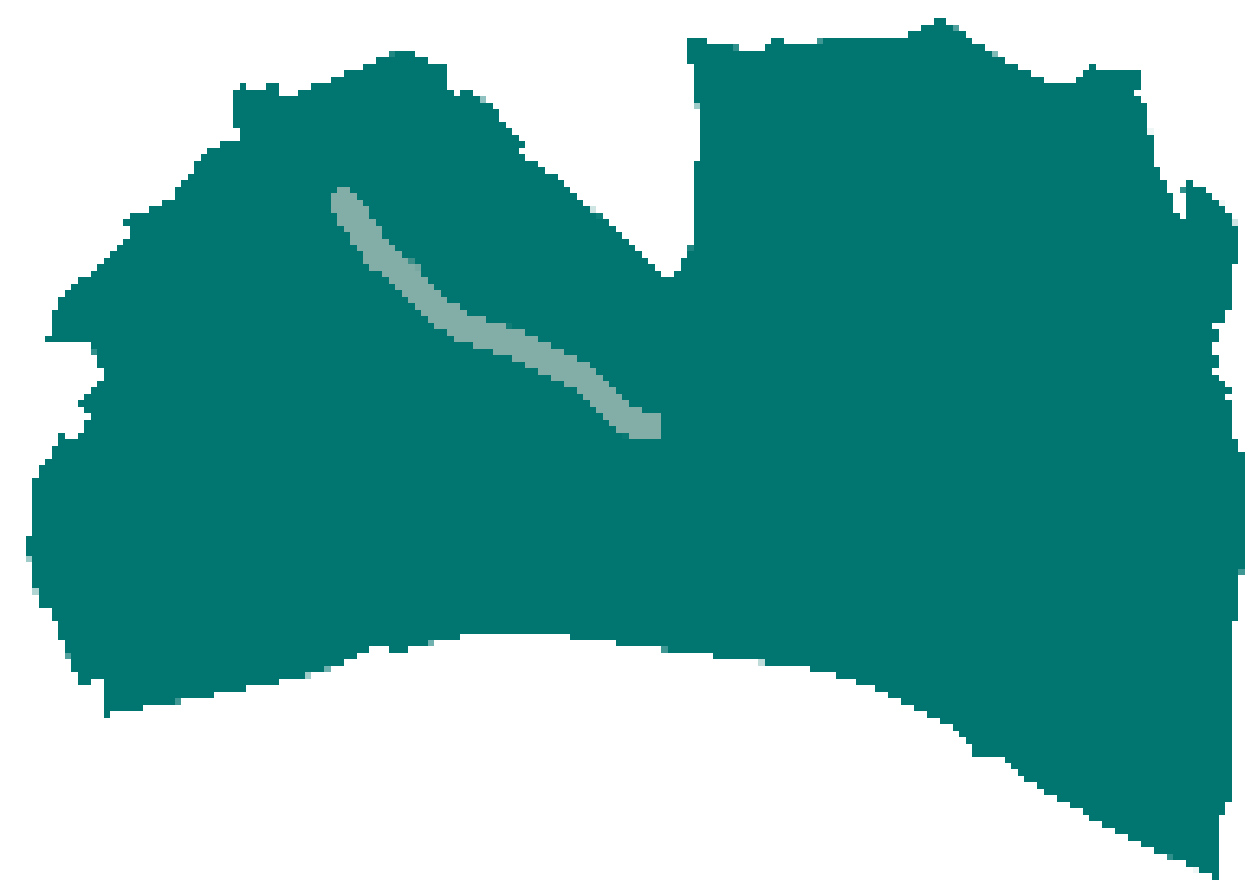




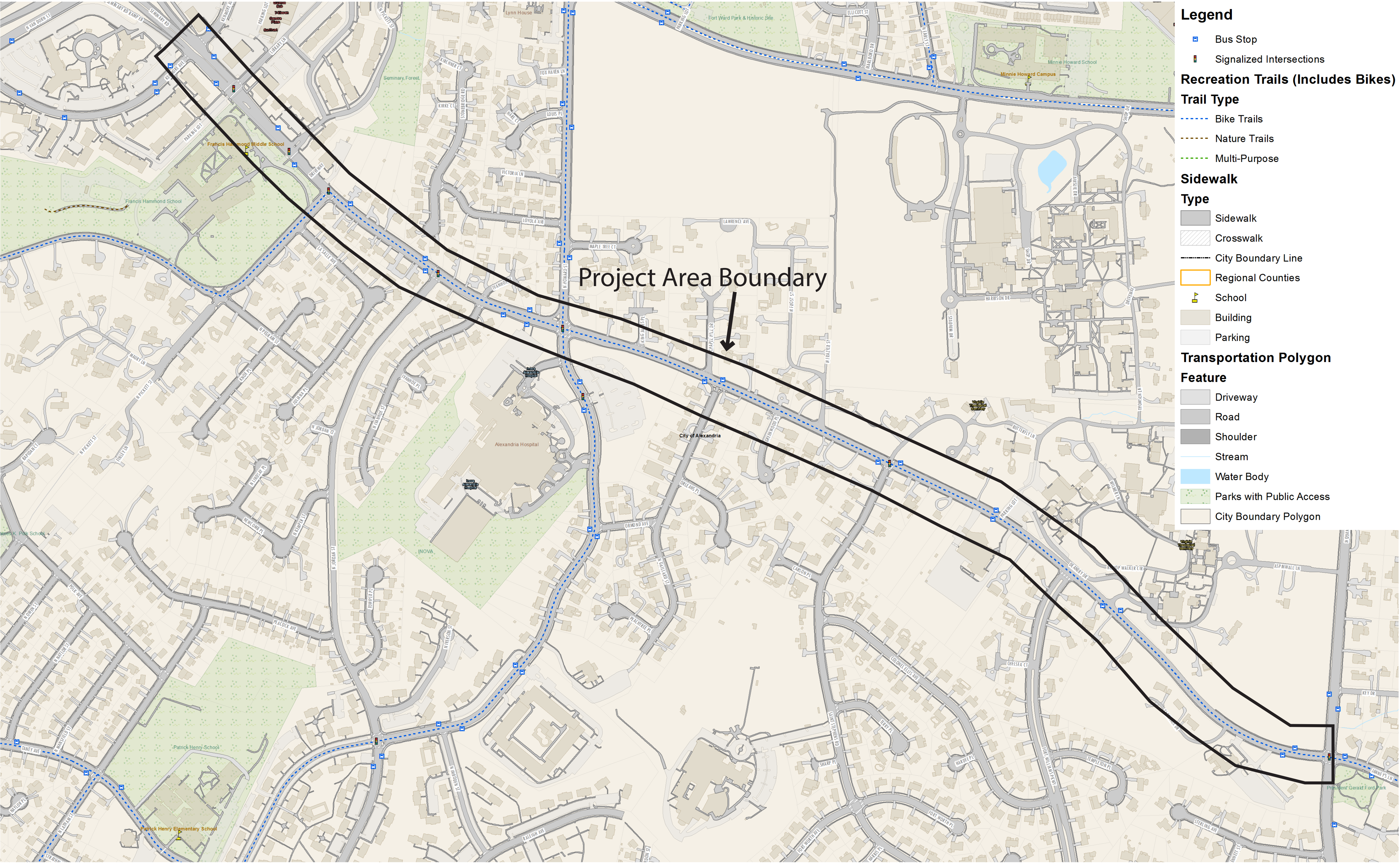
Seminary Road

Complete Streets Project

Welcome to the
Public Meeting



Project Area Map



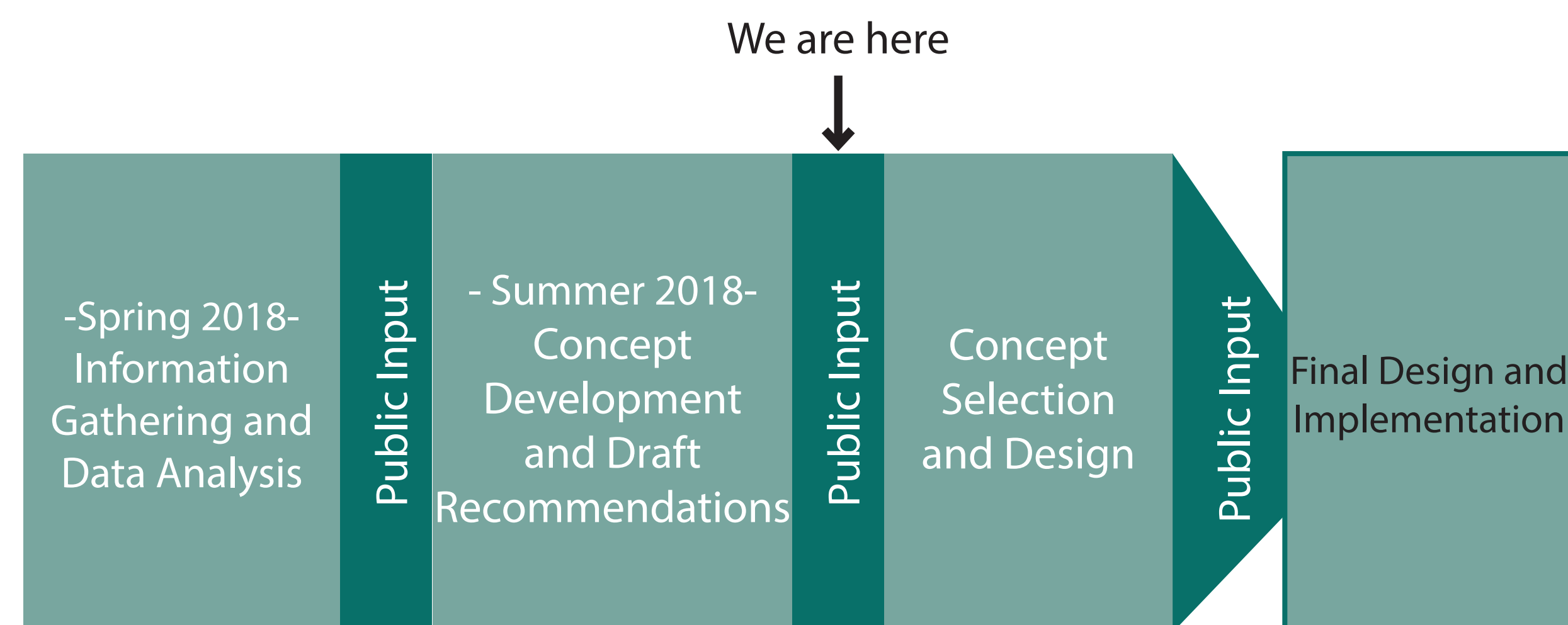
Purpose, Process, Guiding Plans and Policies

Project Purpose

Seminary Road was identified in the Pedestrian and Bicycle Chapter of the Transportation Master Plan for potential improvements to ensure the safety, mobility, and accessibility for all roadway users. Data analysis conducted through the Vision Zero Action Plan also showed that Seminary Road was a corridor with a high risk of KSI (killed or seriously injured) crashes.

Since the reduction of the speed limit on Seminary (from Quaker to Library Lanes) in 2016, data have shown that safety has improved. However, to sustain this benefit, the roadway design must reflect the posted speed limit as well as encourage and better accommodate people walking, biking, driving, and riding transit.

