Duke Street Segment 1: Landmark Mall to Jordan Street

DUKE STREET IN MOTION

Existing Corridor

- 6 lane divided roadway
- 12’ striped general purpose lanes
- Curbside bus pull-outs located at bus stops
- 4’ to 10’ sidewalks (both sides)

2012 Plan Concept

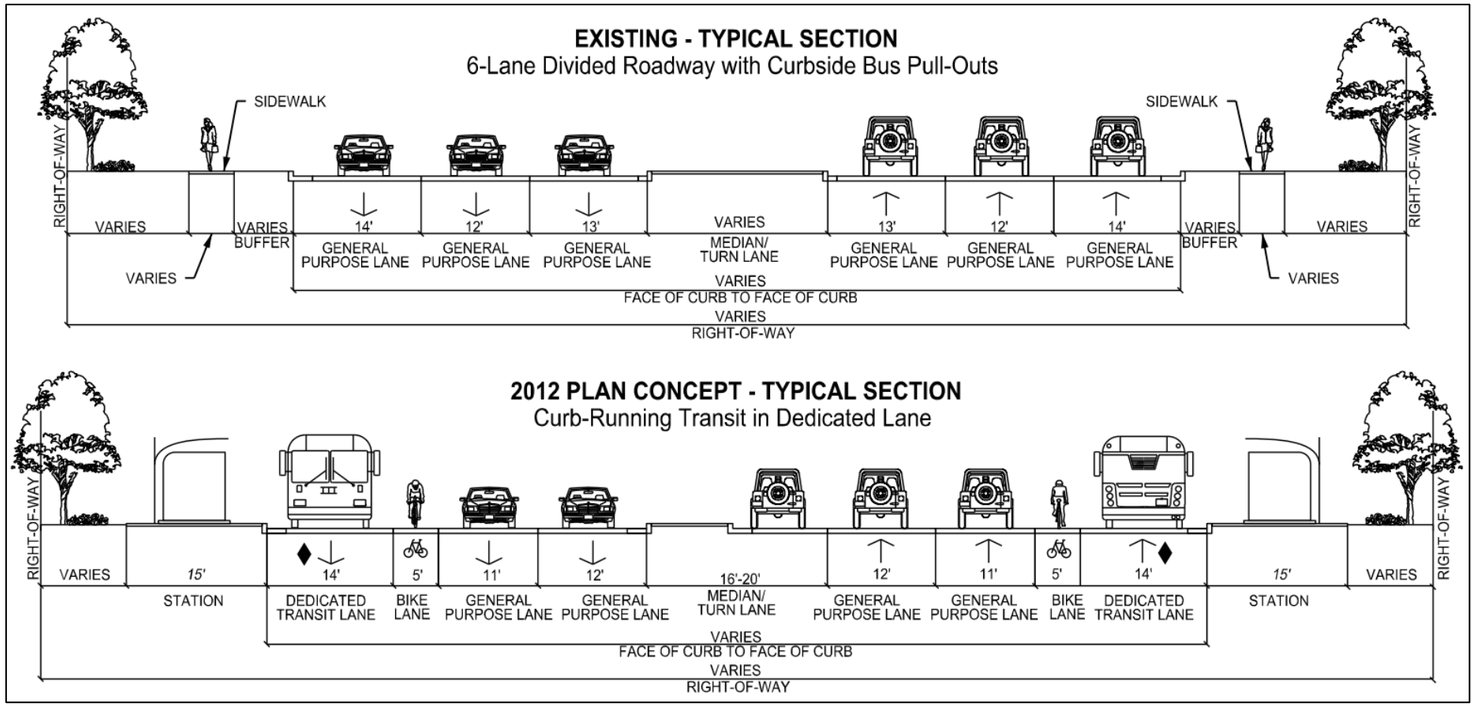
- 14’ dedicated curbside bus lanes
- Curbside stations (0.25-mile min. spacing)
- 5’ bike lane between transit lane and right-most travel lane
- 8’ to 12’ continuous sidewalks (both sides)
- Additional crosswalk at signalized intersections

