Advisory Group Meeting #8 Summary
Duke Street in Motion
Thursday, 2/16/2023; 6:30 pm
In-person: DASH Facility, 3000 Business Center Drive
Virtual: Zoom

1. Attendees

The attendees are based on those who signed in. There may be community member attendees who did not sign in, and whose names were not therefore captured in the attendance log.

Name	Organization / Department	Attendance
Aaron Gofreed	Advisory Group	Yes (Zoom)
Casey Kane	Advisory Group	Yes
Devon Tutak	Advisory Group	Yes
Erin Winograd	Advisory Group	Yes
Leslie Catherwood-Chairperson	Advisory Group (Chairperson)	Yes
Mindy Lyle-Vice Chair	Advisory Group (Vice Chair)	Yes
Naima Kearney	Advisory Group	Yes
Nawfal Kulam	Advisory Group	Yes (Zoom)
Robert Brant	Advisory Group	Yes
Meronne Teklu	Advisory Group	No
Yvette Jiang	Advisory Group	Yes
Chris Ziemann	City of Alexandria	Yes
Hillary Orr	City of Alexandria	Yes
Jen Monaco	City of Alexandria	Yes
Genevieve Kanellias	Consultant Team (WSP)	Yes
Lee Farmer	Consultant Team (VHB)	Yes
Jennifer Koch	Consultant Team (RHI)	Yes
Will Tolbert	Consultant Team (WSP)	Yes
Matt Martin	Consultant Team (WSP)	Yes
Joshua Maak	Colonial Heights	Community member
Jeremy Miller	Quaker Village	Community member
Asa Orrin-Brown	Wakefield-Tarleton / BPAC	Community member
Amy Stearns	Society Hill HOA	Community member
Dane Lauritzen	AFSS	Community member
Bill Pugh	Seminary Hill	Community member
Linda Marshall	Wakefield-Tarleton	Community member
Toni Oliveira	Wakefield-Tarleton	Community member
Joanne Welsh	Colonial Heights	Community member
Fran Vogel	Strawberry Hill	Community member
Alex Goyette	Wakefield-Tarleton	Community member
Karl Bach	Attended via Zoom	Community member
Kevin O'Brien	Attended via Zoom	Community member
Gerri Galagaza	Attended via Zoom	Community member
Ravi Raut	Attended via Zoom	Community member

Lisa Mays	Attended via Zoom	Community member
James Ray	Attended via Zoom	Community member
Griffin Frank	Attended via Zoom	Community member
Ann Patterson	Attended via Zoom	Community member
Harriett Mccune	Attended via Zoom	Community member
Sasha Impastato	Attended via Zoom	Community member
Mona Hammad	Attended via Zoom	Community member
Jim Durham	Attended via Zoom	Community member
Zachary DesJardins	Attended via Zoom	Community member
Kursten Phelps	Attended via Zoom	Community member
Mark VanZandt	Attended via Zoom	Community member
Ken Notis	Attended via Zoom	Community member
Susan (no last name provided)	Attended via Zoom	Community member

2. Meeting Summary

A. **Welcome/Introductions**

- **Leslie Catherwood** welcomed all attendees.
- **Jen Monaco** walked through the agenda.
- **Genevieve Kanellias** walked through logistics, rules, and responsibilities.

