



## Advisory Group Meeting #4 Summary

### Duke Street in Motion

Thursday, 8/18/22; 6:30 – 9:00 pm

In-person: 3000 Business Center Dr, Alexandria, VA 22314

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	No
Bob Brant	Advisory Group	Yes
Casey Kane	Advisory Group	Yes
Erin Winograd	Advisory Group	Yes
Govan Faine	Advisory Group	Yes (Zoom)
Leslie Catherwood	Advisory Group (Chairperson)	Yes
Mindy Lyle	Advisory Group (Vice Chair)	Yes
Naima Kearney	Advisory Group	Yes
Nawfal Kulam	Advisory Group	No
Small Business Representative	Advisory Group	Vacant
Yvette Jiang	Advisory Group	Yes (Zoom)
Yon Lambert	City of Alexandria	Yes
Chris Ziemann	City of Alexandria	Yes
Hillary Orr	City of Alexandria	Yes
Jen Monaco	City of Alexandria	Yes
Will Tolbert	Consultant Team (WSP)	Yes
Jeanne Acutanza	Consultant Team (WSP)	Yes
Jiaxin Tong	Consultant Team (WSP)	Yes (Zoom)
Lee Farmer	Consultant Team (VHB)	Yes
Jennifer Koch	Consultant Team (RHI)	Yes
Jody Fisher	Consultant Team (NeoNiche Strategies)	Yes
Jim Durham	Resident/DASH Advisory Committee	Community member
Fran Vogel	Strawberry Hill CA	Community member
Dane Lauritzen	Alexandria Families for Safe Streets (AFSS)/self	Community member
Autumn Tomlin	Foulger Pratt	Community member
Dori Farley	Foulger Pratt	Community member
Christine Hoeffner	Wakefield Tarleton	Community member
Mike Doyle	AFSS	Community member
Alex Goyette	Wakefield Tarleton	Community member



<b>Karen Minatelli</b>	Wakefield Tarleton	Community member
<b>Nikolai Hales</b>	Clover	Community member
<b>Steve Hales</b>	Clover/College Park	Community member
<b>Patrick Wise</b>	Attended via Zoom	Community member
<b>Alex Goyette</b>	Attended via Zoom	Community member
<b>Mike Doyle</b>	Attended via Zoom	Community member
<b>Matthew Larson</b>	Attended via Zoom	Community member
<b>Sasha Impastato</b>	Attended via Zoom	Community member
<b>Melissa McMahan</b>	Attended via Zoom	Community member
<b>Lauren Jenkins</b>	Attended via Zoom	Community member
<b>Cynthia Vint</b>	Attended via Zoom	Community member
<b>Pat Soriano</b>	Attended via Zoom	Community member
<b>Tom VanAntwerp</b>	Attended via Zoom	Community member
<b>Kathie Hoekstra</b>	Attended via Zoom	Community member
<b>Toni Oliveira</b>	Attended via Zoom	Community member
<b>Catherine Pickels</b>	Attended via Zoom	Community member
<b>Ravi Raut</b>	Attended via Zoom	Community member
<b>Amy Stearns</b>	Attended via Zoom	Community member
<b>Teresa Longo</b>	Attended via Zoom	Community member
<b>Judy Cooper</b>	Attended via Zoom	Community member
<b>Harriett McCune</b>	Attended via Zoom	Community member
<b>Melissa Kincaid</b>	Attended via Zoom	Community member
<b>Scott Sutherland</b>	Attended via Zoom	Community member
<b>Ken Notis</b>	Attended via Zoom	Community member
<b>Jose Ayala</b>	Attended via Zoom	Community member

## 2. Meeting Summary

### A. Welcome and Agenda Overview

- Jen introduced herself as the City’s new Project Manager for the Duke Street In Motion project.

### B. Public Comment (3 minutes per speaker)

- Dane Lauritzen – I support Draft 3A. If we build up infrastructure, it will provide easier access to everything west, like Nova CC. Support bike users, transit users – relieve pressure on drivers. Offer people the opportunity to choose other modes of transportation. Not everyone drives. Look forward on this and encourage you to adopt a policy that supports transit, bikers, and walkers.
- Dori Farley – Here on behalf of Folger Pratt to voice support. This is an incredible opportunity. We are in full support of better connecting WestEnd to King Street via transit.
- Mike Doyle – Founding member, Alexandria Families for Safe Streets, which is a pedestrian-focused group with 850 members in Alexandria. There are also chapters in Fairfax and Arlington. We support Draft 3A. We think the public transportation is a key part, particularly for communities that cannot afford vehicles – they need safe transportation. We’re concerned about everyone’s safety. Everyone is a pedestrian. We strongly support proposal 3A.