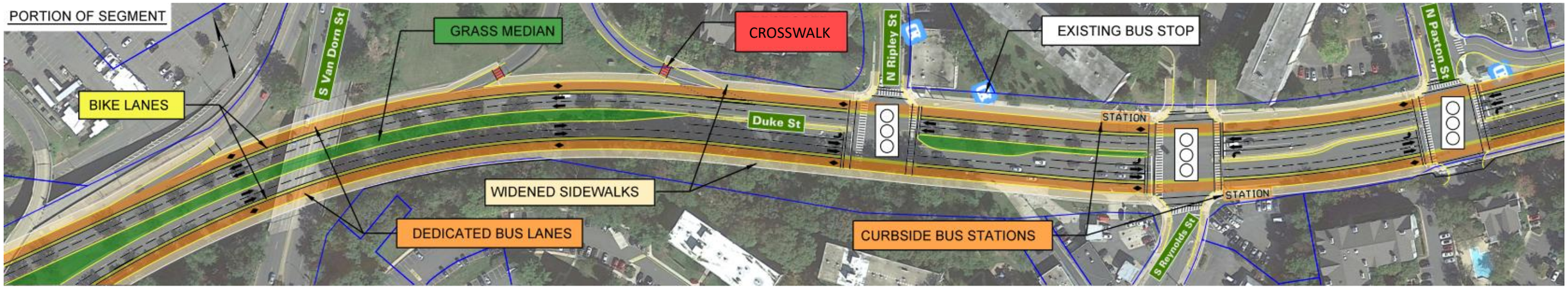
2012 Corridor Attributes

- One travel lane in each direction is repurposed as a dedicated transit lane
- Added bike lanes that are directly adjacent to traffic lanes
- Added some pedestrian crosswalks; however, does not include some destinations like Brenman Park and the library.
- Potential property impacts related to dedicated transit lane and increased connectivity to transit and destinations

Key Questions

- What do you think of the dedicated transit lane?
- What do you think of the sidewalks?
- What do you think of the bike lanes?
- What do you think of connectivity (crosswalks, sidewalks, etc.) to destinations?
- Is there anything that could improve this segment?





Duke Street Segment 2A: Jordan Street to Wheeler Avenue

Segment 2A Sub-Section: Jordan Street to N Gordon Street

DUKE STREET IN MOTION

Existing Corridor

- 4 lane undivided roadway
- 12’ striped general purpose lanes
- North side mixed commercial and residential frontage road along the entire segment length
- South side residential frontage road from west of Ingle Pl. to east of S. Ingram St.
- Curbside bus stops (without pull-outs)
- 5’ sidewalks (both sides)

2012 Concept

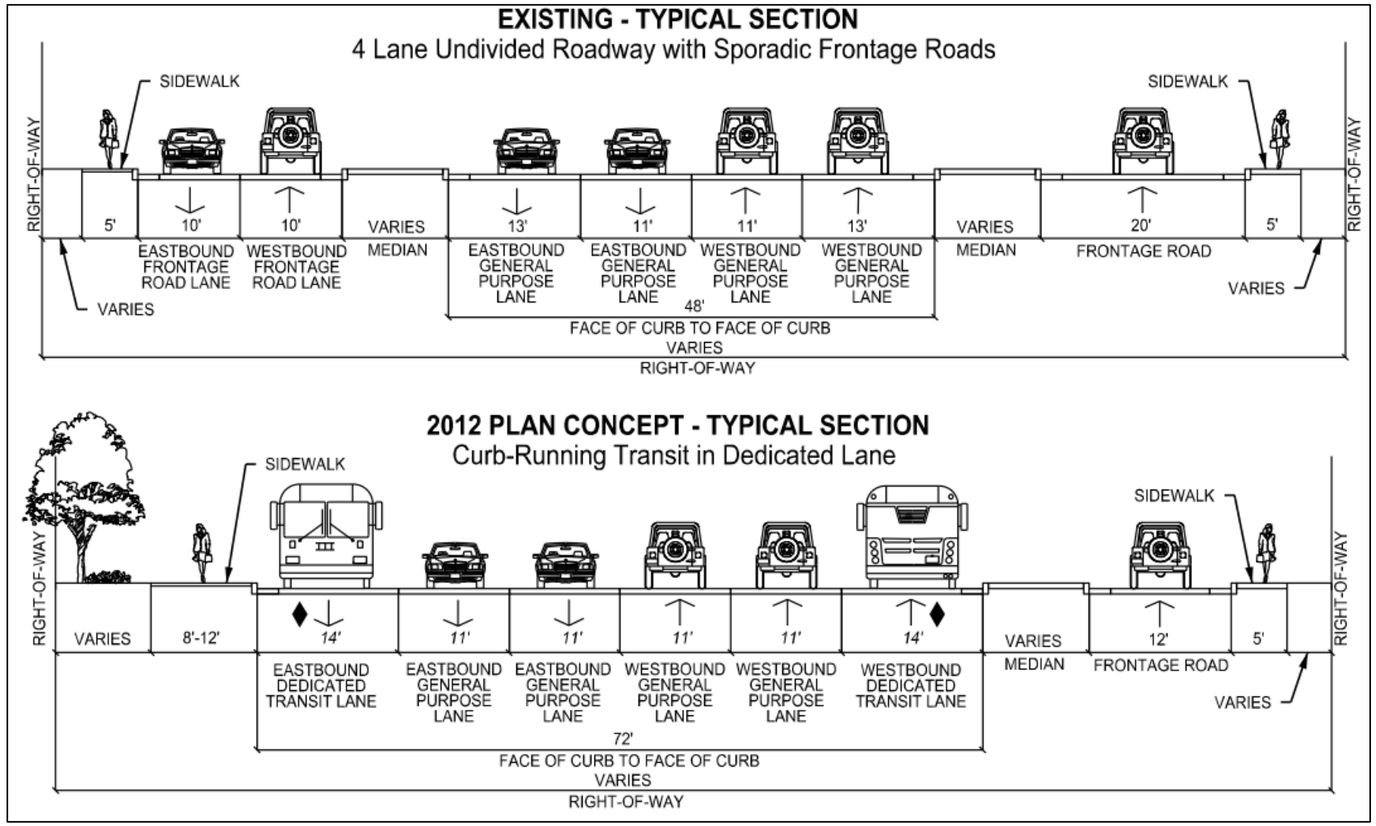
- 14’ dedicated curbside transit lanes
- Curbside stations (0.25-mile min. spacing)
- 8’ to 12’ continuous sidewalks (both sides)
- Additional crosswalk at signalized intersections

