



Advisory Group Meeting #3 Summary

Duke Street in Motion

Thursday, 6/30/2022; 6:30 – 8:30 pm

In-person: Alexandria Police HQ Community Room
3600 Wheeler Avenue, Alexandria VA 22304

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 were resident 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 (At-Large West of Quaker)	Yes
Bob Brant	Advisory Group (Development Community)	Yes
Casey Kane	Advisory Group (Transportation Commission)	Yes
Erin Winograd	Advisory Group (Federation of Civic Associations)	Yes
Govan Faine	Advisory Group (At-Large West of Quaker)	No
Leslie Catherwood	Advisory Group (At-Large East of Quaker)	Yes
Mindy Lyle	Advisory Group (Planning Commission)	Yes
Naima Kearney	Advisory Group (At-Large West of Quaker)	Yes
Nawfal Kalam	Advisory Group (Commission on Persons with Disabilities)	No
Wendy Albert	Advisory Group (Small Business Owner)	No
Yvette Jiang	Advisory Group (DASH Advisory Group)	Yes
Jim Durham	Resident/DASH Advisory Committee	Yes
Amy Stearns	Resident	Yes
Bruce Cain	Resident	Yes
Fran Vogel	Resident	Yes
Connie Massaro	Resident	Yes
Susan Ross-O'Brien	Resident	Yes
Christine Hoeffner	Resident	Yes
Chris Ziemann	City of Alexandria	Yes
Yon Lambert	City of Alexandria	Yes
Will Tolbert	WSP	Yes
Jiaxin Tong	WSP	Yes
Ravi Raut	WSP	Yes
Barbara Moreno	WSP	Yes
Lee Farmer	VHB	Yes
Jennifer Koch	RHI	Yes
Jody Fisher	NeoNiche Strategies	Yes



2. Meeting Summary

- Welcome and Agenda Overview (City/Leslie - 5 min)
- Approval of Meeting #2 minutes (Leslie – 5 mins)
 - Under the Guiding Principles portion of the minutes in the “Efficient” section (page 5), the following edits to the minutes were agreed to:
 - Erin suggested that we strive to locate shared mobility devices in already “paved” places, not “pages” places.
 - Erin suggested wording in the guiding principles that alternative mobility devices quoted by Wendy should be “placed” where there is already cement (not “places”).
 - Under the Guiding Principles portion of the minutes in the “Equitable” section, the following change was made:
 - Where 4600 Duke Street is referenced, that should be changed to “The Fields”.
 - Under the 2012 Plan Discussion section (page 7-8), the following change was agreed to:
 - Jiaxin was quoted as saying the 2012 plan has a frequency of 7-minute bus headways, but the actual 2012 plan says 7.5 minutes. It will be noted as such in the minutes.
 - Erin noted that part of the 2012 plan was to reduce the “lane” width as opposed to “land” width
 - Leslie provided some minor edits in Microsoft Word in advance of the meeting, including a few clarifying questions, these were responded to by the City offline. All edits were accepted into the minutes, and the following questions were clarified:
 - Correction was made to change the comment provider on the intent of the service roads from Leslie to Erin
 - Freedom of Information Act (FOIA) and Open Meeting Law must be met when greater than 2 members discuss public business (taking out requirement).
 - Leslie will facilitate the public comment period at the end of each AG meeting. (Leslie will *not* be responsible for facilitating the public engagement process on this project overall.)
 - The AG expressed the desire to see all written public comments and responses – circulated at least a day in advance of the meeting. The City expressed the idea that this should be possible.
- Overview of Bus Rapid Transit (BRT) in general (Will/WSP – 5 mins) - Note: Overview slides will be available to the AG and content of the overview is not all captured in these minutes.
 - Erin – When you have a curb lane, is there a local ordinance or state law that determines how long a car stays in that lane? If you are in the high occupancy vehicle (HOV) lane through Old Town during rush hour, you can only be in the lane for one block based on state law. If that is what BRT means for this corridor, then it is not tenable to have dedicated curb-running lanes because we have so many residents and businesses along the corridor. My section has clearly delineated blocks including residents and business.
 - Aaron – Wouldn’t the curbside bus lanes require widening?



