



Beauregard Trail Feasibility Study

City of Alexandria, Virginia
March 2026



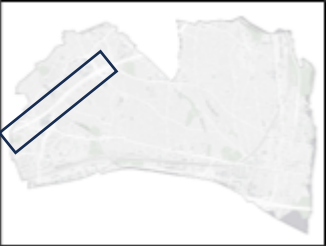
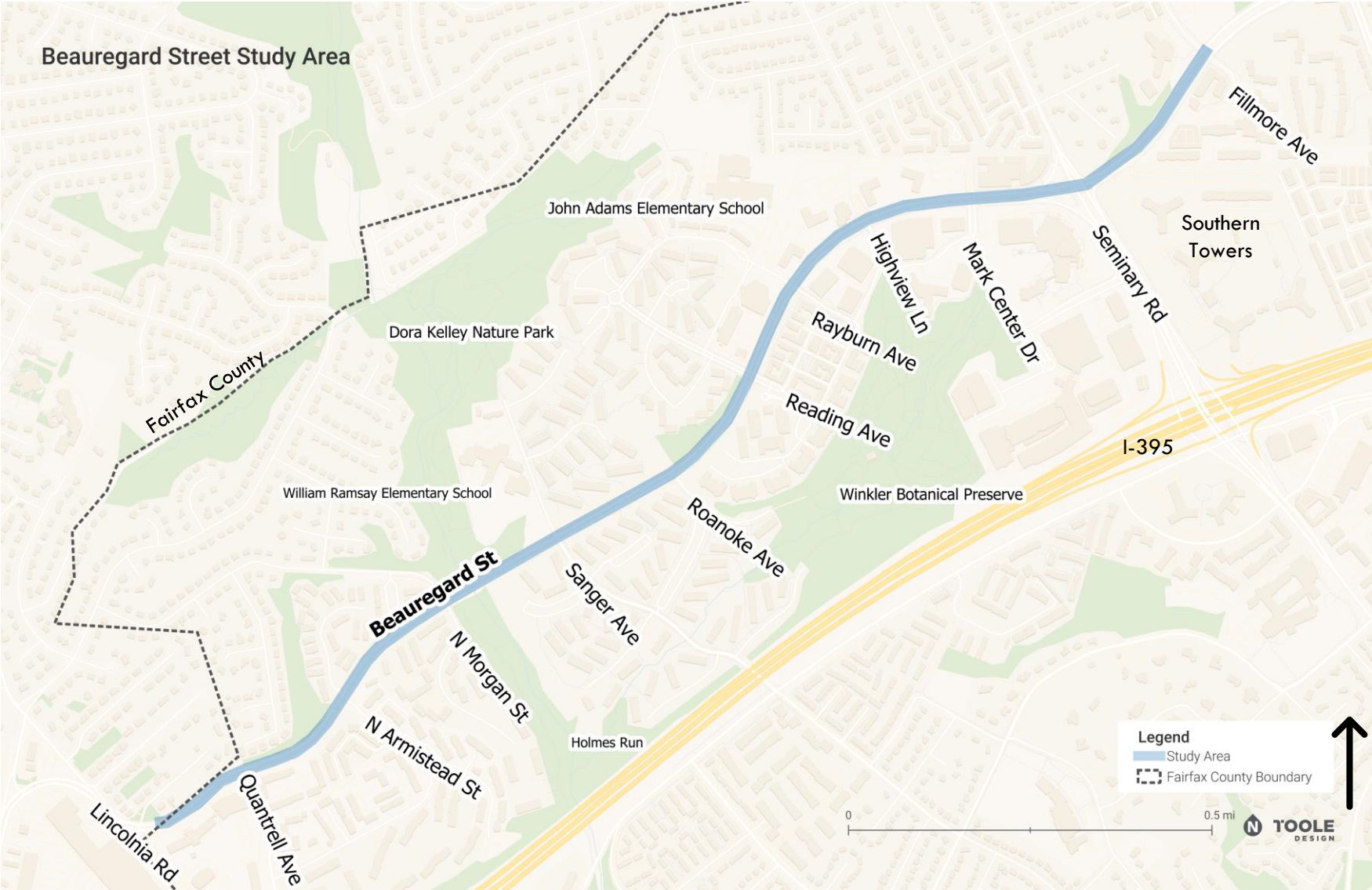
Agenda

- Project Overview
- Existing Conditions
- Traffic Analysis
- Design Ideas
- Public Engagement
- Next Steps
- Questions & Answers



Project Location

North Beauregard Street - Fillmore Avenue to Gloucester Road



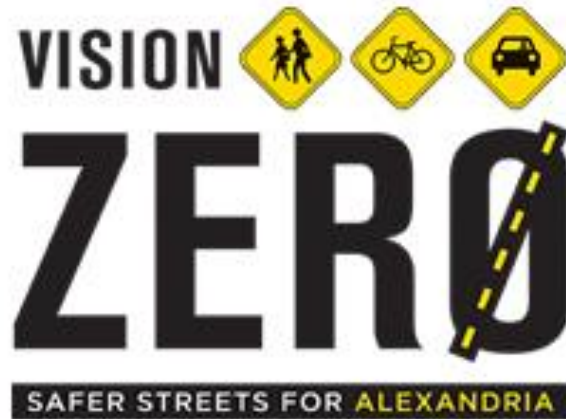
About the Project



Purpose:

- Study the feasibility of extending the Beauregard Trail between Fillmore Avenue and the Alexandria boundary with Fairfax County with a 10'-wide multi-use path.

Project Background



AlexWest
SMALL AREA PLAN
Approved by City Council on November 16, 2024
Adopted by Ordinance #5565 on December 14, 2024



ALEXANDRIA
COMPLETE STREETS
DESIGN GUIDELINES
Alexandria Department of Transportation • Environmental Services



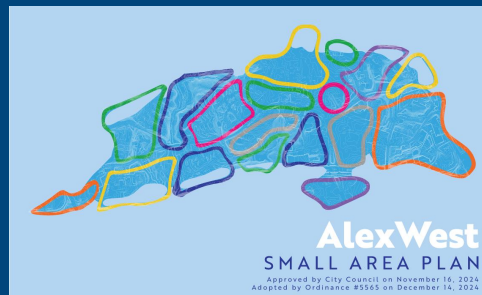
Project Goals



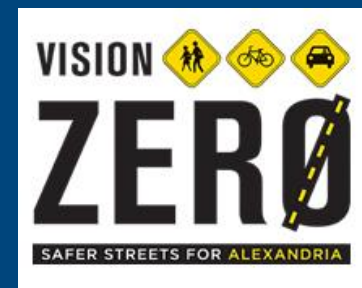
Improve mobility, safety, and access for all roadway users of all ages, abilities and modes of travel.