- Karen Minatelli – Opposed to proposal. I live in the West End. Looking at a number of problems with the proposal. The frontage road is good for the people who live in that area. You're also adding another turn lane, which is not helpful. I don't understand why this is being done. The problem on Duke is Quaker Lane to Telegraph, which is not being addressed here. With the information I have at this point, I don't support this.
- Jim Durham – Speaking in support of the most reliable, frequent, accessible bus service that can be provided. Dedicated bus lanes and safe walking/biking access. A dedicated bus lane necessary for having reliable, high-frequency service. Important for increasing bus ridership and reducing car trips. Duke Street serves high proportion of low-income residents, many of whom rely on bus. They deserve efficient mobility options. This is first and foremost a transit project. I ask that the AG recommend dedicated bus lanes and safe walking/biking infrastructure to provide the most benefit for all Alexandrians.
- Scott Sutherland (Zoom) – I live in Seminary Ridge, but don't formally represent that civic association. I've been keeping an eye on these plans for several months. I associate myself with Karen Minatelli's comments. It does seem that a lot of what's being focused on here is focused on the wrong end of Duke Street. I plead guilty to the charge of driving a car on Duke Street. I was at the last meeting and it seems that all the conversation and focus is on modes of transportation except cars. Not sure if there's an assumption that everyone knows that cars are important, but they don't get any time in these meetings. Jim Durham mentioned that he's trying to stick up for the great bulk of people in Alexandria, but I think they drive cars. More people drive than ride bicycles or walk. I've lived here over a decade. Cars are pretty darn important. Keep in mind that Duke Street is primarily for moving vehicle traffic through and around our city. Give some consideration to the people in cars. We're important, too.
- Patrick Wise (Zoom) – Support for any project that promotes transit, but in particular alternative 3A. It's well and fair to consider cars – everyone is trying to get where they're going efficiently. If you do the policy right so that people can get where they need to go reliably and quickly, that will take a lot of people away from driving, because there will be alternatives to driving, which could be beneficial for people in cars. Make Duke Street accessible to everyone and reduce the number of people in cars so those in cars can move with less frustration. There's a way for everybody to win in this. Make DS more multimodal, as Option 3A would do.
- Ken Notis (Zoom) – I also drive a car and I ride DASH and I walk and I ride a bicycle. Lots of people drive because we've built our metro areas around a car. This is a chance to provide people with alternatives. Some people don't own a car or find it to be a financial burden. Need to improve bus and provide better accommodations for people walking and biking.
- Cynthia Vint (Zoom) – I support expanding multimodal transit. I ride the bus, I bike with my daughter to school, I drive sometimes. We only have one car and I'd like to keep it that way. A car is a big expense. If you live further down Duke Street you kind of need two cars right now. As far as biking is concerned, if there won't be a safety/guard for bikers, at least really prioritize the Holmes Run/Eisenhower Trail as an alternative. Ideally it would be on Duke Street.
- Christine Hoeffner – Have there been materials sent or posted online? I've heard people commenting on alternatives. Are those materials shared via email before the meeting?



- Additional public comments were submitted via email and are included as an attachment.

### **C. Background**

#### **Presentation:**

- Jeanne Acutanza from the consultant team walked through an introduction to this section including vision and guiding principles and the roles and responsibilities of the AG.
- Jen provided background information and talked about the AG process.