Project Process



Guiding Plans and Policies

» 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. [...] The City will promote a balance between travel efficiency and quality of life, providing Alexandrians with transportation choice, continued economic growth and a healthy environment.

» Pedestrian and Bicycle Master Plan (2016)

- Recommendation of corridor as a top 10 priority for on-street enhanced bicycle facilities
- Recommendation to bridge the gap of sidewalk on the north side of the roadway along the seminary between Zabriskie Drive and Fort Williams Parkway

» Central Alexandria Traffic Study (2017)

- This study was conducted with the goal of identifying and finding consensus on solutions to mitigate cut-through traffic that did not positively impact one neighborhood or street while negatively impacting another

» Environmental Action Plan (2009)

- Develop a holistic city transportation system that puts the health, mobility, and accessibility of “people first” by implementing development and transportation programs and projects consistent with the following level of precedence: pedestrians, bicyclists, public transportation, shared motor vehicles, and private motor vehicles.
- By 2020: Beginning in 2012, reduce the number of daily Vehicle Miles Traveled (VMTs) on a per capita basis by 5% every five years. Increase the number of commuters who use public transportation by 25% using 2000 Census data as the baseline.

» Vision Zero (2017)

- Eliminate all traffic deaths and serious injuries by 2028
- Build safe streets for everyone by improving prioritization of safety treatments to inform implementation and develop and implement infrastructure policies to reduce KSIs.

