

From Kevin Posey - for the record

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Mayor Eulle, Members of Council, Ladies and Gentlemen,

I'm Kevin H. Posey, Chairperson of the Alexandria Transportation Commission, and I'm here to tell you the findings of the Commission in regards to the Draft Beauregard Small Area Plan's proposed transportation network. As you know, the Transportation Commission is charged with monitoring and implementing the City's Transportation Master Plan. With this mandate in mind, the Commission affirmed **by unanimous vote**, the recommendations contained in the Beauregard Plan are **consistent** with the City's Transportation Plan. We further recommended that the City continue to work on improvements to the **bicycling and pedestrian elements** of the Beauregard Plan, per citizen input.

While on the subject of citizen input, I should point out that the Commission held not one, but **TWO** public hearings on this issue within a two month time frame. This was on top of roughly **two years** of discussion on this plan in the City. To say that the transportation elements have been thoroughly discussed and vetted, is an **extreme** understatement.

The Plan, as presented to the Commission, places an emphasis on encouraging people to use something other than their **cars** to access the development and get around within it. The development will be served by high capacity transit, in the form of Corridor C's bus rapid transitway, with the potential to flip it over to streetcars should the City's finances allow it, and if Arlington converts their transit to the same along Columbia Pike. The sidewalks and bike paths along Beauregard will be **10 feet wide**. That is **wider** than most paths in the region today.

As for the Ellipse, which has caused so much consternation because of its unfamiliarity, this, too, will be pedestrian-friendly, thanks to **multiple** signal-protected crossings and natural barriers against jaywalking in dangerous spots. The paths leading to the crossings will have detector loops embedded in the pavement, similar to the ones we currently put in streets to detect cars and trigger the signal change, only these will be able to detect **bicycles**. This allows cyclists to activate the light without having to dismount, thus discouraging unsafe crossings by the more **reckless** of our two-wheeled afficianados.

The Ellipse will **also** allow for an improvement in the flow of vehicular traffic in the immediate area. The models show that failure to build it will result in gridlock that would extend **beyond** the immediate area. Simply put, adhering to the status quo will yield failure.

Alexandria is taking its rightful place as a leader in transportation policies and practices, **not just for the region**, but the country as a whole. Our Complete Streets resolution has already served as the template for the Washington metropolitan area's proposed Complete Streets Policy, with states beyond the area **looking to us** for ideas on this, as well. The innovations contained in the draft Beauregard Small Area Plan's transportation proposals promise to **further** strengthen the City's natural leadership role. **Thank you.**

Kevin #12
5/12/12