



Holloway Street

Transit Emphasis Corridor Study
Draft Sheets for Public Engagement | July 2022

July 2022

Example Sheet

GODURHAM BETTER BUS PROJECT
HOLLOWAY STREET TRANSIT EMPHASIS CORRIDOR (TEC)
Draft Sheets for Public Engagement - Not for Final Design | July 2022

Legend

How to Read Recommendation Sheets

Table and Legend Definitions

These graphics are for planning and engagement purposes, and not for final design and construction. All improvements, layouts, and amenities are subjects to change based on public and stakeholder feedback during this project phase

Recommendation Symbology Legend

SYMBOL	RECOMMENDATION	DEFINITION
	Bus Stop Improvement	Enhancement to bus stop amenities for all bus stops in the TECs. Amenities at each stop determined by potential ROW available. List of amenities presented below.
	New Bus Stop	New bus stop to serve proposed route realignment. Either a relocated, existing stop or entirely new stop.
	Bus Stop Removal	Removal existing bus stop in coordination with rerouting
	Curb Ramp Upgrade	Curb ramps either need to be installed or upgraded to meet PROWAG-compliant requirements
	Refuge Island	Physical refuge to protect pedestrians at crosswalks, such as pork chops
	Pedestrian Crossing Signage	Signage indicating that an area has particularly high pedestrian activity
	New Roundabout	Conversion of standard intersection to a roundabout
	Parking Removal	Removal of on-street parking
	Shared Lane Marking	Markings or signage indicating a shared lane environment for bicycles and automobiles
	Access Management	Management of vehicle movements between street and adjacent parcels
	Pedestrian Signal	New pedestrian crossing signals
	Intersection Improvements	This symbol represents the need for numerous interventions at an intersection. Improvements are described in the accompanying table, and in some cases, conceptually drawn on the map
	Hi-Vis Crossing	High visibility crosswalk (with associated ramp upgrades to meet ADA standards)
	Transverse Crossing	Standard parallel crosswalk (with associated ramp upgrades to meet ADA standards)
	Bike Lane	A marked bike lane, may be buffered
	Shared Bike / Bus Lane	A lane reserved for buses and bicyclists to share
	Pedestrian Crossing Upgrade	Standard high-visibility crossing, plus upgraded pedestrian signals such as HAWK Beacons
	Hi-Vis Crossing With Beacon	Standard high-visibility crossing, plus an RRFB or Pedestrian Hybrid Beacon (PHB)
	New / Improved Sidewalk	New sidewalks or improvements to existing sidewalks to bring sidewalk up to base ADA standard, such as filling sidewalks gap and widening sidewalks
	Multi-Use Path	Creation of new multi-use paths or conversion of sidewalks to multi-use paths. Multi-use paths accommodate pedestrians and bicyclists
	Restriping	Restriping roadways to a new lane configuration
	Fencing / Railing	Physical barriers to impede access by pedestrians or prevent falling down steep grades
	New Route Alignment	Alterations to existing route designs and alignments
	Discontinued Route Alignment	Discontinued route alignments as a result of new route alignments
	Transit Priority Lane	Lanes for the preferential or exclusive use of transit vehicles
	BAT Lane	Business Access Transit (BAT) Lane reserved for buses and other vehicles turning into and out of adjoining businesses
	Curbside Management	Management of curbside activities to prioritize transit
	Commuter Rail	Passenger rail serving regional, long-distance trips
	Raised Median	Locations with greater opportunity for plantings or buffers to create more separation from traffic, prevent vehicle turning movements, provide shade, and improve user experience
	Shared Cycle Track Stop	A curb extension serving as a bus boarding area that allows bicyclists to ride through
	Bus Stop Relocation	Relocation of bus stop to a far side location or closer to an intersection. Arrows point to the new bus stop location.
	Curb Radii Tightening	Use of curb extensions to increase pedestrian space and tighten vehicle turn radii
	Curb Radii Increase	Increasing curb radii to allow bus turning movements



Crossing Improvements

Improvements that improve pedestrian comfort and safety at crossings. Includes all the recommendations indicated with arrows.

Existing Amenities and Conditions Symbology Legend*

SYMBOL	LABEL	DEFINITION
	Non-Residential Driveway	Driveway or curb cut not serving a residential parcel
	Bus Stop	Existing bus stop location
	Existing Route Alignment	Existing GoDurham Route Alignment, only shown for routes with proposed rerouting
	Traffic Signal	Existing traffic signal
	Sidewalk	Existing sidewalk
	Parcel Boundary	City of Durham planning-level parcel boundary

* Base conditions assume existing sidewalks, roadway, and bus improvements projects underway or planned by others

Standard TEC Bus Stop Amenity List	
Sign	Wheelchair Navigation Space and Waiting Area
Shelter and Light	ADA Accessible QR Code
Leaning Bar	Route Information
Bus Pad	Contact Information for Maintenance
Bike Racks	
Route Information	
Trash/Recycling Cans	
Lighting Considerations	

