

A ADDITIONAL STATION LAYOUT ALTERNATIVES

Two other station plan alternatives were considered during the planning phase of the study but were dropped from further consideration due to traffic and operational issues.

Alternative C: Two-Way Double Row Bus Bays

The Alternative C site plan, as illustrated in **Figure A-1**, is a double row, eleven bay bus facility with two-way traffic where the existing entrance and exits on Diagonal Road are reconfigured for two-way traffic. At the south exit, the curb is realigned to allow an entrance for buses traveling north on Diagonal Road. Buses traveling south on Diagonal Road would not be able to turn into the south entrance due to the limited space available for the wide turning radius. A queue jumper traffic signal is added at the Diagonal Road/Reinekers Lane intersection for buses turning north onto Diagonal Road from the station exit.

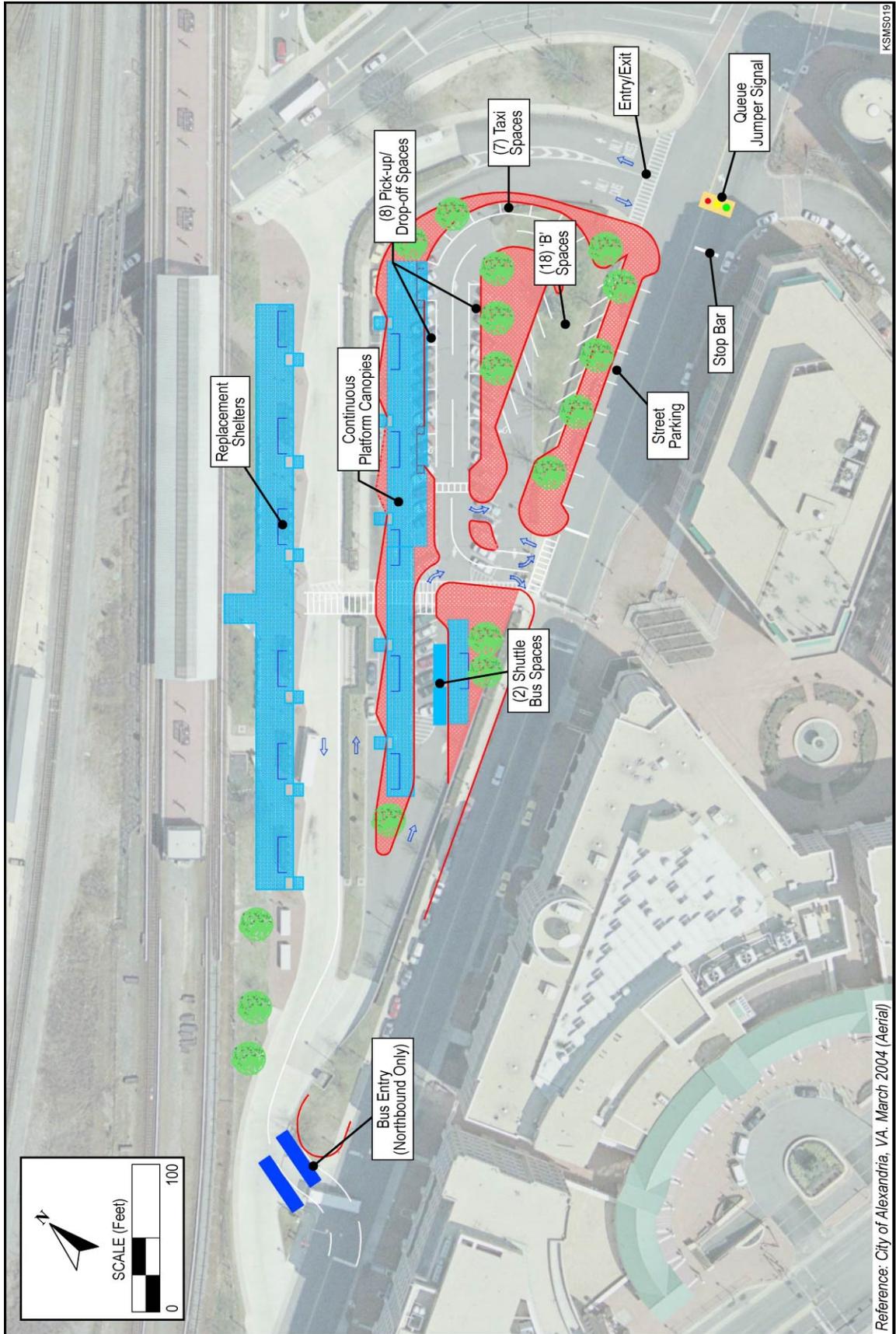
The K&R plan allows more space for parking since the waiting island shares space with the bus platform. There is enough curbside space for the taxi queue to remain in the K&R facility in lieu of relocating the taxi stand to the street. The shuttle buses enter with the buses from the south and exit with automobiles at the new mid-block K&R exit. The curblines for shuttle bus would allow another parking space for a third shuttle.

