

Draft Recommendation 4-12-23

Statement of Vision and Guiding Principles

Reference alignment with Alexandria Mobility Plan, Alexandria Transit Vision Plan, Environmental Action Plan 2040

Commented [JSM1]: Suggestion from Yvette

Definitions

- Pedestrian
- Physical and Digital Accessibility
- Personal wheeling devices

The ~~long-term plan~~ultimate vision for the corridor ~~should~~ includes ~~center running/dedicated/other~~ bus lanes for the entirety of the Duke Street with ~~separated space for people walking and separated space for people wheeling~~. This vision would be dependent on redevelopment ~~and available funding~~ and should be assessed further during the Duke Street Small Area Plan process.

Commented [JSM2]: Change to "Included in the" (Leslie)

In the near term, the City should seek to work towards the ~~vision~~ this long-term plan as much as possible while finalizing a design that can be constructed with available funding. To that end, the following busway treatments should be utilized on the Duke Street corridor while maintaining two general purpose travel lanes in each direction along the entirety of the corridor:

Segment 1 from Ripley to Jordan should consist of ~~center running/curb~~ running bus lanes ~~per Corridor Concept~~ A/B

Segment 2a from Jordan to Wheeler should consist of the ~~hybrid/mixed traffic~~ option ~~per Corridor Concept~~ A/B

Segment 2b from Wheeler to Roth should consist of a single direction ~~center running lane/mixed traffic~~ ~~per Corridor Concept~~ A/B

Segment 3 from Roth to Callahan should consist of ~~center running/curb~~ running ~~per Corridor Concept~~ A/B to optimize busway operations while taking into account space constraints and ramp conflicts.

Station locations should be approximately every ~~1/4-1/2 miles~~, taking into account ~~current and potential~~ ridership demand, ~~accessibility, safety~~, topography, and right of way constraints.

The safety of people ~~walking~~ should be prioritized along the corridor, which means that ~~continuous, uninterrupted~~ sidewalks should be accommodated on both sides of the roadway and that the preferred treatment is a 10 foot sidewalk buffered from traffic, and separated from other uses. ~~In addition, the corridor should be prioritized for a speed limit reduction in addition to design treatments that encourage safe speeds such as narrower lane widths when appropriate and intersection treatments such as those cited below.~~

Commented [JSM3]: continuously uninterrupted?

Commented [JSM4]: Clarify what designing for slow speeds should mean (Erin) Speak to speed limit reduction and narrower lanes (Casey)

When space is limited:

- o ~~Walkers-Pedestrians~~ may share space with ~~bicycles and other~~ personal wheeling devices on a shared use path.
- o Other

Commented [JSM5]: People walking and utilizing medical mobility aids and devices shall have right of way over cyclists and micro/recreational mobility device users

At intersections, the following elements should be ~~pursued~~ pursued with a focus on high crash locations, taking into consideration roadway usage by all vehicles including emergency responders and trucks:

- Corner radii should be tight to slow turning vehicles and reduce crossing distances
- Slip lanes should be assessed for removal or redesigned for safer pedestrian crossings
- Pedestrian refuge islands should be provided for safer roadway crossings.
- Visual cues to encourage drivers to not "block the box ADA"
- Pedestrian signals with leading pedestrian intervals
- Crosswalk visibility

People riding bicycles, scooters and other forms of personal mobility devices should be accommodated continuously on the north side of the corridor and with a separate two-way cycle track for most of the section from Ripley to Jordan and Roth to the Telegraph ramp, where the right of way is available.

Understanding that space is limited:

- There might be sections where people walking and biking must share space, and these shared use paths should aim to be at least 10 feet wide with a buffer.
- On some service roads, the street will be designed as a *woonerf*, meaning a slow shared space for people-pedestrians, and people bicycling, scooting, and using other wheeling devices, while also providing access to homes, parking and green space.

If after further design, a continuous ~~off-road~~ bicycle route facility is deemed not feasible on the north side of the street due to ~~short gaps in connectivity~~ constrained right of way, the following alternatives may be pursued:

- **First choice:** Bicyclists may share the sidewalk, requiring that they ~~and~~ yield to pedestrians.
- **Second choice:** Bicyclists may be connected to facility on the south side of the street.
- **Other**

Continues on next page

Commented [JSM6]: Erin - Line 36: Please provide the exact "high-crash locations" and a list of incidents at each location over the last five years.

Commented [JSM7]: Erin - I respectfully request that the advisory group meet with representatives from the Fire and Police Union locals so that we can engage in a direct, unfiltered dialogue with the women and men who are on our streets, keeping our community safe.

Commented [JSM8]: Include segment numbers and street names (Leslie) and/or graphic

Commented [JSM9]: Please specify exactly which service roads and the effects of this design choice. - Erin

Commented [JSM10]: Add descriptors or show examples

Commented [JSM11]: If after further design, a continuous cycle track, with occasional shared path with pedestrians, is deemed... (Leslie)

Commented [JSM12R11]: Addressed by showing map of curb features?

Commented [JSM13]: add in speed limit (erin)

Commented [JSM14]: Casey/Erin: Need to include this in the plans if this is what we want or need to do.

Commented [JSM15R14]: Remove?

Green space should fit in to the concept in the following manner:

~~Although safety of all users is the top priority, the design should be advanced in order to optimize opportunities for additional green space, stormwater management and tree canopy.~~

- ~~Although safety of all users is the top priority, the design should be advanced in order to optimize opportunities for additional green space, stormwater management, tree canopy, and the consideration of undergrounding of utilities.~~

The following elements are "nice to have" in priority order for the project:

- Raised crosswalks should be considered at driveways or intersections where the pedestrian is most at risk from turning vehicles

Conclusion (Yvette):

- near term, taking full advantage of the grant funding;
- Duke St BRT being a busway design that transforms the corridor in an array of ways;
- future proofing the corridor for a multimodal transit vision, and livable, green, prospering city objectives

ⁱTop high crash intersections (2016-2020)

- Yale Drive (700 feet each way from the intersection, also includes one pedestrian fatality)
- Quaker Lane intersection
- Taylor Run intersection
- The intersections at North Pickett and South Pickett streets and the segments and intersections in between (includes one pedestrian fatality)
- The intersections at North Paxton and North Ripley streets and the segments and intersections in between
- South Walker Street intersection

Commented [JSM16]: Suggestion to change to: Although safety of all users is the top priority, the design should preserve existing tree canopy and optimize opportunities for additional green space, tree canopy and stormwater management."

would suggest adding wherever possible as there will be an impact to trees for any option.