



Alexandria Bicycle and Pedestrian Advisory Committee (BPAC)

June 12, 2019

Chairman William Schuyler, Vice Chair James Lewis and Traffic and Parking Board members,

I am writing as Chair of the Alexandria Bicycle and Pedestrian Advisory Committee (BPAC) to ask that you apply your technical expertise to the Seminary Road Complete Streets project and recommend re-configuration plans that meet project goals and that prioritize safety.¹ BPAC's recommendations are provided below and in the attached pages for your consideration.

Goal #1: Improve safety and accessibility for all users.

- Recommendation: Apply proven and appropriate traffic calming to Seminary Road between N. Howard Street and N. Quaker Lane to achieve safe speeds and reduce crashes.

Goal #2: Improve facilities for people who walk, bike, ride transit or drive cars

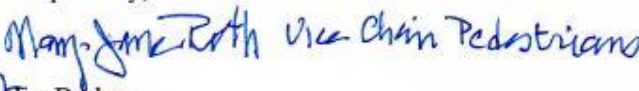
- Recommendation: Provide facilities afforded by Alternative 3 for all users

Goal #3: Implement previously adopted plans, policies, and study recommendations

- Recommendation: Implement applicable policies, including the Transportation Master Plan, Environmental Action Plan, Complete Streets Policy, and the Central Alexandria Traffic Study

More detailed recommendations are provided in the attached pages.

Respectfully,

for  *Vice Chair Pedestrians*
Jim Durham
Chair, Alexandria Bicycle and Pedestrian Advisory Committee

cc: Mayor Wilson and City Council
Mark Jinks, City Manager
Emily Baker, Deputy City Manager
Yon Lambert, Director, Transportation and Environmental Services
Michael Brown, Chief of Police

¹ City of Alexandria, Virginia, Municipal Code, Ch.8, Art.A, Sec.5-8-2 (12/15/18): "The traffic and parking board shall consider matters concerning substantial changes to traffic and on-street parking regulations, and taxicabs. When reviewing these matters, the board shall prioritize safety of all users when making recommendations."



Alexandria Bicycle and Pedestrian Advisory Committee (BPAC)

Seminary Road Project Goals and Objectives²

Goals of the Seminary Road Complete Streets project are to:

- Improve safety and accessibility for all users
- Improve facilities for people who walk, bike, ride transit or drive cars
- Implement previously adopted plans, policies, and study recommendations

Objectives:

- Eliminate serious injuries and fatalities on the corridor
- Improve safety and accessibility for all roadway users by upgrading curb ramps and sidewalks
- Provide continuous, safe, and comfortable places for people to walk
- Introduce safer pedestrian crossings for residents, transit users, and all others walking the corridor
- Where excess roadway capacity exists, identify ways to meet the goals set forth in the Pedestrian and Bicycle Master Plan, Vision Zero Plan, Transportation Master Plan, Environmental Action Plan, and the Central Alexandria Traffic Study
- Serve vehicle traffic with a roadway design that minimizes delay at intersections, and encourages speed limit compliance.



Alexandria Bicycle and Pedestrian Advisory Committee (BPAC)

Goal #1: Improve safety and accessibility for all users.

Recommendation: Apply proven and appropriate traffic calming to Seminary Road between N. Howard Street and N. Quaker Lane to achieve safe speeds and reduce crashes.

- Fifteen percent of vehicles on Seminary Road exceed 38 mph despite stepped-up enforcement.³
 - o Alexandria Police made 945 traffic stops on Seminary Road east of N. Howard Street in 2018, equating to 3.5 percent of all city traffic stops on 0.6 percent of city streets.⁴
- Speeds above 25 mph significantly increase risk of serious injury and death.⁵
- The Federal Highway Administration (FHWA) recommends consideration of a four-to-three road diet on roads with less than 20,000 vehicles per day (vpd).⁶
 - o Seminary Road traffic volumes are 15,900 to 18,600 vpd⁷
 - o Entrances to this section of Seminary Road are already "one lane" in each direction.
- Based on forty years of experience in the U.S. and numerous case studies, road diets provide traffic calming, i.e. reduce excessive speeds, and have also reduced crashes by 19 to 47%.⁸
- A 2016 road diet project on King Street between Janneys Lane and Radford Street reduced speeds by 18% and crashes by 50% with no measurable diversion of traffic to other streets.⁹
- Staff traffic analysis of a road diet on Seminary Road demonstrate that there will be little, if any, additional delay, and suggests that this proven traffic-calming approach can be achieved with little likelihood of traffic diversion to adjacent neighborhoods.¹⁰

³ Page 62 of the Central Alexandria Traffic Study Dec 2017 presentation, <https://www.alexandriava.gov/uploadedFiles/localmotion/info/gettingaround/2017-12-21%20Task%20Force%20Meeting%204%20-%20December%20Update.pdf>

⁴ Alexandria Police report of 2018 Traffic Stops, <https://drive.google.com/file/d/1h2h4aUcxLq9YIE8xh4w10Jx-jquLZUgn/view?usp=sharing>

⁵ "Impact speed and a pedestrian's risk of severe injury or death", Brian Tefft, <https://doi.org/10.1016/j.aap.2012.07.022>

⁶ FHWA's "Road Diet FAQs", https://safety.fhwa.dot.gov/road_diets/resources/pdf/fhwasal7021.pdf

⁷ Page 23 of City of Alexandria May 30, 2019 Seminary Road presentation, <https://www.alexandriava.gov/uploadedFiles/tes/SeminaryMeeting3PresentationFinal.pdf>

⁸ FHWA Road Diet Fact Sheet, https://safety.fhwa.dot.gov/provencountermeasures/road_diets/

⁹ Page 7 of City of Alexandria Seminary Road FAQs, https://www.alexandriava.gov/uploadedFiles/tes/info/FAQs_Final.pdf

¹⁰ City of Alexandria Traffic Analysis of May 30, 2019, https://www.alexandriava.gov/uploadedFiles/tes/info/Seminary%20InDesign%20Boards_PM3%20Alternative6.pdf



Alexandria Bicycle and Pedestrian Advisory Committee (BPAC)

Goal #2: Improve facilities for people who walk, bike, ride transit or drive cars

Recommendation: Provide facilities for all users afforded by Alternative 3

- Facilities for people who walk and ride transit:
 - o Address a priority sidewalk gap (#9 of 43 in the City Transportation Master Plan)¹¹
 - o Provide buffer space of at least five feet to improve safety and comfort
 - o Provide for crossing one lane at a time and install pedestrian refuge islands
- Facilities for people who bike
 - o Provide buffered bike lanes to address a priority bicycle network gap (#9 of 96 in the City Transportation Master Plan)¹²
- Facilities for people who drive cars
 - o Include center left-turn lanes to provide a dedicated lane for turning vehicles, and avoid disruption of through traffic by turning vehicles
 - o Buffer space for pedestrians will provide expanded sight lines for drivers to pull out of driveways and unsignalized intersections.

¹¹ Appendix G, Prioritization Results, [https://www.alexandriava.gov/uploadedFiles/tes/info/G_Prioritization\(1\).pdf](https://www.alexandriava.gov/uploadedFiles/tes/info/G_Prioritization(1).pdf)

¹² Ibid.



Alexandria Bicycle and Pedestrian Advisory Committee (BPAC)

Goal #3: Implement previously adopted plans, policies, and study recommendations

- **Transportation Master Plan:**
 - a. Promote walking. "The character of traffic is of vital importance: If our streets are too wide or traffic is too fast, people will not walk."
 - b. Address sidewalk and bike network gaps identified in the Master Plan:
 - i. "Provide a continuous, connected and accessible pedestrian network that enables people of all ages and abilities to move safely and comfortably between places and destinations."
 - ii. "Add new bicycle lanes... to expand the on-street bicycle network. Focus implementation efforts on priority projects in this plan and on opportunities related to repaving or redevelopment."
- **Environmental Action Plan 2040:** Prioritize Low-carbon Mobility Options, specifically mobility options "consistent with the following level of precedence: pedestrians, bicyclists, public transportation, shared motor vehicles, freight vehicles and private motor vehicles."¹³
- **Complete Streets Policy:** "If safety and convenience of users can be improved within the scope of pavement resurfacing,... such projects shall implement Complete Streets infrastructure to increase safety for all users."¹⁴
- **Central Alexandria Traffic Study.**
 - a. "The four civic associations in the Central Alexandria Traffic Study area unanimously agreed, when asked to choose between cut-through traffic, safety and congestion, that reduction of cut-through traffic is our top priority as it addresses both quality of life and safety concerns within our communities."¹⁵
 - b. Civic association Presidents also recommended that the City "Promote and encourage greater use of transportation alternatives in Alexandria and in neighboring jurisdictions."¹⁶

¹³ Page 29, *Draft Environmental Action Plan 2040*, <http://bit.ly/EAP2040Draft>

¹⁴ City of Alexandria Complete Streets Policy, http://bit.ly/CompleteStreetsPolicy_Alex

¹⁵ Central Alexandria Traffic Study civic association Presidents' letter dated April 10, 2018, Attachment #3 to City Manager memorandum to City Council, dated May 14, 2018.

https://www.alexandriava.gov/uploadedFiles/tes/info/CentralAlexTrafficStudy_CMO_Memo_To_CC_05142018.pdf

¹⁶ Ibid



June 19, 2019

City of Alexandria
Traffic and Parking Board
301 King Street
Alexandria, VA 22314

Re: Seminary Road Complete Streets Project

Dear Members of the Traffic and Parking Board,

On behalf of the Clover College Park Civic Association (CCPCA), we are writing you to summarize our residents' feedback on staff's recommendation for the Seminary Road Complete Streets Project.

