



# Beauregard Corridor Plan

Transportation Analysis  
September 30, 2010

# Transportation Overview

1. Beauregard Corridor Transportation Network Challenges and Opportunities
  - What has been done to Date
  - Alternatives Analyzed
2. Transitway Corridor Feasibility Study
3. Columbia Pike Streetcar

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# Challenges

- Limited connectivity within existing transportation network
- Constrained intersections / Interchange
- Lack of Adequate Transit
- BRAC-133 Facility Constraints
- Topography
- Funding

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# Opportunities

- New Transit Facilities / Services
- Seminary / Beauregard Intersection Improvements
- Short and Mid-Term Roadway Improvements
- Long Term Roadway Improvements
- Redevelopment opportunities
  - Multi-modal Enhanced Street Network
  - Transit Improvements / Funding
  - TMP

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# Related Studies

- VDOT Concept Designs
  - Short and Mid-Term Improvements
  - Long-Term Improvements
- Transitway Corridor Feasibility Study
- High Occupancy Toll (HOT) Lanes
- Columbia Pike Streetcar

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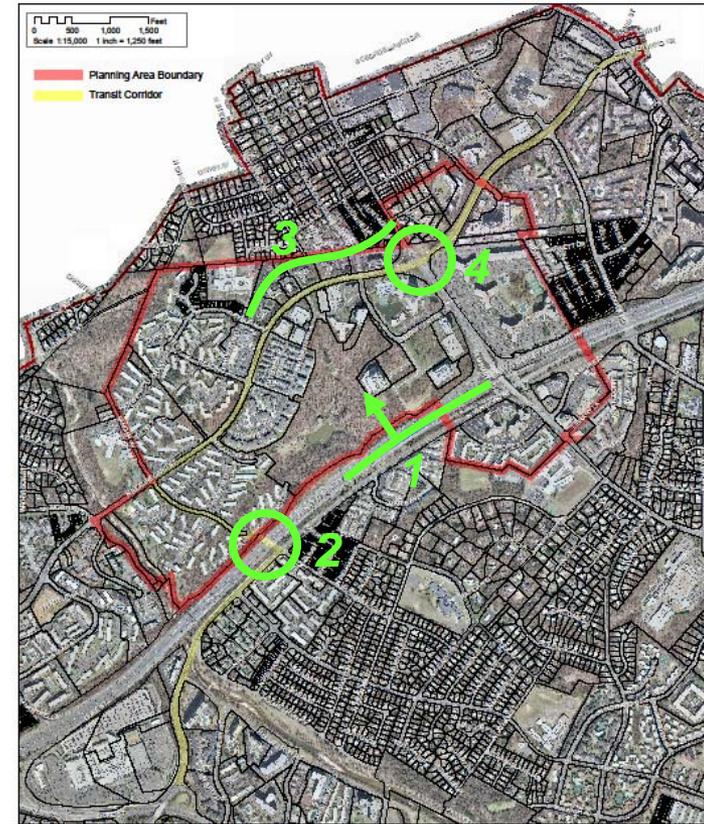
# Analysis

- Analyzed 25 intersections (based on land use scenario of approximately additional 7.5 million square feet)
- Have not found solution for transportation system needs for level of development tested
- Further testing necessary at lower level of development to determine if transportation solutions can be identified

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# Roadway Alternatives Considered

1. I-395 Access Scenarios
2. Sanger Avenue improvements / Interchange at I-395
3. New Parallel Road between Seminary and Rayburn
4. Seminary / Beauregard Traffic Circle



