



Advisory Group Meeting #5 Summary

Duke Street in Motion

Thursday, 9/15/22; 6:30 – 8:30 pm

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

Virtual: Zoom

1. Attendees

The attendees are based on those who were in attendance during the introductory portion of the meeting and/or 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
Bob Brant	Advisory Group	No
Casey Kane	Advisory Group	Yes
Erin Winograd	Advisory Group	Yes
Govan Faine	Advisory Group	No
Leslie Catherwood	Advisory Group (Chairperson)	Yes
Mindy Lyle	Advisory Group (Vice Chair)	Yes
Naima Kearney	Advisory Group	Yes (Zoom)
Nawfal Kulam	Advisory Group	Yes (Zoom)
Small Business Representative	Advisory Group	Vacant
Yvette Jiang	Advisory Group	Yes
Chris Ziemann	City of Alexandria	Yes
Hillary Orr	City of Alexandria	Yes
Jen Monaco	City of Alexandria	Yes
Jeanne Acutanza	Consultant Team (WSP)	Yes
Jiaxin Tong	Consultant Team (WSP)	Yes
Lee Farmer	Consultant Team (VHB)	Yes
Jennifer Koch	Consultant Team (RHI)	Yes
Will Tolbert	Consultant Team (WSP)	Yes (Zoom)
Harriett G. McCune	Seminary Ridge/Hill	Community member
Lilia & Vinta Butler		Community member
Karen Minatelli	Wakefield	Community member
Frank Putzu	Seminary	Community member
Dave Levy	BPAC	Community member
Kathy Lloyd	Strawberry Hill	Community member



Debbie Harvey	Strawberry Hill	Community member
Ms Butler	Strawberry Hill	Community member
Toni Oliviera		Community member
Tom Lawhead	Strawberry Hill	Community member
Tom Hoffman	Society Hill	Community member
Marge & John Zott		Community member
Bill Rossello	Seminary Hill Assoc.	Community member
Randy Cole	Taylor Run	Community member
Dori Farley	Foulger Pratt	Community member
Susan Clark-Sestak	Seminary Ridge	Community member
Amy Stearns	Society Hill HOA	Community member
Sara Sheldon	Society Hill HOA	Community member
Rosa M Llerena	Society Hill HOA	Community member
CC Grace	Strawberry Hill	Community member
Matt Larson	Park Fairfax	Community member
Robert Reed	Duke Street resident	Community member
Lizzi Alarcon	Duke Street resident	Community member
Fran Vogel	Strawberry Hill CA	Community member
Jeanne Jacob	Seminary Ridge	Community member
Autumn Tomlin	Foulger-Pratt	Community member
Christine Hoeffner	Wakefield Tarleton	Community member
Asa Orrin-Brown	Attended via Zoom	Community member
Scott Sutherland	Attended via Zoom	Community member
Leisa Snodgrass	Attended via Zoom	Community member
Ellen Powers	Attended via Zoom	Community member
Alex Goyette	Attended via Zoom	Community member
Jarrold Backous	Attended via Zoom	Community member
Claudia Deferre	Attended via Zoom	Community member
Robert Schiesel	Attended via Zoom	Community member
Andrea von Kaenel	Attended via Zoom	Community member
Barbara Seaman	Attended via Zoom	Community member
Alancia Wynn	Attended via Zoom	Community member
Astrid Reeves	Attended via Zoom	Community member
Mary Wiley	Attended via Zoom	Community member
Dane Lauritzen	Attended via Zoom	Community member
Nicole Radshaw	Attended via Zoom	Community member
Jim Durham	Attended via Zoom	Community member
Jose Carlos Ayala	Attended via Zoom	Community member
Elizabeth Charles	Attended via Zoom	Community member
Joy Mallonee	Attended via Zoom	Community member
William White	Attended via Zoom	Community member
Augustine Green	Attended via Zoom	Community member
Ravi Raut	Attended via Zoom	Community member
Jose Rosales	Attended via Zoom	Community member
Colette Kolanko	Attended via Zoom	Community member
Cassandra Menefee	Attended via Zoom	Community member
Joy Sutherland	Attended via Zoom	Community member



WTOP News	Attended via Zoom	Media
Elizabeth Pertsevoi	Attended via Zoom	Community member
Andrew Gadziala	Attended via Zoom	Community member
Javier and Janneth Caballero	Attended via Zoom	Community member
Andrew Ilovich	Attended via Zoom	Community member
Agnes Artemel	Attended via Zoom	Community member
Emily Vernon	Attended via Zoom	Community member
Josh Turner	Attended via Zoom	Community member
Morgan Turner	Attended via Zoom	Community member
Chance Heare	Attended via Zoom	Community member

2. Meeting Summary

A. Welcome/Introductions

- Leslie Catherwood welcomed all attendees and Jeanne Acutanza walked through logistics, rules, and responsibilities.