Overall, a vast majority (93%) of our residents reject the reduction of vehicle lanes proposed by staff between St. Stephen's Road and Zabriskie Drive. In addition, a majority believe that the future estimated \$1.5 million cost for a sidewalk along the northern stretch of that road is too costly both in general, and as a justification for a vehicle lane reduction. Over 70% of our residents continue to believe that staff should develop an Alternative 4 which maintains four vehicle travel lanes while incorporating pedestrian and safety improvements.

With respect to the changes proposed for the Seminary Road/Janneys Lane/Quaker Lane intersection, our residents are divided in their opinions on the creation of a "Right Turn Only" lane but support conversion of the all-pedestrian phase to a leading pedestrian interval.¹ Those who objected to the creation of a "Right Turn Only" lane are concerned about the potential delay created by that change. To date, no traffic impact analysis was presented by staff to allay those concerns.

Based on the feedback from our residents, and their substantial concerns with process to date, the CCPCA Board asks that you reject staff's recommendation for the Seminary Road Complete Streets Project. We request city staff continue to work on finalizing one of the Alternative 4 designs,² which were presented to our board members in May, for presentation to City Council in the fall.

¹ Please note that while a majority of residents supported the lane conversions proposed by staff, 59% are concerned about the "No Turn on Red" and believe it will create additional backups on Seminary Road. We would ask that if this portion of staff's recommendation moves forward, that staff follow up with the Traffic and Park Board with traffic impact data and make appropriate adjustments if these concerns bear fruit.

² Each of which incorporated four vehicle lanes, narrowed in width to reduce speed, and included various pedestrian and safety improvements.

Summary of Residents' Concerns

As previously noted in our letter to city staff on May 10, 2019, our residents have expressed a variety of concerns about this project via our community meetings, neighborhood list serve, and emails to the board. These may be summarized as follows:

- concerns about how a reduction in the number of vehicle lanes will impact our area.
 - To date, city staff has not produced any analysis on this issue based on data available through the Central Alexandria Traffic Study.
- concerns about the efficacy of a road diet on Seminary Road.
 - ADT³ volumes along Seminary Road are just below the NHTSA's⁴ generally recommended threshold of 20,000.
 - TPB's⁵ Long-Range Plan Task Force estimates that vehicle traffic will increase substantially across Northern Virginia over the next 10-20 years.⁶ It will take only a 16% increase in the ADT for the portion of Seminary subject to a road diet to hit that threshold.
 - Approximately 23% of Alexandria roads are currently over capacity, and 55% of arterials roads are near or over capacity across Northern Virginia (along with 85% of collector roads, such as North Jordan Street and West Taylor Run Parkway).⁷
 - 85% percentile vehicle speeds on the main part of upper King (which received a full road diet and 10 MPH speed limit reduction) are still at 35.6 MPH. Studies show narrowing vehicle lane width can produce similar speed reduction results.⁸
 - Delay queues for King Street were significant following the road diet until traffic lights were re-timed at Janneys Lane and Kenwood Avenue. No data was provided on how the signal re-timing impacted delays on Kenwood or Janneys, and no data has been provided on the potential impact of signal re-timing to delays for Howard Road or Quaker Lane.⁹
- concerns that the city is using safety as a reason to propose reducing the number of lanes on Seminary.
 - NO pedestrian involved crashes occurred along this stretch of Seminary Road in either 2017 or 2018.¹⁰
 - No KSI crashes have occurred along this stretch of Seminary Road.

³ Average Daily Trips

⁴ National Highway Traffic Standards Administration

⁵ National Capital Region Transportation Planning Board, Metropolitan Council of Governments

⁶ *DC traffic to get worse, leaders question whether real solutions possible*; <https://wtop.com/dc-transit/2017/05/dc-traffic-get-worse-leaders-question-whether-real-solutions-possible/slide/1/>

⁷ *By the numbers: Most congested types of roads in Northern Va.*; <https://wtop.com/dc-transit/2017/02/numbers-congested-types-roads-northern-va/slide/1/>

⁸ <https://www.fhwa.dot.gov/publications/research/safety/15030/006.cfm> and <https://streets.mn/2015/11/03/chart-of-the-day-lane-width-vs-speed-on-suburban-streets/>

⁹ Staff's study on the delays created by various alternatives used both peak ADT volumes and signal re-timing. It is not known to what extent that signal re-timing impacted that delays presented as part of their analysis.

¹⁰ <https://www.alexandriava.gov/uploadedFiles/police/Traffic%20Enforcement%20Eval-2017.pdf> and <https://www.alexandriava.gov/uploadedFiles/police/info/2018TrafficReport.pdf>

- Police data and city analysis find that streets within CCP's community have suffered a nearly equal, and sometimes higher, number of vehicular accidents as the stretch of Seminary Road at issue.¹¹

In addition to the concerns expressed to city staff during our May meeting, our residents have expressed significant concerns about the city's handling of this process, including:

- City staff's refusal to move the Traffic and Parking Board hearing date when notified that two or more members of the board would be absent.
 - Despite staff's assurance that this would not impact the process because they intend to automatically appeal this issue to City Council, our residents believe that the Traffic and Parking Board plays an important role in this process, and any matter as significant as altering an arterial road is worthy of accommodating the full board's attendance and vote.
 - If the Traffic and Parking Board moves forward with a recommendation in the absence of two or more members, we request that you ask city staff to caveat that recommendation in their presentation to City Council.
- Limiting resident to feedback to those who live within a half mile of the project area.
 - Seminary Road is an arterial road under VDOT's classification system¹² and as such, provides an important role in moving traffic through an urban area.
 - Treating major changes to an arterial road as a local project which only requires feedback from nearby stakeholders is an affront to all those who use Seminary Road on a near daily basis.
 - Given the limited scope of the feedback analyzed by staff as part of their recommendation, you should reject that data and the recommendation as invalid and incomplete.
 - CCP residents (many of whom are outside the half mile project area) use Seminary Road on a weekly basis. A vast majority use it at least multiple times per week and over 30% use it daily. Use of Seminary Road by our residents is not limited to vehicle travel; 46% of our residents use Seminary for pedestrian travel; 25% use it for occasional cycling travel; and 15% use it for occasional mass transit. Their opinions on this project matter.
- It has been noted by many residents that regional and national companies, special interest groups, and individuals are attempting to influence this project.
 - Our residents reject the influence of outside parties on a project that is primarily funded by taxpaying residents of our city. We kindly ask that you do the same.
- Lack of public statements from the City of Alexandria Police Department, City of Alexandria Fire Department, INOVA Alexandria Hospital or the Beth El Hebrew Congregation.
 - Our residents believe this information is essential to this decision-making process and those statements should be gathered and disclosed by staff for your evaluation prior to evaluating staff's recommendation.

¹¹ See also, City of Alexandria, Vision Zero Crash Dashboard, High Priority Crash Locations.

¹² <http://www.arcgis.com/home/webmap/viewer.html?webmap=3eca6c9adb6649c988d98734f85baddb>

Conclusion

As a community, our residents believe traffic safety should be a priority for this city. However, they believe that significant changes to arterial roads within our city should be completed in a manner that considers the role of these roads in moving traffic through our city and away from local, residential streets. They believe their feedback is important, and should not be excluded based upon some artificial, last minute boundary implemented by staff. They also believe that as taxpaying residents of this city, you must reject the views of those outside our city who seek to influence this process. Finally, they believe they have the right to be presented with a traffic analysis that allows them (and you) to evaluate any potential traffic diversion created by these projects.

In the absence of (1) a proper evaluation of Alexandria resident feedback, (2) a traffic analysis that studies any diversion created by a lane reduction, (3) a Traffic and Parking Board hearing where two or more members may be absent, and (4) a general lack of consideration for the role arterial roads play in our city, the Clover College Park Civic Association Board members ask you to **reject staff's recommendation for Seminary Road**. We kindly request that you implore staff to move forward with finalizing one of the Alternative 4 designs, which incorporate four vehicle travel lanes and pedestrian safety improvements, for presentation to City Council in the fall.

Sincerely,

The Board of the Clover/College Park Civic Association
Lisa Porter, President
Roy Byrd, Vice President
Hill Montague, Treasurer
Kathleen Parnell, Secretary
Thomas Walczykowski, Member

cc: Mayor Wilson and the Members of City Council
Christine Mayuer, Complete Streets Program Manager for the City of Alexandria



Alexandria Transportation Commission
301 King Street
Alexandria, VA 22314

www.alexandriava.gov

Phone: 703.746.4025

Traffic and Parking Board
301 King Street
Alexandria, VA 22314

June 21, 2019

Re: Seminary Road Complete Streets Project

Dear Chairman Schuyler and Members of the Alexandria Traffic and Parking Board:

At its June 19, 2019 meeting, the Alexandria Transportation Commission received an update from staff on the Seminary Road Complete Streets Project. The Transportation Commission also heard from several community members on the topic during its open public hearing period. Those community voices - people who walk, bike, and drive along this stretch of Seminary - were unanimous in opposition to staff's recommendation, and in their plea that the City pursue "Alternative 3", which they felt among all presented alternatives best achieved the safety needs for themselves and their families. The Commission discussed these comments from the community as well as the discrepancies members saw between staff's recommendation and adopted City transportation plans and policies, including the Transportation Master Plan, the Vision Zero Action Plan, and the Complete Streets Policy.

We understand that the staff recommendation for this project will be presented to you for consideration at your hearing on Monday, June 24, 2019. In this letter we wish to raise to your attention a few key conflicts with City plans so that you may weigh them in your consideration of the alternatives before you.