- Will – Depends on location along the corridor. When converting a curb lane to bus lane, there is not necessarily a need to widen. We would also need to consider traffic analysis before converting any traffic lane. If analysis shows traffic capacity issues, then we may need to look at the cost/benefit of alternatives that involve widening at specific locations.
- Will – City would need to determine how they would want to regulate transit lanes that are shared with turning vehicles (aka Business Access & Transit lanes).
 - Erin – May be a state law.
 - Leslie – Please let us know at the next meeting whether there are any existing applicable laws about this (local or state).
 - Lee – For Metroway, added regulations locally related to the center-running exclusive bus lanes (not shared with turns).
 - Erin – Does that apply only to center-running lanes or just dedicated lanes in general?
 - The City agreed to look into the details of the City ordinance related to the bus lanes and report back.
- Community member – are you planning on widening the road?
 - Will – We’re not planning on anything yet. We are in the development of alternatives stage, and then those alternatives will be presented and evaluated to the group.
- Bob Brant – Are there examples of BRT systems across the country where there are a variety of running way treatments?
 - Will – Yes. That is part of the flexibility of BRT, different sections of a corridor may warrant different treatments.
 - Jiaxin – For instance, Pulse has 50% exclusive bus lanes. The rest is shared lanes/mixed traffic.
- Yvette Jiang – 2012 plan consists of only curbside business access & transit lanes, right?
 - Will – Yes. Correct.
- Review of 2012 Plan (90 mins)
 - Leslie – We’re looking at the 2012 plan in its entirety. Things like the location of specific bus stations are too granular for today’s discussion. Not making decisions today; providing input. Nobody who wrote the 2012 plan is here today working on this. Nobody will take offense with anything we say.
 - Will – There will be an opportunity to discuss specific station locations in the future, but not tonight.
 - Goal of the exercise and overview of materials (Will/WSP – 5 mins)
 - Leslie – Our comments will be captured in two different ways. Note taker is capturing comments as we speak tonight. We are also being recorded. The other way is to capture written comments on the clipboard.
 - Will – We do want written comments on the comment sheets provided. There will also be a 20-minute discussion tonight of key elements within each segment of the corridor.



- Erin requests being able to take comment sheets home and type up thoughts/responses. Answer: yes, this is perfectly fine.
- Presentation of Segment 1 key features (Will/WSP – 5 mins). Presentation slides can be made available to the AG. Content not detailed in the minutes.
 - Will – Not likely to head WB past Van Dorn as will be going into the Landmark Mall area instead.
 - Mindy – Don't we have preliminary roadway design plans for the area around landmark?
 - Yon – Yes.
 - Mindy – Should look at that for the design since it's a significant difference.
 - Will – The current plan for Landmark development will be reflected in the coming alternatives. Not reflected in the 2012 plan.
- Discussion of Segment 1 (Leslie/AG – 20 mins)
 - Will – We will answer questions or clarifications about the 2012 plan with understanding that this is conceptual and designed by another team. Segment discussions should be around 15-20 minutes to give equal time to each segment.
 - Bob Brant – Was the 2012 design within the existing ROW or was more ROW required?
 - Chris – Mostly within existing ROW for Segment 1.
 - Jiaxin – There is some ROW impact in Segment 2.
 - Aaron – It feels like Segment 1 is not too hard to convert to curbside bus lanes.
 - Mindy – Lots of bus stops are just a pole in a narrow strip (measured as 2 feet, 4 inches) between mainline Duke Street and service road
 - Erin – South Pickett Street is a commercial street with a tremendous amount of traffic. This is where we need to understand how long a car can be in a dedicated bus lane. If cars can stay in the dedicated bus lane for only one block, people (traffic) will stack up in either bus lane or general lane.
 - Aaron – Could there be barriers in certain spots?
 - Mindy – This is a good location for a center BRT?
 - Bob – More ROW here (width) than in other spots – already six lanes.
 - Will – We want to look at curbside, center, and mixed-traffic alternatives for this segment (and other segments).
 - Mindy – This part of Duke currently has a fence that means you can't cross.
 - Aaron – Center running construction will take longer
 - Yvette – The current roadway section in Segment 1 should be wide enough to accommodate lane changes shown in the 2012 plan.
 - Will – Any alternative that we study will have a significant amount of traffic analysis and we'll be able to compare how each alternative performs. Looking at the level of service in vehicle delay at intersections and what is the traffic queuing.