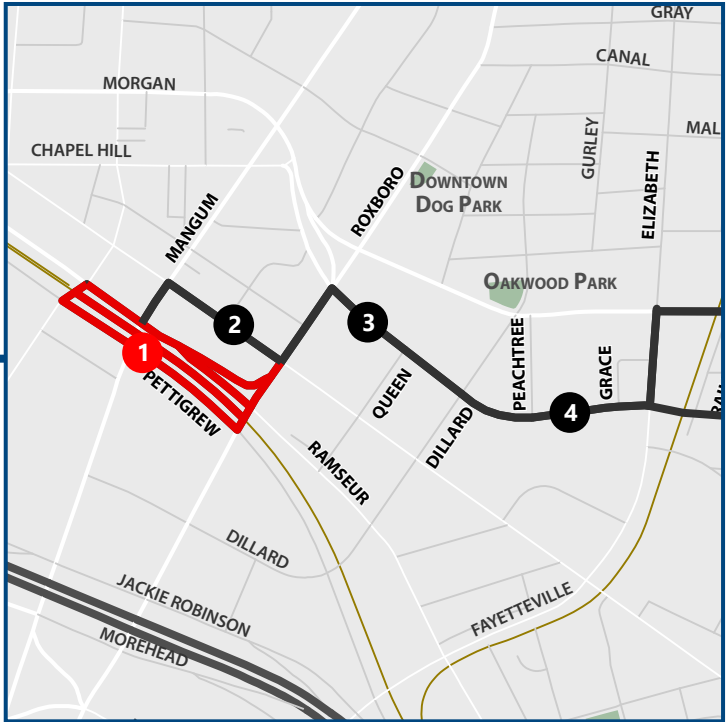
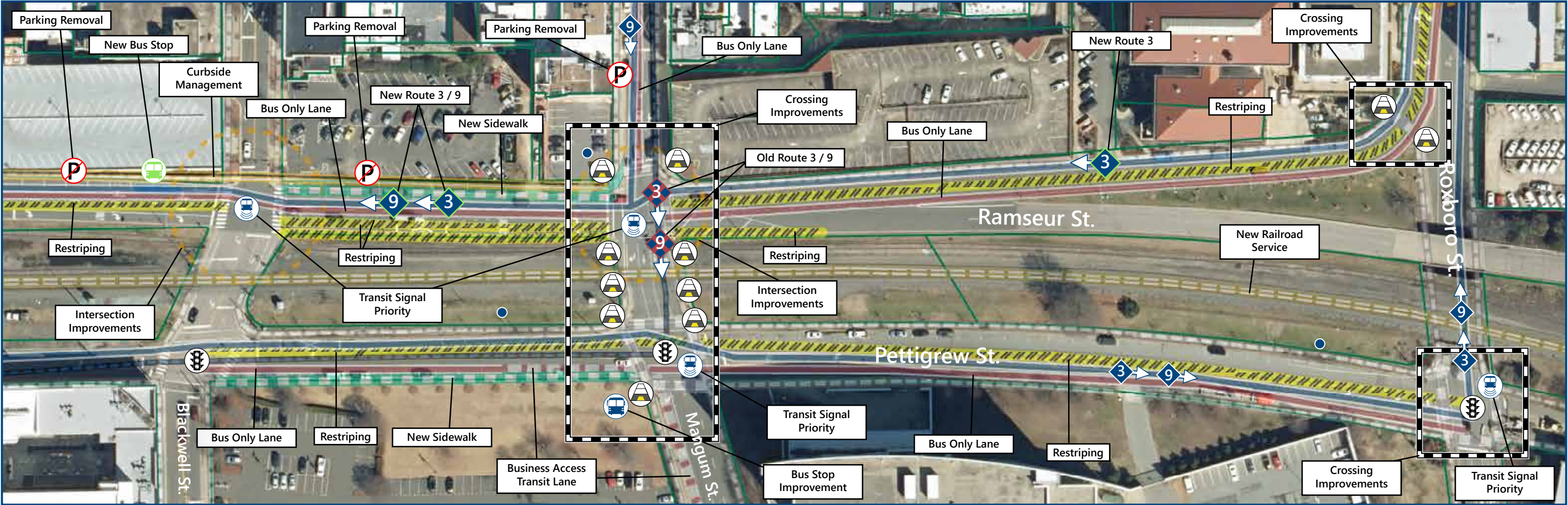
Limited ROW TEC Bus Stop Amenity List	
Sign	Wheelchair Navigation Space and Waiting Area
Bench or Simme-Seat	ADA Accessible QR Code
Leaning Bar	Route Information
Narrow Width Shelter and Light	Contact Information for Maintenance
Bus Pad	
Route Information	
Trash/Recycling Cans	
Lighting Considerations	

Station Amenity Lists

Denote the typical amenities desired for Standard and Limited ROW Bus Stops in the Holloway Street TEC.



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LEGEND

Recommendations

- Bus Stop Improvement
- New Bus Stop
- Bus Stop Removal
- Curb Ramp Upgrade
- Refuge Island
- Pedestrian Crossing Signage
- New Roundabout
- Parking Removal
- Shared Lane Markings
- Access Management
- Street Lighting Improvement
- Pedestrian Signal
- Intersection Improvements
- Hi-Vis Crossing
- Transverse Crossing
- Bike Lane
- Shared Bike / Bus Lane
- Pedestrian Crossing Upgrade
- Hi-Vis Crossing With Signal
- New / Improved Sidewalk
- Multi-Use Path
- Restriping
- Fencing / Railing
- Discontinued Route Alignment
- New Route Alignment
- BAT Lane
- Transit Priority Lane
- Curbside Management
- Commuter Rail
- Raised Median
- Shared Cycle Track Stop
- Bus Stop Relocation
- Curb Radii Tightening
- Curb Radii Increase

Existing Amenities and Conditions

- Non-Residential Driveway
- Bus Stop
- Traffic Signal
- Existing Route Alignment
- Sidewalk
- Parcel Boundary

