



Duke Street Transitway

Planning Commission

June 22, 2023



Tonight's Agenda

01

**Background &
Project Vision**

02

**Process &
Engagement
Overview**

03

**Advisory
Group
Preferred
Concept**

04

**Next Steps &
Future
Commission
Action**

Background & Project Vision

DUKE STREET TRANSITWAY TIMELINE

2008

Duke Street
Identified as
future transit
corridor

2012

Transitway
Concept Plans
Approved

2018 &
2020

- \$12M
Planning
funding
awarded
- \$75M
Construc-
tion funding
awarded

2021

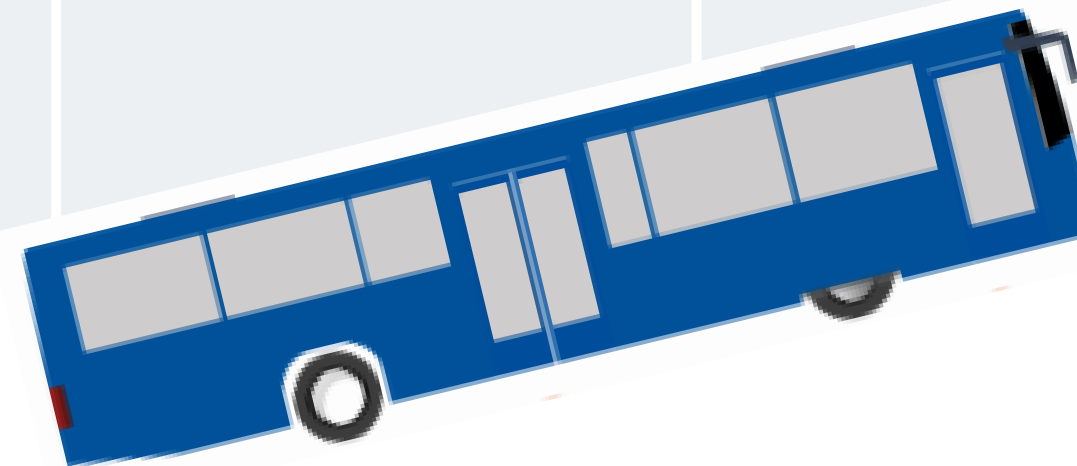
Phase I -
Community
Visioning

2022

Phase II -
Concept
Planning -
Community
Priorities &
Tradeoffs

2023

- Phase III -
- Concept
Refinement
& Curb
Features
 - Council
Action



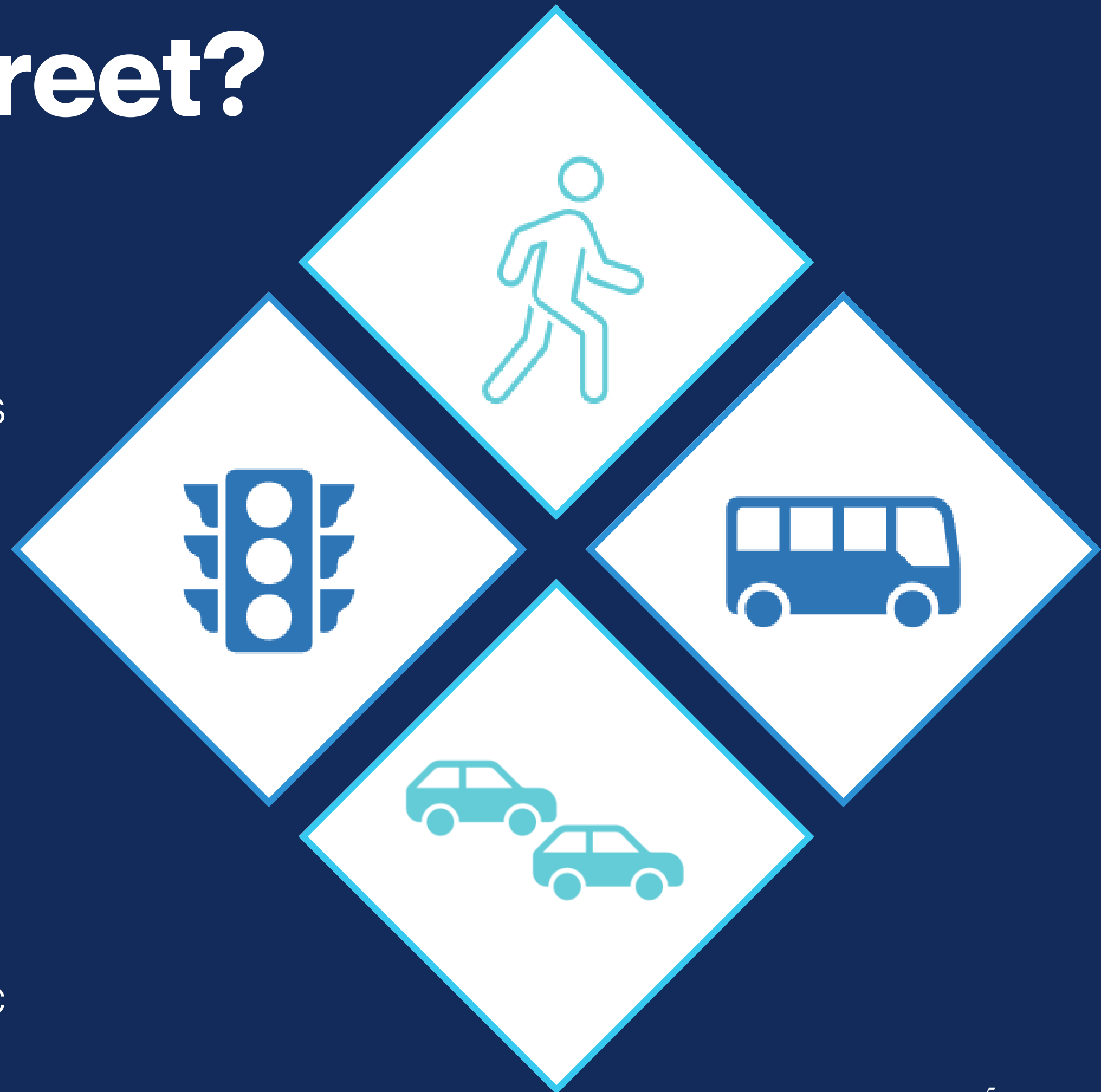
Why Duke Street?