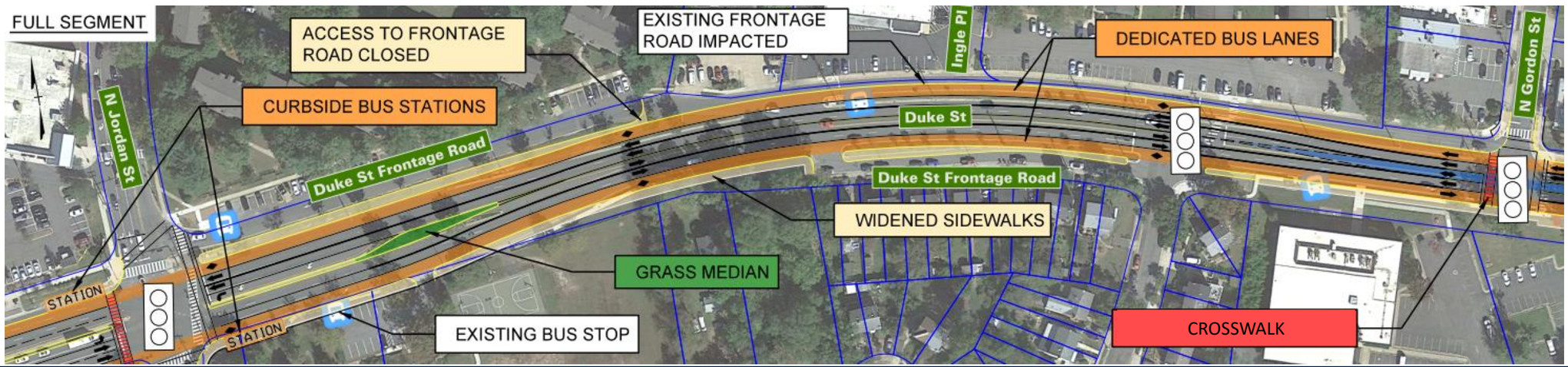
2012 Corridor Attributes

- Frontage road space is reduced to provide one dedicated transit lane
- Frontage road access impacted from westbound Duke St at Jordan St
- Added pedestrian crosswalks at some intersections
- Potential property impacts related to expanded typical section to include additional travel lane and improved sidewalk

Key Questions

- What do you think of the dedicated transit lane?
- What do you think of the sidewalks?
- What do you think of connectivity (crosswalks, sidewalks, etc.) to destinations?
- Is there anything that could improve this segment?





