

Corridor B Plan -- Duke Street

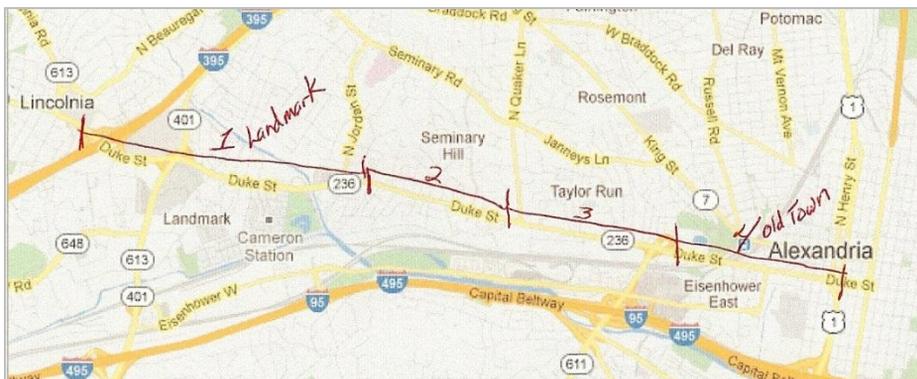
Nan's Thoughts on the High Capacity Transit Working Group discussions – 12 Jan 2012

City staff is likely proposing widening Duke Street on section 3 of map below—between Cambridge Road and Wheeler Avenue/Quaker Lane—but not sections 2 or 4: between Wheeler Avenue/Quaker Lane & North Jordan Street and between Diagonal Road & Route 1 in Old Town.

- Not sure how this fits with the goals of the High Capacity Transit Working Group. Corridor C on Beauregard and Van Dorn was widened—over citizen objections—to build a high capacity transit lane. Plans to widen Corridor A in Old Town were rejected. This piecemeal widening of Duke Street may improve some flow but won't provide a transit lane along the corridor.
- Residents in section 2—between Wheeler/Quaker and North Jordan—do not want to lose their service roads and trees. They and Councilwoman Del Pepper spoke to the Working Group against widening this section.
- Councilman Frank Fannon came to the same meeting, but I do not remember exactly what he said. I believe he didn't believe that section 4—Duke Street in Old Town—needed to be widened either.

The only part of Duke Street that appears under consideration is section 3 in the Seminary Hill and Clover-College Park Citizens Association neighborhoods. Widening this section would move the bottleneck of evening traffic heading west toward Quaker Lane. It might also give traffic going east—which backs up Quaker Lane in the evening—more places to sit on Duke Street, so Quaker Lane might be relieved. I'm not sure if morning traffic would change or if Taylor Run Parkway would get any relief from cut through traffic. Cambridge Road might get relief.

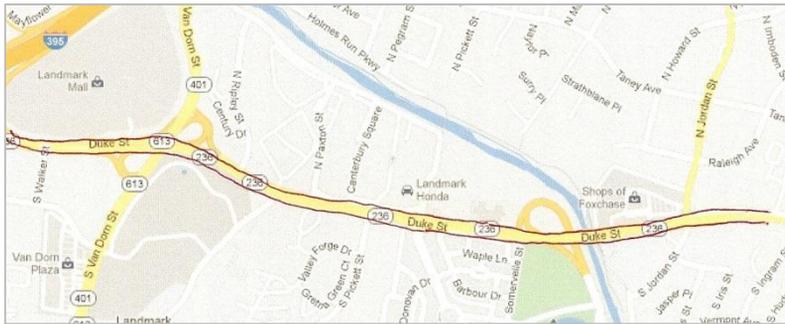
Once again, the City has done no origin/destination studies of this traffic, so we do not know where this traffic comes from or where it is trying to go (for example, who uses the east-west route on Duke Street in sections 1 and 2). Widening Duke Street in section 4 Old Town might attract more commuter traffic to use that stretch AND might dump this additional traffic into section 3 and exacerbate that bottleneck. It's a conundrum!



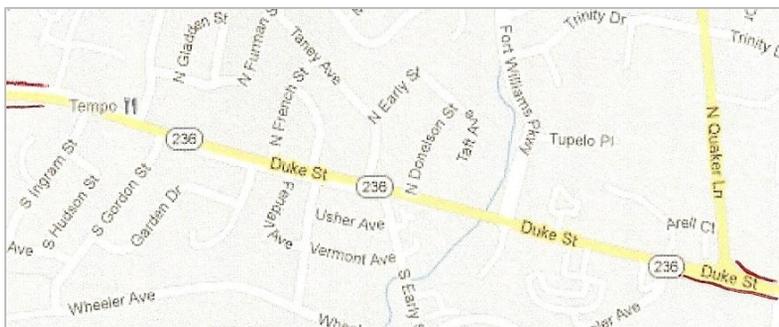
Corridor B on Duke Street

Number of transit lanes on Duke Street

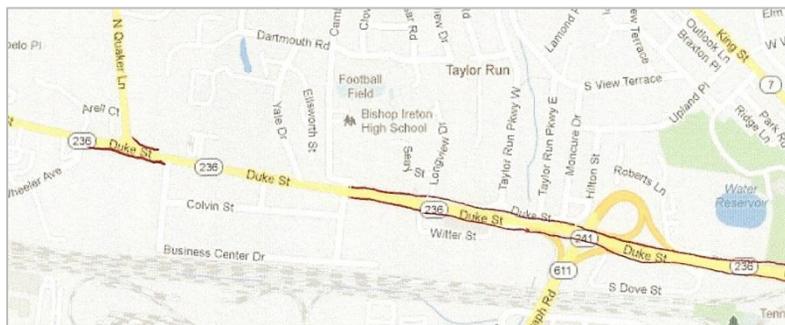
red line indicates a third lane exists



Section 1 – Landmark Mall to North Jordan
transit lane throughout and center turn lanes



Section 2 – North Jordan to Wheeler/Quaker
no transit lanes or center turn lanes, service roads



Section 3 – Wheeler/Quaker to Telegraph
some parts have transit lane, others a center turn lane



Section 4 – Telegraph to Route 1 (South Henry Street)
one part has a transit lane, other center turn lanes