B. Public Comment - 2 minutes per speaker

- Amy Sterns: I'm in the Society Hill neighborhood. We all recognize that this section of Duke Street is the most problematic for improving the flow of traffic on this important arterial road. Want to make sure it's clearly understood that this is a unique segment. Jordan to Wheeler is almost entirely residential. Brings to mind retention of home values, quality of life. Would like those issues to be more significant and given more priority perhaps than in other segments of the road. As you're making decisions, imagine it's your home and windows that are right next to a moving lane of traffic.
- Matt Larson: Resident of Alexandria in Park Fairfax. Frequently use transit Duke Street. I'm on the leadership team for a regional housing advocacy group called YIMBYs of NOVA. We have a stake in all projects to support smart urbanism policies, particularly good transit. Speaking in favor of separated modes of transit, particularly center-running dedicated bus lanes and protected bike infrastructure. Simply put, we need competing options that prioritize moving people, not cars. Prioritize pedestrian safety, not vehicle throughput. Just a few weeks ago, our community lost a young man who was riding an electric scooter and was hit by a car. We have a moral duty to ensure that our streets are safe for all road users, particularly the most vulnerable. We know how to do this effectively and affordably. By separating our modes of transit, we'll create a corridor that's pleasant to drive, easy to navigate, and builds wealth from the bottom up. The Duke Street corridor deserves to be a destination, not just a place we drive through. Not can we build Alexandria on the back of the automobile – EV or combustion engine. Cars will have a place in the city but shouldn't be prioritized over vulnerable citizens. As a proud truck owner myself, I look forward to the day when riding my e-bike down Duke Street will be just as easy as driving, and a lot more fun.
- Robert Reed: Reviewing the proposals, proposed designs. A lot I'm really excited about. Focus on equity for the community – really awesome. One of the foremost issues. There are a lot of things that concern me. I'm deeply concerned about the removal of frontage roads. Very interested in seeing concrete data tying removal of frontage roads directly



resulting in significantly improved economic opportunity for large groups of people. Not just – well, this is an option before us so we should look at it. I really don't like the idea, but I am open to it if there's very strong data that shows by doing this we can improve lives in a concrete way. It will significantly impact my life – and I don't like the way it will impact my – and my family's life.

- Fran Vogel: President of Strawberry Hill Civic Association. We are bounded by two frontage/service roads. These are vital to the residents. They offer parking and access to alternative routes in and out of the neighborhood. This is also true on the south side of Duke Street where they have the access road and utilize that for parking in front of their homes. The service roads also provide safe harbor for school buses, especially at The Fields and by West Taylor Run by the old Bank of America building – that area has an exceptional number of children who take the school bus. My community is opposed to the Duke BRT's possible and likely removal of service roads for our neighborhood and all along Duke Street.
- Jeanne Jacob: President of Seminary Ridge Civic Association. Most of the people who live in Seminary Ridge, and in Alexandria, do not work in Alexandria. They are commuters. Most commute to DC, Pentagon, Rosslyn, Tysons, Reston, and even to Baltimore and beyond. They cannot take Metro, buses. I'm a big proponent of public mass transit but dedicated bus lanes are a waste of taxpayer money and will create a commuting nightmare for those who rely upon automobiles to get to their employment in a timely manner.
- Christine Hoeffner: Resident of Wakefield Tarleton neighborhood. I don't have any preference for 2B. For 2A, I support the evaluation and consideration of hybrid and mixed-traffic BRT, and preservation of frontage roads in that segment. They both provide improved benefits to bus schedule and reliability for travel time while minimizing adverse impacts to residential access and parking. While I support the overall vision and concept to expand transit access and opportunities, I cannot support 2A's center-running BRT concept due to the unacceptable major impacts it will have on residential access for the 55 homes in my segment of the corridor, in my neighborhood. Left turn changes and restrictions, and loss of parking, will shift traffic into my neighborhood – already overburdened from spillover parking from The Fields and others who do not live in my neighborhood, further burdening and diminishing the quality of life and increasing traffic and safety concerns in my neighborhood at the expense of the proposed improvements on Duke Street. The Metroway BRT and West End Transitway include varying BRT cross sections and configurations that respond to the right-of-way within those corridors and the different needs of the corridors. Same approach should be applied within the Duke Street corridor to preserve and minimize impacts to neighborhoods within segment 2A.
- Bill Rossello: I live less than 2000 feet from Duke Street. Representing Seminary Hill association board. I'm our delegate to the Federation of Civic Associations. Thank you to the Advisory Group and to T&ES for what they've done to work with Seminary Hill on the pilots – it's a model for how T&ES can work with the civic association to find solutions that more people can live with and support. So far, I cannot say the same about this process. We have one Civic Association representative on the Advisory