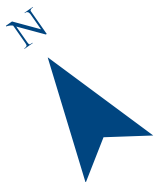
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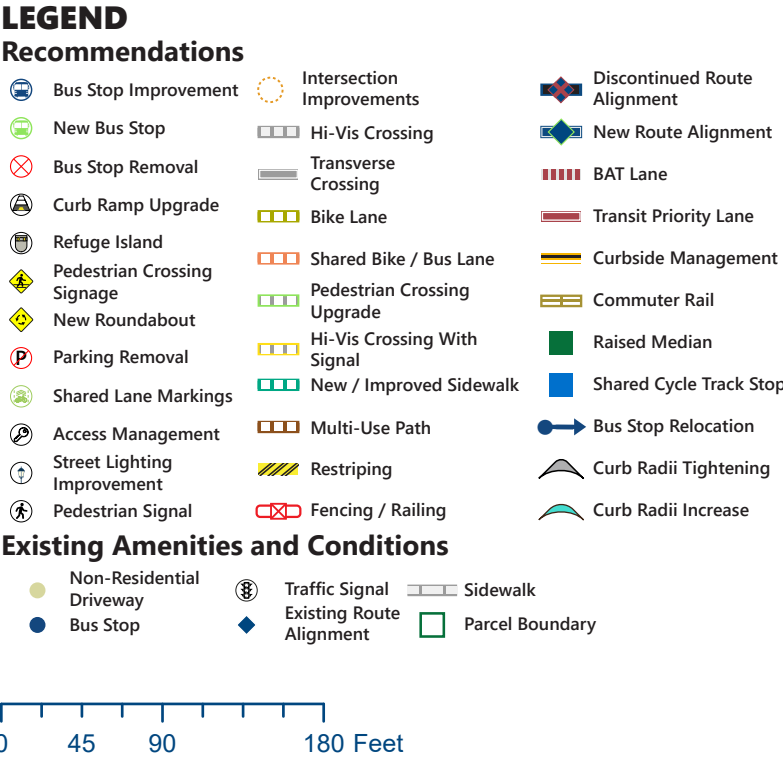
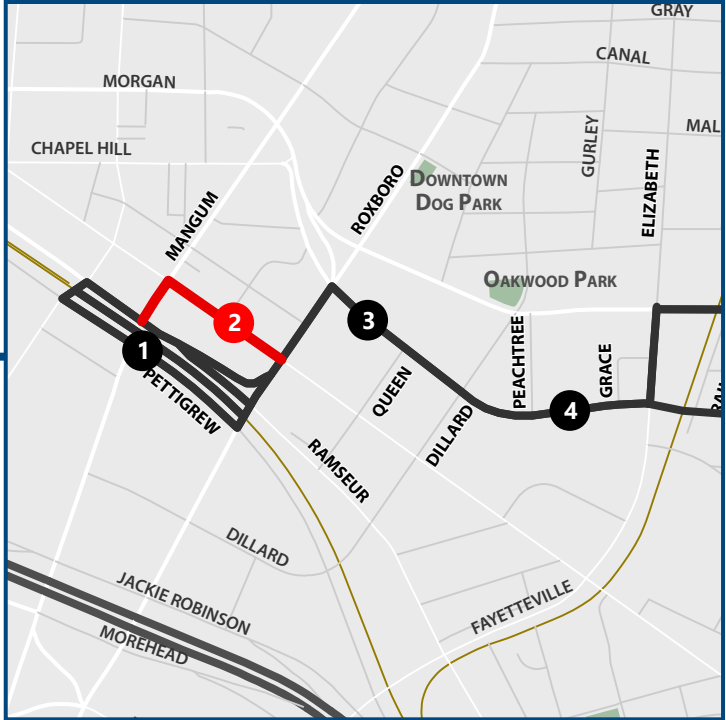
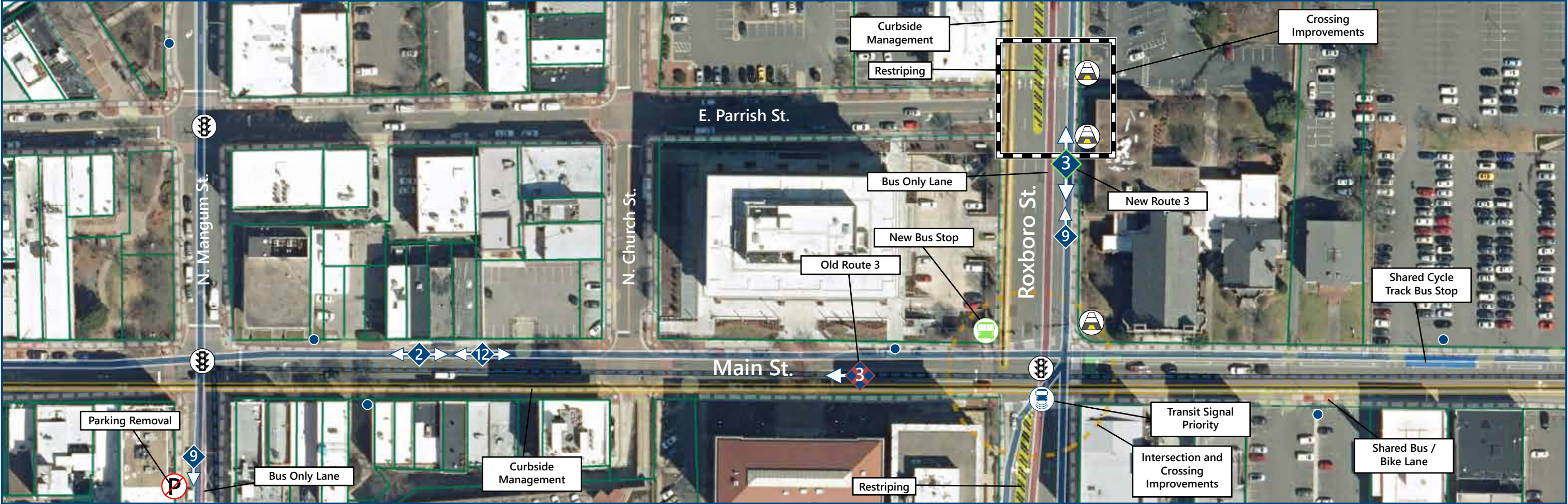
W. Pettigrew St. restriping concept, including Transit Priority Lane and BAT Lane
Source: WSP USA, 2022

Sheet 2: Main St./Roxboro St. (#1)

Begin: N. Mangum St.
End: Roxboro St.



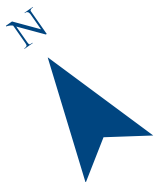
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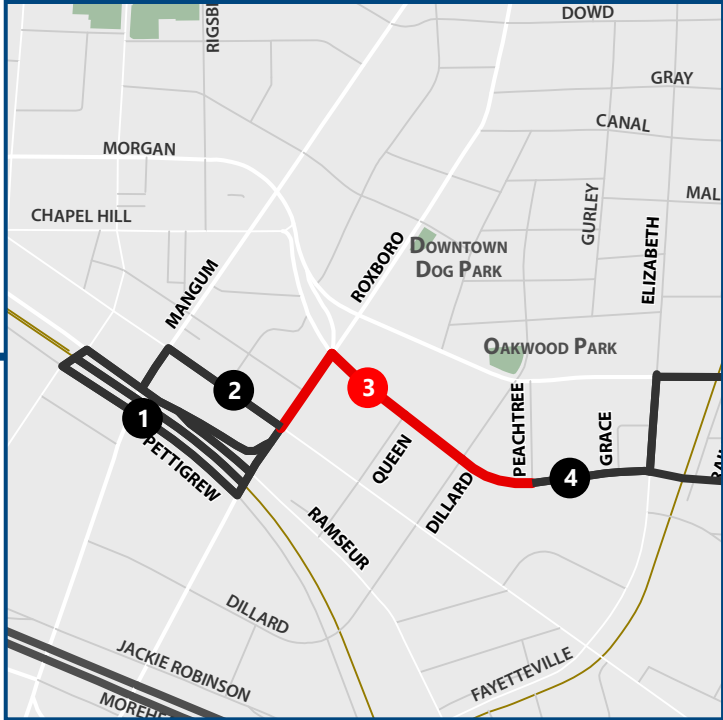
Aerial view of N. Roxboro St.
From left to right, image runs south to north
Source: Google

Sheet 3: Liberty St. (#1)

Begin: N. Roxboro St.
End: N. Dillard St.