#### **Discussion:**

- Erin – For the materials on the website that the public can access, can we correct the note about the 2012 plan to show the ordinance adopted in Jan 2013? [She then read the ordinance, which is not recorded here in full.]
  - Jen – We can make sure that the both the Working Group recommendation and Council ordinance are clearly labeled on the website

### **D. BRT 101**

#### **Presentation:**

##### **Running Way**

- Will Tolbert, Project Manager for the consultant team, noted that this section will cover running ways and edge features, which can be considered separately in the concept development process.
- Will spoke about center running vs curb running vs mixed traffic BRT and relative pros and cons. Main benefits are corridor safety, including pedestrian safety (due to half the crossing distance to get to the bus stop if it's across the street); improved transit travel time, predictability, and reliability; and general efficiency for all users. There are also tradeoffs – it requires space from road lanes, or from the edge of the roadway (widening), and there can be impacts to left turns. Right now, there are permitted left turns and protected left turns, but with center running lanes, it can only be a protected left turns with a turn arrow and dedicated turn phase. With curb running, they function better with fewer right turns and driveways. Curb running ways are used a lot because you no longer have to have protected left turns and there are more access options, but it does require space in the roadway. With mixed traffic BRT, the biggest benefit is that it doesn't require additional space. The tradeoff is that there's not a lot of transit benefits. You can find specific areas where there are congestion problems and we can look for opportunities to have the transit vehicle bypass congestion where we can (via a queue jump) but the primary length of the corridor is in shared lanes.

#### **Discussion:**

- Bob – Helpful presentation. I think you previously said there's no "one size fits all" approach here, and there are different conditions as you go east to west on Duke Street. Whatever option we decide to go forward with, is it correct that it may be possible that there's not just one of these options along the whole length of Duke Street?



- Will – Yes, that’s correct. There’s flexibility to apply a strategy on one section that may not fit another section.
- Bob – As we get more in the weeds, we will want to talk more specifically about what it looks like to weave the options together and what the transitions look like.
- Yvette – Curious about initial investment amounts for the three options and associated maintenance cost. If you were to put a price tag on the options, what would it be?
  - Will – Can’t put a price on it today, as there’s too broad of a range within the categories. But we will speak to that as we get further along.

**Presentation:**

**Edge Conditions**

- Will spoke about various edge conditions. There are various pedestrian facilities, with tradeoffs related to buffer spaces, etc. A shared use path can help to serve both pedestrian and bicycles but may lead to conflicts between the two.
- On the topic of frontage roads, Will spoke about the variety of frontage roads along Duke Street. There are two-way roads, one-way roads. They provide access to businesses, residential areas, and sometimes both. Primary function is to take traffic that is accessing local land use which is typically slower-moving off of the Duke Street mainline and distribute it to residences or commercial businesses. If we take away those frontage roads, we need to consider how those movements will occur.
- With bicycle facilities, we can have a variety of facilities. However, we’re not considering on-street facilities here; in talking with the group about the 2012 plan from last month, there was some agreement from this group that bike lanes should be contained outside of the curb.

**Discussion:**

- Naima – Have you considered the parking ramifications of various edge conditions?
  - Will – Some frontage roads have perpendicular or parallel parking, so we do have to consider how we’re addressing that parking need. There are other tradeoffs and nuances – you can potentially keep the parking, or make the road one way or two ways – there are lots of permutations in edge features.
- Erin – Particularly in residential sections of Duke Street, frontage roads provide a critical safety buffer for people whose homes face directly onto the frontage road. In my neighborhood, we also have trees within the median that act as a buffer.

**E. Overview of Proposed Alternatives**

**Presentation:**

- Will noted we are covering Segment 2 at September’s meeting.
- Will reminded the group that decisions related to running way are not necessarily tied to particular edge decisions. There are many potential combinations that need to be narrowed.
- Will gave an overview of the key framing questions for today.

**F. Segment 1 (West End Alexandria to Jordan Street)**

**Discussion:**



- Casey – We previously discussed the width of the travel lanes. Is that incorporated here?
  - Will – We are not getting into the travel lane widths today.
- Chris reminded the group that the purpose of tonight isn't to say which options we like best, it's to look at the options we're showing to the public to make sure we have the right options for them to weigh in on.
- Will noted that the frontage road does not run continuously the whole length of Segment 1; these images reflect where we pulled the cross section.
- Casey – Could be good to keep edge features separate from running way when concepts are shared with the public.
- Mindy – I agree with Casey. When you look at the existing conditions photos, they'll think you need to keep the frontage road, which is one of the most dangerous in the metro area. It's another section of two-way traffic that you have to watch for. Should maybe show alternatives that are computer manipulated so people can visualize it.
- Will gave an overview of the three design concepts for Segment 1, which are driven by the running way, though they are shown with edge features in the graphics.
  - Center running concept – Dedicated transit space reduces conflict points and provides premium transit.
  - Curb running concept – Takes curb lane for buses and vehicles turning right, providing a moderate benefit to transit over existing conditions.
  - Mixed traffic concept – Buses operate similar to today. We would look for opportunities to build in a queue jump to bypass congestion areas.