B. Public Comment

- **Joshua Mock** – Wanted to thank the City's team for the January 31 public meeting and committing to maintaining the current footprint of Duke Street from Arell Court to Fort Williams Parkway by not building dedicated bus lanes there. I am disappointed to read, however, that you're considering dedicated bus lanes of the entire stretch of Section 2 in the long term. As a bus rider, the one minute you'll save me will be lost when I need to drive my car to the grocery store. I will still need to drive my car despite taking the bus to work every day. You called it the gold standard but building the bus lane the whole way down Section 2A, according to your own projections saves a bus rider 1 minute – less than that. This project seems focused on improving travel time from King Street to Landmark Mall but ignores anything in between. You say you want this project to increase ridership and serve the underserved, but you're removing bus stops to accomplish faster travel times. It seems like you only really want to make it easier for the new – likely wealthy – residents at Landmark Mall to get to Old Town. And you will do that at the cost of the current residents of Duke Street – renters and homeowners alike. This would be easier to dismiss if so many other wealthy neighborhoods weren't being protected to the detriment of Duke Street right now. Seminary Road was completely redone to reduce cut-through traffic and that traffic is now on Duke Street. Fort Williams parkway has speed bumps and especially at rush hour, that keeps the traffic on Duke Street. West Taylor Run is now cut off from Telegraph and all that extra traffic is now going through our neighborhoods on Duke Street. You're going to make it worse. Why? Why don't the renters and homeowners on Duke Street get the same protection, and the same enjoyment of our homes? Why do I have to worry about the City using right of way on my property? Who is the future resident of Duke Street that you're building this for if not for us? Why don't we get traffic mitigation measures, safe sidewalks, and crosswalks? Why is saving one minute on a bus ride more important than the people actually on the bus?
- **Asa Orrin-Brown** – Last month, I was riding my bike on Duke Street, and was a victim of a hit-and-run. I was following all laws. I want to encourage you to do everything you can to make a continuous cycle track and people who are or will be using scooters, to keep us safe from being hit. Unfortunately, I've been hit badly with some property damage. We know that people can die if they get hit by cars. Please, if there's anything you can do to make the cycle track continuous, I encourage you to do that now. Or if you can't do it now, include it in the long-term plan for future redevelopment.
- **Zachary Desjardins** – I live at 202 Sky Hill Road and I strongly support the bus, bicycle, and walking improvements as part of this project. I'm really excited for this meeting. Thank you to all involved. I generally support the curbside concepts presented in this meeting. I do have a question that you'll probably get to later – does that proposed side path stop at Callahan Drive instead of

Diagonal Road? It really should go all the way to Diagonal Road – the sidewalk right now is too narrow. I'm also concerned that there's no cycle track proposed between Telegraph Road and the King Street metro, where it will likely have the most bicycle ridership along the corridor. In the packet, and in the 2012 workgroup they recommended a parallel off-corridor bicycle facility to accommodate bicyclists. The study says the parallel facility would be constructed in the near-term. From the concepts listed in the presentation, there's no parallel off-corridor bicycle facility. There is a map that shows the route from the 2012 plan. If the 2012 workgroup recommendation is the base for what the recommendation should look like, why is the parallel facility not in the materials for today's meeting? It can be done with temporary materials.

- **Dane Lauritzen** – I'm here on behalf of Alexandria Families for Safe Streets. I'm here to support a safe, vibrant pedestrian infrastructure along Duke Street that provides full infrastructure for people who want to walk to buses, provides frequent crossings, and provides spaces for pedestrians and bicyclists to feel safe. I walked here today, and I'll tell you right now, it feels bad. I walk through sections where I walk through the parking lot because it felt so bad to walk on Duke Street. If we're going to make this successful – vibrant, sustainable as the visions say – then we need this pedestrian infrastructure to provide a safe and comfortable set-up for pedestrians and bicyclists. We want to draw people to Duke Street and make it comfortable to wait at the bus stops. Right now, that's not true. We should act intentionally to make the entire length of Duke Street pedestrian friendly and focused so the BRT can be successful, so that people are drawn to Duke Street (not avoid it) as a nice place to spend time, go shopping, and be here for their homes in businesses.
- **Bill Pugh** – I live in the Seminary Hill neighborhood. I'm here speaking as a resident. My family and I like to bike down to Duke Street to access the Holmes Run Trail, library, restaurants. We often have to bike along segments of Duke. It's dicey, as you know. The service roads currently can provide some protection, but it's tough because you have cars turning very rapidly off of Duke, at high speeds. You don't know which way a car is going to come. We're excited about the woonerf concepts presented in the packet. I talked to someone who lives along Segment 2. He said that he and his family often walk on the service roads because the sidewalks are bumpy and there are curb cuts. It's already functioning kind of like a slow, woonerf street, and he likes that. I'm supportive of the concepts. I encourage you to find ways to trees that can shade those on the sidewalk. In the east of Taylor Run segments, would be good to have trees closer to where people are walking and biking. Overall, I think you can accommodate both bus lanes and walking and biking improvements throughout the corridor. I applaud the concepts.
- **Alex Goyette –** I live on Jordan Street. Appreciate the work the group has been doing, and the recommendations for bus lanes. I take the bus to work. Reliability will really help. Right now, the bus comes every 12 minutes. I travel on Duke Street a lot with my toddler, and use my bike and drive. Toddler lights up on the bike, so we use that when we can. Not an option for us on Duke Street right now.

