

THE BEAUREGARD CORRIDOR PLAN TRANSPORTATION WORKSHOP

January 20, 2010, 6:00–9:00 PM

BREAKOUT GROUP DISCUSSION & TOPIC AREA COMMENTS

GROUP #1

- Is this about thru traffic?
- Is expanding the Metro Rail a part of this?
- Connectivity to the rest of the City of Alexandria is a problem. It is not easy.
- Area needs to be connected to the transit system.
- Rail or rubber tires (for proposed Beauregard Corridor Transit)?
- Future transit to go down Beauregard to Van Dorn Street via Sanger Road?
- Beauregard to George Mason on Seminary most congested.
- Duke at Beauregard is very congested.
- Residents go through Fairfax to get to other parts of Alexandria.
- Make area walkable – at least in certain areas.
- Extend bike trail between King and Duke on Beauregard Street.
- Where will neighborhood hubs be? These could be the future transit stops.
- Expand a retail center on JBG property.
- Transit stops every ½ mile along Beauregard Street.
- Would width of Beauregard Street right-of-way change, especially south of Sanger?
- Floodplain is not as valuable for the expansion of the Winkler Preserve.
- No swapping of land at Winkler Preserve.
- IJR should avoid Winkler Preserve, however is such an alternative as effective in managing traffic to/from I-395?
- HOV access to WHS is not enough.
- Create flyover to Mark Center adjacent to Southern Towers from the north heading south.
- (Create) Pedestrian connections from City park land to Preserve.
- Connect to park at corner of Seminary Road and Beauregard Street.
- Winkler Preserve acts as rainwater management for a large area---this area floods.
- (Create a) Bridge connection over Holmes Run for pedestrians and bikers.
- Create additional pedestrian access ways to the Winkler Preserve.
- (Create a) Vehicular bridge across I-395 between Mark Center and Kenmore Drive.
- Where is the traffic coming from?
- Multiple access points to Mark Center would be better than just one or two solutions.
- Land use and transportation planning should be happening together.
- Revamp the entire 395/Seminary Road interchange.
- Need to consider how to get school kids safely to schools.
- Improve access to Holmes Run Trail.
- Get BRAC access that also serves the entire area.

GROUP #2

- Flooding in lower portion of study area (along Holmes Run). Can't handle more.
- No density discussions until the road network is defined.
- Roads near Mark Center have more potential for change than the roads on the southern side across I-395.
- The three (3) left turn lanes off of Seminary Road and onto Beauregard Street gets an "F" rating.
- Depress the parking on Southern Towers and add a road that leads from I-395 on-ramp access to Mark Center (over/under Seminary Road).
- Provide direct access from 395 into Mark Center.
- Improve the Duke Street/Beauregard Street intersection so that it isn't so frantic.
- Need better organization and location of essential services (i.e. - grocery stores).
- Need for better pedestrian connections to Van Dorn.
- Recommend that entire area be rezoned as mixed-use.
- Transit Center on Mark Center Drive.
- Create more pedestrian connections/bridges over I-395 at Mark Center and Sanger Road.
- Improve Kenmore Avenue and Seminary Road for pedestrians.
- Suggest removing the gates of private residential communities along Beauregard Street.
- Add a road through the gated communities to connect to Rayburn. Then connect to parking areas of Lynnbrook at Mark Center to Sanger Road.
- Connect Foster Avenue into Southern Towers.
- Propose a Transit Hub at NVCC.
- Proposed regional BRT along I-395 could be coupled with pedestrian/bike overpasses with bus stops in the median.
- Southern extension of Rayburn Avenue through JBG parking areas south to Sanger Road.
- Improve the traffic flow along Sanger Road.
- No parking should be allowed on/along Sanger Road.
- Expand bus service along Van Dorn Street.
- Expand bus service from neighborhoods to transit centers.
- Propose a road from Rayburn Avenue north to John Adams Elementary School.
- Pickett, Pegram, Richenbacher to Holmes Run = assured bike/pedestrian path.
- Proposed Transit Stops: Sanger/Beauregard, Reading/Beauregard, Mark Center/Beauregard, W. Braddock/Beauregard.
- Alternative BRT route thru Mark Center Drive potentially to Southern Towers allows direct access for BRAC facility users.
- Proposed new road connection between Kenmore Avenue and N. Pegram Street.
- Add a bike trail on an extension of Stevenson Street to provide a NW/SE connection to existing trails.

