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

Guiding principles
Community input
People and groups you represent
Project team input
Preliminary analysis
<table>
<thead>
<tr>
<th>Guiding Principle</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>Convenient</td>
<td>Make bus travel more predictable, frequent, and comfortable</td>
</tr>
<tr>
<td>Efficient</td>
<td>Improve mobility for all Duke Street travelers</td>
</tr>
<tr>
<td>Equitable</td>
<td>Use enhanced bus transit to support equitable access for a diversity of people and places</td>
</tr>
<tr>
<td>Safe</td>
<td>Ensure safety and accessibility for those connecting to and riding the bus, as well as other travelers</td>
</tr>
<tr>
<td>Vibrant</td>
<td>Create and enhance thriving and future corridor destinations that improve resident quality of life and boost the local economy</td>
</tr>
<tr>
<td>Sustainable</td>
<td>Contribute positively to the environment, now and in the future</td>
</tr>
</tbody>
</table>
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
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

<table>
<thead>
<tr>
<th>Recorded Webinar</th>
<th>Feedback Form</th>
<th>Focus Groups</th>
<th>Pop-up Events</th>
<th>Public Meetings</th>
</tr>
</thead>
<tbody>
<tr>
<td>15-minute recorded presentation</td>
<td>Series of questions, available on website and at events</td>
<td>Feedback from bus riders, business owners, and teenagers</td>
<td>Shared multilingual information throughout the corridor</td>
<td>Four formal meetings for the public to engage</td>
</tr>
<tr>
<td>450+ views</td>
<td>1228 unique responses</td>
<td>4 meetings, ~28 participants</td>
<td>9 events, &gt;800 people reached</td>
<td>4 meetings, 195 signed in</td>
</tr>
</tbody>
</table>
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)
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

<table>
<thead>
<tr>
<th>Date</th>
<th>Location</th>
<th>Attendance</th>
</tr>
</thead>
<tbody>
<tr>
<td>10.12.2022</td>
<td>Bishop Ireton</td>
<td>37</td>
</tr>
<tr>
<td>Segments 3</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10.17.2022</td>
<td>Bishop Ireton</td>
<td>96</td>
</tr>
<tr>
<td>Segments 2</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10.20.2022</td>
<td>Patrick Henry Rec. Center</td>
<td>31</td>
</tr>
<tr>
<td>Segments 1</td>
<td></td>
<td></td>
</tr>
<tr>
<td>10.26.2022</td>
<td>Patrick Henry Rec. Center</td>
<td>31</td>
</tr>
<tr>
<td>Open House</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
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
People under the age of 35 were underrepresented in feedback form responses while people 35 to 64 were overrepresented.
People who are non-white were underrepresented on the feedback form.
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.
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?*

- I live on or near Duke Street: 73%
- I travel to Duke Street regularly for work, school, shopping, etc.: 16%
- I travel through Duke Street regularly: 9%
- Other: 1%
- No response: <1%

*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?

- A few times a year or less: 77%
- Sometimes or regularly: 19%
- No response: 4%
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
Do you think it's important to make the bus faster and more reliable even if that means it take slightly longer by car?

- Yes: 69%
- No: 28%

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?

- Wider Sidewalks: 42%
- Bicycle Facilities: 20%
- More Green Space: 30%
Common Q&A + Comment Card Topics

- Bus ridership – current and potential future
- Questions about current bus service
- Project costs
- Comments about where people see car congestion as a major problem (including near Telegraph Road) and not as much of a problem (Segment 2A).
- Potential curb features and related safety trade-offs
- Questions about specific concepts
- Rationale for considering BRT on Duke Street
- Noise concerns in and around Duke Street
- Outreach – need for increased representation in the process and at meetings
“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?

- **Strongly Agree:** 42%
- **Strongly Disagree:** 4%
- **Agree:** 14%
- **Disagree:** 11%
- **Not Sure/It Depends:** 4%

**Yes:** 69%
**No:** 28%
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.
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.