- Erin – What modeling and simulation are you going to use for that?
Where are you going to get the data?
 - Jiaxin – We collected the data in May 2022. We also have data from 2018. Working on developing the baseline volume that is most representative of typical conditions.
 - Erin – Pickett is a critical intersection.
- Yvette – Cameron Station has fences between the house and road. Curbside would be best for access to the library. For this segment curbside business access & transit makes sense.
- Leslie – Hearing some interest for curbside dedicated lanes. Some interest in center bus lanes. What do people think about the bike lanes as shown in the 2012 plan?
 - Nobody expressed support for the lanes as shown in the 2012 cross section.
 - Aaron – We have alternatives. Holmes Run Trail connects to Eisenhower. If we add bike lanes on other roads
 - Mindy – Lots of bike commuters use this corridor.
 - Aaron – Could repair existing bike lanes and sidewalks on Eisenhower which is a good connection to Old Town. Opportunity to add bike lanes on other roads in the network to help with connectivity. (Quaker, King, other connections to Old Town)
 - Mindy – lots of bike commuters using this corridor AM/PM; not just Old Town. You see a lot more when you are on foot than in a car. You need a bike connection along Duke Street.
 - Casey – Unprotected bike lane is not good. I would like to see protected bike lanes along Duke Street. This should be explored in the alternative stage as a starting point. This is the route between Walker and Jordan via Duke Street and then Holmes Run Trail. Meandering paths are less desirable than a direct path if achievable.
 - Mindy – 5.5 million square feet going in at Landmark. Businesses will have 4000 employees. Some of those people will be biking.
 - Bob – It must be safe and accessible. The 2012 plan is not safe for bike travelers on Duke Street.
 - Leslie- Hearing support for bike infrastructure. Some questions as to whether that connection would be on Duke Street or an alternate route. If we have 2-directional dedicated bike lanes down Duke Street, that is nice (like Pennsylvania Avenue and K Street – signals for bicycles).
 - Aaron – may need to consider speed limit reduction if including bike lanes on Duke Street. Pennsylvania Avenue speed limit is 25 mph.
 - Will – We do have a subconsultant on the team specifically looking at bike connectivity and how to include that, either on the street or a parallel route. Good to hear confirmation of interest.
 - Leslie – Safe bike lanes are a priority for a majority of the group.



- Leslie – Would want to ensure substantial safe pedestrian access to each bus station, wherever they are located.
 - Erin – You must consider what happens if the stops do not line up with current traffic light locations. You would then need to consider the impact on how the traffic flows.
 - Will – That would be part of our traffic analysis. Either extra phases for pedestrians or extra signalized crossings.
 - Will – We will also assess corridor end-to-end travel time analysis for both transit and general-purpose traffic.
 - Erin – Travel times are different based on whether you are in the right lane or left lane. Will need to consider vehicular traffic.
 - Bob – Looks like crosswalks are pretty evenly spaced between stations. Discussion of difference between existing stop locations and 2012 station locations shown.
 - Yvette – Do we have any plans to improve the access to Ben Brenman Park?
 - There is WB access to the park
 - Leslie – Need to make that access clearer.
 - Leslie – Are there 3 lanes of auto traffic WB and 2 eastbound in the typical section graphic?
 - Will – The third lane WB is just a turn lane. This could be present in either direction depending on where turn lanes are at an intersection.
 - Casey – Some opportunities to narrow lane width. We should also look at reducing the speed limit not only in this segment but the entire corridor. Also gives opportunities to have additional width for sidewalks, buffers, etc.
 - Mindy – reducing lane widths can help reduce speeds
 - Jiaxin – Are we supporting bike access from the mall to the park?
 - Mindy/Casey – Yes, because of the huge work center that will be at the mall.
 - Aaron/Erin – No
 - Overall – Mixed reviews on need.
 - Aaron – Duke Street is very residential in sections. People usually go from one place to the other (A-B)
 - Mindy – Will be a hospital and other offices.
 - Casey – disagrees – make several stops (office, grocery), not always A to B.
 - Chris – Different people ride for different reasons
 - Aaron – how many people would we be helping with bikes vs having more infrastructure than needs to be here
 - Will – our subconsultant will be providing more information on bike demand and connections. We can continue bike discussion in subsequent segments
- Presentation of Segment 2 key features (Will/WSP – 5 mins) Presentation slides can be made available to the AG. Content not detailed in the minutes.



