



Advisory Group Meeting #10 Summary

Duke Street in Motion

Thursday, 4/13/2023; 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	No
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	Virtual
Robert Brant	Advisory Group	No
Meronne Teklu	Advisory Group	Yes
Yvette Jiang	Advisory Group	Yes
Hillary Orr	City of Alexandria	Yes
Jen Monaco	City of Alexandria	Yes
Genevieve Kanellias	Consultant Team (WSP)	No
Lee Farmer	Consultant Team (VHB)	Yes
Jennifer Koch	Consultant Team (RHI)	No
Matt Martin	Consultant Team (WSP)	Yes
Ann Patterson	Attended via Zoom	Community member
Sasha Impastato	Attended via Zoom	Community member
Joseph Zarobila	Attended via Zoom	Community member
Elizabeth Charles	Attended via Zoom	Community member
Mary Wiley	Attended via Zoom	Community member
Ravi Raut	Attended via Zoom	Community member
Nicole Radshaw	Attended via Zoom	Community member
Christine Hoeffner	Attended via Zoom	Community member
Roy Byrd	Attended via Zoom	Community member
Dale Flumer	Attended via Zoom	Community member

Meeting Summary

A. Welcome/Introductions



- Reminder of AG role and responsibility.
- Reminder of guiding principles.
- Refresher of inputs into/process for preferred alternative selection.

B. Public Comment

- Jen Monaco presented a summary of input to date - was shared with AG yesterday.
- Bob Hart
 - Lives near Minnie Howard School. Last month recommended use of tactile delineator to separate visually impaired pedestrians from bicyclists. Today would like to recommend fully functional audible signals at major intersections, with announcements of which street is safe to cross. Each button would have a tactile arrow.
- Jim Durham
 - 3 points.
 - 1 - letter is currently silent on transitway bus stations. Recommends - stations should include shelters, benches, lighting, displays, provision for off board fare collection, and bicycle parking.
 - 2 - speed kills. Duke Street is one of the highest crash corridors in Alexandria. Road design combined with lower speed limits reduces chances of people being killed or seriously injured - advocates for 25 mph speed limit.
 - 3 - people who benefit from improvements on Duke Street are not just those who live immediate on/adjacent to Duke Street - 30 bus comes up from Van Dorn.
- Fran Vogel
 - President of Strawberry Hill Civic Association.
 - Concept plans - looks like shared use path in 2A requires taking property and removing service roads. Would be of grave concern to the neighborhood.
- Nicole Radshaw – via Zoom
 - Loves the guiding principles and is excited about the outreach.
 - Excited about center-running concept. Notes curb features are important for access to the bus. Thinks a cycle track in addition to a shared use path is important - scooters and e-bikes shouldn't be on the road or in shared space with pedestrians. Need parking for scooters at the stations.
- Dane Lauritzen
 - Board member of Alexandrians for Safe Streets.
 - Supports center running + more robust curb features.
 - Center running - much, much safer, less interference from other vehicles/parked vehicles.
 - Concept A + Concept Y most in line with guiding principles.
- Jen noted there will be no public comment at the May meeting - will be presenting feedback heard through April 30.

C. Concept Overview

- Will Tolbert reviewed the concepts.
 - Concept A
 - Where there is enough space we are including center running bus.
 - Segment 2A – Buses mixed with traffic.
 - Concept B
 - Mostly curb running and bus mixed with traffic.



