

**Beauregard Small Area Plan - Comparison to Transportation Master Plan
Transportation and Environmental Services, May 2, 2012**

TRANSPORTATION MASTER PLAN GOALS:	WITHOUT THE PLAN (STATUS QUO)	WITH THE PLAN
<i>Transit</i>		
<p>Ensure that people can travel into, within and out of the City of Alexandria by providing a mass transit system that combines different modes of travel into a seamless, comprehensive and coordinated effort.</p>	<p>Assumes the implementation of high capacity transit (HCT). Local transit services would remain and be supplemented to connect neighborhoods to high capacity transit stations. Without the plan, the implementation of the transitway could be delayed, and having a continuous dedicated transit lane through the plan area would not be guaranteed. In addition, the funding from developers would not be guaranteed.</p>	<p>Includes the implementation of high capacity transit (HCT). Local transit services would remain and could be reconfigured to better connect neighborhoods to high capacity transit stations. The coordinated land use plan and proposed roadway and pedestrian network allows for better options for facilitating HCT through the plan area, and providing improved pedestrian and bicycle access to stations. The coordinated development effort allows for significant developer contributions toward the transitway, and the dedication of the land needed for the transitway.</p>
<i>Pedestrian</i>		
<p>The City will provide a continuous, connected and accessible network that enables pedestrians - particularly children and those with mobility impairments - to move safely and comfortably between places and destinations.</p>	<p>The City's current Transportation Master Plan identifies specific pedestrian improvements within the plan area. The current pedestrian facilities are limited, and many streets and uses are not connected by safe pedestrian facilities. The suburban street network is disconnected and the narrow and non-ADA compliant pedestrian facilities can discourage people from walking. Without the plan, the limited network would remain.</p>	<p>The Small Area Plan recommends an improved street grid that will facilitate better pedestrian connectivity. Multi-use paths are provided to connect recreation and open spaces, transit facilities, schools, regional trails, and adjacent neighborhoods. New pedestrian facilities would be designed in a manner that is ADA accessible, provides separation from autos, and have attractive streetscapes. These facilities will provide better and safer accessibility for all users.</p>
<p>The City will encourage mobility for all pedestrians, regardless of age or ability, by promoting walking as a means of improving health and increasing transit usage.</p>	<p>The current pedestrian facilities are limited. Without the plan, this limited network would remain thereby promoting more vehicular trips, and discouraging healthy activities.</p>	<p>The improved street grid and associated pedestrian facilities will help to encourage walking between uses and to transit. The new facilities will be constructed to be ADA accessible, attractive, and convenient, and therefore encourage users of all ages and abilities to access uses. This in turn will help to promote transit use as well as encourage healthy activities.</p>
<p>The City will develop a Safe Routes to School Program and awareness initiatives that address pedestrian safety, rights and responsibilities.</p>	<p>Today, there is a disconnect between many residential areas and schools within the plan area and surrounding neighborhoods and the limited pedestrian facilities are not ADA compliant or are in poor condition. These existing conditions can discourage walking to schools. Without the plan, there is no guarantee that pedestrian improvements would be made within the plan area.</p>	<p>The Plan includes improved pedestrian facilities that are ADA accessible, separated from autos and have an improved streetscape. In addition, the Plan includes improved connections to schools from within the plan area, and to surrounding neighborhoods. These recommended improvements are more compatible with a Safe Routes to School program than the existing conditions.</p>

