



Advisory Group Meeting #7 Summary Duke Street in Motion

Thursday, 12/15/2022; 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 (Zoom)
Erin Winograd	Advisory Group	Yes
Leslie Catherwood-Chairperson	Advisory Group (Chairperson)	Yes
Mindy Lyle-Vice Chair	Advisory Group (Vice Chair)	No (Designee)
Melissa McMahon	Designee for Mindy Lyle/Planning Commission	Yes
Naima Kearney	Advisory Group	Yes
Nawfal Kulam	Advisory Group	Yes (Zoom)
Robert Brant	Advisory Group	No
Meronne Teklu	Advisory Group	Yes
Yvette Jiang	Advisory Group	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
Jody Fisher	Consultant Team (NeoNiche Strategies)	Yes
Will Tolbert	Consultant Team (WSP)	Yes
Jim Durham	Seminary Hill	In-person
Joshua Maak	CHHOA	In-person
Amy Stearns	Society Hill HOA	In-person
Dori Farley	Foulger Pratt	In-person
Autumn Tomlin	Foulger Pratt	In-person
Kursten Phelps	Wakefield-Tarleton	In-person
Toni Oliveira	Wakefield-Tarleton	In-person
Linda Marshall	Wakefield-Tarleton	In-person
Bill Pugh	Seminary Hill	In-person
Fran Vogel	Strawberry Hill	In-person
Connie Massaro	SRCA	In-person
Joanne Welsh	CHHOA	In-person
Alex Goyette	Wakefield-Tarleton	In-person
Justin Wilson	Mayor, City of Alexandria	In-person



Carter Flemming	AFCA	In-person
Richie Weiblinger	SRCA	In-person
David Pritzker	SRCA	In-person
Canek Aguirre	Councilmember, City of Alexandria	In-person
Jeannie Nguyen		Attended via Zoom
David Cavanaugh		Attended via Zoom
Sarah Ramsey		Attended via Zoom
Asa Brown		Attended via Zoom
Leisa Snodgrass		Attended via Zoom
Marcia Gillespie		Attended via Zoom
Susan Quantius		Attended via Zoom
Beth Chase		Attended via Zoom
Krista Ludwig Poretz		Attended via Zoom
Diana Deming		Attended via Zoom
Harriett McCune		Attended via Zoom
Ken Notis		Attended via Zoom
Steven Jones		Attended via Zoom
Jeff Donels		Attended via Zoom
Mayer Nelson		Attended via Zoom
Gerri Galagaza		Attended via Zoom
Dane Lauritzen		Attended via Zoom
Stewart Schwartz		Attended via Zoom
James Byrnes		Attended via Zoom
Matthew Larson		Attended via Zoom
Elizabeth Wright		Attended via Zoom
Colleen Stevens		Attended via Zoom
Gary Olejniczak		Attended via Zoom
Martin Barna		Attended via Zoom
Jack Roome		Attended via Zoom
Robert Feden		Attended via Zoom
Kenneth Peyton		Attended via Zoom
Sash Impastato		Attended via Zoom
Rob Dougherty		Attended via Zoom
Lisa Porter		Attended via Zoom
Eric Rose		Attended via Zoom
Roy Byrd		Attended via Zoom



2. Meeting Summary

A. Welcome/Introductions

- Leslie welcomed all attendees.
- Jen walked through the agenda.
- Genevieve walked through logistics, rules, and responsibilities.
 - Meeting goal: identify two near-term alternatives for Seg. 1 and 2 for further design and analysis; provide input on the general framework for station spacing.

