



Advisory Group Meeting #6 Summary

Duke Street in Motion

Thursday, 11/17/22; 6:30 – 8:30 pm

In-person: 3600 Wheeler Ave, Alexandria, VA 22304

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	Yes
Casey Kane	Advisory Group	Yes
Devon Tutak	Advisory Group	Yes
Erin Winograd	Advisory Group	No
Leslie Catherwood-Chairperson	Advisory Group (Chairperson)	Yes
Meronne Teklu	Advisory Group	Yes
Mindy Lyle-Vice Chair	Advisory Group (Vice Chair)	Yes
Naima Kearney	Advisory Group	Yes
Nawfal Kulam	Advisory Group	Yes
Robert Brant	Advisory Group	Yes
Yvette Jiang	Advisory Group	Yes
Bill Rossello	Advisory Group Designee (non-voting) for Erin Winograd	Yes
Yon Lambert	City of Alexandria	Yes
Chris Ziemann	City of Alexandria	Yes
Hillary Orr	City of Alexandria	Yes
Jen Monaco	City of Alexandria	Yes
Genevieve Kanellias	Consultant Team (WSP)	Yes
Lee Farmer	Consultant Team (VHB)	Yes
Jennifer Koch	Consultant Team (RHI)	Yes
Will Tolbert	Consultant Team (WSP)	Yes (Zoom)
Asa Orrin-Brown	Wakefield/Tarleton Neighborhood	Community member
Nicole Radshaw	Seminary Hill/Valley	Community member
Dave Reist	Strawberry Hill	Community member
Jeanne Jacob	Seminary Ridge	Community member
Gerry Frank	Seminary Ridge	Community member
Bill Pugh		Community member



James Durham	Seminary Hill	Community member
Thomas Lawhead	Strawberry Hill	Community member
Mayer Nelson	Colonial Heights/Carriage House Circle	Community member
C. Giglione	Self	Community member
Scott Sutherland	Self	Community member
Amy Stearns	Society Hill HOA	Community member
Fran Vogel	Strawberry Hill CA	Community member
Connie Massaro	SRCA	Community member
Toni Oliveira	Wakefield-Tarleton	Community member
Linda Marshall	Wakefield-Tarleton	Community member
Martine Micozzi	S. Early Street	Community member
Cookie Balcha	Duke Street (self)	Community member
Stewart Schwartz	Coalition for Smarter Growth	Community member
Erin Stone	Self	Community member
Lawrence Stanley	Attended via Zoom	Community member
MO Lloyd	Attended via Zoom	Community member
Carter Flemming	Attended via Zoom	Community member
Amy Breedlove	Attended via Zoom	Community member
Cedar Dvorin	Attended via Zoom	Community member
Patricia Evans	Attended via Zoom	Community member
Ann Patterson	Attended via Zoom	Community member
Colleen Stevens	Attended via Zoom	Community member
Alex Goyette	Attended via Zoom	Community member
Joanne Welsh	Attended via Zoom	Community member
Gerri Galagaza	Attended via Zoom	Community member
James Griffith	Attended via Zoom	Community member
Bonnie ODay	Attended via Zoom	Community member
Jason Muller	Attended via Zoom	Community member
Alice Simmons	Attended via Zoom	Community member
Karla de Steuben	Attended via Zoom	Community member
Lindsey Kole	Attended via Zoom	Community member
Lizzi Alarcon	Attended via Zoom	Community member
Dane Lauritzen	Attended via Zoom	Community member
Sarah Haut	Attended via Zoom	Community member
Alison Maltz	Attended via Zoom	Community member
Betty Guttman	Attended via Zoom	Community member
Jeannie Nguyen	Attended via Zoom	Community member



2. Meeting Summary

A. Welcome/Introductions

- Leslie Catherwood called the meeting to order.
- Yon Lambert provided opening remarks. He welcomed the two new members of the Advisory Group (AG), Meronne Teklu and Devon Tutak, and also spoke about two themes from comments the City has been hearing.
 - Right-of-Way (ROW) vs Eminent Domain
 - The City regularly acquires ROW for capital projects (sewers, facilities, specific example - left turn lane on Eisenhower Ave). For this project - particularly at this phase - it is not clear if we will need to acquire any ROW. The City always completes full property surveys if needed, and if we do need to obtain more ROW, the City enters voluntary negotiation with property owners.
 - There is no expectation of eminent domain, though it is a tool we can use.
 - Options for different segments
 - Council (multiple Councils) has stated the City goal is to improve transit on Duke Street, but there may be different solutions for different segments. A phased approach is possible.
 - In general, need to keep in mind that Duke Street is an important public space - it will continue to be important in the future after we're gone.

