Welcome!

Introductions & Meeting Background

Public Comment

Review Elements of AG Recommendation to Council

Curb Features & Guiding Principles

Review Curb Feature Design Elements & Visuals

Curb Features Discussion

Next Steps

Approval of Meeting Minutes #7
AG Roles and Responsibilities

✓ Relay information
✓ Participate
✓ Provide feedback
✓ Respect each other
✓ Represent groups
✓ Build on decisions
Meeting Goals

1. Understand expectations for an ultimate recommendation on curb features
2. Discuss curb features and review visuals of curb feature designs
3. Provide input to help Project Team refine options presented
4. Provide input on whether other options should be considered
5. Provide input on priorities in constrained locations
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
Elements of AG Recommendation to Council
AG Process

1. **Public Engagement Visioning**
   - Adopt vision & guiding principles
   - April 2022

2. **Public Engagement Alternatives**
   - Develop design concepts

3. **Screen and narrow concepts under consideration**

4. **Refine preferred alternative**

5. **Endorse a preferred alternative**
   - May 2023
Curb Features Elements

2012 Work Group references:

- Examine parallel off corridor bike facility
- Provide improved walking conditions at intersections and near transit stations.
- Prioritize pedestrian safety at Taylor Run Parkway

1. Typical cross section for each segment
2. Priorities for constrained spaces (e.g. shared use path or dedicated pedestrian facility)
Curb Feature Goals and Guiding Principles
# Guiding Principles

<table>
<thead>
<tr>
<th>GUIDING PRINCIPLES</th>
<th>CURB FEATURE GOALS</th>
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<tbody>
<tr>
<td>Efficient</td>
<td>• Improved walking and biking access to stations</td>
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<tr>
<td>Equitable</td>
<td>• Improved ADA accessibility</td>
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<td></td>
<td>• Additional and improved sidewalks</td>
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<td></td>
<td>• Improved connectivity</td>
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<tr>
<td>Safe</td>
<td>• Additional crossing locations, improved crosswalk timings</td>
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<td>• Improved safety on sidewalks</td>
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<td>• Reduced person-vehicle interaction</td>
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<tr>
<td>Vibrant</td>
<td>• Improved streetscapes and green space</td>
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<tr>
<td>Sustainable</td>
<td>• Improved stormwater management</td>
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<td></td>
<td>• Increased tree canopy volume</td>
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Curb Feature Design Elements and Visuals
Design Goals

- Within City right-of-way, as possible
- Usable buffer space, as possible
- Best address guiding principles
- Help achieve vision of Duke Street as a designated "enhanced bicycle corridor"
Proposed East – West Curb Features
(North Side of Duke Street)

- Shared Use Path
- Cycle Track + Sidewalk
- Potential Woonerf (shared street) Location on Service Road
Proposed Facility / Types: Biking

Two-way cycle track

Shared use path

Source: Traillink
Proposed Facility / Types: Walking

Wide sidewalk next to curbs

Sidewalk with buffer

Source: NACTO
Proposed Facility / Types: Streetscape & Water Quality Elements

Landscaping

Source: SF Public Works

Tree canopy

Source: WNYC

Rain gardens/stormwater features

Source: Golden Triangle BID
1. Textured or permeable pavements that are flush with the curb to reinforce pedestrian priority

2. Trench drains to collect runoff and bioretention planters

3. Grade the street to provide accessible, leveled walking surface, while directing stormwater flow

4. Gateway treatments that slow or restrict traffic flow

Source: NACTO
Proposed Facility / Types: Woonerf

Shared Street Implementation in Santa Monica, CA

Source: Michael King

Shared Street / Woonerf in the Netherlands

Source: Lennart Nout, Mobycon
Proposed Facility / Types: Woonerf

Shared Street in a Commercial District

Flexible Street in Kirkland, WA

Source: Chicago Tribune

Source: Toole Design
Proposed East – West Curb Features
(North Side of Duke Street)

SEGMENT 1 - West End Alexandria to Jordan

SEGMENT 2A – Jordan to Wheeler

SEGMENT 2B Wheeler to Roth

SEGMENT 3 - Roth to King St Metro Station

Shared Use Path

Cycle Track + Sidewalk

Potential Woonerf (shared street) Location on Service Road
Paxton to Pickett
Paxton to Pickett

Section A-A
Paxton to Pickett
(looking west)
Jordan to Gordon
Jordan to Gordon

Section B-B
Jordan to Gordon
(looking west)

OPTION 1

Front yards
Sidewalk
Woonerf with
Stormwater Management
Rain Gardens and Parking
Planting Strip

36'-0"
Typical Right-of-Way to existing front yard line

OPTION 2

One Way
Thru Lane and
Parking
36'-0"

Thru Lane
Thru Lane
Left Turn Lane
Thru Lane
Thru Lane

16'-0"
Typical Right-of-Way

Right-of-Way Edge

DUKE STREET
IN MOTION
Donelson to Fort Williams
Donelson to Fort Williams

Section C-C
Donelson to Fort Williams
(looking west)

ROW Edge

Optiion 1

Typical Right-of-Way

Planting Strip

Thru Lane

10'-0"

Typical Right-of-Way

30'-0"

Option 2

Planting Strip

One Way

Thru Lane and
Parking

Shared-use Path
Fort Williams to Wheeler
Roth to W. Taylor Run
Roth to W. Taylor Run

Section E-E
Roth to W. Taylor Run
(looking west)
W Taylor Run to Telegraph

POTENTIAL FREE-FLOW RIGHT TURN (LOCATION TBD)
W. Taylor Run to Telegraph

Section F-F
W. Taylor Run to Telegraph
near overpass
(looking west)

OPTION 1
ONE WAY

OPTION 2
Curb Features AG Discussion
Guiding Questions

• What does the AG think about the options shown?
• Are there other approaches we should be considering?
• What priorities does the AG (and those the AG members represent) have for the curb feature elements in constrained sections?
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
Is it more important to have...

| a separate bicycle/scooter space and walking space but have less green space |
| more green space but a shared bike and walking space |
Where space is limited on the north side of Duke Street, should we consider:

- combining space for walkers and bikers
- separating space for the walkers and bikers on the south side of Duke Street. This means bikers would have to cross Duke Street to access the separated biking space.
In areas with service roads, should we consider a shared space for bikes and cars?

Yes

No
Guiding Questions

• What does the AG think about the options shown?
• Are there other approaches we should be considering?
• What priorities does the AG (and those the AG members represent) have for the curb feature elements in constrained sections?
Current Status

Analysis & Design

Focused Engagement

Hello Duke Street
Next Steps

- **March 16**: Engagement Plan Overview, Design Update
- **April 13**: Review Detailed Analysis, Start of Public Engagement
- **May 25**: Provide Recommendation of Preferred Alternative
- **July 5**: Take Preferred Alternatives to City Council
Approval of Meeting Minutes from December
Thank you!

alexandriava.gov/DukeInMotion