

**WORKING
DRAFT**

DUKE STREET
IN MOTION

Advisory Group Meeting #6

November 17, 2022



alexandriava.gov/DukeInMotion

This project is funded with Northern Virginia Transportation Authority (NVTA) regional revenues.

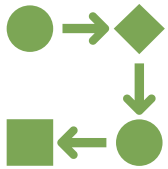


Welcome!



Introductions & Meeting Background

BRT Tour Takeaways



Outreach Report Out

Discussion



Overview of Next Steps

Approval of AG #5 Meeting Minutes



Public Comment

AG Roles and Responsibilities

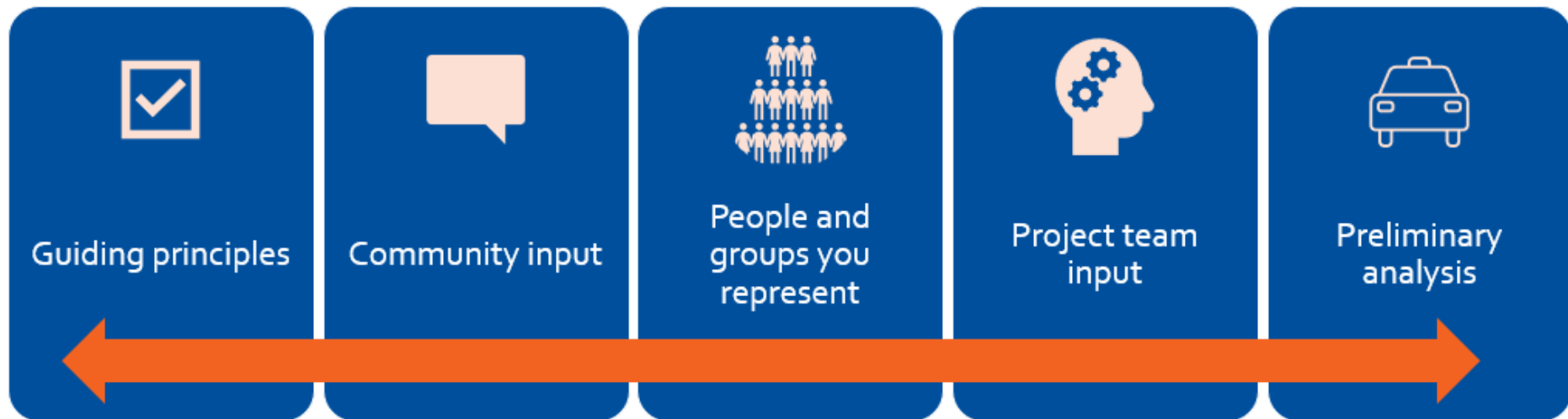
- ✓ Relay information
- ✓ Participate
- ✓ Provide feedback
- ✓ Respect each other
- ✓ Represent groups
- ✓ Build on decisions



Meeting Goals

- Learn about the recent engagement effort and share initial questions/reactions
- Begin to formulate ideas about which alternatives to explore further in anticipation of a December AG recommendation

CONSIDERATIONS



Project Guiding Principles



Convenient

Make bus travel more predictable, frequent, and comfortable



Efficient

Improve mobility for all Duke Street travelers



Equitable

Use enhanced bus transit to support equitable access for a diversity of people and places



Safe

Ensure safety and accessibility for those connecting to and riding the bus, as well as other travelers



Vibrant

Create and enhance thriving and future corridor destinations that improve resident quality of life and boost the local economy



Sustainable

Contribute positively to the environment, now and in the future



BRT Tour



Overview of Recent Outreach

October 1-October 28, 2022

Comment Period Purpose

- **Share information:**

- Project history and last year’s community engagement activities
- Vision and Guiding Principles
- Educate the community about Bus Rapid Transit
- Draft BRT concepts
- Information about “curb features” that will be considered

- **Gather input:**

- Priorities for the corridor and concept trade-offs
- Input related to service roads and curb features

October Event Schedule						
SUN	MON	TUES	WED	THU	FRI	SAT
						1
2	3	4	5	6	7	8
9	10	11	12	13	14	15
16	17	18	19	20	21	22
23	24	25	26	27	28	29

Comment Period Start (Oct 1) / End (Oct 28)
 Meetings
 Open House
 Pop-up Events

Approach for Input

- **Goal:**

- Obtain input about community priorities related to tradeoffs and use that input to help select or refine preferred alternatives
- Provide a way for people to give input without requiring an in-depth study of each alternative
- Provide a variety of ways to involve and raise awareness among diverse community members

- **Method:** Pop up polls, feedback form, emails, meeting discussions

Outreach Methods

- **Lawn signs** throughout the corridor
- **Advertisements** in El Tiempo Latino, Alexandria Gazette Packet, and Alexandria Times
- **Press release/Email notifications** using City listservs as well as direct outreach to businesses and people who previously participated in the DSIM process
- **Mailer** sent to properties along the corridor
- **Posters** at key community gathering locations
- **Social media** and boosted Facebook post





Who We Heard From

Activity Overview

Recorded Webinar



Feedback Form



Focus Groups



Pop-up Events



Public Meetings



15-minute recorded presentation	Series of questions, available on website and at events	Feedback from bus riders, business owners, and teenagers	Shared multilingual information throughout the corridor	Four formal meetings for the public to engage
450+ views	1228 unique responses	4 meetings, ~28 participants	9 events, >800 people reached	4 meetings, 195 signed in

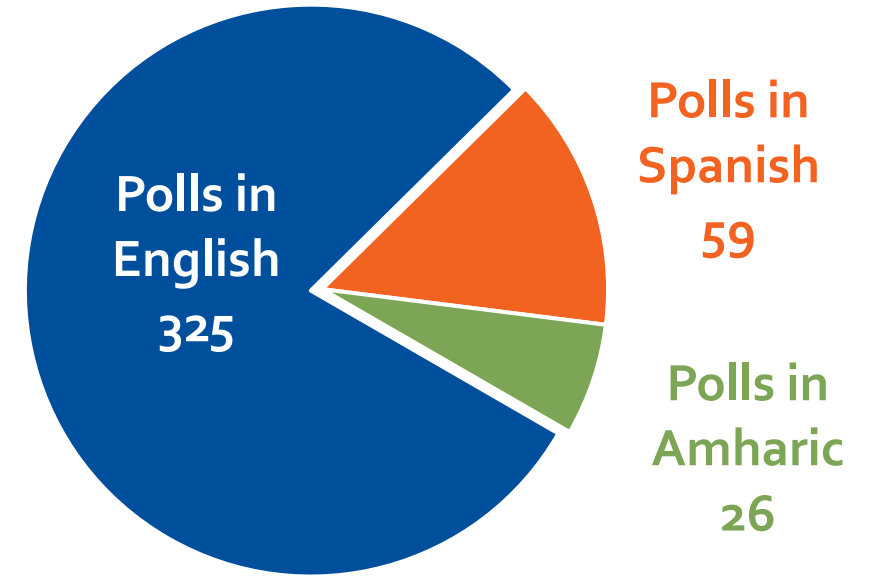
Pop-ups

- 9 events in October
- Focused on increasing awareness in communities that represent the full diversity of Duke Street
- Hosted by engagement specialists who speak Spanish or Amharic in addition to English
- Gathered community input via the feedback form (on tablets) and a two-question poll
- Locations throughout the corridor
 - Beatley Library (10/01/22)
 - Fox Chase Apartments (10/07/22)
 - Dukes Laundromat (10/08/22)
 - Ben Brenman Park (10/09/22)
 - The Mark Apartments (10/14/22)
 - Speedy Laundromat (10/15/22)
 - Angel Park (10/16/22)
 - Witter Field (10/16/22)
 - Beatley Library (10/24/22)



Pop-ups

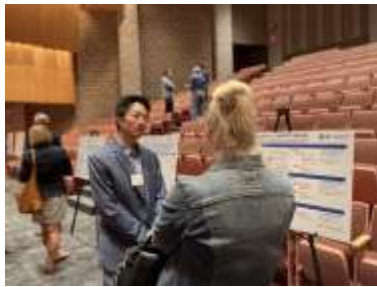
Events	9
Interactions	710
Feedback Forms Submitted	48
Tally Poll Votes	410
Newsletter Sign-Ups	17
Flyers Distributed	809



Tally poll allowed the team to gather quick feedback about priorities from people who did not have time to complete the feedback form

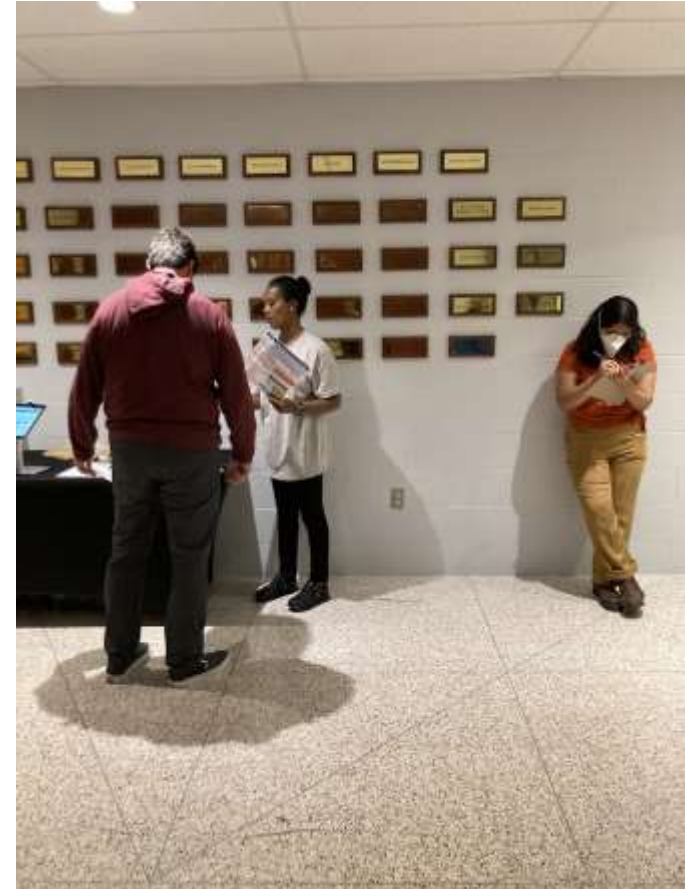
Public Meetings

	10.12.2022 Segment 3	10.17.2022 Segment 2	10.20.2022 Segment 1	10.26.2022 Open House
Location	Bishop Ireton	Bishop Ireton	Patrick Henry Rec. Center	Patrick Henry Rec. Center
Attendance	37	96	31	31



