

**Old Town North Small Area Plan - Comparison to Transportation Master Plan  
Transportation and Environmental Services, May 17, 2017**

TRANSPORTATION MASTER PLAN GOALS:	WITHOUT THE PLAN (STATUS QUO)	WITH THE PLAN
<b><i>Transit</i></b>		
<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>Without the plan, it is assumed that the Old Town Circulator will be implemented, as well as increased headways on existing transit routes. These are both recommended in the DASH Comprehensive Operations Analysis. Without the plan, there will be lower land use densities, land uses with less compatibility with transit (ie, the Power Plant), and a lack of pedestrian connectivity that result in poor use of existing or planned transit improvements.</p>	<p>The Small Area Plan includes a mixture of land uses with higher densities and improvements to facilitate improved connectivity between modes, including new street connections to improve walking or biking to transit. The Plan recommends a new north-south transit route that will connect Old Town North, and the Power Plant site, to the future Potomac Yard Metrorail station, and areas to the south. The plan also encourages higher densities within Old Town North and the Power Plant site which will encourage greater use of transit.</p>
<b><i>Pedestrian</i></b>		
<p><b>Engineering:</b> 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 such as new constructing sidewalks where missing (portion of Union Street, and Wythe Street), as well as citywide pedestrian policy and engineering strategies to improve connectivity and safety. The City has a Vision Zero policy and is working toward identifying specific recommendations to eliminate roadway fatalities and serious injuries by 2028. In general, Old Town North has a good network of pedestrian facilities, however, some sidewalks are narrow or could be improved for accessibility. There are limited connections to the Power Plant site, and pedestrian access and safety on Slaters Lane across Washington Street needs improvement.</p>	<p>The Small Area Plan recommends an improved street grid that will facilitate better pedestrian connectivity, especially north-south connectivity, connectivity to, and within the Power Plant site, improved sidewalks along Slaters Lane, and separating pedestrians from bicycles within the Linear Park along the Norfolk Southern rail spur, as well as along the waterfront. The Plan recommends enhanced sidewalks, and Green Streets that will improve the pedestrian experience and safety. 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><b>Encouragement:</b> 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>Most streets within Old Town North have sidewalks, although a number of sidewalks are narrow or are in need of accessibility improvements. Without the plan, some improvements would be made where sidewalks are missing, or in need of access improvements, and current projects such as the Royal Street greenway, Second Street green street would include traffic calming improvements. However, other recommendations such as additional Green Streets or enhanced sidewalks are unlikely to be constructed, thereby promoting more vehicular trips, and discouraging healthy activities.</p>	<p>The improved street grid and associated pedestrian facilities, enhanced sidewalks and green streets, and separated pedestrian and bicycle facilities will help to encourage walking between uses and to transit stops or Metrorail facilities. The new pedestrian 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>