Beauregard Corridor Plan  
CITY OF ALEXANDRIA DEPARTMENT OF PLANNING AND ZONING

Planning Area

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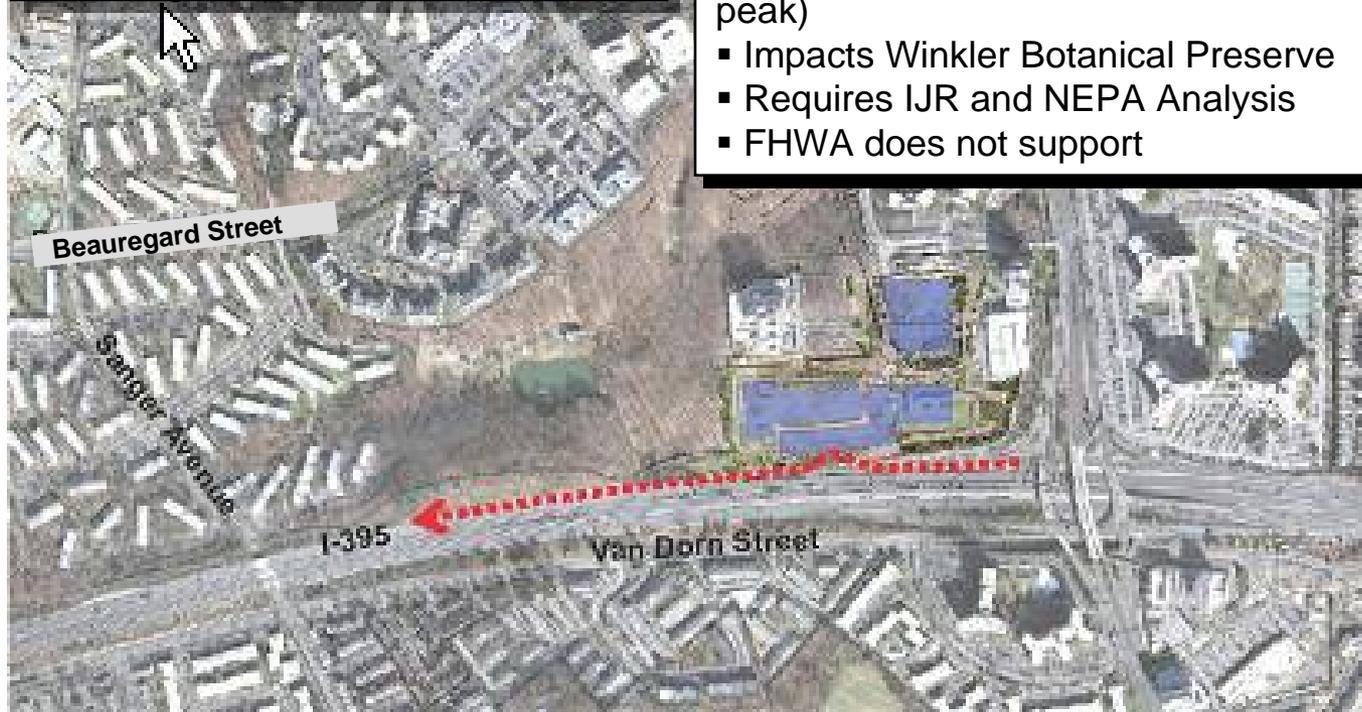
# I-395 Access Scenarios (Ramps to/from I-395)

## PROS:

- Reduces traffic at Seminary / Beauregard intersection

## CONS:

- Accommodates 350 vehicles / hour
- Accommodates SB traffic only (PM peak)
- Impacts Winkler Botanical Preserve
- Requires IJR and NEPA Analysis
- FHWA does not support