- The stated goals of this Seminary Road Complete Streets Project are to improve safety and accessibility for all users, improve facilities for people who walk, bike, ride transit, or drive cars, and to implement previously adopted plans, policies, and study recommendations. However, the staff recommendation does nothing to improve facilities for people who bike, and it does little to ameliorate the dangerous proximity between people on the sidewalk and fast moving cars. Alternative 3 is more consistent with each of these goals.
- In the Transportation Master Plan (2008), "the City of Alexandria envisions a transportation system that encourages the use of alternative modes of transportation, reducing dependence on the private automobile" and the City commits to "promote a balance between travel efficiency and quality of life, providing Alexandrians with transportation choices, continued economic growth, and a healthy environment." Staff's recommendation explicitly prioritizes maintaining existing car travel patterns and does little to increase choice or reduce dependence on the private automobile.
- In the Complete Streets Policy (2011, reenacted in 2014) "every street project shall incorporate to the extent possible Complete Streets infrastructure sufficient to enable reasonable safe travel along and across the right-of-way for each categories of users" and "if the safety and convenience of users can be improved within the scope of resurfacing, restriping, or signalization operations, such projects shall implement Complete Streets infrastructure to increase safety for users." Alternative 3 would improve the safety of more categories of users along more road than the staff recommendation.

- The Pedestrian and Bicycle Master Plan (2016) recommends Seminary Road as one of the City's top 10 priority on-street enhanced bicycle facilities and one of the top 10 sidewalk projects, and yet the staff recommendation offers no enhanced bicycle facility at all out of this repaving project.
- The Vision Zero Action Plan (2017) prioritizes safety treatments to eliminate fatal and severe injury crashes, especially by reducing speed (a key factor in crash morbidity and mortality), but the staff recommendation lacks the necessary treatments to substantively reduce speed or crashes.

The Transportation Commission believes that Alternative 3 better achieves the letter and spirit of these citywide plans. The Transportation Commission respectfully requests that the Traffic and Parking Board recommend Alternative 3 to City Council for approval, rather than staff's recommendation.

The Transportation Commission was created by Council to advocate and promote the development of balanced transportation systems in the City through oversight of the Transportation Master Plan. We appreciate your consideration of this input on the project.

Sincerely,



Melissa McMahon
Vice Chair, Alexandria Transportation Commission

cc: Alexandria Transportation Commission
Yon Lambert, Director, T&ES

On Wednesday, June 12, 2019, 3:02:03 PM EDT, Michael Cross <Michael.Cross@alexandriava.gov> wrote:

Ms. Mayeur:

I wanted to reach out to provide input/comments from the fire department on the recommended proposal for Seminary Road between N. Howard St and N. Quaker Lane. I'd like to point out that this section of Seminary Road is a heavily used road for emergency vehicles for transporting patients to Alexandria Hospital Emergency Department, and responding to calls in the east end and downtown sections of the City from Alexandria Hospital at 4320 Seminary Rd and Fire Station 206 at 4609 Seminary Rd.

These comments are based graphics in the PowerPoint presentation from the public meeting #3 posted on the project website.

Concern #1 – Proposed 10' Travel Lane Widths

- The fire department requests lane widths no less than 11'.
- The body width on most of our apparatus is 101" wide (8' 5"), plus mirrors about another 12" per side, gets our overall width to about 10' 5"
- Most trucks and buses, including school buses, are about 10' 5" width at mirrors
- Suggestion - Howard to St Stephens:
 - Reduce both sharrow lanes to 10', which actually provides a 12' lane when adding the 2' curb gutter with the 10' sharrow lane
 - Widen both travel lanes to 11'
- Suggestion – St Stephens to Zabrizkie (w/out 6' median)
 - Reduce both buffer lanes to 6'
 - Widen both travel lanes to 11'
- Suggestion – St Stephens to Zabrizkie (w/ 6' median at bus stops)
 - Reduce median to 5'
 - Eastbound travel lane is already 12' with the 2" curb gutter with the 10' turn lane
 - Widen westbound travel lanes to 11'
- Suggestion – Zabrizkie to N Quaker
 - Reduce westbound sharrow lane to 10', which actually provides a 12' lane when adding the 2' curb gutter with the 10' sharrow lane
 - Widen westbound travel lanes to 11'
 - Eastbound right turn lane is already 12' with the 2" curb gutter with the 10' turn lane

Concern #2 – 6' Median (at bus stops St Stephens to Zabrizkie)

- Adding the 6' median creates a "pinch point" that prohibits east bound traffic from yielding and emergency vehicles from safely passing during emergency responses

- Pedestrians using the median as a refuge point crossing the road would be especially endangered when emergency vehicles pass
- Medic Unit routinely respond to calls from Alexandria Hospital ED to the east end and downtown section of the City using Seminary Road.
- Fire Station 206 at 4609 Seminary Rd respond to the east end and downtown section of the City using Seminary Road., especially the medic unit, rescue squad and battalion chief.
- Suggestion
 - Eliminate the 6' median

Concern #3 – One Eastbound Travel Lane (St Stephens to Zabrizkie)

- Narrowing the road from 4 lanes to 3 lanes, by making only 1 eastbound sharrow lane will negatively impact emergency responses along a heavily used emergency response route for hospital and fire station travel.
 - One of the most dangerous emergency driving conditions is driving in the opposite (wrong direction) lane of traffic
 - Medic Unit routinely respond to calls from Alexandria Hospital ED to the east end and downtown section of the City using Seminary Road.
 - Fire Station 206 at 4609 Seminary Rd respond to the east end and downtown section of the City using Seminary Road., especially the medic unit, rescue squad and battalion chief.
- Suggestion
 - Maintain the 4 travel lanes in this approximately 2,500' section of road.

Concern #4 – Left Turn Lane from Westbound Seminary Rd to Southbound N. Howard St

- The drawings do not show a turn lane for traffic turning from westbound Seminary Rd onto southbound N. Howard St to access Alexandria Hospital
- This turn lane provides additional space for emergency vehicles to make turns when transporting to or responding to the next call from Alexandria Hospital ED
- Suggestion
 - Include a turn lane from westbound Seminary Rd onto southbound N. Howard St.

Please feel free to contact me directly to discuss any of these comments/suggestions.

Thank you,

Michael Cross, Deputy Fire Chief

Support Services | Logistics, Information Technology & Capital Projects

Alexandria Fire Department

900 Second Street

Alexandria, VA 22314

Office: 703.746.5277

Cell: 703.926.4157

Email: Michael.Cross@AlexandriaVA.gov

From: Corey Smedley <corey.smedley@alexandriava.gov>

Sent: Friday, June 21, 2019 6:19 PM

To: Christine Mayeur <christine.mayeur@alexandriava.gov>

Cc: Michael Cross <Michael.Cross@alexandriava.gov>; Bob Garbacz <bob.garbacz@alexandriava.gov>; Robert Dube <robert.dube@alexandriava.gov>; Yon Lambert <Yon.Lambert@alexandriava.gov>; Hillary Orr <Hillary.Orr@alexandriava.gov>; wjschuyler@yahoo.com; Maurice Jones <Maurice.Jones@alexandriava.gov>

Subject: Seminary Road Complete Streets: Emergency Apparatus Concerns

Ms. Mayeur:

Seminary Road Project

Deputy Chief Cross has advised that your response mischaracterizes the agreement from Monday's meeting. The Fire Department's concerns were not satisfied because it was designed per the Complete Streets Design Guidelines. The Fire Department could accept certain elements of the proposal over the entire span of the project with some modifications, specifically, one 10' eastbound lane is accompanied by a 7' painted pavement buffer lane; the 6' raised concrete median between the eastbound and westbound lanes is limited to 3 areas with bus stops as a compromise for pedestrian safety; and the 10' travel lanes would get widened to **10½" wide as a compromise**.

Further, an Option 3 was presented that depicted the following: 1) a 11' single eastbound lanes; 2) a single westbound lane; 3) a 10' center turn lane; and 4) 6' bike lanes outside of both travel lanes. This option had been removed from consideration based on Alexandria Hospital input that it may not be the best configuration for emergency vehicles. This option actually provides the 11' travel lanes preferred by the fire department, yielding space for emergency vehicles by pulling to the right in the bike lanes, and the center lane can be used for emergency vehicle passing without crossing into oncoming traffic. The Fire Department would have preferred Option 3 configuration to the current proposal.

Complete Streets Design Guidelines

Maurice Jones advises that he had limited input on the Complete Streets Design Guidelines. He attended a couple of meeting and provided focused input on turning radius and emergency vehicle easements issues. The Fire Department has not opined on the acceptable street width, and we object to travel lanes less than 11' in width. Our fire apparatus is 8½' wide at the body and 9¾' wide at the mirrors, which leaves only 1½" on either side of the vehicle to prevent a mirror strike with another truck, bus or emergency vehicle.

City Code Sec 4-2-12, Appendix D(7) provides emergency vehicle easements with a minimum of 22' wide. This provide two 11' wide lanes for fire apparatus to be able to approach, pass and position for emergency options. It rather hard to imaging that our shopping centers and apartment complexes are designed for 11' wide travel lanes (22' wide emergency vehicle easements), but our street are being designed for only 10' wide lanes.

I remain available to discuss further to ensure the goals of the project and public safety requirements are met. As the change in the leadership will occur in the next couple of days and to ensure a smooth transition with our stakeholders, I am asking that all correspondence go directly through the office of the Fire Chief and a response will be returned in the same manner. Thank you.