- Biggest difference is within Segment 2B mixed traffic along Alexandria Commons.
- Curb Concept Y
 - Where space available – including both pedestrian sidewalk and cycle track.
 - Segment 2A – 2B, portions of 3 not enough room for sidewalk and cycle track; evaluating Shared Use Path (SUP).
- Curb Concept Z
 - Used both sidewalk and SUP when there is room.
- Naima Kearney - would like to see the curb concepts - where in the roadway they would be located.
 - Will - don't have visuals in the presentation.
 - Jen - we did have those visuals in the February AG presentation.
- Erin Winograd - walks Segment 2 a lot - doesn't see the space. 10-ft. wide sidewalks does not look like it will fit. How do we get 10-ft? Shared photos of specific locations where private property line is up against the sidewalk.
 - Will - there are some points along those stretches where we don't have the space available. So, looking at contingencies - how do we negotiate the tight spaces. Would be handled in detailed design.
 - Jen - noted the draft recommendation addresses constrained spaces and want to discuss with the group how these should be addressed.
- Erin - center running and driveways on south side of the street - how will people access those businesses? Also trying to visualize how eastbound bus works - access for first responders (location of fire station), left turn lanes into Alexandria Commons, backups accessing Telegraph Rd.
 - Will - first responders would have access to the dedicated bus lanes.
- Casey Kane - would be helpful to detail the green space along the corridor so we can understand the trade-off.
- Mindy Lyle - has asked more than once about the tree canopy. Also, does the City have an accurate survey of Duke Street? Curious how many fences/retaining walls are actually on City property (this happens elsewhere in the city like Del Ray).
 - Will - We have been using GIS files, survey is underway.
- Yvette Jiang - echoed that it would be helpful to understand where trees are currently, as well as retaining walls.
- Leslie Catherwood - notice the transitions are not exactly lining up with segment lines. How were those determined?
 - Will, based on available space and traffic operations.
- Erin - have previously been told we can mix and match elements, so wants people to look at it with that lens.

D. Comparison of Concepts to Guiding Principles

- Hillary Orr provided an overview.
 - Reminder of guiding principles.
 - Concepts are doing a good job of hitting on the guiding principles.
 - Team has worked to develop quantitative measures of effectiveness.
 - Focus on the metrics that differentiate between the concepts.
 - Explanation of "Business as Usual" scenario.



- Both concepts show improvements for cars and buses compared to "business as usual" (aka No Build).
- What's in it?
 - Projects we would complete anyway.
 - Anticipated regional growth.
 - We can't control what Fairfax County and Prince Georges County will do. They keep building, which adds to the cars on Duke Street.
- Why do we use traffic models?
 - The best tool we have to think about what might happen in the future when we make certain decisions. Uses the best information we have now & best guesses about the future.
 - The decisions we make will affect how people use the corridor - we're making our best guess about what that will be.
- Will Tolbert discussed the comparison of concepts.
 - Both concepts perform really well.
 - See slides for content.
- Discussion
 - Erin Winograd
 - 7-9-minute travel time reduction is end-to-end (confirming) - how much of that is due to 50-60% reduction in stops?
 - Will - We can get that number.
 - *Follow up note: An FAQ has been added to the website about this. It's about 1/2.*
 - Ridership increase - did you factor in population increase or is this based on today's pop? Could we get any of this increase in service with more frequent bus service?
 - Will - We used what was in the City's Transit Plan. The population increase was 8% in the no build. The models mirrored this escalation.
 - Yvette Jiang
 - What if we make a change to blend A & B at Alexandria Commons? This would be a good idea due to the long-term redevelopment - reduce costs by removing center lane. What would that do to pedestrian safety?
 - Will - Concepts A&B show SUP. Left turns would be adjusted.
 - Devon Tutak
 - Given the development of West End Alexandria - would be helpful to see the same numbers for that site.
 - Importance of bringing Alexandrians to West End
 - Naima Kearney
 - What was the actual time window?
 - What was the data input?
 - The volumes were pre-pandemic 2018/19 and 2022.
 - Any information about pedestrian travel times in the future?



- We did look at walk times per station and have a graphic that shows 10 min walk time radius comparing existing and proposed.
- Are we thinking about crossing times?
 - Yes - and we did look at 2-stage crossings (which if someone can only get halfway, they have a pedestrian refuge)
- Casey Kane
 - Noted that center running only have to cross half the street to catch a bus, and curb running have to cross the whole street
 - Would be helpful to understand residential vs commercial parcel impacts.