**Presentation:**

Will reviewed the high-level screening comparison and noted that it's qualitative, and there will be more quantitative information as the project progresses, including before we take it out to the public.

**Discussion:**

- Erin – With all three concepts, it appears that you are repurposing the frontage road. There are businesses on the frontage road, there's access to Canterbury Square condos. How do businesses continue to function if there's no visible access?
  - Will – There would be design details on how we can mitigate those access impacts.
- Erin – As we present options to the public, if they aren't intimately familiar with the road, they might not understand the impacts of the choices. Probably looking at some sort of eminent domain to get access.
  - Jen – That will also be part of the iterative process, we will provide more detail in the advanced designs and it may be revisited.
- Erin – Feasibility and cost do shape the way people choose options – need to provide that input up front.
- Erin – Corridor and intersection design has the best score for corridor and intersection safety but you said left turns get more complicated.
  - Will – Complicated is the right word. Where turns used to happen during permitted phase, now it is a protected phase, so it could lead to safer turns as



- long as there is compliance with the signals.
- Erin – There are a lot of people who run red lights around here.
  - Naima – Frontage road access is also a safety issue. On Jordan Street, when I’m trying to pick up my kids from school, seeing people making illegal turns trying to get on the frontage roads pretty much every day. Hard to compare the designs without more information than the dots (e.g., 20% improvement, 50% improvement). Will be important to have more information to help people pick options.
  - Mindy – Before you go to the public, should consider adding more detail on the non-transit vehicle travel time so people know the impact. And with the frontage road issue, need a rendering to show people how they will get in and out of residences.
    - Will – Good note. That speaks to some of what we’ll look to develop before we go out.
  - Casey – With the mixed traffic BRT concept, skeptical that there would be no impact to traffic. Thought the idea was to increase the frequency of buses, meaning there would be more of them out there. So mixed use circumstances could lead to an impact to traffic. I suspect it’s not “no impact.”
    - Will – We will add more quantifiable information to that.
  - Casey – With the center concept, we’re talking about left turns, but we don’t see that on the cross section. Could be useful to show on the cross section to show if median would be impacted to make the left turn.
  - Yvette – Can you remind me how we measure and evaluate the equity impact? I know there were only five key words on this board. I’ve also been in communication with DASH riders, and I know that some riders who might be vision impaired riders might find difficulty with the center running option, since they need to travel through half of the street to get on the bus; curious what the criteria are under the safety score.
    - Will – Can address that in the design details. Can use an audible pedestrian push button to get a walk signal to cross.
    - Jen – Related to the equity criteria, very good point that we should have raised at the beginning. That criteria is really about station location and proximity to low income/minority residents. We’re not at the station location level detail at this stage; that will be the same across all options. That’s why that is not included here – not a differentiator at this point.
  - Bob – Back to key questions. I understand it – was presented in a logical and effective manner. Agree that there’s naturally going to be some questions about quantitative impacts, and we should do that to the extent we can. Would be good to see estimates for improvements – 10-15% improvements for bus, etc. Three options are an appropriate range. I don’t see any key elements missing from the running way or edge conditions. There will be a lot of work ahead in terms of finalizing the options.
  - Leslie – Hearing two major themes from the group so far. One is to really make it clear to the public that there are multiple “plug and play” options when it comes to edge features, and the cross section is only showing one set. The other theme I’m hearing is that while we understand that some details will be worked out later, there will be questions about how we’re determining safety, what it means to increase vehicular travel time, etc., and it would



- be good to have some quantification around pros and cons.
- Erin – When you provide metrics, I prefer you don't go with percentage methodology. For example, if you were to say that a particular design improves bus travel time by 1 minute, that could be a 50% improvement (which sounds huge) so would prefer to know actual times.
  - Bob – When I said percentage, it was an example. I'm fine however you want to calculate it – whatever you can at this point. Not sure we'll have the precise, in-the-weeds level of detail now as we will down the road.
  - Will – When we have two end-to-end corridor options, we'll have very detailed data. We don't want to get too specific now before we complete the more detailed corridor analysis.
  - Jen – Hard to talk about future traffic conditions since we don't know what the world will look like in a couple years. West Taylor Run will impact more than Segment 3 and will hopefully improve traffic flow. Can run analyses but there are lots of factors at play.
  - Hillary – For the next meeting, before we talk about Segment 2, we can take some of your feedback about how to display information in a different way and we can try to show you that at the next meeting.
  - Casey – Want to concur with what Bob said.

