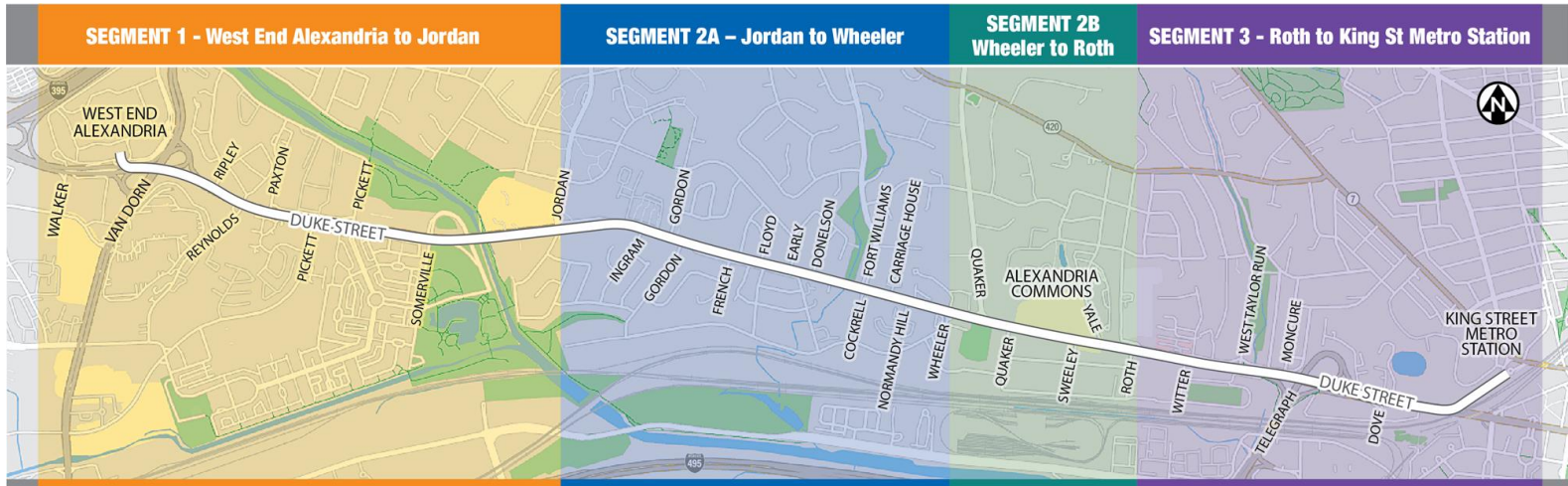




**Duke Street *INMOTION*** is a project focused on ensuring that transit improvements in the Duke Street corridor, from Landmark Mall to the King Street Metro Station, provide efficient transportation options that align with all users' needs, wants, and expectations.