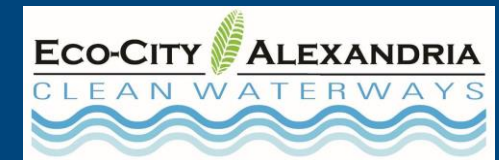
Increase pedestrian and bicycle access to the neighborhood and surrounding network.



Eliminate bicycle and pedestrian fatalities and severe injuries.



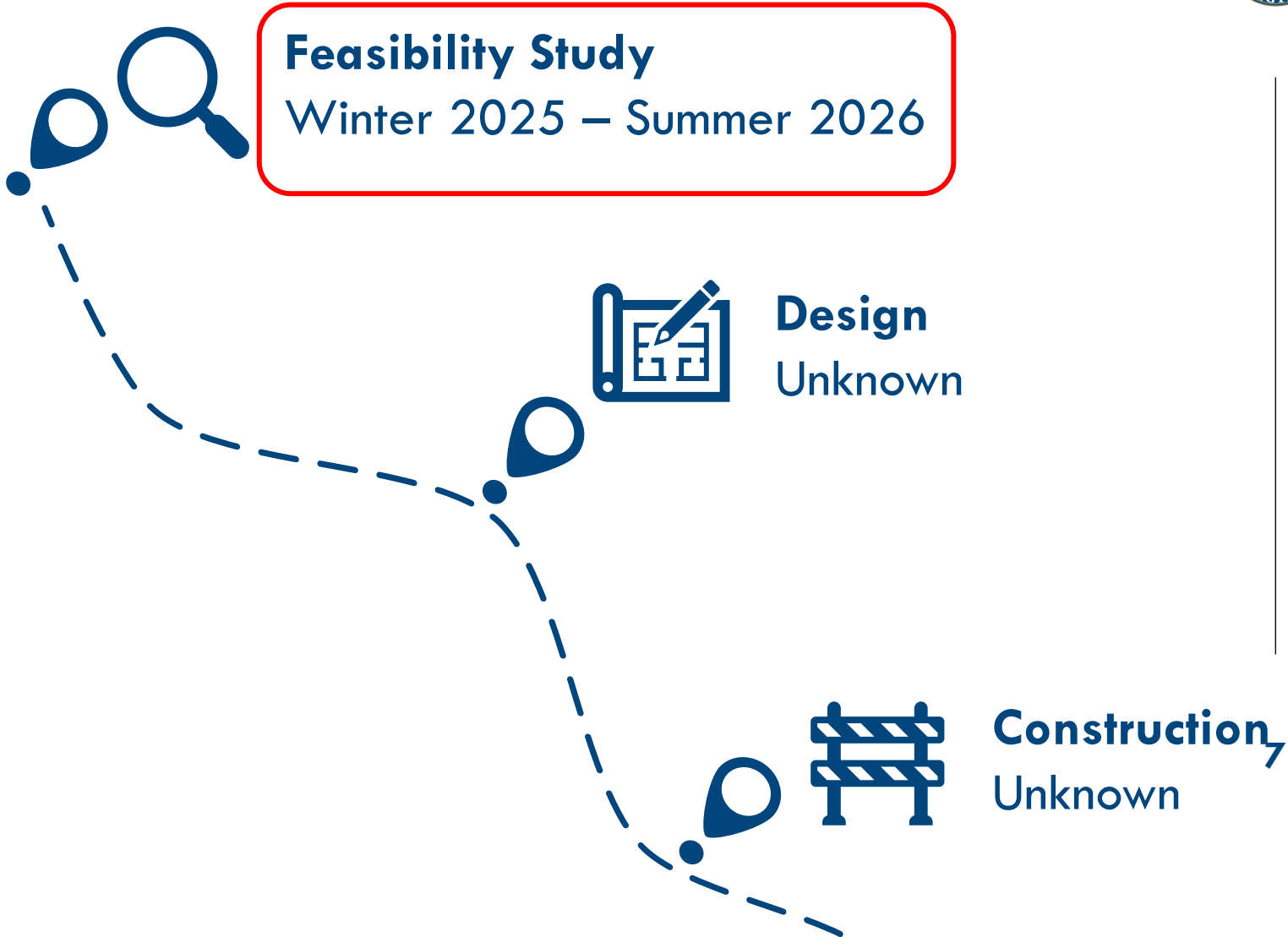
Increase access to sustainable modes of transportation.