- Discussion of Segment 2 (Leslie/AG – 20 mins)
 - Leslie – What does the advisory group think of the reversible travel lane idea?
 - Erin notes that reversible lanes would require overhead signage. Will – correct, would be a need to manage those lane assignments dynamically.
 - Casey – Non-starter. Reversible lanes are dangerous and confusing for motorists. Not to mention the infrastructure required.
 - Everyone agrees that we should not be using reversible travel lanes.
 - Leslie – What does everyone think about the lack of bike lanes?
 - Erin – There is a bike route that people use off Duke Street on Wheeler Avenue. This is the bypass for Duke Street.
 - Casey – May need to consider a robust shared use path on one side or the other. Sacrificing traffic/transit lane for bike lanes for this section does not make sense.
 - Mindy – Even the sidewalks in this section are very narrow. Expand bike and pedestrian facilities.
 - Casey – To take away anything from the travel lanes for bike lanes would be hard.
 - Yvette – Is there any logic behind the width of turn lanes? 13 or 12? Same with through travel lanes – some are 11, some 12? 10 as ideal size. Can we condense each lane and leave a bike lane?
 - Will – Generally, we work with transit agencies and the City to establish the desirable and absolute minimum lane width for bus lanes and travel lanes and that helps inform our alternative layouts. We have designed 11-foot bus lanes; usually driven by mirror-to-mirror width, comfort of the City and the transit agency with lane width for the bus operators.
 - Erin – Wheeler Ave is industrial. Dozens of 18-wheelers use Duke Street everyday to get to Wheeler and turn near my neighborhood. If you narrow the lanes, what is the impact on the 18-wheelers?
 - Will – That would have to be a part of establishing the design criteria and design vehicle criteria for areas along the corridor.
 - Leslie – Interest in bike connectivity between segments. I am very opposed to a bike lane that just ends. If we are going to have an alternate route off Duke Street, having bicycles take a confusing route with lots of turns, people will not use it. To me, that is not a viable alternative. If it is clearly labeled and well-paved, that is an option.
 - Leslie – What do we think of pedestrian access.
 - Yvette – 10 to 12 feet as ideal width for a sidewalk
 - Erin – Infeasible to have 12-foot-wide sidewalks in that section. We need to widen but I do not know if we can get a sidewalk that wide.
 - Chris – we are hearing that wider sidewalks are desired.
 - Mindy – Are we sure the retaining walls are not on City ROW?