### Community Process Overview

**We Are Here**

Vision and Guiding Principles

Concept Development

Refined Concepts

Preferred Alternative

Design

Completed  
Summer 2021

Completed  
October 2022

**April 2023**

Summer 2023

2024

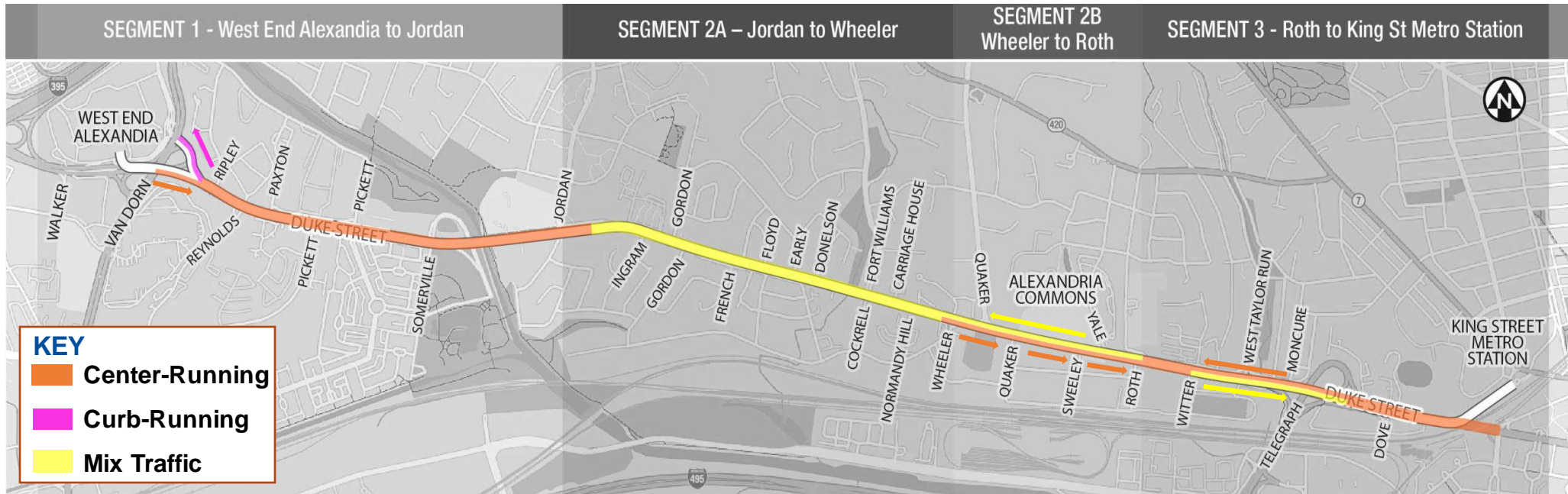
### Concept Overview

Based on community feedback and technical analyses, we are considering two potential roadway/busway concepts. We are recommending one set of curb features, which will vary slightly for each concept, depending on available space. The maps on the back of this show the two Corridor Concepts.

Concept	Segment 1	Segment 2A	Segment 2B	Segment 3
<b>Corridor Concept A</b> (mostly center-running and mixed)	Mostly center-running	Mostly mixed-traffic	Half mixed traffic and half center-running	Mostly center-running
<b>Corridor Concept B</b> (mostly curb-running and mixed)	Curb-running	Mostly mixed-traffic	Half mixed traffic and half curb-running	Center running, curb-running, mixed traffic
<b>Curb Concept Y</b> (north side of Duke St)	Mostly cycletrack + sidewalk	Mostly shared-use path	Shared-use path	Part shared-use, part cycletrack + sidewalk
<b>Curb Concept Z</b> (north side of Duke St)	Shared-use path	Mostly shared-use path	Shared-use path	Part shared-use, part cycletrack + sidewalk

# Corridor Concept A

(Mostly Center-running & Mixed traffic)