Corey

Corey Smedley

Assistant Chief/Emergency Management Coordinator

City of Alexandria, Virginia

703.746.5256 office

240.286.6839 cell

Corey.smedley@alexandriva.gov

From: John B. Richardson <JRichardson@eaglebankcorp.com>
Sent: Monday, June 17, 2019 12:04 PM
To: Bob Garbacz <bob.garbacz@alexandriava.gov>
Cc: Christine Mayeur <christine.mayeur@alexandriava.gov>
Subject: SEMINARY ROAD PROJECT

Dear Mr. Garbacz,

I hope this note finds you well. I am an interested resident regarding the upcoming design decision for Seminary Road. Unfortunately, I will be unable to attend the meeting on 6/24 but I would like to express some of my concerns. I live at 1440 N Gaillard Street (one house off Seminary) with my wife and two daughters (ages 9 and 11). We moved to the neighborhood in June 2018, and I have been a watchful observer of the traffic on Seminary Road (nearly daily). I feel that the current four lane design poses safety hazards that need to be addressed, and I would like to share some of my viewpoints.

My wife and I frequently run and walk on Seminary between Howard and Quaker. When we moved in, we both quickly found out that being on the sidewalk came with a fair amount of anxiety. This is especially true when not facing oncoming traffic and/or in low light conditions. When cars (and especially large trucks) are speeding in the right hand lane, it can make for a scary experience. In order to feel more comfortable and face oncoming traffic, we will often cross Seminary. This can also be a hair-raising experience because speeding traffic can close in quickly. We have a 12 year old Lab who still likes to walk (slowly), and we have had some close calls trying to cross due to speeding traffic. In addition, our children have friends up and down the corridor on both sides of Seminary. We have prohibited them from being on Seminary Road or crossing due to the lack of adequate sidewalk buffer and inability to cross safely.

I would not support any design that would have a material negative impact on traffic or emergency response. In reviewing the traffic studies it would seem that the impact of modifying the design (for instance Alternative 3) would be minor. I support the creation of a safer thoroughfare for walkers, runners and bikers that would also help connect our neighborhood.

If you could share this with the Traffic and Parking Board members I would be most appreciative.

Sincerely,
John Richardson

703-798-7462

-----Original Message-----

From: Patsy Rogers <patsyrogersinva@gmail.com>

Sent: Monday, June 17, 2019 11:07 AM

To: Bob Garbacz <bob.garbacz@alexandriava.gov>

Subject: Seminary Road Plan 4

Dear Mr. Garbacz:

As a fifty year resident of the Seminary Rd/Janney's Lane corridor, I am strongly in favor of Plan 4- keeping four lanes on Seminary Road while enhancing safe crossings for pedestrians.

After 20 years in Clover/College Park, we are eye witnesses to the dramatic and dangerous increase in cut-through traffic following the enforced slowdown on Quaker Lane.

From 3pm on, we are literally trapped in our own neighborhood. Turning left onto Janney's Lane or Cambridge Ridge is impossible during our now extended rush hours and Duke Street is Bumper to Bumper in both directions for much of the day.

Please don't make things even worse by forcing the already horrible traffic on Seminary into fewer lanes.

Patricia Rogers

Sent from my iPhone

June 17, 2019

Chairman William Schuyler and Traffic and Parking Board members,

Seminary Road is unsafe due to excessive vehicle speeds, lack of sufficient buffer space for people on sidewalks and lack of safe infrastructure for people who bike. We ask that you recommend modifications to the staff-proposed plans for Seminary Road to (1) achieve speeds near 25 mph, (2) provide sufficient buffer space, and (3) include bike lanes.

As residents, we are concerned about the risk of serious injury walking along or across these streets, and entering and exiting our driveways or numerous un-signalized intersections. We are concerned that people who bike or who might bike are expected to mix with motor vehicles being driven in excess of 35 mph¹. These concerns have a common thread: vehicle speeds are well in excess of 25 mph in spite of increased enforcement². The Traffic and Parking Board agreed was appropriate for Seminary Road in its February 2016 recommendation to the City Manager.

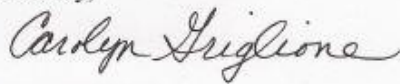
We ask that you recommend modifications to the staff-proposed plans for Seminary Road to include the items listed below. Amplifying information for these recommendations is attached:

1. **Provide one through-lane in each direction** per staff's March 25 Alternative 3.
 - a. Lane reconfiguration is a proven countermeasure that provides "Traffic calming and more consistent speeds"³
 - b. Entrances to Seminary Road between N. Howard Street and N. Quaker Lane are already essentially "one lane"; continuing one lane in each direction between these streets is unlikely to cause new delays or divert traffic.
2. **Allocate roadway width to center left turn lanes/pedestrian refuge islands and buffer space/bikes lanes** per staff's Alternative 3, but modified to fill the sidewalk gap.
3. **Modify staff's proposed plan by creating a "multi-use" path to fill the sidewalk gap** i.e. allocate a portion of the 7-foot buffer on the south side of the street to the north side.
4. **Provide 15-mph school zone speed limits and signage in the vicinity of Francis C. Hammond Middle School.**

Our recommended modifications achieve *all* project goals and objectives, including Objective #6, "Serve vehicle traffic with a roadway design that minimizes delay at intersections, and encourages speed limit compliance." The staff-proposed plan does not meet this objective.

Recommendations #1 and #2 above are specifically supported by more than 700 Alexandria residents who have signed a petition for a "Road Diet" on Seminary Rd east of N. Howard St.

Sincerely,



Carolyn Griglione

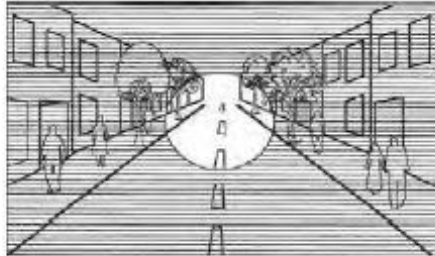
¹ Central Alexandria Traffic Study 85th percentile speeds for Seminary Rd: 38 mph (AM Eastbound/PM West-bound)

² In 2018, Alexandria police made 945 traffic stops on Seminary Road between N. Howard Street and N. Quaker Lane, representing 3.5% of 27,543 traffic Department-wide traffic stops in Alexandria

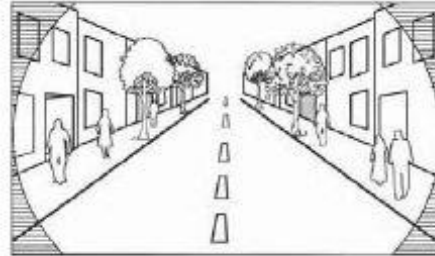
³ U.S. Department of Transportation Federal Highway Administration [Proven Countermeasures: Road Diets](#)

Why Speed Matters

More awareness + more time to react = less likelihood of a crash



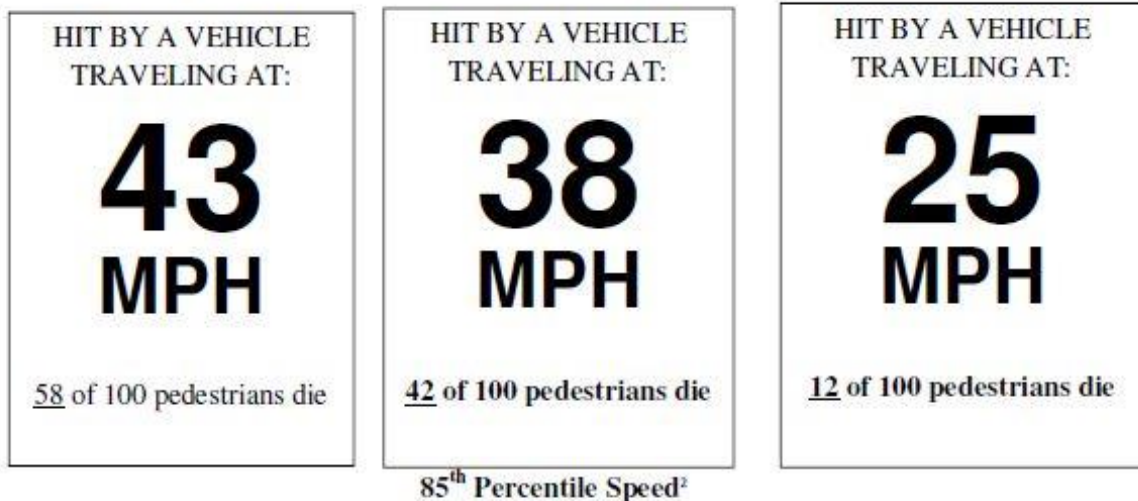
Field of Vision at 30 to 40 mph



Field of vision at 15 mph

A driver's field of vision increases(↑) as speed decreases(↓). At lower speeds, drivers can see more of their surroundings and have more time to see and react to potential hazards.

Risk of injury and death decreases significantly as speed decreases¹



Driving 25 mph rather than 35 mph adds *less than a ¼ of a minute* to the 0.9 mile trip on Seminary Rd. from N. Howard Street to N. Quaker Lane (~ 40 seconds per mile).