B. Segment 1

- Jen noted that having two concepts for each segment will be important as a basis for comparison. Tonight, checking with AG to discuss whether there is a second alternative you would support progressing.
- Discussion:
 - Casey: Last month, we came up with alternatives to progress. Do we need a formal vote on alternatives? Concerned about the quorum.
 - Leslie: Votes last week were informal. We do not need a quorum vote on this. We'll do informal votes again today.
 - Casey: Informal motion to nominate curb running as the second alternative.
 - Erin: One of my concerns with dedicated curb lane is access to the businesses in that segment, and to the communities. Some major commercial roads, notably S. Pickett. Under current ordinances, a non-transit vehicle may not be in a dedicated lane for more than one block. Has staff assessed the impact on safety and traffic flow for people who actually obey that ordinance? In particular, the 18-wheelers that come down Duke from 495 to reach businesses.
 - Jen: We haven't analyzed that particular movement. The ordinance is something that could be looked at and revised, if needed, for safety purposes.
 - Erin: Would like to have the information up front before moving forward.
 - Leslie: Not committing, in this case, to curb running – we're requesting more information. The City doesn't have the resources to fully assess the data for three options for all three segments.
 - Will: What we've done in other cities is a lane that is shared with right turning vehicles. Haven't seen other cities that specific a certain number of feet before a vehicle can enter. Metroway is not shared with turning vehicles, which might be why there's not an ordinance around that right now.
 - Erin: Lots of businesses and streets to be accessed.
 - Melissa: Support Casey's motion. Fairly certain Mindy would support it. Of the three alternatives to put forward, center and curb running are the most realistic for this segment. No "there" there for a mixed traffic alternative in this part of the corridor. If we want an efficient bus



system, mixed traffic is least likely to do anything; may slow cars and buses down.

- Yvette: Would like to see center running as preferred alternative. Understand the necessity of looking at more than one option. In agreement about moving forward curb running in tandem with center running.
- Leslie: Informal vote – all in favor of moving forward curb running in addition to center running
 - Most say “aye”. Erin abstains; she does not oppose a second option but does not support the option put forward.

C. Segment 2

- Will talked through what phasing means for the AG
 - Near term phasing: What’s the corridor ready for now? (This is the primary issue for the AG.)
 - Long term: What could the corridor be ready for in the future (with changes to traffic patterns, development, etc.)?
 - Why consider phasing in Segment 2? Public input, available space, transit need/travel time, and opportunity for improvements with redevelopment (2b).
 - To support long-term alternatives, need to make sure near-term alternatives are designed to be flexible in the future.
 - Discussion
 - Casey: Just talked about the need to have two alternatives in Segment 1. In Segment 2, can we do more alternatives?
 - Will: Would like two near-term alternatives to analyze further.
 - Casey: If we’ve said we want the gold standard (center running), setting aside the difficulties to implement that alternative, I’d like to see what the analysis says for the near term.
 - Will: What we don’t want to do is get boxed into two alternatives and say we won’t consider the others. Hypothetically, if a long-term alternative is center running, we’d do some analysis on that in the background to understand the needed footprint, but we would not do a lot of traffic analysis that would be dated in the longer term.
 - Jen: When AG makes a formal recommendation to Council, can make a recommendation that you want to advance center-running (for example) as a long-term alternative.
- Segment 2 overview
 - Segment 2A (Jordan to Wheeler): Many service roads; not very congested.
 - Segment 2B (Wheeler to Roth): No service roads; lots of congestion.
 - When we pick two end-to-end alternatives, does not need to be the same throughout the corridor. We’ll talk through how those transitions could look.



- Segment 2B alternatives:
 - Center running: Two-way transitway would require widening. Most beneficial to do that widening on the north, but there are some concerns about the retaining wall and grading in front of Alexandria Commons.
 - Bidirectional: This has been used elsewhere in the country. For short stretches, the westbound and eastbound bus share the same space. Can't be at the same space at the same time, so there are holding areas. Benefit is that it takes up less space than center running, but it's important to consider how operations could work. If we cannot get bidirectional to work with the service plan, could consider one-way bus lane (probably eastbound). If, for example, Alexandria Commons redevelops in the future, we may have space to then add a westbound lane.
 - Mixed traffic: Similar to today. Different BRT stations and spacing. Would look for opportunities for queue jumps and other ways to improve transit. Would require the least amount of space.
 - There are various ways we can transition between alternatives if the alternative is not the same along the entire corridor. Will walk through several examples.
- Discussion about Segment 2B
 - Naima: With DASH, other buses, school buses – are we consulting with those groups?
 - Will: Will meet with WMATA and DASH to see whether bidirectional is feasible for operations and technology that would be needed. From a school bus standpoint, would defer to the city. Typically, school buses would not use transit priority lanes.
 - Jen: We were supposed to meet with ACPS this morning, but it was cancelled due to weather. We're going to talk with them about the options.
 - Devon (via chat): Noted that ACPS buses are currently aligned with DASH bus stops on Duke, so this would have to be a consideration.
 - Leslie: Would it be correct to say that queue jumps and signal timing are the typical method of transition?
 - Will: That's definitely one of them. Definitely when going from curb to center would need a curb jump to make that happen.
 - Erin: On the south side of Duke, there's somewhere between 12-24 driveways. Anything center running is largely going to cut off direct access to those business. That's a concern for people who want to reach them, and assume a concern for the business owners. How is access to those business handled? U-Turns? I also received a question about access to Yale Drive and what the impacts will be. There are some concerned people in those areas.
 - Will: Turn access becomes an issue we have to mitigate. Can consolidate left turns, create U-turns, left turns to side streets that have access. There are different ways to attack that. We