Charts comparing responses by demographic are available in the Appendix.
Feedback Form Responses

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

- Wider space for people walking: 54% (Top 2) vs. 46% (Bottom 2) (Avg. Score: 2.58/4)
- More green space (trees for shade, landscaping, stormwater management): 50% (Top 2) vs. 50% (Bottom 2) (Avg. Score: 2.56/4)
- Separated, off-street space for people biking or scooting: 52% (Top 2) vs. 48% (Bottom 2) (Avg. Score: 2.53/4)
- Separated access (via service roads) from Duke Street to homes and businesses: 45% (Top 2) vs. 55% (Bottom 2) (Avg. Score: 2.35/4)
Feedback Form Responses
Differences by Demographic

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

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...

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

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

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

Where renters favored off-street biking/scooting improvements.

Charts comparing responses by demographic are available in the Appendix.
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.

(35 respondents who indicate they use a service road to access their home)

- Yes: 28%
- Maybe, but I would need to learn more: 16%
- No: 38%
- No response: 18%

(Duke Street in Motion)
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.

<table>
<thead>
<tr>
<th>Service</th>
<th>Top 2</th>
<th>Bottom 2</th>
<th>Avg. Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Buffer between my home and traffic</td>
<td>41%</td>
<td>24%</td>
<td>2.5/5</td>
</tr>
<tr>
<td>A place to walk with a buffer from traffic</td>
<td>32%</td>
<td>29%</td>
<td>2.3/5</td>
</tr>
<tr>
<td>Ease of accessing my driveway</td>
<td>29%</td>
<td>17%</td>
<td>2.2/5</td>
</tr>
<tr>
<td>Street parking for my household</td>
<td>31%</td>
<td>21%</td>
<td>2.1/5</td>
</tr>
<tr>
<td>Street parking for my guests</td>
<td>17%</td>
<td>30%</td>
<td>1.7/5</td>
</tr>
</tbody>
</table>
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
- 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?
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!

alexandriava.gov/DukeInMotion
APPENDIX
### Feedback Form Demographics

**Home ZIP Code**

<table>
<thead>
<tr>
<th>Home ZIP (Top 10)</th>
<th>#</th>
</tr>
</thead>
<tbody>
<tr>
<td>22304</td>
<td>467</td>
</tr>
<tr>
<td>22314</td>
<td>283</td>
</tr>
<tr>
<td>22302</td>
<td>85</td>
</tr>
<tr>
<td>22301</td>
<td>68</td>
</tr>
<tr>
<td>22305</td>
<td>36</td>
</tr>
<tr>
<td>22312</td>
<td>12</td>
</tr>
<tr>
<td>22303</td>
<td>11</td>
</tr>
<tr>
<td>22311</td>
<td>8</td>
</tr>
<tr>
<td>22310</td>
<td>6</td>
</tr>
<tr>
<td>22315</td>
<td>5</td>
</tr>
</tbody>
</table>
Feedback Form Demographics

Work (or Other Most Frequent Destination) ZIP

<table>
<thead>
<tr>
<th>Work ZIP (Top 10)</th>
<th>#</th>
</tr>
</thead>
<tbody>
<tr>
<td>22314</td>
<td>263</td>
</tr>
<tr>
<td>22304</td>
<td>167</td>
</tr>
<tr>
<td>22302</td>
<td>40</td>
</tr>
<tr>
<td>22301</td>
<td>37</td>
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<tr>
<td>22202</td>
<td>24</td>
</tr>
<tr>
<td>22305</td>
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<tr>
<td>20005</td>
<td>13</td>
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<tr>
<td>22310</td>
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</tr>
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<td>22204</td>
<td>11</td>
</tr>
<tr>
<td>22201</td>
<td>10</td>
</tr>
</tbody>
</table>
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)

- Yes: 28%
- Maybe, but I would need to learn more: 16%
- No: 38%
- No response: 18%
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

- 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).

- 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).

- 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).

A few times a year or less | Sometimes or regularly
---|---
Strongly Agree | Agree | Not Sure/It Depends | Disagree | Strongly Disagree
Strongly Agree | Agree | Not Sure/It Depends | Disagree | Strongly Disagree
Strongly Agree | Agree | Not Sure/It Depends | Disagree | Strongly Disagree
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).