Higher vehicle speeds = higher risks of more crashes and significantly higher risk of injury and death if struck

¹ Tefft BC. Impact speed and a pedestrian's risk of severe injury or death. *Accident Analysis & Prevention*, Volume 50, January 2013, Pages 871-878 doi: 10.1016/j.aap.2012.07.022: <http://www.ncbi.nlm.nih.gov/pubmed/22935347>, Epub 2012 Aug 27

² 2017 Central Alexandria Traffic Study 85th percentile speeds for Seminary Road: 38 mph (AM East-Bound/PM West-bound)

Seminary Road Traffic Statistics

Prepared for: Lt. Michael May, Motor Unit, APD

Prepared by: Amanda Caligiuri between 3/19/19-3/21/19

Traffic Stops

2018 Totals

2018 Traffic Stops on Seminary Rd	1410
2018 Traffic Stops (N. Quaker-N. Howard)	945

Seminary Rd between N. Quaker and the Fairfax County border is 2.7 miles. This N. Quaker Ln and N. Howard St corridor is 0.9 miles or 33.3% of the length of Seminary Rd in Alexandria. 67.0% of the Seminary Rd traffic stops in 2018 were in the N. Quaker Ln to N. Howard stretch.

2018 Traffic Stops by Month

All of Seminary Rd:

January	February	March	April	May	June	July	August	September	October	November	December
151	107	84	129	107	92	106	132	105	169	103	125

Seminary Rd between N. Quaker Ln & N. Howard St

January	February	March	April	May	June	July	August	September	October	November	December
110	85	50	99	79	65	76	94	57	94	68	68

Seminary Road Traffic Statistics

Prepared for: Lt. Michael May, Motor Unit, APD

Prepared by: Amanda Caligiuri between 3/19/19-3/21/19

Citations

	Traffic Citations (by stop)	Traffic Citations
All Seminary Rd	940	1156
N. Quaker-N. Howard	520	554

On all of Seminary Rd, 428 (37.0%) of the 1156 citations issued were for speeding violations. 414 (96.7%) of the speeding violations were in the 25 mph zone.

- 183 citations (15.8%) were issued for failure to pay time/attention.
- 103 citations (8.9%) were for official sign(s) violations.
- 54 citations (5.5%) were for HOV violations.

Of the 554 citations issued between N. Quaker Ln and N. Howard St, 285 (54.1%) were for speeding violations. All but one was in the 25 mph zone.

- 80 citations (14.4%) were issued for failure to pay time/attention.
- 60 citations (10.8%) were for official sign(s) violations.

55.3% of the citations issued for Seminary Rd in 2018 were in the N. Quaker Ln to N. Howard stretch. This corridor is 33.3% of the length of Seminary Rd in Alexandria.

Citation Stops by Month

All of Seminary Rd:

January	February	March	April	May	June	July	August	September	October	November	December
91	77	48	91	61	65	75	87	70	108	72	95

Seminary Rd between N. Quaker Ln & N. Howard St

January	February	March	April	May	June	July	August	September	October	November	December
78	35	24	63	34	34	55	50	31	50	37	30

From: Lt. Mike May, Traffic Safety Officer,

Department-wide traffic stops totaled 27,543 in 2018, so close to 3.5% on that section of Seminary Rd.

Seminary Rd is one of our top locations for selective enforcement. Similar locations are Potomac Avenue, W. Braddock Rd, Duke St and Quaker lane.



U.S. Department of Transportation
Federal Highway Administration

PROVEN SAFETY COUNTERMEASURES



Road Diets

(Roadway Reconfiguration)

A "Road Diet," or roadway reconfiguration, can improve safety, calm traffic, provide better mobility and access for all road users, and enhance overall quality of life.

SAFETY BENEFIT:

**4-LANE → 3-LANE
ROAD DIET
CONVERSIONS**

19-47%

Reduction in total crashes



Before and after photos of a Road Diet project.

Source: City of Orlando, Florida

A Road Diet typically involves converting an existing four-lane undivided roadway to a three-lane roadway consisting of two through lanes and a center two-way left-turn lane (TWLTL).

Benefits of Road Diet installations may include:

- An overall crash reduction of 19 to 47 percent.
- Reduction of rear-end and left-turn crashes due to the dedicated left-turn lane.
- Reduced right-angle crashes as side street motorists cross three versus four travel lanes.
- Fewer lanes for pedestrians to cross.
- Opportunity to install pedestrian refuge islands, bicycle lanes, on-street parking, or transit stops.
- Traffic calming and more consistent speeds.
- A more community-focused, "Complete Streets" environment that better accommodates the needs of all road users.



Road Diet project in Honolulu, Hawaii.

Source: Loidos

A Road Diet can be a low-cost safety solution when planned in conjunction with a simple pavement overlay, and the reconfiguration can be accomplished at no additional cost.

Source: Evaluation of Lane Reduction "Road Diet" Measures on Crashes FHWA-HRT-10-053.

→ For more information on this and other FHWA Proven Safety Countermeasures, please visit <https://safety.fhwa.dot.gov/provencountermeasures>.

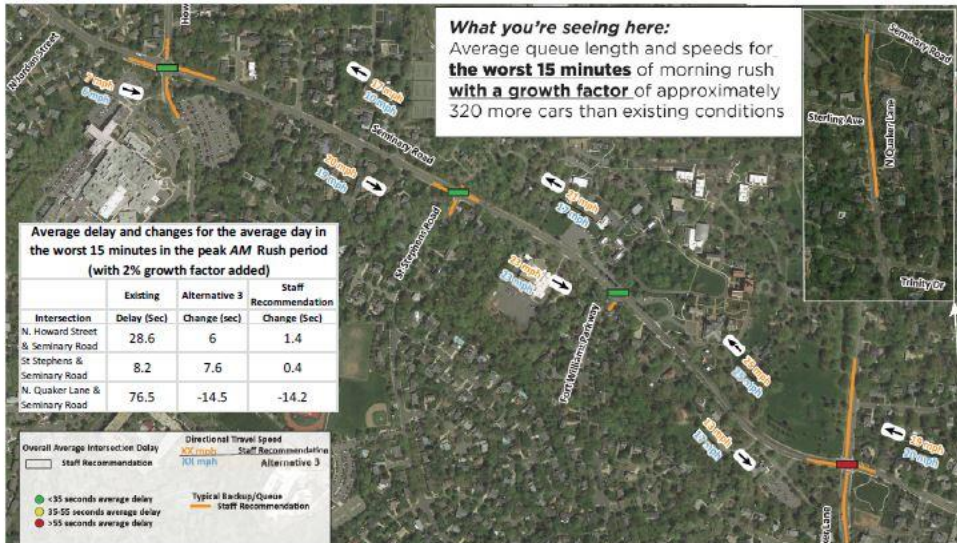
FHWA-SA-17-066

Safe Roads for a Safer Future
Investment in roadway safety saves lives

<http://safety.fhwa.dot.gov>

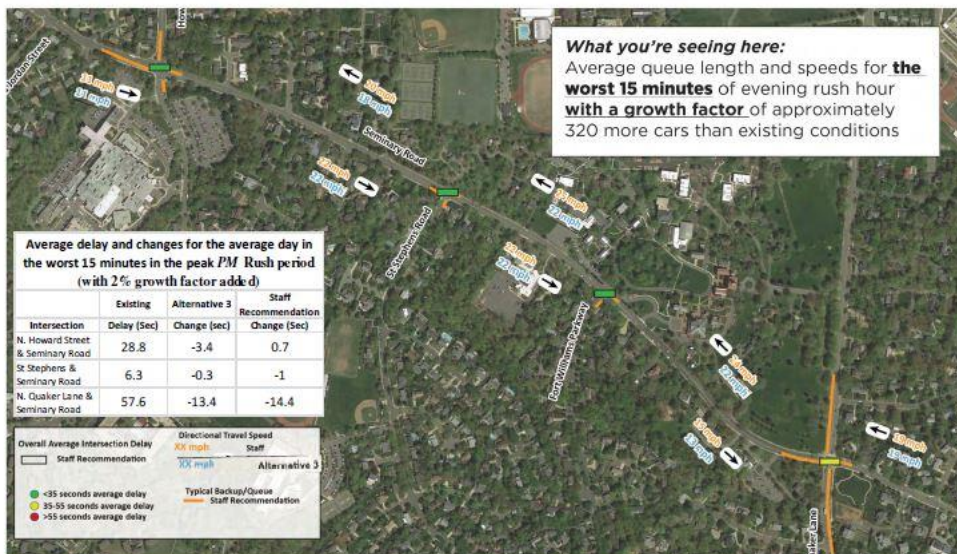
Traffic Analysis Comparison (Morning) : Staff Recommendation versus Alternative 3

Morning Rush Hour- Worst 15 Minutes



Traffic Analysis Comparison (Evening) : Staff Recommendation versus Alternative 3

Evening Rush Hour- Worst 15 Minutes



Bicyclists Do Use Seminary Road

Carolyn Griglione



Carolyn Griglione



Carolyn Griglione

AM "Rush" Hour
East-Bound Seminary Road
(9:02 am to 9:59 am, Tuesday 12 June)



PM "Rush" Hour
East-Bound Seminary Road
(2:36 pm to 3:27 pm, Tuesday 12 June)



Bicyclists Do Use Seminary Road

Carolyn Griglione



Carolyn Griglione



Carolyn Griglione

Looking east at the Beth El
Cars parked along both sides of Seminary Road
Traffic moves smoothly



Carolyn Griglione

Looking west at Zabriski Drive
Cars parked along both sides of Seminary Road
Traffic moves smoothly



Carolyn Griglione

Looking west at Ft. Williams

Cars parked along both sides of Seminary Road

Reduced speeds



Carolyn Griglione

Benefits of Road Diets



Road Diets provide benefits to users of all modes of transportation, including bicyclists, pedestrians, and motorists. Benefits can include the following:

- **Crash reduction** of 19 to 47 percent.
- **Reduction of rear-end and left-turn crashes** through the use of a center two-way left-turn lane (TWLTL).
- **Reduced right-angle crashes** as side street motorists must cross only three lanes of traffic instead of four.
- **Reduced speed differential** due to one lane of traffic in each direction.
- Encourages a more community-focused, **"Complete Streets" environment**.
- **Fewer lanes for pedestrians to cross** and an opportunity to install pedestrian refuge islands.
- The opportunity to install **bicycle lanes** within existing cross section.
- The opportunity to **allocate the "leftover" roadway width for on-street parking, transit stops, or other functions**.
- **Simplifying road scanning and gap selection** for motorists making left turns from side streets or the mainline.

