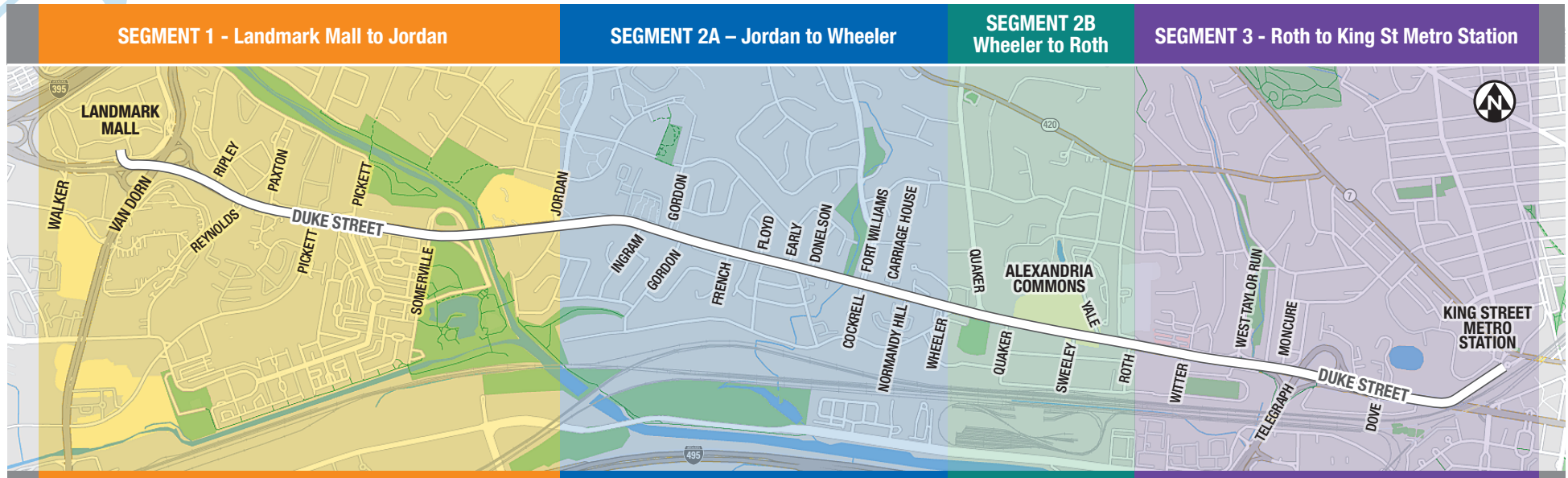




SEGMENT 1 - Landmark Mall to Jordan Street Ideas

- ▶ Maximizing transit operational flexibility and ridership opportunity at the Landmark Mall.
- ▶ Maintaining acceptable transit and traffic operations through the Van Dorn interchange.
- ▶ Identifying possibilities for station consolidation at locations that will be conducive to ridership, Vision Zero safety, future TOD.
- ▶ Improve interaction with frontage/access road for all users through repurposing of frontage space (e.g. redevelopment opportunities for return of improved access) or geometric/ safety/operations improvement.
- ▶ Analyzing high traffic volumes and capacity, balancing that with transit operations through closely spaced signalized intersections (e.g., in the vicinity of South Pickett Street).
- ▶ Assessing the Somerville Street intersection, and opportunities to improve multimodal operations and access in a BRT station context to serve the library and parks.
- ▶ Investing in multimodal facilities to serve the high density of residents and major attractions and trail system.

SEGMENT 2A - Jordan Street to Wheeler Avenue Ideas

- ▶ Station siting and running way transition from six-lane section west of Jordan Street to four-lane section east of Jordan Street.
- ▶ Maintaining essential parking and mobility needs on frontage/access roads while improving station siting, safety, and accessibility for the stations.
- ▶ Identifying opportunities for station consolidation.
- ▶ Consideration of design elements that would facilitate Vision Zero safety goals at and between stations (ADA improvements, signalized crossings to stations, etc.).
- ▶ Improving pedestrian and traffic safety considering the station location, sight distance challenge, and cut-through traffic at Intersection of Fort Williams Parkway.
- ▶ Minimizing impact to the overhead power lines on the north side of Duke Street in this segment.
- ▶ Consideration of station siting and providing safe access for residents and visitors of the Sunrise Senior Living facility near Wheeler Avenue.

SEGMENT 2B - Wheeler Avenue to Roth Street Ideas

- ▶ Station siting and running way transition from 4-lane section to 5-lane section at Wheeler Avenue.
- ▶ Consideration of EB added travel lane on Duke Street from S. Quaker Lane to Roth Street.
- ▶ Intersection geometry modifications to improve pedestrian safety and promote Vision Zero at N. Quaker Lane.
- ▶ Developing conceptual design with ROW constraints, costs, and schedule implications in mind.
- ▶ Identifying opportunities for station consolidation.
- ▶ Analyzing high traffic volumes and capacity, balancing that with transit operations through closely spaced signalized intersections and major cutthrough traffic movement at N. Quaker Lane intersection.
- ▶ Consideration of left turn access/roadway safety implications with high density of driveways on the south side of Duke Street.

SEGMENT 3 - Roth Street to King Street Metro Station Ideas

- ▶ Station siting and running way transition from five-lane section to six-lane section at Roth Street.
- ▶ Overcoming grade challenge and limited space with the frontage/access road on the north side of Duke Street.
- ▶ Identifying opportunities for station consolidation.
- ▶ Coordinating with WSP design efforts at the West Taylor Run Parkway intersection and synergizing and communicating the improvement sequencing/phasing with the communities and stakeholders.
- ▶ Maintaining acceptable transit and traffic operations through the Telegraph Road interchange, and considering implications of future interchange modifications here.
- ▶ Planning BRT station with the consideration of East Eisenhower development and station access to/from the planned development.