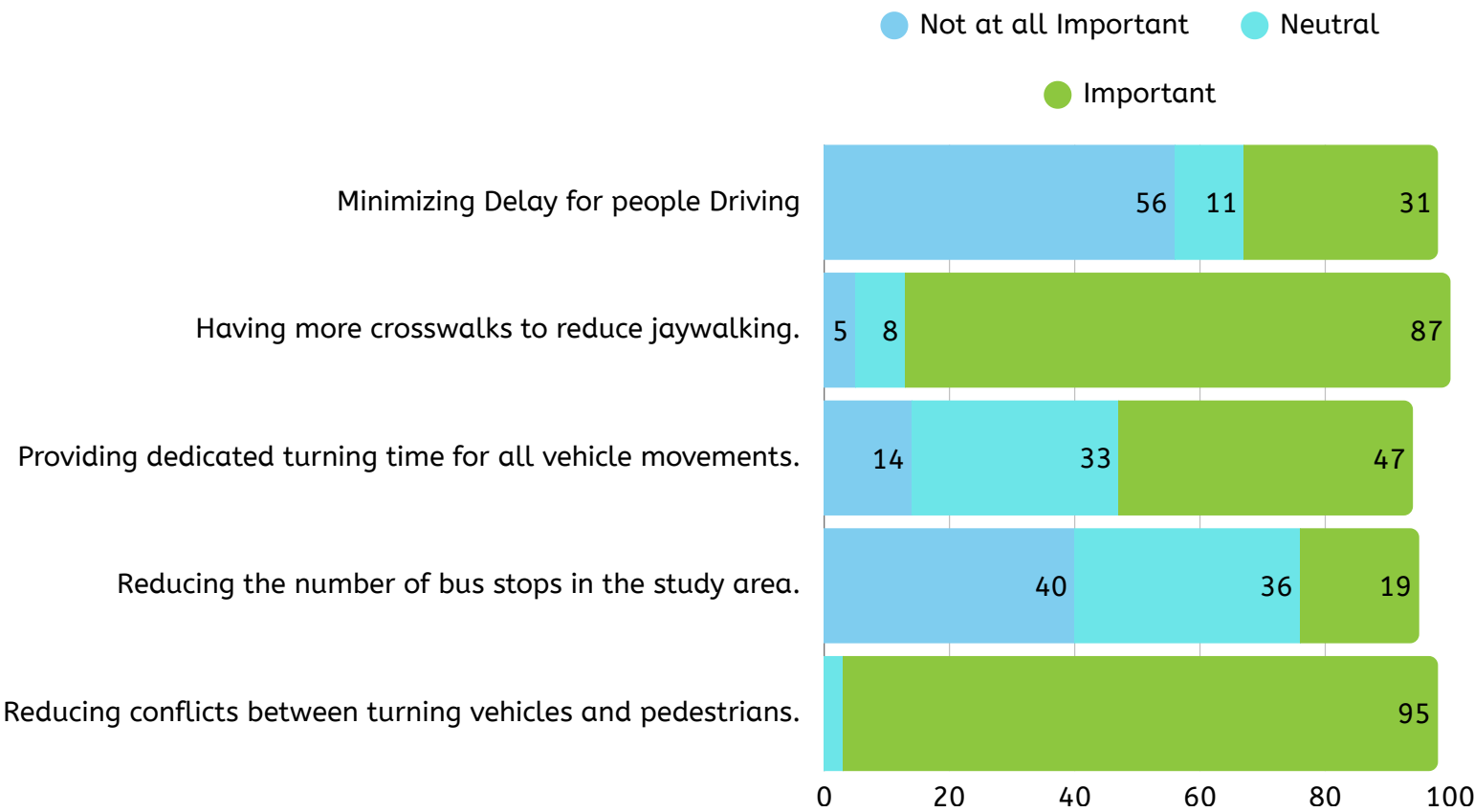
63% Don't like current design.

13% Roadway works well with current configuration.

13% Current bus loading and unloading does not stop vehicle traffic.

9% Cyclists and vehicles share a lane.

When asked about other design priorities in the study area, respondents prioritized options that reduced potential conflicts between people and vehicles.



VISIT THE PROJECT WEBSITE FOR MORE INFO:
WWW.ALEXANDRIAVA.GOV/GO/6530

