

# SEMINARY ROAD

## COMPLETE STREETS PROJECT

### *ROADWAY RECONFIGURATION FAQs*

#### PAVING

##### WHEN WILL PAVING START?

Paving for the roadway is tentatively scheduled to begin the week of October 14<sup>th</sup>. The crews will begin near I-395 and move east. A [follow-up flyer](#) will give more detail about timing of paving work and expected.

##### HOW LONG WILL PAVING TAKE?

Paving and markings are weather dependent but is expected to last approximately three to four weeks.

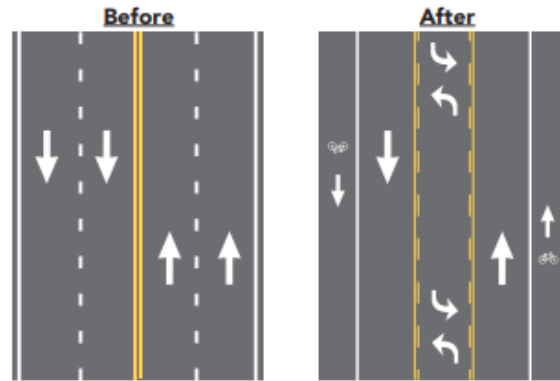
##### WHEN WILL THE NEW DESIGN OF THE ROADWAY BE FINISHED?

The project is being resurfaced starting October 14<sup>th</sup>, weather permitting. The street will be restriped, and the median islands will be constructed after the resurfacing. Additional work might need to be continued into the spring depending on the weather (rain and temperatures).

#### DESIGN INFORMATION

##### WHAT WILL THE ROADWAY LOOK LIKE?

The design changes according to the public right of way involved, but typically you can expect to see one through-lane in each direction (eastbound and westbound) and a center left turn lane that allows left-turning traffic to wait outside of the travel lane to make their turn. Bicycle lanes will be installed with the remaining roadway width.



(FHWA)

More details can be found on the Alternative 3 Board, shown at the March 2019 public meeting, here: <https://www.alexandriava.gov/uploadedFiles/tes/info/10%20Seminary%20PM2%20Alternative%203.pdf>

### CAN FIRE AND EMS SAFELY OPERATE ALONG AND RESPOND TO EMERGENCIES?

Yes. The Fire Department is directly involved in the detailed plan review of the new corridor and the design of the medians in areas where there is a temporary sidewalk which are mountable and clear from obstructions. If there are traffic queues, the Emergency Vehicles will use the center turn lane in the manner shown below:



An easily navigable two-way left-turn lane.

(FHWA)

Concrete or built medians will only be present at new crossing locations, not the entire length of the project.

### RULES OF THE ROAD

#### WHO HAS THE RIGHT OF WAY AT INTERSECTIONS?

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## AT SIGNALIZED INTERSECTIONS

**Q: Scenario #1 Red Light for Seminary Road traffic at St. Stephens Road.** A driver stops and the intersection has a No Turn on Red Sign. The driver waits for the green light and then makes the turn, potentially striking a person biking, passing on the right.

**Answer:** The driver is at fault. Turning vehicles are required to verify that their path is clear before turning, the same as if a driver was shifting from a left lane to the right lane, with another vehicle in the right lane. The driver is responsible for seeing the vehicle to the right (a person biking in this case) and waiting for the vehicle (person biking) to proceed straight before the driver makes the right turn.

**Q: Scenario #2. Green Light for Seminary Road traffic at St. Stephens Road.** A driver makes a right turn onto St Stephens Road potentially striking a person biking passing on the right that the driver did not see.

**Answer:** The driver is at fault and would likely be cited for Failure to pay full time and attention or other citations specific to the situation.



**Q: Scenario #3. Green Light for Seminary Road traffic at St. Stephens Road.** A driver passes a person biking, slows and then signals that he is making a right turn. Is the person biking required to yield to the driver?

**Answer:** No. Turning vehicles are required to verify that their path is clear before turning, the same as if a driver was shifting from a left lane to the right lane, with another vehicle in the right lane. The driver is responsible for seeing the vehicle to the right (a person biking in this case) and waiting for the vehicle (person biking) to proceed straight before the driver makes the right turn.

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## AT UNSIGNALIZED INTERSECTIONS

Drivers are responsible for paying attention to people walking, crossing, and biking and to wait (yield) for those road users to proceed straight before the driver makes the right turn.



## DO I HAVE TO YIELD TO PEOPLE WALKING OR BIKING IN THE NEW CROSSWALKS?

Yes. It is the law of Virginia that all drivers yield to people walking, who are trying to cross at a marked or unmarked crosswalk. This includes when driving through and making all turns.



## DO PEOPLE HAVE TO PUSH THE BUTTON TO ACTIVATE THE FLASHING SIGNS FOR ME TO YIELD TO THEM?

No. The flashing signs are there to help drivers be more aware that someone is waiting to cross, but drivers should always pay full time attention to the roadway to see people waiting to cross and stop for them to allow the person to cross.



## DO PEOPLE BIKING HAVE TO STOP AT STOP LIGHTS OR OBEY TRAFFIC SIGNS?

Yes. People biking in bicycle lanes must stop at red lights and obey all traffic signs and signals. This includes yielding to people walking in the crosswalk. State law does allow, however, people biking to use the pedestrian walk signal to advance in front of cars where there is a sign indicating this practice. The intersections of N Howard Street, St. Stephens Road, and N Quaker Lane will have this sign, so people biking may proceed through the intersection when the walk signal is on for people walking.