would need to provide access. On other projects, we've mapped out every business and access point to look at differences in access between alternatives. Yale Drive could be a U-turn at Cambridge/Roth intersection, or we could move that left turn lane back to have direct turns. Those are just two options. We have to look at the traffic details to see whether that works or not.

- Naima: Where there are service roads, a lot of school bus stops are on the service roads. Some of the buses might have 40 kids and parents have to pick up kindergarteners. Would we bring that on to Duke Street?
 - Will: We can talk in a little more detail about that in 2A. In Segment 3 or any of the residential service roads in 2A, that's one of the coordination points we need to discuss.
- Yvette: From advanced materials – you shared estimated travel time. In Segment 2B, sounded like both center and bidirectional would have a lot of time savings on the bus and minimal impact for general traffic. How does the holding impact calculation of travel time?
 - Will: Holding points were included in the initial travel time analysis, but it was at a screening analysis level. The detailed traffic simulation model will more accurately pinpoint those numbers, so we'll know more depending on what we move forward. There is a ton of travel time to be saved in Segment 2B.
- Casey: Related to what Erin asked about driveways – the U-turn approach is currently being done on the transitway on Route 1. That was useful from our tour to see how that operation works. I'd encourage anyone who has concerns about that to ride one of the buses or drive to see how you'd access some of the stores on the SB side.
 - Will: I have simulation videos from other projects that I can share as well.
- Segment 2A alternatives:
 - This is the more residential section of the corridor. We heard a lot of public input about this segment.
 - Center running: Would require a lot of space. Would require widening (about 24'); could be on one or both sides. There are service roads that alternate from one side to the other, so there will be an impact on those service roads with center running. There would be more significant impacts if we look at a short-term transitway.
 - Hybrid: Only difference between hybrid and mixed concept is where we transition out of the dedicated lanes. Orange segment on the graphic on the slide is the same as in the mixed traffic alternative; this is primarily to protect residential service roads through that stretch. On the west end, extend transit priority to Gordon Street. On the east end, extends transit priority from Wheeler to Fort Williams. Hybrid preserves most residential service roads; commercial service road impacted. We'll talk about curb features in a couple of months, and will discuss ways to repurpose service roads. But wanted to address concerns about safety buffers and access for residents – that's why we have two alternatives that essentially preserve those service roads.