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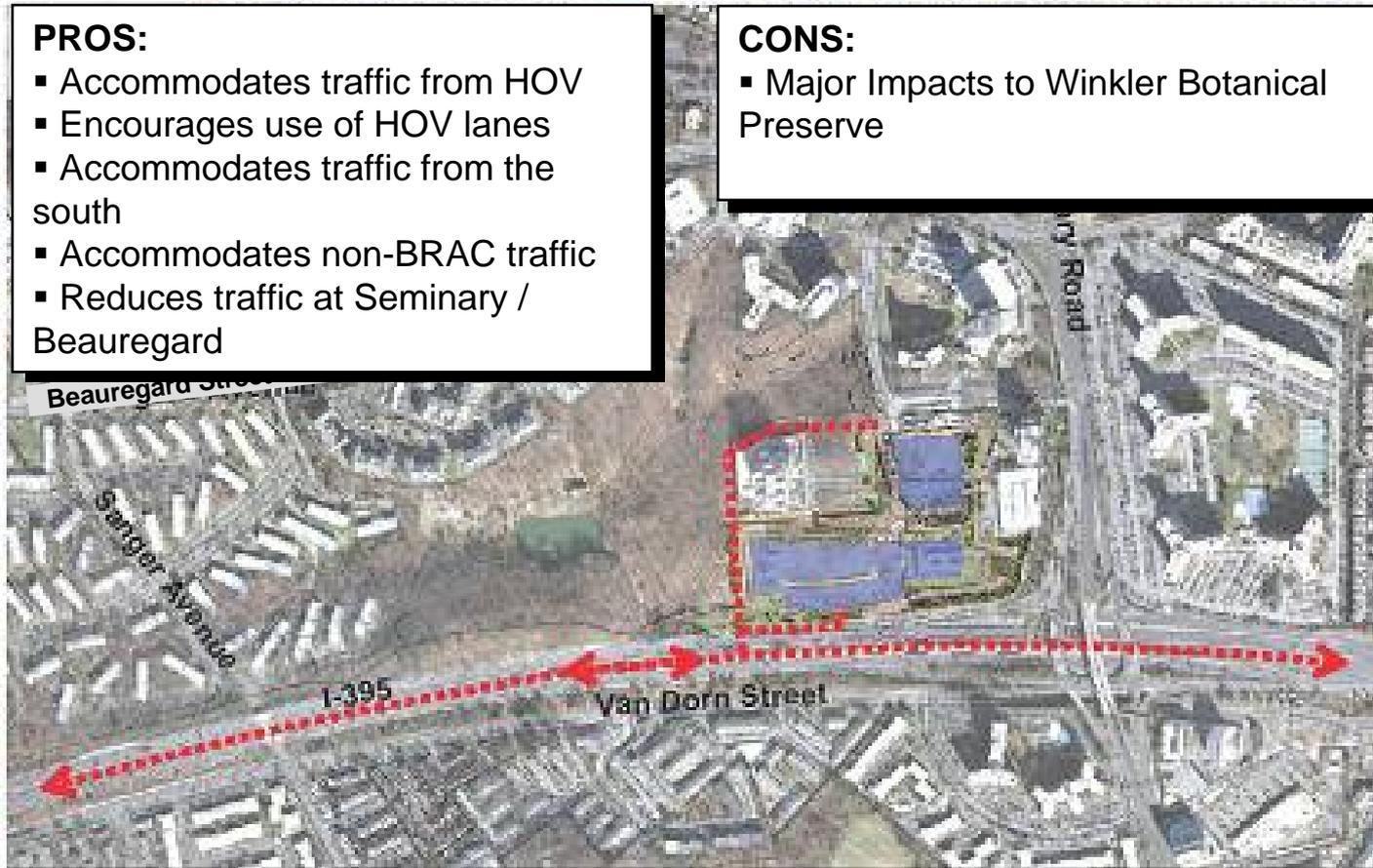
# I-395 Access Scenarios (Direct Access to HOV/ HOT Lanes)

## PROS:

- Accommodates traffic from HOV
- Encourages use of HOV lanes
- Accommodates traffic from the south
- Accommodates non-BRAC traffic
- Reduces traffic at Seminary / Beauregard