Alexandria Mobility Plan



Project Timeline



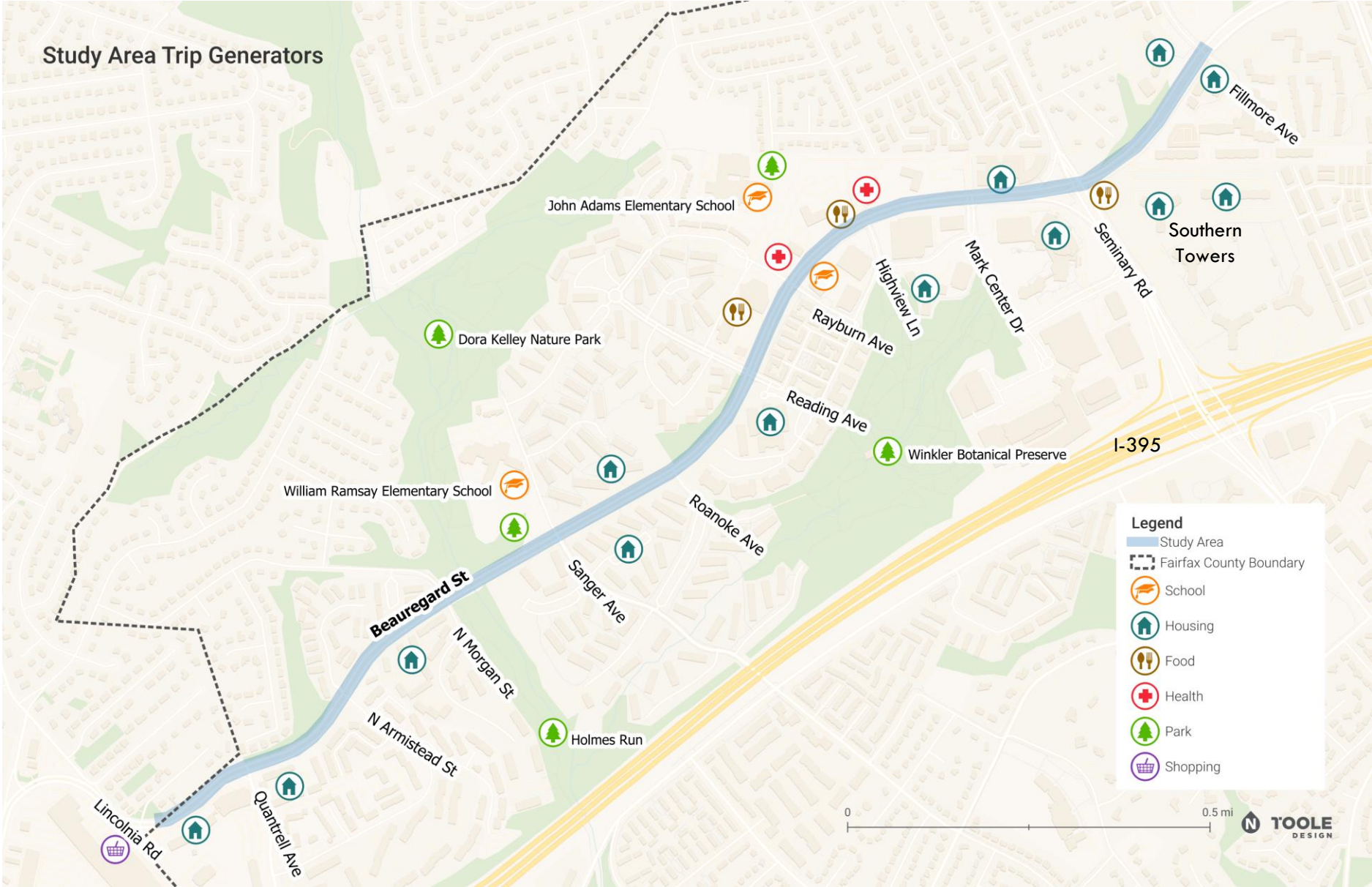
Existing Conditions



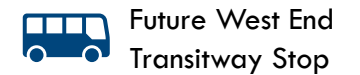
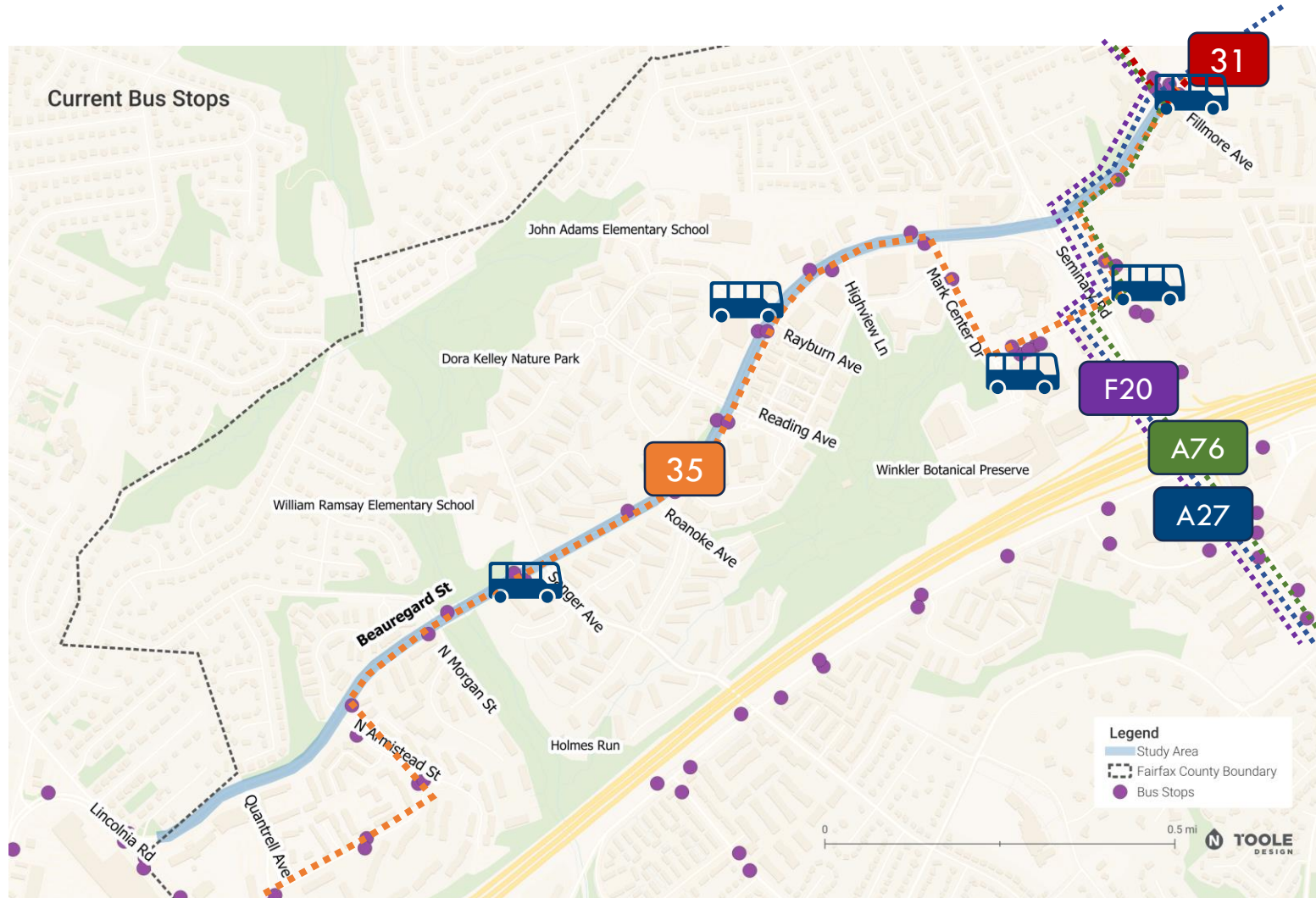
What we see today

