

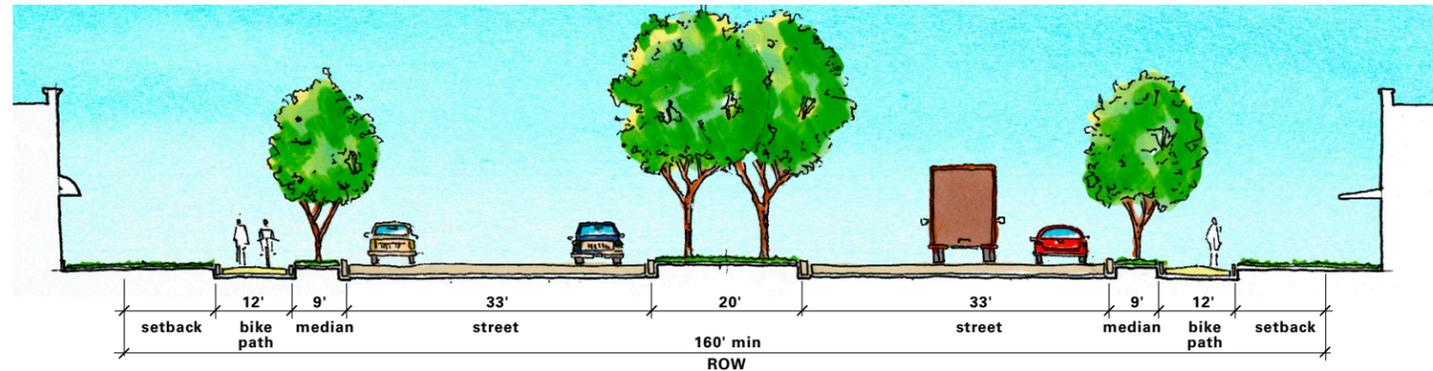
Community Core Area

The central portion of the study area between George Washington Highway and Canal Drive will become the Community Core area. This segment of the corridor is expected to contain mixed use buildings, improved intersections, additional traffic signals, and a more pedestrian friendly environment. The intent of creating an active commercial/retail center along the corridor drove the need to assess two conceptual alternatives that addressed the balance of regional and local traffic demands while responding to the economic and retail needs of the community. Based on the projected traffic volumes along this corridor, it was determined that South Military Highway required a minimum of six through-lanes between the I-64 Cavalier Boulevard interchange east to the Gilmerton Bridge. To the west of the I-64 interchange, the existing four-lane section was determined to be adequate. The primary difference between the two alternatives is how access is accommodated when redevelopment occurs within the core area.

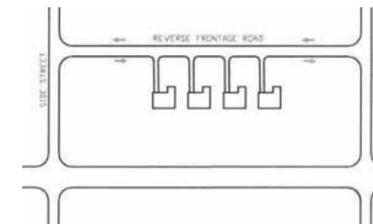
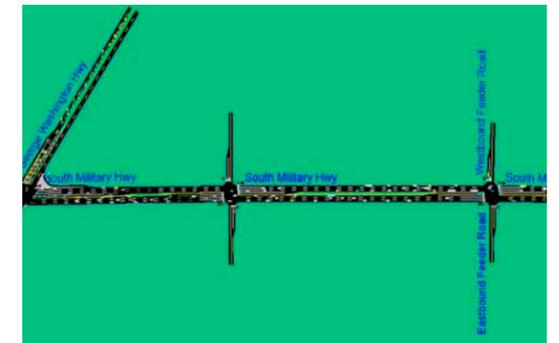


Concept 1A

Concept 1A calls for the existing frontage roads along South Military Highway to be relocated behind businesses fronting the corridor to create a local street network through “reverse” frontage roads. The concept introduces three new signalized intersections to address controlled direct access to South Military Highway yet support a defined street grid network to be located behind commercial/retail establishments and neighborhoods along the corridor. While this concept presents a streamlined approach to improving corridor capacity and traffic progression, it also requires the greatest intervention on behalf of the City to work with private property owners to dedicate public right-of-way at the rear of their properties and consider share access. This concept was very well received by the public during the design charrette process.



TYPICAL STREET Proposed street improvements and rear road plan for development along South Military Highway



Concept 1B

Concept 1B also upgrades South Military Highway to a six-lane facility but locates the access street at the front of the redevelopment property within the Community Core. While these access streets appear similar to the frontage roads, they will function very differently. The frontage roads will be reconfigured to accommodate only one-way traffic and function much like an elongated right-in/right-out along the corridor. As with Concept 1A, this concept will introduce three new signalized intersections to the corridor, which will control access along this corridor and improve progression opportunities.

The access streets will be one-way only with on-street parking. They will begin and end prior to the proposed signalized intersection and hence function as right-in/right-out driveways. This configuration will allow shoppers and local residents easy access to shops and neighborhoods located along the corridor and within the already existing right-of-way. By terminating these access streets prior to the signalized intersection, the number of vehicle conflicts and driver confusion is greatly reduced from existing conditions.

The concept of parking on an access street met some initial resistance. However, Concept 1B allows redevelopment to occur while providing individual owners with continued partial access to South Military Highway. The access streets while functional for motorists, pedestrians, and businesses, also help to establish the boundaries of the Community Core by the physical character of the roadway.