GROUP #3

- Concern about which comes first – deciding about roads or deciding about how much development?
- Look at a ramp from I-395 into Mark Center that comes off of HOV lanes to center of Mark Center. Would this be to DOD standards or can you design it to be blast proof?
- A whole or partial interchange at Sanger Road would provide an alternative to exiting on Seminary or Duke.
- Feasible to create an access road between WHS & Winkler Preserve that wraps around IDA.
- Widen Seminary Road – “If Seminary isn’t widened traffic will not improve”.
- King Street should be three lanes in each direction to County Line and through Beauregard Street.
- Seminary Road – Three lane section with a center turn lane?
- Have BRAC employees take shuttles until road improvements are ready.
- We need short-term relief as well as long-term solutions.
- Pursue metro line from Pentagon through the area (Metro Station).
- Parallel C/D lane on I-395 would make things worse.
- 4th lane southbound on I-395 to Edsall Road.
- A choke point is Sanger Road at Beauregard Street.
- Morgan Street is a chokepoint on Beauregard Street.
- Proposed Beauregard to be six lanes, with right lane as Bus/HOV
- Widen right turn lane going north on Beauregard @ Seminary to enable through lanes to continue on.
- Create second Holmes Run crossing upstream from Beauregard Street.
- Parallel street to Beauregard Street through existing development.
- Three cross streets: Sanger (and three more) across Beauregard Street in “Lower Hill” area.
- Strengthen alternatives to improve Beauregard Street for thru traffic.
- Mixed feelings about HOT lanes – for and against. Like that private sector \$\$\$ goes to transportation.
- Extend HOV lanes time period to 7pm.
- Want ways to get out of neighborhood without using Little River Turnpike/Beauregard Street intersection.
- Narrow roads – European style – to discourage thru trips and make more pedestrian and bike friendly.
- Move ahead with Advisory Group’s Guiding Principle #10.
- Improve walkway across I-395 (flyover and whole interchange).
- Narrowing Seminary Road would discourage through trips.
- Some “impractical” roads are included as they illustrate needs.
- Concern about encroachment on Winkler Preserve.
- Keep the median on Beauregard Street.
- Make Beauregard Street a beautiful boulevard (see book: “Building a Boulevard”).
- Important” pedestrian improvements on Rayburn and Beauregard.
- Keep the open space we have.
- Rezoning should ADD open space.
- Larger natural buffer for Holmes Run.
- Trees along Beauregard are important.
- Connect green space with Polk and Hammond schools.
- Better pedestrian connection along Sanger from Ramsay School past Beauregard.
- There is a parking problem along Sanger Road. Extend “no parking” along Sanger during rush hour.

GROUP #4

- Direct access from I-395 to BRAC facility.
- Streets with bike paths.
- Transportation (free) for BRAC employees to surrounding community to eat, shop, etc.
- Create human-scale connections (i.e.- walkability from Southern Towers to Shops at Mark Center).
- Improve vehicular connectivity and egress.
- Move ahead with City Council's 10 Principles relating to VDOT's BRAC IJR.
- Winkler Preserve- support City Council's decision to leave Winkler Preserve unaltered.
- Support flyover option landing at WHS and not over Preserve.
- Support A1 Option.
- Any direct access plans are long-term and require VDOT approval.
- Get info from DOD regarding the origin of employee trips and make public.
- Leave the Winkler Preserve alone.
- Dedicated lane from HOV/HOT lanes to 236 & King Street exit.
- Create I-395 exit/interchange to Sanger Road.
- Connect Arlington streetcar to Mark Center.
- Light rail on Van Dorn beginning at Van Dorn Metro and through planning area.
- Monorail on Beauregard Street.
- Introduce residential permit parking.
- DOD should only permit carpool vehicles to park at WHS parking facilities.
- Consider steep slopes on streets.
- Consider noise abatement.
- Van Dorn has fast and heavy traffic in north and southbound direction.
- Install street signs that display "real-time" car speeds (like the sign on Seminary).
- Shirlington Circle has fewer accidents than Seminary Bridge. Look into improving safety.