- Narrow sidewalks
- Steep Slopes
- Multiple vehicle travel lanes

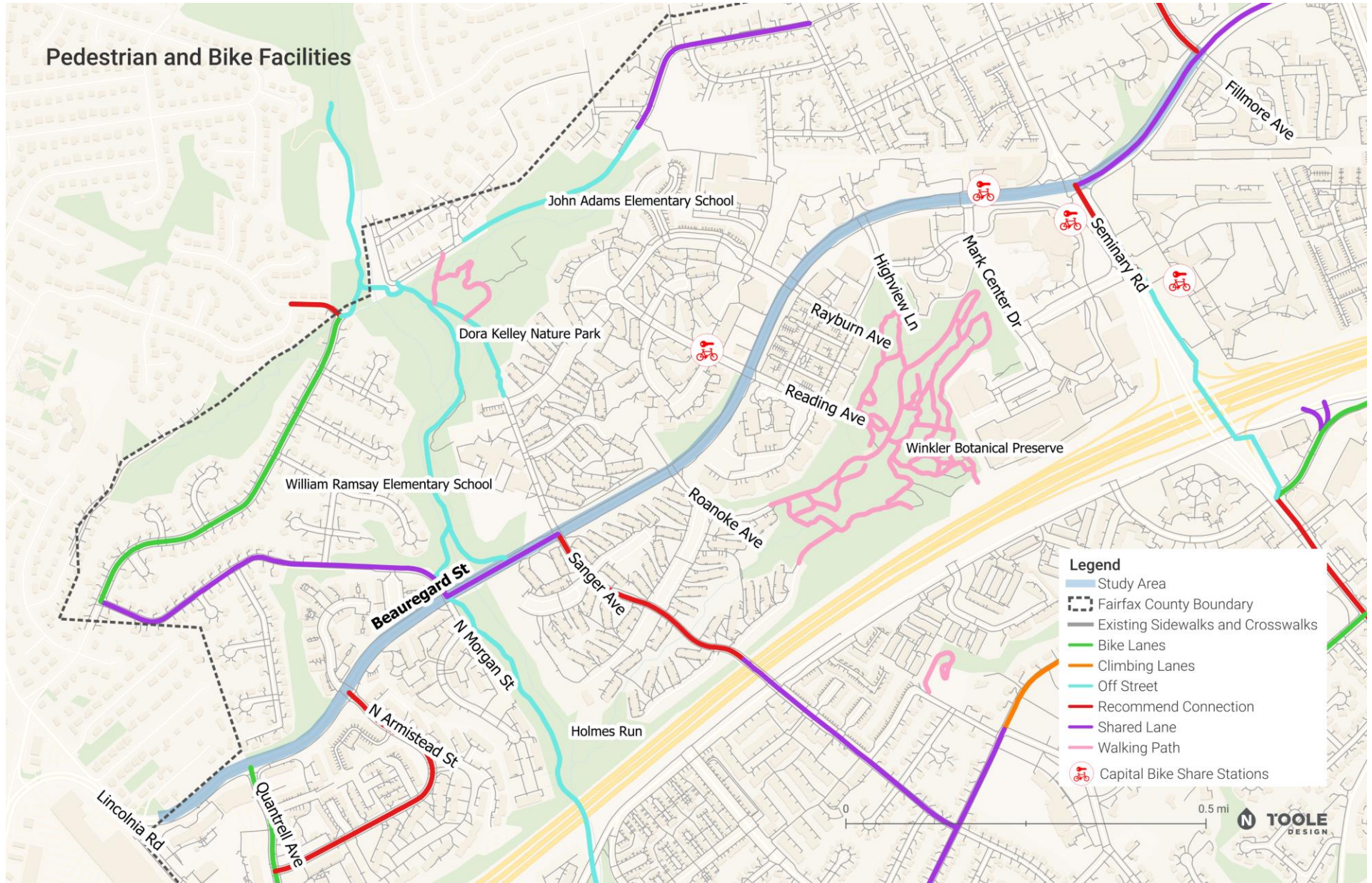
Study Area Trip Generators



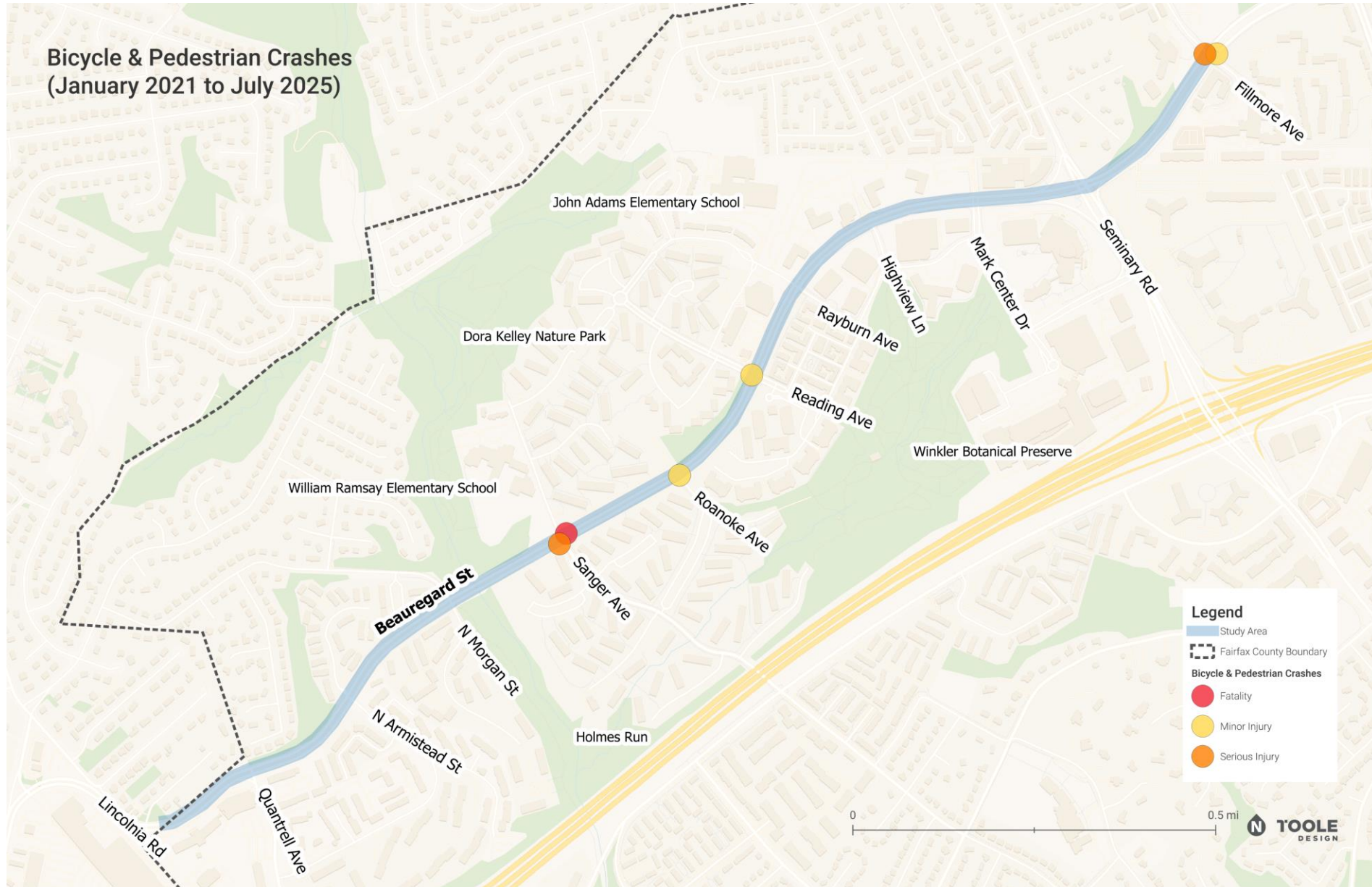
Bus Routes & Bus Stops



Existing Facilities for People Walking & Biking

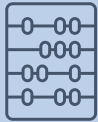


Bicycle & Pedestrian Crashes (January 2021 – July 2025)



Traffic Analysis

Preliminary Traffic Analysis



Project team analyzed traffic counts to understand how many vehicles use the corridor and how they move through intersections.