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- New Route Alignment
- BAT Lane
- Transit Priority Lane
- Curbside Management
- Commuter Rail
- Raised Median
- Shared Cycle Track Stop
- Bus Stop Relocation
- Curb Radii Tightening
- Curb Radii Increase

Existing Amenities and Conditions

- Non-Residential Driveway
- Bus Stop
- Traffic Signal
- Existing Route Alignment
- Sidewalk
- Parcel Boundary

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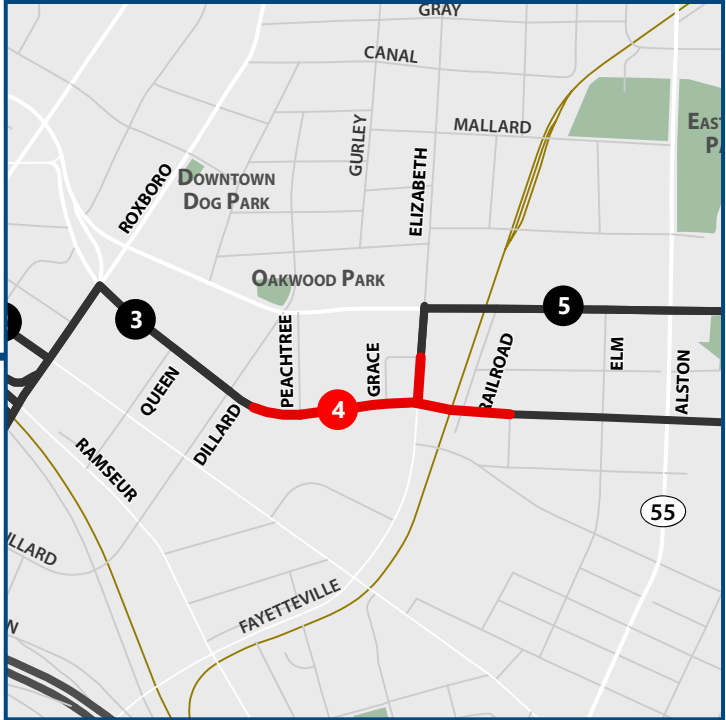
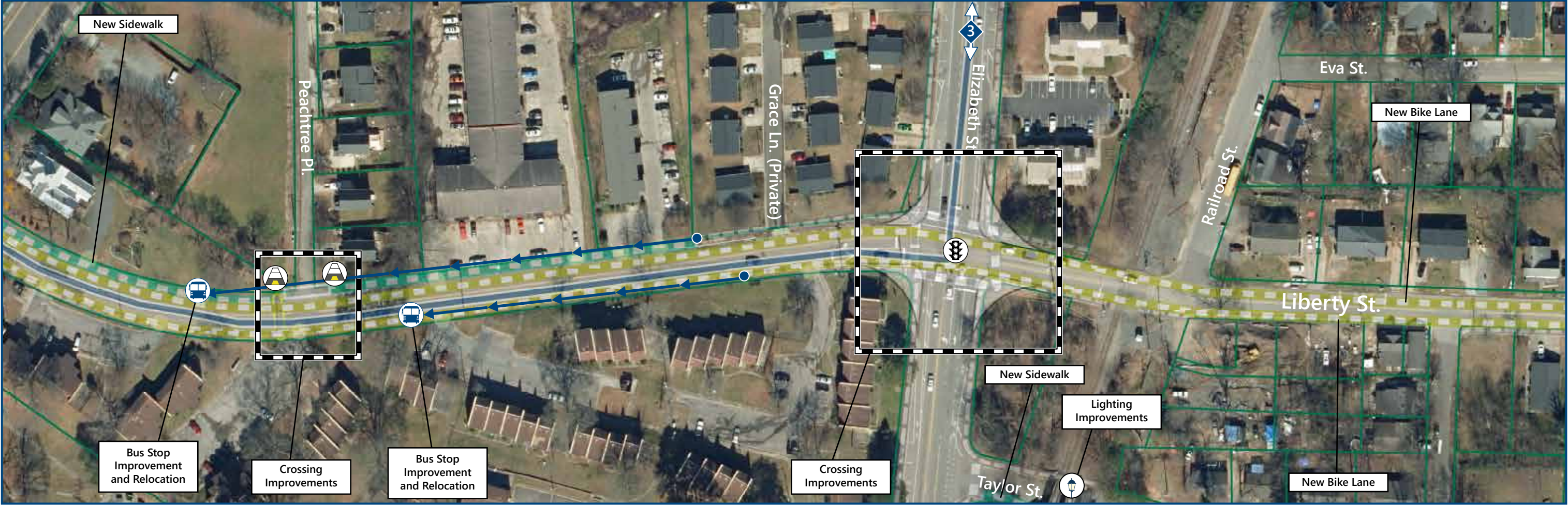
Hi-Vis Crossing Example
Source: City of Durham

Sheet 4: Liberty St. (#2)

Begin: Peachtree Pl.
End: Railroad St.