## HOW SHOULD I BEHAVE AROUND THE MEDIAN ISLANDS WHEN EMERGENCY VEHICLES HAVE THEIR SIRENS ON?

Move as far right as possible. In emergency situations with a fire truck, police, or ambulance coming, drivers are allowed to pull into the bicycle lane to make space for these vehicles. Move past the median islands if possible. Some key median islands are designed to allow emergency vehicles to mount them and ride over the island, so Emergency vehicles may use this as an option.

## HOW MUCH SPACE SHOULD I GIVE WHEN PASSING A PERSON BIKING?

Virginia Law states that people driving must give people biking a minimum of 3 feet of clearance space when passing. This law is in effect regardless of whether a bicycle lane is present.



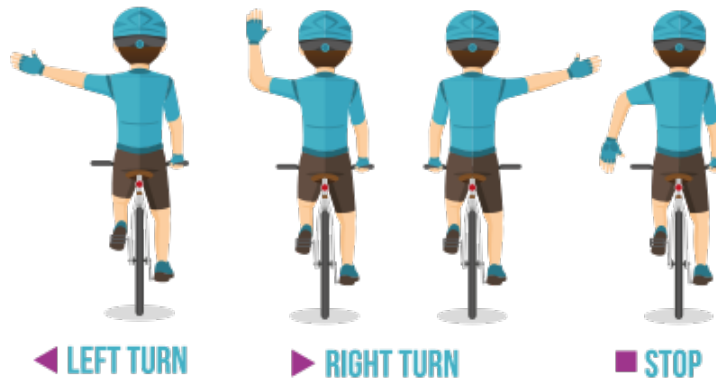
## CAN I DRIVE OR PARK IN THE BIKE LANE?

No. Drivers may only pull over in the bike lane in emergency situations to allow Emergency Vehicles to pass. The curbside bike lanes may be temporarily closed a few times a year only under City approved, special event permits to allow parking along the curb.



## WHAT RULES DO PEOPLE BIKING HAVE TO FOLLOW?

- Obey all traffic signs and signals
- Yield to people walking and crossing the street
- Use dedicated bicycle lanes where present, if not take the right-most lane and ride in the center
- Never ride against traffic flow
- Use hand signals to alert other road users of your movements and turns



## EVALUATION

### HOW WILL THE PROJECT BE EVALUATED?

The project will be evaluated based on data collected both before and after the project's implementation for vehicle volumes, speeds, crashes, and travel times along the corridor. The evaluation will take place 18 months after full implementation of the project.

### WHAT ROADS WILL BE DOCUMENTED?

The following roads and intersections will be counted before and after:

MAIN LINE	BLOCK OR INTERSECTING STREET	COUNT TYPE
SEMINARY	PICKETT	INTERSECTION
SEMINARY	JORDAN	INTERSECTION
SEMINARY	HOWARD	INTERSECTION
SEMINARY	ST.STEPHENS	INTERSECTION
SEMINARY	FT. WILLIAMS	INTERSECTION
SEMINARY	QUAKER	INTERSECTION
HOWARD	BRADDOCK TO SEMINARY	STREET SEGMENT
HOWARD	SEMINARY TO JORDAN	STREET SEGMENT
HOWARD	BRADDOCK	INTERSECTION
PICKETT	SEMINARY TO PEGRAM	STREET SEGMENT
PEGRAM	PICKETT TO POLK	STREET SEGMENT

<b>JORDAN</b>	SEMINARY TO HOWARD	STREET SEGMENT
<b>BRADDOCK</b>	HOWARD TO EARLY	STREET SEGMENT
<b>ST. STEPHENS</b>	SEMINARY TO ORLEANS	STREET SEGMENT
<b>COLONEL ELLIS</b>	ST.STEPHENS TO FT. WILLIAMS	TUBE
<b>FT. WILLIAMS</b>	DEARBORN TO TRINITY	STREET SEGMENT
<b>TRINITY</b>	FT. WILLIAMS TO QUAKER	TUBE
<b>TRINITY</b>	QUAKER TO PRINCETON	STREET SEGMENT
<b>QUAKER</b>	STERLING TO TRINITY	STREET SEGMENT
<b>QUAKER</b>	BISHOP TO WOODS	STREET SEGMENT
<b>DUKE</b>	QUAKER	INTERSECTION
<b>DUKE</b>	GORDON TO FRENCH	STREET SEGMENT
<b>KING</b>	SCROGGINS TO TUCKAHOE	STREET SEGMENT
<b>JANNEYS</b>	SKYHILL TO CLOVERWAY	STREET SEGMENT
<b>YALE</b>	TRINITY TO DARTMOUTH	STREET SEGMENT
<b>CAMBRIDGE</b>	DARTMOUTH TO DUKE	STREET SEGMENT
<b>DUKE</b>	WEST TAYLOR RUN	STREET SEGMENT
<b>WEST TAYLOR RUN</b>	DARTMOUTH TO DUKE	STREET SEGMENT

**HOW IS AVERAGE DELAY MEASURED AGAINST THE PROJECTED DELAY FROM THE MODELING?**

With our technology on the street from our [Smart Mobility Program](#), we have access [to real-time travel time](#) measurements and can monitor the roadway real-time and historically. Average delay will be determined by using this data for the morning and evening peak periods.

**WHAT WILL BE DONE IF THE PROJECT FAILS TO MEET EXPECTATIONS FOR TRAVEL TIMES?**

If the project fails to meet the staff defined expectations in the project proposal presented, staff will take remedial action to address the issues.