

## Implementation of Transitway Corridor B (Duke Street)

### Recommendation by High Capacity Transit Corridor Work Group (CWG)

The following motion was passed by the High Capacity Transit Corridor Work Group at its March 15, 2012 meeting, regarding transit in Corridor B:

*"The combination of Duke Street Alternatives 1a and 3c, are the preferred approach for phased implementation of a dedicated transitway in Corridor B. Alternative 1a would be the first phase of transitway implementation on Duke Street. It would create dedicated transit lanes in existing six-lane sections of Duke Street between Landmark Mall and Jordan Street and between Roth Street and Diagonal Road. In the remaining section of Duke Street between Jordan Street and Roth Street, transit would operate in mixed flow. A parallel off-corridor bicycle facility should be examined to accommodate bicyclists along Duke Street and improved pedestrian facilities would be provided at intersections and near transit stations. Preliminary implementation should prioritize enhanced pedestrian safety and improvements at Taylor Run Parkway.*

*Alternative 3c would be the subsequent phase of transitway implementation on Duke Street. It would build on Alternative 1a by widening Duke Street to provide a reversible lane between Jordan Street and Roth Street. The reversible lane would be configured to allow Duke Street to accommodate a dedicated transit lane in the peak hour and peak direction of traffic flow during the a.m. and p.m. peak periods along Duke Street. Alternative 3c should continue to examine a bicycle facility along Duke Street along with corridor-wide pedestrian improvements. However, the Work Group believes that bicycles should be accommodated in this corridor if studies demonstrate that the streetscape can still be enhanced."*

### Recommendation by Transportation Commission

At the May 2, 2012 Transportation Commission meeting, a public hearing was held on the recommendation made by the High Capacity Transit Corridor Work Group (CWG) for the implementation of Corridor B (Duke Street). The following motion was moved, seconded and approved by the Transportation Commission:

*The Alexandria Transportation Commission concurs with the recommendation made by the High Capacity Transit Corridor Work Group in the following Resolution that the Work Group adopted on March 15, 2012:*

***"The combination of Duke Street Alternatives 1a and 3c, are the preferred approach for phased implementation of a dedicated transitway in Corridor B. Alternative 1a would be the first phase of transitway implementation on Duke Street. It would create dedicated transit lanes in existing six-lane sections of Duke Street between Landmark Mall and Jordan Street and between Roth Street and Diagonal Road. In the remaining section of Duke Street between Jordan Street and Roth Street, transit would operate in mixed flow. A parallel off-corridor bicycle facility should be examined to accommodate bicyclists along Duke Street and improved pedestrian facilities would be provided at intersections and near transit stations. Preliminary implementation should prioritize enhanced pedestrian safety and improvements at Taylor Run Parkway.***

***Alternative 3c would be the subsequent phase of transitway implementation on Duke Street. It would build on Alternative 1a by widening Duke Street to provide a reversible lane between Jordan Street and Roth Street. The reversible lane would be configured to allow Duke Street to accommodate a dedicated transit lane in the peak hour and peak direction of traffic flow during the a.m. and p.m. peak periods along Duke Street. Alternative 3c should continue to examine a bicycle facility along Duke Street along with corridor-wide pedestrian improvements. However, the Work Group believes that bicycles should be accommodated in this corridor if studies demonstrate that the streetscape can still be enhanced.”***

(NOTE: This was approved by a vote of 7 to 0, with both Council members abstaining, by the Transportation Commission on May 2, 2012.)

### **Recommendation by Planning Commission**

At the June 6, 2012 Planning Commission meeting a public hearing was held on the recommendation made by the CWG for the implementation of Corridor B. The following motion was moved and seconded, and approved by the Planning Commission. The motion passed on a vote of 5 to 0.

*The Planning Commission reaffirmed support for the motions for Corridor B that were passed by both the High Capacity Transit Corridor Work Group, and the Transportation Commission, provided that Alternative 3c has minimal impacts to businesses and homeowners. In addition, the following language (underlined) should be added to the original motion passed by the High Capacity Transit Corridor Work Group:*

***“The combination of Duke Street Alternatives 1a and 3c, are the preferred approach for phased implementation of a dedicated transitway in Corridor B. Alternative 1a would be the first phase of transitway implementation on Duke Street. It would create dedicated transit lanes in existing six-lane sections of Duke Street between Landmark Mall and Jordan Street and between Roth Street and Diagonal Road. In the remaining section of Duke Street between Jordan Street and Roth Street, transit would operate in mixed flow. A parallel off-corridor bicycle facility should be examined to accommodate bicyclists along Duke Street and improved pedestrian facilities would be provided at intersections and near transit stations. Preliminary implementation should prioritize enhanced pedestrian safety and improvements at Taylor Run Parkway.***

***Alternative 3c would be the subsequent phase of transitway implementation on Duke Street. It would build on Alternative 1a by widening Duke Street to provide a reversible lane between Jordan Street and Roth Street. The reversible lane would be configured to allow Duke Street to accommodate a dedicated transit lane in the peak hour and peak direction of traffic flow during the a.m. and p.m. peak periods along Duke***

***Street. Alternative 3c should continue to examine a bicycle facility along Duke Street along with corridor-wide pedestrian improvements. However, the Work Group believes that bicycles should be accommodated in this corridor only if studies demonstrate that the streetscape can still be enhanced.”***

(NOTE: This was approved by a vote of 5 to 0 by the Planning Commission on June 6, 2012)