### **G. Segment 3 – Roth Street to King Street Metro Station**

#### **Presentation:**

- Will provided an overview of the three concepts. As with Segment 1, all three running ways can fit within the curb-to-curb width of Duke Street. The existing condition cross section shows conditions between West Taylor Run and Witter Dr. Sidewalk on the north side is not directly adjacent to Duke Street – it's adjacent to the frontage road.
  - Center running concept – Again, edge conditions are plug-and-play. As Erin has noted, we'll need to explore feasibility of lowering the grade of the frontage road down to Duke Street.
  - Curb running concept – Right now, just showing a westbound curb-running lane. For now, an east-bound curbside bus lane is problematic due to the Telegraph Road interchange. As we can get in do more analysis to look for mitigation options, we will. Exclusion of an east-bound bus lane is not a certainty, but we couldn't show it now because initial screenings showed it wouldn't work. We've repurposed the frontage road to be one-way westbound to have an improve bike facility. The bike facility would be safer but does affect circulation and access.
  - Mixed traffic concept – Frontage road kept as-is here. Would consider a queue jump lane for the bus in known congestion areas.
- Will reviewed the concept comparison chart and noted that, as previously discussed, we will try to add what we can from a quantitative standpoint. Right now, not a lot of additional value to a curb-running configuration.
- Jen – Have talked to the team about providing a roadmap of what data may be available, and we can provide that for the next meeting.

#### **Discussion:**





- Casey – Center running concept drawing shows a median only on one side. How do people get on the bus on the other side.
- Will – At any station location, you would have a protected pedestrian crossing to that station location. Particularly in this section, there isn't space for a buffered median on both sides of the transit way. Where you have the station, you'd still have the protected refuge area.
- Casey – Should clarify on the graphic for the community.
- Leslie – On the dot chart, in the last section under impacts, should we separate impact/benefit analysis for only running way and for edge features?
- Will – Tried to do that by graying it out, but may have missed that here.
- Leslie – May need to revisit "stoplight" chart (benefits/impacts) for community.
- Naima – With only the small cross-section graphic, doesn't tell us how people would get out from their neighborhoods and higher density areas. I don't think this is enough alternatives. Having the dedicated BRT lane on the westbound curb doesn't resolve the main issue. Westbound is not really the issue – eastbound is the issue and is why I don't take the bus right now as it is hard to cross Duke Street. These designs don't address that (especially 3B, 3C). 3A kind of addresses it, but as we noted, the picture doesn't show the full configuration.
- Will – We have some different ideas about how to help the eastbound section. Can share them either at the next meeting or in the context of the public outreach to make sure we're not just addressing one direction.
- Erin – Also need to inform the public about the 6-month pilot starting soon that reconfigures the West Taylor Run intersection. The light staying green unless a pedestrian triggers the light will hopefully help. Could ultimately affect our final concept but that would be potentially 8 months down the road before we have that very key piece of information.
- Hillary – We need to run the pilot for 6 months to get a full set of data, but we'll be able to pull pretty decent data two months after we start it. Anecdotally, we can also go out there and see how much it may be reducing congestion on the corridor. This is one of the reasons we want to do it as soon as possible - it impacts the design of the entire corridor. Can asterisk some of the assumptions on the chart.
- Erin – Need to make sure people are aware of the pilot. Calls have been helpful but were not well attended. Need explanation of the project that could radically alter how we design this section of the corridor.
- Hillary – Will be doing a lot of outreach on that.
- Yvette – Can you provide more clarity on how the scoring will work out? There needs to be some tradeoff with convenience and efficiency, safety. In theory, can we achieve all of the benefit and none of the impacts?
- Will – Pretty hard to get all benefits with zero impacts. Goal is to achieve maximum benefit and minimize impacts – finding the sweet spot. That's the role of the AG, consultant team.
- Jeanne – For example, if you saw an option you really like that had one tradeoff, we want your help to try and make that better.
- Bob – Option 3A. I like this option and understand and agree with why we decided to keep the eastbound travel lane as it approaches Telegraph. Is it worth considering maybe an



option 3(a)(1) where you take the median and split it to put a 6' buffer on either side.

