$87M in Northern Virginia Transportation Authority regional revenues are being utilized towards this Duke Street Transitway project.
WELCOME

Yon Lambert

Director of the Department of Transportation and Environmental Services
AGENDA

• Approval of Meeting #2 Minutes
• Overview of BRT
• Introduction and Review of 2012 Plan
• Discuss Advisory Group Schedule
• Public Comment
• Adjourn
GOALS OF TONIGHT'S MEETING

• Provide Brief Overview of BRT
• Review and Assessment of The 2012 Transitway Concept Plan
• Discuss Advisory Group Schedule and Milestones Moving Forward
VISION AND 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
OVERVIEW OF BRT
WHAT IS BRT?

The quality and reliability of rail transit, with the design flexibility afforded by buses

- Speed
- Reliability
- Identity
- Improved Design
BRT ELEMENTS - STATIONS

- Lighting, Safety, Security
- Shelter, Seating
- Passenger Information
- Level/Near Level Boarding
- Visual Appeal/Branding
- Fare Collection
- Wayfinding
BRT ELEMENTS - VEHICLES

- Vehicle Size and Seating
- Door Configuration
- Passenger Amenities
- Accessibility
- Bicycle Accommodation
- Electric, Hybrid, Diesel, Compressed Natural Gas
BRT ELEMENTS – SUPPORTING INFRASTRUCTURE

• Sidewalks, Multi-Use Paths, First Mile/Last Mile
• Crosswalks, Push Buttons, Ped Indications
• Stormwater Improvements
• Traffic Signal Timings, Transit Signal Priority
• Roadway Pavement
• Traffic Signage, Markings
BRT ELEMENTS – RUNNING WAY

- Mixed Traffic
- Curbside Business Access Transit (BAT) Lane
- Center Running Dedicated Lane
CURB RUNNING BUS LANE AND CURBSIDE STATION

M Street BAT lane with curbside station, DC

IndyGo Red Line BRT mixed flow lane with curb side station
CENTER RUNNING TRANSITWAY AND SPLIT STATION

Metroway BRT, Alexandria, VA

Source: BeyondDC
CENTER RUNNING BUS LANE AND SPLIT STATION

Pulse Broad Street BRT, Richmond, VA

Columbus Avenue Bus Lane Project, Boston, MA

Source: GTRC

Source: MBTA
OVERVIEW OF 2012 PLAN KEY FEATURES
CORRIDOR SEGMENTS

SEGMENT 1 - Landmark Mall to Jordan
- Higher density
- 6-lane section
- Frontage road for business

SEGMENT 2A – Jordan to Wheeler
- Access to transit
- 4-lane section
- Frontage road for residential and business

SEGMENT 2B – Wheeler to Roth
- Transitional cross-section
- Business access
- Traffic operations

SEGMENT 3 - Roth to King St Metro Station
- Access to transit
- Regional traffic access
- Traffic operations
SEGMENT 1: LANDMARK TO JORDAN STREET CROSS-SECTION

EXISTING - TYPICAL SECTION
6-Lane Divided Roadway with Curbside Bus Pull-Outs

2012 PLAN CONCEPT - TYPICAL SECTION
Curb-Running Transit in Dedicated Lane
SEGMENT 1 CONSIDERATIONS

- Repurposing traffic lanes
- Bike lane placement
- Shared bus lane and ramp traffic
- Crossing distance at intersections
- Mid-block pedestrian crossings
SEGMENT 1 KEY QUESTIONS

• What do you think of the dedicated transit lane?
• What do you think of the sidewalks?
• What do you think of the bike lanes?
• What do you think of connectivity (crosswalks, sidewalks, etc.) to destinations?
• Is there anything that could improve this segment?
SEGMENT 2A: JORDAN STREET TO WHEELER AVENUE

Segment 2A Sub-Section: Jordan Street to North Gordon Street
SEGMENT 2A CONSIDERATIONS

• Repurposing commercial frontage road
• Access to Jordan Street Service Road
• Mid-block pedestrian crossings
SEGMENT 2A: JORDAN STREET TO WHEELER AVENUE

Segment 2A Sub-Section: North Gordon Street to Wheeler Avenue
SEGMENT 2A CONSIDERATIONS

- Widening from 4 to 5 lanes
- Reversible traffic lane
- Property line impact
- Sidewalk gaps
- Mid-block pedestrian crossings
SEGMENT 2B: WHEELER AVENUE TO ROTH STREET CROSS-SECTION
SEGMENT 2B CONSIDERATIONS

• Widening from 5 to 6 lanes
• Variable left-turn/through lanes
• Property line impact
SEGMENT 2 KEY QUESTIONS

• What do you think of the transit lane?
• What do you think of the sidewalks?
• What do you think of connectivity (crosswalks, sidewalks, etc.) to destinations?
• Is there anything that could improve this segment?
SEGMENT 3: ROTH STREET TO KING STREET METRO STATION CROSS-SECTION

EXISTING - TYPICAL SECTION
6-Lane Divided Roadway with Curbside Bus Pull-Outs

2012 PLAN CONCEPT - TYPICAL SECTION
Curb-Running Transit in Dedicated Lane
SEGMENT 3 CONSIDERATIONS

- Repurposing WB traffic lane
- Shared bus lane and ramp traffic
- Bike lane placement
- Crossing distance at intersections
- Sidewalk gaps (north side)
SEGMENT 3 KEY QUESTIONS

• What do you think of the dedicated transit lane?
• What do you think of the sidewalks?
• What do you think of the bike lanes?
• What do you think of connectivity (crosswalks, sidewalks, etc.) to destinations?
• Is there anything that could improve this segment?
Three easy ways to join the conversation with PollEverywhere.

**APP**

Download the free PollEverywhere App and enter **INPUT** into the field reading: “PollEv.com/username”

**WEB**

Go to PollEv.com/input to enter the poll via web browser.

**TEXT**

Text **INPUT** to 223-33 to enter the poll via text.

*not all questions are available via text*
SCHEDULE AND MILESTONES
ADVISORY GROUP SCHEDULE AND MEETING GOALS

- **APRIL 2022:** Introduction, background, **Vision and Guiding Principles**
- **JUNE 2022:** Adoption of **Vision and Guiding Principles**
- **JUNE 2022:** Review of 2012 recommendation and / or need for additional alternatives
- **AUGUST 2022:** Initial review and comment on draft alternatives, **followed by 1st round of public input in mid- to late September**
- **OCTOBER 2022:** Review of public input and final comments on alternatives
- **NOVEMBER 2022:** **Endorsement of alternatives to move forward to TC/CC**
- **FEBRUARY 2023:** Review of elements for inclusion in preferred alternative, **followed by 2nd round of public input in March and April**
- **JUNE 2023:** Final endorsement of preferred alternative