Public Outreach
Phase 2 Summary

April 2019
# CONTENTS

Overview .............................................................................................................................................................................................. 3  
Introduction and Purpose of Project ..................................................................................................................................................... 4  
  Project Process ................................................................................................................................................................................ 5  
Phase 1 Outreach Efforts ..................................................................................................................................................................... 5  
Phase 2 Outreach Efforts ..................................................................................................................................................................... 6  
  Public Open House #2 ...................................................................................................................................................................... 6  
    Activity Board Comments .............................................................................................................................................................. 6  
    Paper Feedback Form Comment Summary .................................................................................................................................. 9  
  Verbal Comments at the Meeting ................................................................................................................................................ 16  
    Online Feedback Form Comment Summary ................................................................................................................................... 17  
Appendix A: Narrative Comments from the Feedback Form ............................................................................................................... 26  
Appendix B: Letters from Community Groups .................................................................................................................................... 95  
Appendix C: Letters Emailed from Individuals .................................................................................................................................... 95
This report is a summary of community input on design options for Seminary Road that were shared in March 2019. Three design alternatives were presented for Seminary Road between North Howard Street and North Quaker Lane. Additional design treatments (but no lane changes) were presented for Seminary Road between Kenmore Avenue and North Howard Street. The materials that were shared at the meeting can be found here. Typical cross-sections for the three design alternatives are shown below:
The public input summarized herein consists of:

- Comments on activity boards from the March 25 public meeting
- Responses to the paper feedback form provided at the March 25 public meeting
- Verbal comments shared at the March 25 public meeting
- Responses to the online feedback form, collected between March 28 and April 10
- Letters from community groups

This report summarizes the community input that was collected in March and April 2019. A summary of input collected prior to March 2019 can be found [here](#). Staff will consider all input that has been collected on this project.

**INTRODUCTION AND PURPOSE OF PROJECT**

Seminary Road is scheduled to be repaved in September 2019. The City’s Complete Streets Policy recommends that staff use routine street maintenance as an opportunity to consider and implement changes that improve safety and convenience for all roadway users. Safety and mobility improvements on Seminary Road are recommended in the City’s [Vision Zero Action Plan](#) and [Pedestrian & Bicycle Master Plan](#).

Staff received feedback from over 1,200 residents on the project. Key takeaways from this input are listed below:

- Of the 421 respondents who identified as living within ½ mile of the project area, 64% selected Alternative 1 as their preferred design concept, while 24% prefer Alternative 3
- Of the 770 respondents who identified as living beyond ½ mile of the project area, 48% selected Alternative 1 as their preferred design concept, while 43% prefer Alternative 3
- A significant majority of residents (84%) who completed the paper feedback form at the March community meeting prefer Alternative 1
- Of 1,191 respondents to the online feedback form:
  - 77% indicated maintaining comparable travel times for people driving is important
  - 77% indicated reducing speeding is important
  - 80% indicated providing safer crossings for people walking is important
  - 72% indicated improving/adding sidewalks is important
Project Process

PHASE 1 OUTREACH EFFORTS
Public input has been gathered from a variety of sources, including:

- Public Open House #1
- Repaving Feedback Form
- Seminary Hill Civic Association Meeting
- Community Walkabout
- Pedestrian and Bicycle Chapter of the Transportation Master Plan
- Vision Zero Safety Map

A summary of input from these efforts can be found [here](#).
PHASE 2 OUTREACH EFFORTS

Public Open House #2
On March 25, the City of Alexandria Department of Transportation & Environmental Services hosted a community meeting to present design concepts for Seminary Road. Input was collected through activity boards, a paper feedback form, and verbal comments. A summary of each is presented below.

Activity Board Comments
Two project boards were provided at the meeting to collect input on various options regarding design and operation of the roadway. This feedback is summarized below:

**Activity Board #1:** Would you be interested in Leading Pedestrian Intervals at Pickett Street and Jordan Street to improve safety, knowing that it might increase delay at these intersections?

<table>
<thead>
<tr>
<th>Number of Respondents</th>
<th>Yes</th>
<th>No</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
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<td>6</td>
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<td>5</td>
<td></td>
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<tr>
<td>4</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**WHAT IS A LEADING PEDESTRIAN INTERVAL?**

A Leading Pedestrian Interval, or LPI, is a signal timing technique that gives pedestrians the walk signal before parallel traffic gets the green light. This gives people walking a 3-7 second head start to begin crossing, establish their presence in the crosswalk, and assert the right-of-way before turning vehicles.

LPIs are one of several proven safety countermeasures recommended by the Federal Highway Administration. This tool is commonly used in the City of Alexandria and elsewhere to improve safety and comfort for people walking.
### Activity Board #2: Comment on the Proposed Design Alternatives

<table>
<thead>
<tr>
<th>Alternative 1</th>
<th>Alternative 2</th>
<th>Alternative 3</th>
</tr>
</thead>
<tbody>
<tr>
<td>Optimize existing layout</td>
<td>One eastbound lane, two westbound lanes, bike lanes in each direction</td>
<td>One eastbound lane, one westbound lane, center turn lane/median/pedestrian refuge island, buffered bike lanes in each direction</td>
</tr>
</tbody>
</table>

#### Comments:
- **Raise speed limit**
- **Concern about accommodating traffic, especially for fire station and hospital**
- **Include crosswalks**
- **Keep Seminary the way it is**
- **Don’t reduce capacity until better transit is provided**
- **Add speed-triggered red light near post office**
- **Concern that this design would not improve safety**
- **This design will only encourage speeding**
- **Shared bike lanes would be acceptable**
- **Reducing the number of lanes won’t impact travel times much**
- **More police enforcement is desired**

#### Comments:
- **Do not reduce vehicular travel lanes**
- **How will this affect west of Howard Street?**
- **Why two westbound lanes?**
- **Not enough biking activity to support bike lanes**
- **Do the volumes justify this?**
- **Ensure people walking have a safe way to cross.**

#### Comments:
- **Concerns about traffic congestion**
- **Traffic on King Street and Russell Road is congested with only two lanes**
- **King Street works fine with the road diet**
- **Bike lane would provide welcome buffer for people walking**
- **Concern about how this will affect traffic west of Howard**
- **Wider sidewalks are desired**
- **Concern about safety of pedestrian refuge islands**
- **Concern about bike lanes being underutilized**
- **The main limitation on vehicle throughput is at Quaker Lane**
- **Concern about emergency vehicle access**
| | • It is difficult to turn left on Seminary Road – a turn lane would reduce congestion and allow people to make left turns more easily
• Seminary already narrows to one lane at Howard and at Quaker – how does having it become two lanes in between help traffic?
• A crosswalk is desired at Fort Williams Parkway
• Seminary does not feel safe to walk on due to speeding traffic
• Seminary already is a single lane at Jordan and at Howard – a single lane would prevent cars speeding up when it opens to two lanes
• Calm traffic
• Would improve safety for drivers, pedestrians, and cyclists
• Would not impair traffic flow
• Would improve the aesthetics of the corridor |
**Paper Feedback Form Comment Summary**

A paper feedback form was provided at the meeting to collect additional input on the project. 96 residents responded to the feedback form, the results of which are summarized below.

<table>
<thead>
<tr>
<th>Which modes of transportation do you currently use at least monthly? Select all that apply.</th>
<th>Is there a way to get around that you don't currently use, but would like to? Select all that apply.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Passenger car, truck, SUV, or motorcycle</td>
<td>Passenger car, truck, SUV, or motorcycle</td>
</tr>
<tr>
<td>Public transit (Metro, bus, or paratransit)</td>
<td>Public transit (Metro, bus, or paratransit)</td>
</tr>
<tr>
<td>Bicycle</td>
<td>Bicycle</td>
</tr>
<tr>
<td>Walk or mobility-assist device, such as a wheelchair</td>
<td>Walk or mobility-assist device, such as a wheelchair</td>
</tr>
<tr>
<td>Scooter</td>
<td>Scooter</td>
</tr>
<tr>
<td>Rideshare (e.g. Uber, Lyft, etc.)</td>
<td>Rideshare (e.g. Uber, Lyft, etc.)</td>
</tr>
</tbody>
</table>

Percent of Respondents (96)
What destinations do you travel to at least once a month on Seminary Road? Select all that apply.

- Home
- Work
- School or daycare
- Place of worship
- Virginia Theological Seminary
- Recreation center or park
- Library
- Post office
- None of the above - I use Seminary to travel elsewhere
- Other

Percent of Respondents (96)
Please indicate how important you feel the following are for the Seminary Road project.

<table>
<thead>
<tr>
<th></th>
<th>1</th>
<th>2</th>
<th>3</th>
<th>4</th>
<th>5</th>
<th>I don't know</th>
<th>No Response</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintain comparable travel times for people driving</td>
<td>3%</td>
<td>4%</td>
<td>7%</td>
<td>8%</td>
<td>74%</td>
<td>3%</td>
<td>6%</td>
</tr>
<tr>
<td>Provide left-turn lanes</td>
<td>18%</td>
<td>29%</td>
<td>16%</td>
<td>13%</td>
<td>20%</td>
<td>4%</td>
<td>5%</td>
</tr>
<tr>
<td>Maximize vehicle throughput</td>
<td>7%</td>
<td>7%</td>
<td>8%</td>
<td>12%</td>
<td>61%</td>
<td>6%</td>
<td>6%</td>
</tr>
<tr>
<td>Minimize cut-through traffic</td>
<td>11%</td>
<td>20%</td>
<td>22%</td>
<td>14%</td>
<td>32%</td>
<td>2%</td>
<td>4%</td>
</tr>
<tr>
<td>Improve safety near Francis Hammond Middle School</td>
<td>10%</td>
<td>11%</td>
<td>37%</td>
<td>18%</td>
<td>19%</td>
<td>4%</td>
<td>7%</td>
</tr>
<tr>
<td>Reduce illegally speeding traffic</td>
<td>11%</td>
<td>12%</td>
<td>32%</td>
<td>14%</td>
<td>29%</td>
<td>2%</td>
<td>4%</td>
</tr>
<tr>
<td>Provide safer crossings for people walking</td>
<td>12%</td>
<td>16%</td>
<td>26%</td>
<td>16%</td>
<td>26%</td>
<td>4%</td>
<td>7%</td>
</tr>
<tr>
<td>Improve/add sidewalks</td>
<td>20%</td>
<td>15%</td>
<td>30%</td>
<td>16%</td>
<td>15%</td>
<td>3%</td>
<td>3%</td>
</tr>
<tr>
<td>Improve access to bus stops</td>
<td>20%</td>
<td>26%</td>
<td>25%</td>
<td>9%</td>
<td>14%</td>
<td>6%</td>
<td>3%</td>
</tr>
<tr>
<td>Provide greater separation between people driving and people walking</td>
<td>28%</td>
<td>38%</td>
<td>14%</td>
<td>3%</td>
<td>14%</td>
<td>3%</td>
<td>3%</td>
</tr>
<tr>
<td>Provide safe and comfortable bicycle facilities</td>
<td>56%</td>
<td>22%</td>
<td>8%</td>
<td>2%</td>
<td>7%</td>
<td>4%</td>
<td>1%</td>
</tr>
</tbody>
</table>
What intersection improvements are most important to you?
Select up to 3.

- High-visibility crosswalks
- Pedestrian refuge islands
- Left turn lanes
- Slower traffic speeds
- Improved signal timing
- More time to cross the street
- Coordinated signal timing
- None - not in favor of any changes
- I don't know
- Other
- No response

Percent of Respondents (96)
Which intersections on Seminary Road do you think are most in need of changes?
Select up to 3.

- North Quaker Lane
- Fort Williams Parkway
- St. Stephens Road
- North Frazier Street
- Greenwood Place
- Chapel Hill Drive
- King James Place
- North Howard Street
- North Ivanhoe Street
- North Jordan Street
- North Pickett Street
- Francis Hammond middle school entrances
- Library Lane
- Kenmore Avenue
- None - I am not in favor of any intersection changes
- I don't know
- No response

Percent of Respondents (96)
Respondents' Most Preferred Design Alternative

Alternative 1: 84%
Alternative 2: 1%
Alternative 3: 15%
Ranked Design Alternatives on Seminary Road between Howard Street and Quaker Lane
(1 = Most Preferred, 3 = Least Preferred)

Alternative 1
Optimize existing layout

Alternative 2
One eastbound lane, two westbound lanes, bike lanes in each direction

Alternative 3
One eastbound lane, one westbound lane, center turn lane/median/pedestrian refuge island, buffered bike lanes in each direction

Alternative 1
1 = Most Preferred, 3 = Least Preferred

No Response
4%

1 80%

Alternative 2
1 = Most Preferred, 3 = Least Preferred

No Response
16%

1 1%

2 74%

Alternative 3
1 = Most Preferred, 3 = Least Preferred

No Response
11%

1 15%

2 8%

3 66%
Verbal Comments at the Meeting
Numerous questions and comments came from the community after the staff presentation. These comments are summarized below. Please note, this summary is not meant to capture how many people spoke about a particular concern, but rather to capture the types of comments that were expressed during the meeting.

- Concerns about traffic impacts
- Existing bicycle traffic doesn’t warrant road diet
- Concern about traffic diversion onto side streets
- Speeding is a problem on Seminary Road and on side streets
- Features from three alternatives could be combined to create a solution that works for everyone
- Concern about emergency response times
- Riding a bike is not safe on Seminary Road
- Concern about safety of students walking and biking along Seminary Road
- Concern about safety impacts of narrowing lanes
- There are not enough crashes to warrant safety interventions on Seminary Road
- Poor pavement condition on Seminary
- Seminary Road works fine as it is
- It is difficult to make left turns onto Seminary Road
- Cars operate at the expense of everyone else on Seminary Road
- Concern about how evaluation scores were developed
- Staff should consider other options besides those presented
- Concerns about safety of mixing vehicle and bicycle traffic
- Concern about safety effects of two-way left turn lanes
- Traffic calming is desired
- More enforcement is desired
- Concerns about BRAC impacts on traffic
- Concerns about air quality impacts of traffic congestion
- Pedestrian beacons would improve safety
- Concerns about impact of Patrick Henry swing space on Seminary Road traffic volumes
- Concerns about buses stopping traffic if road diet is implemented
- Signal timing changes should be considered for Alternative 1
- Some traffic delay is worth it if it makes Seminary Road safer and more comfortable for vulnerable road users
Online Feedback Form Comment Summary

In addition to input collected at the March 25 community meeting, the City gathered comments through an online feedback form from March 28 to April 10. The online form received 1,191 responses. A summary of this feedback is presented below. The feedback was also analyzed by respondent address to understand what residents within ½ mile of the project area (421 respondents) think about the project compared to residents who live beyond ½ mile from the project area (770 respondents).
Which modes of transportation do you currently use at least monthly? Select all that apply.

- Passenger car, truck, SUV, or motorcycle
- Public transit (Metro, bus, or paratransit)
- Bicycle
- Walk or mobility-assist device, such as a wheelchair
- Scooter
- Rideshare (e.g. Uber, Lyft, etc.)

Is there a way to get around that you don't currently use, but would like to? Select all that apply.

- Passenger car, truck, SUV, or motorcycle
- Public transit (Metro, bus, or paratransit)
- Bicycle
- Walk or mobility-assist device, such as a wheelchair
- Scooter
- Rideshare (e.g. Uber, Lyft, etc.)
- None of these
What destinations do you travel to at least once a month on Seminary Road? Select all that apply.

- Home
- Work
- School or daycare
- Place of worship
- Virginia Theological Seminary
- Recreation center or park
- Library
- Post office
- None of the above - I use Seminary to travel elsewhere
- Other

[Bar chart showing percentage of respondents for each destination, with categories for all respondents, respondents within 1/2 mile, and respondents not within 1/2 mile.]
Please indicate how important you feel the following are for the Seminary Road project.
(all respondents)

<table>
<thead>
<tr>
<th></th>
<th>1 Not at all Important</th>
<th>2 Not Very Important</th>
<th>3 Important</th>
<th>4 Very Important</th>
<th>5 Extremely Important</th>
<th>I Don't Know</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintain comparable travel times for people driving</td>
<td>9%</td>
<td>12%</td>
<td>16%</td>
<td>12%</td>
<td>49%</td>
<td>2%</td>
</tr>
<tr>
<td>Provide left-turn lanes</td>
<td>11%</td>
<td>22%</td>
<td>28%</td>
<td>16%</td>
<td>20%</td>
<td>4%</td>
</tr>
<tr>
<td>Maximize vehicle throughput</td>
<td>12%</td>
<td>13%</td>
<td>16%</td>
<td>13%</td>
<td>42%</td>
<td>4%</td>
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<tr>
<td>Minimize cut-through traffic</td>
<td>14%</td>
<td>20%</td>
<td>24%</td>
<td>13%</td>
<td>24%</td>
<td>5%</td>
</tr>
<tr>
<td>Improve safety near Francis Hammond Middle School</td>
<td>7%</td>
<td>10%</td>
<td>29%</td>
<td>19%</td>
<td>28%</td>
<td>8%</td>
</tr>
<tr>
<td>Reduce illegally speeding traffic</td>
<td>8%</td>
<td>14%</td>
<td>23%</td>
<td>17%</td>
<td>37%</td>
<td>2%</td>
</tr>
<tr>
<td>Provide safer crossings for people walking</td>
<td>6%</td>
<td>12%</td>
<td>23%</td>
<td>15%</td>
<td>42%</td>
<td>2%</td>
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<tr>
<td>Improve/add sidewalks</td>
<td>8%</td>
<td>17%</td>
<td>20%</td>
<td>16%</td>
<td>36%</td>
<td>4%</td>
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<tr>
<td>Improve access to bus stops</td>
<td>10%</td>
<td>21%</td>
<td>26%</td>
<td>15%</td>
<td>21%</td>
<td>7%</td>
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<tr>
<td>Provide greater separation between people driving and people walking</td>
<td>15%</td>
<td>23%</td>
<td>16%</td>
<td>13%</td>
<td>29%</td>
<td>4%</td>
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<tr>
<td>Provide safe and comfortable bicycle facilities</td>
<td>30%</td>
<td>19%</td>
<td>11%</td>
<td>9%</td>
<td>28%</td>
<td>3%</td>
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</tbody>
</table>
Please indicate how important you feel the following are for the Seminary Road project.
(421 respondents located within ½ mile of project)

<table>
<thead>
<tr>
<th></th>
<th>1 Not at all important</th>
<th>2 Not very important</th>
<th>3 Important</th>
<th>4 Very important</th>
<th>5 Extremely important</th>
<th>I don't know</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintain comparable travel times for people driving</td>
<td>5%</td>
<td>9%</td>
<td>13%</td>
<td>13%</td>
<td>58%</td>
<td>5%</td>
</tr>
<tr>
<td>Provide left-turn lanes</td>
<td>13%</td>
<td>20%</td>
<td>25%</td>
<td>15%</td>
<td>24%</td>
<td>9%</td>
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<tr>
<td>Maximize vehicle throughput</td>
<td>8%</td>
<td>9%</td>
<td>12%</td>
<td>14%</td>
<td>52%</td>
<td>18%</td>
</tr>
<tr>
<td>Minimize cut-through traffic</td>
<td>14%</td>
<td>16%</td>
<td>21%</td>
<td>13%</td>
<td>33%</td>
<td>15%</td>
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<tr>
<td>Improve safety near Francis Hammond Middle School</td>
<td>8%</td>
<td>12%</td>
<td>33%</td>
<td>15%</td>
<td>23%</td>
<td>37%</td>
</tr>
<tr>
<td>Reduce illegally speeding traffic</td>
<td>9%</td>
<td>15%</td>
<td>26%</td>
<td>13%</td>
<td>34%</td>
<td>8%</td>
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<tr>
<td>Provide safer crossings for people walking</td>
<td>8%</td>
<td>17%</td>
<td>27%</td>
<td>14%</td>
<td>33%</td>
<td>6%</td>
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<tr>
<td>Improve/add sidewalks</td>
<td>12%</td>
<td>19%</td>
<td>24%</td>
<td>14%</td>
<td>28%</td>
<td>11%</td>
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<tr>
<td>Improve access to bus stops</td>
<td>16%</td>
<td>25%</td>
<td>27%</td>
<td>11%</td>
<td>14%</td>
<td>27%</td>
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<tr>
<td>Provide greater separation between people driving and people walking</td>
<td>23%</td>
<td>27%</td>
<td>15%</td>
<td>9%</td>
<td>24%</td>
<td>10%</td>
</tr>
<tr>
<td>Provide safe and comfortable bicycle facilities</td>
<td>41%</td>
<td>21%</td>
<td>12%</td>
<td>8%</td>
<td>15%</td>
<td>9%</td>
</tr>
</tbody>
</table>
### Please indicate how important you feel the following are for the Seminary Road project.