Case Study

Reston, Virginia



Lawyers Road, before and after a 2009 Road Diet
Source: Randy Ottbemer, Virginia DOT

Reston, Virginia, a suburb of Washington, DC, is a planned community with a larger emphasis on non-motorized travel than many suburbs. The need for multi-modal accessibility has increased with the opening of a nearby rail transit station.

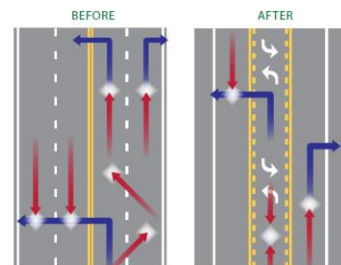
The Virginia Department of Transportation (VDOT) implemented a Road Diet on a 2-mile segment of Lawry's Road in Reston in conjunction with a repaving project in 2009. Although community reaction was mixed before the project, views shifted to strong support after implementation. In addition to the clear benefits of dedicated bicycle infrastructure and left-turn space, the project helped reduce crashes in the corridor by nearly 70%. Community support was so strong that a second Road Diet was installed on nearby Soapstone Drive in 2011, and Soapstone has also achieved a 70% crash reduction. The resulting linked network of bicycle accommodations provides an excellent travel option for access to the transit station. The success of the Reston projects is leading VDOT to expand its use of Road Diets regionwide.

Road Diets

A Proven Safety Countermeasure

Four-lane undivided highways have a history of relatively high crash rates, especially as traffic volumes and turning movements increase. The main issue is that the left (inside) lane is shared by higher-speed through traffic and left-turning vehicles. Road Diets reduce the number of vehicle-to-vehicle conflict points that contribute to rear-end, left-turn, and sideswipe crashes.

Studies indicate a 19 to 47 percent reduction in overall crashes when a Road Diet is installed on a previously four-lane undivided facility as well as a decrease in crashes involving drivers under 35 years of age and over 65.^{1,2}



From: Elinor Coleman <elinorcvm@gmail.com>

Sent: Tuesday, June 18, 2019 1:52 PM

To: Bob Garbacz <bob.garbacz@alexandriava.gov>; ccpca_events@googlegroups.com;
lkporter78@gmail.com

Subject: Elinor Coleman has additional comments about road changes process

Dear Mr. Garbacz and Transportation Board and City Council Members,

I just now sent out comments to you about my position against narrowing Seminary Road, with major details included.

This email is strictly to address the city process which is opaque in nature and does not represent the citizens of Alexandria in an all inclusive manner.

I am against road and street changes on a one by one basis.

City Council has yet to review a formal all comprehensive plan or map. this is according to Councilman Chapman, last Thursday, June 20.

Furthermore, your committee and board must all be present for discussions and votes, so knowing in advance that several members will be unavailable for the next scheduled meeting on June 24th means that you must cancel the meeting until all members are present.

Futhermore, you have limited the feedback and representation of community residents to a small half mile radius, when frankly, this is a total city wide endeavor and limiting factor. All residents of Alexandria use the Alexandria Inova Hospital!

Yet in your committee and board makeup of citizens, you have included lobbyists from WashingtonDC and Seattle/Portland and private businesses which financilally would benefit from the bikeshare and scooter revenues.

This is a formal conflict of interest.

All residents and citizens of Alexandria should be included in this discussion. We should be offered a professional comprehensive overview of traffic alternatives.

Only hired consultants should be permitted to located outside of Alexandria and weighing in on information, but not have a vote on this committee/board.

Let me remind you, staff and city employees and council members, that you are hired or voted into office in order to serve the citizens of Alexandria. We demand your integrity and transparency in all planning and execution of major transportation formats. Our many forms of taxes pay your salaries and further pay for the changes you design.

We expect your expertize and professionalism to be objective, professional, of the highest level, in order to address and solve public services and conditions which affect us here in Alexandria.

If you are found to be doing back room tactics, then we shall demand the City Council begin all over again, requesting committee members who all reside in Alexandria, begin all over a comprehensive map of all roads and streets connecting the highways, and the plan to ask the citizens which plans seem appropriate.

So therefore, all of us should be weighing into the Seminary Road and all road designs.

Yours truly

Elinor Coleman

Elinor Coleman's Vintage Mirage

117 South Columbus Street

Old Town Alexandria, VA 22314

ph:703-535-8200

fx: 703-535-8299

email: info@vintagemirage.com

From: Elinor Coleman <elinorcvm@gmail.com>

Sent: Tuesday, June 18, 2019 12:57 PM

To: Bob Garbacz <bob.garbacz@alexandriava.gov>

Subject: Elinor Coleman home owner and business owner weighs in about road changes

Dear Mr. Garbacz,

I am a home owner on Dartmouth Road at Yale Road. I am also a business owner and building owner on South Columbus St in Old Town.

I constantly travelling around Alexandria and the various local neighborhoods, due to the business of downsizing estates for my vintage clothing and accessory store. Over the past year or more, ever since the roads have been congested with traffic going to the 95 highway, 495 highway and 395 highway through our neighborhood local streets. Waze directs traffic to the small streets.

I am totally against the changes of the Seminary Road corridor! We need the two lanes each way.

We need MORE BUSES along Seminary. We need an additional lane at the intersection of Seminary Rd/Quaker Lane/Janey's Lane. So the right hand turn cars can have a lane of their own. Not converged lanes.

Yes we need further pedestrian walkways on all of our neighborhood streets. It is common sense.

I am very concerned about the safety and well being of the citizens of Alexandria since the time for response from emergency services would be greatly affected!

Inova Alexandria Hospital is along this corridor, meaning that ambulances would be slowed down in delivery of injured citizens.

Fire trucks and police cars would be slowed down along this corridor, the fire house on Seminary would be slowed down.

All EMT vehicles would be slowed down.

Beth El Synagogue and its members (I am a member) would have difficulty parking and accessing the synagogue on this corridor due to commuters.

In the horrible and scary event of an emergency at the synagogue, access for police or fire trucks would be delayed. There are schools at Beth El Synagogue

during the week, and of course many families attending religious activities on weekends. During High Holidays in Sept and Oct, parking is usually formed along one lane of Seminary.

Cancel the scooter program. It is totally dangerous and not monitored by objective agency. **The city is not gaining income from this program.** The police are being told not to get involved in any infractions nor mis handling of scooters.

Cancel the bike share program. These two programs would save the city major staff time and large amounts of money.

Bike Share costs the city \$800,000 approximately plus staff time.

Furthermore and in conclusion, I am totally against the spending of \$1.8 Million dollars for this change of Seminary Road.

The City of Alexandria was unwisely active in requesting the Mark Center, with no public subway access.

thje City of Alexandria was unwisely active also in developing the Patent and Trademark Center. The city forgot to add the paragraph which included donated funds to the city coffers with the signing of the agreement with the Science Foundation.

Now we will have Amazon coming to our city.

Hire a professional transportation specialist who has experience working with metropolitan areas of the country such as Draycott.

Your transportation specialists need to slow down on unclear and totally non conforming ideas about our narrow and bottleneck local streets.

Create a solid comprehensive format to the total of Alexandria. Create a total analyzed map of streets and show us the whole program. Not one street by street.

Show us how you can widen all of the local streets.

Do not jeopardize our residential local streets for a piecemeal event which is designed to fail!

Give us more comprehensive bus and trolley wheeled opportunities.

Spend the \$1.8 Million dollars with HUD and create new affordable housing, which when matched with government funding would amount to \$3.6 Million dollars of housing. Not unnecessary local pavements, painted bike lanes, shaved down cement curb stones.

Yours truly

Elinor Coleman

Elinor Coleman's Vintage Mirage

117 South Columbus Street

Old Town Alexandria, VA 22314

ph:703-535-8200

fx: 703-535-8299

email: info@vintagemirage.com

From: Laura O'Hara <laura.turner.ohara@gmail.com>

Sent: Wednesday, June 19, 2019 7:46 PM

To: Bob Garbacz <bob.garbacz@alexandriava.gov>

Subject: Seminary Roads Complete Streets Project

Dear Members of the Traffic and Parking Board,

My husband, five-year-old daughter, and I live on Cambridge Road in the Clover-College Park neighborhood of Alexandria. We feel lucky to have bought our house in such a great location. Our neighbors have truly become our village.

We purchased our home directly across from a private high school (Bishop Ireton) with our eyes wide open to the kinds of pedestrian and vehicular traffic a school brings. But the school has not been the problem; in fact, the BI administration joins my neighbors and me in expressing concern for our safety due to the high volume of cut through traffic on our street. It has gotten noticeably and incredibly worse in the six years since we moved in. Every day in the evening rush hour (4:30-6:30 PM), cars are backed up to Dartmouth Road or points north in an attempt to turn left on Duke Street and get in an already backed up, exit-only to Telegraph Road. The bulk of these cars have Maryland license plates. Irrate, frustrated drivers block my driveway, make sudden and dangerous turns INTO my driveway in an attempt to turn around, clip legally parked cars on the side of the road, and throw garbage into our yard. We don't allow our daughter to ride her bike on the sidewalk or walk beyond our reach during rush hour for fear of a car's sudden turn into a driveway.