Duke Street Segment 2A: Jordan Street to Wheeler Avenue

Segment 2A Sub-Section: N Gordon Street to Wheeler Avenue

DUKE STREET IN MOTION

Existing Corridor

- 4 lane undivided roadway
- 11’ striped general purpose lanes
- North side residential frontage road from N. Donelson St. to east of Ft. Williams Pkwy.;
- South side residential frontage road just east of S. Gordon St. to S. Early St.
- Curbside bus stops (without pull-outs)
- 5’ sidewalks (both sides)

2012 Concept

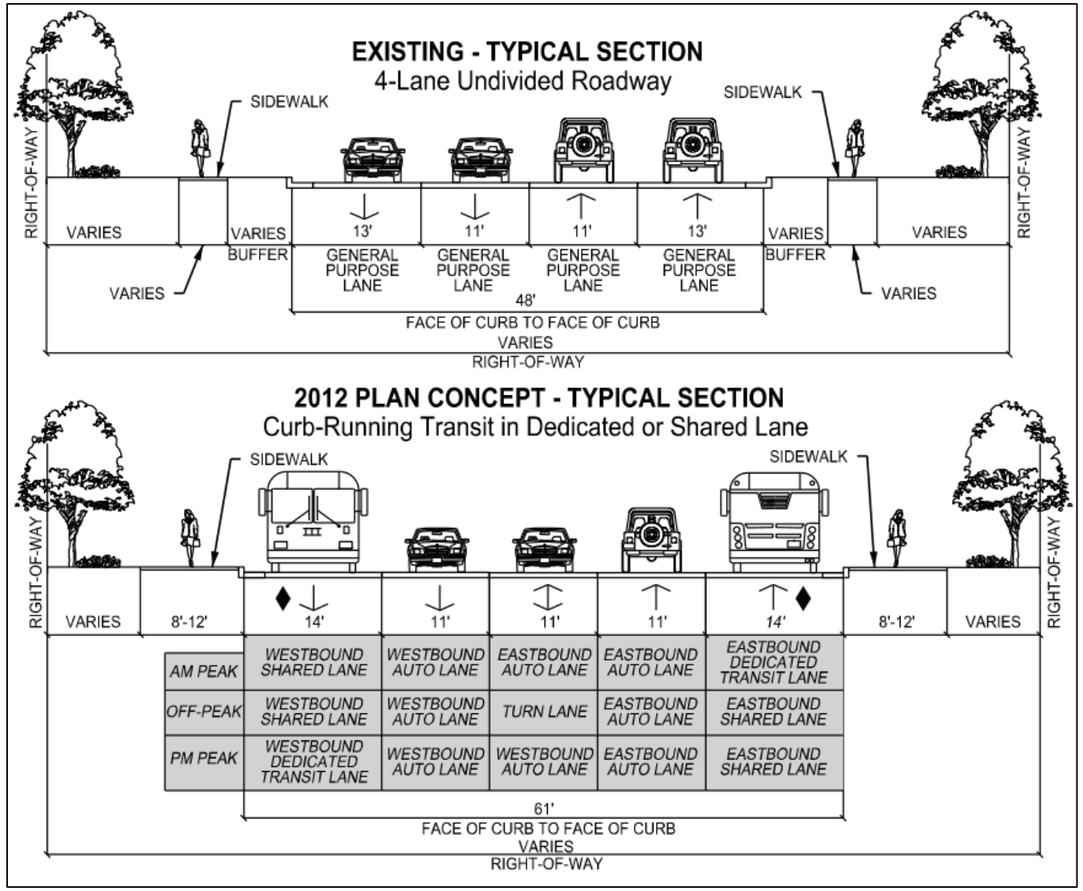
- 14’ partially dedicated curbside transit lanes (during peak hours)
- 14’ shared curbside transit lanes (during non-peak hours)
- Curbside stations (0.4-mile min. spacing)
- Reversible traffic lane
- 8’ to 12’ continuous sidewalks (both sides)
- Additional crosswalk at signalized intersections

