

King Street Trolley (KST)

(a.k.a. "Line KST" in 2022 ATV Plan)

Route Description: King Street Metro to Old Town Waterfront
Route(s) Replaced: N/A
Corridor(s) Served: King Street, Old Town Circulator
Major Destination(s): King Street Metro, Old Town, City Hall, Waterfront

Residents within ¼ Mile: **6,169 residents**
Low Income Residents: 327 (5.3 percent)
Minority Residents: 1,271 (20.6 percent)
Senior Residents: 999 (16.2 percent)
Jobs within ¼ Mile: **17,994 jobs**

Proposed Service Levels:

	Frequency	Span (Approx.)
Weekday		11am – 11pm
<i>AM/PM Peak</i>	15 min. (No AM Peak Service)	
<i>Midday</i>	15 min.	
<i>Evening</i>	15 min.	
Saturday	15 min.	11am – 11pm
Sunday	15 min.	11am – 11pm

After being out of service due to the pandemic for 18 months, the iconic **King Street Trolley** will resume operations in FY 2022 with a scheduled start date of September 5, 2021. The Trolley will not resume at the start of FY 2022 due to financial considerations and reduced tourist ridership demand. The Trolley will resume its regular route alignment; however, a new re-route to Cameron Street near the Waterfront due to the ongoing closure of the 100 Block of King Street may be introduced. If the closure is continued into the Fall, a new Trolley drop-off stop on Union Street at King Street will be introduced. Finally, a new Trolley stop on southbound Union Street at Prince Street is also proposed for FY 2022.

DASH proposes to run the King Street Trolley with simpler, 15-minute service from 11am to 11pm, 365 days per year. This is a reduction from pre-COVID levels, which included 10-minute headways during summer months, and service until midnight on Thursday through Saturday, but is easier to understand.

The 2022 ATV Plan included a proposed extension of the King Street Trolley from King Street Metro to the Eisenhower Avenue Metro via Dulaney Street, Jamieson Street, Mill Road and Stovall Street. This extension would provide a key connection from Old Town to Carlyle, which represents the densest area of the City, but is not currently well-served by transit. This extension would require at least two additional Trolleys which could be ready by FY 2024. If desired, this change could also include a transition to 100% electric trolley vehicles for a quieter more sustainable travel option in Old Town. Additional grant funding, and coordination with City leadership would be required for these changes. Lastly, the ATV Plan includes several ideas for better integrating the King Street Trolley with the Old Town Circulator, including changes to fare policies; however, no such changes are proposed for FY 2022.

Figure 5-13 - King Street Trolley