- Mixed traffic: Mixed lanes along the entirety of 2A. Still a planned impact on the service road on the north side of Duke Street around Ingle Place to Ingram in order to improve safety.
- Will walked through transition areas. Signals can create gaps for buses to merge.
- Discussion about Segment 2A:
 - Melissa: At some transition intersections, have a bus at a station using signals to get ahead of traffic to merge into transit lanes. There is also traffic from side streets. Unrestricted right turns onto Duke could make it hard for buses. Would you recommend no right turns at any of those station intersections?
 - Will: That's something we can look at. Could be beneficial to protect not only buses but also pedestrians. Will be looking at targeted safety interventions.
 - Melissa: Could be a no right turn on red.
 - Devon: Is there a way to get a visual for transitions for the hybrid model?
 - Will: We don't have that graphic tonight, but if that moves forward, it's something we would share.
 - Erin: Have you spoken to the Fields about repurposing roads? Huge ACPS school bus on the service road.
 - Casey: Can we select just one end of the hybrid option or does it need to include all three pieces?
 - Will: Yes, the AG can give us direction about that at this stage or when recommending a preferred alternative to Council.
 - Meronne: First, thank you. I requested transition graphics and they are helpful to understand what it could look like to transition between different designs. As a general comment – in talking with Hillary, we discussed trying to engage the community a bit more in 2023, whether through qualitative feedback, email comments, business roundtables. WEBA would support that and help with facilitation, to have diverse representation across the corridor.
 - Will: Jen has started coordinating with the businesses in that area.
 - Jen: Have contacted a few businesses between Ingle and Ingram at Duke Street square. Due to do the high crash intersection and safety concerns – support for some of the changes we're looking to do.
 - Meronne: As AG considers advancing two options, wanted to pose the question of whether there is a baseline design we're benchmarking against, whether current traffic, or gold standard center running.
 - Will: We are looking at a "no build" scenario.
 - Leslie: Going back to Casey's comment. If we are moving forward with hybrid, we're moving forward with the idea of hybrid but not necessarily this specific option. Could the lines move when you do the analysis?
 - Will: If the AG requests hybrid to be taken forward, the orange



section would be preserved as mixed traffic, and the intent is that most service roads would not be impacted. Would look at whether there's an opportunity to see if we can advance the priority bus areas on either end. E.g., maybe the mixed traffic section needs to go to Wheeler, or to Jordan.

- Casey: Question about impacts to service roads in hybrid.
 - Will: Noted that the service road in yellow would be impacted with the busway. The curb features could have impacts to the service roads in green.
- Yvette: We're looking at right side boarding. Would that change depending on the alternatives selected?
 - Will: No.
- Melissa: You'd mentioned we can preserve the service road as safe, comfortable buffers for people using the street. On the yellow impacted stretch, which has a big, student-related bus stop, if a proposal uses the service road as part of the bus system, could the edge components still accommodate what's necessary to support school bus access at that location?
 - Will: Yes. Looking at how to repurpose – could include a travel lane, a buffer, etc. The curb features discussion will be in February. In the next couple of months, will look at how we can design curb features throughout the corridor, including in the service road area shown in yellow.

D. Public comment related to Segment 2 (started 7:54pm)

- Jim Durham: Live in Seminary Hill (Seminary Ridge). Member of DASH AC. I ask that you include dedicated, center-running lanes throughout the corridor as an analysis option. This effort has done a tremendous amount of community engagement. Dedicated center running is the gold standard and is the benchmark that should be used, to ask what we're not getting if we only do a hybrid solution in the middle. You have guiding principles you're using as metrics: Travel times, safety. You won't do detailed analysis in the long-range options, but should answer the metrics for dedicated center running bus lanes in some way. I don't know how that fits into the framework. Important for you to have that information in the fall.
- Leisa Snodgrass (Zoom): Resident at 3910 Duke Street. My anxiety about all this has been the service roads. They serve many functions. But it sounds like you are considering all of that. Is that what I'm hearing?
 - Will: Yes. Guarantee of at least one alternative moving forward that preserves those.
 - Leisa: That's all I had to say. I've been attending meetings via phone. I will continue. Our area doesn't have a formal neighborhood group, so we're here on our own. I've been getting information from Fran and will continue to check in.
- Joshua Maak: Segment 2A, Colonial Heights community, accessed directly from Duke Street. I'm joined by a number of my neighbors in the audience and online. I regularly commute to DC using the 30 DASH bus. Community supports mixed traffic. Conserves green spaces, mature trees, and direct access to our community. Removing our buffer and access would negatively impact our



quality of life and potentially our home values. Based on existing bus conditions, Segment 2A only has a minimal disruption in the afternoon peak period. It's at the very end of 2A, and it's because of traffic in 2B, and traffic being directed down Quaker Lane. In 2A, center running and hybrid plans are wholly unnecessary – 1 minute benefit across an entire stretch of road, over mile long. Negligible benefits for transit riders while negatively impacting segment residents. Additional travel lanes minimize opportunity for curb features such as wider sidewalks, green space, and buffer. Mixed traffic plan is a way to focus on the needs of our community without the impacts. In the hybrid model that you showed, if you do extend transitway from east to Fort Williams Parkway, there are no service roads in that stretch of Duke Street, you will have to use eminent domain where there is green space, mature trees, and property that people use to walk their dogs and play with their kids, and turn it into roads.