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Existing Amenities and Conditions

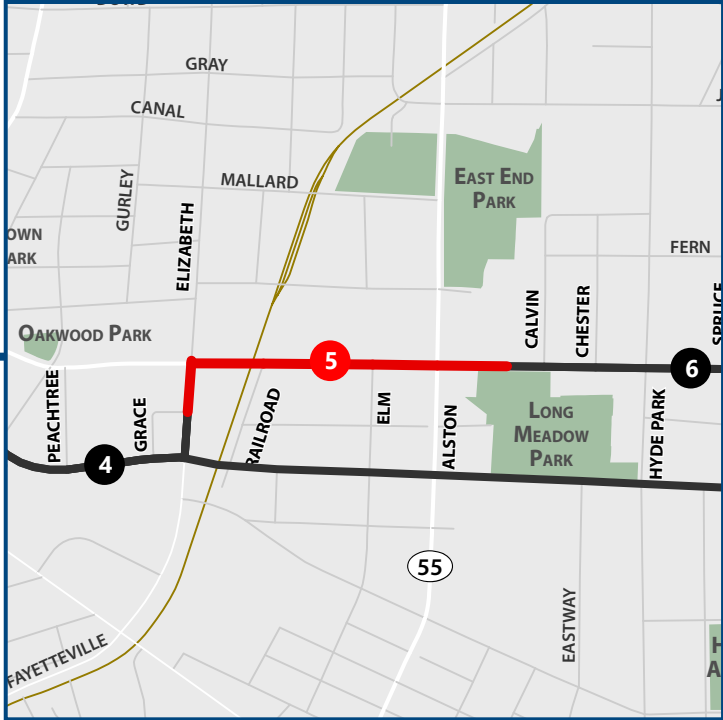
- Non-Residential Driveway
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- Existing Route Alignment
- Sidewalk
- Parcel Boundary



Bike Lane Example, downtown Durham
Source: City of Durham



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LEGEND

Recommendations

Bus Stop Improvement	Intersection Improvements	Discontinued Route Alignment
New Bus Stop	Hi-Vis Crossing	New Route Alignment
Bus Stop Removal	Transverse Crossing	BAT Lane
Curb Ramp Upgrade	Bike Lane	Transit Priority Lane
Refuge Island	Shared Bike / Bus Lane	Curbside Management
Pedestrian Crossing Signage	Pedestrian Crossing Upgrade	Commuter Rail
New Roundabout	Hi-Vis Crossing With Signal	Raised Median
Parking Removal	New / Improved Sidewalk	Shared Cycle Track Stop
Shared Lane Markings	Multi-Use Path	Bus Stop Relocation
Access Management	Restriping	Curb Radii Tightening
Street Lighting Improvement	Fencing / Railing	Curb Radii Increase
Pedestrian Signal		

Existing Amenities and Conditions

Non-Residential Driveway	Traffic Signal Existing Route Alignment	Sidewalk
Bus Stop	Parcel Boundary	

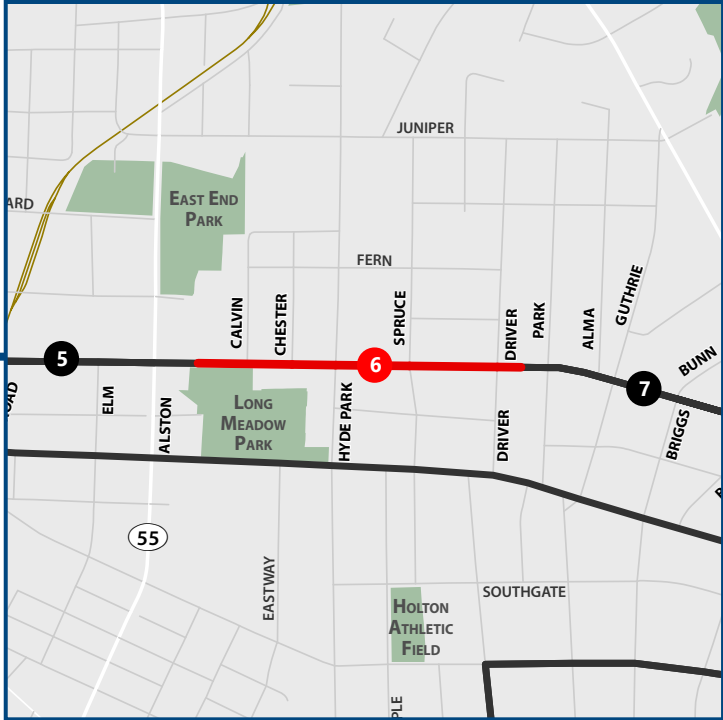
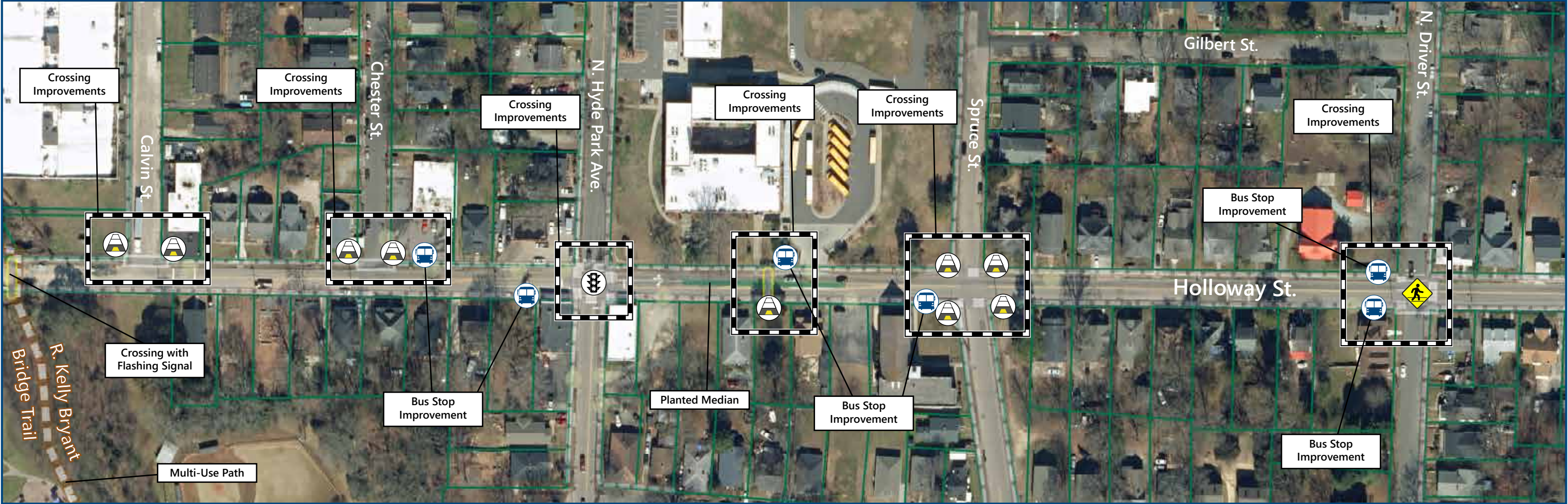
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Alston Ave. at Holloway St. Intersection
Source: WSP USA, 2022