- Will – That's worth exploring. Between stations, that would work better than at a station. At a station, you'll need the full width for the platform.
- Bob – Overall, I think you presented a good range of options.
- Leslie – Agree that the three options are presented in a logical way. What I'm hearing from the group is that these graphics need some refinement, particularly for the cross sections for center and curb running options. The group finds it confusing that the median is only on one side. Can we put the median in the middle, or show some other configuration? For the curb lane, it's confusing to only have the bus going westbound. Need to show bus in eastbound direction. General support for the concepts but some of the graphics need to be more fleshed out.
- Will – We will look to provide a broader range of visuals to provide more context.
- Erin – Center running lane. Lots of work involved with center running conditions. People may not be intimately familiar with the road here and may not understand the complexity of blasting out the elevated frontage road. People should understand the impact of that work that is needed.
- Govan – Agree with 3A. Would like the separated bus lane in the middle.
- Casey – Would like to see the median in 3A – clarify eastbound median situation.
- Leslie – Consensus point: Edge conditions are plug-and-play and are not married to each running way proposal. Also, should clarify that the elevation does not run the entire way from Roth to King Street.
- Erin – If we used Bob's suggestion to split the median to 6'/6', do we know the impact on whether trees would grow? If so, should show an accurate depiction of what is possible.
- Leslie – When it comes to connecting the segments (which I recognize is a next step), want to flag the group previously discussed connectivity. It's very dangerous for a cyclist if you have a lane or cycletrack that just ends. Similar considerations for pedestrian safety. Something to look at moving forward.

#### **H. Advisory Group Schedule**

- Jen noted that the next meeting is September 15. At that meeting, we will go over Segment 2 as well as updated materials and information to demonstrate how we'll discuss with the public. Need to refine dates of public engagement period. Should start with enough time to make tweaks in response to feedback from AG, but probably starting in October timeframe. Probably won't have a meeting during the public comment period, but will meet after to report out what we heard.
- Jen noted that we had discussed a Metroway tour, and also a Duke Street tour. If we have enough folks who want to do both, can look at doing a longer session and doing both tours at the same time. Jen will send doodle poll.

#### **Discussion:**

- Casey – For Metroway tour, should extend it into Arlington so we can see both the center running and the curb concepts.

#### **I. Approval of Meeting #3 Minutes**

- Leslie called for review and action on the minutes



- Erin – Sent some comments to Jen today before the meeting.
  - Jen noted that she could circulate to the group. Relatively minor edits that the team could make.
  - Two more substantive changes
    - Reference to the group saying that bike lanes were a priority – would prefer “majority” of the group, as it was not agreed upon by all. Group is ok with this change.
    - Reference to her question about how long a car can stay in the bus lane. The notes refer to how long a bus can stay in the bus lane, so this needs to be updated. Group is ok with this change.
- With the changes noted above, as well as the minor changes Erin sent via email, the minutes are approved.

**J. Adjourn**

- The meeting concluded around 8:45 pm.

**3. “Bus Station” items**

**Future Discussion Items**

- Address how segments connect (for transit, biking, walking)
- Address how access would change if frontage roads are impacted; provide renderings that show circulation and access
- Address costs (will be done after initial screening)
- Provide greater detail on trade offs, e.g., for non-transit vehicle travel time
- What is the impact of uncertainty with returning transit users? Will riders return to transit?
- Service Roads (From previous meetings, partially addressed at this meeting)

**Follow up items before next meeting**

- Send meeting materials to people who sign-up and add to distribution list
- Make the Council ordinance available/more visible on the webpage
- Inform the community about the pilot project at West Taylor Run and potential impacts on this area; link to public information and how information will be used in the Duke St study
- Send out Doodle Poll to schedule Duke St/Metroway Tour