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).

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).
**Feedback Form Responses – By Project Interest**

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).

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).

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).

---

- **I live on or near Duke Street**
- **I travel to Duke Street regularly for work, school, shopping, etc.**
- **I travel through Duke Street regularly**
Feedback Form Responses – By Household Income

- **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).**
- **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).**
- **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).**
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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).
Feedback Form Responses – By Transit Ridership

Ranking of Design Elements
(Weighed Average Score)

- More green space (trees for shade, landscaping, stormwater management)
- Separated, off-street space for people biking or scooting
- Separated access (via service roads) from Duke Street to homes and businesses
- Wider space for people walking

- A few times a year or less
- Sometimes or regularly
Feedback Form Responses – By Household Type

Ranking of Design Elements
(Weighed Average Score)

<table>
<thead>
<tr>
<th>Design Element</th>
<th>I am a homeowner</th>
<th>I am currently renting</th>
</tr>
</thead>
<tbody>
<tr>
<td>More green space (trees for shade, landscaping, stormwater management)</td>
<td>2.50</td>
<td>2.00</td>
</tr>
<tr>
<td>Separated, off-street space for people biking or scooting</td>
<td>2.00</td>
<td>1.50</td>
</tr>
<tr>
<td>Separated access (via service roads) from Duke Street to homes and businesses</td>
<td>2.00</td>
<td>1.50</td>
</tr>
<tr>
<td>Wider space for people walking</td>
<td>2.50</td>
<td>2.00</td>
</tr>
</tbody>
</table>
Feedback Form Responses – By Project Interest

Ranking of Design Elements (Weighed Average Score)

- More green space (trees for shade, landscaping, stormwater management)
- Separated, off-street space for people biking or scooting
- Separated access (via service roads) from Duke Street to homes and businesses
- Wider space for people walking

<table>
<thead>
<tr>
<th>Design Element</th>
<th>I live on or near Duke Street</th>
<th>I travel to Duke Street regularly for work, school, shopping, etc.</th>
<th>I travel through Duke Street regularly</th>
</tr>
</thead>
<tbody>
<tr>
<td>More green space (trees for shade, landscaping, stormwater management)</td>
<td>2.50</td>
<td>3.00</td>
<td>1.50</td>
</tr>
<tr>
<td>Separated, off-street space for people biking or scooting</td>
<td>2.00</td>
<td>2.50</td>
<td>3.00</td>
</tr>
<tr>
<td>Separated access (via service roads) from Duke Street to homes and businesses</td>
<td>3.00</td>
<td>2.00</td>
<td>2.50</td>
</tr>
<tr>
<td>Wider space for people walking</td>
<td>2.00</td>
<td>1.50</td>
<td>2.00</td>
</tr>
</tbody>
</table>
Feedback Form Responses – By Household Income

Ranking of Design Elements
(Weighed Average Score)

- More green space (trees for shade, landscaping, stormwater management)
- Separated, off-street space for people biking or scooting
- Separated access (via service roads) from Duke Street to homes and businesses
- Wider space for people walking

Between $0 - $44,999  Between $45,000 - $99,999  Between $100,000 - $149,999  More than $150,000
Feedback Form Responses – By Race and Ethnicity

Ranking of Design Elements (Weighed Average Score)

- **More green space (trees for shade, landscaping, stormwater management)**
- **Separated, off-street space for people biking or scooting**
- **Separated access (via service roads) from Duke Street to homes and businesses**
- **Wider space for people walking**

### White or Caucasian

- More green space: Score
- Separated, off-street space: Score
- Separated access: Score
- Wider space: Score

### Non-White

- More green space: Score
- Separated, off-street space: Score
- Separated access: Score
- Wider space: Score
Feedback Form Responses – By Service Road Access to Home

- More green space (trees for shade, landscaping, stormwater management)
- Separated, off-street space for people biking or scooting
- Separated access (via service roads) from Duke Street to homes and businesses
- Wider space for people walking

Use service road to access home - No
Use service road to access home - Yes