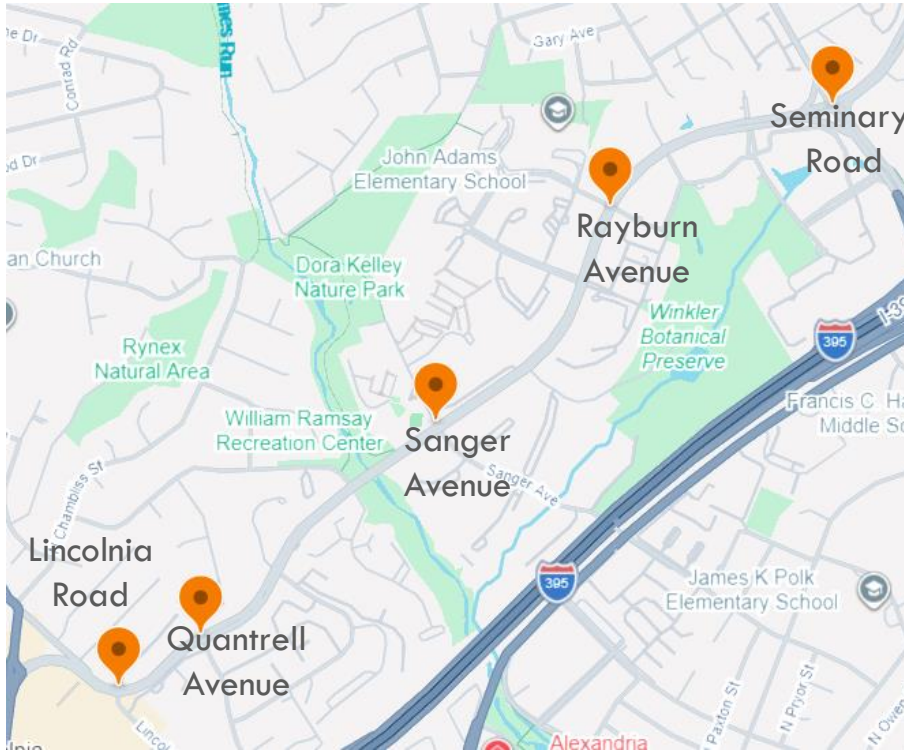


Traffic volumes vary along the corridor depending on the intersection.



Overall, the roadway currently has capacity to carry the traffic that uses it today.