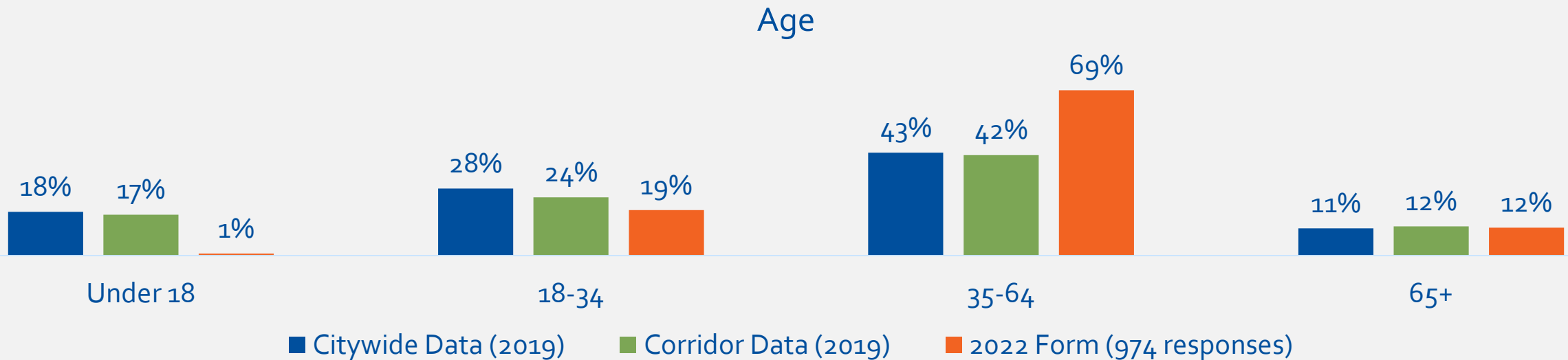
Feedback Form

- **1228 responses**
 - 9 completed in Spanish
 - Includes forms completed at public meetings and pop-ups
- **Gathered information that can help us understand preferences by demographic group**
 - Resident vs. visitors vs. those who travel through
 - Regular bus riders vs. those who rarely or never ride the bus
 - Renters vs. homeowners
 - High income vs. low-income



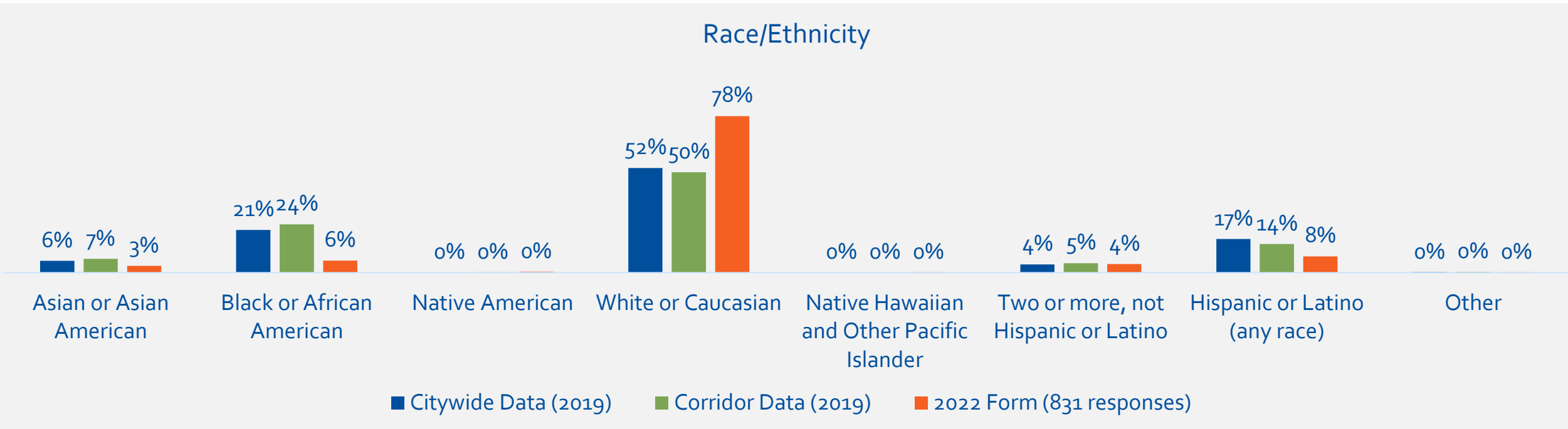
Feedback Form Demographics

People under the age of 35 were underrepresented in feedback form responses while people 35 to 64 were overrepresented.



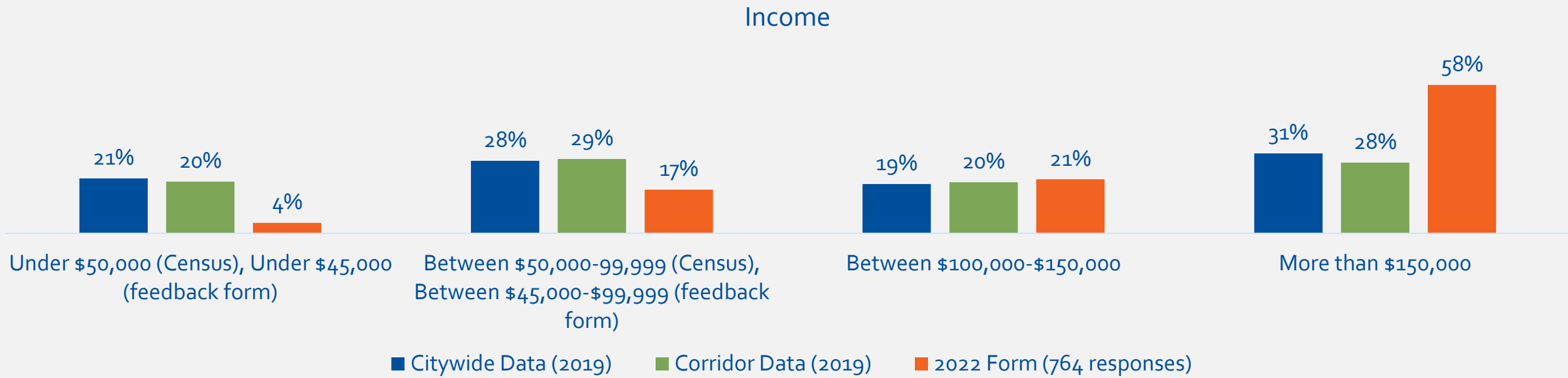
Feedback Form Demographics

People who are non-white were underrepresented on the feedback form.



Feedback Form Demographics

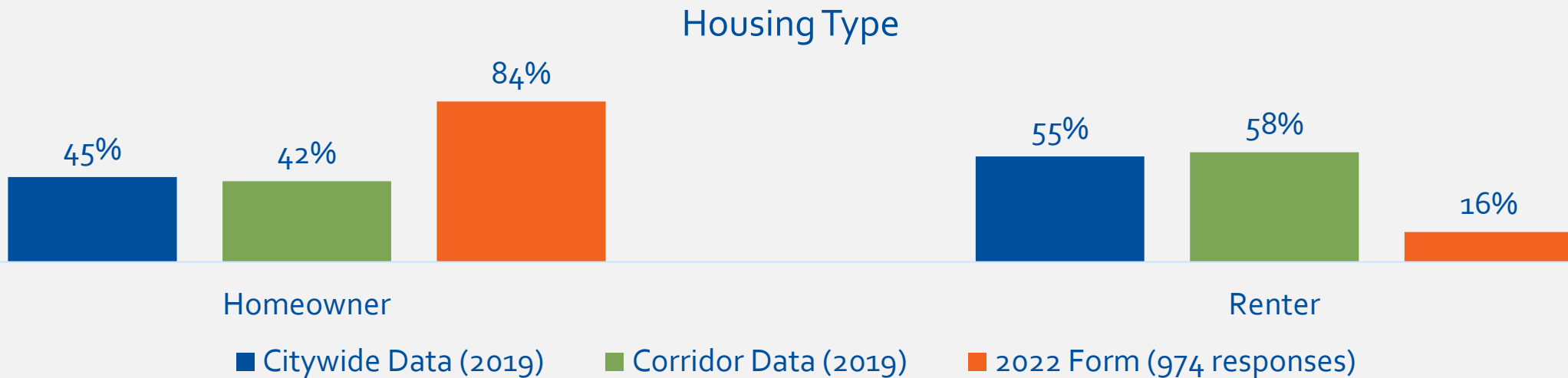
Households with lower incomes are underrepresented in the feedback form.



Note: Census results for income are completed by household while feedback form results were completed by individuals, who may be in the same household as other responders.

Feedback Form Demographics

Renters are underrepresented on the feedback form.

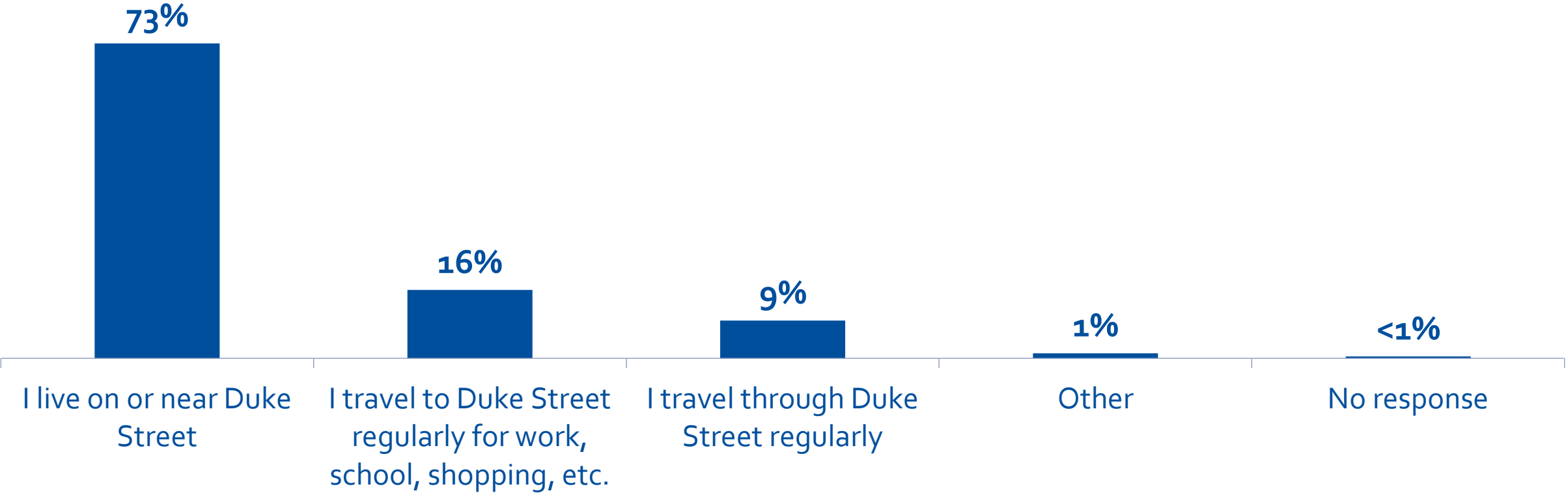


Note: Census results for housing tenure are completed by household while feedback form results were completed by individuals, who may be in the same household as other responders.

Feedback Form Responses

Nearly 3/4 of survey respondents live on or near Duke Street.

Which of the following best describes your interest(s) in this project?*

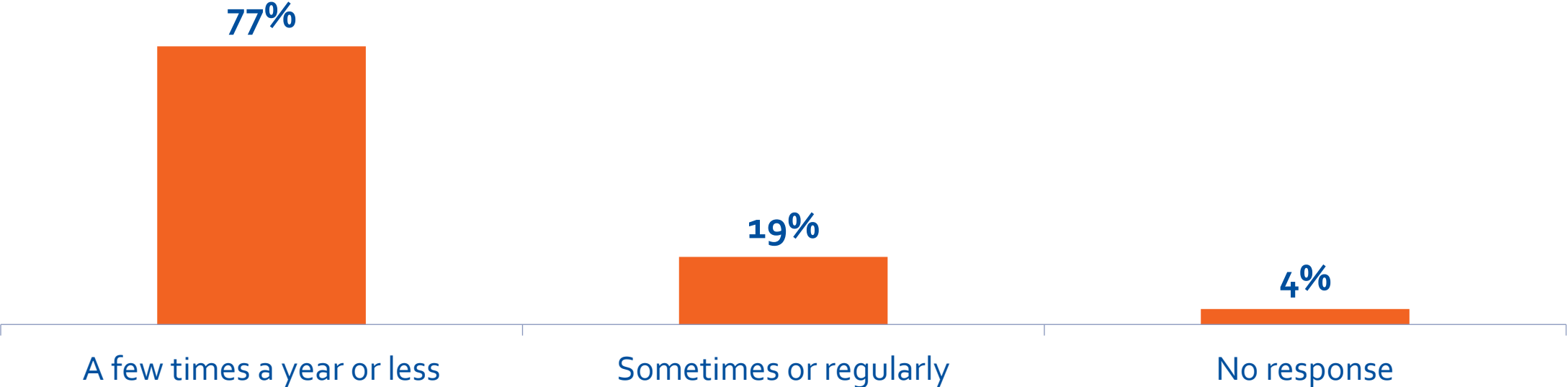


*Only primary identification is included on this slide

Feedback Form Responses

19% of respondents ride the bus on a regular basis.