Group. We have no representation from high rise building boards and hardly any representation from the business community. We'll be rushing to select a preferred design when most residents don't know what's coming. It's complicated – I've had to study the alternatives for a while to understand them. Implications for congestion, safety, left turns, school children, businesses, etc. Criteria were developed without any input from residents. We'll see ratings tonight. We can either proceed together or not together, and against each other. We can try to achieve a win for all parties or try to shove it down the throat of residents and have a big fight like Seminary Road. I'm begging you to work with the Civic Associations, HOAs, etc. We are willing to work with you - let us know how we can help.

- Randy Cole: Live at intersection of Telegraph Road and Duke Street. We get a lot of cut through traffic and the city has been kind and trying to work with us. I've been following this for a while. Interested in the history of Duke. Last time the City had a big opportunity to make change was in 1959, when they made it nice and wide and linked it up to Telegraph Road. They were successful in getting a lot of cars through. Living that today, it's been hard and horrible. I'm looking for change. What I've seen in the ideas about BRT is totally awesome. We'll take our city forward to 60-80 years in the future. We need to be bold about this and think about the future and not think about the legacy from 60 years ago. I'd like to plug safety for people who walk, bike along the corridor. Plenty of cars who speed along the road. That road has an obscene record of death and destruction, which I'll be giving to you based on research I did.
- Toni Oliviera: I think mass public transit is great. BRT would be great. I'm opposed to any plan that gets rid of the frontage streets. I live in Wakefield Tarleton neighborhood. It would be incredibly detrimental to our neighborhood. I am on the sidewalk twice a day every day. I don't feel unsafe currently. Whoever rated these with safety and impact to property and parking for specifically Jordan to Wheeler – I don't understand how they came across the low impact circle. I don't understand where the data is that says that we even need this project on Duke Street. Bus ridership has gone down significantly since pre-pandemic. Don't see that there's any data to support that this project is what we need on Duke Street. I don't know why the City is doing this – what is the reasoning behind it? We have different proposals but no reasoning behind it. Are options safer for cars, buses, walkers? In the designs, you're still walking right next to the main traffic with the two dedicated lanes. If the speed limit is 35 MPH I don't see how it's safer than it is now. Thus far, community involvement has not been achieved as to letting the public know what's happening. Business owners had no idea about this project until I brought it to their attention. Parking lots will be affected. Where has the outreach been, outside of the people at the bus stops prior to this who let bus riders know?
- Tom Hoffman: Society Hill. Please don't take away our service roads. I and my neighbors will put orange cones on Duke Street so we can back out of our drive ways. Please consider using light rail or trams instead of big, wide buses that are smelly and dirty. I didn't think we needed this until you blocked off access from Taylor Run to Telegraph Road and now Duke Street is bumper-to-bumper all day long. Thanks very much for messing up Taylor Run and Telegraph Road. Lastly, please don't add any bicycle lanes.



Not screw up Duke Street like Seminary Road has been screwed up with bicycle lanes. We just don't need them. Thanks.