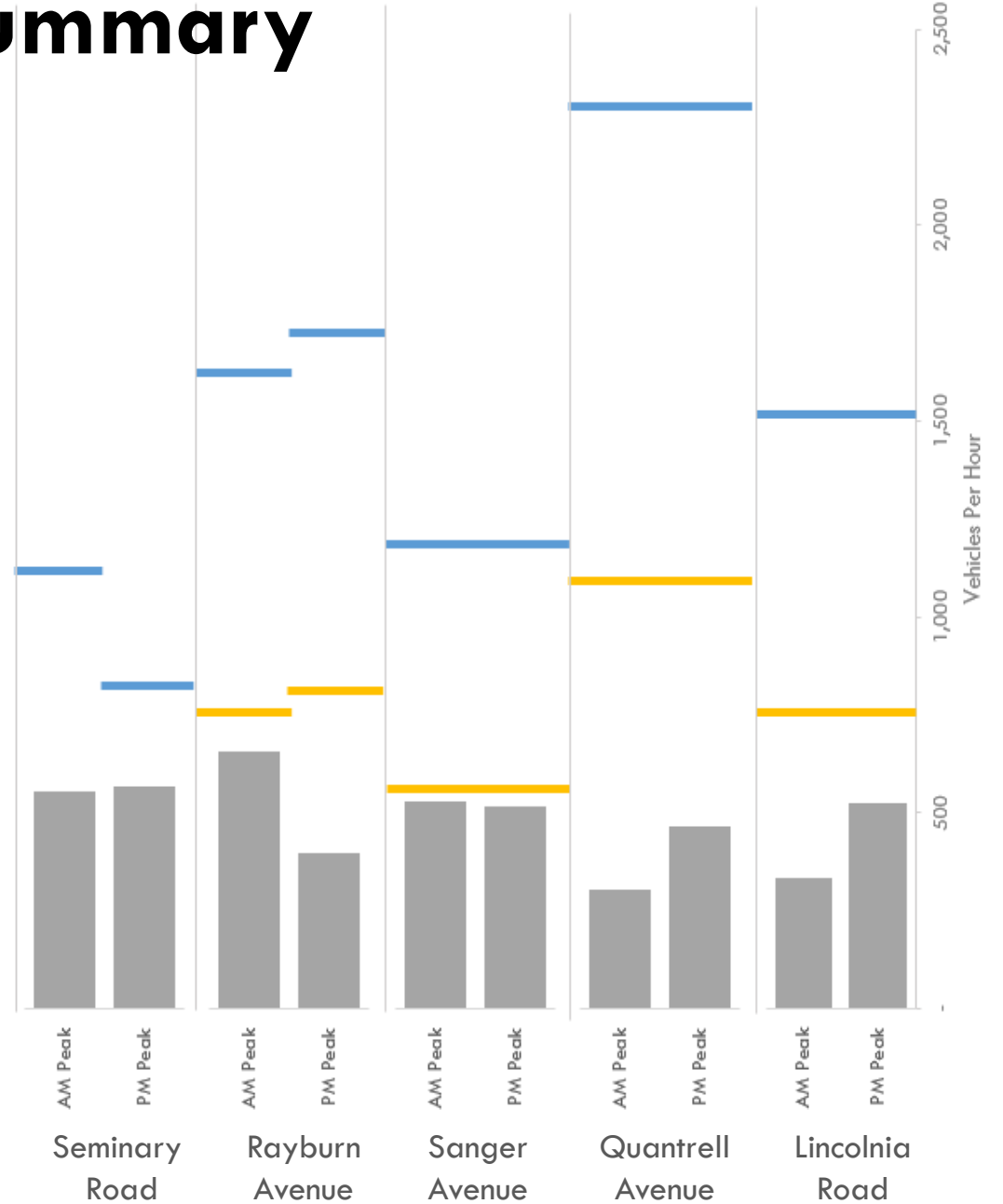
Preliminary Traffic Analysis Summary



Legend

- Peak Hour Traffic Volume
- 1-lane capacity
- 2-lane capacity

Cross Street



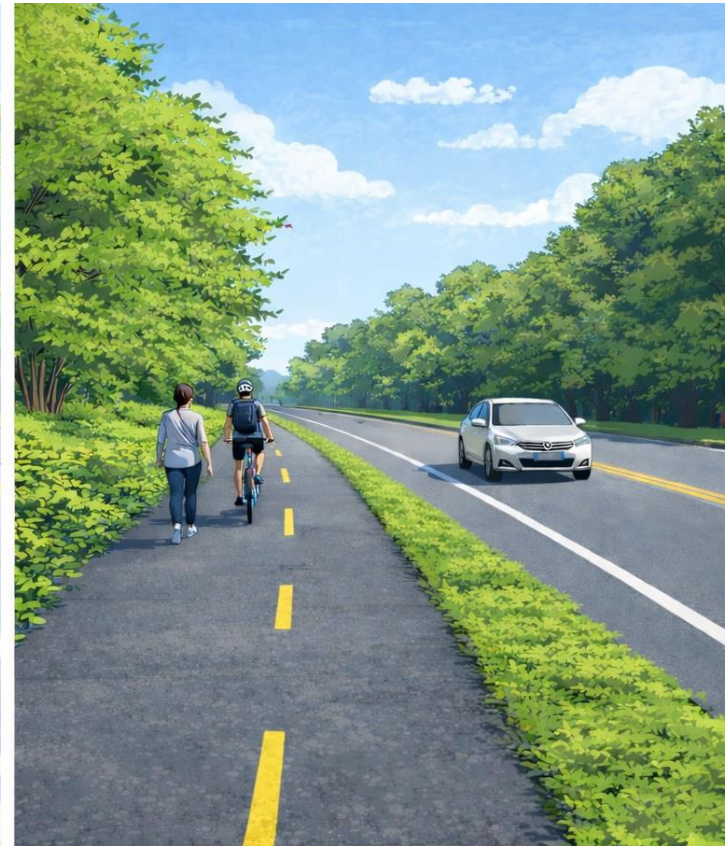
Design Ideas

What Might the Trail Look Like?

- Existing narrow sidewalk replaced with wider multi-use trail.



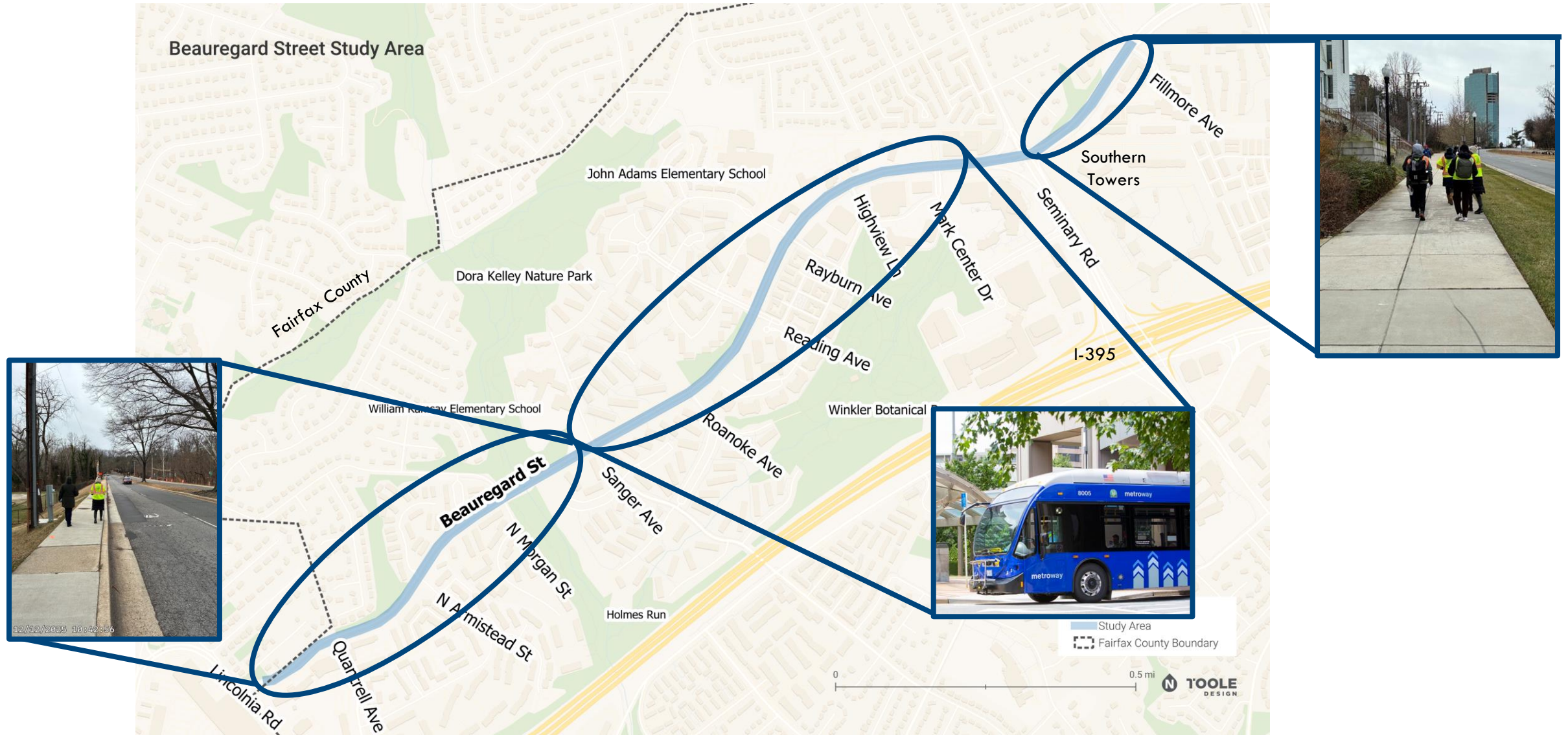
Two-Way Cycle Track Option
(Separate spaces for cyclists and pedestrians)



Two-Way Asphalt Trail Option
(Shared space for cyclists and pedestrians)



Corridor Nuance & Development



*Bus is illustrative for future West End Transitway

Considerations for a Trail Extension



SAFETY FROM TRAFFIC

- Separation between people walking, biking, and scooting from vehicles.