(770 respondents not located within ½ mile of project)

<table>
<thead>
<tr>
<th></th>
<th>Not at all important</th>
<th>Not very important</th>
<th>Important</th>
<th>Very important</th>
<th>Extremely important</th>
<th>I don't know</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintain comparable travel times</td>
<td>11%</td>
<td>14%</td>
<td>18%</td>
<td>11%</td>
<td>44%</td>
<td>2%</td>
</tr>
<tr>
<td>for people driving</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Provide left-turn lanes</td>
<td>10%</td>
<td>22%</td>
<td>30%</td>
<td>16%</td>
<td>17%</td>
<td>5%</td>
</tr>
<tr>
<td>Maximize vehicle throughput</td>
<td>14%</td>
<td>15%</td>
<td>17%</td>
<td>13%</td>
<td>37%</td>
<td>4%</td>
</tr>
<tr>
<td>Minimize cut-through traffic</td>
<td>14%</td>
<td>22%</td>
<td>26%</td>
<td>12%</td>
<td>20%</td>
<td>6%</td>
</tr>
<tr>
<td>Improve safety near Francis</td>
<td>6%</td>
<td>9%</td>
<td>26%</td>
<td>21%</td>
<td>31%</td>
<td>7%</td>
</tr>
<tr>
<td>Hammond Middle School</td>
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<td></td>
</tr>
<tr>
<td>Reduce illegally speeding traffic</td>
<td>7%</td>
<td>13%</td>
<td>21%</td>
<td>19%</td>
<td>38%</td>
<td>2%</td>
</tr>
<tr>
<td>Provide safer crossings for people</td>
<td>5%</td>
<td>9%</td>
<td>21%</td>
<td>15%</td>
<td>48%</td>
<td>2%</td>
</tr>
<tr>
<td>walking</td>
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<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Improve/add sidewalks</td>
<td>6%</td>
<td>15%</td>
<td>17%</td>
<td>16%</td>
<td>41%</td>
<td>5%</td>
</tr>
<tr>
<td>Improve access to bus stops</td>
<td>7%</td>
<td>19%</td>
<td>25%</td>
<td>17%</td>
<td>25%</td>
<td>7%</td>
</tr>
<tr>
<td>Provide greater separation</td>
<td>10%</td>
<td>21%</td>
<td>16%</td>
<td>16%</td>
<td>31%</td>
<td>5%</td>
</tr>
<tr>
<td>between people driving and</td>
<td></td>
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<td></td>
<td></td>
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<tr>
<td>people walking</td>
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<td></td>
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<tr>
<td>Provide safe and comfortable</td>
<td>24%</td>
<td>18%</td>
<td>10%</td>
<td>9%</td>
<td>35%</td>
<td>4%</td>
</tr>
<tr>
<td>bicycle facilities</td>
<td></td>
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</tbody>
</table>
What intersection improvements are most important to you? Select up to 3.

- High-visibility crosswalks
- Pedestrian refuge islands
- Left turn lanes
- Slower traffic speeds
- Improved signal timing
- More time to cross the street
- Coordinated signal timing
- None - not in favor of any changes
- I don’t know
- Other

All respondents
Respondents within 1/2 mile
Respondents not within 1/2 mile
What intersections on Seminary Road do you think are most in need of changes? Select up to 3.

- North Quaker Lane
- Fort Williams Parkway
- St. Stephens Road
- North Frazier Street
- Greenwood Place
- Chapel Hill Drive
- King James Place
- North Howard Street
- North Ivanhoe Street
- North Jordan Street
- North Pickett Street
- Francis Hammond middle school entrances
- Library Lane
- Kenmore Avenue
- None - I am not in favor of any intersection changes
- I don't know

All respondents
Respondents within 1/2 mile
Respondents not within 1/2 mile
Respondents' Most Preferred Design Alternative

- **Alternative 1**: 56% (All respondents), 64% (Residents within 1/2 mile), 48% (Residents not within 1/2 mile)
- **Alternative 2**: 4% (All respondents), 2% (Residents within 1/2 mile), 4% (Residents not within 1/2 mile)
- **Alternative 3**: 38% (All respondents), 24% (Residents within 1/2 mile), 43% (Residents not within 1/2 mile)
APPENDIX A: NARRATIVE COMMENTS FROM THE FEEDBACK FORM

All feedback form respondents were given the option to provide narrative comments on the project. A comprehensive list of these comments is shown below.

<table>
<thead>
<tr>
<th>Comment</th>
</tr>
</thead>
<tbody>
<tr>
<td>For over 40 years, Seminary Road has been my lifeline to the outside world by car. I live in Seminary Ridge. I also use and cross it on recreational walks. It is most important to me that it be a smooth thoroughfare, not only for me but for the emergency vehicles that use it. The planned traffic jams that are proposed made no sense to me. It should also have a 30 mph speed limit. Most people will obey a reasonable speed limit, 25 mph is unreasonable for that major thoroughfare (Quaker lane too). While I do not support a dedicated bicycle lane, a bicycle lane to be shared with cars would not be objectionable if buses could use it when they pickup and discharge passengers. As far as crossing Seminary on foot I have never had difficulty and I am almost 80. A study on Milwaukee's lake trent found that a higher percentage of cars exceeded 40 when the speed limit was 25 then when it was increased to 30.</td>
</tr>
<tr>
<td>I believe this whole effort is just a ***** charade. I've lived in Alexandria for 30 years in the West End and the city has never, ever listened to the concerns of the people who live here. You did not listen to the concerns regarding the traffic impact created by the Patent and Trademark Office, BRAC, or the MD cut through traffic that has now turned streets like Fort Williams Pkwy into cut through streets with widespread speeding during the morning and evening rush hours. I think you cook the data and consistently misrepresent costs and benefits to achieve your desired outcome. There is no doubt in my mind that you will pick option 3. If it was possible, I'd bet money on it. If you listened to residents you would pick option 1. But you will not listen.</td>
</tr>
<tr>
<td>Bike lanes on major streets are underutilized by bicyclists --- negating need for same. If bike lanes/routes are needed, have them on streets that have less traffic.</td>
</tr>
<tr>
<td>As a resident off of Seminary Rd, I live on a cul-de-sac - so there is only one way in and one way out. The right lane going east bakes up to Ft Williams Pkwy in the late aft./early evening. If there is only one east bound lane, the motorists going east will have to sit in a very long line for all the cars that are turning right on Quaker or going straight on Janneys. As a realtor, I think it is going to DEVALUE properties as people are very unhappy with the King Street changes and the Russell Road changes. How many people driving vs. How many sidewalk users.</td>
</tr>
<tr>
<td>THAT OUR CITY COUNCIL WOULD CONSIDER REDUCING TO LESS THAN FOUR LANES ON SUCH A CRITICAL THOROUGHFARE MAKES ME SERIOUSLY QUESTION THE COUNCIL'S VERY COMPETENCE. PLEASE DEVOTE RESOURCES TO REPAIRING THE POTHoled I AM SICK AND TIRED OF HAVING MY TEETH RATTLED ON A DAILY BASIS</td>
</tr>
<tr>
<td>Providing &amp; maximizing vehicle traffic is critical, especially due to the hospital. One of my family members barely survived a serious allergic reaction and may have died if it took another minute to get to the hospital! I also passed an ambulance on the way to this meeting. Please increase speeds at least to 30 mph.</td>
</tr>
<tr>
<td>I have lived off Seminary Rd my whole life. Speed and reduction of lanes is not the problem. It is distracted driving. The city has chosen to listen to a select few. We have a city that dictates to its residents. I'm ashamed to call myself an Alexandrian. We live on Skyhill Rd and work in Old Town. I have been forced because of the traffic and the 'new' road design to become a cut through driver. This is [sic]</td>
</tr>
</tbody>
</table>
City should be more concerned w/ the Telegraph Rd exit. As stated before the majority of rush hour traffic is not residents of Alex, but yet most of our traffic east of the hospital is trying to get to Telegraph Rd. Making Seminary 2 lanes will only add traffic to already crowded side streets.

| More cars require better road conditions - more lanes, less obstructions. |
| I live on Seminary road unlike many of the people here. It is a dangerous road for people to use whether driving, walking, crossing the street, or biking. It needs change to make it safer the road needs to be reconfigured. |
| No reason to lose a lane Bikes can ride on street now Emergency route to hospital - can not risk traffic congestion City is too quick to make change when not necessary How many bikes actually use King St bike path? Compared to projection |
| If as much effort was spent fixing potholes the streets would be much safer and traffic would move faster. Don't cut the Dash lines on Seminary Road. |
| Make sure the 25 mph speed limit is enforced. |
| It does not make sense to have all the economic growth and cut down vehicle access. with kids going to school, none of my kids would ever walk to school, regardless of any changes. I absolutely would not let my children use a bike lane on Seminary Road. |
| I am a biker - let me start by saying that! The bike lanes are a ridiculous idea. They go nowhere! And there is nothing between Howard and Quaker that would compel me to bike on Seminary Rd. Where would I go to? There are no stores whatsoever that would be a destination for a bicyclists. Please do not disrupt the traffic on Seminary Rd to accommodate bicyclists who will not use these 2 lanes because there is no place to go!!! |
| What are you doing to mitigate the impact of any changes on other impacted streets, specifically Howard and North Early - Some forethought needs to be put into these, unlike what was done for the Van Dorn changes between Braddock and King. |
| The intersection at Seminary & Quaker is dangerous. the cars going East that are going straight (onto Janney's Lane) need to be in the right lane. But numerous cars stay in the left lane to avoid having to wait in line and go straight to the front and break into the right lane. Please keep Seminary a residential street and keep it from becoming a major traffic corridor. The improvements made on Janneys Lane and King St. (west of metro) have been a great improvement. |
| Alt 3 is a terrible idea |
| These handouts are pathetic and seem to be both "driving" at a city hall determined outcome and leading respondents to reply in ways that might accomplish that objective. In my many years residing in Seminary Ridge the only bicyclists I have seen over 30+ years are Ridge kids crossing Seminary, cutting through Episcopal Seminary & H.S. to go to Bradlee. No commuting bicyclists - But once in a blue moon; on Saturdays, groups of enthusiasts will use the road, and move on |
| Please add a refuge island at Fort Williams Pkwy on the west side. At Library Ln, please add refuge islands too to reduce crossing distance. |
| I hope you will consider some type of lighting that makes it safer to cross the street. Please consider audible traffic signals where lights are installed. Thank you. |
| Taking away lanes from vehicle traffic, particularly when volumes increase and like or not are & will continue being used by commuters, does not make any sense. The expectation that bikers are going to start coming in just by creating dedicated lanes is completely (?) to say the least,
particularly in a not very densely populated area where there is clear evidence of lots of Alexandria traffic volume, which will clearly not switch to bikes. Limited amounts of city's money will be better spent, where they would really be a need for keeping the city operating properly once again. Don't try to change what seems to be working, but rather focus on fixing what is not working (e.g. streets paving throughout the entire city).

Alternative 3 seems to be a solution searching for a problem (that actually could be said about all 3 alternatives). The pedestrians that need help are illegally crossing from the hospital parking lot across Seminary Rd. to the bus stop on the westbound side of Seminary. That needs to be addressed. A similar situation exists with illegal jaywalking from Kenmore across Seminary Rd. to westbound bus stop. Also needs a solution. Maybe fences to force them to use the crosswalks. Repaving ought to be held in August before school starts. Waiting until the school year will compound the disruption repaving will cause. August is a relatively quiet month and disruption would impact fewer people.

My feeling is the city staff has already decided the outcome, and the public meeting to solicit the community views is just a sham show to check a box. There are rarely bikes on Seminary road. I am on it every day. Why are the vast majority of citizens to be made to wait in long lines in order to accommodate a very few. The traffic "calming" measures including reduced speed limits has already caused longer lines - sometimes blocks long. Reducing 4 lanes to 2 will only make it worse. When dropping children at school, add 15 minutes to the commute each way. The fact of the matter is we are spending a lot of time and money to fix a problem that doesn't exist except for a very few -- to the detriment of the very many.

Make Seminary safe for all!

KEEP 4 LANES - 2 EACH WAY TO FACILITATE TRAFFIC FLOW, MAINTAIN EASY ACCESS/MOVEMENT FOR EMERGENCY VEHICLES.

Options 2 and 3 do nothing to remove vehicles from the road; therefore only increasing traffic congestion. Instead of these radical changes, you should focus on improving the coordination of signals to ease traffic. Options 2 & 3 will make congestion near Hammond worse, especially or those coming from the Interstate. Please focus on making the roads better and don't cater to a small vocal minority and make life worse for the majority of residents.

The write-ups of all three proposals do not address what my HOA considers the most critical issue: access to the Alexandria Hospital emergency room for ambulance vehicles. Emergency vehicles should not be forced to have only local-road access to the West End's critical care facility.

Option 2 must open up to 4 lanes at Quaker Lane (i.e. the same configuration as current).

1. Any change must address the intersection of Seminary/Quaker/Janney's Lane. The traffic lanes on Seminary (heading to Janney's & Quaker) include a middle TURN LEFT ONLY and a TURN RIGHT/GO STRAIGHT LANE. This situation is currently problematic and will only get worse with the current proposed alternatives. None of the alternatives adequately address this intersection. 2. The city should have a written statement of what the CHOSEN plan will achieve and what EXPLICITLY the measure of success is. (Is it "complete gridlock" or "throughput of x seconds" during key rush hour times)? The "measure of success" should be monitored and PUBLICLY reported. If the new chosen plan does not achieve its stated goals, the city MUST take steps to undo the damage and make necessary changes that will achieve the stated goals.

Please listen to the amount of people who are speaking up against any changes.
<table>
<thead>
<tr>
<th>Have live here over 25 yrs and there have not been any problems with Seminary Rd. Now you want to force bicycles on the road by providing bicycle lanes. There are few bikes on the road. These few bikes do not warrant disrupting all the people who have cars - basically the tail is wagging the dog - get real - there is a better use of taxpayers funds - trying to solve a problem that does not exist.</th>
</tr>
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<tbody>
<tr>
<td>Hopefully there is still a chance to do the right thing. I walk everyday and building bicycle lanes is a complete waste of my dollars.</td>
</tr>
<tr>
<td>I don't believe that the data shows that there is any KSI on the stretch from Howard to Quaker. The speed limit has dropped since it was lowered. Reducing travel lanes will increase cut thru traffic thru all of central Alexandria including Fort Williams Pkwy. Turning out of Ft Williams Pkwy will be extremely difficult with option 2 or 3. Visability would be poor and a driver would have to block the bike lane to make a left on Seminary to get to the suicide lane. Move the bus stop across from the hospital to east of Howard. To many people jwalk @ hospital.</td>
</tr>
<tr>
<td>Trinity and Quaker needs a light or a crosswalk. Keep Seminary as is!!! - repave Seminary Road needs to be repaved now! It is an embarrassment to the city for being in a pot hole condition for many years now. Too many cars use Seminary Road to reduce lanes and add bike lanes. It would become so congested getting anywhere would be terrible. Maybe if they want people to slow down add speed bumps :) that helps. Too many Maryland drivers and commuters who work at the newish opened Gov't building drive on the road already. If reduced lanes it would add congestion that is unnecessary to add bike lanes for a few people who ride bikes. Braddock Road has bike lanes which basically parallel Seminary. King Street bike lanes are rarely used and less cars travel on King St near the high school. Also, they should put a fence back near Hammond between the apartment building and the medical building. Too many people are JAY WALKING. It's very dangerous - there is a cross walk at the light, they need to use it. The sidewalk shouldn't end on the one side of Seminary road by Quaker that is stupid, it goes nowhere.</td>
</tr>
<tr>
<td>To reduce the number of lanes on Seminary Lane would be a disaster for traffic flow. The congestion would be terrible. No reason to change, just repave the road.</td>
</tr>
<tr>
<td>Alternative 1, I run 3 times a week during rush hour and don't feel threatened by vehicular traffic. I run and walk using seminary Road sidewalks ALL THE time. I do not feel threatened by vehicular traffic. The Seminary has beautiful Roads that can be used by pedestrians and bicyclists. This is really beautiful. I agree that it is impossible for residents to get places they need to go during rush hour. I was 1/2 hour late for a doctor appointment on Duke Street.</td>
</tr>
<tr>
<td>I would prefer to keep Seminary Rd to 2 lanes in each direction. There is already enough traffic in the city without adding additional traffic.</td>
</tr>
<tr>
<td>This is a horrendous plan. Fall Church is able to efficiently manage cut through traffic on Washington St. by strictly enforcing speed limits. They maintain a 4 lane road in a residential setting without endangering residents. I do not want my children biking and walking along a street polluted by back up traffic and inhaling the exhaust of idling cars. TC Williams does not offer bus service to this neighborhood, so I want my child's lungs protected.</td>
</tr>
<tr>
<td>LIMITING TRAFFIC ON SEMINARY TO 2 LANES IN NOT AN ACCEPTABLE OPTION. SEMINARY MUST REMAIN 4 LANES. IT IS A MAJOR CROSSROAD THROUGH FROM 395 AND HOSPITAL. TRAFFIC IS ALREADY A PROBLEM TURNING RIGHT AT QUAKER AT ALL TIMES OF THE DAY SO THIS WOULD BE MAGNIFIED WITH TRAFFIC BACKED UP WELL INTO THE ROAD. THOSE WHO LIVE ON SEMINARY WILL HAVE DIFFICULT EXITING THEIR DRIVEWAY WE DO NOT NEED BIKE LANES ON SEMINARY ROAD. EMERGENCY VEHICLES WILL BE IMPEDED IN USING THE STREET WITH ONLY 2 LANES YOUR ALTERNATIVE 3 SLIDE INDICATING IT IS THE BEST OPTION IS COMPLETELY BOGUS ADD HIGH VIEW CROSSWALKS TO SEMINARY CHANGE LIGHT SYNCHRONIZATION TO ALLOW FOR BETTER TURNS FROM FT WILLIAMS &amp; OTHER STREETS</td>
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</table>
1. There is inherent tension between creating an efficient flow of traffic on Seminary Rd and making it more "neighborhood-like" for pedestrians and cyclists. I do not believe the traffic statics used for pre- and post-Brac are accurate. Thanks to a poor City Council decision, traffic has increased. Options 2 & 3 presented here will only make traffic worse. Your engineer admitted this will be the case but there was no plan for that. This is not professional planning!

The only change I would like to see is to add a right turn only lane on the West side of Seminary (Across from Janney Lane) at Quaker and add some space on the corner of Janneys + Quaker (South Side) because cars making right turns from Quaker don’t have enough room to avoid cars waiting at the light. PLEASE - no more bike lanes to reduce traffic lanes. It’s already horrible to drive to my house on Janneys Lane.

We need 4 lanes on Seminary Road. The 25 mph speed limit has provided safety. Rule-breakers (drivers, cyclists, and pedestrians) & bad personal behaviors are the real problem. Your "grading" of Alt. 1 is inaccurate. It is obvious you are trying to score it low. Esp. "Preventing Crashes"

I work and live in the City of Alexandria. I travel to my work & return using Seminary Rd, Janney’s Lane to King St. I have traveled this same route to + from work between 7AM - 7:45AM almost everyday. I have seen 2 Bike riders us the existing bike lanes. I am in my 60’s and plan to keep working for at least 5-10 more years. I will NOT be biking. I will not use public transportation. I will NOT walk to work. I frequent local restaurants & businesses at least 3-4 times per week. I drive to the establishment. I will not walk. I won’t bike. I won’t use public transportation to use these establishments. During rain and bad weather, very few - if any bikers use the bike lanes. This is fixing a problem that does not exist. Please keep the 4 lanes (2 each way). (I would like to know the amount of revenue produced from tickets given over the last 2 years.) Thank you! I feel this is a (?) done (?) for reducing lanes. Please include wait times in BAD weather - rain, snow, + beginning of school year. Seminary is (?) connector in the NOVA area. I walk my neighborhood 2-3 times per week. I feel safe as is.