C. Review Elements of Advisory Group Recommendation to Council

- **Jen Monaco:** Reviewed the meeting goals.

- **Jen Monaco:** Reviewed where we are in the AG process. Right now, refining options under consideration and working toward a preferred alternative. Doing analyses on the back end now. Planning to go to the public in April. Looking for AG to endorse a preferred option in the May meeting.
- **Jen Monaco:** Reviewed a summary of what the 2012 Work Group recommended to Council about curb features to give a sense of the type of information the Advisory Group will be asked to include in their recommendation. The AG may want to be more specific at this stage – specific facilities for the curb space in each cross section, as well as facilities for constrained areas. Can also make general statements about priorities.
- **Leslie Catherwood**: Would like to take a step back for the AG. After today's meeting, we only have three more meetings on the schedule. March, April, May. Goal is to make a recommendation to Council in the May meeting. Wanted to give an idea of what that recommendation will look like. Does not need to be super detailed, in the nitty gritty. What we need to do today is look at prioritization, especially in those places where space is tight. Maybe we can't have a wide sidewalk, a cycle track, and huge stormwater management facility – what would be our first priority? I thought we could come up with a draft recommendation to Council – like a MadLibs. We can have some of the words parsed out, and then have a blank. We can start the process of framing out our recommendation, so by the time we get to May, we're not starting from scratch. We'd have a target.
- **Casey Kane:** I've been struggling with visualizing the entire corridor. We've seen segments. Where there are sections, we can't do everything we'd like to do - hard to conceptualize how big those areas are. It would help to have a birds' eye view of the corridor so we can understand the potential problem areas. I can see that we could do with a narrow sidewalk with lots of trees – we may be ok with that for a quarter of a block. Hard to get buy-in on something.
- **Leslie Catherwood**: Agree that we'll need some more data to understand connectivity and what the corridor will look like.

D. Curb Features Goals and Guiding Principles

- **Will Tolbert:** Introduced the curb features discussion.
  - We're talking about what we're doing outside the curb. Not 100% mutually exclusive in all spots, but in some places they are. 5 of 6 guiding principles talk heavily about what we're doing outside the roadway. If you're putting in improved bus service, it's not doing you much good if you can't access it. We also want to serve corridor users in general – whether they ride the bus or not.
  - Reviewed four design goals – vision as "enhanced bicycle corridor" as noted in the 2016 plan, usable buffer space (safety between Duke Street the roadway and ped/bike users; buffers to residences), addressing guiding principles set up for this project, and designing the facility within the City right-of-way as a baseline goal (may not be feasible everywhere).
  - Reviewed proposed east-west curb features for the north side of Duke Street. We looked at which side of the street was most receptive to end-to-end bicycle facilities and the north side had the most space. Also looked at key connectivity locations. Doesn't mean we're only doing

improvements on the north side – we want to look for places where we can do improvements on the south side.