How often do you typically travel by bus along the Duke Street corridor?



Small Group Discussions

- **Underrepresented Groups:**

- Two discussions with bus riders (total of 7 participants)
- One event at the rec center, focused on interacting with teenagers (19 participants)
- Business Association events
 - WEBA
 - Alexandria Chamber of Commerce

- **Boards/Commissions:**

- Alexandria Transit Company (DASH) Board of Directors - Letter
- Transportation Commission - Letter
- DASH Rider Advisory Committee
- Aging (Transportation Subcommittee and Full Commission)
- Environmental Policy Commission
- Commission on Persons with Disabilities

- **Civic Groups:**

- Federation of Civic Associations
- Cameron Station Civic Association

Will continue
to increase
awareness
and
engagement



Business owners



Non-English speakers



Renters



Residents along service roads



What We Heard

General Takeaways

Few feedback form questions with strong consensus

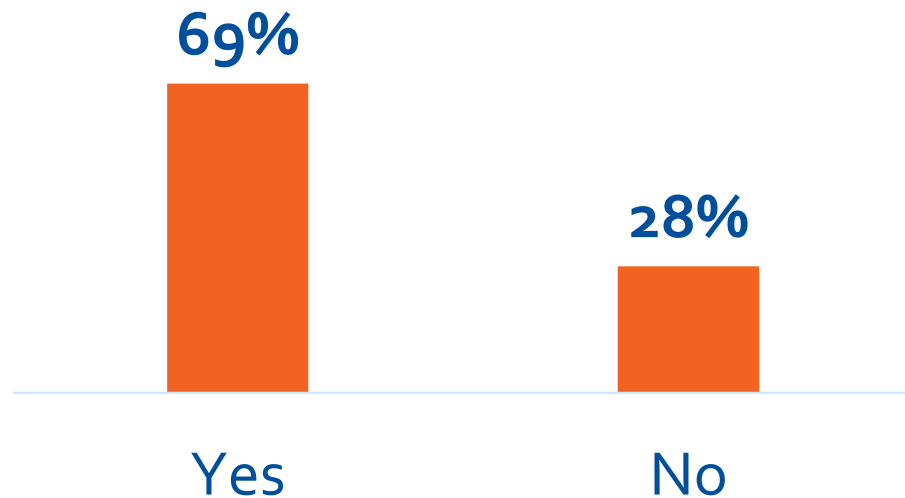
Notable differences in responses based on demographics

A lot of questions to be answered as we move forward

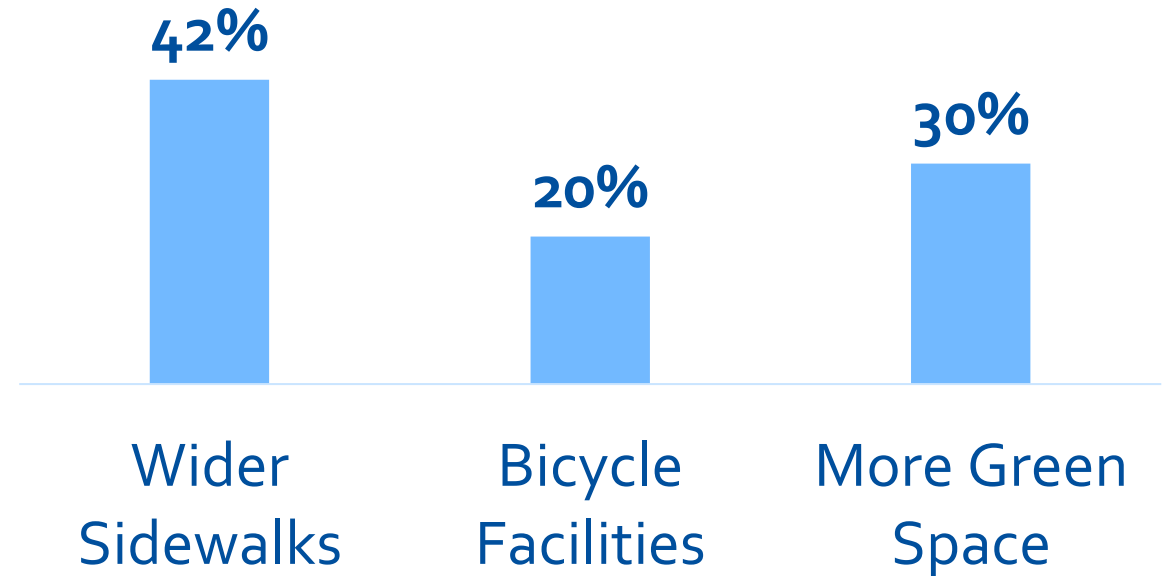
We will continue with our approach of tailoring to local conditions, considering the specific input we heard

Pop-up Tally Poll Results

Do you think it's important to make the bus faster and more reliable even if that means it take slightly longer by car?



We are looking at wider sidewalks, more green space, and bicycle facilities on the corridor - but they all take up space. Which improvement is most important to you?



Common Q&A + Comment Card Topics



Bus ridership – current and potential future



Comments about where people see car congestion as a major problem (including near Telegraph Road) and not as much of a problem (Segment 2A).



Rationale for considering BRT on Duke Street



Questions about current bus service



Potential curb features and related safety trade-offs



Noise concerns in and around Duke Street



Project costs



Questions about specific concepts



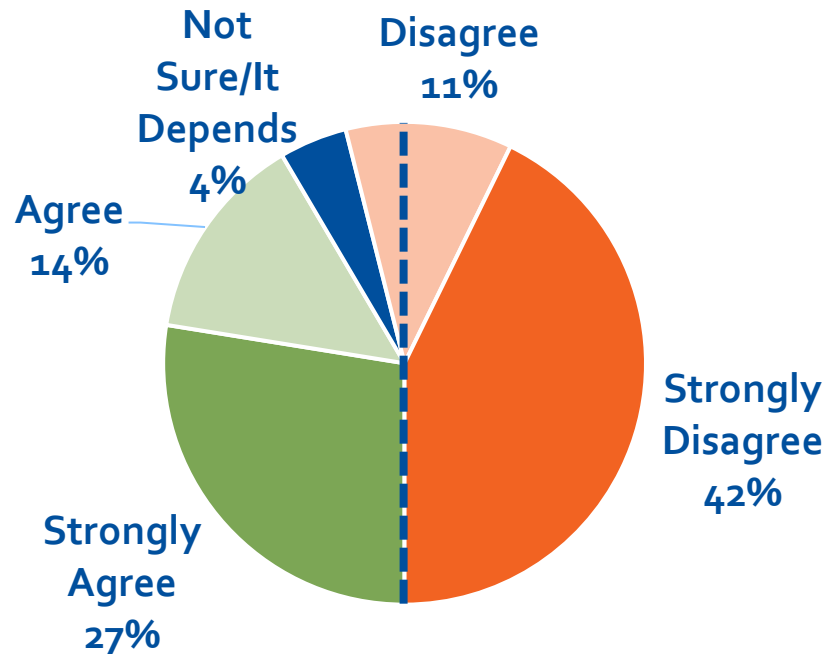
Outreach – need for increased representation in the process and at meetings

Feedback Form Responses

"It is important to make buses faster and more reliable, even if it means it takes slightly more time for people in cars (a few additional minutes during rush hours)."

A slight majority of feedback form responses did not think improved bus service warranted a few extra minutes of travel time.

69% of pop-up poll respondents think it's important to improve bus service even if that means it takes slightly longer by car.

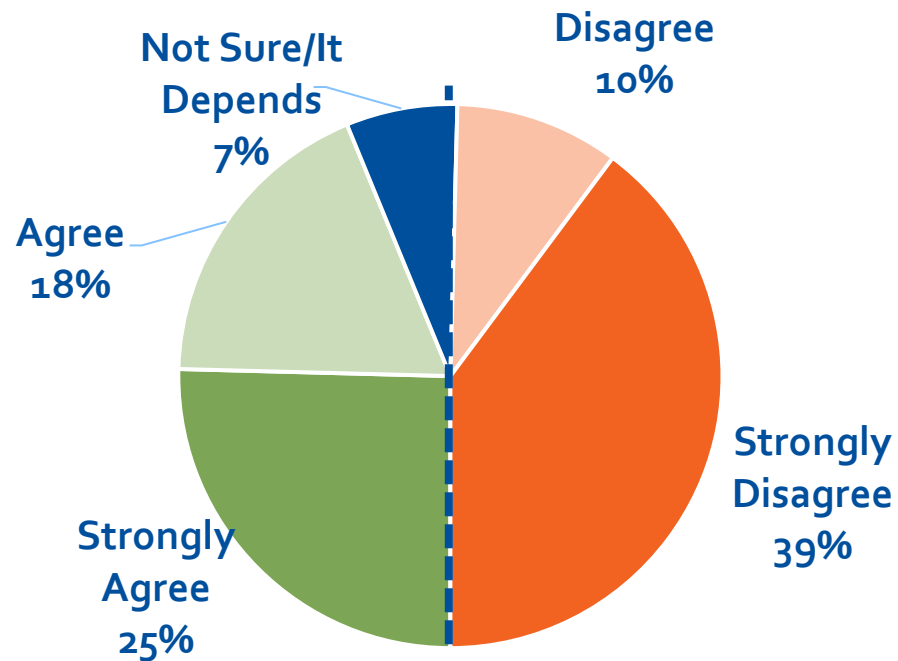


Compare to Pop-up Poll: Do you think it's important to make the bus faster and more reliable even if that means it takes slightly longer by car?



Feedback Form Responses

"It is important to improve bus service on Duke Street, even if it means changing how residential service roads are used (as long as access to homes is maintained)."

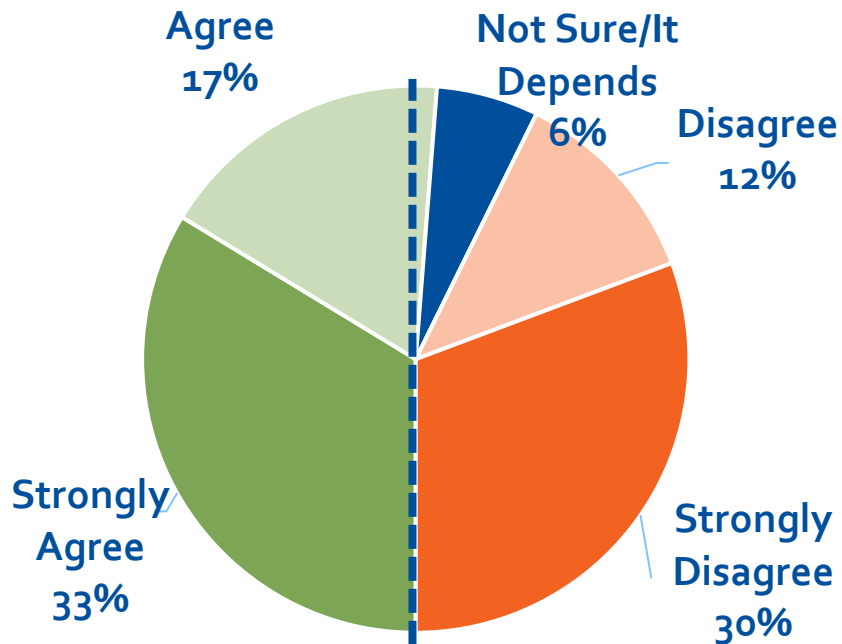


Just under half (49%) of all responders indicated they did not support changes to residential service roads for bus improvements.