If there were more buses and better routes to get places other than Metro, I would. the section of Seminary Road between Quaker and Howard is safe and only needs to be repaved. No Road Diet!

Seminary is an unlikely option for commuter bicycle traffic. Major alterations for that purpose are a poor investment. Serious consideration needs to be given to police and other emergency vehicles, particularly ambulance access to the hospital. My observation has been that car do not make way for emergency vehicles. Keeping 4 lanes on Seminary will maximize access for emergencies. A traffic light at Fort Williams and Seminary would increase safety at an intersection that has poor visibility in both directions.

Would prefer alternative 4 - no change at all. Reducing lane size will make things less safe. There are only 4 major road arteries within Alex that have direct access to Alex Hospital. The most direct is Seminary Rd which the City feels compelled to modify to make life safer for bikers. Has the city asked for input from first responders regarding the proposed changes to Seminary? How do the residents of Old Town feel about having access to Hospital reduced? How safe will speeding bikers be for pedestrians - bike that are not as visible as a vehicle? No median strips!

Current changes to seminary Rd need to be extendable West beyond Howard to allow cyclists to access the ped/cycle bridge crossing 395. It is very awkward for cyclists to access the bridge.

My question is whether I should trust the analysis of City staff. I know that similar analyses were done about the entrance to the new Patrick Henry school (intersection of Polk and Latham). Despite assurances that no problems were expected, opening of the school has demonstrated
that the Polk and Latham intersection as well as others in the neighborhood are completely unsafe. Does city staff merely conduct analysis with the objective of confirming preconceived theories?

<table>
<thead>
<tr>
<th>Traffic light at Ft. Williams Pkwy and Seminary also allows pedestrian crossing</th>
<th>Better sight lines at intersections</th>
<th>Unimpeded access to hospital along seminary</th>
<th>What about when St Stephen's and Temple Beth-El have an event and one lane is shut for parking?</th>
</tr>
</thead>
<tbody>
<tr>
<td>Leave it as is!</td>
<td>Why do the only changes ADD bike lanes? Ridiculous?! This whole exercise is a FARCE!</td>
<td>This is a solution in search of a problem! Leave it as it is. I am very against any changes at all! We currently have a huge increase in the number of aggressive drivers on Ft. Williams Parkway (where I live) since the city reduced speed limits on Seminary and Quaker - HUGE cut-through driver aggression - passing in no-pass zones, tailgating, running the stop sign at Tupelo place. I want to see a cost benefit analysis of these alternatives, and I don't mean the cost of bike lane paint! It costs tens of millions of dollars to put these roads in and now you're proposing to effectively pay tens of millions for bike lanes that almost no one will use. Please stop kowtowing to the bike lobby and our city staff's resume building. Do not change anything.</td>
<td></td>
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<tr>
<td>If you want to improve safety, put in lights and more crosswalks. Bike lanes aren't needed.</td>
<td>Why do the only changes ADD bike lanes? Ridiculous?! This whole exercise is a FARCE!</td>
<td></td>
<td></td>
</tr>
<tr>
<td>enforce speed limits - but do not create traffic congestion - leave our 4 lanes intact! Forcing traffic congestion is dangerous and irresponsible as it will delay access to Alexandria hospital, Bishop Ireton School, SSSAS + middle school on Seminary road. Let me be clear: the majority of patients that need access to Alexandria hospital ER go there by automobile + a delay could cause death! Stop this nonsense + leave Seminary Road 4 lanes untouched.</td>
<td>Leave it as is!</td>
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</tr>
<tr>
<td>Repave and no change. No safety crisis. Don’t change our road. Not all complete streets projects are meant to be.</td>
<td>If it ain't broke - don't fix it.</td>
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<tr>
<td>I strongly support Complete streets strategies and programs. Therefore I strongly support Alt. 3.</td>
<td>What is the ultimate policy objective? Safer streets or remove cars? The City has a transparency problem. What if your models are wrong?</td>
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<tr>
<td>If it ain't broke - don't fix it.</td>
<td>How will the City measure success of failure? And if we see failure, can the City revert to four lanes?</td>
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<tr>
<td>The reduced speed has improved safety. Reducing to 2 lanes will cause cards to pass on opposite sides. What are you trying to solve? How about crossing guards at Hammond if you are truly concerned w/ safety. Or is someone trying to pad their resume. At what point do you listen to the property owners you are inflicting your change on?</td>
<td>The reduced speed has improved safety. Reducing to 2 lanes will cause cards to pass on opposite sides. What are you trying to solve? How about crossing guards at Hammond if you are truly concerned w/ safety. Or is someone trying to pad their resume. At what point do you listen to the property owners you are inflicting your change on?</td>
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<tr>
<td>What are you trying to solve? Seminary is one of the safer roads in Alexandria.</td>
<td>What are you trying to solve? Seminary is one of the safer roads in Alexandria.</td>
<td></td>
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</tr>
<tr>
<td>Seminary Road is not a strolling road. Please just repave the road and add a crosswalk for the Seminary. Adding a 25 MPH light will work to slow the street traffic down. Bikes don't use Braddock Rd which has dedicated lanes. In 20 years I have never seen a person riding on King, Braddock or Seminary. If these changes are made, only one main thoroughfare - Duke Street_ will remain with 2 lanes in each direction. This is really not a smart move. Someone should get the VA reporter from the Washington Post to write about all the $$ wasted on this.</td>
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<td></td>
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</tr>
</tbody>
</table>
| I see no point in introducing .9 miles of bike lanes when our end is near 395. There are no bicycles there, it's too dangerous. I think you put these put these bike lanes in people will turn down Howard and we will have MORE pedestrian accidents as it is near the hospital. Leave it | I see no point in introducing .9 miles of bike lanes when our end is near 395. There are no bicycles there, it's too dangerous. I think you put these put these bike lanes in people will turn down Howard and we will have MORE pedestrian accidents as it is near the hospital. Leave it
the way it is, but keep mileage signs to slow traffic. Stronger and more places for people to cross - eg, near Ft Williams, which is access for the Seminary.

If alternative 3 were to happen people would die or become disabled for life if an ambulance couldn't get to the hospital on Howard Street. Also, people could die in house fires if the firetrucks were held up in traffic and people's homes and businesses could be destroyed. This is a truly dangerous proposal.

I see nothing here to address the Jaywalking near 395 or the hospital. I feel all the 'blame' for safety issues is being put on the vehicular traffic.

The King street improvements (with bike lanes) look very nice, but for me the effect was avoiding King street. I generally use Seminary Rd or Braddock Rd to get from the West end to Old Town. I have never seen an actual bike rider on upper King Street on the few occasions when I have used King street. Sidewalks are needed on entire stretch of Seminary Road. Crosswalks only should be allowed for crossing at Library lane (Not Kenmore Ave). No other crossing should be allowed between Library Lane and entrances to 395 other than pedestrian bridge and signage/barriers need to be installed.

I am not as concerned about changes as many people here. But, if a change did occur, I would like the center turn lane and bike lanes the most.

If I could put NA for Alternatives 2&3 I would. I rarely see any bicycles on Seminary. We don't need to penalize car for the sake of non-existent bicyclists. When I was younger my family bicycled to Old Town using 4-Mile Run bike path and George Washington bike paths. Don't create problems that don't need to be fixed.

Please kill this divisive program and move on.

This whole idea is very upsetting. Appreciate you asking for input. Please fix Seminary Road by repaving. But do not try to reduce Seminary Road from Quaker Lane to Howard Street to two lanes. We the citizens will fight any significant change : 1) in the court of public opinion; and 2) if need be in the courts. Thank you.

Don't prefer Alternatives 2 or 3 at all. Want and alternative 4 with a bike lane on an expanded sidewalk.

Add the improvements (ie signal phasing, etc and more/better crosswalks from 1 and 2. Need a common sense plan. We can do much better than the 3 options offered. ie, Alt 4 would make 4 lanes safer and more useable by all involved. See questions attached.

I would like to maximize the throughput of Seminary Rd at the AM +PM rush hours. 1. Establish rush hour reversible lanes; 3 to the east PM 1 to the west AM, 1 to the west PM, 1 to the east AM 2. Sync traffic signals on connecting streets to Seminary Rd so traffic can continue after leaving Seminary. 4. No Bike lanes 5. Increase speed limit through synced traffic signals during rush hours. The traffic problems make it easier to go to Pentagon City than to shop in Old Town. That is bad for Alexandria.

Your 3rd option is beyond ridiculous. Totally impractical and probably dangerous as it will invite aggressive driver behavior. it would serve the interests of a small number of bicyclists and inconvenience homeowners/residents and emergency crews. Go with Alternative 1. -Keep 4 lanes. Eliminate the widely flouted reduction to one lane at Howard by the hospital. (the 1 lane at Quaker works) -Put a stop light at Ft. Williams Parkway -find another way to add a sidewalk on the VTS seminary sidewalk going toward Quaker -No median islands: They invite drivers to speed up. -Finally, repave roads including Seminary when they need it! Don't wait until September. We pay exorbitant, almost extortionist taxes. We should have good streets at a bare minimum.
If you want to improve safety at Hammond, extend the allowed time to cross. I was attending a City Council event and had 27 seconds to cross from the library. Hammond is the only location I see people crossing. Library Lane is a problem for cars coming off Seminary Rd trying to turn into the medical building. Cars going to S.R. block the entrance to the medical building. Why are we spending money to help Transurban? Why not add a few stop signs? That would slow traffic and make it easier to come from neighborhood streets onto SR. But after many years attending these meetings it’s a decision already made. Broadcast all City meetings on the Public Access Channel.

The information presented by the staff is very biased. In 'Project goals' section it shows a wheelchair as the symbol of "improved mobility". Does this mean wheelchairs should use the bike lane? Further bias is shown by the concepts scoring system on a scale of 1-5. Where are the points for the opinions of the residents in the impacted area? If the residents oppose the changes, what impact does that have and how is it reflected in the total score? How does staff present resident opposition to the "traffic + Parking Board" at the June 2019 meeting?

If there was less traffic on Seminary Road, it would be nice to have the features offered in alternatives 2 +3. The volume of traffic on Seminary Rd. mandates maintaining two through lanes in each direction (alternative 1)

It is appreciated that the city wants to improve safety for all individuals, be they drivers, pedestrians or bikes. There are several places in Alexandria where this is needed. However, the part of Seminary from Howard Street to Quaker Lane is on of the SAFEST sections of roads, sidewalks in the city. For over 46 six years I have lived in Seminary Ridge. I raised a family of four children and have observed the traffic and its flow and safety. I have often taken walks on the sidewalks and driven 2 - 6 sometimes even 7 or 8 times down the road in a day. I can attest it is safe. Even the city's statistics bear this out. Now with the limit of 25 miles per hour it is very safe. True there is traffic, much traffic, and it moves without major incidence, and those few people who walk do so safely now. There are very few pedestrians because there are few places within an easy walk. However the existing crosswalks and stop lights allow for safe crossings. I use them often and can attest to it. Any reduction in the number of lanes or even width of lanes will unnecessarily add to cars sitting longer on our streets and send more emissions into the air. Please, Alexandria, repave the section as is and spend the time money and energy on making the areas where there are true safety issues.

Please start by placing a fence between the east and west lanes of Seminary slightly west of Kenmore where the traffic from 395 comes in and merges with the cars coming over the bridge. In that dangerous spot I have observed a number of pedestrians crossing. On paper it may be easy to confuse the safety issues that exist near the 395 interchange with the situation in the Howard to Quaker portion of Seminary Road. We already have heavy congestion and added emissions in Alexandria. Let's leave this portion of road as is.

I often bike with my child from Rosemont to Francis Hammond middle school. Because of the current roadway alignment, Seminary west of Quaker is unacceptable for our use. This means we divert through Eisenhower Valley and Holmes Run and face travel times about 45% slower and travel distance about 75% longer than we would have if Seminary east of Pickett felt safe!

The bike rider(s) lobby aside, what is the public benefit of making any change to Seminary road from Quaker to Howard, especially alternative 3? The whole idea strikes me as wholly illogical and a solution in search of a problem. Of all the challenges facing the city, I fail to see how this problem was prioritized such that it warranted the decision to proceed, much less the expenditure of city funds. I have lived here all my life and Seminary has been 2 lanes since I was a boy, at least as far as I can recall. Putting my cyclist hat on for a moment (I used to ride a lot when I lived in Fairlington), I am still lost as to how any of this would appeal to cyclist. The 2 end points would get cyclists what exactly, outside of riding laps between Quaker and Howard? They don’t connect to anything. Additionally, what would bikers do with 2 whole traffic
lanes for just bikes? The W&OD is barely a street lane wide at its widest and accommodates bi-directional traffic. Bikes and pedestrians using the W&OD seem to cohabitate well as I can recall during peak periods of use. The feedback from the public community meeting was overwhelmingly opposed to the idea and the lack of council representation at the meeting spoke volumes, especially as it relates to the merit of the idea. As I understand it the project manager representing the city appeared dumb founded that the community might be opposed to the idea. The negative impacts of options 2 & 3 are too numerous for the purposes of this survey, but the most significant impact will be forcing cars off of Seminary Road and onto already over-crowed and unsafe city streets, namely Jordan and Duke. Has anyone traveled either of these during rush hour or Saturdays. Jordan for example has had numerous accidents that have affected cyclists, pedestrians (if memory serves me) and cars. My own car was side swiped when I was forced to stop abruptly because of an out-of-state car speeding up Jordan and obscured by the bends in Jordan between Peacock and Taney. Then there is the nightmare that is the intersection of Duke and North Jordan. Jordan was made a major connector route because of BRAC... another idea not well thought out. It’s idea’s like this that help me understand why Alexandria taxes are so much higher and come with far fewer corresponding public benefits and services than neighboring Arlington County offers. Makes me wonder who is responsible for developing a master plan that prioritized city needs with public benefit and who is providing the oversight to make sure it happens and the residents get the best value for their tax dollars.

<table>
<thead>
<tr>
<th>The vehicular traffic is overwhelming here and doesn't provide safe and comfortable passage ways for pedestrians and bicyclists. Focus on people on foot, bike and bus over solo drivers.</th>
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<tbody>
<tr>
<td>I appreciate the focus on pedestrian safety, but the proposed improvements will have significant unintended consequences and downstream impacts, including for emergency response vehicles going to and from Alexandria Hospital and commuters who use I395. The City should instead focus on reducing through traffic on Quaker Lane, including 18-wheelers.</td>
</tr>
<tr>
<td>Options 2 and 3 are distant and undesirable choices.</td>
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<tr>
<td>Please do not decrease lanes and cause unnecessary gridlock. Thank you.</td>
</tr>
<tr>
<td>Please listen to the neighbors and let’s talk about alternatives for bikers. I’ve been living in the city for 10 years and seminary is extremely important for daily commuters, especially during rush hour.</td>
</tr>
<tr>
<td>I see no need to alter what is already there.</td>
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<tr>
<td>This survey is EXTREMELY BIAS! It does not let the respondent reflect their own views--ie, in my case, I want NO CHANGES TO SEMINARY ROAD!!! It did not give me that option! The only options were three scenarios chosen by the preparer of the survey. Furthermore, I was forced to rank the three scenarios without being given the opportunity to rank my desired scenario. Reminds me of what the People's Republic of China is doing to Hong Kong residents--the Hong Kong residents can vote for their officials--BUT, the Government of the People's Republic Of China selects the slate of candidates who can run for office... freedom to vote, but only for the established/official candidates or options.</td>
</tr>
<tr>
<td>City data shows that there is a considerable amount of traffic leaving Seminary Rd at N Jordan Rd, but are not asking “Why?”. Option 3 will add even more traffic to Jordan making the blind intersection at Juniper Pl even more unsafe than it is. Traffic increased after reducing the speed limit on Seminary, along with the unequal enforcement. Do not turn a throughway into a neighborhood street while allowing a neighborhood street to turn into a throughway. I also want to point out that traffic in the evenings on N Jordan backs up from Duke to past Jordan Pl. The project consultant told me that looking at the intersections with Duke was outside the scope of the project, yet any additional options.</td>
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traffic pushed from Seminary will certainly have an effect. The City’s analysis on this project is incomplete and only fits the desire of a few who own high value homes on a street they knew was a major road but don’t like it.

Majority of traffic during rush hour are not Alex. residents and are not invested in our families or roads (Besides cutting thru) let’s enforce speed limits which might discourage so many from using our roads. Most People who are cutting thru using Seminary Rd is to get to the Telegraph Exit. 2 lanes will only add MORE traffic to our neighborhood streets will not deter out of area residents to continue to cut thru. Enforcing speed limits and safe driving practices (no more cutting over at the last min) to exit Telegraph road.

Where is the option for NO CHANGE? Cannot offer a number for options I totally disagree with.

The City continues to cannibalize roadways for the purpose of squeezing in bicycle lanes. This is a bad practice. As such safety is compromised for all, and the convenience and efficiency of thousands of motorists is reduced for the sake of only a few people who ride bicycles. Seminary Road is major thoroughfare to I395 and most importantly a vital access route to a major hospital. Introducing bicycle lanes will create bottleneck problems for Seminary Road and Janney's Lane by compressing the volume of traffic which is already high. If the City is sincere about positive change regarding traffic and "safety", eliminate commercial truck traffic on N. Quaker Lane which is a 100% residential roadway. Quaker Lane has become a cut-through short cut path for heavy trucks and tractor trailer rigs, 24/7. Nowhere else in Alexandria is there a 100% residential roadway with more commercial traffic than Quaker Lane. Spend tax dollars on real improvements and leave the bicycle lanes to other communities with less serious problems. Bicycle lanes have destroyed property ownership along King Street, and Duke Street from West Old Town to the river is actually dangerous because of the squeeze put on automobiles because of the bicycle lanes. I've lived here and driven to work everyday on Duke Street for 30 years and only since Duke Street was cannibalized for bicycle lanes have I seen some form of road rage on an almost daily basis. It's just isn't worth it and the City needs to get back to running the City for the greater good not just a few. Thank you.

This area is already THE traffic bottleneck during commute times. Please do not make it worse.

One of the left turn lanes (I think at Kenmore) has a left turn arrow that only lasts about 5 seconds, and the dedicated turn lane is, in practice, barely long enough for one car. I know this is west of Howard, but this intersection is why my (admittedly non-engineer) mind favors center turn lanes.

We desperately need a signaled crossing at the entrance of VTS to get to the bus stop on the other side of Seminary Rd

N/A

The bus stop on Seminary and Howard is creating a hazard because after dropping off the passengers, the bus has to cross 3 lanes on Seminary road to turn left on Howard. Why? Suggestion: the bus could turn right on Howard then turn left into Alexandria hospital parking lot, drop off passengers then turn on right Howard to cross Seminary toward Braddock for its route.