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<p>The City will create a safe pedestrian environment through effective law enforcement and implementation of pedestrian safety countermeasures.</p>	<p>The current pedestrian facilities are limited (see above). Without the plan, this limited network would remain. An auto focused environment results in a higher likelihood of conflicts between pedestrians and autos, and therefore impacts pedestrian safety.</p>	<p>The Small Area Plan recommends a compact layout with a mixture of land uses, improved road grid, that will result in direct, visible pedestrian zones with additional crosswalks. It recommends widened sidewalks and trails that are ADA accessible, and buffered from vehicles. The plan also includes improved pedestrian crossings at arterials, reduced crossing distance and conflict points across Seminary Road at Beauregard Street. These improvements will encourage pedestrian activity, improve pedestrian visibility, and help to reduce auto speeds, thereby improving overall pedestrian safety.</p>
Bicycle		
<p>The City will complete a connected system of primary and secondary bikeways with ample bicycle parking to serve bicyclists needs.</p>	<p>Today, there is are limited bicycle facilities within the plan area, including an on-street bike route along Sanger Avenue, and multi-use paths through Dora Kelley Nature Park. The Transportation Master Plan does not include any new recommended system improvements within the plan area. This results in a lack of bicycle options for current residents, and poor bicycle connectivity between uses within the area and to regional facilities such as Four Mile Run.</p>	<p>The Small Area Plan recommends a comprehensive network of bicycle facilities, including off-street multi-use paths, bikelanes, shared facilities and bicycle parking at activity centers. This includes key north-south and east-west bicycle system improvements. These facilities provide improved access to land uses and transit both within the plan area, and to surrounding neighborhoods and regional connections such as the Holmes Run Trail and Four Mile Run.</p>
<p>The City will seek to increase bicycle usage and bicycle-transit connections through targeted outreach and encouragement.</p>	<p>The City's Transportation Master Plan includes objectives such as integration of bicycles with transit, providing bicycle accommodations through development review, Bike to Work Day, promoting health, and partnering with local businesses.</p>	<p>The objectives identified in the City's Transportation Master Plan to meet this goal would continue to be implemented. In addition, the specific bicycle improvements recommended in the Small Area Plan, such as the improved connectivity to all uses and transit, and policies related to parking and bikeshare, and a coordinated Transportation Management Plan District will help to increase bicycle usage and connections to transit.</p>
<p>The City will develop and implement targeted Safe Routes to School programs as well as additional programs for adult cyclists, and motorists.</p>	<p>The City's Transportation Master Plan includes objectives such as education, bicycle registration and outreach. However, the general lack of a comprehensive, connected bicycle system within the plan area, and connectivity to adjacent neighborhoods, discourages students from riding bicycles to school. Without the plan, there are no planned improvements to the bicycle network.</p>	<p>The Small Area Plan recommends improved bicycle facilities. It includes improved connections to schools from within the plan area, and to surrounding neighborhoods. These recommended improvements are compatible with a Safe Routes to School program. Other recommended programs in the City's Transportation Master Plan, such as education, providing bicycle maps, and outreach would continue to be implemented.</p>