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Existing Amenities and Conditions

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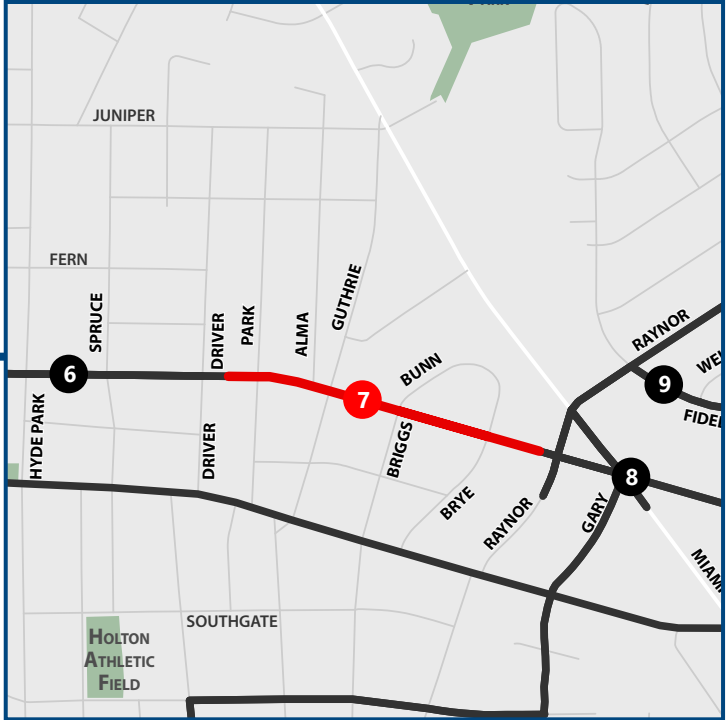
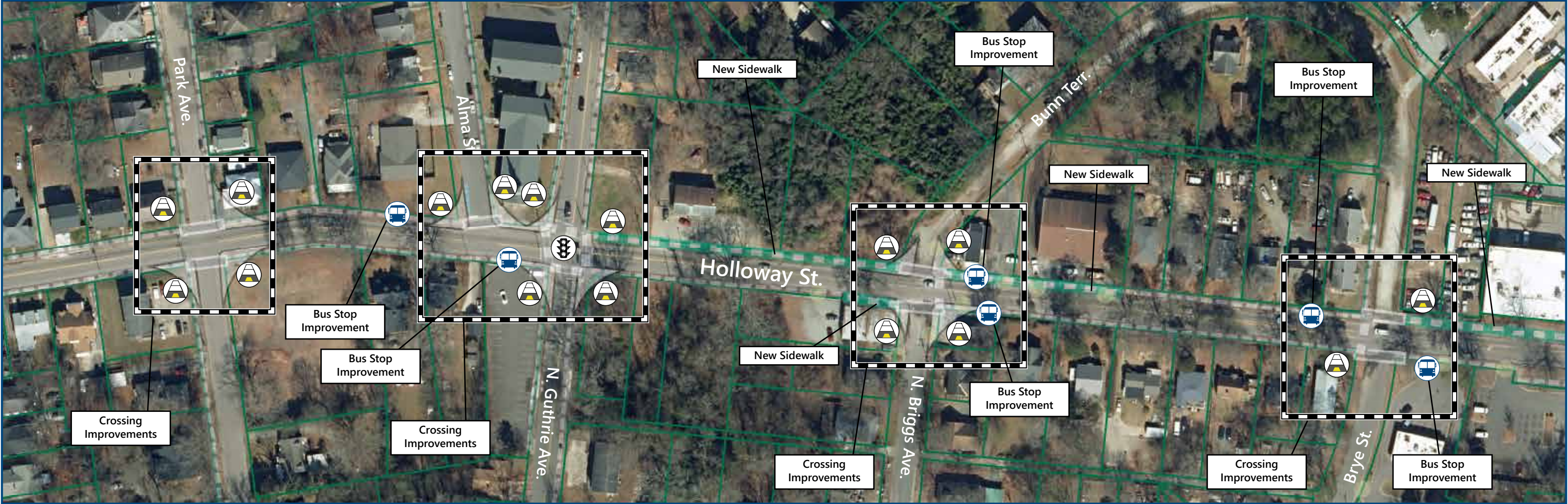
PROWAG Compliant Curb Ramp Example
Source: City of Durham

Sheet 7: Holloway St. (#3)

Begin: Park Ave.
End: Brye St./Bunn Terr.



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- Curb Radii Increase

Existing Amenities and Conditions

- Non-Residential Driveway
- Bus Stop
- Traffic Signal
- Existing Route Alignment
- Sidewalk
- Parcel Boundary

0 55 110 220 Feet



Bunn Terr. at Holloway St. Intersection, looking west along Holloway St.
Source: Google

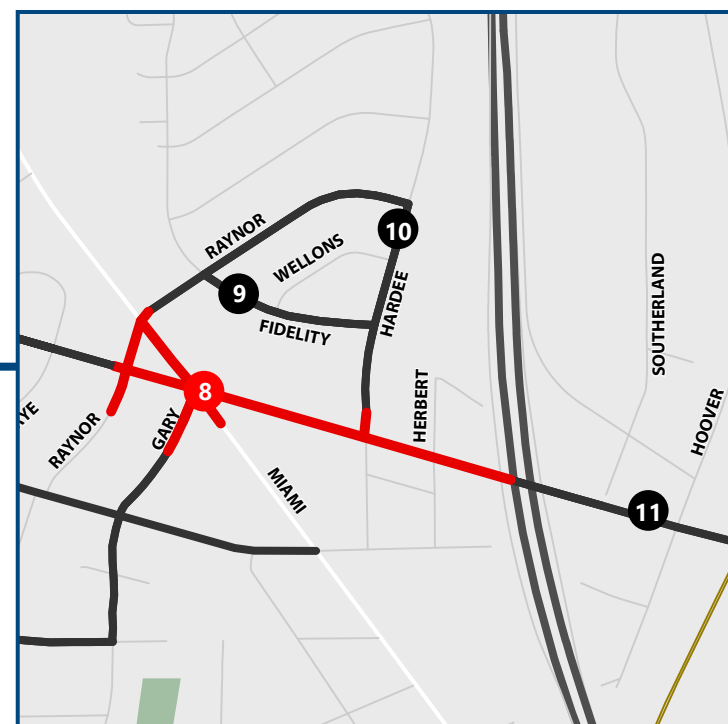
Sheet 8: Holloway St. (#4)

Begin: Raynor St.
End: Herbert St.