What We've Heard From You So Far

Outreach Efforts



Project Goals & Objectives

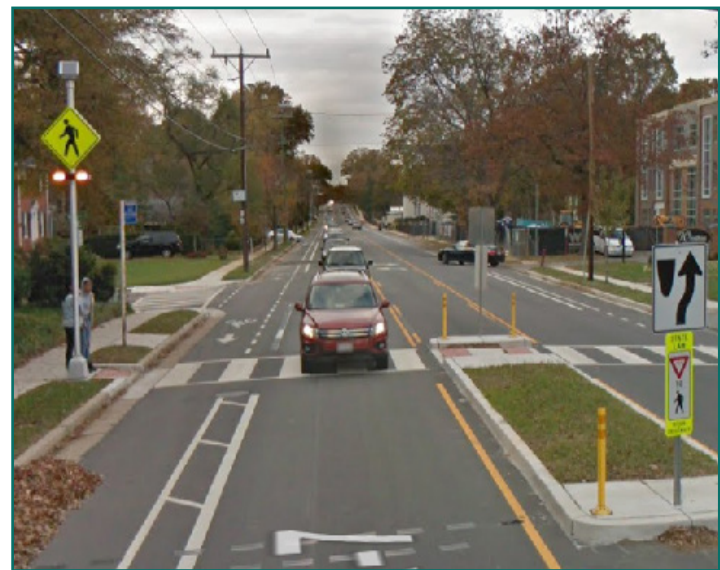
- Eliminate serious injuries and fatalities on the corridor
- Improve safety and accessibility for all roadway users by upgrading curb ramps and sidewalks
- Provide continuous, safe, and comfortable places for people to walk
- Introduce safer pedestrian crossings for residents, transit riders, and all others walking the corridor **without placing a traffic stop at Fort Williams Parkway**
- Where excess roadway capacity exists, identify ways to meet the goals set forth in the Pedestrian and Bicycle Master Plan, Vision Zero Action Plan, Transportation Master Plan, Environmental Action Plan, and the Central Alexandria Traffic Study
- Service vehicle traffic with a roadway design that minimizes delay at intersections and encourages speed limit compliance

Key Takeaways

- It is difficult for residents to turn and back out of driveways onto Seminary Road.
- Speeding is common along the entire corridor.
- Sidewalks should be wider, continuous, and buffered from moving traffic.
- There is too much distance between safe crossings.
- People walking must cross long distances on Seminary Road.
- Opinions on bicycle facilities are mixed. Those who support adding bike facilities prefer buffered or protected bike lanes. Those who oppose adding bike lanes are concerned about impacts on traffic and creating hazards for people driving.
- Opinions on the future of the roadway are mixed. Some view Seminary Road as a major thoroughfare for the city, while others want it to better reflect the community character as a residential street.

Design Comments*

Signals & Signs



- Pedestrian Flashing Beacon
● Like: 23 - Dislike: 7
- Pedestrian Visibility Signs
● Like: 13 - Dislike: 6
- Pedestrian Hybrid Beacon
● Like: 9 - Dislike: 8

Crossing Amenities



- Planted Refuge Islands
● Like: 14 - Dislike: 11
- Center Refuge Islands
● Like: 12 - Dislike: 14
- No Refuge Islands
● Like: 3 - Dislike: 14

Bicycle Facilities



- Protected Bike Lane
● Like: 14 - Dislike: 9
- Buffered Bike Lanes
● Like: 12 - Dislike: 11
- Shared Use Path
● Like: 5 - Dislike: 10

Pedestrian Facilities



- Wide Buffered Sidewalk
● Like: 14 - Dislike: 6
- Buffered Sidewalk
● Like: 11 - Dislike: 6
- Unbuffered Sidewalk
● Like: 1 - Dislike: 11

