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

2008 Transportation Master Plan identifies Duke Street as one of three high-capacity corridors in Alexandria.

2012 Transit Corridors Feasibility Study evaluated transit alternatives for the three high-capacity corridors identified in 2008.

2016 Northern Virginia Transportation Authority (NVTA) awards $12 million for environmental work and design for FY20-22.

2020 NVTA grants $75 million in the 2020-2025 Six Year Program to help construct the first phase of improvements identified through the Duke Street in Motion process.

2021 Alexandria Transit Vision Plan adopted by the DASH board, with Duke Street identified as a key all-day, frequent-service transit corridor.

2020-2022 Development of final design concepts and plans.

Duke Street in Motion looks off with community envisioning.
AGENDA

- Welcome & Agenda Overview
- Public Comment
- Meeting Background
- Public Engagement Plan
- BRT 301
- Segment 2A Existing Conditions & Design Concepts
- Segment 2B Existing Conditions & Design Concepts
- Next Steps
- Virtual Meeting Policy
- Approval of Meeting #4 Minutes
AG ROLES AND RESPONSIBILITIES

✓ Relay information
✓ Participate
✓ Provide feedback
✓ Respect each other
✓ Represent groups
✓ Build on decisions
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
MEETING BACKGROUND
AG PROCESS

Advisory Group Action

- Public Engagement Visioning
- Public Engagement Alternatives
- Public Engagement Preferred Alternative

1. Adopt vision & guiding principles
   - April 2022

2. Develop design concepts

3. Screen and narrow concepts under consideration

4. Refine preferred alternative

5. Evaluate preferred alternative against adopted 2012 recommendation

6. Endorse a preferred alternative
   - June 2023

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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
FOLLOW-UP FROM OUR LAST MEETING

- Project email list - eNews
- 2012 Council language on the website
- Additional information on Pilot Project at West Taylor Run
- Expectations for screening data
- Additional visuals
- Schedule Duke Street & Metroway tours
- Frontage road attributes and uses (ongoing)

- Address costs
- Address how segments connect
MEETING GOALS

• **Understand:**
  – The public engagement approach
  – Why the City is pursuing BRT on this corridor
  – Features of proposed designs for Duke Street - tradeoffs & interchangeable elements

• **Provide feedback:**
  – On whether the proposed design concepts are the right range of options to bring to the community
  – On presentation of materials
PUBLIC ENGAGEMENT PLAN
PUBLIC ENGAGEMENT PHASES

- **Vision and Guiding Principles**: Completed Summer 2021
- **Design Elements**: Happening October 2022
- **Preferred Alternative**: Planned for Spring 2023

We Are Here
**OCTOBER PUBLIC OUTREACH**

**Purpose:** Share three running way options for each segment with quantitative and qualitative comparison and gather community perspective on design elements

**Comment methods:** Feedback Form, Emails, Input at Meetings

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**Webinar**
- Available Oct 1

**Pop-Ups**
- Throughout October
- 7-10 events

**Focus Groups**
- 4+ events will occur throughout October
- Target Title VI populations

**In-Person Meetings**
- Throughout October
- 4 in-person events
- Segment focused meetings + an open house covering the entire corridor
- Exercise to build your own Duke Street to help understand space considerations

- Segment-focused meetings tentatively planned for Oct. 12, 13, 17, or 20 (3 meetings)
- Final Open House tentatively planned for Oct. 26

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BRT 301
BRT 301 – WHY HIGH SERVICE TRANSIT ON DUKE ST?

But why did they all recommend transit for Duke Street?
WHY TRANSIT - CAPACITY

- **PRIVATE MOTOR VEHICLES**: 600–1,600/HR
- **MIXED TRAFFIC WITH FREQUENT BUSES**: 1,000–2,800/HR
- **TWO-WAY PROTECTED BIKEWAY**: 7,500/HR
- **DEDICATED TRANSIT LANES**: 4,000–8,000/HR
- **SIDEWALK**: 9,000/HR
- **ON-STREET TRANSITWAY, BUS OR RAIL**: 10,000–25,000/HR

Source: NACTO
WHY TRANSIT - CONNECTIONS

High service transit connections important throughout Alexandria
– Not just on East side

Local connections throughout Alexandria
WHY TRANSIT - EQUITY

Many areas with low median incomes along Duke

Higher transit needs

Median Household Income
WHY TRANSIT – ACCESS TO JOBS

• Dense job centers outside of Duke
WHY TRANSIT - CHOICES

• Zero-car households
• Resilience
• Gas Prices
• Temporary conditions
TRANSIT – ALL AGES AND ABILITIES

Senior Density

Youth Density
WHY TRANSIT - SAFETY

• Safer left turns

• Slower traffic speeds

• Stations encourage peds to cross at intersection

• Trained professional drivers

• Buses mix less with general traffic

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*Source: Embarq*
WHY TRANSIT – CLIMATE CHANGE

Sustainable transportation to meet Greenhouse Gas Emission Goals
WHY TRANSIT - ENVIRONMENT

• Funding includes new buses (usually cleaner)

• New infrastructure for reducing flooding

• Greening the street
WHY TRANSIT – LIVABILITY
WHY TRANSIT?