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<p>The City will create a safe bicycle environment and reduce user conflict on shared-use paths through effective law enforcement, detailed crash analysis and implementation of bicycle safety countermeasures.</p>	<p>The Transportation Master Plan includes objectives to meet this goal, including educational programs, traffic enforcement of both cars and bicycles, adequately reporting crash incidents, and targeting key intersections and conflict points for adequate improvements.</p>	<p>The objectives identified in the City's Transportation Master Plan to meet this goal would continue to be implemented. However, it is anticipated that the improved street grid and bicycle facilities recommended in the Small Area Plan will result in greater awareness of bicycles by motorists, and overall improved safety for bicyclists.</p>
<p><i>Streets and Neighborhood Protection (Traffic Calming)</i></p>		
<p>Provide protection to residential neighborhoods from traffic operating at excessive speeds and excessive volumes of traffic.</p>	<p>The City's current Transportation Master Plan identifies some specific improvements including crossing or intersection improvements within the plan area in residential neighborhoods and along Beauregard Street. Without the Small Area Plan, the street configuration and pedestrian facilities may remain as they are today.</p>	<p>The plan recommends a street grid that will include traffic control at intersections. The grid will be designed in a manner to reduce vehicular speeds, especially on residential streets. Features include curvilinear streets, narrowed lanes, pedestrian crosswalks, on-street parking, bulbouts, and varying pavement materials. These features will provide greater emphasis toward pedestrians, thereby reducing conflicts with autos and improving overall pedestrian safety.</p>
<p>Keep neighborhood street use, to the greatest extent possible, within the classification defined in the transportation chapter of the Master Plan.</p>	<p>The Transportation Master Plan currently identifies Beauregard Street and Seminary Road as arterials, Kenmore Avenue as a primary collector, Sanger Avenue as a residential collector, and all other streets as local streets. Without the plan, it is unlikely that these designations would change, unless future development resulted in a major roadway that required a redesignation.</p>	<p>The plan recommends some changes to the roadway classification. The improved grid results in a parallel street to Beauregard Street, as well as other streets parallel to Sanger. Some of these streets would be classified as collector streets. In addition, Mark Center Drive and a street within Southern Towers (parallel to Seminary Road) would be classified as collectors. Kenmore Avenue is realigned with Library Lane, and the section of existing Library Lane between Kenmore and Beauregard would be reclassified as a collector.</p>
<p>Increase access, safety, comfort and convenience for pedestrians and bicyclists by changing the culture of neighborhood street use from "cars first" to "people first".</p>	<p>The City's current Transportation Master Plan recommends limited improvements for pedestrians and bicyclists within the plan area. Therefore, the ability to change to a "people first" culture is less likely without the Small Area Plan.</p>	<p>The plan recommends a compact layout with a mixture of land uses, and improved road grid, and safe, accessible, attractive and safe pedestrian and bicycle facilities. A key feature of the plan is to provide a more human scaled, memorable place that focuses on people. These features will encourage more walking and biking between uses, and to transit, improve pedestrian visibility, and help to reduce auto speeds, thereby creating a culture of "people first".</p>
<p>Base the expenditure of public resources on need.</p>	<p>Staffing and funding for the traffic calming program was eliminated from the City's budget in 2009, and currently the City does not have staff or funding for studying or constructing traffic calming projects.</p>	<p>The Small Area Plan anticipates the redevelopment of residential areas and streets by individual developers. These residential streets would be designed in a manner that keeps vehicular speeds low, and encourages pedestrian activity. The costs for these improvements would be borne by the developer, rather than public resources.</p>

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<p>Foster a collaborative working relationship between the City staff and neighborhood residents in the development of traffic calming measures.</p>	<p>Staffing and funding for the traffic calming program was eliminated from the City's budget in 2009.</p>	<p>The Small Area Plan recommends a road system designed in a manner to reduce vehicular speeds, especially on residential streets. Features include curvilinear streets, narrowed lanes, pedestrian crosswalks, on-street parking, bulbouts, and varying pavement materials. These initially constructed traffic calming features will reduce the need to implement future traffic calming elements.</p>
<p>Parking</p>		
<p>A comprehensive parking management strategy that is fully integrated with the City's plans for transit, streets, bicycles and pedestrians and functions in coordination with these plans - furthering the City's overall goals and wider transportation vision.</p>	<p>Today, the land uses within the plan area are generally separated from each other, and the transportation system is focused on the automobile, which results in the need to provide extensive parking. Onstreet spillover parking is generally a problem, and on-street parking areas targeted specifically by use result in an uncoordinated and redundant parking system. Without the plan, these issues are likely to continue in the future, but may be partially or incrementally alleviated as individual properties are redeveloped. The plan area is located within the City's Day-time Parking District (District 12) boundaries, future residents will have the opportunity to apply for residential parking restriction signs to be installed on their block face.</p>	<p>The Small Area Plan recommends a mixture of uses and a multi-modal transportation system, which results in a greater share of persons who will walk, bike or ride transit. These characteristics thus allow for lower parking requirements, and opportunities for shared parking. The Small Area Plan requires that parking spaces be efficiently managed to maximize turnover of spaces, and unbundled residential / mixed-use parking. On-street spaces may be metered and be part of a performance parking program. The plan also encourages smart parking technologies such as variable pricing.</p>