Add right-turn only line at Seminary east-bound and N Quaker Lane. There are many, many cars that turn right to go south on N Quaker Lane and quite a few time windows they could do so if not stuck behind a car that wants to cross N Quaker. May require asking Immanuel Church for a strip of land

Seminary Rd is unsafe for pedestrians and bicyclists. It is a neighborhood ripe for those who want to walk/bike the area, to shop, to go to Ft Ward, etc. North Ivanhoe is the only street eastbound between N Howard and I-395 with NO dedicated left turn lane or dedicated turn signal.
and is very dangerous to turn left into from westbound Seminary. Is also difficult to turn left out onto Seminary from N Ivanhoe St due to
oncoming traffic compounded by (when traffic clears) people turning right-on-red from Jordan St. Also there is 1 Westbound and 2 Eastbound
bus stops between N Howard and N Ivanhoe -- unfortunately, bus riders to/from the Westbound Seminary bus stop DO NOT go to the
intersection at N Howard to cross Seminary -- they cross in between N Howard and N Ivanhoe, sometimes waiting in the middle of the street
for traffic to clear on one side. This is extremely dangerous for the pedestrians and for motorists. It is only a short half block the bus riders
would have to walk to N Howard crosswalk, but they DO NOT DO IT. The bus stops either need to be moved or an on-demand, HIGHLY VISIBLE
with flashing lights, crossing be installed. The road diet is highly desirable for Seminary Rd but needs to be EXTENDED TO AT LEAST N JORDAN
and really to N Pickett to be fully effective. That will tie in to whatever improvements will be done between N Pickett and i-395. Why in the
world would you stop the road diet at N Howard? Then Seminary goes back to two lanes each way that will encourage drivers to speed up
(they already speed along the entire length), through a NEIGHBORHOOD of HOMES and right as they are approaching a congested area that
includes a fire station, a school with LOTS of students walking (even up past N Ivanhoe), a library, a medical center, and shopping center??? It
makes no sense to stop the road diet at N Howard ... it must be continued to N Pickett and tie into improvements between N Pickett and I-
395. This area between N Howard and I-395 is an ideal place for the community residents to be able to walk/bike to the library, school,
medical, shopping, etc. I am not able to walk to Ft Ward from my home because even the tiny half-block between N Ivanhoe St and N Howard
is just too crazy with vehicles speeding... nor am I able to walk to my in-law's home in Vauxcleuse on N. Gaillard Street -- a lovely walk except
for the crazy fast traffic on Seminary Rd -- eastbound on Seminary between N Ivanhoe St and N Howard St is where the road curves for the
crosswalk lane onto N Howard toward the Hospital, and vehicles -- including large busses and trucks are whizzing by pedestrians with only a
few INCHES between these fast-moving (usually speeding) vehicles on a curve and the pedestrians on the sidewalk. Furthermore, the right
turn lane between N Ivanhoe St and N Howard St is often blocked by people trying to merge into the middle through lane... and many vehicles
simply don't turn right but proceed through the intersection from the right lane (making it dangerous for drivers proceeding from the center
through lane who want to move into the right lane on Seminary past N Howard -- which the right lane becomes the through lane by the time
you get to Quaker. Also, it will be confusing to drivers to go from one through lane Quaker to Howard, then be presented with two lanes each
way to i-395 (which DEFINITELY will encourage speeding, again, in a highly desirable area for walking/biking and congested area). Seminary Rd
should be a one-through lane with dedicated turn lanes the entire length. Please move forward with implementing the road diet along
Seminary Rd westbound from Quaker Lane but please extend it to N Pickett St on the westbound side. THANK YOU (from a born-and-raised
Alexandrian!)

Please listen to the majority of your citizens and taxpayers who do not want more bike lanes that are not used. A road diet is not right for
Seminary Road.

I am a pedestrian. Walking is my gym and I do it every day. In general, we need to train motorists that they do not own the road. I am also a
driver and have no intentions of taking anyone's car keys away. As they taught us in kindergarten, we must learn to share. I can't tell you
how many times a driver has whipped around the bend without looking, looks the wrong way and doesn't see me, habitually disregards No
Turn on Red When Pedestrians Are Present or looks down at his cell phone. I like to joke (it is no joke) that when I am crossing the street, I am
hyper-vigilant because one of us has to be.

I have not voted in #12 because I oppose all of the proposals. I favor no changes to the current arrangement on Seminary Rd.
Please consider the nightmare that will exist with Patrick Henry/Douglas Mcarther Swing space change. We will be a large parking lot for bikers who refuse to follow the rules of the road.

This section of road is already terribly backed up for many hours a day, with all four lanes open. It has taken me nearly 15 minutes one time to turn left out of Key drive onto Quaker, then immediately right on to Seminary then immediately left again into the Immanuel Church on the Hill parking lot!! I often have trouble leaving the church parking lot because of all the cars backed up to nearly Ft. Williams Parkway, and it's dangerous to pull out into the left hand lane to make a left-hand turn onto Quaker because of reduced visibility because of the long line of cars in the right lane headed to Quaker. Adding bike lanes is a terrible idea on such a high volume trafficked road. I'll never be able to leave my street safely during busy hours.

We need safe bike lanes on Seminary Road and Alternative 3 is the best and safest option for cyclist.

You just spent money on the 395 interchange, the Mark Center is a large employer with both private cars and bus transport. Commuting in to the Mark Center as well as the rest city is vital. The bicycle plan seems to punish all residents who must commute outside Alexandria, as well as people who live outside Alexandria and commute in.

It needs paved and should keep all the lanes, traffic has increased because of the DoD/BRAC and its 64,000 employees has made Seminary a nightmare for locals; reducing lanes will only make it worse. Seminary is now a major traffic flow for Maryland drivers who hop off/on at Telegraph Rd. This will also impede Emergency vehicles for the Hospitals for local Residents.

Cyclists should use the sidewalk. It is ridiculous that they have taken over the main roads in Alexandria. If they use the road then they should pay personal property for their bike to cover the cost of the bike lanes. I drive King street and Russell often and rarely see cyclists. It was a huge waste of tax payers money to make the changes in those roads. Spend our money elsewhere.

Thank you for doing great work! Safe streets are so important to me as a pedestrian, bicyclist, driver, and public transit rider!

Bike lanes are absolutely unnecessary for Seminary lane. Reduce the speed limit and that it is it.

The traffic issues on Seminary seem to be in the areas West of Howard St. Not in the Howard to Quaker area.

I feel that there is other problems in this city to spend money on to fix. Many of these options will make it worst rather than better.

We need in Alexandria higher speed limit and avoid traffic jams.

We need to end the grip of the bicycle lobby on city council. The citizens of our neighborhood are already living with the consequences of the incredibly poor siting decision of the BRAC commission. Narrowing Seminary will only impede traffic, create hazardous situations for ambulance patients transiting to the hospital, and make a frustrating outcome more so. I oppose changing the traffic lane patterns on Seminary.

There is no need for change. Especially when Seminary is a primary access route to the hospital and for emergency vehicles. With the anticipated growth of Alexandria over the next few years, we need more ways to move traffic, not inhibit it. Finally, if speed on Seminary is an issue, do the City did on Quaker Lane - add regular police radar checkpoints. It's worked on Quaker.

North Howard seems to get much more traffic at rush hours, esp the evening. I assume this is cut-through traffic that now routinely blocks Loyola.
While I did not initially see the need for the recent changes made on King Street, they have made a tremendous improvement in safety and the efficiency of traffic flow. I appreciate all of your efforts to make our community safer and to support non-vehicular modes of transportation.

This questionnaire (and project proposal) is too narrowly focused. The survey / proposals only focus on Seminary Rd. However, as a nearby resident on N. Early St., we recently received increased auto / bus / truck (even though it is a violation for trucks) traffic with the redesign of N. Van Dorn st. My concern is the traffic will reroute through N. Early (and Braddock / Menokin) further putting residents and pedestrians in greater potential harm. Very little consideration appears to be given to nearby neighborhood impacts. Children walk to the schools nearby but safety on Braddock and N. Early has diminished. Please consider how nearby communities and streets are impacted.

Leave everything alone! Nothing is broken! Vote no changes anywhere!!!

I don’t have faith in Alexandria city to actually listen to the residents opinions on this matter. I also believe the city managers have already made up their mind. People of Alexandria westerns have not forgotten about the Mark Center.

Do not change/reduce the lane structure of Seminary.

Complete the VTS sidewalk

No changes to north Quaker lane/ seminary. The changes made thus far have only compounded traffic and made travel horrible for those in the community

I believe the city should prioritize projects that would have more impact, such as North Quaker Lane, nney's Lane, West Taylor Run, Duke Street. The volume of cars are limited on Seminary and are devastating on West Taylor Run. Resources should be allocated to solving those programs rather than those dictated by a strong civic association.

A road safety professional who resided in Alexandria until December 2018, I am dedicated to the city's safety and very familiar with Seminary Road. I serve as the Director of the North American Office of the FIA Foundation, an international organization dedicated to safe and sustainable mobility. I have expertise in improving road safety for our most vulnerable road users - children, older persons, pedestrians, and cyclists - particularly through Safe Streets. Road crashes are the leading cause of death for those ages 5-24 in the US, but Alexandria can play a role in reversing that epidemic. To preserve its commitment to safe streets, it is imperative that the city choose option 3. For drivers, option 3 will help reduce the risk of head on or T-bone crashes, which are often fatal. Examples from other cities (and a similar 2016 project similar to King Street between Chinquapin Drive and Janneys Lane) show that the other two options are dangerous and place vulnerable road users at increased risk of injury and fatality. Investing in this road layout now will save health and economic costs in the future. Most importantly, option 3 will help cars slow down, as signage, education, and enforcement alone do not suffice - while decreasing travel time by only a few unnoticeable seconds. It will also encourage public transit, making Alexandria a greener city. By following this international best practice, Alexandria can help show that it cares more about saving lives, and less about saving just a couple of seconds on a commute. Please Alexandria, continue to be a leader and prioritize your people.

Do not reduce number of lanes. This will increase traffic congestion in Alexandria, adding more time to our commute

We need to improve the seminary kenmore area especially the exit from 395
As a senior citizen, I have great concern that reducing vehicular traffic lanes will cause congestion on roads in an area where it is already difficult to get around. Furthermore, adding bicycle lanes and reducing lanes for vehicles is its own form of discrimination. Many long-time citizens and tax payers in the community this will affect the most do not have an option of riding a bike due to age or physical barriers. We need to drive to the doctor on Kenmore or to the hospital and slowing traffic on this critical corridor could pose its own community safety risk. The best safety measure the city should take is to put up a fence (like on Duke Street at the library), and to build a safe pedestrian overpass. (To be clear, the runners are not using the intersection at the FCH and the Burke library, but are running across where the bus stop is and westbound Seminary becomes 4 lanes.)

I am supporting maintaining the road as it is. I see so few pedestrians and rarely a bicycle. Given the amount of traffic, given that Patrick Henry School is going to be a swing space (more school buses on the road), and given that the Mark Center is opening 1,700 new parking places, I believe that taking away lanes is not the best choice. I work at John Adams on Rayburn Ave, and travel from Rosemont Ave to King St to Janneys Lane crossing over to Seminary Road, and in my humble opinion, the most dangerous area is at Kenmore and having people running across all the lanes from the high rise to get to the bus stop at 4600 Kenmore. I am afraid someone (else) may be struck and killed.

The best safety measure the city should take is to put up a fence (like on Duke Street at the library), and to build a safe pedestrian overpass. (To be clear, the runners are not using the intersection at the FCH and the Burke library, but are running across where the bus stop is and westbound Seminary becomes 4 lanes.) I also have suggestions for the intersection at Seminary Towers and the hotel, but I will stop here!! Please feel free to email or call me (703-728-8148) if you want my ideas. I have had over years several calls with Maha (spelling?) who is a great traffic engineer!

Sincerely, Nancy Runton

There should NOT be any changes to Seminary Road. At the St Stephen’s community meeting, there was an overwhelming support to leave Seminary Road "As-Is"!

Staff seem to have developed alternatives without taking into consideration the realities of traffic on Seminary Road, current and future development, presence of the Alexandria Hospital, and the current dearth of alternative uses. For example: 1. Current capacity is strained: Traffic is regularly backed up on Seminary Road westbound in the morning rush back to St. Stephens Road and even Temple Beth El as a result of the intersection of uncoordinated traffic lights, BRAC, Hammond School etc. 2. Future Capacity Requirements Have Not Been Modeled/Considered: Staff indicated at the last public meeting that they had not considered and evaluated future traffic demand related to expansion of the hospital, redevelopment of Landmark, and continued development of high density elements along the Beauregard corridor. Reducing capacity on Seminary Road given these expansions in demand seems counterproductive. 3. Hospital/EMS Considerations Have Not Been Considered: Staff also indicated that they had not considered the needs of EMS and Fire Dept for access to Alexandria Hospital and how reductions in lanes and other changes along Seminary Road would lengthen response times to emergencies for Engine 206, Rescue 206, and Medic 206 throughout their response areas. 4. Seminary Road Is a Major East/West conduit through the City: Whether people like it or not, development decisions by Council have resulted in Seminary Road (along with Duke Street) becoming major east/west arteries for commuters to and from the West End and other locations throughout Northern VA and DC. The only way to prevent that through traffic is to close the roads entirely or make them so congested that commuters are discouraged and local residents suffer the consequences. 5. The West End is not Old Town: No matter what changes are made to the road system, this area of Alexandria will never be the walkable district that Old Town is. Shopping, library, post office, etc require the use of a car. It is unreasonable to ask someone to walk a mile or more to Safeway and then a mile home with multiple bags of groceries, particularly senior citizens. 6. Bike Lanes: The addition of bike lanes seems determined to reserve a significant portion of the existing road bed for bikers who seem to be a figment of someone's imagination. After 26 years of living in this
neighborhood, I believe that I have seen less than 100 total bikes on Seminary Road in that time...as compared to the thousands of cars daily. Finally, the City has already reduced the speed limit on Seminary Road (And North Quaker Lane) to 25 MPH, which has not been statistically demonstrated to have improved safety, but has demonstrably increased congestion and improved city revenue from traffic tickets. Honestly, the best choice here is to just repave Seminary Road (long overdue) as it exists today since each of the alternatives seem destined to reduce volume, increase congestion, and solve problems that no one has established even exist.

I only voted for alternative 1 because there was no option to vote, "no change". I do not believe we need to change the roads to allow for bicycle traffic when I never see any bikes on that road. It's similar when the lanes were changed on King street. I would drive our children to school every day and never saw a bicyclist. Our city needs to do what's right for the majority of people and not the minority which in this case is bicyclists.

You all sold out on the Frack building. Way too much traffic and now to try to add bike lanes? Get over yourselves. Almost no one bike rides anymore and certainly not up and down Janneys!

I can't make sense of this. I can't see it

Traffic flow is critical to quality of life for all Alexandrians. Pressure is building intensely with every condo, apartment and business Alexandria approves a building permit for. It is becoming unliveable with population density increasing. Pressure must be acknowledged to keep roads as wide as possible to accommodate at least four lanes of motor traffic.

Get rid of bike lanes. Use sidewalks!!!!

Please be practical and reasonable in making this decision. This community needs to be more realistic about the increasing number of people and therefore cars. Limiting main traffic arteries really doesn’t make sense. Pedestrian safety and signal timing would certainly be priorities in my mind. Thank you for your consideration.

It’s not broken. No need to fix it.

Extremely pleased with king st reconfiguration. Lower speeds, safer ingress and egress into/from driveways, safer pedestrian crossings and space buffer between traffic and sidewalks. Think Seminary Rd would likewise benefit from adoption of Option 3

We do not need any more bike lanes that barely anyone in Alexandria City uses. Stop changing things. Every time you do, you fail and traffic gets worse!!

There is not a need for bike lanes on this road! I am on this road nearly every day and almost NEVER see bicyclists. Build sidewalks on the north side of the street. Enforce the speed limit. Enforce pedestrians crossing at crosswalks and not in the middle of the street. In addition, consider the fact the ACPS and the city are considering adding significant traffic to the street with the bussing (and driving) of students from MacArthur Elementary to Patrick Henry Elementary.

the city is way off base regarding bike travel changes.

I drive a portion of seminary daily and rarely see any bikers. An occasional runner on the sidewalks but that’s it. Safety near francis hammond school is important but no need for a bike lane. And definitely if it affects the number of car lanes. reducing driving lanes would be silly and not wise and cause more traffic backup/buildup on an already highly populated road.
The traffic on Seminary Lane/Janneys Lane and Quaker Land is really bad. I live off of Key Drive and I can barely get out of my street during high traffic times. The light at this intersection is dangerous. So many cut through drivers get in the turn only lanes and cut over into oncoming traffic headed to Janneys land and someone is going to get killed. We need more police presence. There are kids walking home from school.

Option 3 seems more suitable to a less suburban area, the reality is that space is limited for our roadways and the negative of suburban living is that more people drive. It would be ideal to have bike lanes but not by reducing lanes and creating more traffic and more dangerous cut through traffic.

Need to get cut through traffic heading to Maryland off Seminary altogether, clogs all right turn lanes between Howard and Ft Williams. A right turn lane at Quaker and Seminary (currently vacant land) as you head east along Seminary, would make most sense. No one that lives in this area wants Seminary reduced to 1 lane in either or both directions. That is an insane idea given the volume that exists. Thank you.

Bike lanes are NOT necessary.

Today, I avoid Seminary Road when cycling to Arlington because I don't feel it is safe. I commonly bike from my home to the W&OD trail but try to avoid Seminary Road unless it is in the very early morning.

The city needs to deal with Maryland drivers headed to the IOC and creating terrible traffic issues on Seminary. Bike lanes will only make this traffic worse for daily users who live in vicinity. The eastbound bus stop at Howard causes a lot of problems when the busses then have to cross three lanes then make a left turn on to Howard.

As someone who is at the intersection almost every day, typically multiple times a day, I believe that reducing the lanes or changing the roadway in any way would be an extreme, costly and unnecessary modification at this time, particularly since there are other less significant and less costly modifications that could be made that would have meaningful impact for traffic and pedestrians. I recognize that there is a viable argument for "you don't know if you don't try it" as it relates to the bike lanes on Seminary; however, it has been tried for the Janneys Lane (which is effectively an extension of Seminary) and it is extremely rare that I witness any bicycle traffic. Three other comments - 1) Where there is left turning traffic, but no left turn lane, traffic behind the turning vehicle immediately becomes congested in both (same direction) lanes (which emphasizes the need for 2 lanes) - constricting to 1 lane would result in longer times for left turns while increasing the risk of left turn accidents due to smaller gaps between cars associated with denser traffic, 2) The westbound back-ups on Seminary before Quaker (even with a left turn lane at Quaker) are already extreme every day (far more extensive than represented in this survey) and any change would be seriously detrimental to this already difficult situation (I am sure that it will be far worse than what is projected herein) and 3) Pedestrian traffic is pretty steady and sidewalk improvements would be beneficial. Thank you.

I know cars are necessary, but I would really like alternatives such as biking and walking.

Why is the city run by a small group of bike activists when it should be noted that the number of people cycling in Alexandria City is statistically zero? Is the city actually studying bike use vs. car use? Spending precious road money to accommodate activists is a form of corruption. The vast majority of people using the road in Alexandria are motorists, not cyclists, yet we are treated as third-class citizens and the City is practically bragging about getting rid of us. My work and health situation makes it impossible to become a cyclist commuter first-class citizen.

Speeds are too low and the lights are timed to require stoppage at each intersection rather than being in sync to move more traffic faster.
The current lane width encourages speed, lanes need to be fewer and more narrow. Sidewalks wider and more available. Need protected bike lanes.

I travel on Seminary Road frequently to visit family, head to appointments and run errands, etc. Coming from the east direction, I’m typically making left hand turns off Seminary onto Ft. Williams Parkway and other roads. Cars speed by, or speed up behind turning vehicles and then dart to change lanes - even with the reduced 25 mph speed limit - not to mention having to turn into the speeding oncoming traffic when turning left. I know I'm not alone in feeling unsafe making these turns, and feel strongly that a dedicated lefthand turn lane could alleviate these concerns. I also have major concerns about the lack of crosswalks across Seminary - there are very few, making it a dangerous road to cross for anyone. I was pleased when the city reduced the speed limit to 25 mph, but unfortunately, it's not something drivers adhere to, even with the increased police monitoring. Pedestrian refugees, bike lanes, etc. create safe spaces for those who use them, which is critical on such a busy road. Additionally, I think they would act as natural barriers to reduce speeding. I understand there are concerns from other community members about congestion, longer drives, etc. as a result of these changes. But a few extra minutes on the road is worth it if it keeps a pedestrian or cyclist protected - and alive - when they’re on one of the busiest/seemingly dangerous roads in our city. Please consider Alternative 3 to make Seminary safer for ALL. Thank you.

It is important to distinguish between the needs of commuting cyclists and recreational ones. They use the roads largely at different times and their interests need to be weighted as such.

More biking lanes please!!!!

Intersection of Seminary and Kenmore eastbound is terrible. Timing needs improvement at Seminary and Pickett. Need safer crossing at Howard. I never EVER see bikes on Seminary. I’ve lived in the neighborhood for over 40 years. I don’t think it needs bike lanes. Traffic backs up so bad in the mornings on Seminary. Don’t reduce the the number of lanes. There are better ways to slow traffic and make it safer for pedestrians.