B. Background

- Jen Monaco reviewed the agenda and noted that she would like to make sure we have time for a robust discussion.
- Genevieve Kanellias walked through ground rules for the meeting and reminded the group of the roles and responsibilities for the AG. She also reviewed the meeting goals and the guiding principles, encouraging the AG to keep the guiding principles in mind during the meeting.

C. BRT Tour Takeaways

- Jen noted that the team is working on creating a video tour for those who couldn't make it. She asked if anyone who attended wanted to share feedback/observations.
- Discussion:
 - Casey Kane: Tour was very informative. Interesting to see various components in play on Metroway - center, curb, mixed traffic. Helped us visualize. Walking Duke Street was really informative - seeing challenges we face, understanding that there is not necessarily one solution. Less than perfect infrastructure particularly for those walking.
 - Yvette Jiang: Very informative. Helped to consider what we hope to achieve with the project rather than focusing on infrastructure.
 - Leslie: Echoed what others said; tour was very informative. Noted how substantial the bus stations were in Arlington - not just a flag; nice signage, well lit. Incredibly



helpful to not just walk Duke, but to stop and look and watch the traffic flow - how the infrastructure works or doesn't work. Helpful to talk as a group about possible alternatives.

D. Outreach Report Out

- Jenny Koch walked through a summary of outreach activities completed in October.
 - Feedback was focused on priorities, trade-offs - information to help make decisions moving forward.
 - Lots of different activities/options for how people weighed in.
 - Who We Heard From
 - Important to note that this isn't a vote - lots of input to consider.
 - Pop-ups - goal was to go where people are gathered and get feedback from those who are less likely to participate in traditional public processes (community members who are renters, non-white, and/or who have lower incomes).
 - Public meetings - had discussions at boards, Q&A, feedback & comment forms, activity
 - Feedback form - structured to give us insight into what people were thinking, but also who they were, so we could understand whether certain groups gave different perspectives. Questions focused on trade-offs.
 - For age, 35-64 was the largest percentage of people responding, also the largest percentage in the City.
 - Non-white people, lower income households, and renters are underrepresented in the feedback form.
 - 73% of respondents live on or near Duke Street.
 - Small group meetings - bus riders, teenagers at the rec center, community and business associations
 - Takeaways
 - Need to continue to increase awareness and engagement with groups who were less engaged (business owners, non-English speakers, renters)
 - Clarifying Questions
 - Mindy Lyle
 - Noticed the feedback form always had "prefer not to respond" option - how did that affect responses?
 - Jenny: There were a lot of people who did not respond to any of the questions.
 - Would a weighted approach help to understand responses for different demographics?
 - Jenny: That would be another way to look at the data, but we did not complete a weighting for various demographics.



Instead, we show how different groups responded.

- How did you define “living on or near Duke Street”?
 - Jenny: We didn't provide a definition.
 - Jen: We also had a question asking whether people use a service road to access their home, so helped pull out people who live along Duke Street.
- What are we going to do to reach the people who actually use transit?
 - Jenny: Will continue with pop-ups, bus stop chats, other methods we have used in the past, and will be looking for more opportunities. One of the reasons we reported based on groups is to help point out differences.
- Casey
 - Did you try to do pop-ups at more apartment complexes and they didn't let you?
 - Jenny: Unfortunately, yes, there were several that were reluctant to allow us to have a pop-up. We will continue trying to build those relationships.
- Bill Rossello
 - Did you review census data on auto use by demographic?
 - Jenny: No, because we did not ask that question on the form.
 - We have looked at it - citywide, no difference between White & Black - almost the same as the demographics of the City. Pushing back on this idea that there is a difference based on demographics.
 - Jenny: The reason we were collecting demographic data is to help ensure we have adequate representation of the corridor.
 - Naima Kearney: In a previous meeting the bus ridership was reported to be more heavily Hispanic and Black.
 - How do you explain these groups being underrepresented despite all these efforts?
 - Jenny: It's not a situation unique to this project. There are people who may not have the time to participate. They may not think it is something that will impact them. People have been systematically underrepresented in these types of processes for a long time. Our goal is to keep trying to reach folks and build on what we learn in each phase.
- Devon
 - Was there any outreach to parent-teacher organizations at the