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<p><b>Education:</b> The City will develop a Safe Routes to School Program and awareness initiatives that address pedestrian safety, rights and responsibilities.</p>	<p>Today, the City works with Alexandria City Public Schools (ACPS) toward a Safe Routes to School Program, and is in the process of conducting walk audits for all of the ACPS schools to identify what improvements within proximity to schools can be made to improve safety for pedestrians. Without the plan, some improvements could be continued to be implemented to improve pedestrian safety for improved access to schools.</p>	<p>The Small Area Plan includes improved pedestrian facilities that are ADA accessible, separated from autos and have an improved streetscape. These recommended improvements are more compatible with a Safe Routes to School program than the existing conditions.</p>
<p><b>Safety:</b> The City will create a safe pedestrian environment through effective law enforcement and implementation of pedestrian safety countermeasures.</p>	<p>Without the plan, some existing sidewalk gaps, such as along Union Street, and Wythe Street would still be constructed. The City has a Vision Zero policy and is working toward identifying specific recommendations to eliminate roadway fatalities and serious injuries by 2028. Other plan recommendations, such as Green Streets and enhanced sidewalks, or the Slaters Lane improvement are unlikely to be constructed in the near future. An auto focused environment results in a higher likelihood of conflicts between pedestrians and autos, and therefore impacts pedestrian safety.</p>	<p>The 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, such as on Slaters Lane across Washington Street. These improvements will encourage pedestrian activity, improve pedestrian visibility, and help to reduce auto speeds, thereby improving overall pedestrian safety.</p>
<b>Bicycle</b>		
<p><b>Engineering:</b> The City will complete a connected system of primary and secondary bikeways with ample bicycle parking to serve bicyclists needs.</p>	<p>Today, there are limited bicycle facilities within the plan area or surrounding area. The Pedestrian and Bicycle chapter of the Transportation Master Plan includes a number of project recommendations to improve north-south and east-west bicycle mobility in Old Town North, including the Royal Street greenway, the Madison Street bike corridor, and shared lanes on Bashford Street, and on Oronoco Street. These projects would likely move forward through the City's Complete Streets program. The Transportation Master Plan also includes various citywide engineering related strategies that are applicable in Old Town North. In addition, there is a current CIP funded project for a bicycle facility on the east side of E. Abingdon Drive between Slaters Lane and the trail adjacent the Norfolk Southern rail spur.</p>	<p>The Small Area Plan recommends maintaining the bicycle recommendations in the the Transportation Master Plan. In addition to these projects, the Plan builds upon the Transportation Master Plan by providing separated bicycle / pedestrian trails within a new linear park on the Norfolk Southern rail spur right-of-way, and along the waterfront within the Power Plant site. In addition, new streets within the Power Plant site would be designed to accommodate bicycles and improve connectivity, as well as a new facility along Slaters Lane to connect the northern end of the Power Plant site to the Northeast Alexandria neighborhood. The Plan also recommends bicycle parking at major activity centers, including Bike Share stations located at major activity centers within Old Town North, and the redeveloped Power Plant site.</p>

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<p><b>Encouragement:</b> 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 Plan, such as the improved connectivity to all uses and transit, and policies related to parking and bikeshare, and Transportation Management Plan strategies will help to increase bicycle usage and connections to transit.</p>
<p><b>Education:</b> 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.</p>	<p>The Small Area Plan recommends improved bicycle facilities throughout the Plan area, in addition to the projects already included in the Transportation Master Plan. 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>
<p><b>Safety:</b> 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. The City has a Complete Streets policy that requires all new roads be designed to consider all users of the road. In 2016, the City adopted a Vision Zero policy and is working toward identifying specific recommendations to eliminate roadway fatalities and serious injuries by 2028.</p>	<p>The objectives identified in the City's Transportation Master Plan to meet this goal, as well as the Complete Streets policy, and Vision Zero policy would continue to be implemented. However, it is anticipated that the improved street grid within the Power Plant site, additional bike facilities, bikeshare stations and bike parking recommended in the Plan will result in greater awareness of bicycles by motorists, and overall improved safety for bicyclists.</p>
<p><b><i>Streets and Neighborhood Protection (Traffic Calming)</i></b></p>		
<p>Provide protection to residential neighborhoods from traffic operating at excessive speeds and excessive volumes of traffic.</p>	<p>Most of the existing developed area in Old Town North is developed in a street grid layout, with traffic control at intersections, which helps to slow traffic. However, there are limited traffic calming improvements such as curb extensions and enhanced streetscaping. Some current projects in the City's budget include the Second Street green street, and the Royal Street greenway, that will include designs to slow traffic in residential areas. The City's Transportation Master Plan includes other recommended projects, goals and measures related to traffic calming. Without the Plan, most of the street configuration and pedestrian facilities may remain as they are today, but there are opportunities for residents to request additional traffic calming measures.</p>	<p>The Small Area Plan recommends a continuation of the street grid in the Power Plant site that will include traffic control at intersections. The grid and streets will be designed in a manner to reduce vehicular speeds, especially on residential streets, and will be consistent with the Complete Streets design guidelines. Features include narrowed lanes, wide sidewalks and non-motorized paths, pedestrian crosswalks, bulbouts, on-street parking, and varying pavement materials. These features will provide greater emphasis toward pedestrians, thereby reducing conflicts with autos and improving overall pedestrian safety. In addition, the conversion of Montgomery Street to two-ways will also help to slow traffic on that street.</p>