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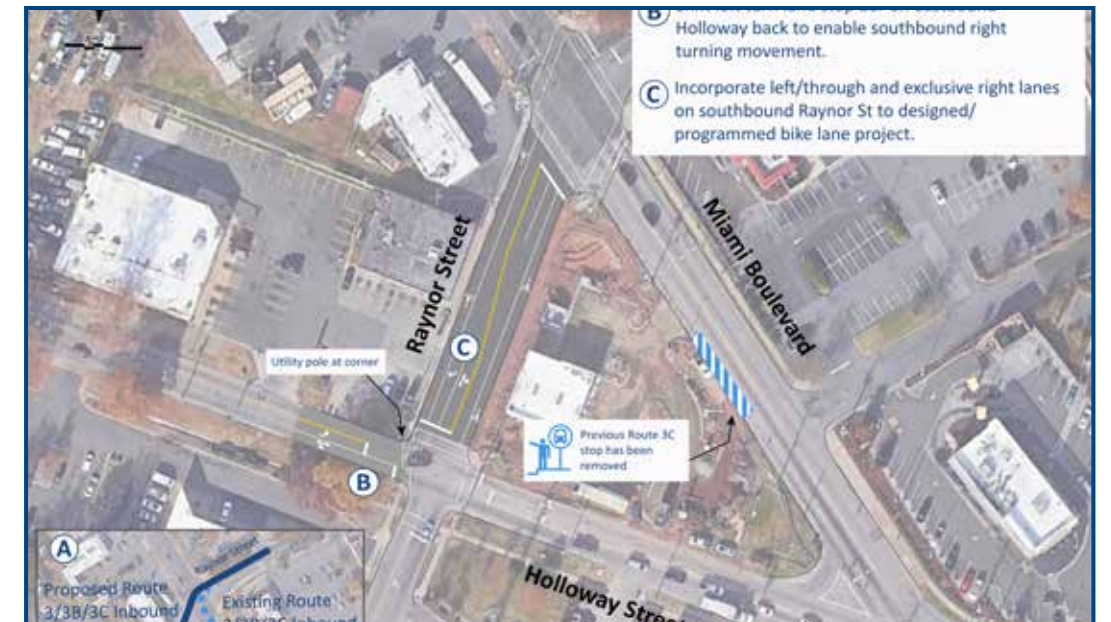
LEGEND Recommendations

- | | | |
|-----------------------------|-----------------------------|------------------------------|
| Bus Stop Improvement | Intersection Improvements | Discontinued Route Alignment |
| New Bus Stop | Hi-Vis Crossing | New Route Alignment |
| Bus Stop Removal | Transverse Crossing | BAT Lane |
| Curb Ramp Upgrade | Bike Lane | Transit Priority Lane |
| Refuge Island | Shared Bike / Bus Lane | Curbside Management |
| Pedestrian Crossing Signage | Pedestrian Crossing Upgrade | Commuter Rail |
| New Roundabout | Hi-Vis Crossing With Signal | Raised Median |
| Parking Removal | New / Improved Sidewalk | Shared Cycle Track Stop |
| Shared Lane Markings | Multi-Use Path | Bus Stop Relocation |
| Access Management | Restriping | Curb Radii Tightening |
| Street Lighting Improvement | Fencing / Railing | Curb Radii Increase |
| Pedestrian Signal | | |

Existing Amenities and Conditions

- | | | |
|--------------------------|---|----------|
| Non-Residential Driveway | Traffic Signal Existing Route Alignment | Sidewalk |
| Bus Stop | Parcel Boundary | |

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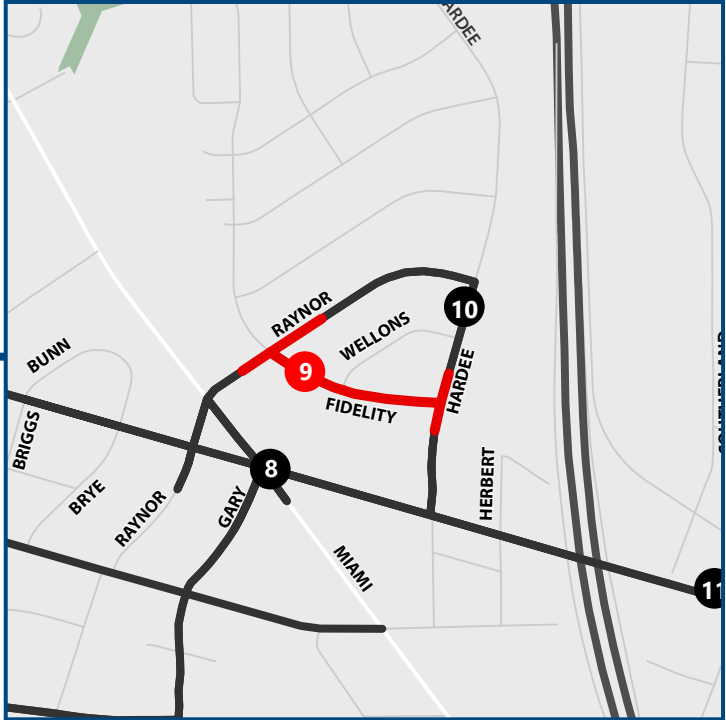
Bus Speed and Reliability Operations Improvement for Raynor St., Miami Blvd., and Holloway St. Intersections
Source: City of Durham

Sheet 9: Fidelity St. (#1)

Begin: Raynor St.
End: N. Hardee St.