- Capacity
- Connections
- Equity
- Access to Jobs
- Choices
- All Ages and Abilities
- Safety
- Environment
- Livability
DUKE STREET SEGMENT 2A 
EXISTING CONDITIONS & DESIGN CONCEPTS
CORRIDOR SEGMENTS

Segment 1 discussed at AG Meeting #4 on 8.17.2022

Segment 3 discussed at AG Meeting #4 on 8.17.2022
SEGMENT 2A:
JORDAN STREET TO WHEELER AVENUE
EXISTING CONDITIONS
SEGMENT 2A: EXISTING CONDITIONS
FRONTAGE ROADS (BOTH SIDES) – S. INGRAM
CORRIDOR DESIGN CONCEPT DEVELOPMENT

Step 1: Choose a Bus Running Way

Step 2: Select Edge Features
- Cycle track
- Shared-use path
- Sidewalks widened
- Streetscaping
- Frontage road access

Step 3: Develop Design Concepts
FRAMING QUESTIONS FOR TODAY

• Are we presenting an **appropriate range of design concepts**?
• Do you **understand the tradeoffs** present in each design concept?
• Are we **missing anything** from the running way or edge features?
• Are there additional ideas on educating, framing and visualizing this information for the **public engagement period**?
SEGMENT 2A: CENTER RUNNING DESIGN CONCEPT
SEGMENT 2A: CENTER RUNNING
PLAN VIEW - GENERIC
SEGMENT 2A: CENTER RUNNING FRONTAGE ROADS

- Proposed Commercial Entrance
- Existing parking removed
- Some existing parking maintained
- Existing parking maintained
- Existing parking maintained
- Frontage Road Maintained
- Frontage Road Impacted
SEGMENT 2A: HYBRID
BIDIRECTIONAL TRANSIT LANES

Rouen, France

Source: ITDP

Eugene, Oregon

Source: ITDP
BI-DIRECTIONAL TRANSIT LANES

Features
• Single transit lane
• Center stations
• Hold points

Benefits
• Corridor safety
• Transit travel time and reliability
• Less space

Tradeoffs
• Requires space
• Operational challenges

Indianapolis, IN
SEGMENT 2A: HYBRID DESIGN CONCEPT
(SHOWING BI-DIRECTIONAL LOCATION)
SEGMENT 2A: HYBRID - GENERIC
(SHOWING BI-DIRECTIONAL LOCATION)
SEGMENT 2A: HYBRID FRONTAGE ROADS
SEGMENT 2A: MIXED TRAFFIC DESIGN CONCEPT
SEGMENT 2A: MIXED TRAFFIC
PLAN VIEW - GENERIC
SEGMENT 2A: MIXED TRAFFIC
FRONTAGE ROADS
Segment 2A: Jordan Street to Wheeler Avenue

**Key**
- No Benefit
- Minor Benefit
- Moderate Benefit
- Large Benefit
- No Impact
- Minor Impact
- Moderate Impact
- Large Impact

**Convenient**
- Bus schedule reliability and user experience

**Safe**
- Corridor and intersection safety features

**Efficient**
- Bus travel time*
- Non-transit vehicle travel time*

**Vibrant**
- Property impacts
- Business and residential access
- Parking

*High level estimate based on bus running way configuration, signal delay. More detailed corridor end-to-end travel time will be provided once the corridor alternative(s) are determined.
SEGMENT 2A KEY QUESTIONS

1. Do you **understand the features and tradeoffs** presented in the Segment 2A design concepts?

2. Are we **presenting an appropriate range** of Segment 2A design concepts?

3. Are we **missing key elements** from Segment 2A running way or edge features?

4. Are there additional ideas on educating, framing and visualizing this information for the **public engagement period**?
DUKE STREET SEGMENT 2B
EXISTING CONDITIONS & DESIGN CONCEPTS
CORRIDOR SEGMENTS

Segment 1 discussed at AG Meeting #4 on 8.17.2022

Segment 3 discussed at AG Meeting #4 on 8.17.2022
SEGMENT 2B: WHEELER AVENUE TO ROTH STREET EXISTING CONDITIONS
SEGMENT 2B: EXISTING CONDITIONS

[Image of a street scene with cars and buildings, labeled as 'Google Earth 03/23/2019']
SEGMENT 2B: CENTER RUNNING DESIGN CONCEPT
SEGMENT 2B: CENTER RUNNING
PLAN VIEW - GENERIC
SEGMENT 2B: BI-DIRECTIONAL DESIGN CONCEPT
SEGMENT 2B: BI-DIRECTIONAL PLAN VIEW - GENERIC
SEGMENT 2B: MIXED TRAFFIC DESIGN CONCEPT
SEGMENT 2B: MIXED TRAFFIC
PLAN VIEW - GENERIC
**Segment 2B:** Wheeler Ave to Roth Street

### Benefits

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### Impacts

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*High level estimate based on bus running way configuration, signal delay. More detailed corridor end-to-end travel time will be provided once the corridor alternative(s) are determined.
SEGMENT 2B KEY QUESTIONS

1. Do you **understand the features and tradeoffs** presented in the Segment 2B design concepts?

2. Are we **presenting an appropriate range** of Segment 2B design concepts?

3. Are we **missing key elements** from Segment 2B running way or edge features?

4. Are there additional ideas on educating, framing and visualizing this information for the **public engagement period**?
NEXT STEPS
NEXT STEPS

• **Toolkit distribution**: Spread the word about October engagement
• **Participate in October engagement**
• **Optional Duke Street and Metroway Tours**
• **Next regular Meeting**: November 17
  • Receive summary of October engagement findings
  • Consider advancing running way concepts for further design and analysis
• **Looking ahead**: December meeting?
VIRTUAL MEETING POLICY
VIRTUAL MEETING POLICY

• Remote attendance:
  – Can attend virtually 2 times per calendar year or 25% of all meetings, with a valid reason accepted by the Chair
  – Quorum must be present at the meeting location

• All virtual meetings:
  – May be held no more than twice per calendar year or 25% of all meetings, whichever is greater
APPROVAL OF MEETING #4 MINUTES