People who use a service road to access their home were more likely to be against changes (49% indicated they *Strongly Disagree*)

Feedback Form Responses

"Alongside improved bus service, it is important to add more green space and enhance walking spaces, even if it means changing how residential service roads are used (as long as access to homes is maintained)."



Half of respondents agree that more green space and enhanced walking spaces should be included

Feedback Form Responses Differences by Demographic



People who **ride the bus “sometimes or regularly”** are **more in favor of changes that favor bus speed** over vehicle travel time or residential service roads, as well as green space and walking spaces, than those who rarely or never ride the bus.



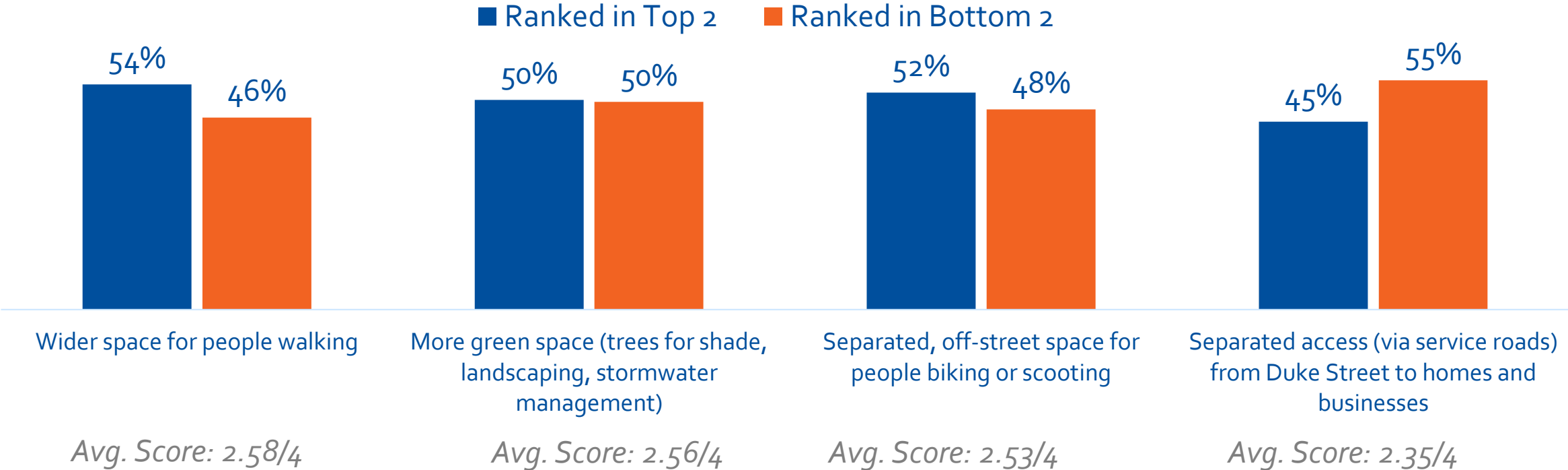
Renters are **more in favor of changes that improve bus speed** over vehicle travel time or residential service roads, as well as green space and walking spaces, than homeowners.



People who live on or near Duke Street are less likely to support changes that improve bus speed or add green space or walking spaces but change residential service roads or increase vehicle travel time than those who visit or travel through Duke Street.

Feedback Form Responses

There was a lack of a strong consensus on priority curb features.



Feedback Form Responses Differences by Demographic



People who use a service road to access their home ranked the importance of service roads most highly...

While it was the lowest-ranked priority for those who don't use a service road to access their home.



Service roads ranked last for 40% of respondents, but they were ranked highest by 31% and were ranked higher by those who never/rarely ride the bus...

While more frequent bus riders ranked off-street biking/scooting infrastructure more highly.



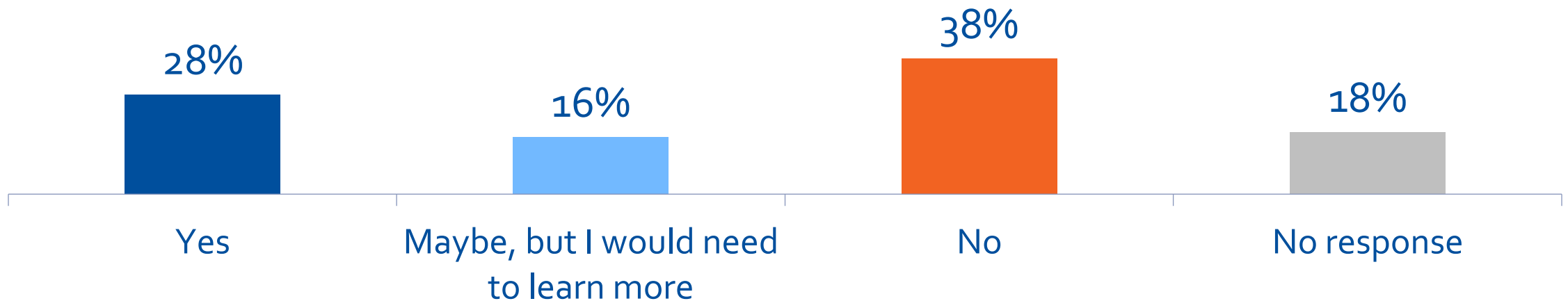
Homeowners ranked the importance of service roads more highly than renters...

Where renters favored off-street biking/scooting improvements.



Feedback Form Responses

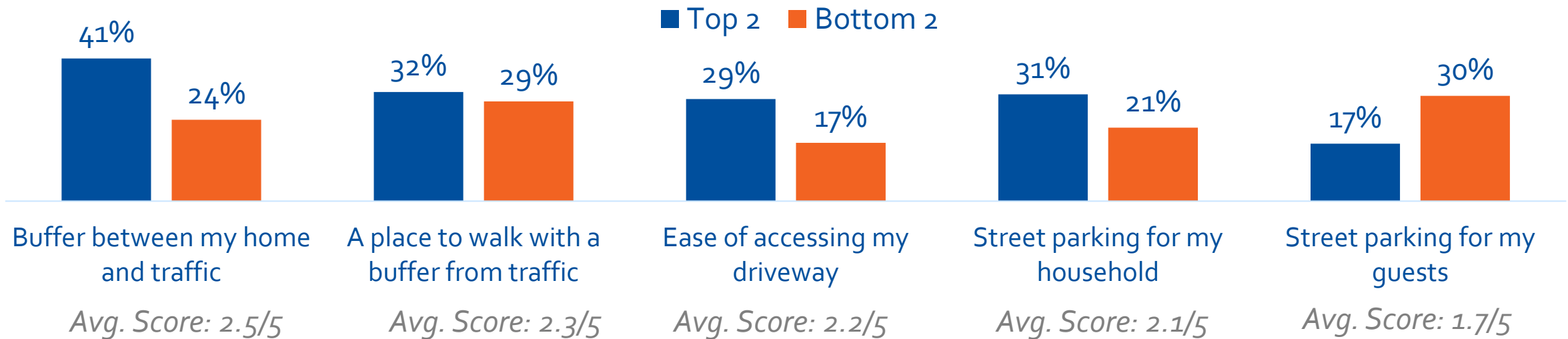
Of the 63% of survey respondents who said they use service roads to access their home, 54% were willing or potentially willing to support changes to the service road to support a safer, greener, and more transit-friendly Duke Street, as long as the redesign could provide access and parking.



(% based on the 434 respondents who indicate they use a service road to access their home)

Feedback Form Responses

When asked to rank **which service road functions were most important**, its **role as a buffer** between a house and traffic was rated most highly, while **parking for guests** was the lowest priority.



Feedback Form Responses

Do you have any other specific comments you would like to share with us?

(681 responses)

Common response themes (some comments were tagged with more than one theme):

- Support for **better walking facilities, biking facilities, and/or greening** (22%)
- Concerns about **increased traffic** and support for improving **car access and safety** (22%)
- Comments or concerns about area near **Telegraph Road** and **access to 495** (14%)
- **Against changes** to Duke Street (13%)
- **Support for dedicated bus lanes** (12%) and **transit improvements in general** (8%)
- Comments or concerns about current or projected **bus ridership** (12%)
- Comments or concerns about **removal of, or changes to, service roads** (6%)
- **Site-specific comments/concerns** (4%) – includes (for example) intersections at Callahan and Jordan; desire for connection to Eisenhower.



Discussion

Project Team Notes

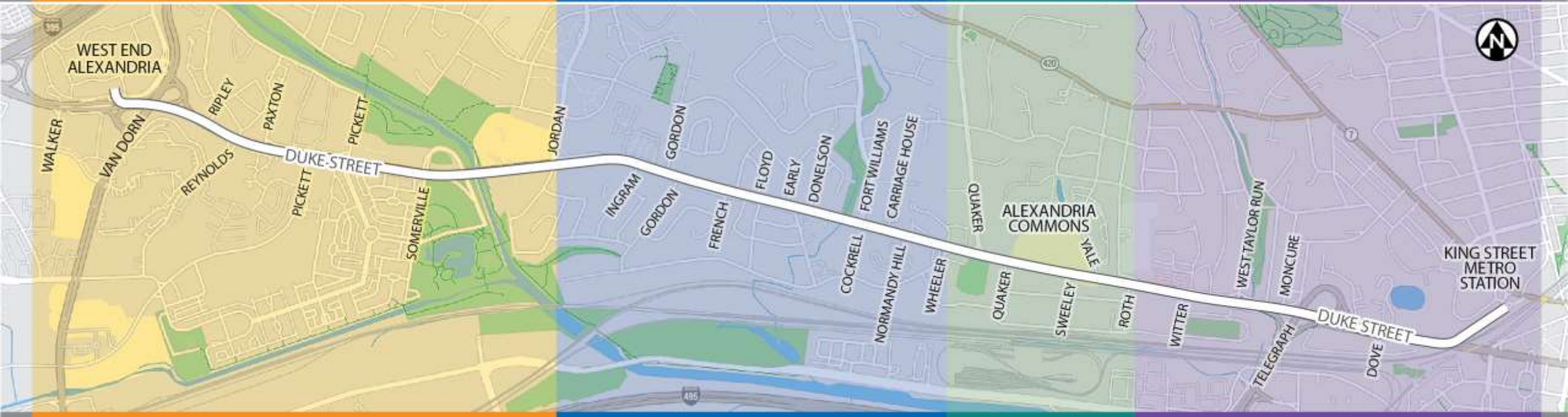
- Can **address a lot of concerns** related to traffic & left turns **as we do further analysis**
- Can consider **phasing** in challenging segments (2A/B)
 - Further discussion needed to weigh tradeoffs
- Potential need to **pivot/combine options** based on feasibility & opportunities to optimize
 - Segment 2
 - Segment 3

