Duke Street IN MOTION 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

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.

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

KEY
- Center-Running
- Curb-Running
- Mix Traffic

SEGMENT 1 - West End Alexandria to Jordan
SEGMENT 2A – Jordan to Wheeler
SEGMENT 2B - Wheeler to Roth
SEGMENT 3 - Roth to King St Metro Station

- Bus Travel Time
  - Improves by 30%-36%
- Bus Travel Time Reliability
  - Less than 1 minute variability
- Bus Ridership
  - Increases by 210%

- Pedestrian Safety
  - 10% decrease in pedestrian crashes
- Vehicle Safety
  - 70% decrease in left turn related crashes
Corridor Concept B
(Mostly Curb-running & Mixed traffic)

Bus Travel Time
- Improves by 25%-37%

Bus Travel Time Reliability
- Less than 2.6 minute variability

Bus Ridership
- Increases by 205%

Pedestrian Safety
-1% decrease in pedestrian crashes

Vehicle Safety
-11% decrease in left turn related crashes
## Proposed Curb Concept Y
*(North Side of Duke Street)*

<table>
<thead>
<tr>
<th>SEGMENT 1 - West End Alexandria to Jordan</th>
<th>SEGMENT 2A – Jordan to Wheeler</th>
<th>SEGMENT 2B Wheeler to Roth</th>
<th>SEGMENT 3 - Roth to King St Metro Station</th>
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**KEY**
- **Yellow** Shared Use Path
- **Pink** Cycle Track + Sidewalk
- **Gray** Potential Woonerf (shared street) Location on Service Road

## Proposed Curb Concept Z
*(North Side of Duke Street)*

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<th>SEGMENT 1 - West End Alexandria to Jordan</th>
<th>SEGMENT 2A – Jordan to Wheeler</th>
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**KEY**
- **Yellow** Shared Use Path
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- **Gray** Potential Woonerf (shared street) Location on Service Road