- Ken Notis (Zoom): I wanted to address one technical point that was incorrect at the last meeting. One representative from the Civic Associations claimed last week that there was no equity benefit to transit, because demographics in Alexandria were similar for transit and auto commuters. He neglected to make the distinction between bus commuters and rail. We know that rail commuters in Alexandria are disproportionately white and affluent. But commuters are more traditionally from underprivileged groups. Improving bus service is certainly an equity issue. Wanted to address the issue of climate. Stewart Schwartz spoke about the importance of improving transit to address greenhouse gases and how BRT has done that in other communities. His remarks were pushed back on because he doesn't live in Alexandria. I do live here and I assure you that many people in Alexandria are concerned about the climate impact of our transportation choices. I realize treatments will differ in different parts of the corridor. To the extent we can maximize transit improvements, the AG should.
- Kursten Phelps: Resident of 2A. I lived on a south side service road, directly across the street from the yellow service road [shown as yellow on a map during the meeting]. Now I live on Ingram. Well aware of parking and traffic impacts. I, my family, and neighbors who weren't able to join today whom I've spoken to strongly support the hybrid option moving forward for consideration. I strongly support and encourage considering extending the dedicated transit lane to Gordon Street. The far west end of 2A to Ingram if not Gordon does back up every day. I see it every day. It is a very challenging traffic area. The curve impacts visibility. I've seen and nearly been in crashes many times over the years trying to simply navigate that one stretch of the road. A dedicated transit lane would greatly help with safety for pedestrians going to Aldi, at the bus stops, trying to get to 4600, and into the neighborhood. I'd like to keep the service road where the ABC store is; very much support keeping it as an option for repurposing. Understand the need for access to residential roads. When I lived on the residential service roads on the south side of Duke Street, parked cars present some of the most dangerous obstacles due to reduce visibility. Trying to navigate that almost every day for the last nine years, that service road right now is a safety disaster as it is.
- Bill Pugh: I live in the Seminary Hill neighborhood. I'm speaking as a resident. Fixing the 2B segment is really important. Study a dedicated facility there. With the backups – to get the benefits from dedicated lanes in Segments 1 and 3, you



have to fix 2B as well. I live closer to the King Street line, so my family and I take the 31 bus a lot, and have over the years. It's analogous – a great service, but you get stuck going down to Shuter's Hill. Same thing on Duke Street – if you don't fix the backups for bus riders in the 2B segment, they're going to get stuck. I have a friend who lives near Fort Williams. He will take the bus to/from metro and sometimes calls his wife to pick him up to get around the traffic. I ask you to please advance an alternative in 2B that studies a dedicated lane in that segment.

- Leslie recognizes there are more people who wanted to speak on Segment 2. Will have time at the end to circle back.