SEGMENT 1 - West End Alexandria to Jordan

SEGMENT 2A – Jordan to Wheeler

**SEGMENT 2B
Wheeler to Roth**

SEGMENT 3 - Roth to King St Metro Station



Segment 1

- Center running
- Curb running
- Mixed traffic

Segment 2A

- Center running
- Hybrid*
- Mixed traffic

Segment 2B

- Center running
- Bidirectional*
- Mixed traffic

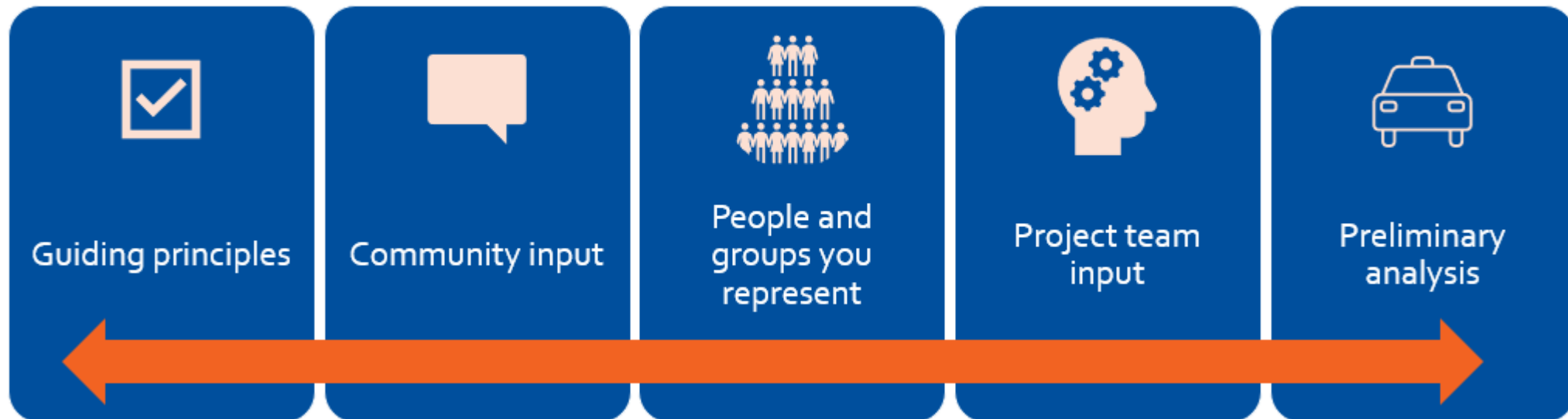
Segment 3

- Center running*
- Curb running*
- Mixed traffic

Guiding Questions

- What is your reaction to what we've presented?
- Do you have initial thoughts on what to advance?
- Is there more information/discussion you need?

CONSIDERATIONS





Next Steps

Next Meeting

- December 15, 2022
- Virtual or In Person
- Goals:
 - Identify up to two options (focused on potential near term implementation) for each segment to advance for further analysis and design
 - Weigh in on station locations

Additional AG/Public Input Points



Curb Features



**Traffic/Transit
Changes**



**Land Impacts/
Mitigations**



Approval of Meeting Minutes from September



Public Comment



- 2 minutes to speak
- Virtual attendees can raise hand in Zoom or press *9 on your phone
- If you have questions or comments after this public comment period, please reach out to Jennifer.Monaco@alexandriava.gov
- Written comments will be shared with the Advisory Group





Thank you!

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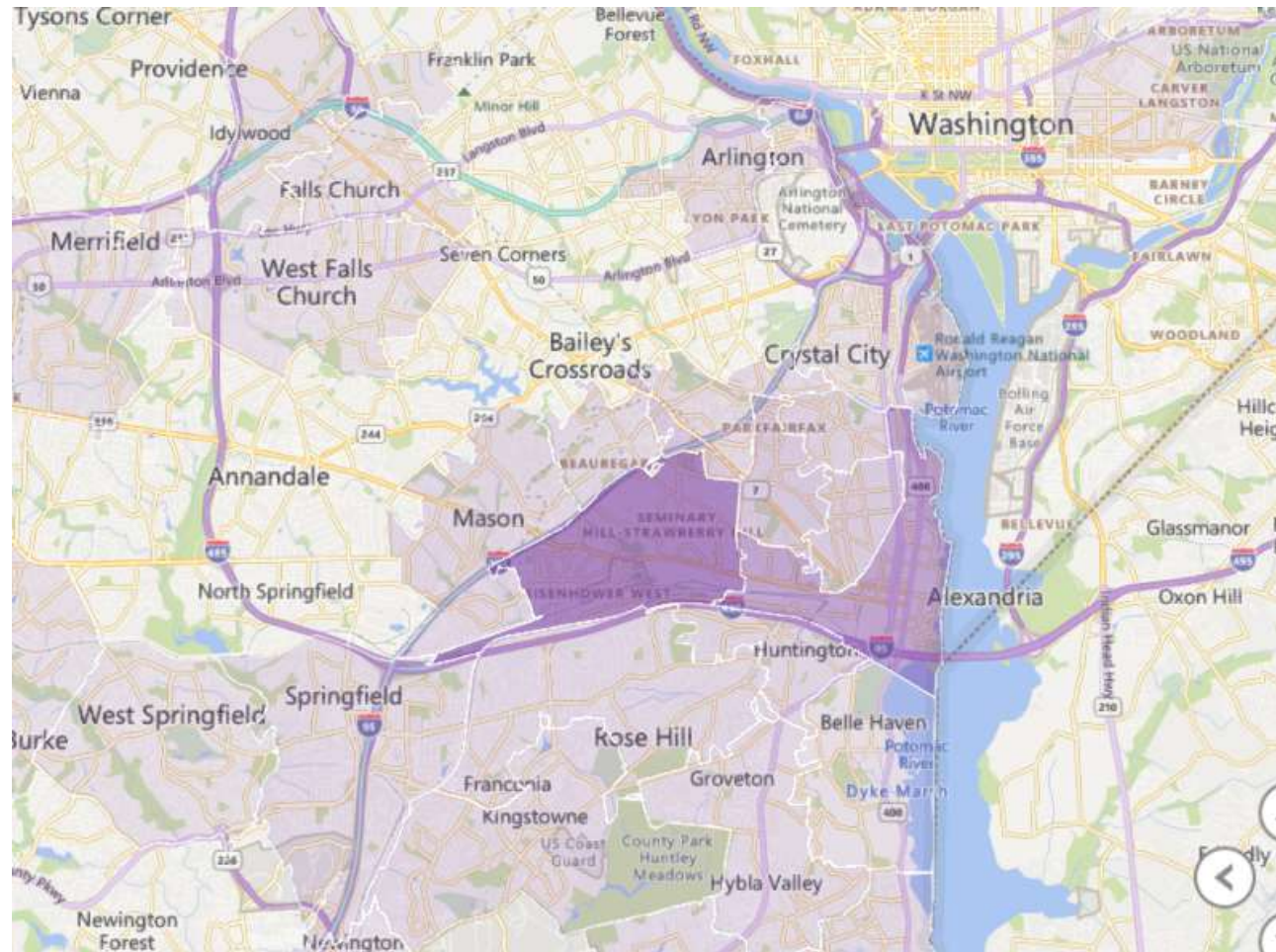


APPENDIX

Feedback Form Demographics

Home ZIP Code

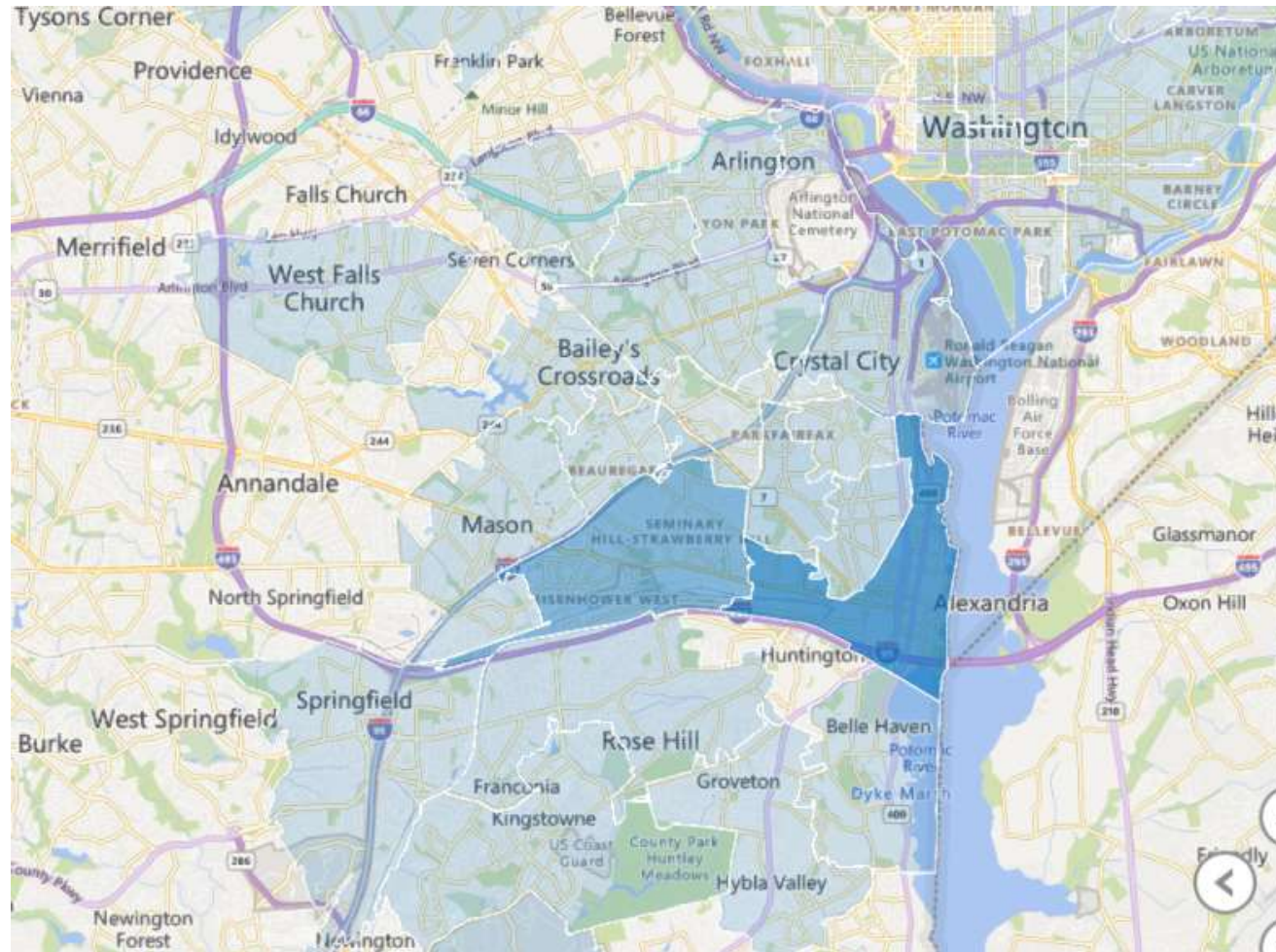
Home ZIP (Top 10)	#
22304	467
22314	283
22302	85
22301	68
22305	36
22312	12
22303	11
22311	8
22310	6
22315	5



