Draft

Duke Street Recommendations

Attached are the SRCA Board recommendations regarding the City’s intentions to provide Bus Rapid Transit (BRT) along Duke Street. They are provided after the Duke Street Committee established by the Board reviewed the City’s proposals. These recommendations are now being presented to the neighborhood for your input, suggestions and recommendations. **If possible, please provide in line-in/line-out format by Wednesday, April 21. But recommendations will be accepted however you chose to provide them.**The recommendations will come back to the Board for final review prior to providing them to the City.

For information, the City is presently considering two possible phases to have Bus Rapid Transit (BRT) along Duke Street. The below recommendations regard Phase I that is to be done over the next five years. The city envisions a dedicated bus lane each way on Duke Street where there presently are three lanes each way (the third lanes each way would be for buses only.)  These dedicated bus lanes would be: (1) at the west end of Duke Street, between Landmark Mall and Jordan Street, where the Foxchase shopping center ends, and (2) on the east end of Duke Street between Roth Street where the 7-Eleven is, and Diagonal Road next to the King Street Metro. Phase II is to possibly be done about 2027 and it envisions trying to connect these two dedicated bus lanes at either end in a manner to be determined. However, one option the Board is opposed to taking away the access roads along Duke Street to do so.

**SRCA’s Overall Statement/Recommendation:** SRCA supports plans for improved City transit and a well-planned Bus Rapid Transit (BRT) along Duke Street as long as they lead to more efficient travel on the corridor as well as safer streets for all users by means other than a road diet.

**SRCA’s Specific Recommendations are that:**

1. The Duke Street project’s BRT will not increase traffic congestion nor travel times for automobile traffic in the affected corridor, including increasing delays at intersections.
2. The City conduct a detailed analysis and study of those living within a corridor of approximately 2000 linear feet on either side of Duke Street to learn about their intentions to utilize bus service along Duke Street once the BRT is in place.  City to survey and identify where riders live in proximity to Duke Street, whether a BRT will induce them to start riding the bus, where they expect to embark and disembark, and at what times of the day they will travel by bus.  Goal should be to have at least 50% of those living along the Duke Street corridor respond.
3. The City provide substantive, quantifiable data for how a BRT would reduce bus transit time – and how much – given all the intersections and traffic lights along Duke Street. This information should provide the basis for a cost-benefit analysis (the amount of money that will need to be spent compared to the bus transit time saved). Additionally, using the ridership data, an estimate of total reduction in automobile traffic and total carbon reduction anticipated.
4. No plans are to be executed that negatively affect property values or quality of life issues along Duke Street, such as removing or extending service roads for BRT or traffic use.
5. No plans are to be made in Phase II which would remove access roads or private property. This includes for the addition of a third dedicated bus lane each way in the center portion of Duke Street, that connects to Phase I’s dedicated bus lanes at either end of the corridor. Therefore, all transit and safety analyses aligned with Phase II shall consider the dedicated bus lanes completed in Phase I to be “stand-alone” features and will have no future connection.
6. There will be no dedicated bicycle facility (lane), nor a shared bicycle lane with automobile traffic. Bicycles could share Phase I dedicated bus lanes.
7. Reversible transit lane(s) that decrease the number of traffic lanes to less than two traffic lanes each way at all times shall not be considered.
8. Eastbound dedicated bus lane cannot begin until past Telegraph Road exit.
9. The city is to conduct a study of government and private businesses with high pre-COVID ridership to determine telecommuting intentions post-COVID. Make the study results public as soon as city protocol allows.
10. Acknowledge that the current design and limited throughput of the Telegraph Road interchange is a major factor in the significant traffic backups along Duke St and West Taylor Run. Understanding that correcting this interchange is currently cost prohibitive, the City should pursue every avenue to obtain federal and state funding for future accomplishment to interface efficiently with the Duke Street BRT and automobile traffic.