## Bus Travel Time

- Improves by 30%-36%



## Pedestrian Safety

- 10% decrease in pedestrian crashes



## Bus Travel Time Reliability

- Less than 1 minute variability



## Vehicle Safety

- 70% decrease in left turn related crashes

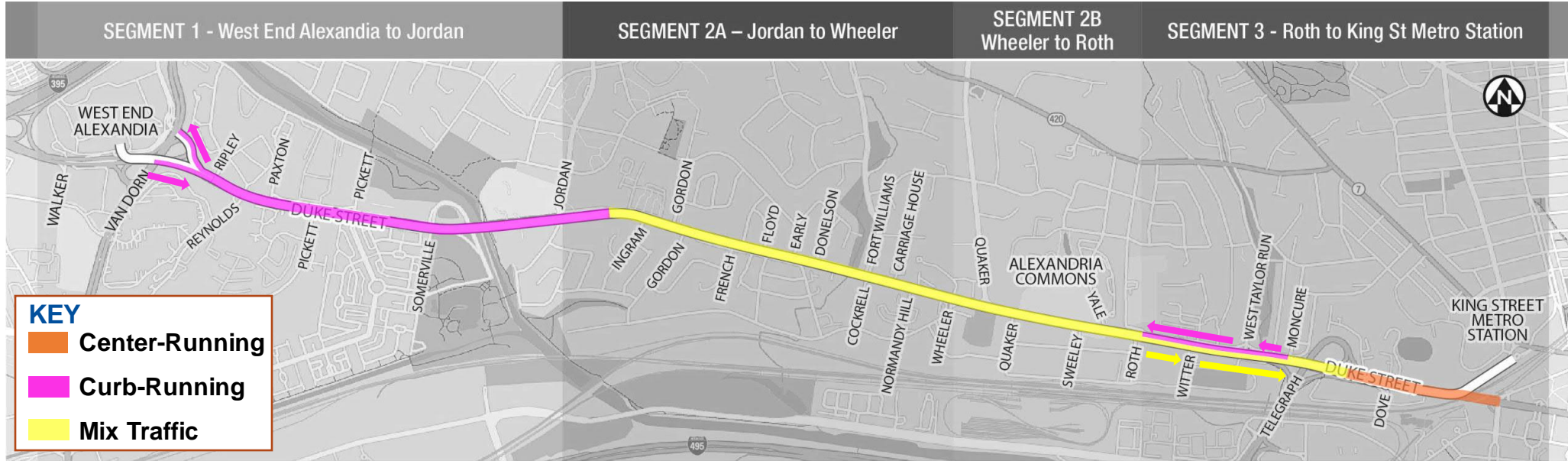


## Bus Ridership

- Increases by 210%

# Corridor Concept B

(Mostly Curb-running & Mixed traffic)



## Bus Travel Time

- Improves by 25%-37%



## Pedestrian Safety

- 1% decrease in pedestrian crashes



## Bus Travel Time Reliability

- Less than 2.6 minute variability



## Vehicle Safety

- 11% decrease in left turn related crashes



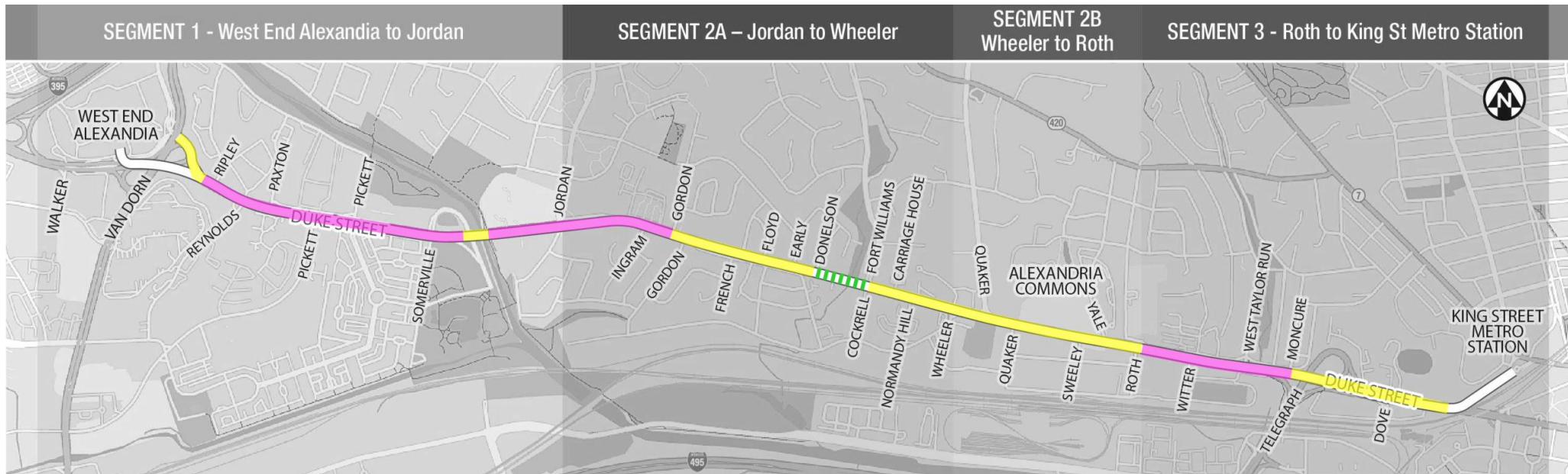
## Bus Ridership

- Increases by 205%



# Proposed Curb Concept Y

(North Side of Duke Street)



# Proposed Curb Concept Z

(North Side of Duke Street)