Thank you for creating this survey! As someone who lives off of Seminary Road and uses it every day, these traffic issues are important to me. However, I am not familiar with traffic lingo, so I had to look up the definitions to a lot of terms on this survey before answering. For example, I had to look up with "vehicle throughput" and "cut through traffic" and "coordinated signals" meant.

none

Do not take away driving lanes it will exacerbate the problem. The roads need fixed, the light at picket and seminary needs to benefit the folks coming from picket. And the entire middle school drop off needs totally revamped. the parents dropping of their kids have almost run over my two toddlers several times--they drive on the wrong side of the road among other dangerous things. fix that, don't make hard-working taxpayers that live on and off seminary suffer for unneeded and unsafe bike lanes. you've heard from firefighters, they don't want them and your police officers are too afraid to tell you they don't want them in fear of losing their jobs. bike lines on one of the busiest routes to everywhere in alexandria is NOT the answer--listen to your citizens not the money making transurban and bike lobbyists that don't even live on or near this road. we have children to take places, sick parents to take places. don't take away lanes.

Please do not add bike lanes that mix with vehicular traffic. It is extremely unsafe and is proven by many studies that are much more comprehensive than this small study on a short section of road.

Increasing modeshare for bikes, pedestrians, scooterists, and transit users should be the highest priory for Alexandria.
Consider traffic impacts on Braddock from this change and reduce speed limit on Braddock as well. Add signalized crossing at Kenmore to benefit pedestrians and transit.

I don’t understand what problem you’re trying to “solve”

The issue with reducing Seminary Rd is that you push more traffic into the neighborhoods. Additionally, with MacArthur ES sending its students to Patrick Henry, the additional traffic associated with this move only makes the traffic situation worse. Alexandria needs to come up with a better way of handling through traffic. The BRAC project at Seminary RD and I-395 has made Seminary Rd traffic worse. Making Alexandria a Gated Community would be the best option!!!!

Concerned about additional traffic with re-location of MacArthur School

Improvements to Seminary Road are more needed much more west of Howard Street than the areas the city is focusing on.

Changes are needed to improve Seminary Road pedestrian and vehicle traffic west of N. Howard Streets. That area should be prioritized, not east of N. Howard.

I live on N. Ivanhoe between N. Howard and N. Jordan (West of N. Howard where no improvements will be made to Seminary and the stretch between N. Howard and 395 is an insane mess!!!!) I’m angry that no improvements are being considered for that stretch when it is one of the worst sections of Seminary east of 395. People walk on that stretch of Seminary ALL THE TIME, and I see the current dangers as a pedestrian and a driver daily. Traffic often bottlenecks on Seminary between Howard and Jordan streets, making it difficult to get off my street. It’s impossible to make a left hand turn to access 395 during peak traffic. When leaving, I need to make a right-hand turn and drive through Alexandria to get to the King Street or Quaker Lane 395 ramps. I avoid the Seminary Road exit on the way home as well. I travel west along Seminary to get home, wait a long time to make a left-hand turn and block one of the two lanes of westbound traffic. The city is focusing on the wrong things, and I suspect for reasons that don’t serve the population.

Removing traffic lanes is UNACCEPTABLE; we fought too long to get four. There is INSUFFICIENT bike traffic on Seminary, virtually none. This must go to City Council! President, Seminary West Civic Association, resident for 68 years.

From a traffic flow perspective the backup that occurs on east bound seminary is the worst. It seems to exist all the time. Would like to see actual protected bike lanes rather than what is on king st.

This will improve safety on our roads

I do not support reducing the number of driving lanes as has been done on King Street.

I wish the speed limit was higher.

My son goes to hammond !! He almost got run over due not to signals !! So people drives over 50mph. I walked him one day and almost got hit by a bus when i crossed the st .. instead of apologized the driver screamed at me and my son ! No one also is helping the kids to cross the st safely as usually schools have !! Adding a bike trail will make things worse in this area

Seminary is fine as is from Pickett east. Dropping the speed limit and now this seems a little over the top just to make an idyllic neighborhood for the well heeled.
At the end of the day the real problem is that people from other areas use North Quaker and Seminary to cut through to Duke street and the beltway. Until we effectively decrease the capacity of these roads, and make it more difficult to drive through we will be faced with traffic created by individuals who do not live locally.

To be consistent with Alexandria’s Vision Zero policy, you must build infrastructure that supports safe and comfortable biking, walking and Transit. As long as driving is the fastest and most comfortable option, that’s what people will choose and more people will be killed or seriously injured on our roads.

Stop cut through traffic, fort Williams, North Quaker, seminary and Trinity are being abused for cut through traffic. I can’t even take my kids trick or treating on Trinity bc people are driving too fast and reckless.

What is wrong with city officials?? Bike lanes?? These are not commuter friendly. People have to get to work and not biking. The only people who bike to work are single young men!!! The same city officials who allowed the Mark Center expands Hammond Jr High sell out to Amazon now want to turn Seminary Road into a bike trail?! If speed is a problem enforce the law don’t add even more time to my commute. But yes add bike lanes at the same time Metro is shutting down until September. Does any body at city hall look at the big picture. Please STOP. My commute to

Only when bicyclists are taxed like motorized vehicles are for their use of roadways should design options including exclusive lanes for them be considered.

We are retired, so as much as possible we avoid driving in the city during rush hours. One of the WORST things the city has done to western Alexandria driving was to reduce King Street from 4 lanes to 2 lanes between Quaker Lane and Janneys Lane AND at the same time reduce the speed limit from 35 to 25 mph. Drivers routinely exceed the speed limit or line up closely (sometimes it seems threateningly) behind us as we stay within posted speed. We have been passed several times by drivers who decided to speed around us illegally. Two times in the past year drivers who had followed us driving East on King finally passed us AFTER the light turned red at King and Callahan. At least with 4 lanes they would have sped by earlier in relative safety. Police sightings on this strip are uncommon. Seminary Road must have traffic volume comparable to the referenced section of King Street. And you know the Seminary traffic does not stay within the speed limit. Also on this section, police sightings are uncommon. How about better enforcement to reduce speeding? Was that considered? I cannot believe the forecast of such miniscule delays resulting from your plan. Plus what happens when you stop a speeder or someone has an accident or breakdown and a lane is blocked? I cannot imagine how insane backups will be if Seminary Road is reduced to 2 lanes. As for bicycles on Seminary, they are rare. Why not keep Seminary 4-lane and give the rare bicycle the R lane as needed. That seems to work on Braddock Road in both directions between Quaker Lane and Van Dorn. And King Street should be reverted to that model. Squishing 4 lanes down to 2 lanes will not ease traffic. If that theory is proven why weren’t 2-lane roads suitable everywhere? Is Duke Street next? Look at more city street insanity; consider how the driving lanes on Prince Street have been squished from Daingerfield Road toward the river. Plus parking lanes have been reduced in width; now a significant percentage of parked vehicles have wheels in the traffic lane. And drivers or passengers exiting on the traffic side have no room to exit their vehicles. Leave Seminary Road alone, just repave it and keep it repaired.

No bike lanes
<table>
<thead>
<tr>
<th>Speeding is out of control on Seminary. Drivers are crazy and they just don't care because they know the police don't patrol it. It's not safe to ride bikes. Additionally, most drivers are playing with their phones and distracted. It's a very dangerous road for anything but cars and even dangerous for cars since no one seems to care how fast they're going or how distracted they are.</th>
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<tbody>
<tr>
<td>King street should be next!</td>
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<tr>
<td>I like to cycle to/from work and the small portion of travel required on Seminary Road is extremely hazardous. I feel like I'm risking my life! Further, it is extremely unpleasant even walking along Seminary Road due to the excessive speed. PLEASE calm our street and make our neighborhood safe to live in!!!</td>
</tr>
<tr>
<td>Absolutely against 1 lane east with two west. Guarantees increased neighborhood traffic between Seminary and Duke (Pickett and Pegram to Taney as well as Jordan to Duke). One lane in each with separate bike lanes (with heavy enforcement against cyclists outside those lanes) or keep the existing two lanes in each direction. Also add bollards to prevent cars from Kenmore cutting across Seminary to turn left on Library Lane.</td>
</tr>
<tr>
<td>We keep adding multi residential homes in former commercial areas. It would be fantastic if we could accommodate more for public transit and bike use. Especially if Alexandria is going to claim to be “Eco-friendly” accommodating for more cars isn’t Eco friendly. Nor does it make it possible for people who want to be eco conscious. You also need to address over crowding in schools, but that’s another topic, but it still has to do with putting multi residential homes in former commercial areas. Potomac Yards, Pickett street, and soon landmark? It is paramount to accommodate for all these people in an eco friendly way. Now and for 30 years down the line.</td>
</tr>
<tr>
<td>I bike and walk in this community, and have done so also on the west coast in Northern California, Oregon and Washington. One striking difference between here and there is that in the West, in my experience, the car driving culture respects cyclists and pedestrians. Cars stop at crosswalks when pedestrians are clearly waiting. Here cars don't usually stop at crosswalks (even the ones with flashing lights) unless pedestrians take the risk of stepping into traffic in front of them. Drivers in this area get away with being way too aggressive in general.</td>
</tr>
<tr>
<td>Repave and leave Seminary Rd alone.</td>
</tr>
<tr>
<td>The speed has been reduced enough. 25 mph is slow for a 2 lane road. The streets in Alexandria are in horrible shape and need to be repaved and kept up with much better. The kids at st Stephen's the upper school are the ones that speed around the neighborhood.</td>
</tr>
<tr>
<td>Please make biking safer. It reduces global warming and is better for people. And more fun than cars.</td>
</tr>
<tr>
<td>No bike lanes, I hardly see them ever being used in any place and when I do see bikes, the bikers have no respect for the rules of the road (running stop lights, stop signs, turns, etc.)</td>
</tr>
<tr>
<td>The bike lanes on Van Dorn have increased commute times, and I never see anyone use the bike lanes. I would hate to see two more lanes disappear for bike lanes that are rarely used.</td>
</tr>
<tr>
<td>Seminary is a main road in and out of Alexandria. Narrowing the road will lead to greater traffic congestion.</td>
</tr>
<tr>
<td>Seminary is the perfect road for a diet. The portions east of Hammond Middle are so low-density that transit isn't great there, so we don't need to put bus lanes in. However, traffic is way to fast on it, and the current road encourages reckless driving. I regularly run on it and use it (driving) to get around town, but I would never bike on it--and I love biking! Protected bike facilities on Seminary would allow people to bike to Fort Ward, connect to the Janney's/King St lanes, and bridge an important gap--without creating a traffic nightmare. I currently live off King,</td>
</tr>
</tbody>
</table>
and although I have only lived in Alexandria since summer 2016 (after the road diet), I have never experienced bad traffic along it. The road diet works, and it allows me to bike when I can’t take the bus, saving emissions. Please, please help us move to a cleaner, safer, more pleasant future by choosing option 3! Even better, consider making the lane on Seminary a protected lane.

Alternative 3 takes highways back to the middle ’50’s. Bicycles do not need set aside lanes (and I am a biker). Please stop destroying the quality of life in Alexandria by creating dedicated bike lanes that are almost NEVER used. Just put in sharrow and a crosswalk where needed. We can accommodate bikers without reducing capacity, increasing congestion, creating gridlock, and building huge lines of vehicles at the schools and intersections during rush hours. We live in an urban area, and we need capacity, not severely underutilized bike lanes that ultimately end after 1 mile anyway. Misguided and illogical. Help keep our quality of life by allowing the 99.7% of folks who use vehicles to continue to do so. PLEASE!!! Stop putting the desires of the vocal minority of bicyclists over the legitimate NEEDS of the vast, vast majority of citizens who disagree. That is not Democracy. That is abuse of power. You are public servants. Please serve the public. Thank you for listening.

This is very important so that a 12 year old is able to walk/bike safely without getting hit by a car. I am a 12 year old.

Don’t change the lanes. There is nothing between Howard and Quaker to take public transportation to and traffic will be backed up even further at Quaker. Bad already.

There is very little pedestrian activity in this corridor (other than directly across from Hammond), I’m not sure why the speed limits needed to be reduced from 35MPH to 25MPH. One possible suggestion I have is that I believe traffic flow would be improved if a portion of the south west parcel at N Quaker & Seminary could be acquired to put in a right turn only lane. A very high percentage of traffic flow from East Bound Seminary turns onto N Quaker Lane and it causes very long back-ups at rush-hour.

My wife and I have lived 2909 King Street since 1978. We applaud the new lane configuration instituted a few years ago between TC William H. S. and Quaker Lane. We like the lower speed limit, the bike lanes and more visible pedestrian crosswalks and islands provided. All aspects of King Street in our vicinity are safer, by far, in our opinion. The “new” configuration on our street is similar to option 3 proposed for Seminary road and did not result in an appreciable increase in travel times. We think most users of Seminary Road will like Alternative 3 eventually if not immediately.

I vote to keep Seminary Road lanes the same. The speed limit was already recently reduced. One eastbound lane would be problematic because of the very long back up at North Quaker in afternoons and early evenings. I and many others turn left on Quaker every day during that time, but would have to wait in the long line until could move over to left turn lane, creating longer backups. Should have 2 Eastbound lanes between St Stephen’s Road and Quaker.

There needs to be a turn lane added no matter what is decided. The fences and shrubs blocking the view turning from St. Stephen and Fort Williams on to Seminary need to be removed or moved back the proper 10’ easement so you can see to turn.

Speeds do not need to be reduced any further on Seminary.

Seminary Road is already too crowded. To take away any lanes would make it even worse. It’s a very BAD idea.

See email with info for this question. Incorporate in response.
Seminary Road is an important road to the flow of traffic in the Alexandria commuting area. It is an overflow road for the inevitable traffic backups that occur on I-495, Duke, King Street, and the George Washington Parkway. The Northern Virginia area is a high traffic area. Anyone who chooses to live here must fully understand that fact. No man is an island unto himself. If anyone wants private, two lane roads they should consider living elsewhere.

Reducing these main roads to one lane all around our home are creating massive traffic nightmares for things like school drop off and neighborhood activities. PLEASE DO NOT DECREASE THE LANES. There are hardly bikers on these roads.

I am very opposed to reducing the number of lanes on Seminary Road. Doing so would greatly impact travel time for my neighbors and me. Based on where I live, I am dependent upon the ability to travel in and out of my neighborhood (Seminary Ridge) via Seminary Road. I believe that option #1, Optimizing the Existing Layout, is the most reasonable solution. Thank you for considering my input.

What about putting both bikelanes on ones side and protecting them with a barrier

My husband, Eldon Boes, rides everywhere in the City, helping with bicycle classes in schools, running errands, etc. Some of his travels take him into the Bradlee and the Seminary Hill areas. I just want him to be able to ride more safely. He avoids Quaker and Seminary most of the time, but has to use those streets sometimes. He reports that the changes on Upper King were major safety and comfort improvements for cyclists. We hope the same can be done on Seminary Road.

PLEASE do not reduce the number of lanes on Seminary from Howard to Quaker. The traffic at rush hour on Janneys Lane is already miserable and gets extremely backed up. I avoid leaving my street (the one way part of Old Janneys Lane) if I can during evening rush hour. It's nearly impossible to make a left turn onto Janneys heading west from my street around the 8 am timeframe due to school traffic and again between 4:30- 6 pm. For once, PLEASE LISTEN to the residents who live in these areas!

Reducing lanes would increase traffic congestion for families who do not have alternative means for transporting children to and from school/daycare.

I'm very much in favor of making Seminary Road more like Janney's Lane.

Please make this street safer for the most vulnerable road users rather than giving all available space to cars.

I bike 80 miles a week. Bike lanes are very important to me.

2 and 3 are both least preferred. Seminary needs more traffic space, not less.

Reduction of traffic lanes on Seminary will likely severely affect smaller neighborhood streets, as crowded arteries push heavy traffic into neighborhoods. That would be disastrous to an already stressed traffic situation in Central Alexandria.

There needs to be a "no right turn on red" designation at the corner of Janneys Lane and Quaker Lane. During the day it is getting more and more difficult to exit and enter Key Drive from Quaker Lane. Just the normal Quaker Lane traffic keeps getting heavier all the time. The situation is aggravated all the more by the people turning right on the red light at Janney's and Quaker.

We love to walk and/or ride our bikes with our 2 boys (Ages 7 and 5) between our home, Fort Ward Park the Library, Beth El, and St. Stephen's upper school and middle school. It can sometimes be a nerve-wracking experience given the lack of buffer between the sidewalks and the road. Anything that can improve this buffer would be very welcome from our perspective. Thank you, Maureen Japha

Need more bikers - fewer cars!
Reducing the number of lanes to two will only increase vehicle traffic, causing more frustration and increasing accidents. Please don’t do it.

Any option that continues to have two lanes of traffic flowing in either or both directions is not safe and allows the very dangerous behavior of switching lanes quickly.

Please focus on lowering top speeds of vehicles between Quaker and Howard. This section is very intimidating as a pedestrian.

Addition of bike lanes on King St has not negatively impacted traffic flow, and benefits both pedestrians by providing a buffer and those who feel safer biking in their own lane rather than sharing with traffic that can at times be very high speed. If no buffer is provided for bike lane, suggest posts to prevent illegal parking and reduce speeds, improving safety.

I feel 4 lanes for traffic are necessary on Seminary Road.

I strongly oppose reducing the lanes from 4 to 2 - it would create enough of a choke point that I would consider relocating from the area to maintain quality of life.

Lowering speed limits have not helped. Narrowing roads in other areas of Alexandria for bikes haven't helped either. Not sure why the City believes altering a major road will help with traffic. Expand the existing bike trails rather than altering roadways.

Moving commute to 395 gets really congested/dangerous for pedestrians. The turning right only lane creates congestion and confusion by Ivanhoe. An extra lane at quaker lane would be extremely beneficial. Bike lanes on both sides which are not traffic lanes will help.

Pedestrian and bicycle safety remains a high priority for me and a continuous challenge as I cars routinely ignore pedestrian crossings and fail to provide cyclists the mandatory space when passing.

The situation at 4560 Seminary is extremely difficult. Feel unsafe on sidewalks, while crossing Seminary and North Pickett. Traffic volume is too high, too much pass through traffic. Tons of Md. plates. Speeds are excessive, especially in front of our house because cars carry great speed from 395 eastward. Frightening traffic for pedestrians in front of Hammond and around Kenmore Drive. Something has to change.

As a resident who has attended all of the ACPS meetings regarding the Patrick’s Henry Swing Space, I am seriously concerned about the reduction of travel on Seminary causing increased traffic in my neighborhood. The reduction of driving lines for bike lanes is absurd. I have no idea how many bike riders are demanding this but the reduced flow of vehicles would only congest an already busy street and create significantly more traffics for residents who just want to get to/ from work and home as well as around the community. ACPS didn’t listen to the community when approving the swing space but I am hoping the city listens when we say we DO NOT want Seminary road to be reduced from 4 to 2 lanes to accommodate bikes. Encourage bike riders to use the paths or broaden the side walks to include space for both pedestrians and riders. Safety is key but narrowing an already crowded street is absurd!

Stop choking traffic and telling us it’s better! I doubt Republican city council members support this nonsense.

Improve pedestrian safety!

As I mentioned above, I support the plan that can be justified with solid data. As a city, we have no problem "studying a plan", "forming a committee", "seeing what the data says" when it comes to our employees asking for fair pay, or when something will cost the city money. The same should go for all plans. Public input should be respected, honored, and considered. And if the decision goes against the majority of interested parties, the City should provide a thorough explanation of why, and provide relevant facts and data, not just convenient stats skewed to support the narrative that the City has chosen. None of the plans that you have presented offer a solution to our children walking.
to Minnie Howard. None of the plans you have presented offer a solution to bus riders jay walking at Seminary and Howard. Do your due diligence, just as when you do when your Police Department, Fire Department, Sheriffs Department, Rec Department ask for fair and comparable pay.

Not a bad survey, but recommend encourage people to read a little advance material to understand the safety benefits for all users in changing Seminary to be more like the fixes to Upper King Street.

I would prefer the Seminary Hill alternative in lieu of the city's three proposed alternatives. I am not in favor of adding bike lanes that mess up traffic and are not safe. I am in favor of increased speed reinforcement as has been done on Quaker Lane.

Traffic speed has already been reduced from 35 to 25. Choking throughput further will make it increasingly difficult to get from our home off of St. Stephens to 395.

Please do not reduce the number of lanes on Seminary.

Seminary Road should be left as is. I am all for safe bike travel but I have lived in the West End for more than 40 years and have never seen enough bike use to warrant eliminating auto lanes on a heavily traveled road like Seminary. It will create more traffic problems and is totally unwarranted. I am strongly opposed to the proposal.