CHALLENGES

- Traffic congestion
- Cut-through traffic on residential streets
- Safety
- Bus experience

OPPORTUNITIES

- Improve options for people to use other modes
- Redesign intersections for safety
- Use technology to better manage traffic
- Build on strong transit ridership



Why Duke Street?

Over 3,000 average weekday riders (March 2023)...

~120% of pre-pandemic ridership



...stuck in traffic that is anticipated to increase as the region grows

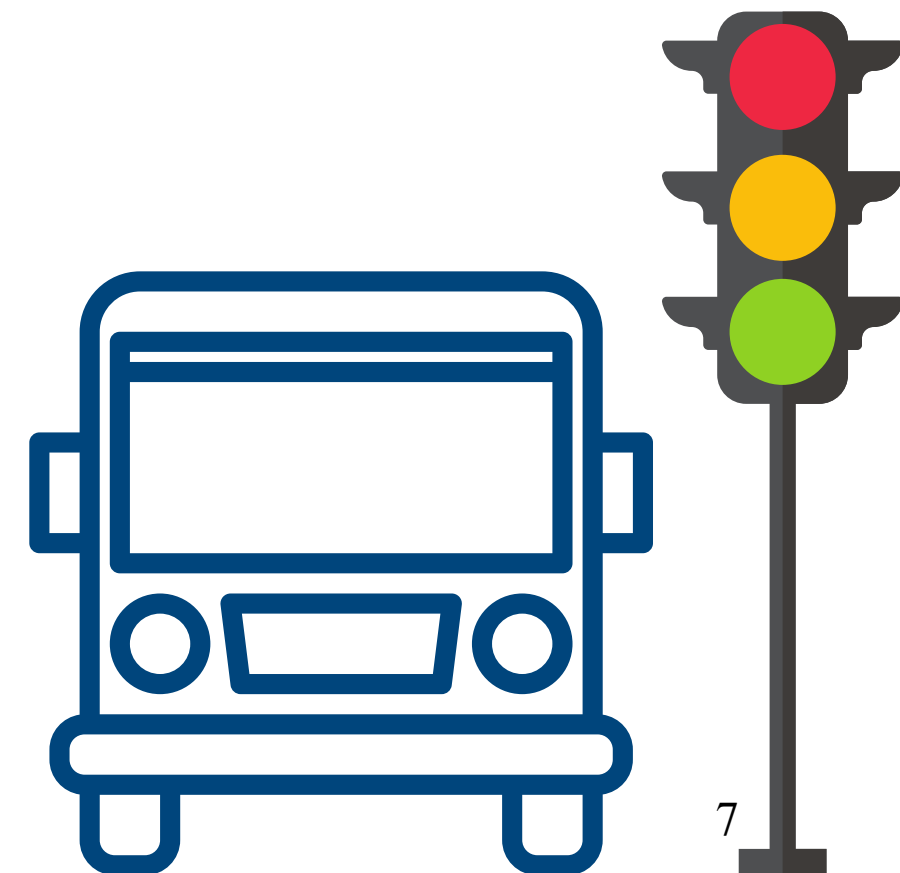
Volumes projected to increase by 10% by 2030