- Dane Lauritzen: Resident of Alexandria. I travel Duke Street frequently. Support for central running dedicated bus lanes. Can alleviate some of the worst congestion by providing alternatives to make transit competitive with cars and help ensure that people are able to get from DC to King Street to Arlington efficiently. Also in favor of a separated bike lane. I bike around Alexandria a lot and there are lots of gaps in the current bike network. Transit corridor on Duke Street would help us get around Duke Street more efficiently.
- Emily Vernon: I own a house on Duke Street and I first heard about this project not even a few months ago. Wanted to reiterate that community involvement has not been very well received on this. I did sign up for the working group but I never heard back. Nobody ever reached out to me. Seems to me like there was an attempt to make it seem like we were part of the process but we weren't actually being involved. We need to keep in mind that, yes, bus service is great. Alexandria City has good bus service now. More buses on the road is not even environmentally friendly. There are better ways to improve transit in Alexandria. My husband does a lot of bike riding. Bikes don't need a dedicated lane on an already-congested Duke Street when there are a lot of other ways to get around. You might have to go out of your way and not directly down Duke Street. A lot of houses have children in them, getting on and off the buses, and kids play in the front yard. If you did this, it would not be safe for kids to play in the front yard anymore. Potential for kids getting injured and potential for increased congestion. You're taking what is currently buses that sometimes stop, and cars, and then you're adding bikes, extra buses, extra people trying to get on the buses, extra cars parking in the neighborhoods of houses they don't own because they want to get on a bus. Need to go back to square one – if you want community input, instead of a meeting where people don't have time to talk, invite community members to participate and let them participate instead of sending out a survey and not letting them sit on a panel to create these plans. I appreciate your time. I know you're working hard and it's not easy to see the things you should fix, but I hope you'll take into account what everyone is saying as you move forward. Thank you.
- Zoom Attendee – Resident of Alexandria area. Opposed to the plans as presented, for the reasons previously stated. Lack of data and relevance. Doesn't make a lot of sense. Looking forward to increased community feedback and involvement.

C. Background

- Jen highlighted that the concept design process is just beginning and that we are getting ready for a public engagement effort in October. She provided an overview of the process to get to a preferred alternative. Hoping to have a preferred alternative by next summer. Many steps in this process. Starting with high-level concepts. As we narrow them down, we'll be analyzing them in much more detail and will be able to provide responses to some of the questions that were raised earlier. Will be two additional rounds of public engagement as we move forward.
- Jen walked through follow-up items from the previous meeting, as well as the meeting goals for today.



D. Engagement Plan

- Jen walked through the public engagement process. Edge feature decisions don't need to be made until the preferred alternative phase.
- Provided an overview of the events planned for October. Will be updating the FAQ throughout the month. Will share an outreach toolkit with the AG.
- Discussion
 - Casey Kane: One of the individuals online made a comment that businesses aren't aware. Is there a focus group specifically on the business on Duke Street?
 - Jen: Yes, we are looking to put together a focus group for business. We are also identifying a new business participant to take the vacant seat. We are also planning to do a mailer to all addresses in and around Duke Street.
 - Erin Winograd: When you do the business focus group, can the AG sit in and listen?
 - Jen: Have not determined that yet.
 - Erin: Would like to hear what the business groups say – not a summary.
 - Mindy Lyle: Can provide a recording.
 - Erin: That's ok as long as the recording quality is high.
 - Yvette Jiang: In June 2021, we didn't have a gender breakdown for responses in the community input summary. Would like to see that in the next phase of outreach.

E. BRT 301

- Chris Ziemann introduced himself and the topic of "why transit on Duke Street."
- BRT been approved in several Council studies since 2008. There are many reasons Duke Street is an ideal transit corridor:
 - Capacity – transit can move more people than private motor vehicles or general purpose lanes.
 - Connections to other high-capacity transit.
 - Equity – West End has lower median household incomes. Cars are expensive. If we can make it possible for people to have fewer or no cars, makes living in Alexandria more possible.
 - Access to jobs – There are a lot of jobs along Duke Street.
 - Erin: Mark Center is on Seminary.
 - Chris: Improved transit on Duke Street helps people access those jobs.
 - Increased choices
 - Supports all ages and abilities. 1/3 of the United States doesn't drive – often because too young or have medical conditions.
 - Safety – Duke Street is a high crash corridor. Worldwide, streets with BRT have seen fewer crashes.
 - Climate change – it's been shown that investing in sustainable transportation leads to more people using it. Not everyone will give up cars, but people will use transit for more trips than they did before.



- Environment – Good chance that the buses on this corridor will be electric or cleaner than they are today. Can also reduce flooding and green the street.
- Livability and art
- Discussion
 - Yvette: Appreciate that overview. Thank you for putting it together.