- Leslie – That’s something we should find out for future conversations.
- Will – We will be establishing where the R/W lines are and there is scope for a detailed survey upcoming.
- Leslie – What do we think about the bus lane on the curb?
 - Erin – Only place to put it but there are too many people that need to access their homes and businesses.
 - Mindy – Disagree. If we are doing true BRT where we are reducing waiting times and trying to encourage more people to ride, we need fully dedicated bus lanes down the corridor. Do not stop and start them.
 - Erin – There’s very little traffic between Jordan and the Sunrise Living Center.
 - Aaron – Bus operating for free. Will it stay like that? More people will ride if it’s free. Could help ridership and justify bus lane in the corridor.
 - Will – We do not have to decide tonight about dedicated bus lanes, we do not have the information yet to evaluate. One of the flexibilities of BRT is to adapt to context in different sections of the corridor.
 - Casey – Ideal is to have dedicated bus lanes. May be a challenge in some locations.
 - Leslie – Hearing interest in curbside lanes in this segment.
 - Bob – Would be interested in seeing what the different options look like, what cost/benefits will be of dedicated lanes or hybrid approach.
 - Jiaxin – Bob asked about the impact on ROW. In this segment, there is an impact to the commercial service road. Also, a change to the access to Duke Street Service Road at Jordan Street.
 - Discussion of traffic from Duke Street to Jordan Steet via the frontage road.
 - Erin – There is a lot of traffic in the AM. School bus route. Can get stuck behind a bus or row of buses. The access road keeps Duke Street moving – access road backs up to make turn onto Jordan.
 - Erin - There are service roads with homes fronting them.
 - Yvette – Service roads that back up to residential houses are more important than commercial frontage roads with other parking options – there is a parking lot in front of the stores.
 - Erin – That’s also the Fields parking lot.



- Naima – There is also a bus stop on the service road for Metrobus and a bus stop for DASH next to Duke Street, which is confusing.
 - Leslie – Group is flagging Jordan Street intersection as a place that needs to be addressed with multiple local routes, separate bus stops, and complex traffic pattern.
- Leslie – Frontage/Service Road. Hearing some concerns about the residential areas. There seems to be general interest in protecting the homes and frontage roads that access them.
 - Bob – How many homes would be impacted? Casey – At least 14 would be impacted.
 - Chris – existing frontage roads are wider travel lane with parking, 2012 plan shows narrower frontage roads with no parking.
 - Erin – That is a concern because some people park their cars on the frontage roads due to lack of parking, including at the Fields parking lot, and there would be an overflow of parking into neighborhoods.
 - Mindy – May need to have separate meetings with the residents like The Fields to get their input.
 - Will – There will be public outreach opportunities for the groups to speak about some of these concerns.
 - Leslie – Hearing some consensus around protecting the frontage road for the residences. Maybe even keep their parking. Preserve access.
 - Mindy – we need more information to evaluate the impacts
 - Leslie – Mixed views on frontage roads that access the businesses. Some feel they should stay. Some feel there should be more flexibility.
 - Yvette – Sidewalks are narrow and inconsistent between frontage roads and Duke Street.
 - Leslie – Improving sidewalk access and consistency is important throughout the entire corridor.
- Presentation of Segment 3 key features (Will/WSP – 5 mins) Presentation slides can be made available to the AG. Content not detailed in the minutes.
- Discussion of Segment 3 (Leslie/AG – 20 mins)
 - Leslie – Not a fan of unprotected bike lanes. The group would like consistency throughout the corridor.
 - Will – Some discussion of routing down Diagonal or Callahan. Terminus is King Street Metro Station, but route is not yet determined. Looking at circulation options.



