

## **MARK CENTER (BRAC-133) SPOT IMPROVEMENT PRIORITY LIST**

MASON DISTRICT BRAC-133 TASK FORCE

AUGUST 2, 2011

*The Mason District BRAC-133 Task Force, through action taken on August 2, 2011, hereby supports the following list of priority transportation spot improvements, intended to address impacts from partial and/or full occupation of the nearby Mark Center (BRAC-133):*

### **1. Traffic Signal Optimization**

Traffic patterns around the Mark Center, in both Alexandria and Fairfax, will inevitably change once the facility becomes occupied. Approximately 6,400 employees will be traveling to and from the Mark Center, introducing new, increased demands on the transportation network. Traffic signal timings and phasing should be re-evaluated and optimized for key traffic signals along Route 236, Beauregard Street, Seminary Road and South Van Dorn Street to ensure that traffic is being served in the most efficient manner possible with the existing transportation infrastructure.

Proposed Spot Improvement:	Traffic Signal Optimization
Timeframe:	Short Range (6-12 months)
Cost Impact:	N/A (VDOT)

### **2. I-395 SB Off-Ramp @ Route 236 (Enhanced Signage/Way-Finding)**

Demand for access to Route 236 and area attractions is anticipated to overload the single-lane SB off-ramp from I-395 to Route 236 WB. The introduction of Mark Center trips to the transportation network will only serve to exacerbate the issue. In an effort to make better use of the existing transportation infrastructure, enhanced signage/way-finding could be employed on the ramp to ensure that travelers are aware, in advance, that Quantrell Avenue, with direct access from the ramp, can be used to access Beauregard Street, Lincolnia Road and the Plaza at Landmark shopping center. This action would help to remove unnecessary trips from the troublesome weave, where the ramp intersects Route 236, and the equally troublesome intersection of Route 236 and Beauregard Street.

Proposed Spot Improvement:	Enhanced Signage
Timeframe:	Short Range (12-18 months)
Cost Impact:	\$200K

*Note that each of these improvements will require some level of further study and community involvement to determine overall feasibility and cost effectiveness.*