Response: Based on preliminary GIS analysis:

- *Concept A – 5 commercial + 4 multi-family residential + 10 additional that are more flexible and dependent on curb feature decisions / design*
- *Concept B - 5 commercial + 2 multi-family residential + 14 additional that are more flexible and dependent on curb feature decisions / design*
- Would be useful to pull out curb costs to better understand.
 - *Response: A bit challenging to fully pull out, but about 11 million for concept Y and 9 million for concept Z*
- Erin Winograd
 - Did ridership assume a fare or no fare?
 - *Ridership assumed no change to fare structure.*
 - Asked to see by segment - Will: we can share key timepoints (not exactly segments)
 - *Posted on website.*
- Meronne Teklu
 - Where would additional funds come from to make the "nice to have" features possible?
 - Jen - City's goal is to fit into the \$85 million
 - Hillary - this is where the recommendation about priorities will help make decisions
 - Meronne - thinking we include "must haves" & "nice to haves"
- Erin
 - Does the budget include money spent to date?
 - Will - estimates do include professional services
- Mindy Lyle - What construction cost escalation was included?
 - Matt - it was rolled into the contingency - also used recent VDOT unit costs (*clarified afterwards that the VDOT calculation method incorporates escalation*)
- Devon - Does either concept require a longer construction period?
 - Construction duration is approximately 12 to 18 months, depends on utilities.
- Erin - At one point, team may have thought budget would cover additional elements like purchase of electric buses
 - Will - estimate did not include fleet, that budget is separate



- Meronne - What is the implementation timeline?
 - Roughly - design starting in 2024 construction starting in 2027.
- Mindy - Has anyone spoken with Inova about their opening plans?
 - Yes.
- Devon - Kids coming from Cora Kelley to West End - has there been coordination with ACPS?
 - Ongoing

E. Draft Recommendation Recap

- Jen Monaco walked through an overview of comments she has received from the AG so far. This includes:
 - Adding the Vision and Guiding Principles as well as other related City plans.
 - Adding definitions.
 - Concern about the long-term recommendation.
 - Clarifying what it means to design for slower speeds.
 - Question about crash locations.
 - Ensuring that first responder and emergency vehicle needs are supported.
 - Request for clarification about where there is a need for improved curb features.
 - Suggestion about adjusting wording for greenspace, stormwater management.
 - One “nice to have” element.
 - Recommendation to include a conclusion.
- Discussion
 - Casey Kane - This is highly confusing. I understand the need to do this, but confusing with the notes on the side. Hard to make an honest comment. Liked when you sent it out with line numbers.
 - Mindy Lyle - It’s all running together.
 - Casey - Want to make sure we capture the comments tonight about making sure pedestrian signals are accessible.
 - Mindy - With redevelopments recently, have gotten comments about going to automatic audible signals.
 - Erin Winograd - Tactile buttons with an arrow that can be felt.
 - Jen - Will re-send with the comments.
 - Leslie Catherwood - To confirm-you’ll email a tracked changes version with comments received. Should we provided any additional comments?
 - Jen - Yes. I’ll confirm if I can circulate that back out.
 - Leslie - Can it be sent in Microsoft Word?

F. Engagement Updates & Next Steps

- Jen Monaco reviewed the engagement plan.
- Erin Winograd - The Hello Lampost outreach isn't convenient for car, truck drivers. What are the plans for outreach to non-bus riders to get feedback in the next two weeks.
 - Jen - Enews, civic associations, business drop ins, and flyers.
 - Erin - Some new restaurants have opened; should get back in close touch with businesses that may be impacted.
- Meronne Teklu - Thanks to Jen & Hillary for going to the West End Business Association; thinks drop-ins will be helpful too.

G. Approval of AG #9 meeting minutes

- Erin Winograd - Provided some typo corrections.



- Minutes approved with those corrections.