- Aaron – Discussion of how to transition buses from curbside lanes to a left turn and eventual access to King Street Metro Station.
- Erin – Need to understand the rules for vehicles in a bus dedicated lane. Lots of people are turning right to get into businesses. What is the allowable distance for a turning vehicle to be in a curbside bus lane?
- Aaron – This could be a good segment for the center running bus lanes.
- Casey– Center lanes make a lot of sense here. Access from elevations on the north side of Duke Street is tough.
- Leslie – There’s already a median there. Fairly large.
 - Erin – There are trees there (on the median).
- Naima – No sidewalk along Duke Street, located on the frontage road
- Leslie – The West Taylor Run Parkway intersection is horrific for pedestrians.
- Casey – Need to make Telegraph safer for pedestrians
- Naima – There are only two bus stops on the south side of the street. People are crossing where there is no crosswalk. Will – confirmed that we saw this during corridor tour frequently in a short span of time.
- Leslie – Hearing interest in center bus dedicated lanes in this section. Significant improvements to pedestrian safety and crosswalks. Moving pedestrian crossings to where people are actually crossing.
- Jiaxin – There is a huge elevation change from Duke Street to frontage road, making it more difficult for pedestrians to access the existing bus stops.
- Bob – How much ROW is required for center lanes vs. curbside business vs. what’s out there today? Question for the future. Will – this will be looked at as we lay out alternatives.
- Erin – Could you also help us and point out whether each option would impact the tree canopy? There are also lots of utility poles – would we have to pay, or would Dominion be forced to pay to underground or move utilities?
- Will – We will look at whether utility relocation is reimbursable and what utility relocation costs would be and whether there is physical room to put the relocated utilities. Also, will need to look at City policy about tree mitigation and protection.
- Leslie – In this section, there is very little tree canopy along Duke Street. Sounds like the group is interested in increasing the canopy along Duke Street corridor.
- Casey – This project is not about having lots of asphalt, but what makes the corridor more pleasant to walk along. What are the options to improve the streetscape (Columbia Pike is an example)?
- Aaron - Any options to have pedestrians walk in the center?
 - Casey – Mentioned center walkways being uncomfortable.
 - Leslie – May need infrastructure to encourage people to NOT walk down the center.
 - Will – showed examples of center station and crosswalk connections, and how other corridors have tried to improve safety in that regard.



- Naima – Telegraph Road interchange ramp crossing for pedestrians (four of them) - “that’s why I don’t walk with my kids”. Will – agree this has been noted in corridor tour, tough crossings.
 - Naima – Lots of people on Duke Street are trying to get to the Patent Office on Dulany Street. These ramp crossings are challenges to that access. Currently some stations are accessed by different routes at various times.
 - Casey – Would still be regular buses that are able to use this section.
 - Will – We will be looking at transit service planning as part of this process.
 - Leslie – Also lots of other businesses at Carlyle to consider.
 - Erin – Mark Schnauffer said there was the potential to get rid of line 30 because of the BRT. My neighborhood would have a problem with that. Serves a much longer length and stops much more frequently.
 - Will – High level, on every BRT corridor that goes in, there is discussion of what to do with underlying routes and how those function with the BRT. No different on this project. BRT looks to have known stations where the bus will always stop.
 - Yvette - Pedestrian island/refuge as a concept to consider. Erin – refuge is a raised/protected area in the middle for pedestrians to cross major/wide roads in two stages if necessary.
- Will – Group did an excellent job discussing these segments in 20-minute increments. There was a lot to discuss, appreciate the group’s time in doing this.
 - Leslie – All should send comments by Monday the 11th. Comments should be sent to Chris Ziemann. His email information will be provided.
- Electronic polling evaluation of 2012 plan (Barbara/Jennifer – 10 mins)
 - Skipped for timing purposes.
 - Establish next meeting date – target 3rd week of August (Leslie – 5 mins)
 - Thursday, August 18
 - Yvette has an exam that day.
 - Leslie indicates that the 3rd Thursday of every month is the target.
 - The primary agenda on August 18 will be to review draft schematic alternatives developed for the corridor. Coming out of that meeting there will be an opportunity to adjust those schematic alternatives based on AG conversation and then present them to the larger public in mid to late September.
 - Erin - Who is selecting the preferred alternative?
 - Chris – this group is helping craft the preferred alternative
 - Jiaxin/Will - In November, will narrow the alternative based on AG/Public feedback and will develop up to 2 corridor-wide alternatives to TC/CC to carry forward for refinement and further evaluation.
 - Mindy – Will we be going out to the community to get input?
 - Jenny – Yes, like the previous phase of engagement.