- schools?
- Jen: That is an area we'll work on moving forward.
 - Meronne
 - Thanks to City staff and consultant team. It takes a lot of effort and is not easy to get representative feedback. Suggested doing survey in more languages (Amharic, Arabic). Disappointing to see lack of representation in the feedback. Should look at the feedback as input but not a statistically significant result.
 - Want to make sure more people know about this.
 - Proposed working with grassroots organizations in the community to get the word out (Alive!, Casa Chiralagua, African Communities Together, other non-profits).
 - Mindy
 - Alive! has a food pantry on Edsall Rd that would be a good location for a pop-up.
 - Timing of events might have been off for people who work two jobs. Suggested talking to police about their experience doing community outreach walks and what they have found to be the best times.
 - Overview of What We Heard
 - General takeaways: Notable that we didn't necessarily see a strong consensus on many questions. Did hear support for tailoring solutions to different segments given how they vary.
 - Pop-up results: Questions were kept simple to capture people on the go. Favored faster buses and wider sidewalks.
 - Meeting comment/discussion topics: Heard a variety of things, as summarized on slide.
 - Feedback form
 - On the form, there was one set of questions where we shared a statement and asked people to rate whether they agree with the statement.
 - The first statement was: "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 on the form said no, compared to 69% of pop up poll respondents who said yes.
 - Just under half did not support changes; other half supported or was not sure.
 - For people who use service roads, 49% strongly disagreed.
 - The next statement was: "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 of all responses did not support changes to



residential service roads for bus improvements, while the other half either support changes to residential service roads or were not sure.

- The final statement was: “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 added.
 - About 30% of people strongly disagreed, including about 38% of those who use a service road to access their home.
- Differences by demographics on agree/disagree questions
 - People who ride the bus “sometimes or regularly” are more in favor of changes that favor bus speed, green space, and walking spaces than those who ride the bus a few times a year or less.
 - Renters are more in favor of changes that favor bus speed 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.
 - Demographics for people who strongly disagreed with all 3 agree/disagree questions:
 - 30-45% did not provide demographic info.
 - 34% of people who use a service road to access their house said they "Strongly disagree" as compared to 20% of those who don't.
 - About 28% of people who said they live on or near Duke Street said they "Strongly Disagree" with all three questions compared to less than 20% of people who travel through or visit Duke Street.
 - About 25% of homeowner said they strongly disagree across the board, compared to 13% of people who rent.
- Priority curb features
 - Lack of a strong consensus on this question.
 - Differences by demographics
 - 34% of people who use a service road to access their house said they "Strongly Disagree" as compared to 20% of those who don't.
 - About 28% of people who said they live on or near Duke Street said they "Strongly Disagree" with all three questions compared to less than 20% of people who travel through or



visit Duke Street.

- About 25% of homeowners said they "Strongly Disagree" with all three questions, compared to 13% of renters.
- Service road questions
 - Of the 434 survey respondents who said they use service roads to access their home, 44% 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. (Note that this originally said 54% on the slide due to a typo, but was corrected to 44% during the meeting discussion.)
 - 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.
- There were several themes from the open-ended question at the end of the form. Top two were: Support for better walking facilities, biking facilities, and/or greening (22%); Concerns about increased traffic and support for improving car access and safety (22%).
- Jen walked through project team notes
 - We designed the feedback form to help the AG make a decision on elements to advance, but also to provide the project team with information as we refine the alternatives.
 - We have done some high level analysis, but will do more detailed analysis on the smaller number of alternatives we advance.
 - Also want to reiterate - this is not all going to happen tomorrow. This will be phased in challenging segments.
 - As we do more design and analysis, may need to make modifications - for example, we recognize there are operational challenges. There is a chance we might need to pivot to single-lane center running. Segment 3 will need to coordinate with Telegraph Rd Interchange - may need to be a mix.