Project Vision

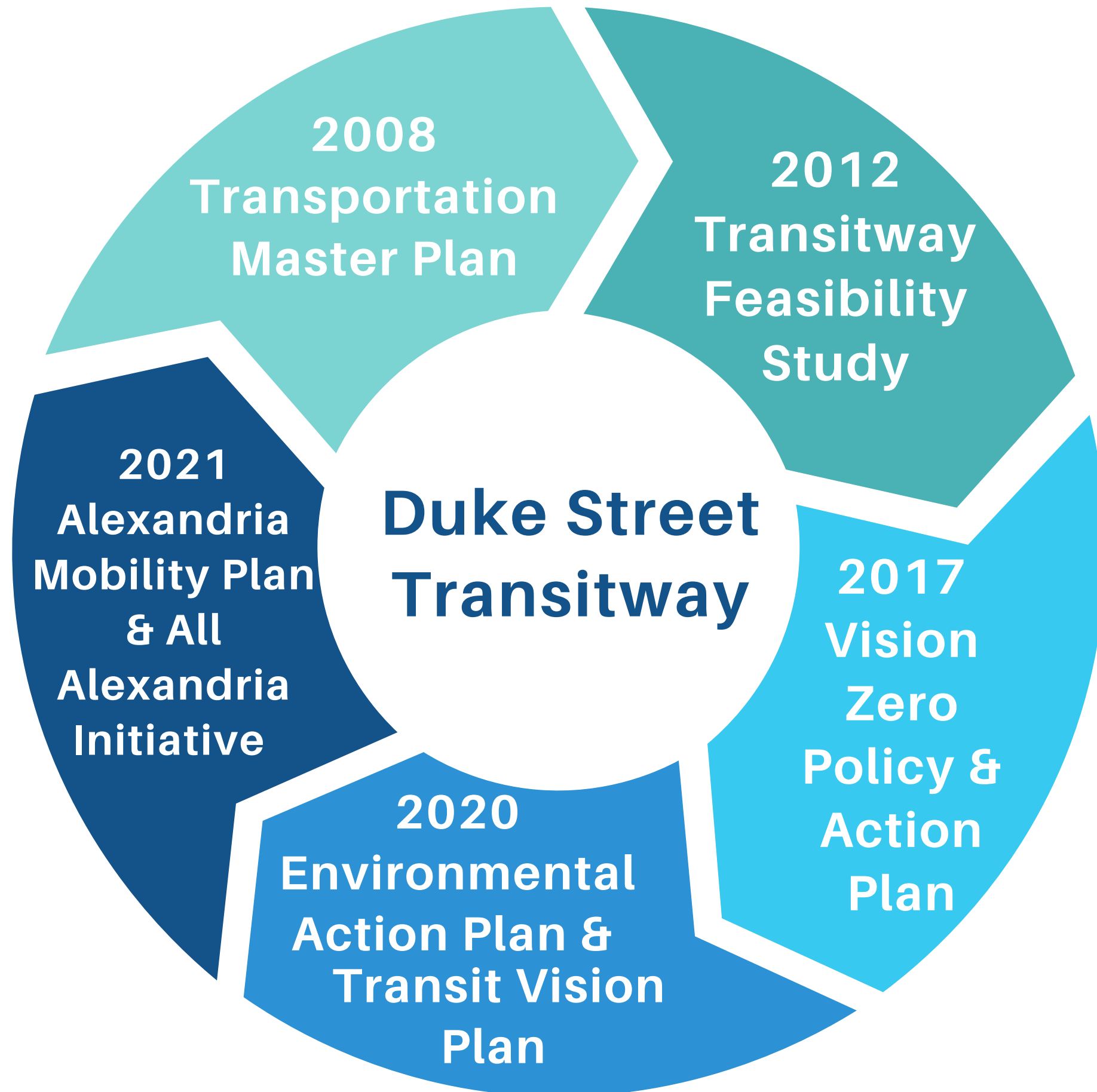
*Advisory Group adopted

This project will provide an efficient and desirable bus rapid transit (BRT) option along Duke Street by improving the transit experience for current and potential riders.