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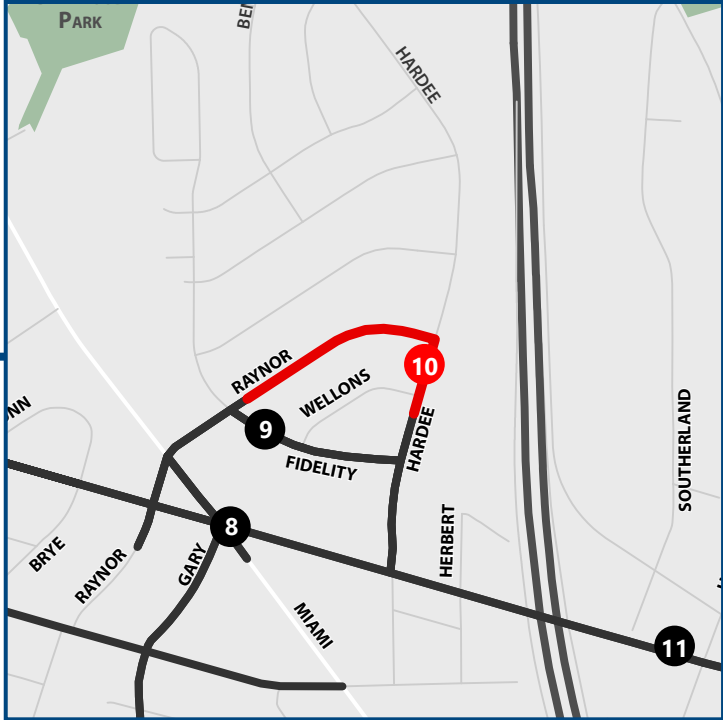
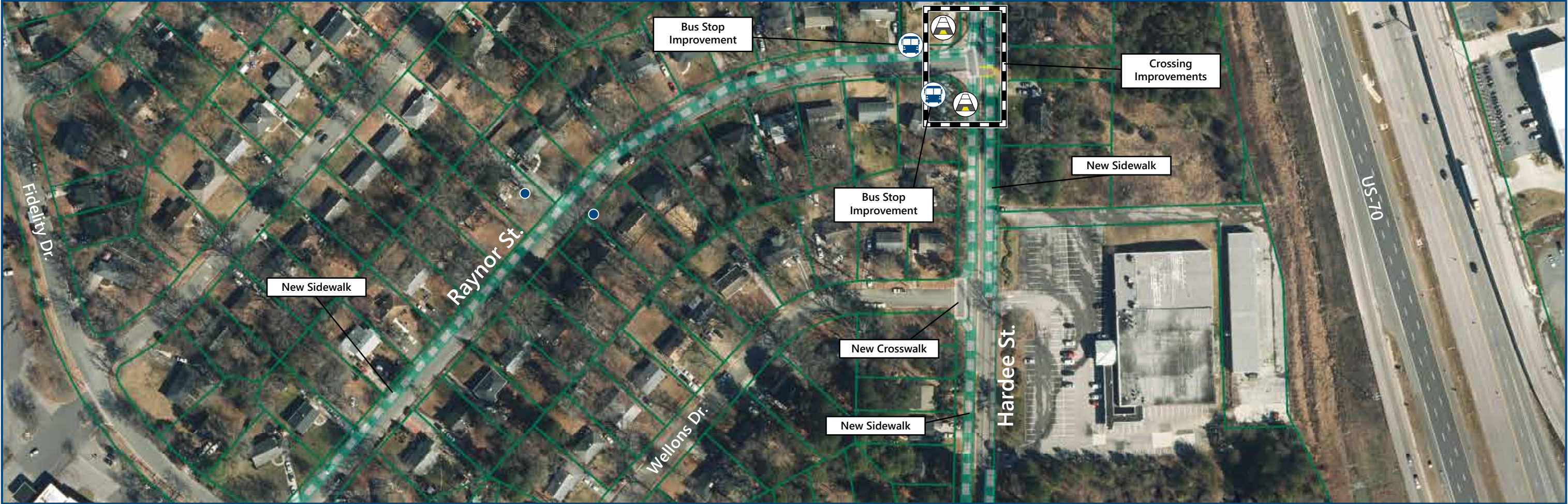
0 45 90 180 Feet



Raynor St at The Village (EB/WB) Stops, looking east along Raynor St.
Source: Google



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LEGEND

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Bus Stop Improvement

New Bus Stop

Bus Stop Removal

Curb Ramp Upgrade

Refuge Island

Pedestrian Crossing Signage

New Roundabout

Parking Removal

Shared Lane Markings

Access Management

Street Lighting Improvement

Pedestrian Signal

Intersection Improvements

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Commuter Rail

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Bus Stop Relocation

Curb Radii Tightening

Curb Radii Increase

Existing Amenities and Conditions

Non-Residential Driveway

Bus Stop

Traffic Signal

Existing Route Alignment

Sidewalk

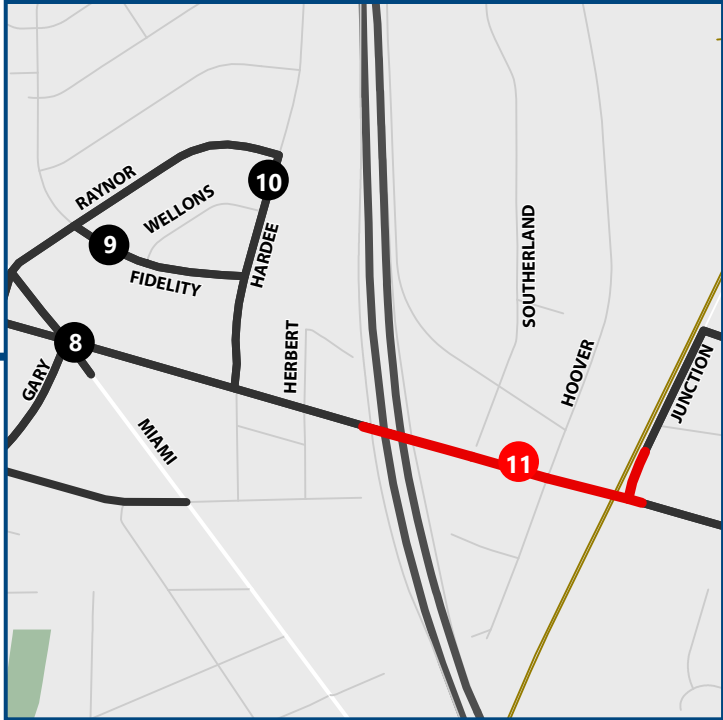
Parcel Boundary

Hardee St. at Raynor St. Intersection, looking north along Hardee St.
Source: Google

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0 55 110 220 Feet



Refuge Island Example
 Source: FHWA