- Where there is room, we would have a cycle track and sidewalk to separate the bicyclists and pedestrians.
- Where it is tight, we would use shared use path – bicycles and pedestrians using the same space
- Woonerf (shared street) areas are being considered in some residential service road locations

- Walked through what each of the facility types could look like.
  - If there are places along the south side that are adequate, we may try to keep them in place – e.g., existing sidewalks with buffers
  - Details will be carved out more as you move into advanced design. We're trying to identify widths that are needed, and areas working to maximize buffer space. How to prioritize what is wanted will be important
  - Woonerf 101 – won't use on Duke Street itself, and probably not on commercial service roads.
    - They generally have shared road for bikes, cars, pedestrians.
    - Try to create a gateway space so drivers know it's a different kind of space.
    - Typically raise the grade of the roadway so it's level with green spaces and sidewalk space.
    - Also look for spaces for stormwater management.
    - Where parking is needed, we will look to provide it, but may not be along the entire corridor. The City will be doing a parking utilization study to understand potential available space for green space treatments.
    - May use different paver types.
    - Can include bends in the woonerf as a traffic calming strategy – it's called a chicane.
    - Commercial style woonerfs aren't very applicable to this project – more commercial areas are set back from the roadway.
- Much of Segment 1 is cycle track + sidewalk, with some shared use path areas. Not widening any bridges as part of this project.
- Segment 2A/2B area is constrained on space. Have a goal to have a shared-use path through that space.
- Segment 3 includes cycle track + sidewalk and a shared use path. We don't have examples yet of how we'll connect to King Street Metro for BRT or curb features.
- Busway designs are evolving – we will talk more about that in March. Don't need to look too closely at that in this meeting – have not been updated. We laid all curb features out on Alternative 1 right now – not necessarily a preferred alternative. It takes up the most space for the busway, so if we can fit it there, it will likely work on Alternative 2 as

well.

- **Casey Kane:** On the map, does the design reflect areas of constrained ROW?
  - **Will Tolbert:** Yes. Wherever we are doing a shared-use path, there's less existing ROW to work with. Wherever we are doing a cycle track there's more ROW.
- Between Alt 1 and 2 – the curb space is more or less the same in Segments 1, 2A, and 3. 2B is an outlier – Alt 1 will have more space and Alt 2 less space for curb features. We'll need to discuss it – not necessarily tonight. If we want to fit a priority/dedicated bus lane, it may mean there is less space for curb features.

- **Paxton Street to Pickett Street discussion –**
  - **Will Tolbert:** Presented the plan and typical sections. Staying within existing ROW.
  - **Erin Winograd**: How do vehicles access the businesses?
    - **Will Tolbert:** We've shown some potential curb cut areas, but that would need to involve conversations with owners, etc. We think we can provide access to all those businesses and apartments but need to confirm it's enough and in the right place.
  - **Erin Winograd**: For a car turning in and needing to cross a fair amount of space with people walking and cycling – is there a signal there for pedestrians and cyclists to stop, or do cars have to wait for a safe time to turn?
    - **Will Tolbert:** There are a lot of ways to treat that in the design. It's generally not different than crossing any sidewalk area. It will likely draw more attention to those locations though marking and signage to make sure motorists are aware.
- **Jordan Street to Gordon Street discussion –**
  - **Will Tolbert:** On the south side, we have a residential service road. Parking seems quite utilized, so may not have a lot of room for green space, but can design as a shared, slower space. Again, will have to discuss curb cuts with property owners – would discuss in the detailed design phase. North side shows a shared use path. When you get to a station, we want to make sure that bicycles can bypass the station, so they don't intermix with the pedestrians waiting for a bus within the station area.
  - **Erin Winograd**: The visual doesn't run all the way to Jordan Street. Curious about the section of Engel to Jordan, which is heavily used for parking and bus areas, including a huge ACPS school bus stop. What happens on the non-visible portion, and what has ACPS said about moving that bus stop?
    - **Will Tolbert:** We're not cutting it off to obscure what's happening, but it's still in process. There's a good potential to make sure the path can get through there and have parking. We are having discussions with WMATA and others.
  - **Erin Winograd**: Would all vehicles turning onto Jordon use the main

Duke Street roadway?