Our neighborhood has had the privilege and time to be very vocal about this issues despite what feels like inadequate attention by the city. But it's not just us. My daughter enjoys playing at the playground in the public housing complex on Yale Drive, just down the hill from our home. While at the playground, we have had a chance to talk with our neighbors who live there. They are also frustrated when Yale backs up, as they are unable to easily get to their jobs and obligations. They are equally concerned for the safety of their children on Yale Drive, especially older children who cross the street to hang out at the Alexandria Commons shopping center.

It is common sense that reducing car travel lanes on Seminary Road will only push more traffic into side streets and exacerbate the problems felt by my neighbors and me. But what is more, I have also been appalled at the tactics taken by the greater D.C.-area bicycle lobby to paint anyone who disagrees with them as anti-safety. I've recently started riding my bicycle to work on Capitol Hill several times a week. I, personally, use the bike lanes and "improvements" on King Street, but they are far too dangerous for casual cyclists and are WAY too dangerous for my daughter, even when she's attached to me on her

trailer bike. It strikes me that these "improvements" were not thought through; they pay lip service to "safety" and improvement for cyclists and pedestrians without actually solving the real problem. The most dangerous situations for me as a cyclist are frustrated drivers who make erratic, risky, and often illegal moves to dodge traffic: swerving into bike lanes, making left turns across traffic without yielding to bicycles, passing dangerously close to me in shared lanes, failing to look or stop while making a quick right-on-red, and driving at unsafe speeds in areas where traffic eases up in order to make up time. A broader, more comprehensive view on solving our local traffic problems--addressing back ups on Duke Street and adding/streamlining access points to the Beltway and 395--would make Central Alexandria safer for EVERYONE: pedestrians, cyclists, runners, and drivers. This should be the first step in bettering both the safety and quality of life for Central Alexandrians, not creating a choke point in what is already a daily, frustrating mess.

Thank you for your attention to this matter.

Sincerely,

Laura Turner O'Hara

170 Cambridge Rd

From: Peter Turner <pturner525@comcast.net>
Sent: Wednesday, June 19, 2019 4:47 PM
To: Bob Garbacz <bob.garbacz@alexandriava.gov>
Cc: ccpca.board@gmail.com
Subject: Traffic and Parking Board 6/24 docket (Seminary Road Complete Streets Project)

Dear Bob

Please share this with the members of the Traffic and Parking Board. I am writing to express my opposition to the proposed options so far presented to the citizens of Central Alexandria for the Seminary Road Complete Streets Project.

Since 1996, my wife and I have resided at 600 W Taylor Run Parkway.

Until the last couple years, our street and the wider neighborhoods of Clover College Park and Taylor Run which our street borders has been a wonderful place to live. We've often had friends and family cite how lucky we are to enjoy city offerings as well as the feeling of living miles outside the beltway nestled among trees and the stream. Sadly, those days are gone thanks to cut through traffic and the impact of ride sharing services like Uber and Lyft during evening rush.

I have served the CCPCA as a board member and was on the Central Alexandria Traffic Study TF. As part of my role in civic engagement I also codeveloped and manage the TrafficZen Facebook page <https://www.facebook.com/CentralAlexVA/>. The sole purpose of this site is to document and share first person stories of the systemic breakdown of community safety thanks to the traffic congestion which is projected to get seriously worse in the coming years. Further, we research and collect third party research and municipal best practices that offer other ways forward to improve traffic congestion and mobility options. We do so because we have found the city is never interested in collecting and sharing such insights.

As members of the T&PB may know, Central Alexandria suffers significantly and daily from cut through traffic reflected in the study that 42% of the volume are motorists who "neither live or work" in Alexandria. Our traffic site is full of video, photos, and narratives of resident stories proving that traffic volumes of this size directly impact safety to pedestrians, cyclists and even property in our communities.

Reducing lanes on Seminary Road as proposed will only make our traffic congestion worse and reduce safety. Currently, first responders must find ways through such traffic to perform their duties. I work

from home three days a week and the traffic is at standstill in front of my house (.3 miles from Duke) and traffic heading north can also be impacted. I can't imagine trying to get to Alexandria hospital under any of the options proposed. Even the mayor in a WaPo article earlier this year admitted that under the current roadway design we have today that he and his wife had difficulty getting to the hospital in time for a child birth!

The bike lobby has tried to paint us as pro-car and anti-bike in their efforts to push through these designs. Let me remind you who lives here. Many of us desire better mobility alternatives like cycle "protected" infrastructure, but taking car lanes away to add painted "shared" lanes or what industry experts call "suggested lanes" because they offer "zero" protection for riders is merely an exercise of "checking boxes" to say we are adding bike lanes. If the city was serious about adding bike infrastructure they would be designing it ironically for the citizens of Central Alexandria and not a small group of "road warriors" whose threshold for protection are much lower than the average resident. Just who are we building these bike lanes for anyway? Does Alexandria want a true bike culture where people of all ages can enjoy riding a bike and ditching their cars? If the answer is yes, then you aren't asking us what we want. Research and best practices show (see our website above) that cities like Vancouver and Portland are building bike infrastructure that they say rate "AAA" to ensure a level of protection that will provide what most residents need to get out and bike. This research further shows that not providing such protections will never grow demand for biking.

We also support pedestrian safety, which I refer you to the various correspondence issued previously from the civic association presidents in Central Alexandria. We are still waiting for improvements requested several years ago to protect kids on streets where cut through is the worst as they go to and from school. As for the improvements for pedestrians presented for Seminary Road, so long as it doesn't reduce four lanes such improvements are welcome.

Lastly, the city is updating its Master Transportation and Mobility Plan. If you read the current plan there is ZERO discussion of strategy to address the epidemic of cut through in Alexandria. What is worrisome is that we've been told there will not be any in the new plan either. This is madness. The very idea that the vision described in the old plan will come to life in an era when cut through congestion is this bad and projected to get worse only proves that it is a pipe dream. Congestion volume will kill all of their rosy transit, bike, and pedestrian plans.

There is no "real collaboration" with citizens to develop such an important plan. When I mean collaboration I mean more than a couple of "nights out to brief citizens." I mean actually having citizen representatives on these planning groups charged with creating the new plan.

There is no interest by the city to study best practices in any area of mobility. In fact, when asked the city says "that's why we hire consultants".... well, I work for a consultancy and relying 100% on

consultant advice without a review of cases that measurably address traffic and mobility challenges is at best lazy.

There is no understanding of what is needed to develop and nurture a real bike culture in Alexandria that promotes cycling for all ages. So let's stop cozying up with WABA and spend more time with the people who pay property taxes in Alexandria.

Finally, if you aren't familiar with the Greater Washington Partnership (major corporate employers in the region) you should study their vision and plan for regional transportation and mobility. It should be required reading.

Our community wants safer streets. We want other mobility options that promote them without taking away and making less safe driving by car. We need protection from cut through traffic.

We welcome the chance to be co-creators for Alexandria mobility options that build community life. This project is NOT that.

Thanks,

Peter Turner

From: Jeffrey Schnur <schnurjm@gmail.com>
Sent: Wednesday, June 19, 2019 1:21 PM
To: Bob Garbacz <bob.garbacz@alexandriava.gov>
Subject: Seminary Road

To: Mr Bob Garbacz

From: Jeffrey Schnur

1734 Stonebridge Rd

Alexandria, VA 22304

(703) 566 6886

Subject: Seminary Road Diet

Dear Mr. Garbacz;

I will try to keep this brief and to the point, using bullets:

1. I am a 60-year-old residence of Alexandria, have been for over 18 years.
2. I am a former competitive cyclist that rides his bicycle on a near daily basis – both to-and -from work at the Washington Navy Yard, or for recreation.
3. Seminary Road is identified via the Strava app on my phone as one of my most ridden segments over the past three years.
4. I ride my bikes on most every road in the area that does not end in a, “5” (I-395, I-495). I ride on Quaker Lane up from Duke Street; I ride up King Street – down and up Janneys – then Seminary home as part of my regular commute. I ride all over Northern VA, The District, and Maryland around Great Falls; from my home.
5. Even though I may be a bit slower than in my formative racing days, I still have the skill set of an advanced rider.
6. Because of # 2 and # 5 above, it is my opinion that I am in an acute minority of cyclists that can safely transit Seminary Road between Quaker Lane and Howard Road, and beyond. I do not share my lane when cycling with an automobile, as to do so is unsafe.

7. I recently had a catastrophic mechanic failure on one of my bikes in front of the MacArthur Elem School. My back wheel was stripped of five spokes and my bike came to an abrupt stop from a chain malfunction. Since I was in the area in front of the school, I was able to move to the sidewalk and call for assistance. If this had happened a minute or two later while riding UP the hill from Quaker along Seminary with no sidewalk, I would have been in the right traffic lane with no easy escape from the cars speeding by. When a car breaks down, the driver is still protected. When a bike breaks down on a shared road, the cyclist is more at the mercy of the car drivers.

8. In order to make Seminary road more, "Bike Friendly," to the general public (including elementary school age children riding to MacArthur Elementary now that the range of that school has been expanded, and to encourage cycling to get to Hammond Middle School), not only does Seminary Road need to be repaved, but action needs to be taken to make this stretch of road as safe as Janneys Lane.

9. There are no easy answers to the issues surrounding improving Seminary Road, only informed compromises based on intelligence and experience. I wish you well as you try to balance all the competing sides of this issue.