F. Segment 2A (Jordan to Wheeler) and 2B (Wheeler to Roth)

- Lee Farmer gave an overview of Existing Conditions
 - 2A – Generally a four-lane cross section with frontage roads. More residential.
 - 2B – More commercial.
 - Looking at the multitude of functions the frontage roads serve.
 - Erin: S. Ingram photo shows the huge bus stop for ACPS where dozens of children are every day.
- Design Concepts
 - Once we get down to two preferred corridors, will be able to run the simulations to get the data people desire.
- 2A, Center running concept
 - Two center-running transit lanes, two travel lanes on either side. Edge features can be “plug and play”. Center running needs at least 24’ to work.
 - Frontage roads are not technically a right-of-way impact because it’s public right of way. We may make an adjustment to that in the rating.
 - One of the biggest tradeoffs is that it requires widening and would impact the frontage roads.
 - Casey: For segments 1 and 3, I thought the drawing showed the bus stop median in the middle.
 - Lee: Cross section is not at the intersection.
 - Casey: Will want to clarify that for people to explain why not showing the cross section at the intersection.
 - Graphic shows a generalized intersection. Have a protected right and left turns. It widens out at the intersection to try and fit all those pieces.
 - Erin: When you say intersection, are you implying that the stops occur only at intersections where there is a traffic light?
 - Jiaxin Tong: It’s not finalized, but right now, most stops are located at an intersection at a signal.
 - Erin: Line 30 is critical to this community – my community – it stops every two blocks. Wouldn’t be possible in the center running design. Two options – either dramatically reduce line 30 service, or you have to put the bus in the regular vehicular lane.
 - Lee: Stop locations is part of the next step. Generally, with BRT you do try to get more distance.
 - Jiaxin: We are looking at ¼ mile spacing.
 - Erin: We have that now on the 29 buses. How is that BRT?
 - Lee: There are various elements and one of them is stop spacing.
 - Erin: You’ll ask the community to provide input on these design concepts without understanding impacts of their decisions. This option would negatively impact line 30 service.
 - Chris: That’s why there’s another round of community input.



- Lee: We can say that it's very important to us to maintain stop spacing we have currently. The intent is for the stop spacing to be the same on all routes.
- Chris: Understood on your point, Erin.
- Aaron Gofreed: Are left turns being reduced?
- Lee: I believe we'd be maintaining all existing permitted left turns but they would become signalized.
- Erin: There are currently eight streets between Jordan and Wheeler that do not have signals. They're all residential. How are people getting to their homes if they can't turn left?
 - Lee: That's one of the tradeoffs of this alternative – those turns may not be possible.
- Erin: Ask that you be much more specific in key tradeoff language. "Left turn access changes" vs "left turns prohibited" – the change is that there will most likely be left turns that become prohibited.
 - Chris: We don't know that yet, so we can't say that or we won't be truthful.
 - Erin: Need to explain more about what the impacts are.
 - Hillary: Point of the exercise in going to the community is to ask people to balance tradeoffs. Can lay that out in a way that's more apparent to the community so they can provide input that aligns with the various running ways.
- Erin: Cross section doesn't show any driveways. Walked it the other day and I counted 53 driveways or private access roads, majority of which are personal driveways. Need to make the diagram clear.
- Mindy: I think what everyone needs to understand is that this is akin to blocking and stacking of a building when we look at this. By the way, all of us are residents. We live off of Duke Street. My community has 7000 residents. I'm on my HOA board. I'm a member of the Civic Association. I want to put that out there. There's a misconception that we aren't residents. We are residents. Everyone needs to take a breath and maybe wait until we have more data and a little more detail. These are simply concepts. They're not saying "this is what's going to happen" – once the community meetings happen, you get in the weeds.
 - Lee: It is helpful to hear the questions. Weighing the tradeoffs is part of the conversation.
- Leslie: When the City goes into the public comment period, we'd like to see more detail in the proposals. Pros/cons; overhead chart needs labels and a key; need more information and details to flesh out what's already here.
- Yvette: If technology allows, maybe use a video simulation where you can pretend that you're going from one street to another as a different type of rider.
- Casey: This is vastly improved from what we saw last month in terms of capturing issues we had then. I like this drawing [intersection plan view].