Feedback Form Demographics

Work (or Other Most Frequent Destination) ZIP

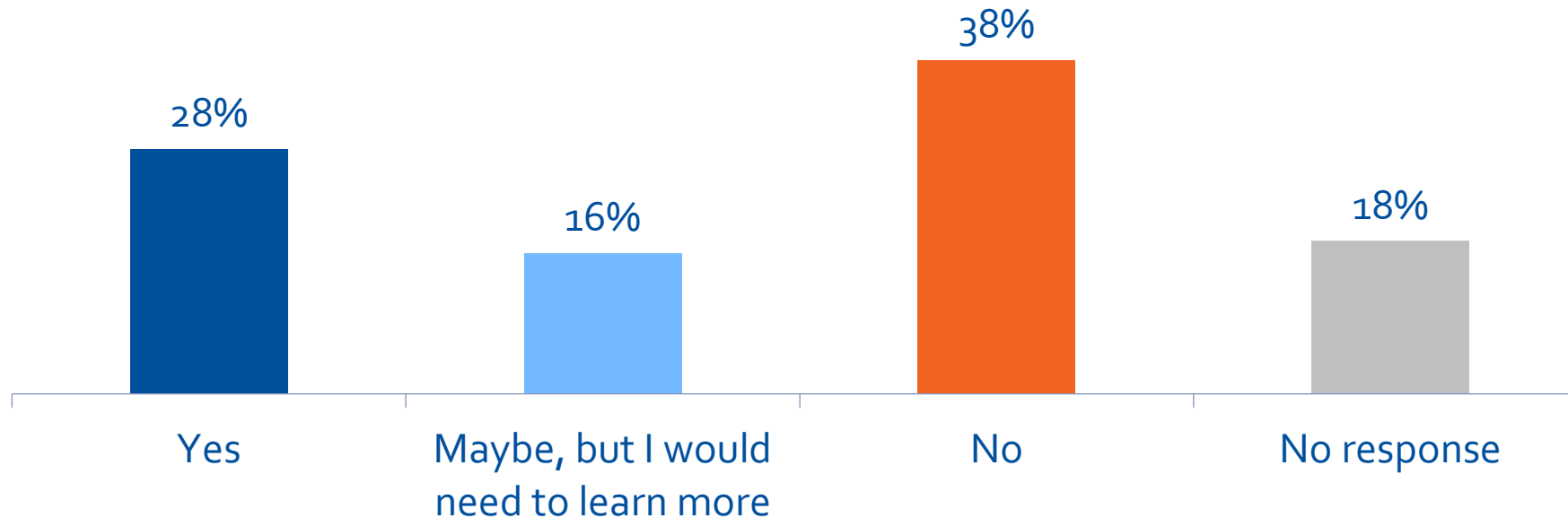
Work ZIP (Top 10)	#
22314	263
22304	167
22302	40
22301	37
22202	24
22305	15
20005	13
22310	13
22204	11
22201	10



Feedback Form Responses

Would you be open to a change in the service road in front of your house to make the overall design of Duke Street safer, greener, and more transit-friendly, if the redesign could provide access and parking?

(% based on the 434 respondents who indicate they use a service road to access their home)



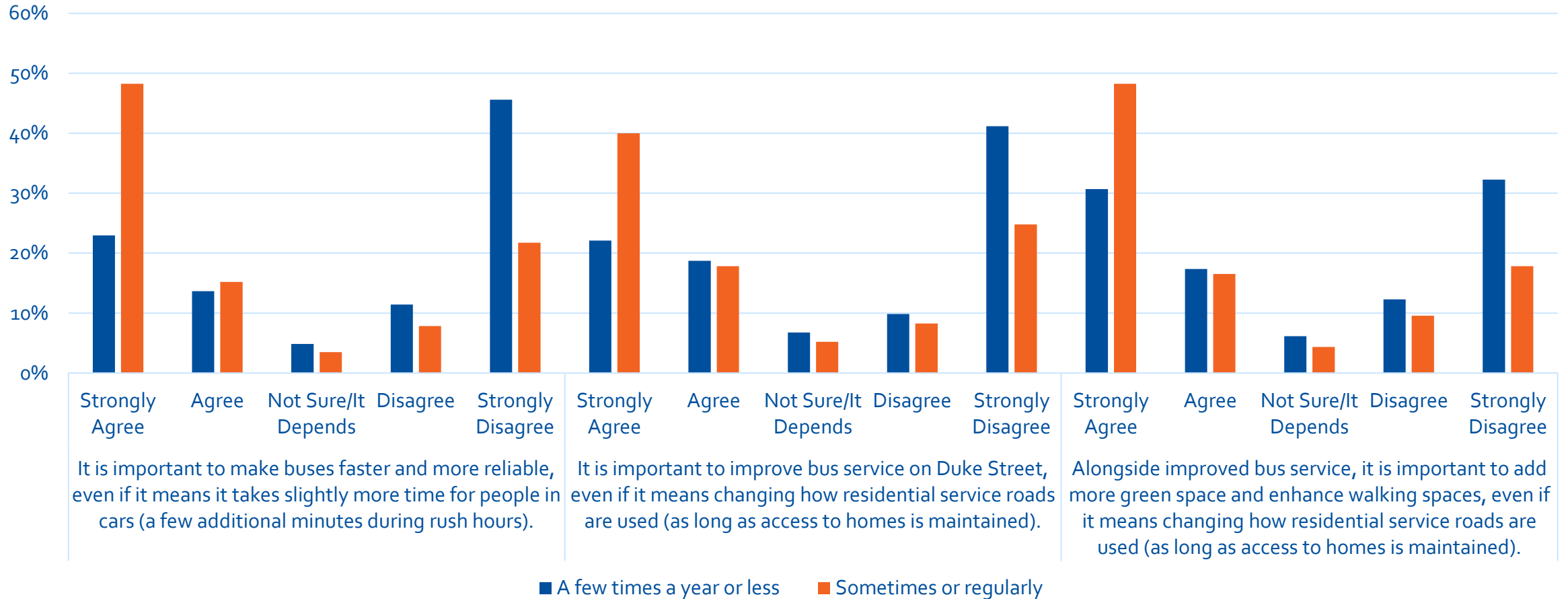
Feedback Form Responses

Would you be open to a change in the service road in front of your house to make the overall design of Duke Street safer, greener, and more transit-friendly, if the redesign could provide access and parking?

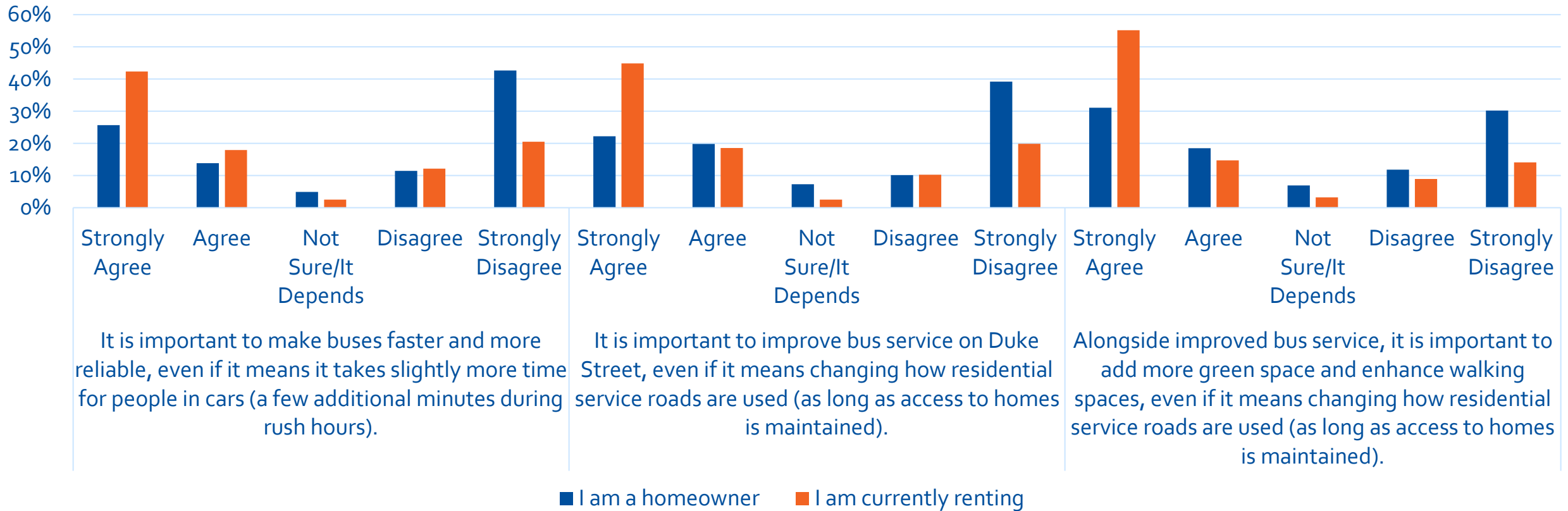
Common response themes for those who selected “maybe, but I would need to learn more”:

- Need more information about how access to/from homes will work (~16)
- Concerns about increased traffic, including cut-through traffic in neighborhoods (~12)
- Concerns about parking (~8)
- Concerns about safety, including removing buffer to fast-moving Duke Street traffic (~4)
- Comments in support of including improvements for walking/biking (~4)

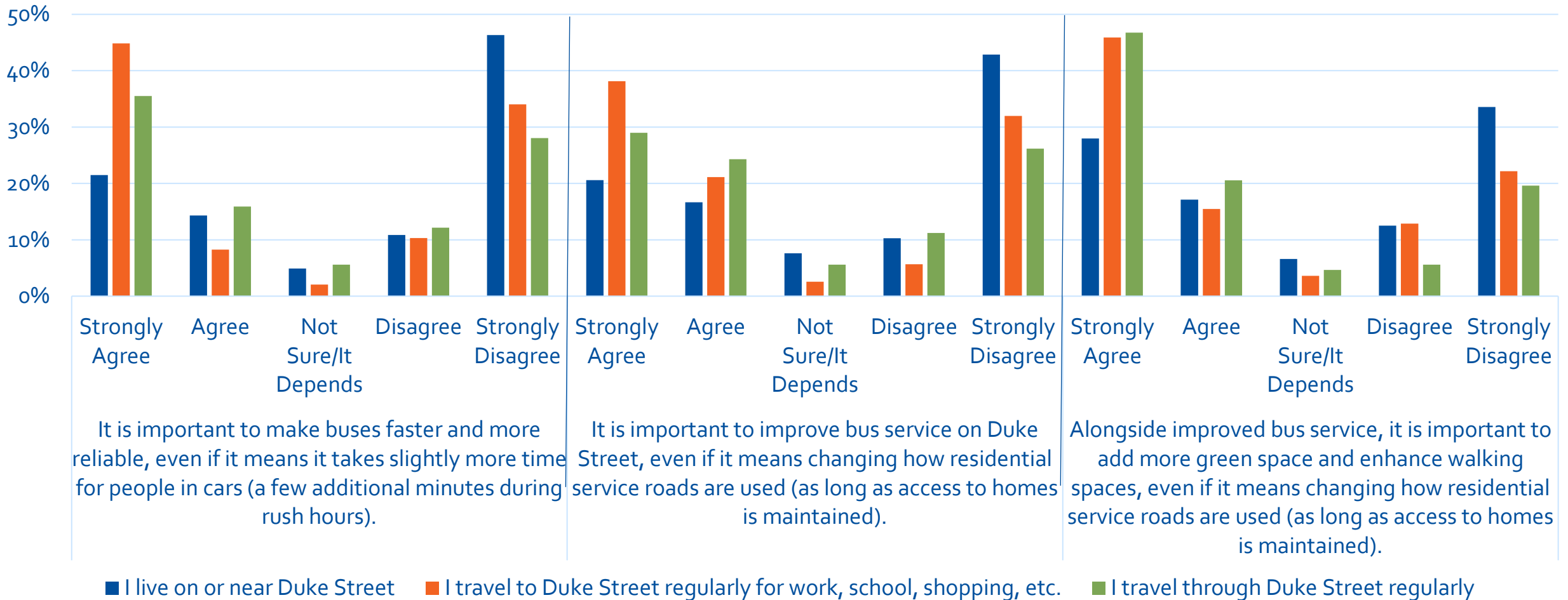
Feedback Form Responses – By Transit Ridership