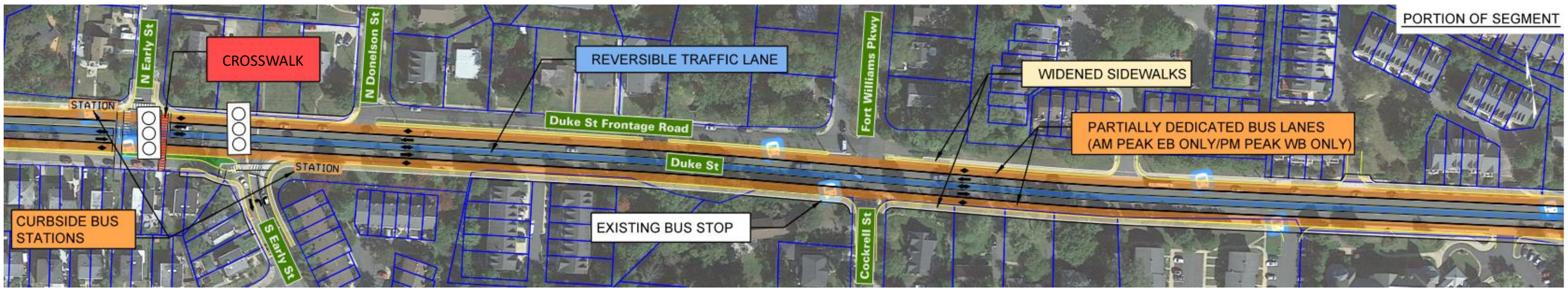
2012 Corridor Attributes

- One travel lane in each direction is repurposed as a partially dedicated transit lane
- Roadway is widened from 5 lanes to 6 lanes
- Added pedestrian crosswalks at some intersections
- Reversible travel lane (eastbound in the AM, westbound in the PM)
- Potential property impacts related to roadway widening to include additional travel lane and improved sidewalk

Key Questions

- What do you think of the transit lane?
- What do you think of the sidewalks?
- What do you think of the reversible travel lanes?
- What do you think of connectivity (crosswalks, sidewalks, etc.) to destinations?
- Is there anything that could improve this segment?





Duke Street Segment 2B: Wheeler Avenue to Roth Street

DUKE STREET IN MOTION

Existing Corridor

- 5 lane undivided roadway
- 11’ striped general purpose lanes
- 12’ exclusive left turn lanes
- Curbside bus stops (without pull-outs)
- 4’ to 10’ sidewalks (both sides)

2012 Concept

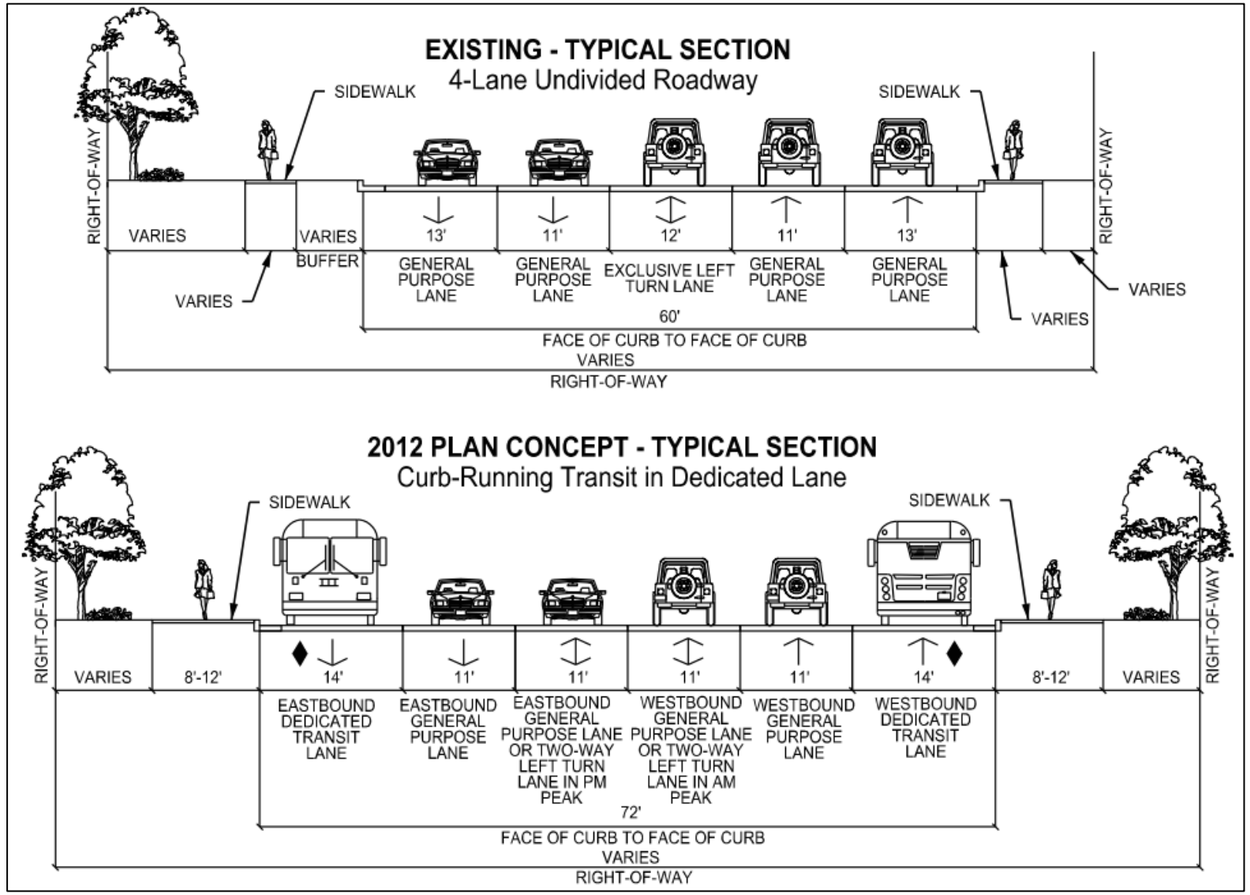
- 14’ dedicated curbside transit lanes
- Curbside stations (0.25-mile min. spacing)
- Optional two-way left turn lane (AM peak hours)
- Optional two-way left turn lane (PM peak hours)
- 8’ to 12’ continuous sidewalks (both sides)
- Additional crosswalk at signalized intersections