With multimodal enhancements to the corridor, Duke Street will become a safe, efficient, and desirable community connector for people riding the bus, walking, biking, and driving.



Plan Alignment



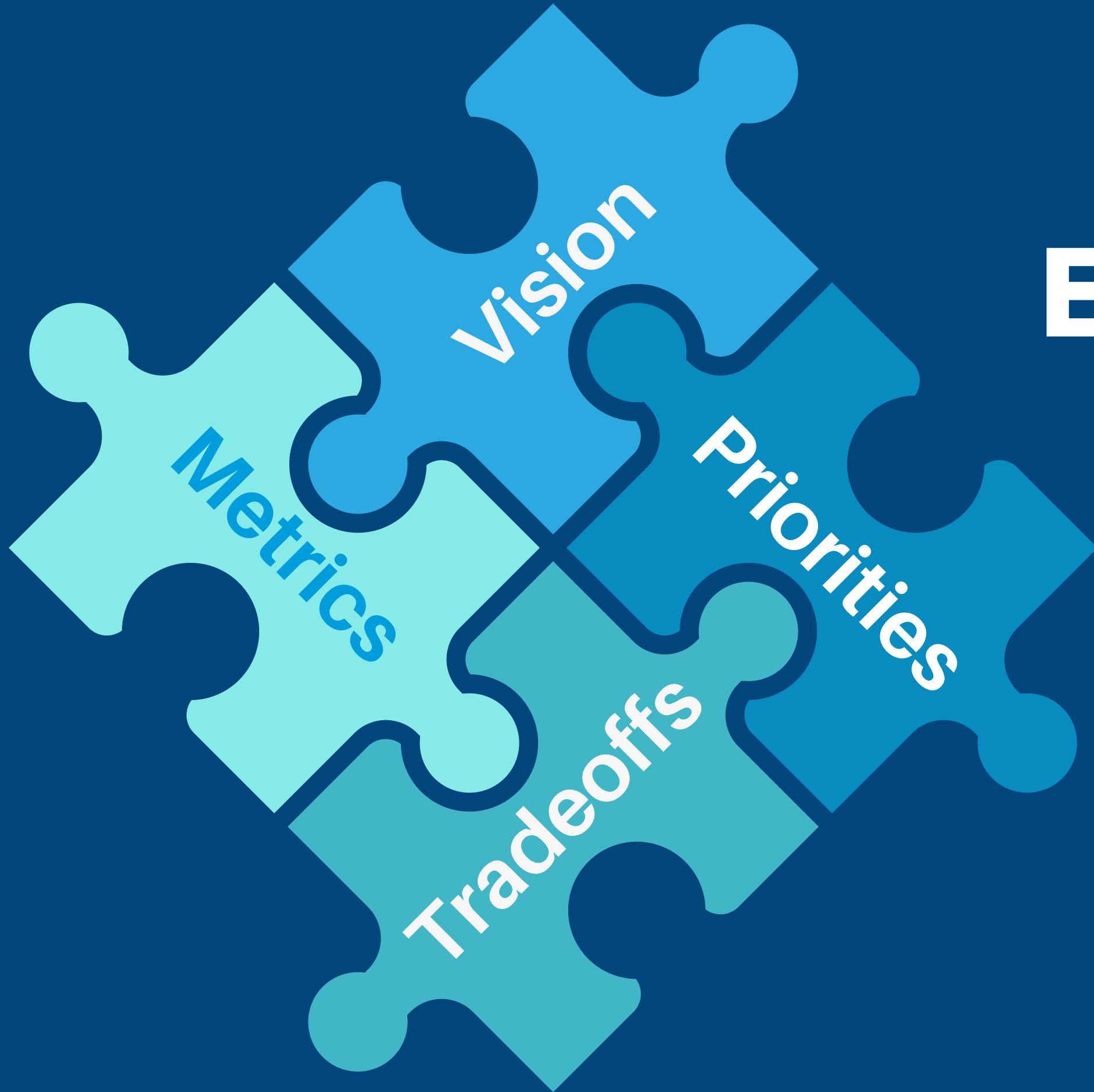
 **Equity**

 **Mobility Options**

 **Sustainability**

 **Congestion Management**

 **Safety**



Process & Engagement Overview

Process

PHASE I

INPUT

- Current Challenges
- Future wants
- Priority transit improvements

Vision & Guiding Principles

PHASE II

INPUT

- Space and time tradeoffs & priorities on concept ideas

Refined Concepts

PHASE III

INPUT

- How concepts aligned with guiding principles
- Likes & dislikes

Preferred Concept & long-term vision

Outreach Summary



Written Feedback



Duke Street Meetings



Meetings Attended



Pop-up Events



Mailings



Businesses Contacted

Feedback form + emails

- **3,445** feedback form responses
- **165** email comments

Open houses and public forums with Q/A components

- **12** hosted live meetings
 - **270+** attendees
- **3** webinars
 - **850+** views