E. Segment 2 Discussion

- Casey: Are we talking about 2A and 2B together? Can we have different options in each?
 - Will: Yes.
- Leslie: What do folks think about advancing the bidirectional alternative in 2B?
 - Casey: When we first met, I was concerned about operations of bidirectional due to safety perspective, but sounds like there are ways to mitigate it. I think it's a good option to consider.
 - Leslie: Called for an informal vote to advance bidirectional. Most support; will advance.
 - Leslie: Next question - do we advance center or mixed for 2B?
 - Casey: Are we talking about near term or long term?
 - Jen: These are near-term alternatives to advance to the full technical analysis.
 - Erin: I think we should look at mixed, and look at it with the other features we haven't discussed – smart signal timing, queue jumps, etc. that can be implemented at a much lower cost and impact to the existing businesses. If you want to think about doing center running down the road when those buildings are torn down at some point – do that.
 - Yvette: As much as I'd like to advance center running, for the near term, I'd be in favor of advancing the mixed traffic.
 - Melissa: What's the difference between mixed traffic and no build?
 - Will: No build includes no BRT stations, uses existing stops, no changes to signal timing. In mixed traffic alternative, would look at BRT stations spaced differently. Would look at signal priority opportunities. Would look at opportunities to use turn lanes for queue jumps.
 - Melissa: Want to add that it was mentioned that 2B is an influential piece of the corridor in terms of current traffic experience. A ripple of congestion that can be felt along the entire corridor. Center running might not be the feasible option but if we don't look at the difference, we might not see the difference from mixed traffic.
 - Naima: If we found that center and hybrid have issues (cost too much, etc.) would we end up with the mixed traffic option?
 - Wil: It's a possible outcome.
 - Casey: Not sure why we're discussing "no build." Project is a transitway.
 - Will: It's the baseline comparison to show what we're gaining in



the alternatives. Need something to compare against – it doesn't mean no build is an option.

- Casey: Doesn't feel right to talk about no build at this point.
- Will: It's just to show how our alternatives compare to doing nothing.
- Erin: 2B is heavily influenced by what happens at Telegraph Road, particularly in the eastbound direction. I have concerns about doing anything extreme in that segment until we understand how the exchange at Telegraph will be handled.
 - Leslie: At public meetings for those projects, they are saying we need to wait until the Duke Street project is done to advance. It's a bit of a chicken and egg thing.
 - Will: There will be some iterative back and forth work between the projects.
- Informal vote – 2B
 - Those who vote to advance mixed – Erin, Yvette, Devon, Nawfal
 - Those who vote to advance center-running – Casey, Meronne, Naima
 - Nawfal asks if he can vote for both mixed and center running.
 - There is a discussion about potentially advancing three alternatives. The plan is two alternatives for each segment.
 - As a tie-breaker, as a representative for neighborhoods east of Quaker Lane, Leslie votes to advance mixed traffic.
 - Mixed will advance along with Bidirectional.
 - Leslie notes that it's a very split vote. The Advisory Group would like to consider center running for longer-term planning.
- Segment 2A discussion
 - Devon Tutak: Want to comment on the hybrid option, especially Fort Williams to Wheeler. Appreciate the comments from Colonial Heights. I'm next door in Quaker Ridge. Several communities with access issues in that area. If there's a median protected lane in the center of Duke Street, it'll cause a hinderance in terms of limiting LT/RT depending on what street you're on. Affects many neighborhoods, access to businesses. Affects those of us on the north side of the street to turn left to go to the closest grocery stores. Would prevent us from getting to schools once the new Douglas MacArthur building is done. Would have to turn right on Duke, right on Fort Williams, and then cut over. Traffic on those side streets is a concern for the neighbors. I am generally in support of a hybrid option, but I would like real consideration for how that segment is broken down. Agree about the protection of service roads, and access/safety they provide. Want the same consideration for communities in this subsection.
 - Will: Any look at the hybrid option would look at those detailed impacts and feasibility.
 - Devon: If we do move the hybrid option forward, need to mention that as a specific concern for that community.
 - Casey: Propose hybrid as one of the options, with some of the caveats that have been mentioned for consideration.



- Informal vote: In favor of hybrid option for 2A - aye for a majority
- Leslie: Thoughts on center versus mixed?
- Casey: I've noted that the gold standard is the center, but understand the complications with doing that in the near term here. I'd ask the city to look at center running in the long term, but propose mixed traffic as the other option to look at for now.
- Informal vote for mixed as the second option: Aye for a majority.
- Leslie notes that the AG is interested in center running as a potential in the future.