## CONS:

- Major Impacts to Winkler Botanical Preserve



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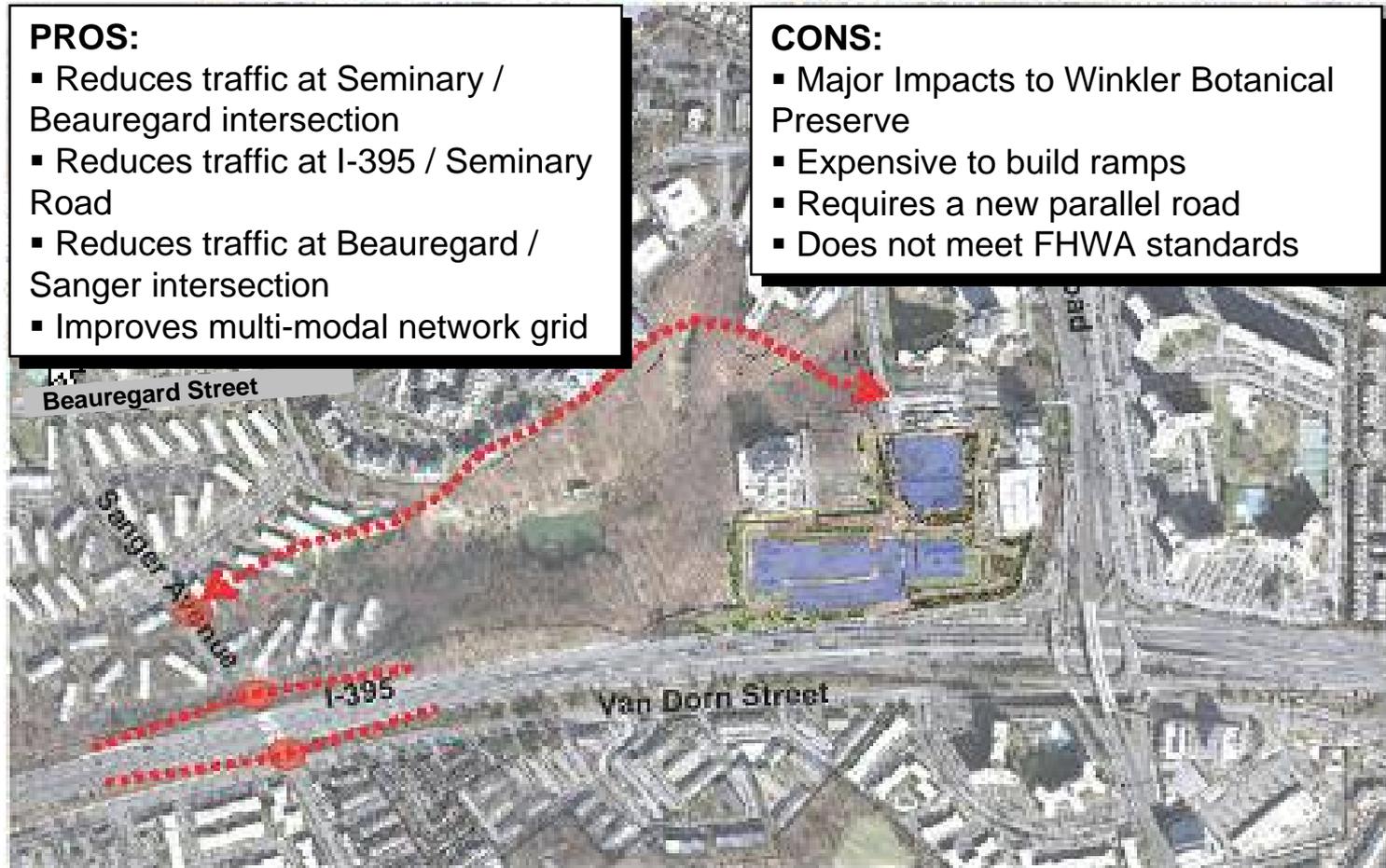
# Sanger Avenue Interchange at I-395

## PROS:

- Reduces traffic at Seminary / Beauregard intersection
- Reduces traffic at I-395 / Seminary Road
- Reduces traffic at Beauregard / Sanger intersection
- Improves multi-modal network grid

## CONS:

- Major Impacts to Winkler Botanical Preserve
- Expensive to build ramps
- Requires a new parallel road
- Does not meet FHWA standards