- **Will Tolbert:** There's discussion of whether we continue to use the current space – which will likely stay for parking – or whether they turn off the main Duke Street area. Also depends on where the bike/ped areas can go. We're waiting on the traffic modeling team to say what's possible at that intersection.
- **Hillary Orr:** To the ACPS question – we're not there yet and don't know where the school bus stops will be. It'll be a part of the conversation when we know what's in the roadway. We think it'll be better sidewalks and places to wait for the bus. We will work with ACPS. We'll work to make sure we have the bus stops in the safest locations.

- **Naima Kearney:** Seems like the DASH bus would go straight down Duke Street and WMATA would service the rec center, school, etc. So we want them to be able to access those areas.
  - **Will Tolbert:** I would like for the buses to use the center station (if that moves forward) and then give them a queue jump to turn on Jordan. If it's a curb alternative, we'd have to find another way to do that.

- **Donelson Street to Fort Williams Parkway–**
- **Will Tolbert:** Two lanes in each direction. Some additional opportunities for the green spaces in the woonerf concept here. Again, would need to look at that more closely. We show overhead utilities but would look at whether we can bury those. We'll look at things like lighting. There's also a more traditional option, like it looks now, but we'd plan to widen the sidewalk to create a shared-use path.
  - **Devon Tutak:** Williams is an odd place to cross. Is there a stop for traffic? Concerned about safe crossing visibility there with cars coming from several directions. Concerned about signage, safety.
  - **Casey Kane:** Could be a place to have a raised crosswalk where drivers need to go up and over.
    - **Will Tolbert:** That is something that can be done at lower-volume roadways.
  - **Casey Kane**: Two intersections with really awkward turning. Hope there's some real thought about how to angle the sidewalk so a person doesn't have to turn 180 degrees to see vehicles.
  - **Hillary Orr:** Lots of great ideas. Lots of innovative stuff we can do along this corridor to improve the pedestrian and bicycle experience. Raised crosswalk is a cool idea – probably going to be a constrained budget, so would be good to know how you would prioritize those. Could prioritize raised crosswalk with areas with high pedestrian volumes or high conflict areas.
- **Fort Williams Parkway to Wheeler Avenue–**
- **Will Tolbert:** Intersection is the challenging area here. General cross-section includes some green areas, some potential for retaining wall areas. Looking at the plan view, this is alternative 1. There's an alternative 2 with both stations on the same side.

- **Casey Kane**: This is a spot with a slip lane. Are we looking at potentially doing away with those?
    - **Will Tolbert:** We are – both at Quaker and Wheeler. We're using that in the traffic model to see what the impact would be.
- **Erin Winograd:** As you do that, looking at the NB Wheeler to EB Duke slip lane, note that it's a heavy truck traffic area with 18-wheelers. It could be a hazard.
    - Will: It's on our radar and we're looking at it.
- **Devon Tutak:** Where would the crosswalk be, as displayed right now, to get to the center?
    - **Will Tolbert:** Pointed it out on the screen – there is a ramp shown between the crosswalk and station.
- **Devon Tutak:** So, you can cross from either side to get to that station?
    - **Will Tolbert:** Yes.
- **Robert Brant:** What dimension are we assuming for the shared use path? Is it consistent?
    - **Will Tolbert:** Goal is to be as consistent as possible. Looking at 10' right now -that's what we'd like. At a spot like this could pinch to 8' as a minimum.
- **Yvette Jiang:** What does the line signify for the cycle track – direction or bike/scooter?
    - **Will Tolbert:** Indicates direction.
- **Yvette Jiang:** Is the path wide enough for strollers?
    - **Will Tolbert:** Yes, should have 5' in each direction.
- **Naima Kearney:** When you're making the left turn onto Duke Street from Early 1, the signal is right at the intersection, so there's not a lot of room. Only a couple of cars can go.
    - **Will Tolbert:** We'll want to make sure we have adequate space and good visibility.
- **Naima Kearney:** Right now, not any crosswalks on the east side of Duke Street
    - **Note: Naima Kearney** sent additional clarification via email: My comments during the meeting on the Wheeler intersection were meant to describe the Early St - Duke intersection (which I use to access Wheeler) regarding the lack of room at the nearest Duke St traffic signal for cars making left turns and the lack of crosswalks. My thought was that adding crosswalks is good, if proposed, but it would make it even more difficult to make left turns if the stopping point was pushed back to accommodate a crosswalk. (I saw someone tonight who was walking, crossing Duke St by the Early St intersection; there didn't seem to be safe crossing area nearby.) There is a residential street on the north side of Duke after Early that makes this limiting traffic light needed, but my general point was to consider if intersections still work when crosswalks are added, or if adjustments need to be made.