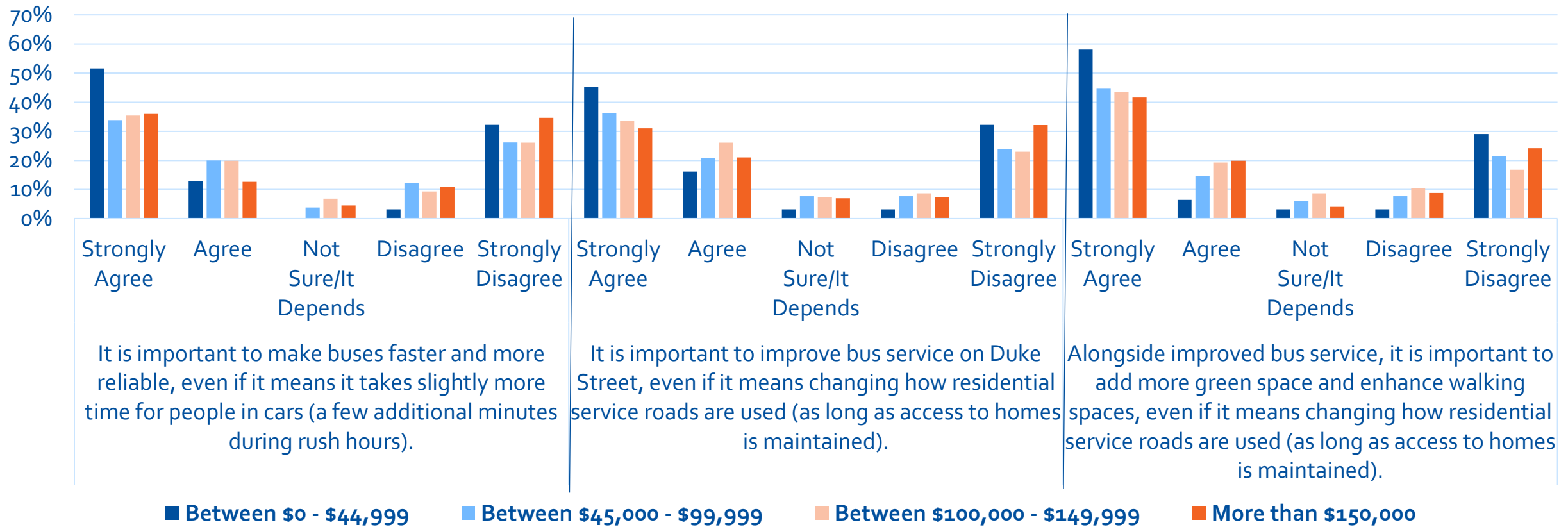
Feedback Form Responses – By Household Type



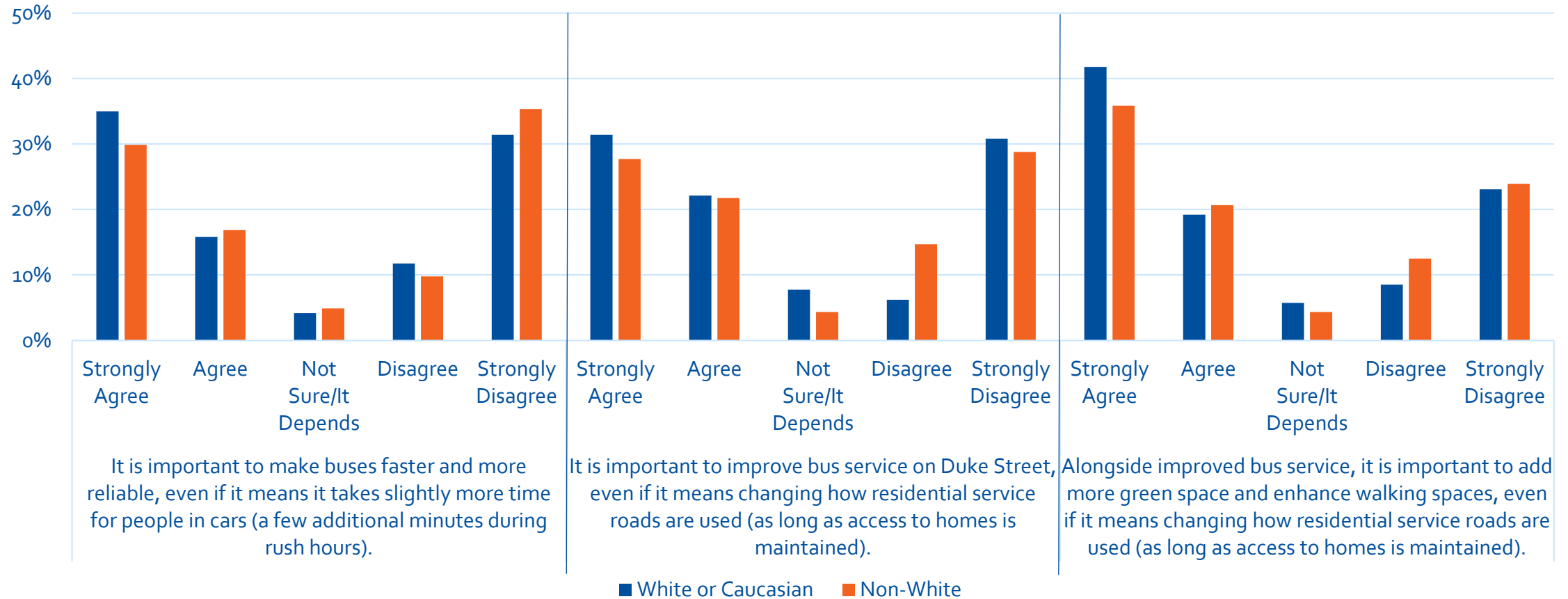
Feedback Form Responses – By Project Interest



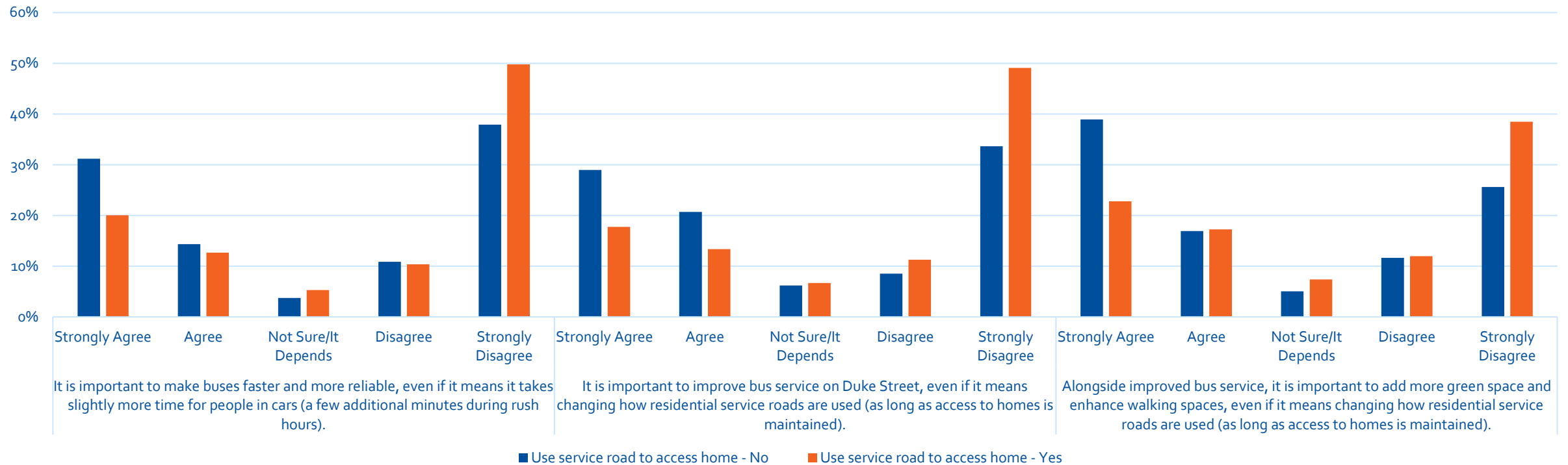
Feedback Form Responses – By Household Income



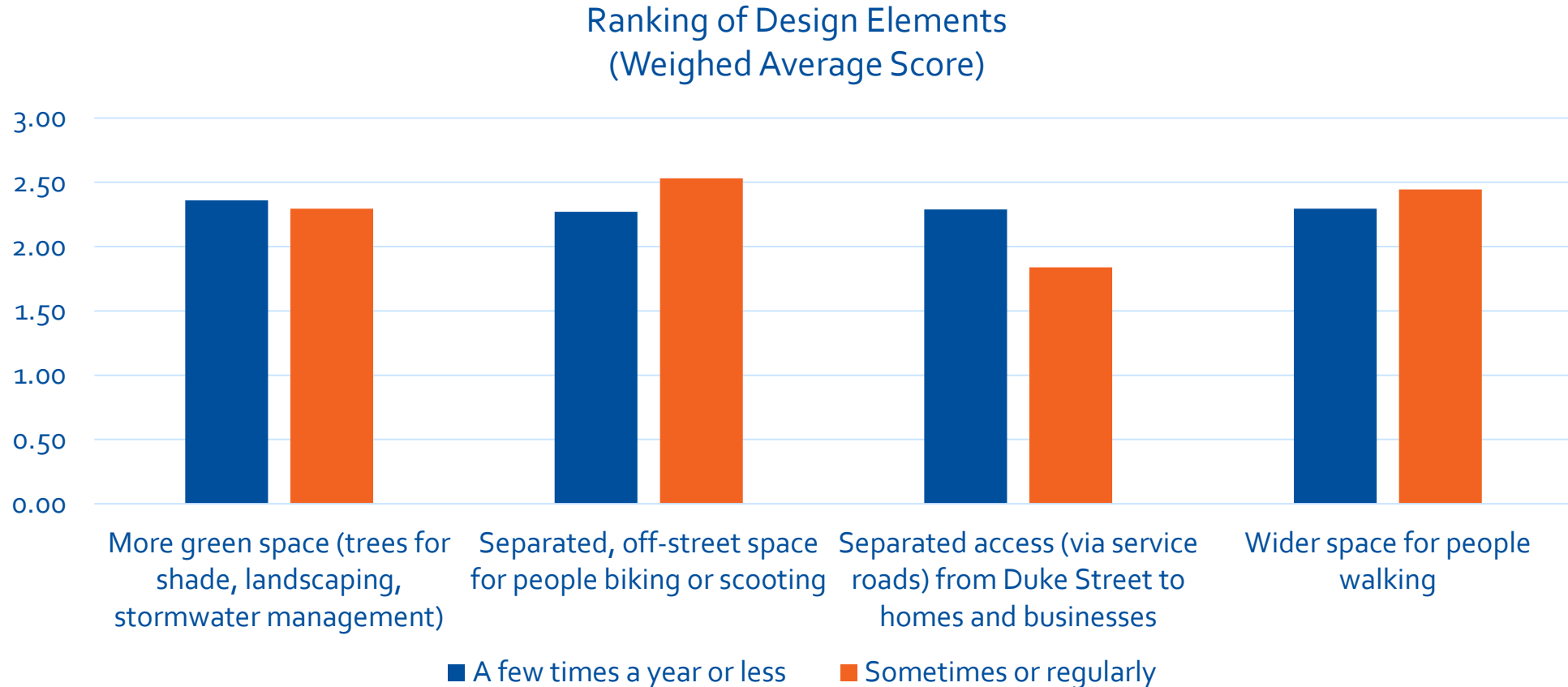
Feedback Form Responses – By Race and Ethnicity