E. Discussion

- Reactions to What We Heard/Clarifying Questions
 - Bill
 - Not sure what to take from all of this. What are the basic conclusions? What should this group take from that, how should we use that?
 - Jen: This is input; not going to tell you how in interpret all of that. We're showing you who responded and what we heard. It's on the AG to take that information and weigh as appropriate. Generally, in these processes you hear a lot more from people who don't want change. For me, notable that there were a lot of people who were supportive - but also notable that a lot of people are concerned



about congestion.

- Jenny: The feedback form is not necessarily something that is meant to lead to a conclusive result. Sometimes we do hear stronger agreement. In this case, there are a lot of ways we can go from here. What are people concerned with? Congestion, service roads - role as a buffer is important - important to keep those things in mind as we move forward.
- Hillary Orr: A big piece of this is building awareness of the project. We had a lot of conversations with people who are now aware of the project. No matter what project we do, we are going to hear from people at the end who have never heard of it. We're working to give people as much information as we can. It's a ton of information that takes time to understand tradeoffs, etc. That's why this group is here. The public may not have time to do that. What we wanted to do was to get some higher-level priorities from the community, and also see who we're not hearing from.
 - Would it be fair to say the end result is inconclusive?
 - Hillary: I don't think we were trying to come to a conclusion – we weren't asking people to vote on an alternative we haven't designed yet. Wanted to lead to discussion with the AG to help us work through the options.
 - Bill: Tremendous value in getting word out about this project. People in this community want to be asked their opinion. I'd expect that in the end of a survey, we'd have several conclusions about what we learned or we'd conclude that the data doesn't tell us much. Also can conclude that some groups are underrepresented.
 - Hillary: Tricky when things are split down the middle. It is a little inconclusive. There were a lot of conversations and feedback and it's all helping us to think through what makes sense to move forward. Not a lot of definitive answers from the feedback form.
 - Lee: We have conclusions from the feedback form, but not a direction.
- Naima
 - Did you ask which segment people lived in?
 - Jen: We heard different things at the segment-specific meetings, but not necessarily about the specific segment.
- Nawfal Kulam
 - Was there any focus on or special questions for the disabled population?
 - Jen: No specific questions, but we did present to the Commission on Persons with Disabilities.
- Robert



- Though the responses were very interesting. Was really interested to see response related to service roads. A lot of those questions were clearly geared towards homeowners. Was any outreach done for the businesses on the service roads?
 - Jen: We did outreach to businesses but didn't get a ton of feedback. The last couple weeks we have been going door-to-door to businesses - continuing to look for best way to engage those groups.
- Yvette
 - Would be beneficial to see a gender breakdown on these surveys. Women often have different needs when it comes to transit.
- Leslie
 - Pointed out that people who responded "yes" to living on a service road were asked to respond to two additional questions.
- Bill
 - Noted that the math may be off on support for changes to service roads (44% not 54%).
 - Jenny: Will double-check the slide.
- Other reactions and thoughts about the concepts
 - Devon
 - My community has been talking about this a lot; up and down Duke Street a lot. Knows the biggest priority is getting the BRT, but you have to talk about it holistically. Heard people asking for safety, greenery, pedestrian space - asking us to focus not just on the BRT, but on overall goals. A lot of people turn off when they hear "bus" - need to talk about how improving bus improves other things. It's an opportunity to say, "the bus is a great resource for Alexandria." It's a great resource. We need to serve the people who use the bus now, but can also make a better service so more people use it. Don't put "these are bus riders" and "these are car drivers" in separate boxes.
 - Mindy
 - Appreciated that a lot of people talked about wider sidewalks and pedestrian safety.
 - Initial thoughts on what to advance - suggested taking 2A and 2B off the table for today. Those will be more difficult for this group to provide direction to consultant team - there are so many moving parts there. Suggested focusing on Segments 1 and 3 today to keep the discussion moving.
 - Aaron Gofreed
 - Agreed with Devon - the bus is interdependent with cars. Important how you frame the question.
 - Agreed with Mindy - the Metroway tour was motivating, but walking Segment 2 made clear how tricky it is given the amount of residential,