- **Roth Street to West Taylor Run Parkway -**
- **Will Tolbert:** The service road is elevated above Duke Street. Changes the service road to 1-way traffic in the west-bound direction. Converts the other lane that used to be eastbound into a cycle track. Anyone accessing properties to the north would need to access via west Taylor Run Parkway. If going east, need to go to the intersection east of Witter Drive. These are tradeoffs but there's a better and continuous bike facility through that area.
    - **Hillary Orr:** We've been working in this community a lot. We've heard a lot about the narrow sidewalk next to the service road. The cycle track can be a good buffer for pedestrians even if we can't do much with the sidewalk.
    - **Mindy Lyle**: South side sidewalk has the same narrow issues. As those properties come in for redevelopment, need to require wide sidewalks on the south side.
    - **Robert Brant:** Large curb cut in front of the dealership today will be closed off.
    - **Naima Kearney:** The service road would still be there but one lane?
        - **Will Tolbert:** Yes, west bound.
    - **Naima Kearney:** Is there a plan being considered to eliminate the entire service road?
        - **Will Tolbert:** We're not looking at that as a near-term option, primarily due to cost and access issues.
    - **Mindy Lyle**: As we go forward, please define near-term and long-term in a number of years. I think of near-term as 5-7 years. Long term is 20 years.
        - **Hillary Orr:** Near-term is sooner for this one. We have funding. We're ready to design what you recommend and then go into construction. A lot of long-term might depend on redevelopment, and there are places that are more ready to redevelop. Long-term would be piecemeal.
    - **Mindy Lyle**: MacArthur won't be at Patrick Henry in another year – redevelopment of those ball fields. Things like that need definition as we come to final decisions.
        - **Will Tolbert:** Near term is what we're doing in this project – what we'll advance to design and construction. The future term is unknown; can't put a number on it.
    - **Naima Kearney:** Not changing the heights of the existing retaining walls?
        - **Will Tolbert:** Correct.
    - **Naima Kearney** Would crosswalks go all the way across Duke Street? People always cross here.
        - **Will Tolbert:** There's now no station at this section, so we hope it will discourage that "jump and cross".
- **West Taylor Run Parkway and Telegraph Road–**
- **Will Tolbert:** Two options here. Coordinating with the West Taylor Run Parkway project to see what works in that area. If doing cycle track, will need a slip lane from Duke so people can access neighborhoods.

- **Erin Winograd:** Currently, all the trees down the center line will be removed?
  - **Will Tolbert:** No to the right side, but will lose some trees within the Duke Street median.
- **Erin Winograd:** Where do we get that greenery back?
  - **Will Tolbert:** Potentially in the green islands.
- **Erin Winograd:** That's not the same spot.
  - **Will Tolbert:** Can't always get a 1-for-1 in the same spot, but we would be looking to add tree canopy where feasible.