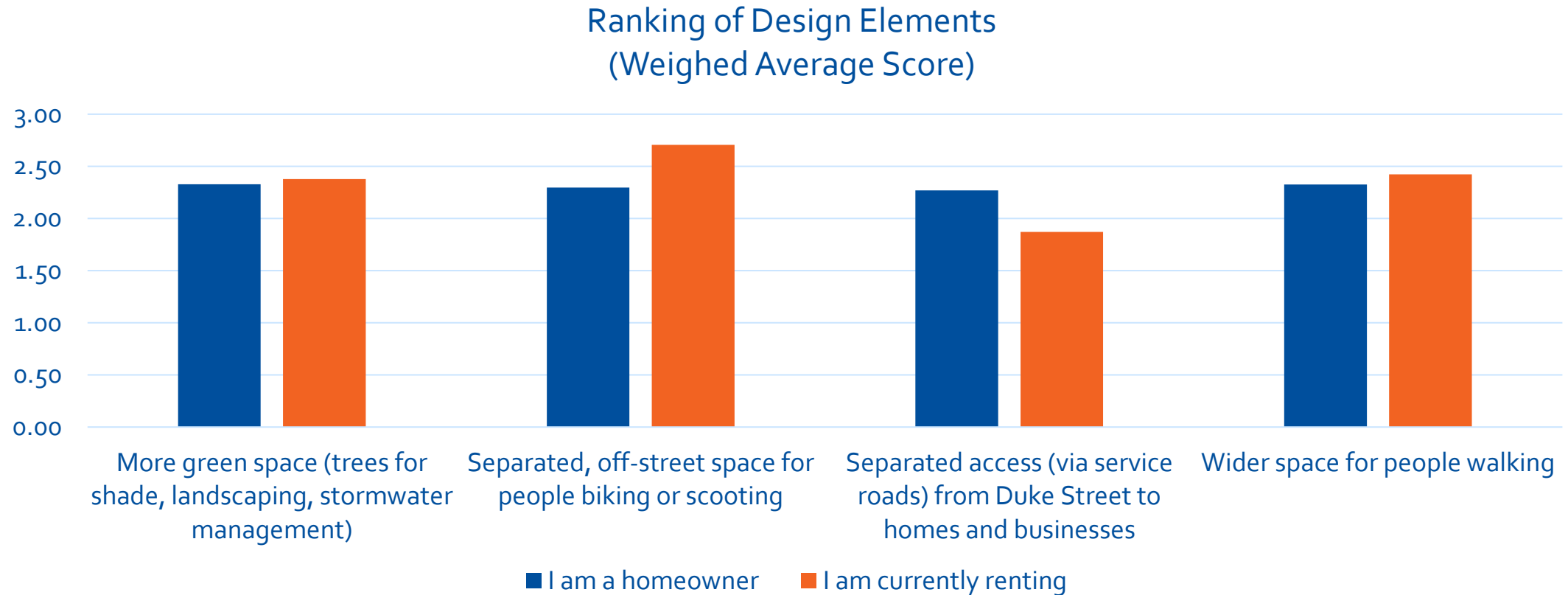
Feedback Form Responses – By Service Road Access to Home



Feedback Form Responses – By Transit Ridership

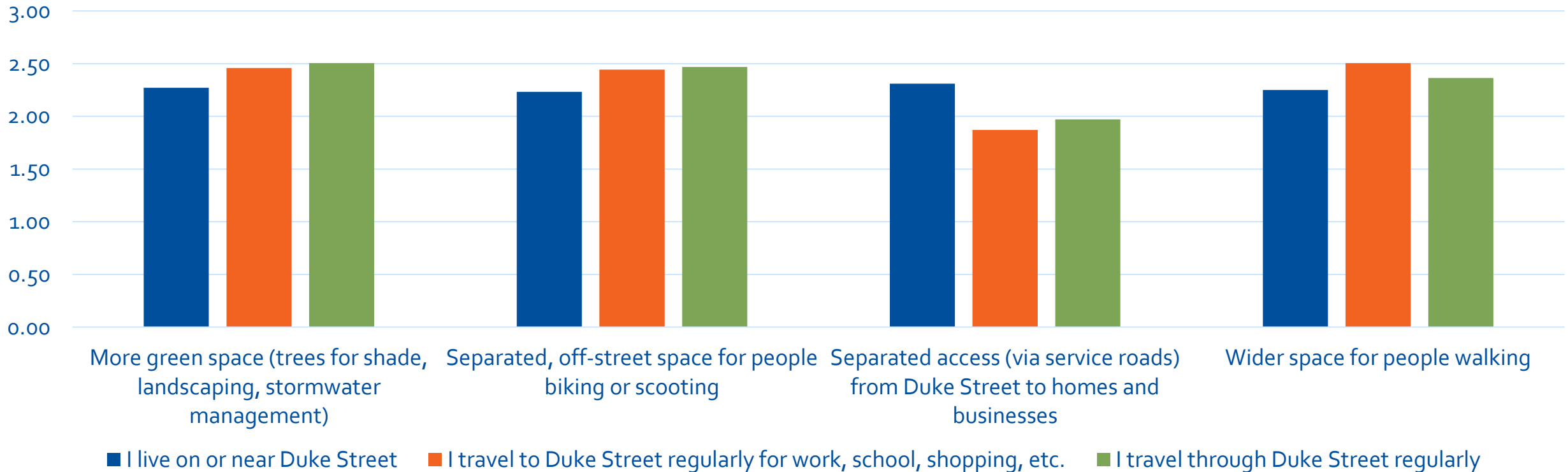


Feedback Form Responses – By Household Type

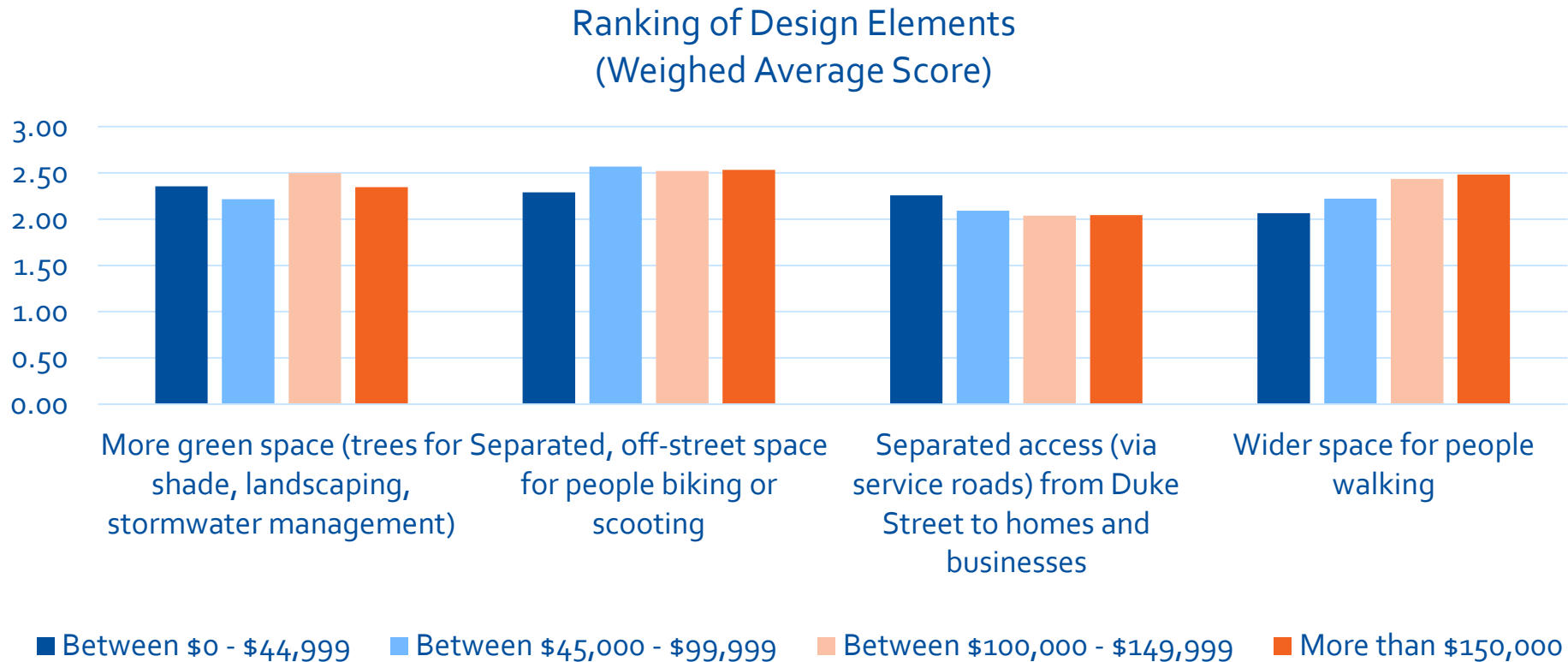


Feedback Form Responses – By Project Interest

Ranking of Design Elements
(Weighed Average Score)

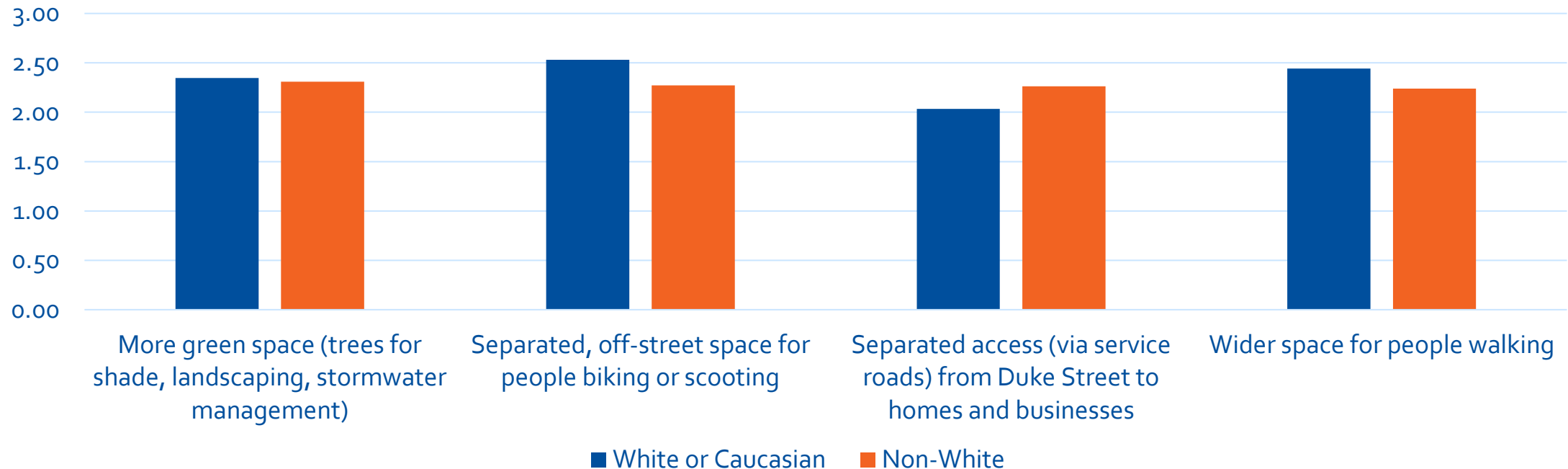


Feedback Form Responses – By Household Income



Feedback Form Responses – By Race and Ethnicity

Ranking of Design Elements
(Weighed Average Score)



Feedback Form Responses – By Service Road Access to Home