- service roads, space.
- How can we stay efficient going segment by segment if we're switching to different patterns through the corridor? Might mean more lights, congestion.
 - Yvette
 - Representing DASH bus riders on the AG. Want to reiterate what ATC board has said - Duke Street routes have consistently shown very high ridership, board and DASH riders are strongly in support.
 - Quoted letter from rider - transit should be safe, efficient, equitable, eco-friendly.
 - Thinks there is definitely support for transit and the multi-modal lifestyle this project is part of.
 - Nawfal
 - Sees parallels with expansion of Silver Line - real ridership has been exponentially higher than predicted - "if you build it, they will come."
 - Giving people a better option - not bus vs car, but providing a good option for people who previously didn't find transit convenient or useful.
 - Leslie
 - Asked if group agrees with Mindy's suggested to focus on Segments 1 and 3.
 - Suggesting that 2A will require more time, which we could dedicate in the next meeting (December).
 - Aaron: Will ideas be weeded out between meetings?
 - Jen: Idea is to settle on 2 end-to-end options. Will get feedback today on things to weed out, and then focus on the end-to-end options in December.
 - Leslie: Goal is narrowing down so the City can do more detailed analysis on a smaller number of options.
 - Naima
 - Why are these three options being considered for each segment? Wants to understand why certain options were weeded out.
 - Jen: Project team presented options and got initial feedback from the AG, then discussed the range of concepts with the community. Center running is optimal for transit and safety. Hybrid/bidirectional was a way to take up less space in Segment 2. Also presented a mixed-traffic alternative for each. Working with this group to see what we can weed out based on guiding principles and engagement results.
 - Naima: Is hybrid an option in Segment 1?
 - Jen: Center running is an option for Segment 1 because it would be able to use available roadway space. Curb running is another



alternative because there aren't a ton of curb cuts or right turns in Segment 1. Because of all the right turning movements in Segment 2, we didn't think curb running made sense there in our initial analysis, so we came up with the hybrid/bidirectional option.

- Lee: Hybrid/bidirectional was partially due to space constraints. Center running and curb running take up about the same amount of space, so this was a way to try to get as many benefits as we can with a dedicated lane in less space.
- Chris: These three options came from the idea of looking at three different configurations – one that is best for the bus, one with minimal improvements, and one other.
- Jen walked through boards showing traffic and safety analyses.

○ Segment 1

▪ Meronne

- Does not believe all the businesses here are aware of options for Segment 1. Would like to take this information/comments back. Believes pretty strongly in looking holistically at corridor. Thinks door-to-door approach is good.

▪ Casey

- Agree that ultimately we should take a holistic approach, but thinks we need to start with segments. Thinks definitely examine center running. The other two don't buy us much improvement.

▪ Robert

- Agrees with Casey. Might also say the same for Segment 3. Segments 1 & 3 seem to have the least constraints. Thinks center running is the right next step - doesn't think it commits us to selecting center running as a final selection.

▪ Mindy

- Agrees with Casey and Bob. Center running makes the most sense in both Segment 1 and 3. If staff has to do two alternatives, I'd add curb running. I'd take mixed traffic out of both. It makes no sense. It will always slow down the buses and the traffic (because traffic gets stuck behind buses).

▪ Devon

- Based on what has been said today, agrees with others. For next meeting, would be helpful to very specifically talk about transitions from center running to options in Segment 2A and Segment 2B
 - Will: We can do that by the next meeting. Hillary pointed out that we can show what it will look like but not do the data analysis.