Presentations and Q/A as part of other meetings

- **16+** community groups
- **7+** boards and commissions

Shared multilingual information throughout the corridor

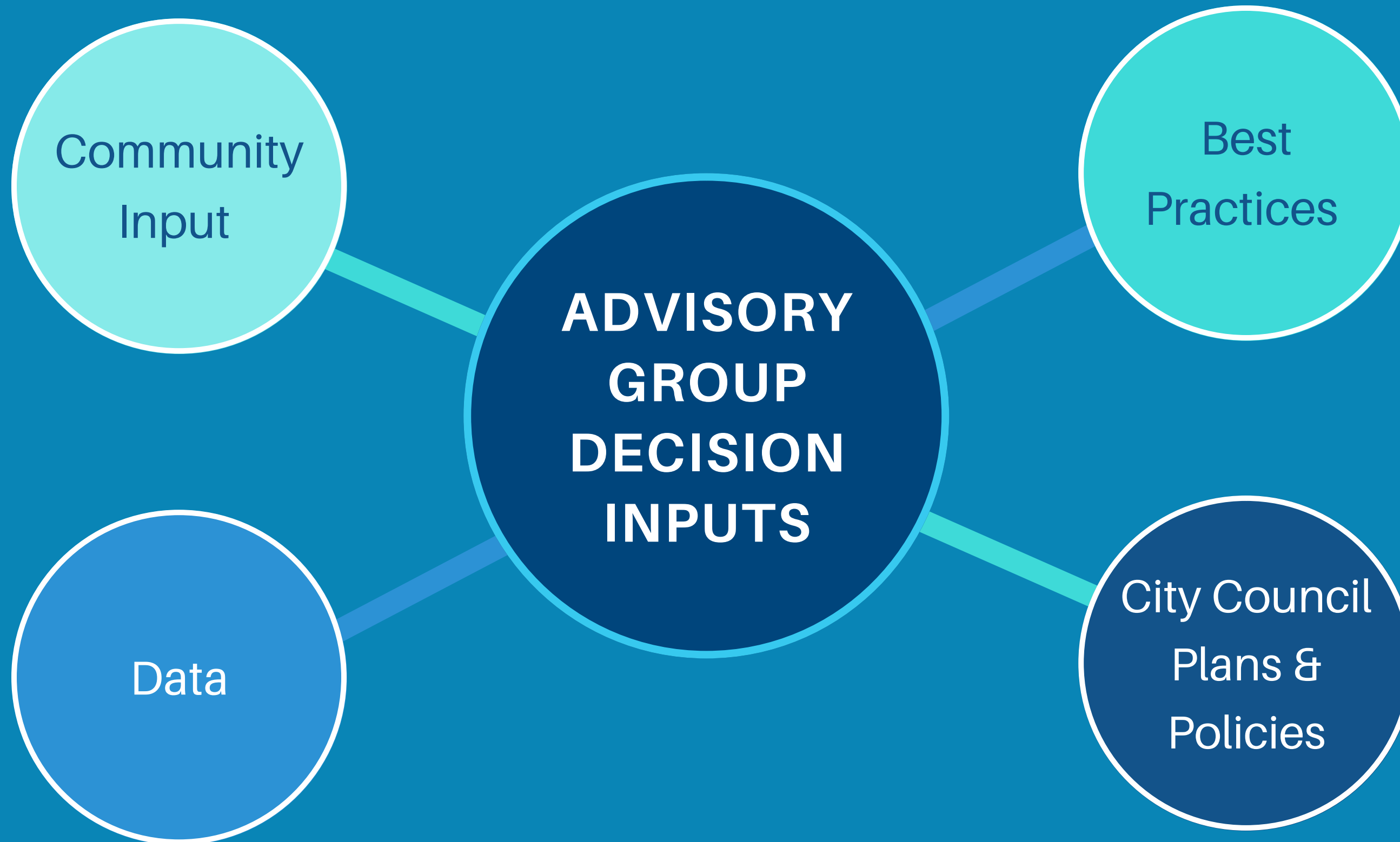
- **37** events
- **3,950+** interactions
- **638** polls completed