Roadway Design



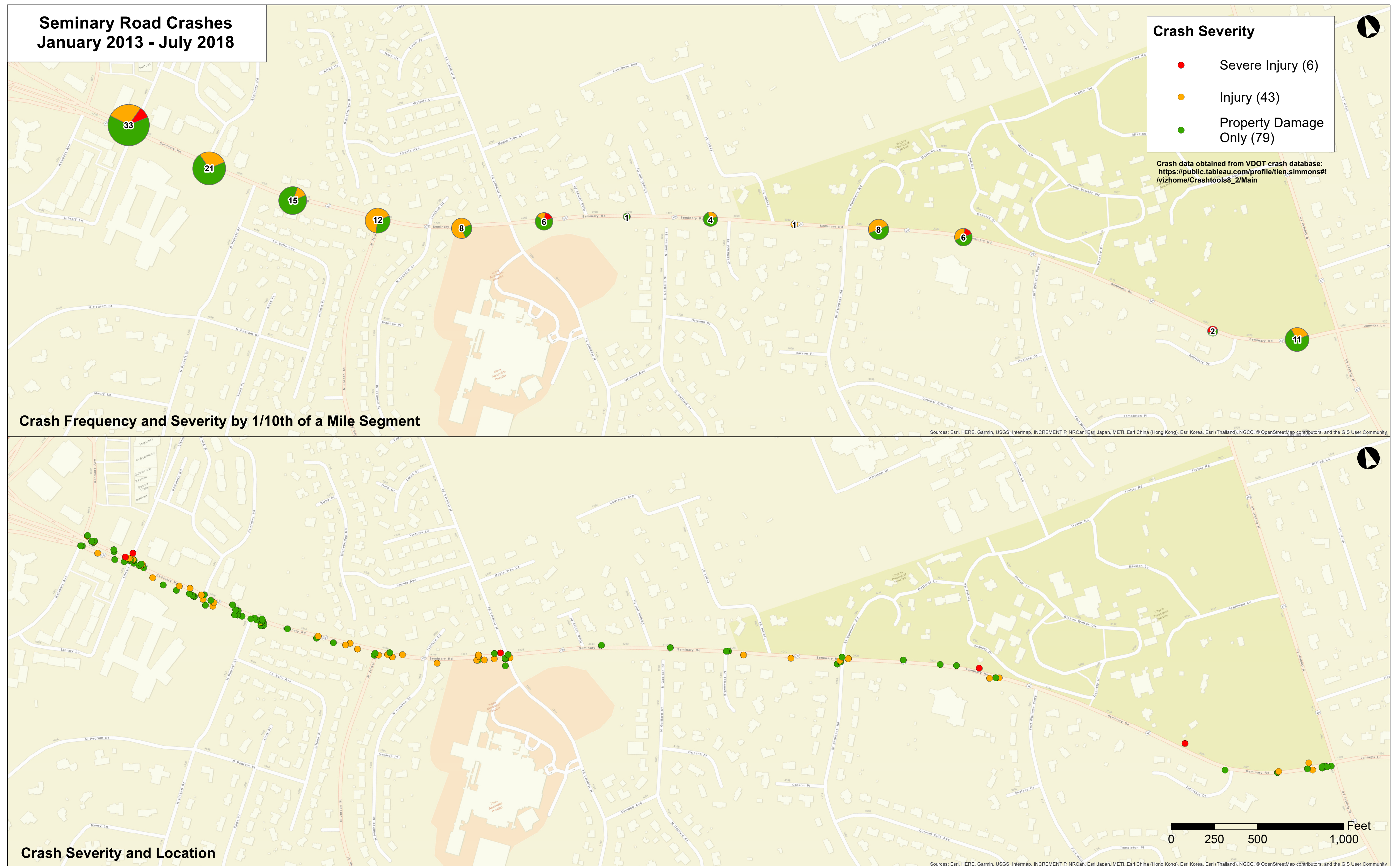
- Center Two-Way Left Turn Space with Plantings
● Like: 16 - Dislike: 10
- Center Two-Way Left Turn Lane
● Like: 9 - Dislike: 7
- No Change
● Like: 5 - Dislike: 6

- Repurpose Slip Lane for Safe Bike Turning
● Like: 12 - Dislike: 7
- Repurpose Slip Lane for Open Space
● Like: 9 - Dislike: 6
- No Center Turn Space
● Like: 3 - Dislike: 12