F. Station Spacing

- Given time limitations, Will gave a briefer-than-planned overview of station spacing.
- Bus icons on slide 42 are potential stations we're looking at for now.
- WMATA bus stops spaced about $\frac{3}{4}$ mile. DASH 1/10 - $\frac{1}{4}$ mile spacing. Our proposed stops are $\frac{1}{4}$ - $\frac{1}{3}$ mile.
- All bus routes (even non-BRT) would use the proposed stations, as currently planned.
- Walkability to stations would largely be maintained.
 - Erin: What are the ridership numbers showing [on the slide]?
 - Will: Should be all routes combined.
- BRT stations tend to be spaced further apart to reduce loss of momentum. Nationally, BRT spacing is usually $\frac{1}{2}$ a mile. Given public input and the density we're seeing, felt more prudent to have $\frac{1}{3}$ - $\frac{1}{4}$ mile spacing on this corridor.
- Discussion:
 - Naima: Where are these stations located on the road?
 - Will: Depends on the analysis of the different alternatives moving forward. Station would be moved depending on the alternative.
 - Naima: Would it be a similar size platform to today?
 - Will: Curbside would be similar to today.
 - Jen: All stations would be enhanced.
 - Naima: Would they be the same size?
 - Will: Platforms may be different. Amenities will be the same no matter the type.
 - Lee: With Metroway, you can see how stations vary in different areas.
 - Will: Curb stations are similar to others as far as protection from weather, amenities, etc.
 - Erin: A lot of the timing comparisons are BRT vs DASH line 30. In this scenario, compared to line 30, you're reducing the number of stops between 50-60%. How much of the shorter travel time is due to fewer stops due to different road treatments?
 - Will: Can't say now – some that are due to fewer stops, some due to roadway design. We can get the answer to the question.
 - Melissa: I was surprised to see this many bus stations, primarily because it's more common to see more distance in other places where BRT is implemented. I'd suggest that if you're tweaking things, you might want



to tweak this in terms of reducing stops (even 1-2) from the design, where there is lower ridership. Even on the edges. Seems to me that the mixed traffic alternative suffers most from more stops. That's where the cars are stopping behind the buses. We know there will be phasing challenges to doing a full build-out. Might be a reason to model fewer stops in the mixed traffic scenario to make up for some of that. Other thing – it's tempting to look at high ridership areas and model around that. But we also know that this planning process comes in front of a land use planning process. A bit of a chicken and egg thing there. Some parts of the corridor have more opportunity for near term and mid term changes.

- Leslie: On slide 42, it says Metro bus average $\frac{3}{4}$ mile between stops, so BRT would be more frequent than Metrobus?
 - Will: Than it is today, yes. For metrobus on Duke street.
 - Leslie: So, BRT would have more stops than metrobus but fewer than DASH.
- Devon (via Zoom): Would all stations have both DASH and WMATA access? Or would the WMATA distribution of Duke remain as is (which is less frequent than DASH)?
 - Jen: All would use the same stops.
 - Devon: No reduction in WMATA stops, but fewer DASH stops.

G. Next steps

- Jen walked through next steps.
- No January meeting. We may send materials to review.
- Casey: Since we are moving dates, some of us will have conflicts with other meetings.
 - Jen: Due to the analysis schedule, we didn't want to wait a month to share information. We can review the conflicts.
 - Devon: (via chat): Has a conflict on May 25.

H. Minutes

- Motion to approve?
 - Casey makes the motion, Yvette seconds, all in favor (Erin abstains as she was absent)

I. Public comments

- Asa Orrin-Brown (Zoom): To echo what was said before, I really think that section of service road across from Ingram on the north side needs to be redone. Looking at what you were proposing – lots of pedestrians crossing not at a crossing now, in both directions. Lots of jaywalking. One of the big dots [on the ridership map] is right by Jordan, and you won't have a stop there; it'll be way down by 4600. Makes some sense, but need to make sure that ped/bike crossings by Duke Street/Jordan are really improved. So many pedestrians getting to Aldi's, etc., and it's just not very safe currently.
- Marcia Gillespie (Zoom): I live in Quaker Village. In response to something Devon said. We're also concerned about the issue of access into and out of the neighborhood as a result of the transition area between Fort Williams and Quaker.



3. "Bus Station" Items

Follow Up Items

- Review meeting dates for 2023 for potential conflicts.
- Prepare visuals to show transitions for hybrid alternatives.
- Consider need for restrictions on right turns at intersections near stations.
- Coordinate with ACPS.