Significant revisions to Seminary Road will add to congestion on Van Dorm and Duke Streets. Seminary was intended to be a main thoroughfare. Reducing lanes on Seminary will choke off central/west Alexandria from DelRay/OldTown. First, work on the King/Braddock/Quaker intersection and have ACPS keep the TC Williams students on campus. Throughout the day, they disregard the lights at that intersection. That is a tragedy waiting to happen.

This is an important thoroughfare and shouldn’t be changed.

Please see letter from Seminary Ridge Community Association to city council -- no alternative is acceptable for this one mile, low KSI part of Seminary Road. The seminary road complete street project provides little impact analysis on cut through traffic changes, 395 Transurban analysis, bike lane usage or pending changes to bus routes. Please use these city resources in higher need areas until further study is done and do a simple repave (no changes) to this one mile until radical changes are a verified/demonstrated need. This car based, residential section of Alexandria is safe and works well relative to other comparable roads and it is not like Old Town or Del Ray in terms of development. Let the city have different pockets of life style instead of one size fits all -- it will give it character in the long-run. Bottomline: enforce speed limits on Seminary at a higher rate and help our neighborhoods reduce cut through traffic without constraining our own access and movement for rare bikers and walkers (see Janney's and King street data). There is much more to add -- feel free to call me at 703-571-2534 during business hours.

Traffic down Seminary would become extremely congested should we reduce the number of driving lanes. We anticipate additional traffic on Seminary with the proposal to use Patrick Henry as a swing space for Douglas MacArthur. In addition, the city has not provided buses for our Minnie Howard students, creating a unsafe walking environment for them, forcing parents to drive their kids to school. No intersection help at Seminary and Howard would make that a safe route to school with the number of cars on Seminary. Reducing the lanes only amplifies the issue should that road become more backed up during rush hour. I implore city staff to take a step back and evaluate ALL of the transportation and traffic issues being communicated by residents of the West End and take our concerns and feedback seriously.
The slide presentation shows about 20,000 vehicles a day but there is no estimate for the number of pedestrians. That would seem relevant to the extent there is a trade-off between serving pedestrians, bikers, and motorists. Likewise there is no aggregate measure of the additional time drivers would spend in transit each day, which would seem to be the greatest cost of proposals 2 and 3. Slide 10 says crash injuries have been reduced by the reduced speed limit but that slide also says drivers have not reduced speed in accordance with the reduced speed limit, which seems to be a contradiction. Also, the crash numbers on Slide 9 and 10 are different and it isn’t clear why. I didn’t see an estimate for the number of crashes these changes are expected to save, but reducing accidents is given as a major justification for the project. Slide 10 says there were 6 accidents in 2018 and I assume you don’t expect to eliminate them so I would expect projected reductions would be important to determine the worthiness of the project. Also I think your questions in #9 above are phrased to suggest the appropriate answer -- who is going to be against improved safety at a school, but there is no information about the current risk.

Need an intersection improvement at Echols, given it is a offset intersection that often puts two drivers trying to turn left in awkward positions that it is hard to see and often blocks a lane in each direction during rush hour. Also awkward pedestrian crossing at this location.

What problem that exist and is valid r u fixing pls listen to the tax payers

You haven’t presented the support for bike lanes accept the generic City vision. How many West-end people are asking for a bike lanes? Where do they bike from and where are they going? Why do they need this route? Traffic is bad enough between 395 and Howard, which is how I get home from work. That is also where most accidents happen. Reducing lane size will compress cars, make it more dangerous, extend the commute and create more accidents.

Drivers coming from east bound on Seminary are still turning left onto Kenmore, clogging the intersection. Also, pedestrians are also still crossing at that same area, which is illegal. Finally, drivers east bound on Seminary turning left onto Quaker are traveling down the left turn only lane, only to merge into the right, through traffic lane. It is not uncommon to see cars make this merge in the actual intersection. I suggest those intersections be looked at.

Strongly opposed to narrowing Seminary Lane. Reduce traffic by rerouting Brac commuters to interstate rather than our neighborhoods

I oppose the narrowing of Seminary Road as part of the Alexandria Streets Program. Everytime I use Seminary Road, people are confused by the current lane change near the hospital and the different speeds between Kenmore and Quaker Lane. The ramps over 395 are scary, feel like it's a bomb area with the potholes all over. We need to keep the current four lanes on Seminary open to vehicular traffic.

I would urge afternoon monitoring of east bound traffic at Quaker Rd. Specifically, monitoring the amount of cars that travel down the left turn only lane, only to merge into the right, through traffic lane. It is not uncommon to see cars make this merge in the actual intersection of seminary and

Please do NOT put bike lanes on this road. We already have bike lanes on Braddock and King St. The West End needs easy accessibility to points east.

Make bicycles buy annual liscense and make bikes subject to personal property tax just like cars

With the construction continuing at Patrick Henry to make it suitable for MacArthur students, the city needs to make the streets in the surrounding neighborhood safer for the kids and residents. Many kids and adults walk to/from Hammond MS, James K Polk elementary school, Patrick Henry Elementary School and Foxchase Shoppes and there will be a significant increase in traffic in the coming years. We need more stop signs on Taney Ave to slow down traffic. In addition, for the kids who have to walk to Minnie Howard, we need our school bus
stops back so they can make it to school safely. They have to cross Seminary Road and Braddock Road and both roads are heavily travelled when the kids go to school in the morning and later in the afternoon/early evening when they are headed home.

<table>
<thead>
<tr>
<th>Change Seminary Road to stop the illegal speeding. Provide pedestrian refuge islands and bike lanes so the roadway can be used safely by all including my grandchildren that live in my neighborhood.</th>
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</table>

A woman from the City at the March meeting said there is a legal crossing on Seminary Rd. past Hammond School, where the barriers are before driving up the hill. If so, where are the crosswalk lines? People from the apartment on the south side of Seminary Rd. cross dangerously all the time.

<table>
<thead>
<tr>
<th>Traffic is already congested on Seminary especially during rush hour and most weekends. Eliminating car/bus lanes for bicycles lanes is idiotic. The number of bike riders is minimal especially in bad weather. Bus routes are minimal or non-optimal. Handicap transportation is not bicycle supported.</th>
</tr>
</thead>
</table>

Keep Seminary 4 lanes. It is a very safe road and to tell citizens the road is unsafe is a lie. We need the 4 lanes for the heavy volume of vehicle traffic. We do not need bicycles on the road with cars. Only a very few people are in a position to ride bikes to work. 99%+ need vehicles to transport ourselves and family members. Most adult cyclists in Alexandria are very aggressive and ill-behaved. They do not follow traffic rules. Emergency vehicles and anyone needing to get to the hospital need access, 4 lanes. The citizens of Alexandria cannot believe you are even considering reducing the number of lanes on Seminary. Repave the road as it is, at minimal expense. Do not waste our tax dollars on projects we do not want, that will create an absolute mess in our daily lives. Those dollars would be better spent elsewhere. How much was spent on this proposal already? Was it contracted out? To whom? What is their relationship to the Traffic board members? PS - Your Alternative ranking part of the survey is not working correctly. I watched several times as my #1 ranking disappeared. Also, there should have been an alternative to keep everything as is. (Alternative 1 eliminates left turn lanes at Quaker, correct?)

<table>
<thead>
<tr>
<th>Decrease speed limit on Duke street as well to 25</th>
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</thead>
</table>

On the West End of Alexandria City, cars remain the main mode of getting to and from our homes to work, appointments and food. Please DO NOT change Seminary Road by adding "bicycle" lanes. The majority of renters and home owners use CARS to get around not bikes!

<table>
<thead>
<tr>
<th>Almost everyone exceeds the 25 mph speed limit on Seminary. A more realistic speed limit is needed. Why are you ignoring the western part of Seminary Road? I very rarely see people using the bike lanes on Seminary or on King Street. The intersection at Seminary and Library Lane is crazy with the number of people entering and exiting the Medical Bldg at 4600.</th>
</tr>
</thead>
</table>

Please NO BIKE LANES or road diet! Just enforce a slower speed limit and improve pedestrian crossings. Seminary Rd is our main artery - you will force drivers onto Jordan or Pegram to avoid the road narrowing you seem to favor; that will only make for greater pedestrian risk closer to Taney and its side streets.

| I am a staff member at Virginia Theological Seminary. It is very difficult for students and faculty to cross Seminary Road to get to events on the part of our campus that is on the other side of Seminary Road next to Immanuel Church-on-the-Hill. In order to somewhat safely cross, you either need to go down the hill to Quaker Lane and cross, or you need to go to St. Stephen's Road to cross. Traffic does not follow the posted speed limits. They go as fast as they want to go. Also, there is a very large problem during rush hour coming down the hill at Seminary Road toward Quaker Lane. The cars do not want to wait in line in the right hand lane to get to the intersection, so they come down the hill in the left lane at top speed and try to squeeze into a small opening between two cars in the right lane so that they can make their |
right hand turn or they will come down the left lane until they get to the intersection, then they sit and wait in the left lane until someone in
the right lane lets them in to either turn right onto Quaker Lane or to continue going straight down Janney's Lane. It is very dangerous for
everyone involved (vehicle traffic and pedestrian traffic). Something needs to be done about this. At some point this is going to cause
fatalities.

This could potentially impact the traffic on Braddock Rd., causing more cars to use it as an alternate route at greater speed. There are more
schools and young pedestrians that will be impacted by these changes.

Who is doing all of this darn biking to show that taking away lanes is really a great idea based on the number of cars traveling on this road?
This is ridiculous! It is already crowded with the cars using the roads. The loss of any lane is way too much. Please stop.

Please do not change the number of car lanes on Seminary, it is barely sufficient for the amount of traffic, as is. And as Douglas MacArthur
school will now be moving to Patrick Henry for the next two plus years, you can not reduce the number of lanes of traffic when parents will
most likely be traveling west and east on Seminary to drop off and pick up children. Besides, we do not need to push more traffic to the
already congested and over-crowded Duke street. Please reconsider adding bike lanes. I've never once seen a biker on that road — and have
yet to see a crowd of bikers use the newly installed bike lanes on King Street. You’ve tested the community and they have not responded to
your call for alternative commenting options b/c most people work outside Alexandria.

I would like the speed limit back to 35mph on Seminary and Quacker Ln

Pedestrian safety seems to be a problem on this street but there is missing sidewalks in parts and not many high vis crosswalks. before the
speed is reduced, there should at least be an attempt to enforce the current speed limit. The problem is that people go 10 over the speed
limit, not the limit itself and I've never seen enforcement on this street.

It is disappointing that this improvement opportunity is limited to East Seminary. The areas that need improvement for safety and pedestrians
are west of the I-395 intersections. West Seminary really needs a safety study and some targeted solutions. Especially at the Beauregard
intersection and near the apartment complexes.

I do not understand how you can possibly add more bike lanes. I am very familiar with this area, and not only drive daily in this area, but also
jog in this area. There are so few bicycle riders compared to cars that I cannot fathom that adding a bike lane is realistically being considered.
I do not believe creating a bike lane will suddenly lead to more people biking. The reality is that most people (particularly families with small
children) do not have the luxury to ride bikes in commuting to work or going about daily activities. Further, with the new plan to re-locate
over 700 children to Patrick Henry makes any bike-friendly plan impossible and reckless. Please stop this reckless, poorly-studied, and harmful
plan for our city!

We need to keep it as is!!

What are you doing to address the immediate and long term impact of the change of traffic flow on N Howard, N Early and Braddock Road if
you make these changes to Seminary Road. You have yet to address the automobile impact you created by changing Van Dorn between
Braddock Road and King Street. P.S., the cyclists still use N Early rather than Van Dorn

Both Alternative #2 and #3 are not preferable to me at all

Please keep the roads as they are, and consider putting the speed limit back to 35.
If you reduce driving lanes to fewer than 4 you will be making a big mistake. Don’t need bike lanes. If add bike lanes much harm to traffic flow and little benefit. Not smart.

The bike lanes on King St. are a disaster. Do not bring them to Seminary Road.

Bike lanes on King have not slowed speeders and turn lane frequently used to pass. Also same volume of cut through traffic. Intersection at Quaker would be helped if there were a designated right turn lane.

While I understand the need to promote alternative forms of transportation, such as bicycles, on the very busy corridors (for example: Duke Street and Seminary Road), the danger to cyclists and drivers is too high. I would promote more bus services that carry bicycles on these busy streets. Then cyclists could continue their trips through calmer streets. The above Alternative #1 would provide more room for cars and buses.

I prefer the Seminary Hill alternative in lieu of The City’s proposed alternatives

Turn lanes are fine but the turn lanes shown here with traffic turning in both directions are dangerous inviting head on collisions!

I’m not sure why the focus is primarily on Seminary Rd between Howard and Quaker. All is quiet there. We all know that the stretch between 395 and the hospital is the real ****show. The lanes off of 395 and Kenmore are a disaster, there are so many jaywalkers from the shopping center to the middle school and Kenmore apartments. The lanes drop, merges, veer, and the signage is unclear. Why the push to drop lanes in an area that doesn’t need attention???

Seminary Road is a major artery across Alexandria and must remain 4 lanes throughout. Adding a new, dedicated right turn lane from eastbound Seminary onto southbound Quaker will facilitate traffic flow there and be an incentive not to cut through on the residential streets. Add a traffic signal at Fort Williams Parkway with a crosswalk signal.

More police to catch speeders. People drive like maniacs on seminary.

I am in favor of the Seminary Hill Association alternative that maintains the 4 car travel lanes but makes safety improvements with crosswalks and speed enforcement.

Please incorporate safety improvements for both cyclists and pedestrians

The comparable improvements to Option 3 on King Sing St. have been beneficial in deducing traffic speeds without adversely affecting travel times.

There needs to be more parking at the Mark Center.

When will the express lanes open up for all drivers (not just HOV)?

I didn’t know the meaning of some of the terms used. My shuttle to Pentagon City uses Seminary Road during rush hours.

I could not rank the options because I could not download the pictures on my work computer.

I am concerned that city staff have made up their mind in favor of the “road diet,” and are not presenting an objective analysis of trade offs. Specifically: *On p. 8 PDF of the FAQs, the figure shows that the traffic volumes on seminary road make it an imperfect candidate for a road diet by the criteria city staff cite. FHWA acknowledges that capacity may be affected, contradicting assertions city staff have made that there will be little to no effect. *On p. PDF of the FAQs, there is no explanation of how the proposed shared turn lane will be designed to reduce the risk of head on crashes. For example, suppose two drivers misinterpret each other’s intentions and driver A thinks driver B plans to make a left turn before driver A’s planned left turn and the result could be a head on collision. Drivers in Alexandria have little experience with shared
turn lanes and introducing them on a heavily traveled arterial roadway seems risky. It would be safer to only have one travel lane in each direction, but that gets to the tradeoffs. Having only one lane would be unacceptable to the community because it would so severely constrict throughput.  

*On p. 11 PDF of the FAQs, the discussion about emergency vehicles makes little sense. The first sentence on the second paragraph is a straw man argument because the vast majority of drivers understand they need to get out of the way of those vehicles. Drivers we’ll know the “protocol,” is to get out of the way. Holding all else constant, having four travel lanes as opposed to three or two makes it easier for drivers to get out of the way. It would be more credible if city staff asserted they do not believe their road diet will have a large effect on travel times for emergency vehicles rather than make the silly arguments described above.  

*On p. 13 PDF of the FAQs, city staff acknowledge that the speed limit reduction has had no effect on slowing drivers down. The first sentence says speeds have stayed consistent. If drivers haven’t slowed down, why do city staff think that another round of “social engineering,” to try to get drivers to behave in the way city staff want them to behave will work?  

*On p. 7 PDF of the FAQs, city staff assert that travel times will be less than 30 seconds different. If drivers haven’t slowed down, why do city staff think that another round of “social engineering,” to try to get drivers to behave in the way city staff want them to behave will work?  

As a driver, cyclist, and pedestrian, I support the goal of improving safety, but city staff need to improve the infrastructure for all users instead of this jury rigged proposed solution:  

*Why not acquire right of way to expand the sidewalks and build a protected bike way? Yes, it will cost money to acquire ROW, but if the city is serious about safety then make the case for spending the money needed.  

*The pedestrian crossing at Seminary and Howard could easily be improved with low cost improvements, including getting rid of the “beg me” button to activate the pedestrian signal, providing an LPI for pedestrians, and painting the crosswalks a different color to make them obvious to drivers. For example, the pedestrian crossing just south of there to go from The hospital parking lot to the hospital is much better designed.  

*Scoping out the area of seminary road near 395 makes no sense because that is one of the most hostile areas for pedestrians and cyclists in all of Alexandria. VDOT has done its part by building the pedestrian bridge, but the city has done little.

Must reduce speed on seminary. Improve pedestrian safety.  

Bike lanes will help to make Seminary road safer to those who commute by bike. Thanks!  

Seminary traveling east, gets clogged at Quaker - left turn lane with no cars in it and the single lane going by the church is VERY long - making those going straight sit thru numerous lights.

The population in our area seems to be increasing not decreasing. The number of vehicles seems to be increasing. We need more, not fewer, traffic lanes. The speed limits and traffic lights - nevermind existing traffic - will keep things safe.

I AM NOT SURE WHY ANYTHING NEEDS TO CHANGE ON SEMINARY. I RARELY SEE BIKERIDERS ON THIS ROAD

Maintain as is: two traffic lanes each way. Safety is excellent. But spend precious safety funds on West Seminary: six pedestrian accidents last year there; zero in last four years in the East Seminary Lane area you are proposing bicycle lanes for. Five times the accidents in the just the first 1/10 of a mile on West Seminary (after the I 395 offramp) than in the one mile of East Seminary you are proposing bicycle lanes for. But West Seminary has a $44,000 median level of income; East Seminary is $210,000. This is policy discrimination, particularly as the City has done the same "safety" bicycle changes on King and Janney's Lane this decade, both of which have census tract level-incomes of $200,000.
You are using your statement of "serious Seminary Road traffic accidents, including killed" for East Seminary's very good safety record, when it is true for West Seminary -- but they have a low income level.

I will vote against every city official who supports this ridiculous proposal to reduce lanes. Number of roads have been made unsafe and travel time has increased. Corruption will be routed out.

King Street is a mess, and now Seminary Road is being damaged. We will organize and vote against any Council member who votes for this ridiculous proposal.

Please do not change anything.

Please do not change the current configuration.

CONTINUED REDUCTION OF CAR LANES FOR BIKE LANES WILL NOT SOLVE THE PROBLEM OF CARS FROM MD CUTTING THROUGH QUAKER AND SEMINARY. ALL THIS WILL DO WILL CAUSE ADDITIONAL CONGESTION DURING THE MORNING AND EVENING RUSH HOURS IN AN ALREADY CONGESTED AREA. LANE REDUCTIONS ARE NOT THE ANSWER.

The city should involve the citizens for improvements vs. commissioning independent studies and then trying to hard sell them. Where is Servant Leadership?

I remain unpersuaded about the need for changes based on safety statistics. I am skeptical that bike lanes would be actively used; they are likely to be a hindrance to reasonable motorized traffic flow.

I support increased bike lanes.

Please improve King Street throughput and please reduce congestion by increasing speed on Quaker Lane and King. These changes have had a negative impact on efficiently moving traffic through Alexandria. Please maintain maximum number of lanes on Seminary, Quaker, King, Braddock and Duke for emergency vehicles along with dad to day traffic. THIS will reduce cut through on neighborhood streets.

I'm considering transferring to a new job at the Mark Center. I travel solely by bike, foot and mass transit. Please take this opportunity to prioritize cyclists and pedestrians along with mass transit. Our region can't accommodate many more vehicles and walkable communities and cycling lanes need to be the way of the future.

