DRAFT Recommendation Template and Sample for discussion

Contents:

I. Background of this Document

The purpose of the **template** in section II is to illustrate the type of information that will be expected in an Advisory Group recommendation to Council.

The **sample** in section III aims to flesh out the **curb features** recommendation with basic elements discussed at the February 16 Advisory Group meeting and includes options for additional elements.

At the March meeting, the Advisory Group will be looking to see if the general structure conveys what is necessary to articulate a preferred concept for the corridor, that priorities were captured accurately and which bulleted caveats and additional elements the Advisory Group would like to include in their recommendation based on the information presented to date – **all subject to change based on additional information, public input, and continued input from the Advisory Group.**

II. Template Recommendation

The ultimate vision for the corridor includes <**busway type>** for the **<entirety>** of the Duke Street with **<type of curb features>.** This vision would be dependent on redevelopment of the corridor and should be assessed further during the Duke Street Small Area Plan process.

In the near term, the City should seek to work towards the vision 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. <Any additional overarching caveats about the roadway space.>

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 <¼-½ mile>, taking into account ridership demand, topography, and right of way constraints.

The safety of people walking should be prioritized along the corridor, **which means** a preferred facility <with these characteristics>. When space is limited, <describe what should occur>. Intersection treatments may include <insert preferred options here>.

People riding bicycles, scooters and other forms of personal mobility devices should be accommodated <type of facility, acceptable alternatives in constrained locations>.

Green space should be accommodated in the following manner: <level of priority, elements of green space to focus on, other>.

III. Sample Recommendation

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

In the near term, the City should seek to work towards the vision 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 ridership demand, topography, and right of way constraints.

The safety of people <walking> should be prioritized along the corridor**, which means** that continuous 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.

When space is limited:

- Walkers may share space with personal wheeling devices on a shared use path.
- Other

At intersections, the following elements should be pursued:

- *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.*

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 10 feet wide with a buffer.*

- *On some service roads, the street will be designed as a slow shared space for 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 is deemed not feasible due to short gaps in connectivity, the following alternatives may be pursued:

- *Bicyclists may share the sidewalk and yield to pedestrians*
- *Bicyclists may be connected to facility on the south side of the street.*
- *Other*

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.*