- Jen: We can show graphics and also how it works on Metroway.
- Bill
 - Asked about number of lanes in Segment 3. Would it go from 3 traffic lanes to 2? Probably one of the two heaviest traffic areas on Duke Street.
 - Jen: Walked through traffic volume board.
 - Hillary: Mentioned that the center running includes turn lanes in addition to the through lanes.
 - Aaron: For some pedestrians, putting it in the center will make it easier to access the bus station.
 - With center running - can anyone push a button to make the traffic stop so they can cross?
 - Jen: No – all stations would be at signalized intersections, so we'll work out the signal timing.
 - Highlighted coordination needed with West Taylor Run. It's very complicated and there is a lot going on there already. Cars are already faced with difficult travel on the corridor at certain times and places.
 - Concerns with transitions - does that also stop traffic?
- Casey
 - Is there any reason Segment 1 has to stop at Jordon? Could it continue to Gordon before the service road?
 - Jen: Center and Hybrid options in 2A runs to Gordon because that space is available.
 - Casey: I recommend extending Segment 1 to Gordon.
- Mindy
 - Noted the whole configuration of Duke Street near Landmark Mall and Van Dorn will be changing with Phase 1 of the mall redevelopment. It'll be at-grade intersection with stop lights.
- Naima
 - How does the center running affect school buses?
 - Jen: We heard a lot about that during the engagement. That's something we need to discuss with ACPS - would need to work through several issues like driver training to allow school buses to use the bus lanes.
- Meronne
 - Asked about coordination with Landmark owners.
- Leslie: Does the Advisory Group feel comfortable narrowing down our options in Segments 1 and 3? Do we need to vote?



- Jen: Not part of their charge from Council, so a vote not required, but can do it if that makes sense. Only vote you technically need to do is selecting a preferred alternative to endorse.
- Leslie: Can select 1 or 2 options to move forward.
 - Does anyone in the AG feel very strongly that we shouldn't investigate center running? - No comments
 - Curb Running - any strong preferences in either direction about curb running?
 - Mindy & Casey don't think it makes sense in Segment 1
 - Mixed Traffic
 - Aaron: I don't see how it is different from what we have right now. Why do we need to investigate it further?
 - Jen: Some signalization improvements we can make. In certain segments we can include queue jumps which help a bit.
 - Informal vote - move center running as only option for further analysis. Unanimous votes in favor for those who can vote.
- Segment 3
 - Any strong opposition to moving center running forward?
 - Bill: Doesn't think it makes sense to narrow it down with West Taylor Run still ongoing.
 - Hillary: We need to narrow down BRT options and then we can design West Taylor Run around them. Can bring those options and trade-offs to you to discuss.
 - Leslie: This past Tuesday, there was a public meeting for the west Taylor Run intersection project, which is what Hillary is referring to.
 - Casey: Definitely should look at center running, understanding it would need to be coordinated with West Taylor Run and Telegraph - but also need a second option.
 - Leslie: So we need more information for that.
 - Curb running?
 - Casey: Thinks it will end up being an option.
 - Leslie: Can be an option for further analysis.
 - Bill: Concerned with ability to keep two lanes at the Telegraph Road on-ramp.
 - Hillary: There's a lot of space at that intersection.
 - Leslie: Goal is to have two through lanes in either direction,



hopefully through the entire corridor.

- Informal vote - move center running and curb running forward for Segment 3 - Unanimous votes in favor for those who can vote.
- Leslie: This is asking for more data; not a firm decision. Suggested digging into Segments 2A and 2B at next meeting so we have more time for discussion of those areas.