*Note: Design comments were collected at the Public Open House

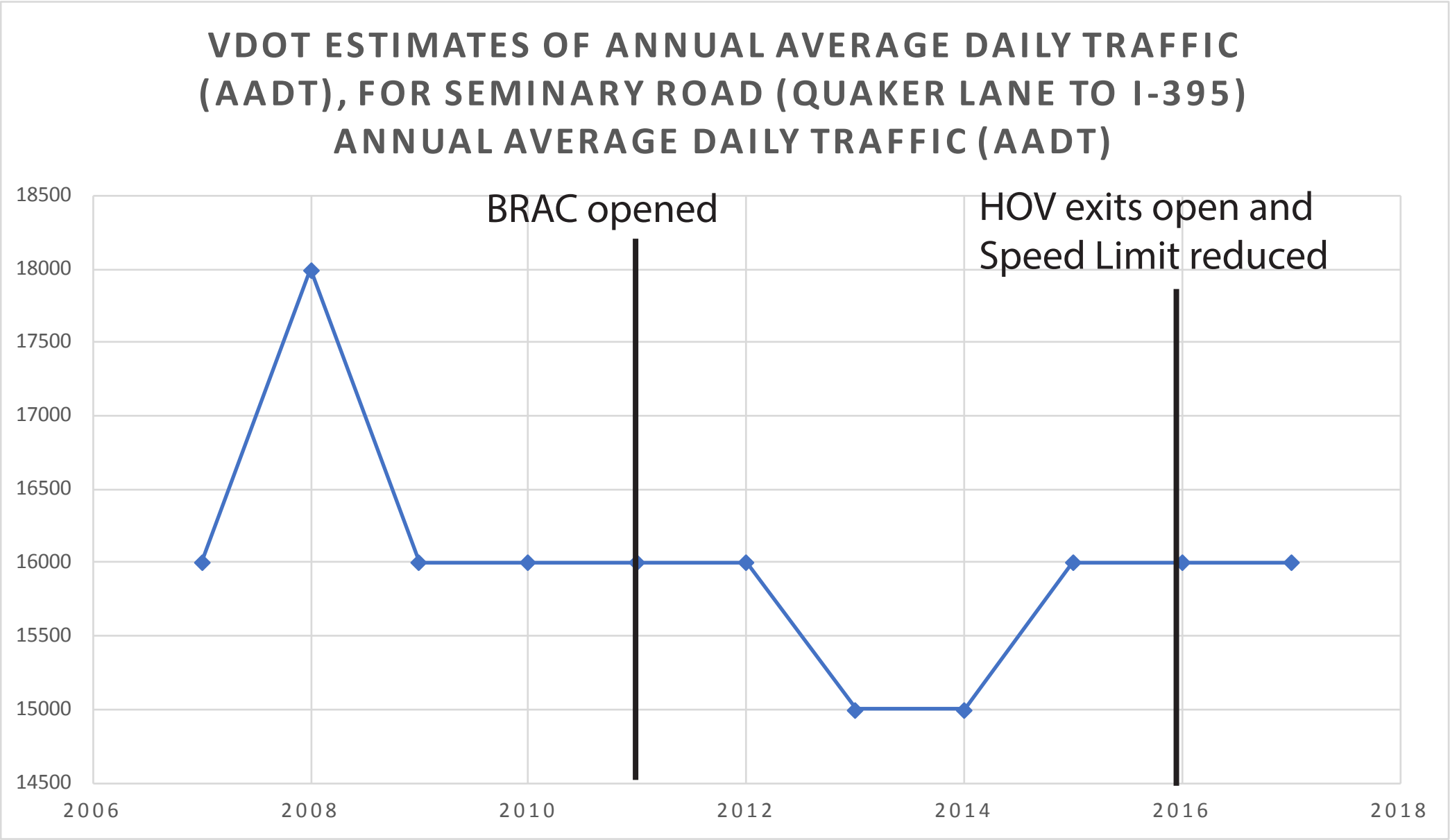


Police-Reported Crash History



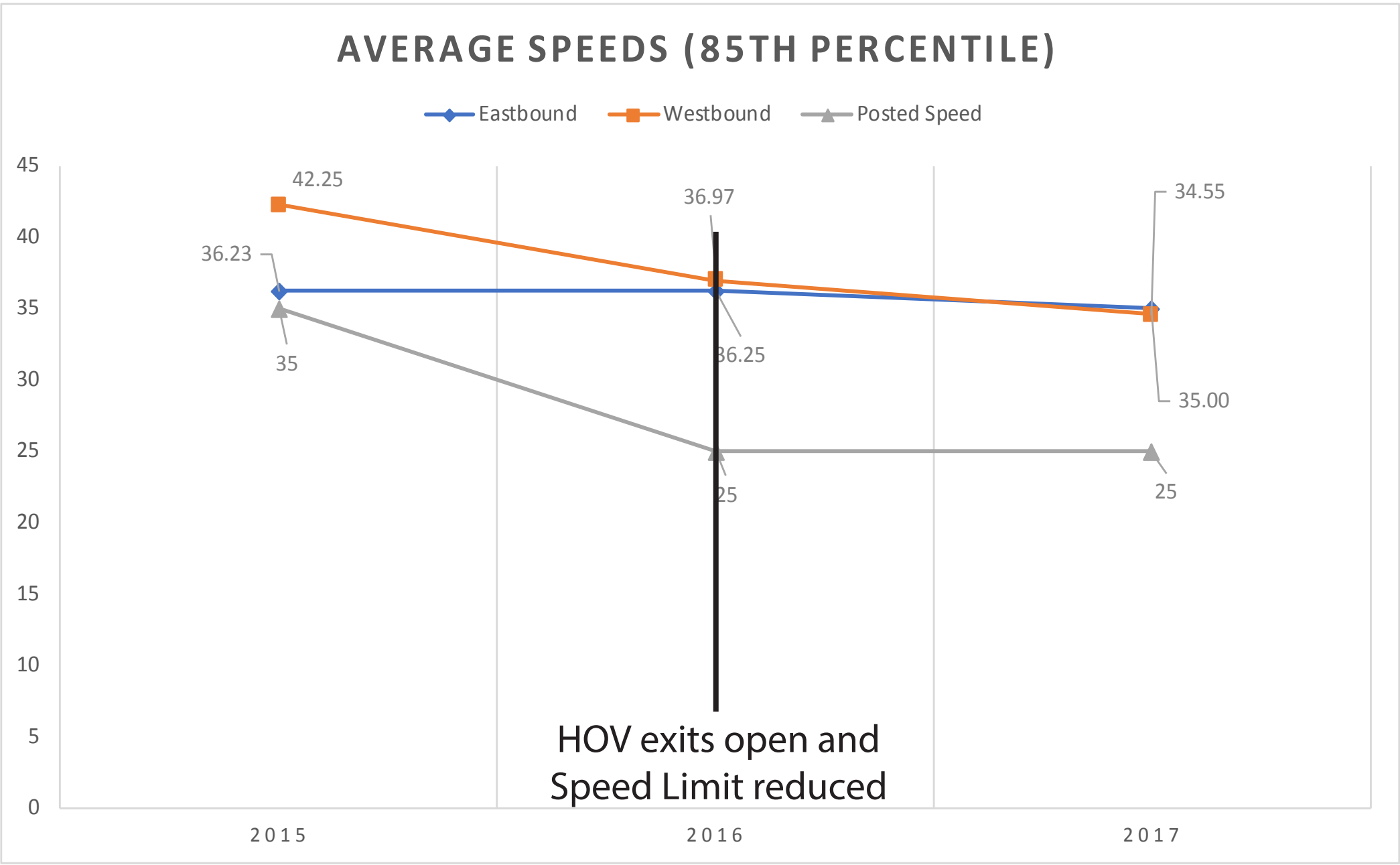
Vehicle Volume Estimates

- » With the installation and opening of BRAC (2011) estimated vehicle volumes stayed consistent with previous years.
- » DoD states that BRAC-133 is operating at nearly full occupancy and has no plans to request any increases in their facility size.
- » The opening of the HOV exit ramps onto Seminary Road (2016) had a negligible impact on traffic volumes.
- » The reduction of the speed limit in 2016 also had no impact on traffic volumes.



Vehicle Speeds

- » The reduction of the posted speed limit in 2016 from 35 mph had minimal impact on eastbound traffic, but has resulted in a nearly 10 mile per hour reduction in average speeds since its implementation and enforcement.
- » While lowering the speed limit signs helped reduce speeding slightly, changes to road design have been proven to better control speeds.



Police Reported Crashes on Seminary Road

- » The reduction of the posted speed limit in 2016 from 35 mph reduced the number of injury crashes on the corridor.
- » The types of crashes that occurred were often rear-ends, sideswipes in the same direction, and angle crashes. A small number of crashes involved a single driver hitting a fixed object off of the roadway.
- » Most crashes occurred in daylight, with no other contributing environmental factors.
- » Seminary Road (between Quaker Lane and Kenmore Avenue) makes up only 0.4% of Alexandria's street network (by mileage). However from 2010-2017, 1.1% of Alexandria's total crashes occurred in this area.