Without the ability for buses traveling south on Diagonal Road to access the south entrance, Alternative C had been dropped from further consideration since only a few DASH routes traveling north on Diagonal Road from Duke Street could access the new bus bay array. The proximity of the queue jumper signal to the signalized intersection at King Street and Dangerfield Road presented a traffic problem for vehicles queued at the light.

Alternative D: Two-Way Bus Loop Bus Bays

The Alternative D site plan, shown in **Figure A-2**, is a two-way bus loop facility where the existing entrances at the Diagonal Road/Reinekers Lane intersection and at King Street would be reconfigured for two-way traffic. Although this Alternative plan accommodated twelve bus bays, more bays than all other Alternatives presented, Alternative D was dropped from further consideration due to the high potential for traffic conflicts and queue space in front of the King Street intersection near the underpass in addition to the problems discussed concerning the signal jumper on Diagonal Road.

KING STREET STATION Access Improvement Study



Reference: City of Alexandria, VA, March 2004 (Aerial) KSM5019

Figure A-1: WMATA Proposed Reconfigured Site Facilities – Alternative C



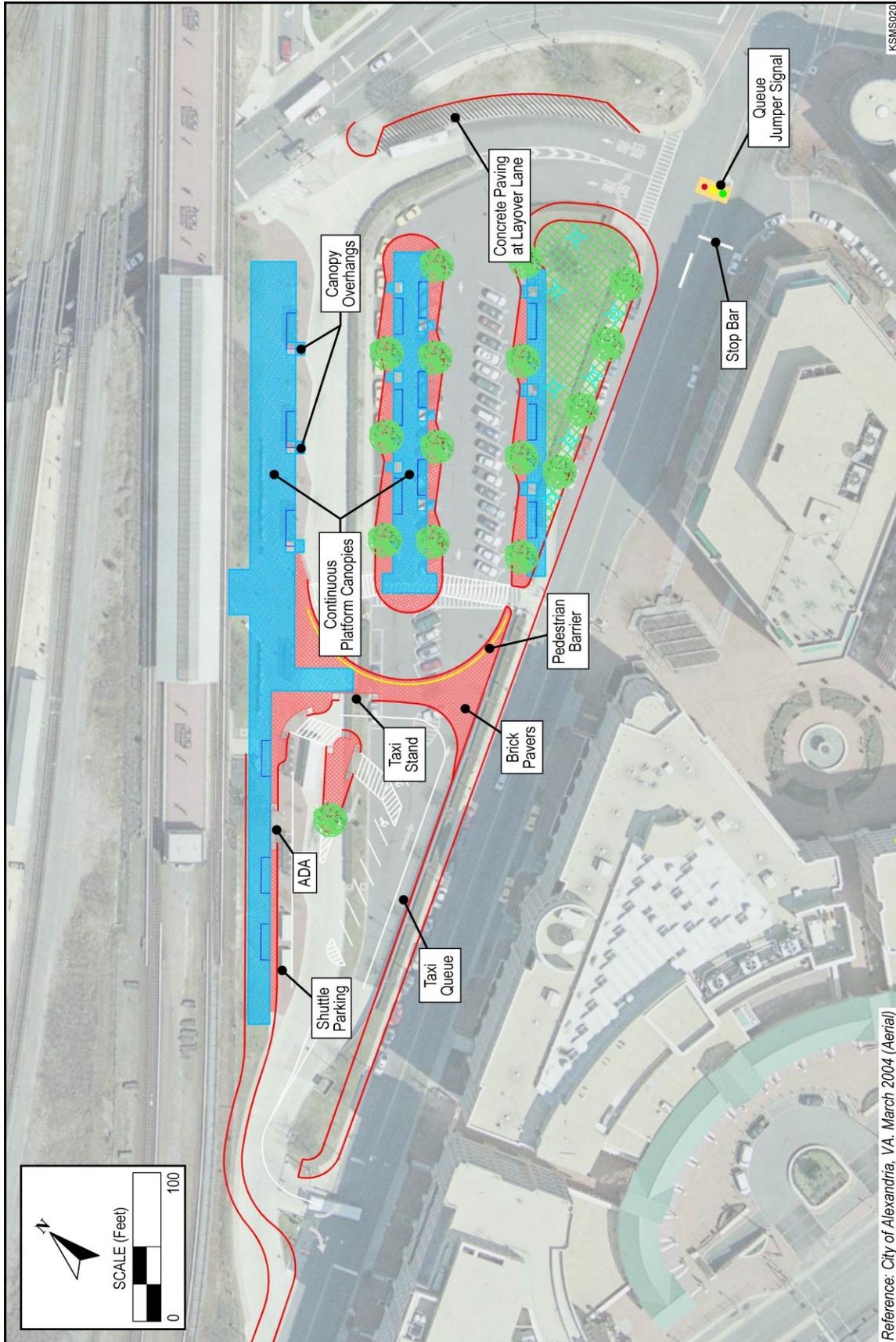


Figure A-2: WMATA Proposed Reconfigured Site Facilities – Alternative D