Sincerely,

Jeffrey Schnur

From: Douglas Anderson <dougandmary@me.com>
Sent: Wednesday, June 19, 2019 12:48 PM
To: Bob Garbacz <bob.garbacz@alexandriava.gov>
Subject: Seminary Road

Dear Mr. Garbacz,

I am writing in support of the plan to narrow Seminary Road. My support of this plan is based on my own personal experiences. Years ago I was very upset when Janey's Lane was narrowed. What I discovered during the intervening years is that narrowing the Janey's lane has had little to no impact on my ability to drive in the city, but has had that stretch of road significantly better from a pedestrian/biker perspective. Consequently, while I understand that my pro-road diet perspective reflects a distinct minority, I believe that it reflects a view that will yield a more livable city.

Thank you for taking the time to consider my opinion.

Respectfully,
Doug Anderson
1400 Trinity Drive

From: Laura Plaze <plaze@comcast.net>
Sent: Wednesday, June 19, 2019 10:30 AM
To: Bob Garbacz <bob.garbacz@alexandriava.gov>
Subject: Seminary Road -- June 24 meeting

Dear Mr. Garbacz –

As a resident of Alexandria and a frequent traveler along Seminary Road from Janney's Lane to reach Burke Library, medical offices at Kenmore Avenue, Inova Alexandria Hospital for outpatient and emergency room services as well as shopping and professional services further west, **I strongly support maintaining all four lanes of traffic in both directions at all times on Seminary Road.** As you know, Seminary is a major east/west arterial road and it defies understanding that staff is recommending any reduction whatsoever in its capacity to move traffic as smoothly and with as little congestion as possible. Quite simply, reducing lanes for car traffic along this road is a terrible idea.

Where safety for pedestrians is an issue, I fully support making improvements to sidewalks and crosswalks and whatever else can be done to improve pedestrian safety. As a cyclist, I have ridden from my home out Seminary many times and although it is not a pleasant ride – riding on busy roads is never pleasant – I do not support reducing lanes for car traffic in order to accommodate bicycles.

Please add my comments to the record for the Traffic and Parking Board meeting scheduled to consider this matter on June 24th.

Thank you –

Laura Plaze

402 Cambridge Road

Alexandria, VA 22314

From: Mark Shiffer <mshiffer@gmail.com>
Sent: Wednesday, June 19, 2019 9:18 AM
To: Bob Garbacz <bob.garbacz@alexandriava.gov>
Subject: Traffic and Parking Board 6/24 docket

Hi Bob,

Please forward these email comments along to the board. I also intend to speak at the board meeting on 6/24.

--

I am strongly opposed to the plan currently proposed by T&ES to reduce the number of lanes on Seminary Rd to 3.

If the city is going to reduce capacity of roadways, there should be a compelling reason, or that capacity should be replaced by an equally accessible mode of transportation. Neither of those conditions have been met with Seminary.

T&ES initially made the argument that Seminary was a "high KSI" corridor. Their own data refuted this claim and they backtracked. Similarly this cannot be framed as an environmental issue (i.e. an attempt to get people out of their cars) as no viable alternative has been proffered.

Ultimately, the proposal removes capacity solely for the goal of removing capacity. In doing so, T&ES has not taken the time to study the impact on the surrounding neighborhoods of cut-through traffic. Seminary is one of the few arterials in the city that actually moves traffic. King St backs up from the metro station, to Janeys Lane and occasionally beyond. West Taylor run is usually backed up to Janeys Lane. Cambridge and Yale as well. Reducing the carrying capacity of Seminary will most likely drive more cut through traffic through other neighborhoods further impacting quality of life of the families living in these residential areas.

I stand with the majority of residents who believe that common sense safety improvements should be made to Seminary including crosswalks, pedestrian flashing lights, and reduction of lane size to reduce speeding. Reduction in lane size provides a sizeable buffer for the southern sidewalk and can accomodate a shared pedestrian/bicycle lane for the limited non-car traffic to use.

Maintaining the four lanes retains capacity while still allowing the city to pursue goals of improvements for other modes of transportation. Unfortunately, due to the nature of this area and the areas Seminary connects (the mark center and Maryland), it is simply not feasible for the vast majority of drivers who transit Seminary to use other transit options.

I urge the board to reject this plan and request the city to design a proposal that improves safety and access while maintaining existing capacity. If not, the board should request the city to further study the likelihood and impact on surrounding neighborhood streets of increased cut through traffic.

Sincerely,

Mark Shiffer

From: deborah <daconlan@synaxis.to>
Sent: Monday, June 24, 2019 11:10 AM
To: Bob Garbacz <bob.garbacz@alexandriava.gov>; Christine Mayeur <christine.mayeur@alexandriava.gov>
Subject: Proposed Changes to Seminary Road

Dear Mr. Garbacz, Ms. Mayeur and Members of the Traffic and Parking Board –

I do not support any reduction from 4 lanes on Seminary Road. My reasons have been documented by others' feedback.

However, I would like to make a point that I don't feel has been adequately addressed during this discussion:

I do not support the proposed dedicated 'Right Turn Only' traffic lane at the Seminary/Quaker intersection without an accompanying 4-6 pm 'No Left Turn' sign at the Trinity/Quaker intersection. A 'Right Turn Only' vehicle lane will exacerbate the backup traffic at the Quaker/Duke intersection. This in turn will create even more cut through traffic dangers for vehicles that turn off Quaker and onto Trinity. The City's CATS project identified Trinity as an already high traffic cut-through route and included a recommendation to test 4-6 pm 'No Left Turn' signage. *(Staff's recommendation was subsequently withdrawn.)*

As a side note over 4 years ago Central Alexandria residents spoke with the City through Mr. Garbacz' coordination regarding residential impacts from cut through traffic. At that time (and before it) the two traffic bottlenecks documented were the **Quaker/Duke intersection** and the one-lane access ramp from Duke onto Telegraph. These have never been resolved. While they are obviously not part of the Seminary Repaving project, the impact of revising turn lanes certainly must be considered when the City is proposing bringing more traffic to the existing Quaker/Duke intersection backup.

Sincerely,

Deborah Conlan

306 Princeton Blvd

Alexandria, VA 22314

Memorandum

To: Traffic & Parking Board, City of Alexandria
CC: Robert Garbacz, P.E., Division Chief, T&ES
From: Owen P. Curtis, 5465 Fillmore Ave., Alexandria, VA
Date: 6/24/2019
Re: Docket Item 9, Seminary Road Complete Streets

Recommendation: Reject the Staff recommendation, and maintain four lanes (Alternative 1) from Quaker Lane to Howard Street.

I am a transportation planning engineer with 40+ years of experience consulting to communities with transportation issues, and a 40+ year history of involvement with such issues in the City (see brief bio at the end). Having reviewed the material prepared by staff regarding the Seminary Road project, I see a failure to consider three ramifications of their recommended approach:

- Transportation planners learned a long time ago that to move people efficiently and safely in a system, it was important to provide options for multiple modes within the public right-of-way, while not degrading the safety or efficiency of any mode. It is laudable to provide for the missing sidewalk for pedestrians along the Seminary's property, but it should be done without sacrificing the safety and efficiency of Seminary Road to move buses, cars, and bikes. The three-lane proposal lacks sense in that it is a short-term answer to a problem that can be solved with the building of a proper sidewalk. It degrades the overall system, used by the many, for a real but small benefit for the few. That is not sound transportation planning or policy.
- The reduction in the speed limit on Seminary Road from 35 mph to 25 mph reduced the desirability of that road for vehicles, as people look to minimize travel time. The three-lane segment will further degrade traffic operations, and send more drivers into the neighborhoods, seeking ways around that problem. The communities along Seminary Road already have enough cut-through traffic, and the staff recommendation will simply make that worse. Staff should beware the unintended consequences of what otherwise seems like a good idea ... providing a missing link of sidewalk.
- I find it interesting that the staff's graphics do not show anyone walking in the 6 – 7 foot "buffer" on the north side, which is apparently how the missing sidewalk is to be replaced. It strikes me as not a very safe alternative at all. Who is really

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going to want to walk that close to moving traffic, without even the protection of a curb and grassy buffer, but rather just a thin plastic bollard?

There are a few good ideas from the staff, i.e., better, safer crosswalks and flashing signs at bus stops (such as the one installed several years ago on Van Dorn Street between Kenmore Ave. and Sanger Ave.). Those should be approved.

I urge you, though, to reject the three-lane concept. I urge you to request that the City staff work with the adjacent property owner (the Seminary) and search the City budget to find the money to complete the sidewalk properly, with an appropriately wide green buffer, safely adjacent to a four-lane Seminary Road.

Thank you.

Owen P. Curtis

Bio: Owen Curtis is an independent transportation consultant with 47 years of multimodal experience. A considerable portion of those years was spent advising communities on how to create safe, affordable, efficient transport options in a multimodal system. Mr. Curtis has lived in the City of Alexandria since 1976, and has been active in civic affairs regarding transportation the entire time. He was a member of the City's Transportation Planning Board for 12 years, and its chair for six. He was a member of the Master Plan Task Force, chairing the Transportation Subcommittee. He served on the Task Force that created the DASH system. He was involved with both the Seminary West and Beauregard Small Area Plans, and with the BRAC project. He is a Fellow of the Institute of Transportation Engineers (ITE), and a member of both the Washington DC and Virginia Sections of ITE, and is a Past President of the latter section. For ITE, he co-chaired the committee and helped author the *Recommended Practice for Planning Urban Roadway Systems* in 2011. This document provides guidance to cities such as Alexandria to implement Complete Streets in a systemwide context, and not on a roadway-by-roadway basis as Alexandria is doing.