Mayor Wilson, some transportation officials and certain others in local government love to bike--but I hope they'll show a little consideration for citizen-voter-taxpayers who don't. Example #1: https://www.facebook.com/justindotnet/photos/a.866975153317145/2544345355580108/?type=3&theater) And here is some related information, suggesting that cozy relationships and shared enthusiasms may be trampling the commonweal: http://www.alexandriagazette.com/news/2019/apr/01/opinion-letter-editor-impact-special-interest/ I'm glad to see Justin and other city officials enjoying their bikes, but ideally, they'll consider the wishes of the city as a whole, especially Seminary-area residents. I can't resist passing on a Web page: https://www.point2homes.com/US/Neighborhood/VA/Alexandria/Seminary-Hill-Demographics.html Look at "Means of Transport to Work in Seminary Hill." Driving: 13,883. Biking: 95. Source for page: 2017 American Community Survey. Simply put, the proposed bike lanes for Seminary would be the equivalent of Trump's Wall—a triumph of dogma over reality and popular will. Do city officials and the bike lobby really think that the addition of bike lanes would push the number of cyclists well into the thousands? Bike lanes
are wonderful for places like Manhattan. Not for this part of Alexandria. Please, City Hall, I love your green tendencies in general, but in this case, stop confusing us with Manhattan. I know some would say that so many in Seminary Hill are retired people unlikely to bike, and I wondered about that, too, but it turns out that S.H. has a large age range, and that even with everyone included, cyclists are a minuscule percentage. By the way, the percentages for most other parts of Alexandria are not that impressive, either. On another matter, I'm curious how many residents have access to showers at work as well as sympathetic bosses and flexible schedules. Not to mention another issue—weather extremes. Do you really want to bike around with snow blasting at you? Or swelter in summers that are likely to grow even more uncomfortable. Let's fight global warming, but in other ways. I'm very much in favor of expanded public transportation, especially with heated bus shelters. Let's use carrots, not sticks, to reduce driving. Further encouraging people to work at home, when possible, also would be good. Rather than inflicting bike lanes to slow down Seminary, how about banning left turns at certain intersections for nonresidents and otherwise making life harder for the Waze crowd from other localities? I'm also open to the possibility of narrowed lanes. Likewise in the interest of safety, pedestrian islands and an extension of the sidewalks all the way down to Quaker would be wonderful. Bicyclists, of course, could use the sidewalks, if they wanted—as long as they respected pedestrians. Safety over speed, right? That said, keep in mind it isn't as if Seminary is a high-accident area even now. Reducing auto traffic to a lane in each direction would be over the top. By all means, let's work toward bike safety—I love the idea of campaigns to educate motors about the risk of opening doors without looking, for example—but let's use a more balanced approach than the one now proposed for Seminary. As an aside, let me remind people that if decision-makers at various levels hadn't allowed the BRAC-133 monstrosity to come about, we'd have far less of a traffic problem. BRAC helped changed the composition of the city council, and bike craziness may do so again.

These proposals to restrict traffic are ridiculous. They are predicated on the idea that Alexandria's streets are dangerous, and idea not supported by the statistics. Making travel by car more difficult will hamper the vast majority of citizens who cannot walk or use bicycles, who find buses impractical or who do not want the expense of car services and cabs.

Leave Seminary Road configuration alone. Pave and maintain it. Increase speed to 30 and enforce it.

Bollards for the Quaker seminary turn  People tend to cut in at the last minute which increases the size of the traffic jam. Also making the left turn a straight& left, and/or providing a dedicated right turn lane

I am against the proposed engineered traffic jams. Seminary is a major artery. For over forty years I was content with the 35 mph speed limit. The 25 mph is unreasonable and won't be complied with. A study in Milwaukee shows that average speed will be less at a more reasonable 30. Ambulances and other emergency vehicles need four lanes. I cross seminary several times a week on recreational walks. I am 79. Nothing Ned’s to be done for pedestrians. Dedicated bike lanes would be foolish although shared lanes would be acceptable.

Braddock Road should be encouraged as a bicycle corridor. Even with a bicycle lane, westbound traffic from N Quaker Ln on Seminary is too significant a hill/grade for safe cotravel of bicycles and autos.

I think a single lane and center turn lane is more than enough to accommodate traffic needs and will make cut through commuters consider other options. Also, I think it will make the overall traffic experience more neighborhood focused.

I recreationally bike, but this is not a biking community. You cannot turn this into an old town or a delay and I do not want to. I feel like many are going to be made to suffer for the few. Don’t create a problem where there is not one. The road needs to be paved. Put in speeding...
cameras and it will solve the speeding issue real quick. It has taken awhile, but with random police presence, people are finally slowing down on Quaker.

The only thing that Seminary Road needs is repair work to the potholes. Otherwise, I walk and bike it all the time, and it’s fine. Don’t fix something that isn’t broke.

I strongly favor maintaining four travel lanes for vehicular traffic. I also favor widening and extending the sidewalks on each side, an action that could also easily accommodate bicycle riders, of whom there are very few on Seminary Road.

We need more safe sidewalks.

Traffic congestion is an ever-increasing problem in the city. Reducing/removing lanes on major streets will only make it worse. 25-MPH speed limits on major, non- or limited residential streets is impractical and inefficient.

Leave as is and pave. Meanwhile fix the potholes!!!!!!

Reducing seminary between Howard and Quaker would cause gridlock during rush hour. I have never seen a bike rider on seminary, when I have been driving, yet we are considering major changes to an important transportation route. This city allows the minority to change things that the majority do not want. There has to be a way to better illuminate the areas where pedestrians cross on seminary. It is also my opinion that many bikers do not follow rules of the road. They find ways to ignore rules of the road.

We must improve alternatives to driving.

I think changing the current plan will worsen Duke St. Solving the EB Duke St./Telegraph Road access is critical before cutting the capacity/increasing travel times on Seminary.

I frequently visit friends in the area and ride tandem bicycles with blind people on back (stokers). Crossing Seminary Road and riding in it are quite challenging as tandem bicycles are not as nimble as single bikes. Bike lanes, slowing traffic, and additional crossing signals would make the road much safer for pedestrians and cyclists.

Would love to bike to work daily but get scared on some of the roads, so wait for daylight to protect me this time of year

When the median was added on Russell Rd near the King St. traffic light to discourage cut through traffic it backfired. It has created way more traffic and added travel times for commuters. Cars sit on Russell Rd waiting to get through the light and the residents who live on Russell have to suffer trying to get in and out of their blocked driveways. Just ridiculous and a dumb move. Clearly was not thought through and the median should be removed.

It is obvious that Seminary Road is a street that will not entice anyone who is not driving a car to use it. People who will use it without a car are either without alternative or fearless. The City should not make people risk their lives to get around Alexandria but rather fill its Vision Zero strategy with life and proceed with Alternative 3.

The traffic will be a nightmare if you reduce lanes. Please do not do it!

Please evaluate the impact of traffic to all neighborhoods including the CCPCA neighborhood. Under the central alexandria task force, it is your responsibility to assess the affects on this lane change to traffic. We already suffer an abundant amount of cut through traffic that has safety implications in our neighborhood. I have 3 children and although bike lanes are nice, that are useless for families and only help a very small percentage of the community. I would never use them as I don’t believe they are safe, including the ones that are along king street. We
will now be busing our kids down seminary because of the reconstruction at Douglas McArthur, so seminary will be a main thoroughfare for us. Thank you.

Alexandria seems behind in bike infrastructure compared to Arlington County, so this is an opportunity to address the needs of people who work in the City who chose to cycle instead of drive their cars.

Mid-block crossings are challenging (such as crossing to Beth El from bus stop at post office) because of traffic speed and poor visibility at night.

A right merge lane at Seminary and N Quaker Lane southbound would be helpful (on the side of Theological Seminary)

I ride a bike thru the area and would greatly appreciate bike lanes

It is WRONG that you offer no alternative that maintains things as they are. Instead, you propose to NARROW our roadways, making driving more difficult. Giving a choice between dumb, dumber, and dumbest is not the way a democracy can work. There are VERY FEW bike on Seminary so why in the world would you devote one, let alone half, the lanes to bike traffic to the detriment of cars who dominate the roadway. Your argument that people way up on a sidewalk (hardly anyone walks on that road) need a bike lane so they feel more comfortable on the sidewalk. Not only has there not been a SINGLE accident involving a car jumping up on the sidewalk hurting a pedestrian, there is not even a single accident involving a pedestrian at all. The City should focus its budget and time on real problems - not solving problems that don't exist and taking action that the vast majority of residents oppose - eliminating lanes and narrowing them. I am really angry about this and feel we are being ignored. Many of us plan to take this to the City Council. I hope they will listen to us.

Speed limit has been 25 for a short period of time. You don't have enough data to propose these changes. I suspect this is a solution looking for a problem.

We do not need any bike lanes on Seminary -- it is too congested and bikes only add to the confusion.

Please provide safe bicycling facilities! I would definitely bike to more places if I felt that there were comfortable routes to use. (I am an active retiree who loves using my bicycle for errands and other transportation needs.) Alternative 3 appears to provide the most benefits for all road users - cars, bikes and pedestrians.

Two alternatives are bias toward bike lanes and VZ objectives do not include auto considerations. This project has been reduced to one mile of road that sufficient analysis (impacts) does not exist to make major changes. Repainting to accommodate an alternative AFTER Transurban finishes assessing 395 and more data on cut through impacts of alternatives, actual speed enforcement, and other factors is done. What is the grand strategy: judicious traffic flow through Alexandria or constricted flow? What is the current bike lane use rate on Janney's and King to Callahan? The city should keep this part of Seminary the same and reserve the right to re-paint if warranted in the future. Focus on areas that your own data says safety is a known and multi-year issue.

When the safest way to move in a space dominated by high powered metal boxes operated by largely distracted and disinterested motorists is to DISobey the traffic laws, the system is fundamentally flawed.

Please consider the surrounding neighborhoods and the already congested streets at rush hours when reviewing this information. Jordan, Howard, and Ft. Williams become backed up on a regular basis making it extremely difficult for local residents to get into or leave their neighborhoods. In addition, the school boards recent decision to use Patrick Henry as a swing space for Douglas MacArthur will add a
significant number of drivers to the area and create even more traffic concerns to the West End. Making changes to Seminary Road at this
time will only cause additional burdens on residents trying to commute throughout the city.

It seems that Alexandria is focused on adding bicycle lanes anywhere and everywhere, without much regard for what they connect to. The
very northern section of Van Dorn Street is a good example of bike lanes going nowhere, except to a very busy Rt 7 and I 395. With the
exception of Old Town, I rarely ever see bikers on all the city streets that have bike lanes.

I am strongly opposed to making Seminary Road two travel lanes. We have developed our city so that it requires car travel. Additionally, many
people, such as myself, cannot use public transport for work due to the various locations I must travel on a daily basis. While I support biking
as a mode of commuting, it is just not a reasonable option for the majority of people.

Seminary Rd. has become a race track for non residents to gain access to 95 so they can more quickly return to their own quiet residential
neighborhoods. They do this while wreaking havoc on our neighborhood. It is long overdue. The City must regain control of Seminary Rd &
return it to a safe neighborhood street.

Need to consider commitment for vision zero

Thank you for conducting the survey.

In terms of pedestrian safety, Mark Center Drive and Seminary Rd is a high foot traffic area with shockingly few protections for foot traffic. I
hope changes are made before another pedestrian life is lost. (see also: horrible crosswalk to get to Mark Center Dr that is poorly marked that
drivers often speed through)

Unless the Mark Center is closed, we need all 4 lanes.

As I mentioned above, we NEED to add sidewalks to the north side of Seminary Road near the Quaker Ln intersection. I regularly jog along that
route and routinely see pedestrians step into the street while walking on that side.

Seminary Road is a critically important automotive thoroughfare. Reducing automotive capacity makes no sense. I am a bicyclist but do not
favor bike lanes on Seminary Road. There are plenty of other options for bicyclists. Pedestrian safety is important.

Reducing Seminary Road to two lanes makes no sense as this is THE main route to Alexandria Hospital for many citizens in the surrounding
neighborhoods. My elderly parents, who live near Seminary Road, also need fast access to the Hospital. Traffic is already congested in this
area, and on that particular segment of Seminary Road, and reducing road availability will make the problem even worse.

Pedestrians and cyclists deserve good infrastructure too.

The April 4 serious tractor trailer accident at South Van Dorn provides a critical example of the need to ensure Seminary remains two lanes in
each direction. We all saw the significant traffic impact the accident had on our neighborhood roads. My husband works down Seminary, and
noted that he traveled the Seminary stretch easily, but then encountered significant backup once the road narrowed at Janneyes. Given that
the hospital is in the Seminary stretch, emergency vehicles need to be able to access the hospital with relative ease. First and foremost,
according to the Central Alexandria Traffic Study, the City has classified Seminary Road as an arterial road intended to support higher
capacities of vehicles traveling to and from connector roads. Thus, it is appropriate for Seminary to remain a four-lane road. Instead, the City
should focus its resources accordingly to address speeding and traffic safety concerns pervasive on Seminary Road and its connector streets in
Central Alexandria. Allocate the necessary resources to increase enforcement of traffic violations in Central Alexandria, including Seminary
Road. This MUST also include neighborhood streets which currently are experiencing exacerbated traffic and safety issues due to frustrated drivers coming from arterials Quaker and King. Consider modest traffic calming targeted tax increases (and promoted as such) if the resources can't be find elsewhere. Reduce lane widths to encourage drivers to slow down. Increase pedestrian safety by installing more crosswalks and using crosswalk flashing lights. Install lights on Seminary crossroads where safety is an issue, such as Fort Williams. Widen sidewalks to allow cyclists off-road options.

Fix the pot holes!

I've lived in the St Stephens/Seminary region since 1998. The issue is not the main roads like Janney's/Seminary... It's the cut throughs from Duke St and the aggressive students/parents going to/from St Stephens and other schools. While I get the city's focus on promoting safety and bike usage - it seems they are going for the lower priority issues. The light timing/sequences are a mess. The intersection of King/West Braddock/Quaker is a giant knot in the am.... Why should people who live in Seminary area neighborhoods be punished - when none of the above proposals will reduce any traffic related to the density of cars coming from out of the area to drop kids at SSAS, TCW, MacArthur, etc.

I was sent this survey because of where I work on Seminary Road. I was able to view all questions except #12. Likely our network blocked the images, so you might have a problem for all of us who work at Mark Center.

We have lived at the corner of Seminary Rd & Fort Williams Pkw. for 35 years. It is totally out of control during rush hours each day. 6am—9am & again from 3 —6 pm. Excessive speed is the norm, volume & cut thrus incredible. All this in approximately 1/4 to a 1/2 mile of residential street, with no less than 3 or 4 schools in close proximity.

No bike lanes.

Protected bike lanes, protected pedestrian lanes and slower traffic would all be helpful. There needs to be some traffic calming because it feels really unsafe to be a pedestrian and cyclist along Seminary Road. I think we should consider the safety of Alexandria residents over the traffic from other jurisdictions cutting through our city.

It is frustrating when you exit and go west on Seminary because most of the traffic that is traveling on the arcing overpass have to merge into the main lanes which raises the risk of accidents occurring. Also, when the HOV going North is converted to HOT lanes, it makes no sense to have that exit be HOV-3 24-7. It could improve traffic congestion on the interstate and on the main exit ramp if there is an option to use the HOV/HOT lane ramp.

As much as Seminary Road has issues, please don't forget about Van Dorn St. It is getting worse by the week. I've been driving this road for about 14 years and the last 12 months my commute has doubled to tripled. It should not take take 60 minutes to drive 4.3 miles on a consistent basis.

Do not eliminate lanes the neighborhoods cannot handle the cut thru traffic.

Please do not eliminate lanes

Pave the road and ban Maryland drivers!

Keep bikes on trails

Add bike lanes on Beuregard

Please maximize traffic throughputs
<table>
<thead>
<tr>
<th>Resurface Seminary - Please!!! And Enforce the speed limits!</th>
</tr>
</thead>
<tbody>
<tr>
<td>As an employee of the Inova Alexandria Hospital, I know how important Seminary Road is to our patients and staff. I have witnessed traffic delaying ambulances getting to the hospital in a timely manner now. An even more congested traffic pattern could cost the patient vital time until they receive treatment. Every second matters.</td>
</tr>
<tr>
<td>Please do not make things difficult to get to hospital</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>FIX THE POTHOLE(S)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Don’t forget Inova Alexandria Hospital is on Seminary. I strongly feel that it is best served by having four(4) lanes in order to allow for emergency vehicles to reach it from any direction as soon as possible. A reduction in lanes would slow the arrival of ambulances, thus possibly causing loss of life or an already deteriorating condition to progress to the point where a patient cannot be helped. People from Alexandria, Arlington and adjoining Fairfax County depend on the hospital and nearby medical facilities. Please don't let them down by reducing the lanes on any part of Seminary, so their needs, and mine, cannot be as easily met. Bike lanes are not large enough to accommodate ambulances!</td>
</tr>
<tr>
<td>The format of this survey is annoying. Graying out previous and next text boxes, fighting to select 3 and comment Q10 and not knowing why survey wouldn't accept my response, not knowing how long the survey will continue, too much screen space. I would have bailed out of the survey if one more question slid onto the screen.</td>
</tr>
</tbody>
</table>

| Seminary is a vital primary through way for the City. Altering it will greatly impact neighborhoods that aren’t meant to handle through traffic. There are very few residences with direct access to Seminary and their complaints should not outway the voice of citizens who don’t agree. The idea of getting people out of their cars is ludicrous. Is a family of four going to get to the grocery store via soccer practice on a bicycle or public transport? If the city goes through with this, which I’ve no doubt they will, it will be totally bypassing the wishes of most residents and all of the norms of common sense. |
| I travel frequently in the afternoons and never see any cyclists on Seminary. I do see a lot of pedestrians crossing Seminary illegally in the vicinity of the medical building and 395 ramps to get to the apartment buildings. My husband has also seen quite a few near misses and accidents of cars in the overpass areas crossing 395 on his return from work. If Seminary becomes 2 lanes there will be traffic backups caused by vehicles trying to turn into various public places (post office, synagogue, activities at the Immanuel Church near Quaker) as well as private driveways that exit onto the road. Not to mention trying to follow trash trucks, mail trucks, etc. like the ones on Janney’s two lane road (and Braddock) while they make stops. There is no reason to rethink Seminary except near I395, the school and the medical building. |

| If the city feels the need to remove a through lane, then make the center lane reversible depending on time of day. The choices of alternatives do not seem well thought out. My preference is to keep the same configuration and not make any changes. |
| This is a really important project. Many drivers continue to go 45-50 mph on Seminary Rd even since the speed limit was reduced to 25 mph. Bicycling is my primary mode of transportation but now I generally go out of my way to avoid using Seminary Rd. Also, I would like to be able to go with my kids by bike to the Hammond playing field and the library. I strongly support Alternative 3. The City also needs to do a better job addressing the overgrown shrubs on homeowners' yards that crowd the sidewalks on various segments of Seminary Rd - there is currently no easy way for City residents to report these problems. Thank you. |

61 | Page
Option 2 and 3 are not realistic. More needs to be done to slow traffic, signage and pedestrian crossings at bus stops. Especially important at dark or reduced visibility. Sharrows could be added to curb lane to encourage bike use during off-peak hours.

<table>
<thead>
<tr>
<th>Pedestrian sidewalk needed across fort Williams parkway with clear difference between concrete difference between sidewalk and Street.</th>
</tr>
</thead>
</table>

Please get the other end of the Seminary Road repaved ASAP. It needs attention far more.

<table>
<thead>
<tr>
<th>Add protected bike lanes</th>
</tr>
</thead>
</table>

We need to keep two lanes both ways and a crosswalk at Kenmore. People jaywalk while cars are coming off 395. Please don't change the current layout

<table>
<thead>
<tr>
<th>KEEP SEMINARY 4 LANES!!!!!!!!!</th>
</tr>
</thead>
</table>

Leave the vehicle lanes in place!

<table>
<thead>
<tr>
<th>Quit listening to the bicycle people to the exclusion of everyone else. Let them ride on the sidewalk and yell &quot;to your left&quot; like they do on bike paths. We need to move through the city efficiently. Of course, you will do whatever you want even with taxpayer input to the contrary.</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Make it safety like King street please</th>
</tr>
</thead>
</table>

How do people on foot cross Seminary Road in the long, long stretches between lights? Seems dangerous.

<table>
<thead>
<tr>
<th>Sidewalks need widening and continuity. Bikers can ride on sidewalks.</th>
</tr>
</thead>
</table>

I am not in favor of reducing car lanes on Seminary Road from 4 to 2 or 3.