F. Public Comment - 2 minutes per speaker

- Carolyn Griglione: Alexandria resident since 1972. Live just up the hill from Duke Street, off Jordan. Back yard on Jordan. I have lots of thoughts. Need a plan in place to serve those currently living here and new residents at the West End Landmark project. Without a plan incorporating BRT in dedicated lanes on Duke Street, it will become so incapacitated by vehicles that motorists will flow to other streets to work around congestion. Without a plan to provide fast, convenient, reliable service to hundreds or possible thousands of new residents in the coming years, the entire west end will be negatively impacted. Development will take place – it won't stop. I've been in towns where it stopped and those towns are dead. Transportation plan must encourage those who can or wish to use public transit and still provide those who use vehicles, service vehicles, etc., to travel Duke Street safely. I think the separation of lanes for vehicles and BRT would be a more practical solution. I'm sure the transportation experts know the best solution. Thanks for all of your comments. It was very enlightening and helpful.
- Scott Sutherland: I want to comment on the process. I've been to a number of meetings and the public speaks at the beginning. I think it's helpful to speak at the end because I can react to what was presented. I want to thank the people in this room who aren't being paid to be here. Thank you for your time and energy. I was surprised by the number of people tonight who strongly disagreed with some of the options presented in the questionnaire. It was supposed to be the main way to gather information. There were lots of people who were not involved in this process. There are people who were omitted accidentally, people who have chosen not to be involved, people who feel that the minds were made up before this whole process – people who are cynical about what's going on here. Membership of the committee and AG has been challenged. There were guiding principles adopted in the second meeting before lots of testimony and public input. Questionnaire was regarded by some as being very slanted. Question about how option you use the bus – wasn't an option to say "never" – it was "a few times or less". That's useless. You missed an opportunity to get some really good information. Some information was gathered but you missed a lot.
- Fran Vogel, president of Strawberry Hill Civic Association: Majority of residents in our section of 2A want integrity of access to neighborhoods preserved. No center lane, no removal of service roads, no eminent domain, maintaining turns. Parents want to be able to take their kids to activities by car not by bus. Issue with being stuck in gridlock - what the residents want is traffic that actually flows. They don't want a Route 1 look-alike that doesn't address traffic problems. Amazon is offering buy-outs, including for those assigned to HQ2. Does it make sense to "build it and they will come"? People believe the funding for this process is



misplaced and unnecessary. City needs to listen to residents who live here.

- Stewart Schwartz: Exec Director, Coalition for Smarter Growth. Was formerly an Alexandria resident. Have worked in Alexandria, Arlington, DC, other parts of NoVA and MD and have worked actively for walkable, transit accessible communities. It's the most sustainable and equitable way for our region to grow. Not just something we're saying. COG has adopted it as a vision, as has Alexandria and neighboring jurisdictions. We'll continue to go – despite ups and downs, this region is the nation's capital. It will grow. We'll choke on traffic with more people if we only have cars as an option. I'm a Navy veteran and I believe that climate change is our biggest threat. We've got to create a situation where walkability, biking, transit accessibility are our future, that we have that as a viable option. Vision should be for center-running lanes. Know that segments 1 and 3 are the easier places to do that. Again – we're Americans, we know how to solve problems. It's complicated in the middle, but over time we can find solutions to that. We need a powerful vision especially with 8-10 years to get our emissions down.
- Asa Orrin-Brown: Live in Section 2A. Have a business in Section 1. Glad about center running in Section 1. Makes sense for Section 3. I'd personally like to see it in Section 2. Youngest daughter goes to school at Patrick Henry and they send everything in multiple languages. I'm a little disappointed that the City doesn't do that. Spanish, English, Amharic, and now Dari, a growing community in the West End. Would like the City to do that for surveys and get more input from people. Pedestrian safety, walkability, getting to the bus stop is my biggest concern. Want that to be a priority. 17-year-old just was killed near Baileys Crossroads. My 14-year-old catches the bus and walks home and I'm worried. I'm out there all the time. I don't want to see more kids dying in crosswalks. I want to see improvements. I think center running through the corridor would be the best option, along with better intersections and a more controlled flow of traffic.
- Leslie: Encourages others who were not able to speak to submit comments via email – will be shared with the AG.

G. Approval of Meeting Minutes #5

- All approve meeting minutes. Robert abstained because he wasn't at the last meeting.

H. Next Steps

- Jen noted option for all-virtual at the next meeting, given how close we will be to the holidays; can discuss via email.
- Jen ran through discussion items in 2023 and highlighted that there may be some date changes to accommodate the analysis schedule.

3. "Bus Station" Items

- The AG would like to see how the transitions between segments and running way types would look to make more informed decisions for Segment 2A and 2B. They noted graphics would be helpful.