GROUP #5

- Where are people who work at BRAC coming from?
- Army says it will provide free parking as other federal agencies do---not true. Disincentive if free parking is provided → Army stonewalling on this issue.
- Use/provide ZipCar parking/cars if parking is reduced. ZipCar at BRAC, Hamlets as trade-off to reduce parking.
- How to explore local options for short-term and long-term around BRAC? Provide choices:
 - Extend Sanger through Holmes Run to where?
 - Evaluate a roundabout at intersection of Beauregard and Seminary.
- Area is too confined. Planning Boundary is too small--- all neighborhoods affected.
- Cut through traffic on Seminary.
- Existing townhomes have inferior parking. Fought for three years to resolve people from Hamlets parking in service roads by their homes. The issue is that the townhome residents were parking along the service road in front of other people's homes, thus causing parking problems.
- Townhomes gated.
- Will have parking problems and need parking permits to resolve this issue.
- Get workers at WHS shuttled into BRAC facility until road network is in place. Do not need any additional cars until the roads can accommodate them.
- Fillmore terminates at Beauregard Street, Southern Towers and NVCC. Extend Fillmore and extend Braddock through NVCC. A new road along 395 to connect to extended Fillmore.
- Chambliss resident- Chambliss intended to go into Fairfax County and connect to Lincolnia Road.
- Connect currently broken roads with bridges.
- Quantrell- remove parking and get people to connect from 395 to Beauregard Street. Too narrow today with existing parking.
- On/off ramp directly from 395 is the most urgent need.
- Public school/rec center-> how to get kids across Sanger/Beauregard? Concerns about safety.
- Speed of roads does not necessarily impact capacity.
- Need to slow roads. Today the roads are not walkable: need to find solutions to increase walkability.
- Speed bumps are a nightmare -> makes the house shake. Other option is to narrow the road to slow down the traffic.
- Beauregard is hilly. Older people to age in place---older folks won't use bikes either. Kids don't walk -> lifestyle change. Geography limits what is reasonable (for walking).
- Topography – use it to determine pedestrian, bicycle, retail connections/network.
- Physical barriers include I-395 and Holmes Run.
- Where are people coming from? How to slow them down? More bus routes to accommodate BRAC workers.
- BRT – circle up Van Dorn to Beauregard
 - o Circulator like DC
 - o Shops @ Beauregard -> Sanger ->Van Dorn and up.
 - o Bigger network includes NVCC, Shoppers, Landmark
- North/south access to major employer -> could you have a southbound ramp come in? Could it come in Mark Center via Mark Center Drive?
- Tunnel under 395 to provide access to BRAC? Was it considered? A north/southbound tunnel?
- Get BRAC workers directly to BRAC.
- Circulation.
- Turnaround access to BRAC
- Traffic circle at Seminary and Beauregard.
- No provision for sound barrier along 395. Remove trees along 395 to build sound wall.
- People not in favor of HOT lanes. The HOT lanes benefit those that do not live in Alexandria.
- Elevate HOT lanes like the “L” in Chicago.
- Subway along 395 to Springfield.
- Seminary to Beauregard to George Mason: need turn lanes on Seminary at a minimum (Guiding Principle #10).
- Dredge Holmes Run and bring in ferries.