



Duke Street Projects

"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."

JANUARY 2024

The City is advancing a variety of initiatives to improve mobility along the Duke Street corridor. Based on community input and ideas received to date, there are a number of projects underway that address community priorities such as reliable transit, improved safety, and keeping Duke Street moving for all users.

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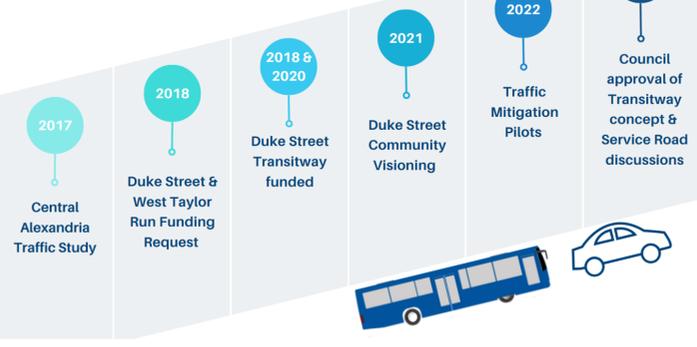
TRANSIT & TRAFFIC

Duke Street Transitway

In June 2023, the two-year planning process culminated in [City Council approval of a concept plan](#) for the Duke Street Transitway that included mostly center running lanes. As part of their approval, City Council requested that staff continue to work with the community to develop concepts for the Duke Street service roads in Segment 3, between Cambridge Road and Moncure Drive. Over the course of the fall, staff met with community stakeholders, attended civic association meetings, and hosted a public meeting to provide information on the various options and solicit feedback. For those who were unable to attend one of the scheduled meetings, the community is encouraged to [watch the recorded presentation](#) and [view the slide deck](#) to better understand the proposed options. After reviewing the materials, please provide input via the [feedback form](#), which will be live through **January 15**. The project team will review the feedback and develop preferred options to be shared with the community and considered by the [Traffic and Parking Board](#) at a public hearing later this year.



DUKE STREET TIMELINE



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ACCESS

Duke Street at West Taylor Run

In fall 2023, staff engaged with local leadership, participated in community hosted meetings, and held a [public meeting](#) to discuss the proposed changes at the Duke Street and West Taylor Run intersection. This outreach effort is the last step in collecting community input to finalize the recommended location of the right-turn lane onto West Taylor Run Parkway and the service road direction/amenities. In addition to the comments received to this point, this feedback will be used to finalize the recommendation for the Duke Street and West Taylor Run project, which will be shared with the community and considered by the [Traffic and Parking Board](#) at a public hearing in early 2024. Once the concept design has been approved, the project team will move forward with final design and will continue to work with the adjacent communities on future traffic calming measures. The community can provide input on the design options via the [feedback form](#), which will be live through **January 15**.



Improve safety for all people at the intersections

Reduce cut-through traffic on neighborhood streets

Reduce congestion on Duke Street

Improve the quality of life for residents

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TECHNOLOGY

Smart Traffic Signals

As part of the City's [Smart Mobility Program](#), Alexandria is deploying adaptive traffic signals that detect and respond to real-time travel conditions. This technology will optimize traffic flow, decrease delays, and reduce stops along the Duke Street corridor. The [Adaptive Traffic Signal project](#) will be split into two phases:

- **Phase 1:** Install adaptive signals along the Duke Street and Van Dorn Street corridors by the end of 2024.
- **Phase 2:** Expand the project to other high-congestion corridors throughout the City by the end of 2025.

To learn more about how the City's is embracing technology to manage our transportation system, check out the various projects that are part of the [Smart Mobility Program](#).

[Learn More](#)

SAFETY

Duke Street at Route 1

Last spring, the City initiated the [Duke Street at Route 1 project](#) to improve safety at the intersections of Duke Street/South Patrick Street and Duke Street/South Henry Street. The City received over 300 comments from neighborhood residents on their experiences using these intersections, performed site audits to assess existing conditions, and brainstormed design ideas to improve safety. In early 2024, the City will share concept design options with the community and gather additional input before making a recommendation for a preferred design concept to the [Traffic and Parking Board](#).

The planning and concept design phase of this project was supported by a grant from the Metropolitan Washington Council of Governments. The City applied for funding via the Safe Streets and Roads for All Program for detailed design and construction, but the project was not selected for award. The City will continue to seek additional opportunities to fund the long-term construction of the project once the concept is approved. In the meantime, staff will explore interim treatments that can be implemented at low-cost to bring near-term safety improvements to these intersections.

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Duke Street Vision Zero & Safety Enhancements

The City is proposing to install No Turn on Red restrictions at several intersections on Duke Street between North Ripley Street and Jordan Street. The proposal is part of the [Duke Street Turn Calming project](#) to implement near-term safety improvements on Duke Street, which is one of the City's [high-crash corridors](#). Since 2017, there have been over 150 crashes on Duke Street between Jordan Street and Ripley Street, over a third of which resulted in a fatality or an injury. All 14 crashes involving people walking resulted in injury or death. Improving safety on the City's high-injury network is key to meeting its adopted [Vision Zero](#) goal of eliminating fatal and severe crashes by 2028.

The proposed No Turn on Reds would be accompanied by Leading Pedestrian Intervals, a traffic signal treatment that improves safety by giving people walking a head start into the intersection, before motorists receive the green light. This project also includes turn-calming treatments that reduce turning speeds and crossing distances which improve safety for all users.

The proposed restrictions will be presented to the City's [Traffic and Parking Board](#) for a public hearing on January 22, 2024. For more information on the specific locations and types of treatments, visit the [project website](#).



[Learn More](#)