E. Curb Features Discussion

- **Will Tolbert:** We want to use some guiding questions to get feedback. Will also do some polling.
- **Erin Winograd:** On the north side, there were some pinch points we didn't discuss. There's a very sizeable retaining wall on the north side, just west of North French Street all the way to just east of the Jano Mart. There's another retaining wall on the north side just west of North Early Street to just east of North Floyd Street, and there's a much lower one on the south side at Cockrell Avenue and Duke Street running west and ending just east of the first driveway. Where those exist (I'm 99% sure they are private property), that's where sidewalks are actually the narrowest. How does a wider shared use path work if property owners don't want to sell their property?
  - **Will Tolbert:** We couldn't show every possible location, but those are spots we'll need to look at. May have to pinch down to a sidewalk, take away a buffer space for a stretch, etc. Details we will need to consider as we move forward.
- **Will Tolbert:** If we had a pinch point where we can't fit a path without taking ROW or taking away buffer space or pinching down to 8' path, what would you like to see?
- **Casey Kane:** We've talked about narrowing travel lanes. Is that an option?
  - **Will Tolbert:** Goal is to stay within curb lines if we can, but it's an option.
- **Casey Kane:** Are we only looking at stormwater in certain areas, or along the entire corridor?
  - **Will Tolbert:** Areas we've marked as greenspace would be there. May be other areas along the corridor.
- **Casey Kane:** There are a number of places where utilities are underground. Where does that fit in this discussion? Could provide more space for curbside stuff.
  - **Will Tolbert:** We're going through a costing exercise in the next month to see what the costs would be.
- **Casey Kane:** It's a tradeoff to consider. If we can't do undergrounding, does that get pushed to the long-term recommendation?
  - **Will Tolbert:** Yes.
- **Erin Winograd:** In terms of prioritizing curb features, my constituency will place walkability at the top, then streetscape/ambience/greenery. We have a lot of asphalt on the West End; it's very hot. We want wider sidewalks where we can make it so we don't need to walk single-file. I don't think the cycle track should take precedence over walkability. More people walk than cycle. Also the issue of

the ordinance from 2013 that states that bicycles should be accommodated only if studies demonstrate that the streetscape can still be enhanced.

- **Mindy Lyle**: If looking at planning principles and what will eventually happen on this corridor, we need a true multimodal approach. People don't think there's a lot of bikes and scooters on the West End, but they're all over the curb. The last mile has come to the West End in force. Lots of people bike to work. I think in my neighborhood, ¼ of people bike to work at least once a week. Lots of walkers and streetscapes are important, but we'll fail if not multimodal. Not that cars are less important – I've heard that rumor that we're trying to get rid of all cars on Duke Street – but we need to look at making Duke Street accessible and safe.
- **Devon Tutak:** There's an opportunity to foster a culture. If designed properly and educate people about how spaces are to be used, I think everyone can get what they want out of it. It's a changing use, but we have to meet the moment. Agree that people are mostly on foot right now – including me – but I've heard from a lot of people that we all want to make use of other opportunities, but we don't feel safe doing it. Number 1 priority should be safety.
- **Yvette Jiang:** Want to future-proof the corridor. I want to cater to cyclist – last mile – bike riders, scooters. In terms of the guiding principles – safety and equity – how do we ensure that we feel safe even though it's narrower? Also how do we encourage cultural equity in use of the road?
- **Leslie Catherwood:** Hearing some consensus – safety for all users, but especially pedestrians. Hearing a lot of support for safety for cyclists as well. I'd like to echo a lot of what I've heard, but empathize that connectivity is important. I want to recommend a two-way cycle track wherever it fits; separating uses helps to eliminate space. For constrained spaces, where we can have cyclists and pedestrians, that would be wonderful. If we have a two-way cycle track that ends and we force people onto Duke Street, we won't' see the use we want to see. I have cycled on Duke Street and it's terrifying. Priority is connectivity for cyclists and pedestrians.
- **Naima Kearney:** I drive for safety – I'm scared to bike or walk. I've fallen and had to go to the hospital while walking on Duke Street. Have almost gotten hit many times. I wouldn't drive as much if I felt safer. I think a lot of people feel that way.
- **Robert Brant:** The plans we saw tonight do a good job of advancing the guiding principles. It's equitable – strives to accommodate all users. What we saw tonight is a vast improvement from existing conditions. Is it perfect? No. But Duke Street isn't a one-size-fits-all situation. Would love to do everything, but there are constraints. The devil will be in the details – as designs are advanced, there will have to be compromises made. I was curious to see how it was all stitched together and how it would work in transition areas. Again, need a lot more design by competent professionals, but I'm starting to see it crystallize.
- **Casey Kane:** Agree with what everyone said. As Erin said, need to green Duke Street wherever we can. Keeps us cool, damps down noise, provides some level of protection from the errant driver who doesn't want to stay in the roadway. Trading off the safety of people who walk or bike is not what I'd go for. Connectivity – being able to go from one end to the other – is very valuable. I do ride on Duke Street and it is terrifying. But it gets me where I need to go, in the time I need to get there. If I have a shared use path or cycle track, it's more comfortable and I can take people with me who don't feel as comfortable.