- Leslie – Schedule is in flux. Please reserve the third Thursday of every month. Input from today and input we send by July 11 will be used to create the proposed alternatives. They won't look like the proposed alternatives in the 2012 plan.
- Yvette – Zoom for the August meeting?
 - Leslie – Yes. This meeting was an exception to the rule. Future meetings will have an online component. AG is encouraged to attend in person because it helps to facilitate the dialogue.
- Public Comments (2 Min per speaker, 10 minutes max)
 - Fran Vogel – President of Strawberry Hill CA. Service roads are extremely critical to our neighborhood. As many know, when traffic backs up from the ramp at Telegraph, it backs up past Early Street, where I live. It can get quite challenging to get out of the neighborhood. Service Roads are critical to being able to have access that mitigates this congestion. Another critical thing is that people do have houses that front service roads. Do not have parking at all houses along service road. Especially along the south side where the duplexes are. School buses stop on the service roads at the Fields. Big bus stop for children at the Bank of America. Ft Williams Parkway is also an entry point along the service road at Duke Street – also Strawberry Run urban stream in that section. I am pleased to hear that you will not do the reversible lanes – that would be very disruptive to the neighborhood. I want to stress the importance of the service roads to the people that live in that section. They are critical.
 - Amy Stearns – Society Hill HOA, corner of Duke and South Early. August 2 is national night out event. Alexandria residents have cookouts and barbeques. Could be an opportunity for outreach to frontage road communities. When DASH made changes last year to increase service frequency and go fare free, it has not even been a year, but I am sure they have a lot of data. This group would benefit from knowing what they found – is ridership going up? Are there lessons to learn? COVID complicates things related to transit data. Will – we have made a data request to DASH.
 - Jim Durham – DASH AC – Pedestrian safety. City has a policy to eliminate slip lanes wherever feasible. In this corridor there are several. WB Duke to Van Dorn. Duke at South Early. Others as well. Thinking about vehicles moving up the ramps without stopping and how that is a challenge to pedestrians.
 - Jeane Jacob – President of Seminary Ridge CA. I'm a little confused. Printed information from 2012 study/reports. Nowhere did it show bike lanes on there. Your presentation of 2012 did show bike lanes. The report said a study would have to be done before bike lanes were considered.
 - Will – Not sure if a study was done. We are doing a study of bike connectivity along the corridor.
 - Jiaxin – Bike lanes were part of the design concept.
 - Jeanie – 2012 Council meeting said study should be completed before bike lanes are considered.
 - Mindy – It is only a concept at this point. Not a proposed design. Studies are being done.
 - Jiaxin – We are collecting data next week for the bike analysis.



- Will – Should know more by the fall.
 - Leslie – can expect by the end of the year.
 - Will – Certainly before a locally preferred alternative (LPA).
 - Bruce Cain – Lived in the corridor for 20 years, Taylor Run and Duke Street. I see lane widths at 10'. Need to consult with Alexandria Fire. Tractor Trailers also need to be able to use this. Moving at high speed on a 10' street scares me to death. Lots of people of color who live along the service roads who are dependent on their automobiles for access to work. How are we ensuring that outreach gets to a wide demographic of people who are dependent on different modes of transportation along the corridor People use service road to park their vehicles. I applaud the use of buses and bikes, but where will people be going along this corridor who use the bus? Where are the large employers? Landmark is close to I-395. N/S transit corridor I understand. E/W not so much.
 - Connie Masaro – St Stevens/Seminary Road – We drive. We're senior citizens. My husband just turned 90. I cannot get him on a bus. Are you taking into consideration that a lot of us have to drive? Is there a study being done on how this impacts people who must drive? I am from Germany, and I understand buses, bike lanes, but what about those of us that must use our cars. We must get places and park our cars in places. Nobody has put public parking downtown. Concerned about removal of parking for residences that do not have driveways.
 - Will – Yes, we will be doing a traffic analysis of any alternatives that are laid out, both for buses and general-purpose traffic.
 - Christine Hoeffner – Wakefield Tarleton – I'd like to send written comments. Who should I send them to?
 - Send comments to Chris Ziemann. (His contact information will be included on the website)
 - Bob – Thanks for the well-run meeting. The information was helpful.
- Motion from Mindy Lyle to adjourn. Second by Bob Brant. The meeting adjourned at 8:43 PM.