- Erin: Language has to be clearer. With key tradeoffs - when it says property impacts, it needs to say eminent domain. To do this concept where you need 24', you're talking about eminent domain for private property owners. A lot of people do not support eminent domain. Be specific about other parking impacts. I walked it and I counted 102 parked cars on the frontage roads, plus one motorcycle. Need to say order of magnitude of the impact to the neighboring communities.
- Segment 2A – Thinking about tradeoffs, tried to look at ways to maximize benefits but reduce impacts.
- Bidirectional lanes – need holding areas along the corridors. If we move forward with this, would need to take a deep dive into the operating plan to see if it would work. Here, there would be multiple lines so it presents a challenge for scheduling. Would maintain almost all frontage roads, except for commercial frontage road between Gordan and Engel place.
- Mixed traffic design concept: Would have nicer stations, which takes up a little more place on the sidewalks. Mixed traffic maintains all frontage roads.
- 2A key question discussion
 - Erin: I understand the concepts but the material is not explicit enough.
 - Yvette: With tradeoffs and benefits, could you break down features into a subcategory for different populations – pedestrians, buses, etc. For example, under safety.
 - Lee: Initially, we developed measures of effectiveness based on the goals. Could add bullets to explain each of the tradeoff categories – features and benefits to specific populations. For instance, protected left turns minimize accidents related to left turns, of which there are a number on Duke Street.
 - Jen: We can see if there are ways to frame it for different groups.
 - Casey: For some of the edge concepts, where is that space coming from? Original intent was that we weren't going to be taking more than the available space, taking peoples property. Way to get there was to narrow travel lanes. I asked about that last month but we're still not identifying that as something that needs to happen. Really think that needs to be captured somehow.
 - Jen: That's part of the activity that we're planning for the events – where participants can lay out different features and see what that means in terms of space needs.
 - Cassey: If you're doing center running, still need to find space for that. Needs to be captured up front so people know how we can get there and we're not carving up front yards.
 - Erin: Back on safety - in any design where a frontage road is lost, you have to mark that as decreasing safety because people are backing straight out into traffic instead of into a frontage road. Removing the frontage roads presents a safety hazard for the families, children, pets that live there. I disagree with the rating that gives three green dots on safety – not accurate.



- Aaron: Related to lane reduction, is there a regulation on how wide a lane should be. Seems like a lot of lanes are being used for bus lanes.
 - Lee: 2A is four lanes currently, so we'd be looking at maintaining those auto lanes and adding the two bus lanes. 12' comes from the buses, which are wide.
 - Jiabin: 11' generally for travel lanes. Turn lanes generally 11-12'.
 - Lee: Washington Street has 12' lanes, and it gets a little tight. Lane width is related to the design speed of the street.
- Leslie: Liked that you incorporated our comments from the last session, especially splitting out the running way and the plug and play components. Makes it a little bit clearer.
- Segment 2B – Wheeler to Roth
 - More commercial. Currently about 5 lanes with center turn lane. Gets pretty congested in this area.
 - Center running concept
 - Bidirectional concept
 - Mixed traffic – has queue jumps. BRT lane on cross section is not through entire lane but just at intersections where it can get a jump on the green light.
 - Jen: In segments 1 and 3 it is just edge conditions that have impacts on frontage roads. In segment 2B, center running and hybrid would both have impacts to frontage roads just with the running way. With mixed traffic, just the spot treatments may require widening.
 - Hillary: Want to encourage everyone to think about what the frontage roads could look like. If parking and access to homes are important, how can we maintain that? Maybe it looks a little different than today, but you still have that access. Step back and think about how we can solve it. What would make the frontage road even better? What if it was one-way but we still had that access. There are a lot of street designs across the world that are innovative – we can do some of that here, too, but still maintain them for residents.
 - Discussion
 - Casey: One of the things we talked about early on was that we wanted to do something with the corridor to make it more attractive. Some of the sidewalks where we have sideroads really aren't very nice. Part of it is utility poles. Haven't discussed utility poles. Is the plan to bury utilities throughout this corridor? Had discussed that as a "nice to do." Challenge that some sidewalks are so narrow that you have to navigate around utility poles. Improving those could be a big bonus for people.
 - Jen: it's a potential for all of the alternatives. Can add that back into the fact sheet.
 - Lee: Frontage roads are important for access, for playing, etc. Will be thinking about what that can look like.