Postcards with project information and links

- **17,623** direct mailings

Drop ins, follow up calls, and emails

- **115+**



Advisory Group Preferred Concept

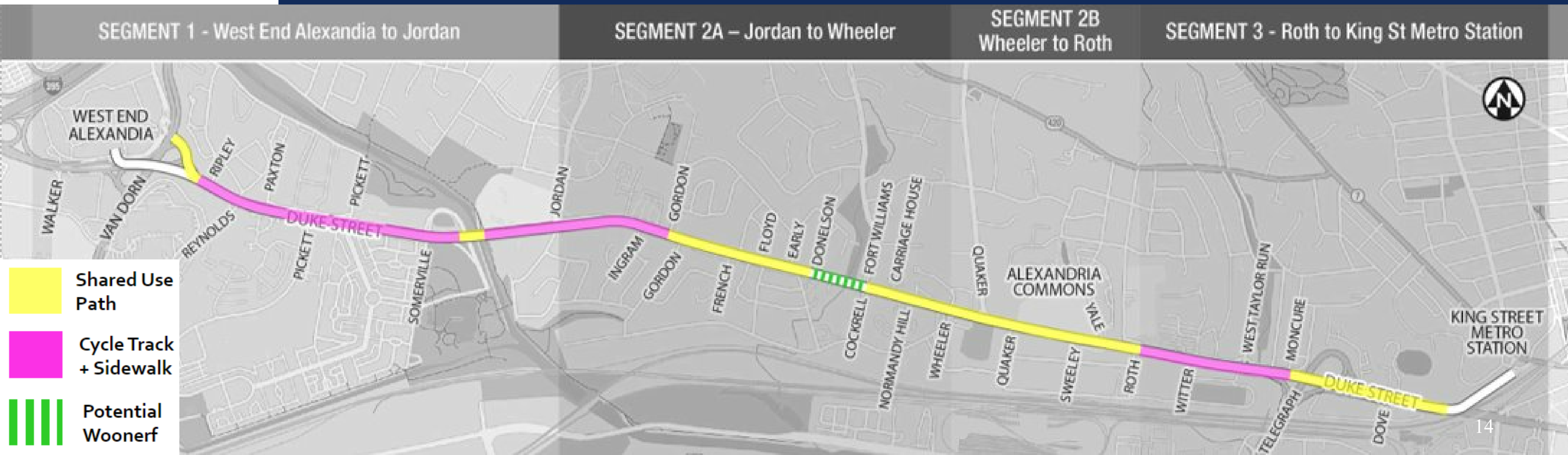
AG Busway Recommendation - Concept A

- Signal technology + stop consolidation + dedicated lanes to optimize bus service
- If cost becomes an issue near term, Roth-Quaker could become mixed traffic



AG Curb Feature Recommendation - Concept Y

- Preference for **separated ped/bike facilities**
- Options in constrained right of way
- Recognize need to work with **service road** communities to refine options



AG Recommendation - Long Term

- The **long-term plan** for the corridor should include **center running bus lanes** for the entirety of Duke Street with **separate spaces for pedestrians and cyclists**.
- This long-term plan would be partially **dependent on redevelopment** and **available funding** and should be assessed further during the **Duke Street Small Area Plan process**.

Who Benefits?

People Riding the bus

- **More family time, job security with:**
 - **Up to 9.5 minutes of travel time savings per trip**
 - **Improved reliability**
- **Stations that are more comfortable and easier to access**
- **Bus stations at signalized crossings**



Who Benefits?

People Walking

- Safer, more accessible crossings
- Reduced crash risk
- Wider, more comfortable & shaded paths



Who Benefits?

People Driving

- Reduced travel times for many trips
- Fewer cars on the road with increased bus ridership
- Safer access to businesses and homes



Who Benefits?

People using wheels

- 4 miles of new linear path
- Sections of separated facilities
- Low-stress option provides opportunity for current and potential cyclists



Next Steps & Future Commission Action

Next Steps

2023

- Finalize Concept
- Survey
- Begin Design

2024

- Design
- Environmental
- Duke SAP
- Council Action on Final Design

2025

- Design
- Right-of-way
- Begin Construction
- PC Action on Duke SAP*

2026

- Construction

2027

- Fully operational BRT

Questions & Comments?