SEPARATE SPACES

- People driving, walking, and biking/scooting each have their own space.



TRAVEL IMPACT

- Relative changes to traffic patterns and timing



CONSISTENCY ALONG THE CORRIDOR

- The trail design stays similar along the corridor



PROPERTY IMPACTS

- Whether the City already owns or controls the space needed for the trail.



COST

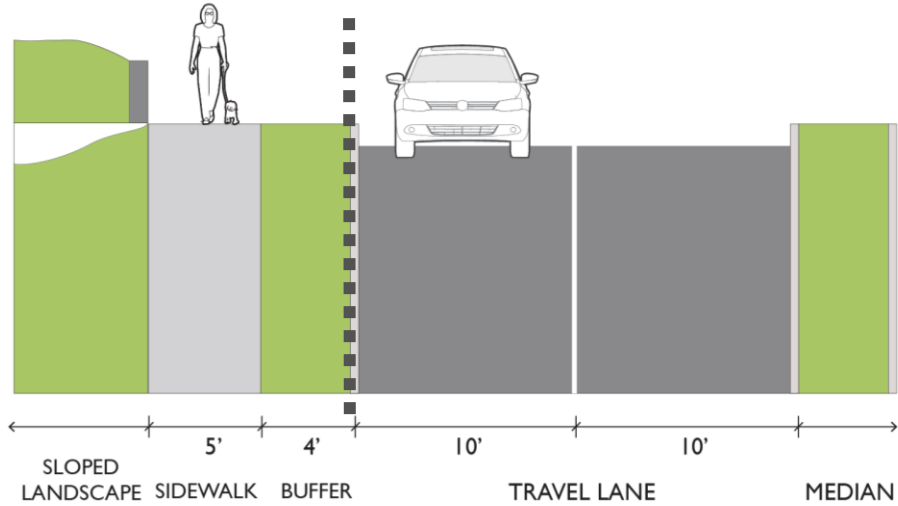
- How expensive the trail would be to build.



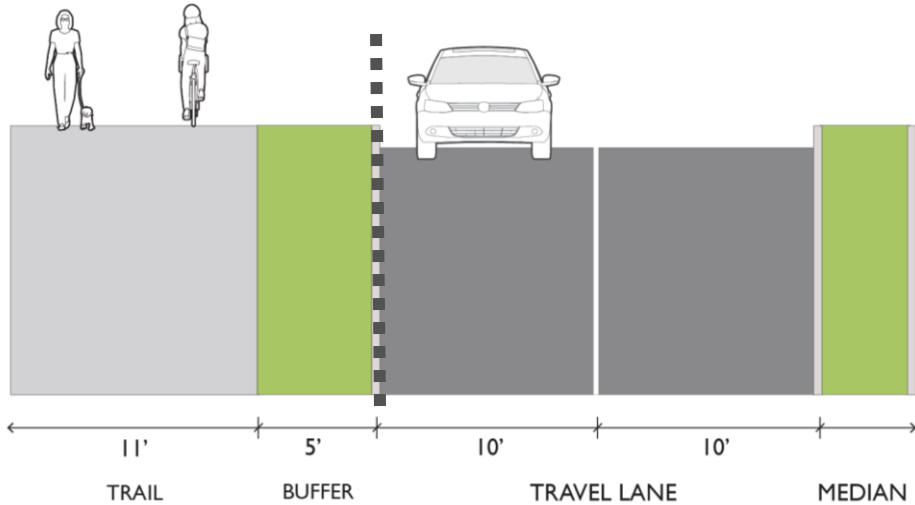
IMPLEMENTATION TIMELINE

- How quickly the trail could realistically be built.

Initial Concepts: Shared Trail – Widen Away from Street



EXISTING CONDITIONS



ALTERNATIVE I: EXTEND SIDEWALK

Existing Curb Line

Categories

Scoring

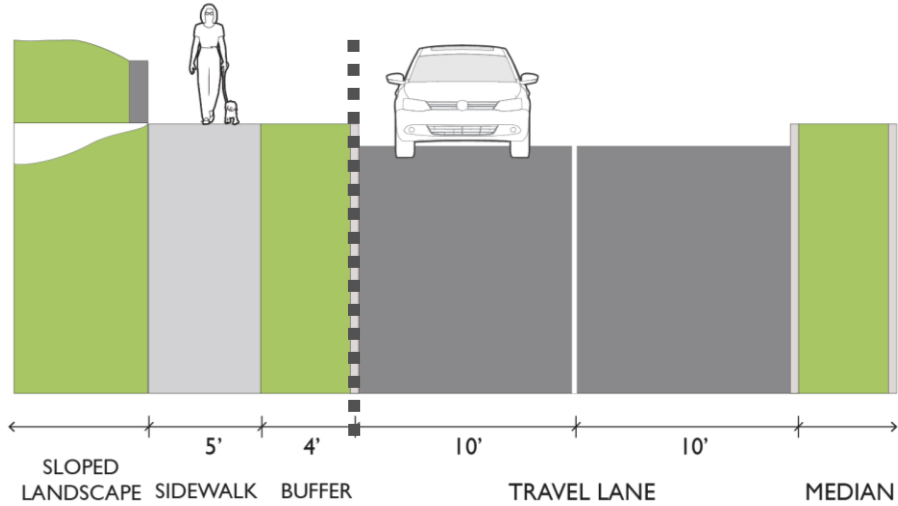


Safety from Traffic	Strong Advantage
Separate Spaces	Moderate
Travel Impact	Good Performance
Design Continuity	Strong Advantage
Property Impacts	Significant Challenges
Cost	Significant Challenges
Implementation Timeline	Significant Challenges