- Casey: Stormwater enhancements. Can that get captured along with the utilities? If you're digging stuff up, might as well do something.
 - Jen: In addition to running ways, will be getting feedback on a menu of edge conditions to see what the priorities are. We'll present the full range of things we'll be considering and what their impacts might be.
- Leslie: Can you speak more about the menu of edge conditions and plan to present that to the public?
 - Jen: Referred to slide 38. Could think about adding utility conditions here.
 - Leslie: Should think in more details about how you explain the edge conditions. General public might not understand terms – cycletrack, etc. Should provide details about how those will work.
 - Jen: Will describe what everything is and what the tradeoffs are.
 - Leslie: Should include definitions for all of these things, and note that you can have multiple if you so desire. Widened sidewalk and streetscaping, if that's a priority.
- Yvette: What are the safety aspects of bi directional lanes.
 - Lee: Protected left turns is a big way to reduce crashes. Also, when station is in the middle of the street, you've reduced the crossing distance to get to the bus.

G. Next Steps

- Jeanne walked through next steps.
- There is an optional AG Metroway and Duke Street tour being scheduled.
- Jen: In November, we will report back on what we heard during the engagement period. We won't pick a concept but we will try to narrow down or rule out concepts that we don't need to advance. We wouldn't have a December meeting otherwise, but if we can't get to where we want to be in November, the 3rd Thursday in December is the 15th, but we could also consider moving that up in the calendar. Can follow up with a poll.
- Leslie: Do we have an October meeting?
 - Jen: No, but we encourage the AG to participate in the activities happening in October.
- Jen: Everyone who signed in today will get information about signing up for the eNews.
- Erin: Turns out that today was back to school night for PH and MacArthur, which are the elementary schools that serve this section of Duke Street. Timing of this meeting was not good for the community.
 - Jeanne: This is the perfect time for people to get involved in the upcoming meetings.
 - Mindy: Our meetings were scheduled before back to school nights. There were four other city meetings tonight as well. We've had the third Thursday of the month on the schedule since we started this group. Have to pick what is important to you.
- Jen: We'll be posting this recording online. October 1-28 will be the public engagement period for this. Hope you spread the word to those who couldn't be here today.



H. Virtual Meeting Policy

- Jen walked through the virtual meeting policy. Will have the flexibility to have some all-virtual meetings if needed.
- Leslie: Want to note that this is to comply with a new state law.
- Casey: Positive thing from the COVID pandemic was that we could do a lot of virtual meetings. Hoping that we can continue the hybrid format so that people can connect into all of our meetings remotely if they can't attend in person.
 - Jen: For the AG, we'll have hybrid meetings for the public. These requirements are for members.
- Yvette: Does everybody here need to meet a certain attendance requirement to be in good standing?
 - Jen: Boards and commissions have a 75% attendance requirement. Excused absence doesn't count against that 25%.
- Group voted unanimously to accept the policy.

I. Approval of Meeting Minutes #4

- Erin: Would like to have the ordinance as I read it put into the meeting minutes word for word, instead of indicating that it is somewhere else.
 - Jen: Can amend that to the minutes.
- Group voted unanimously to accept the minutes as amended with Erin's request above.

J. Adjourn

- The meeting concluded around 8:30 pm.

3. "Bus Station" Items

Follow Up Items Before Next Meeting

- Send poll about December AG meeting
- Send eNews informational email to all who signed into meeting
- Confirm whether will be recording focus group discussions
- Include gender breakdown in feedback form summary
- Update graphics/materials for public outreach
 - Show width of stations in cross section view and label graphics in plan view
 - Note frequency of stops (quarter mile, generally at intersections)
 - Account for U-turns at intersections caused by closing/restricting midblock lefts and two-way-left-turn lanes
 - See if cross-sections can reflect driveways
 - Confirm travel-lane width and clarify if lanes must be narrowed to meet cross section requirements especially related to fitting in stations
 - Incorporate vehicles backing into higher volume roadways as part of safety criteria
 - Incorporate safety aspects of bi-directional operation
 - Include greater detail and description including widths of plug and play elements, which elements are under discussion (including stormwater and utilities), and when multiple edge features can be combined
- With tradeoffs and benefits, consider whether we can break down features into a subcategory for different populations – pedestrians, buses, etc. For example, under safety.



- Clarify which concepts and edge features will require obtaining land or using eminent domain
- Consider using a video simulation to help community understand concepts.