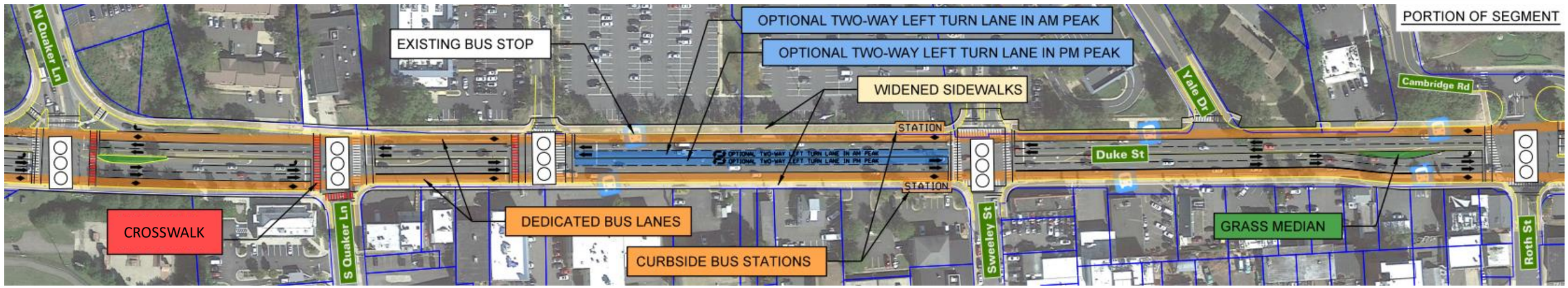
2012 Corridor Attributes

- One travel lane in each direction is repurposed as a dedicated transit lane
- Roadway is widened from 5 lanes to 6 lanes
- Added pedestrian crosswalks at some intersections
- Addition of reversible travel lanes (eastbound in AM, westbound in PM)
- Option of center two-way left turn lanes
- Potential property impacts related to roadway widening and increased connectivity to transit and destinations

Key Questions

- What do you think of the dedicated transit lane?
- What do you think of the sidewalks?
- What do you think of the reversible travel lanes?
- What do you think of connectivity (crosswalks, sidewalks, etc.) to destinations?
- Is there anything that could improve this segment?





Duke Street Segment 3: Roth Street to King Street Metro Station

DUKE STREET IN MOTION

Existing Corridor

- 6 lane divided roadway
- 12’ striped general purpose lanes
- North side mixed commercial and residential frontage road from Roth St. to Moncure Dr.
- Curbside bus stops (without pull-outs)
- 4’ to 10’ sidewalks (both sides)

2012 Concept

- 14’ dedicated curbside transit lanes
- Curbside stations (0.5-mile min. spacing)
- 5’ bike lane between transit lane and right-most travel lane
- 8’ to 12’ continuous sidewalks (both sides)
- Additional crosswalk at signalized intersections

Key Changes to the Corridor

- One travel lane in each direction is repurposed as a dedicated transit lane
- Added bike lanes that are directly adjacent to traffic lanes
- Added pedestrian crosswalks at some intersections
- Potential property impacts related to dedicated transit lane and increased connectivity to transit and destinations

Key Questions

- What do you think of the dedicated transit lane?
- What do you think of the sidewalks?
- What do you think of the bike lanes?
- What do you think of connectivity (crosswalks, sidewalks, etc.) to destinations?
- Is there anything that could improve this segment?