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<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 Washington Street as an arterial; and Bashford Street, Fairfax Street, Montgomery Street, Madison Street, Wythe Street and Oronoco Street as primary collectors, and all other streets as local streets. Without the Small Area no other streets are anticipated to be added to the classification system.</p>	<p>The Small Area Plan recommends some changes to the roadway classification. The improved grid within the Power Plant site results in an addition of local streets where traffic would travel at a slower speed, and Slaters Lane east of Washington Street could become a new collector roadway. Arterials and collectors would be redesigned in a manner to improve connectivity and safety for all modes, such as improved sidewalks and bicycle facilities along Slaters Lane, and enhanced streetscape improvements on Washington Street.</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. These include the Royal Street greenway, the Madison Street enhanced bicycle corridor, a shared bike facility on Oronoco Street, and additional bikeshare stations. While these improvements will help to encourage use of other modes, the amount of change to a "people first" culture is less than would be achieved with the Small Area Plan.</p>	<p>The Small Area Plan recommends a compact layout with a mixture of land uses, and improved street grid, and safe, accessible, attractive and safe pedestrian and bicycle facilities, including the conversion of Montgomery Street to a two-way operation, improved trails that separate pedestrians and bicyclists, additional pedestrian and bicycle improvements such as on Slaters Lane, additional capital bikeshare stations, enhanced sidewalks and streetscape improvements, and additional transit improvements. 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>Without the Plan, the current planned major transportation projects include the E. Abingdon bike facility, the Royal Street greenway, the Second Street green street, and the Madison Street enhanced bike facility. While individual frontage improvements or mitigation improvements could be required for individual developments, the piecemeal development would result in a lack of a coordinated infrastructure plan.</p>	<p>The Small Area Plan anticipates the redevelopment of the Power Plant site, and redevelopment in other areas of Old Town North. The expense attributed toward the development of the streets / blocks within the Power Plant site would be borne by the developer, and potential developer contributions from other developments could also be used toward transportation infrastructure or services, such as bikeshare stations.</p>
<p>Foster a collaborative working relationship between the City staff and neighborhood residents in the development of traffic calming measures.</p>	<p>The Complete Streets program includes funding for traffic calming projects. As part of the program, staff identifies projects based on citizen requests and if the street warrants traffic calming measures. Staff conducts outreach with area residents for input prior to project implementation. Without the plan, the design of the Royal Street greenway project, and the Second Street green street project would still include designs to calm traffic. In addition, other projects could still be requested by residents, but would need to be evaluated for implementation based on thresholds such as volume and accident history.</p>	<p>The Small Area Plan recommends a road system designed in a manner to reduce vehicular speeds, including the conversion of Montgomery Street to a two-way street, the development of green streets and streets with enhanced sidewalks, and new streets within the Power Plant site. Features include narrowed lanes, pedestrian crosswalks, on-street parking, bulbouts, and enhanced bicycle facilities. These initially constructed traffic calming features will reduce the need to implement future traffic calming elements.</p>

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<b>Parking</b>		
<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 area is dominated by a mixture of residential, office, commercial and hotel uses, and many of the structures were built at a time when the transportation system is focused on the automobile, which provided extensive parking. The area includes onstreet parking, private parking for some residential developments, and some larger surface parking lots or garages for hotels and commercial developments. Without the plan, some issues such as spillover parking on residential streets, and an overall lack of a parking structure could continue, but may be partially or incrementally alleviated as individual properties are redeveloped.</p>	<p>The Small Area Plan recommends a multi-modal transportation system that will result in a greater share of persons who will walk, bike or ride transit. These characteristics thus allow for lower parking requirements (per the City's recently amended residential parking requirements), and opportunities for shared parking. The Plan recommends that parking spaces be efficiently managed to maximize turnover of spaces, and include smart parking technologies and shared parking, especially within the Power Plant site. A parking management plan will be required for developments as they occur, which could include measures such as unbundled residential / mixed-use parking. On-street spaces, especially in the commercial areas along Montgomery Street and St. Asaph Street should be considered for further parking restrictions to increase turnover, and could be considered for meters as part of a performance parking program.</p>