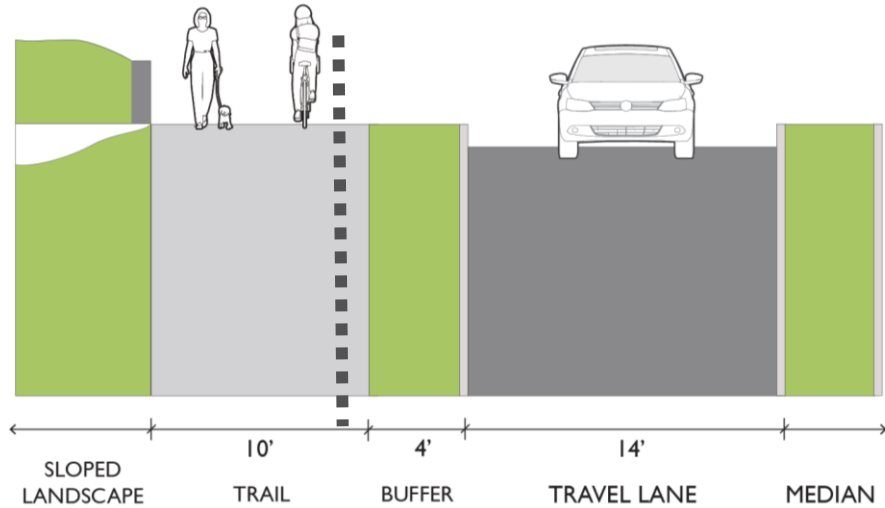
Legend for Scoring:

- Significant Challenges (Red)
- Some Challenges (Orange)
- Moderate (Yellow)
- Good Performance (Light Green)
- Strong Advantage (Dark Green)

Initial Concepts: Shared Trail – Widen into Street



EXISTING CONDITIONS



ALTERNATIVE 2: ROADWAY RECONFIGURATION

Existing Curb Line

Categories

Scoring



Safety from Traffic

Strong Advantage

Separate Spaces

Moderate

Travel Impact

Good Performance

Design Continuity

Strong Advantage

Property Impacts

Strong Advantage

Cost

Some Challenges

Implementation Timeline

Some Challenges

Significant Challenges

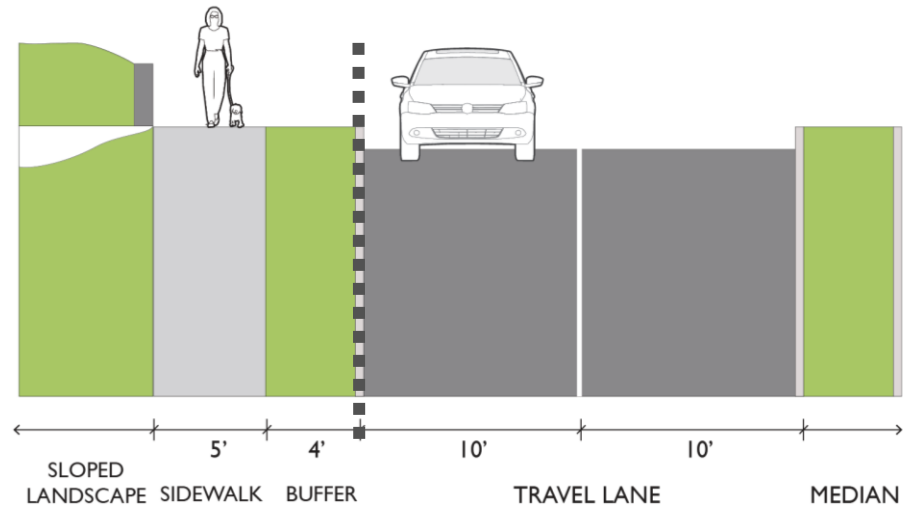
Some Challenges

Moderate

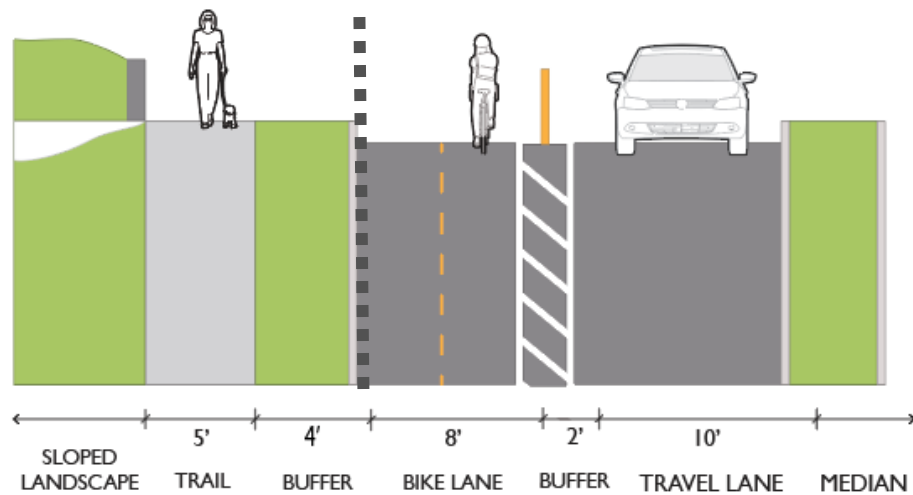
Good Performance

Strong Advantage

Initial Concepts: In-Street Protected, Separated Bike Lane



EXISTING CONDITIONS

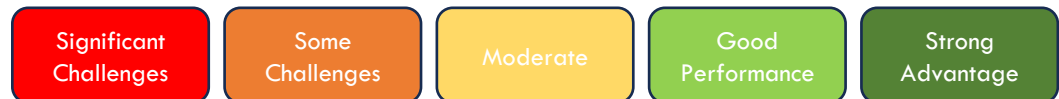


ALTERNATIVE 3: PROTECTED BIKE LANE

Categories

Scoring

Safety from Traffic	Strong Advantage
Separate Spaces	Strong Advantage
Travel Impact	Good Performance
Design Continuity	Significant Challenges
Property Impacts	Strong Advantage
Cost	Good Performance
Implementation Timeline	Strong Advantage



Existing Curb Line

Initial Concepts: Comparison



<u>Categories</u>	<u>Shared Trail – Widen Away from Street</u>	<u>Shared Trail – Widen into the Street</u>	<u>In-Street Protected, Separated Bike Lane</u>
Safety from Traffic	Strong Advantage	Strong Advantage	Strong Advantage
Separate Spaces	Moderate	Moderate	Strong Advantage
Travel Impact	Good Performance	Good Performance	Good Performance
Design Continuity	Strong Advantage	Strong Advantage	Significant Challenges
Property Impacts	Significant Challenges	Strong Advantage	Strong Advantage
Cost	Significant Challenges	Some Challenges	Good Performance
Implementation Timeline	Significant Challenges	Some Challenges	Strong Advantage

Significant Challenges

Some Challenges

Moderate

Good Performance

Strong Advantage



Give Us Your Feedback!

- ✓ Complete the project feedback form by April 19
- ✓ Link to Feedback form is available on the project webpage
 - alexandriava.gov/go/7749

Next Steps



Public Comment

- March 25 – April 19

Presentation to the Traffic & Parking Board

- Project Overview

Integrate into Work Plan

- Timing
- Funding

Additional Information

For additional information, visit the
project website at
alexandriava.gov/go/7749





Questions?