

DUKE STREET IN MOTION

Advisory Group (AG) Meeting #7 Agenda

Thursday, February 16, 2023 6:30 PM

DASH Facility

3000 Business Center Drive

Registration Link: https://zoom.us/webinar/register/WN_mXAnVFaxSxO1qzc8G0cJWw

- 6:30-6:40 Introductions & meeting background
- 6:40-6:50 Public comment* (2 minutes per speaker)
- 6:50-7:00 Review elements of AG recommendation to Council
- 7:00-7:05 Curb features and guiding principles
- 7:05-7:45 Review curb feature design elements and visuals
- 7:45-8:20 Curb features discussion
- 8:20-8:25 Overview of next steps
- 8:25-8:30 Approval of AG #7 meeting minutes

*Any public comments emailed to jennifer.monaco@alexandriava.gov by 2PM on 2/14/23 will be shared with the Advisory Group in advance of the meeting. All other comments will be shared after the meeting.

MEETING GOALS FOR ADVISORY GROUP

- Understand expectations for an ultimate recommendation on curb features
- Understand Project Team proposals for curb features
- Share reactions to options presented
- Share input on whether other options should be considered
- Articulate initial priorities in constrained environments

MEETING MATERIALS

- [2012 Working Group recommendation](#) (To refresh on general level of detail for AG recommendation)
- [Curb features sample cross sections](#)
- [Woonerf examples](#)
- [Draft Advisory Group Meeting #7 Notes](#)
- Discussion questions (see next page)

DISCUSSION QUESTIONS

During the meeting, we will be looking for Advisory Group feedback on the following items to enable the Project Team to refine the curb feature design options:

- What are your reactions to the current proposals for curb features?
- Should we be considering additional options for curb features?
- What are your priorities in more constrained sections?

The following more specific questions highlight some of the major tradeoffs currently under consideration and may be helpful to think about while reviewing the proposals in preparation for the meeting. We may take a poll on these questions at the meeting.

1. Is it more important to have a separate bicycle/scooter space and walking space but have less green space, or more green space but a shared bike and walking space?
2. Where space is limited on the north side of Duke Street, should we consider combining space for walkers and bikers or separate the walkers and bikers on the south side of Duke Street, meaning bikers would have to cross Duke Street to access the separated biking space?
3. In areas with service roads, should we consider a shared space for bikes and cars along with other design features to change the character of the service roads from car dominated to a nicer space for all people?