- **Leslie Catherwood**: Want to thank the City staff and consultants for discussing the woonerf. May be a way to have our cake and eat it too. Pleased to see an option where we could show that we heard the priority for a buffer between residences and Duke Street; having a woonerf in those spaces would allow for that buffer, allow a safe space for residents to walk or use that space, provide access, and perhaps slow down traffic and allow cyclists.
- Polling activity
  - Where space is limited on the north side of Duke Street, should we consider (10 voters):
    - Combining space for walker and bikers (90%)
    - Separating space for walkers and bikers – bikers may have to cross Duke Street to access a separated space on south side (10%)
  - In areas with service roads, should we consider a shared space for bikes and cars? (Woonerf) (10 voters)
    - Yes (80%)
    - No (20%)
  - Is it more important to have separated space for bikes and scooters and walking space but have less greenspace, or more greenspace with a shared use path? (11 voters)
    - Separate (64%)
    - Shared (36%)
  - **Will Tolbert:** Probably one other question, which we'll discuss in March. Segment 2B. Still having discussions with the modelers but need to talk about the section between Quaker Lane and Roth Street

F. Overview of Next Steps

- **Jen Monaco** went over the next steps.
  - Refine the design so we can do a full analysis.
  - Continuing community engagement.
    - We had a community meeting as requested by residents around Arell Court. We've been planning other meetings with HOA and community groups and going out to businesses. Planning a roundtable with WEBA – they'll publicize that shortly. Doing targeted engagement where the design is a bit more set – getting input and reactions.
    - We're also experimenting with Hello Duke Street – you'll see signs at bus stops, on sidewalks, at businesses. Will be able to scan or text a QR code to learn more about the project and share your thoughts. Look out for that in the next couple of weeks.
  - Next AG meeting on March 16. Will share the engagement plan for the remainder of the project. We'll also give a design update and review a template recommendation that can come from this group.
  - April meeting will kick off community engagement.
  - May meeting we're planning to decide on a recommended alternative
  - Planning to present recommended alternative to Council in July.

    - March and April meetings may be longer.
        - May want to schedule later meetings. 6:00 – 9:00 may not be feasible for all due to work locations. Can look at 6:30-9:30 as possible.
- **Casey Kane:** Want to add to current status that **Hillary Orr** and **Jen Monaco** gave an effective presentation to City Council the other night. Good questions from Council members. I'd encourage the AG to go watch it.

G. Approval of AG #7 Meeting Minutes

- **Leslie Catherwood** provided some minor edits that we can address.
- **Erin Winograd** motions to approve the minutes with typos corrected.
- **Casey Kane** seconded.