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# Parallel Road between Seminary and Rayburn



## PROS:

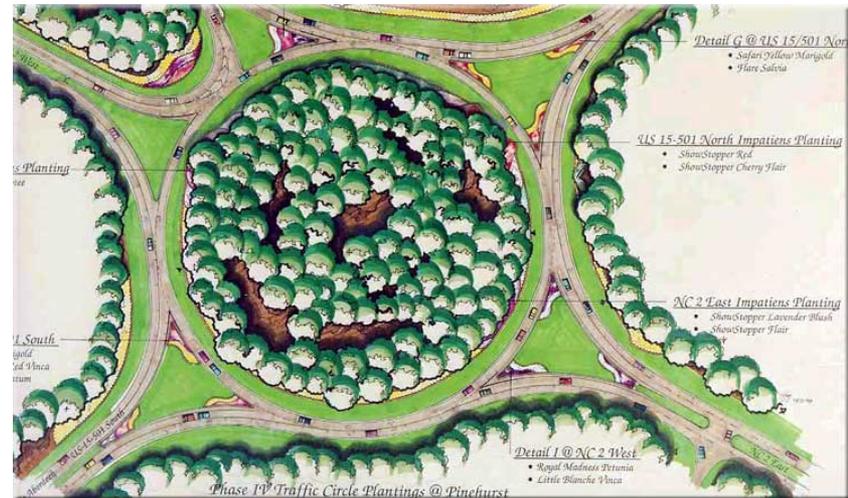
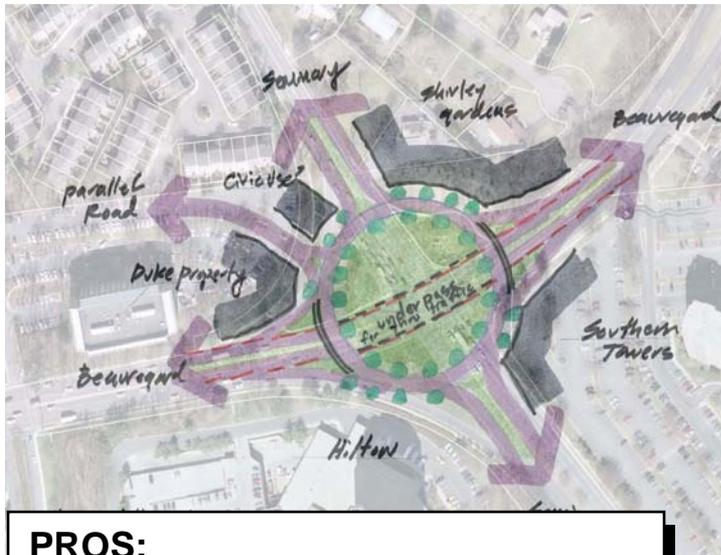
- Improves multi-modal network grid
- Reduces traffic at Seminary / Beauregard intersection

## CONS:

- Requires private property acquisition
- Construction is 10 to 15 years away and dependent on development of private parcels
- High Cost

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# Seminary / Beauregard Traffic Circle



## PROS:

- Eliminates triple left turn lanes
- Improves traffic operations for selected movements
- Can be used to enhance aesthetics
- Allows Foster Fairbanks grid inclusion

## CONS:

- Right-of-Way Impacts
- Special accommodations needed for pedestrian safety
- Potential queues onto I-395
- High Cost



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# Possible Next Steps

- Assess impacts of lower levels of development on:
  - Community amenities
  - Transportation
- Continued evaluation / implementation of short and mid-term improvements
- Assess and implement Long Term interchange improvements
- Complete Transitway Corridor Feasibility Study
- Work with High Capacity Transit Corridor Work Group

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# TRANSITWAY CORRIDOR FEASIBILITY STUDY PRESENTATION

# Beauregard Corridor Plan

**THANK YOU!**

**Questions and Answers**

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