<table>
<thead>
<tr>
<th>Make the sidewalks safer and put in permanent speed cameras. Once everyone knows speed cameras are there, they will not speed!!!! You also need to pave this road and cut down on through traffic. Kids run on the sidewalks on Seminary to Howard and back to St Stephens - affectionately named the Hospital loop! There should be barriers so that the sidewalks are safer from the cars to protect the kids running on the sidewalks.</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Speed is a big problem for us. Eliminate speeders is a priority. I am concerned that Alternative #3 'turn' lane will become a passing lane and that is extremely dangerous.</th>
</tr>
</thead>
</table>

The powers that be thought reduced parking at the BRAC building would increase car pooling. Reducing lanes on Seminary is another "good in conception, horrible in execution" idea. Please don't make Seminary traffic any worse!!

<table>
<thead>
<tr>
<th>Bike lanes please!!!</th>
</tr>
</thead>
</table>

DO NOT CHANGE THE CURRENT LANE STRUCTURE

<table>
<thead>
<tr>
<th>I do want to support biker, but this is a main hospital route and very busy during rush hour times. The backup at Seminary and Quaker in the afternoon is already a hassle, changing the layout will likely make it worse.</th>
</tr>
</thead>
</table>

The Complete Streets program's purpose is to make residential streets user-friendly and safe for all modes, especially including walkers and bicyclists. Seminary Road is a textbook case of the kind of street that needs modifications something like Alternative 3 to achieve that purpose. And, the Upper King project is excellent proof that major improvements to the walkability and bike-ability of a street like Seminary Road are not only feasible but quite easy. Let's get it done!

| Speed bumps to slow drivers down |
I ride the DASH AT 2 to Beth El Hebrew. It is difficult to cross Seminary safely from the bus stop located in front of the post office especially after dark.

I cycle to a variety of destinations in Alexandria that require either riding on or getting myself across Seminary Road. This street is dangerous because there are too many vehicles traveling at unsafe speeds. I would like to see a Seminary Road redesign that puts the needs of the local community above those who only wish to speed through it as fast as possible. Alternative 3 is the safest design of the three options. It is great that these options are being considered to improve safety for pedestrians, cyclists, and drivers using Seminary Road east of Howard Street. However, the greater danger on Seminary is west of Howard Street, especially near Kenmore Ave and Francis Hammond MS, and also the areas west of 395. In the 21st century, we need to be designing city streets for safety and multi-modality in order to encourage and incentivize more people to make travel choices that are safer and healthier for the community and the planet as a whole. A reduction in vehicle capacity is a painful but necessary trade-off.

What the community has done on King Street has been exceptional and really has not increased commuter times. More people are using e-bikes and motorized scooters from the metro and feeling safer b/c of the bike lanes. Traffic is moving slower. Pedestrian crossing is much safer! The re-routing onto Scroggins has significantly slowed speeds on a residential street with lots of children. Thank you.

Please don't eliminate traffic lanes as was done on King Street; creates slower travel whether business or personal.

We want safer streets in Alexandria and fully support the city's policies of Complete Streets and Vision Zero. Please make our streets safe. Our lives depend on it.

Please do not limit the traffic flow on seminary. We already have trouble with traffic cutting through on smaller neighborhood street that cannot handle the congestion (i.e. N. Early Street). Limiting a major road like Seminary will create more congestion elsewhere. Thank you for your consideration.

Reducing the number of travel lanes and adding bike lanes to this stretch of road is not a good idea. I anticipate that doing so will move more cars over to Braddock Road which is already congested and/or add more cut through traffic to N Jordan. I also have concerns with adding bike lanes to a stretch of road highly driven by teenage drivers. This combined with bikers that do not always follow the traffic rules is a recipe for a horrific accident. Why would the city create this potential situation?

Both speeding, safety and throughput can be dealt with through good design. The current design is basically an in separate highway like Quaker lane. It is unreasonable to expect people to treat it otherwise without drastic design changes.

Reducing the number of lanes on Seminary Road will be a disaster. Congestion at Quaker Lane is already terrible; few lanes will make it worse. There are very few pedestrian accidents and very few bicycles on Seminary Road at this point and do not justify the changes.

There appear to be few, if any, serious accidents along this stretch of Seminary road, but there is clearly an increase in auto traffic. Also, there is not any realistic convenient alternative to use of an automobile to go places. Therefore, I see no reason to make any changes other than to facilitate right turns at the corner of Seminary and North Quaker heading east.

No consideration of blocking turns off road in both directions, while keeping current lanes, improving crossings and sidewalks. No utilization studies of bikes or scooters support options 2 and 3 at all. Actually they are a taking away of road access to the majority without due process or traffic engineering study support.
I drive Seminary every day. I was hit by a car while riding my bike on Seminary. I would LOVE bike lanes. Adding more signals might help slow down people who speed past me every day. I am too scared to bike on Seminary now. I am convinced most people just come off 395 to cut across to 495 or vice versa. Keep them on the highway! Also, maybe we can propose a congestion tax like London? Not just an HOV, but more!!

<table>
<thead>
<tr>
<th>Bike lanes will be good for safety and business</th>
</tr>
</thead>
<tbody>
<tr>
<td>This would be a valuable spot to have bike lanes installed to help connections between King and Duke.</td>
</tr>
<tr>
<td>The next phase is dealing with Duke Street. Biking on that street to work is extremely dangerous.</td>
</tr>
<tr>
<td>If Alexandria is committed to Vision Zero, it needs to show that commitment in every project, including this one, by reducing vehicle speeds and balancing facilities for all types of mobility and ways to get around the city: walking, transit, bicycle, car.</td>
</tr>
<tr>
<td>I worry for my child’s safety! I want safer streets please! Thank you!</td>
</tr>
<tr>
<td>Except for the potholes, Seminary Road is not broken. Please don’t fix it. The only serious backup is at the bottom of the hill where Seminary meets Quaker Lane. Few cars turn left; many turn right or go straight into Janney’s Lane. Options 2 and 3 above are sure to create slowdowns and backups. I’m on Seminary Road almost every day for the last 16 years. I almost never see anyone on a bicycle. If you create bike lanes you will be favoring a tiny, almost invisible, minority over the vast majority of residents and commuters who use Seminary Road every day.</td>
</tr>
<tr>
<td>Consider adding a right turn only lane to go with the left turn only and straight ahead lanes (3 lanes wide) at East bound Quaker and Seminary intersections. This would greatly help with the traffic flow in that area.</td>
</tr>
<tr>
<td>Seminary road is fine. Stop wasting time and money fixing what isn't broken. You politicians should be ashamed.</td>
</tr>
<tr>
<td>Seminary eastbound from I-395 has been turned into an enormous mess particularly in the afternoons. Please DO NOT screw things up any more than they already are by restricting vehicle flow and diverting traffic onto side streets like North Jordan.</td>
</tr>
<tr>
<td>The goal of the traffic program should be to make Alexandria more livable. There is no need to maximize traffic throughput on every road at the expense of safety and livability.</td>
</tr>
<tr>
<td>I assume there is no way the 1 lane in alternative 2 can switch between east and westbound during rush hour? It seems like a somewhat pragmatic solution. Thanks for letting us have input on this!</td>
</tr>
<tr>
<td>I think some thought should be given to beautification. How about an option that has trees down the middle lane rather than a turning lane. My #1 choice would be that!</td>
</tr>
<tr>
<td>You’ve already reduced the speed limit. Again, not in favor of any changes. There are some trick questions in here.</td>
</tr>
<tr>
<td>I am moving to Del Ray next month, and the better the network of bike lanes, the fewer days I will drive to work.</td>
</tr>
<tr>
<td>Remember long wheel base vehicles in designing road intersection turns, eg: buses, school buses, large trucks, and trucks with trailers. Also, a fierce pedestrian safety course should be taught to pedestrians, eye contact with drivers, cross only where indicated, etc. Start issuing jaywalking tickets city wide.</td>
</tr>
<tr>
<td>Bike lanes are the only environmentally and safety focused option available for the city at large and that must be reflected here.</td>
</tr>
</tbody>
</table>
I don’t see any problems with inadequate turn lanes now, but of course it will be a problem if bike lanes are added and traffic is reduced to one lane that will be slowed and/or stopped with every turn, including buses stopping in the traffic lane. How many people will die when ambulances to Inova and fire vehicles from Hammond are stuck behind one lane of traffic each way? I don’t see overcrowded sidewalks now. I can’t imagine a lot of bicyclists will be using an unconnected, short bike lane compared to the number of people using cars and buses. Don’t create problems by spending money to solve perceived marginal ones.

It would be helpful to have a protected bike lane unlike those on King Street. I encounter people blocking the King Street bike lanes with their cars almost daily. This is a major impediment to get new cyclists on the road. Making Seminary road a viable option for cyclists will encourage more of my colleagues to get out of their cars and into a bike lane to get to/from work. The Maximize vehicle throughput opinion on question #9 should be maximize HUMAN throughput.

Lack of bike infrastructure means I rarely use seminary road.

Thanx

Bike lanes already added to streets such as King and Braddock are used by a tiny portion of Alexandrians. Focus on pedestrian safety, enforcing existing traffic laws, and working with other county governments to reduce cut-through traffic during rush hour. Improving Duke Street is more important than changes to Seminary Rd.

The traffic interaction at Seminary Road (East Bound) and 395 with the entrance to the apartment complex and bridge is a nightmare. The merge lanes on the 395 exit ramp to Seminary Road need to be addressed and/or painted to be more clear.

Thank you for your thoughtful work on this project - as a resident of Seminary Road, I understand how important this work is

T&ES needs to use the expertise of the traffic engineers to make Seminary Road safe for all users. The goals of the Seminary Complete Streets Project must be met with improved design of the street. After three years the reduction of the speed limit to 25mph has not been effective in reducing speeding. A road design change must take place to provide safety for all users. Alternative 3 is the logical answer for the design.

Two additional comments. 1) I think it is important that we do not lose any of the bus lines that currently provide service to Seminary. 2) I think your information regarding option #2 is inaccurate and flawed. It will significantly impact the residents of Seminary who need to travel East bound to get to school (TC Williams does not offer bus service to residents along Seminary) or Old Town. Providing 2 West bound lanes and only 1 East bound lane caters to the commuters (such as to BRAC) while harming residents of Alexandria who live along Seminary.

Any additional efforts to improve safety for cyclists would be welcome

Consider the ability of emergency vehicles to access the hospital. Consider how changes that will cause back-ups will negatively impact the neighborhood by causing cut-throughs to an already congested Duke Street.

Just look at the road rage on King Street. Tailgating is very bad when you are the ONLY person in the city who abides by 25 mph. We need to widen King St back, not mess up Seminary as well.

Build flyover ramps/bridges for all pedestrian traffic at Library Lane. NOT to put too fine a point on it, the new on/off ramp to I-395 is a total hazard for drivers as is the down ramp back onto Seminary Rd. Who’s bright insane idea was this?? Every car speeding across that bridge to squeeze into one lane then having to cross 3 oncoming lanes packed with cars just to turn right onto Beauregard. Think about making some
decent changes in this traffic nightmare as much higher up the list than the cross streets and few bicycles coming from Quaker Lane into armageddon at I-395.

My true preferred option is the no-action option, which is not being offered. In most environmental assessments this should be included. I feel like the motivation to change is partially to check off a box that a policy has been implemented, without there being a real need or desire by the people who use Seminary Road. The speed limit has already been reduced which is a limitation made, I believe to address pedestrian concerns. Bicycling is not an option for most people--I am 67 and I am not going to bike to CVS, the grocery store, Bailes Crossroads, or 395. A very small percentage of the population will use the bike lanes, during a small portion of the year. Decreasing speeds even further actually can add to greenhouse gases since most cars are most fuel efficient between 35 and 60 miles per hour. I see this recorded in my own car when my trips are limited to Quaker Lane and Seminary Road. A complete limitation of right hand turns from Seminary to Quaker Lane will also increase gas usage and pollution -- the almost universal changeover to allow right hand turns was implemented to address gas shortages. The current restriction -- no turns when pedestrians are present is appropriate. There is often a significant backup at that intersection and having the right turn option helps. I frankly like the fact that the lanes aren't real narrow --narrow lanes seem to me to add a stress factor for drivers (are there likely to be more side-swipes?) and could further limit options when snow is pushed to the side of the road.

Additional questions and thoughts: 1. Will the buses still run on Seminary Road? a. If so, then Alternative 2 and 3 will cause issues with smoothly moving traffic. b. Buses will pull over and be partially in the travel lane and in the bike lane. c. Of course, there will be people who will pass the bus, by being partially in the travel lane and partially in the turning lane. d. Of course, there will be people who will want to wait behind the bus. Then the people who want to pass the bus will need to use the turning lane to pass the car and bus.  2. Seminary Road is too dangerous to have bike lanes on.  3. With all the congestion in this area, reducing the number of traffic lanes would be a waste of resources.  4. Restore the 35 mph and strictly enforce it, with an additional $200 fine (as I have seen in other areas in VA).

I live on seminary road and I feel unsafe walking on my own street. People go way too fast and use it as a cut through to the highway. Something must be done to prevent any more crashes or pedestrian deaths.

it is extremely important to make space for cyclists and pedestrians for safety. please prioritize life and safety for vulnerable road users over a few *literally* seconds of single vehicle motorist delay

It’s really unsafe for pedestrians currently especially for bicyclists

Please choose alternative 3, which proposes a Four-to-Three Road Diet to reduce excessive vehicle speeds and provide safe pedestrian crossings, without causing congestion for other road users.

Last week while cycling up from King Street (thanks for the bike lanes there) and then down Janneys Lane, I experienced a major bicycle mishap that stopped my bicycle abruptly with a broken rear wheel. Luckily I was by MacArthur Elem school where I was afforded an area to get of my bike, move to the side of the road, get off the road, and call for assistance. Bikes break. They get flat tires or worse. When a car breaks the occupant is in a protective shell. When a bike breaks, the cyclist is very exposed. If my wheel would’ve broken on the hill from Quaker Lane up Seminary, I might be dead right now as there is no bail out, no sidewalk, no bicycle protection and there is far more traffic going well above the speed limit than on single lane Janneys. There is a new Strave segment titled, "If I die on Smeinary please name the new bike lanes after me," yes, it is that dangerous and only experienced, really experienced cyclist dare brave Seminary Road in it's current form.
Thank you for a thoughtful work product. Kindly also consider the option offered by the Seminary Hill Association.

I'm not aware of any pedestrian safety or traffic reasons to make changes on Seminary between Howard St and Quaker Lane. The bike lanes on Braddock Rd between Howard St and Quaker Lane are not used (bikers seem to prefer the sidewalk). So I assume bike lanes on Seminary Rd would not be well utilized either. There must be better uses for the money.

This is an opportunity for Alexandria to demonstrate its commitment to Vision Zero. It is dismaying to see the attempt by a handful of car-centric NIMBYs to exercise a heckler's veto. Nationally, vulnerable road user deaths are increasing. Infrastructure changes are key to changing this disheartening trend. I applaud Alexandria's efforts to make the necessary infrastructure changes to prevent needless deaths.

I suggest finding alternative routes for bikes. I think there are side-streets that would be better utilized for bikes.

Bike lanes would have a huge impact on the ability of our community to commute and travel in environmentally friendly, healthy, and safe ways!

We need safe bicycle lanes for all of us. Bicyclists have as much right to safe travel as cars

Our Alexandria infrastructure should be designed to provide safe transportation for pedestrians and bicyclists in addition to drivers of motor vehicles.

My bike commute does not take me near seminary road, but I have been the beneficiary of separated bike lanes in Arlington on Eads. The increased feeling of security is a significant factor in me riding my bike more frequently for commutes and local errands. Building the bike facilities can help people ditch their cars and reduce speeds to make streets safer for vulnerable users.

Living on Quaker Lane, we already have difficulty getting to our home. Even the smallest hiccup under the current scenario makes it much worse (example on 3/14 when left turn signal from Quaker to Seminary was mistimed - reported to Call Click Connect). Reducing through traffic will only make it worse on both Seminary and Quaker. I support maintaining roadway as is, but certainly maintaining all travel lanes. We are on Seminary at least 4, if not 5, days a week. Traveling on Seminary already takes advance planning of potential delays to ensure on time arrival. Reducing travel lanes will only make it worse. The most egregious part of all of this - further development of the Beauregard and Mark Center will only exacerbate travel issues. The City supports (wisely) development in this area, but fails to implement proper traffic solutions. Until the Telegraph/Duke street interchange is addressed, and Duke street lights (including Quaker) are timed properly, Alexandria residents will continue to face unnecessary traffic backups due to out-of-city commuter traffic. I believe that until a more direct connection to 495 (via extending Quaker Lane) and more redundancies into our city traffic network are created, very little can be done to address the growing traffic concerns in our city. As a resident of the City for the last 16 years - all within 1.5 miles of our current residence - its sad to see such an important issue so completely mismanaged.

Need safe bike lane in place

Transportation MUST be multi-modal or a community fails all citizens and the environment.

Please make improvements designed to work for the Alexandria of tomorrow, not the Alexandria of today! Biking, bike sharing, scooter sharing, and public transportation should be prioritized in infrastructure upgrades.

Alexandria needs to continue providing better infrastructure for biking and walking, in order to improve safety and reduce traffic in the city.

Please use real traffic data to make the decision. Cars are extremely dangerous and really do present a threat to peds and bikers.
I try to use my bicycle for transportation (not leisure) as much as possible, a huge factor in whether or not I am comfortable doing so is whether bicycling infrastructure is available. I appreciate you considering the needs of cyclists and pedestrians as equally valuable as the needs of motorists. More people will be able to safely walk and cycle around the area if Alternative 3 were instituted.

Do not reduce lanes: Van Dorn at rush hour is a disaster. Also, add sidewalk along the North side of Seminary from Quaker Lane past the seminary.

I am very much opposed to reducing vehicle lanes and establishing bike lanes.

I don't think any changes should be made on Seminary between Quaker and Howard.

Getting rid of traffic lanes on Seminary is a horrible idea.

Speed limits on Seminary Rd shd be restored to their original limits. Lanes should remain as they are now.

I am for calming roads, but I am concern that the city is moving forward without stopping and asking questions about the impacts of this project if Douglas MacArthur is moved into the Old Patrick Henry. There is nothing in this plan that mentions this reality, what the expected impacts are going to be. Seminary Road is going to be the major artery for travel. At the community meetings for the school, the neighborhoods are concerned about the timing of the road project and moving the school with 720 students and yet, you are pushing ahead without fully engaging the community--one survey with 3 alternatives is not community engagement. There has not been one update about what the impacts might be.

Do not think any changes should be made

I am opposed to changes to the current lane structure. I favor safe sidewalks and believe that the areas of Alexandria where bike lanes have been added have only caused other problems and do not improve safety. Please note that I do have a bike and ride it in Alexandria currently. But, I do not and will not ride a bike to work, grocery stores, etc.

Getting out of a side street leading to Seminary Road during rush traffic will be a nightmare with any alternative other than Alternative 1.

Thank you!

Only one lane of traffic enters this section of Seminary Road and therefore one lane plus a left turn lane will handle the traffic quite well. One lane in each direction will do the most to increase the safety of drivers and pedestrians by slowing traffic. Those who want to keep the current configuration are only interested in saving a few seconds while driving the full length of the street but the result is having many cars racing the entire length (Quaker to Howard) at speeds entirely unsafe. I have been told by a supporter that “only” 1 out of 6 cars exceed 35mph. I responded to that person that means that probably 1 out 10 are probably going 50 mph down a residential street used by many residents of the City of Alexandria. Please do the right thing and try to bring Seminary Road back to as close as possible to regular residential street in Alexandria. Thank you.

N/a mostly everything covered in the survey!

I strongly disagree with alternative 3. We need to keep traffic flowing and invest in infrastructure to move traffic out of Alexandria as quickly as possible. Not create misery for both commuters and residents.

These questions appear slanted to create the answer the City wants to get at. The neighborhoods impacted do not want changes - other than resurfacing. Please address cut through traffic issues!
Seminary Road is a major city arterial. It links King St. Station, Quaker Ln. to I395, Van Dorn and Beauregard. It is a 4 lane road by design and should not have its motor vehicle capacity reduced. Most importantly, as a primary arterial, the speed limit on Seminary should remain above 30mph. The reduction of King St. speed to 25mph is an unnecessary change that has resulted in greater traffic on smaller, residential streets. Reducing speeds on King and Seminary has been an accommodation for some of the most wealthy city residents at the expense of neighborhoods along Duke St. where the city's elderly, disabled, Hispanic and black populations are concentrated according to City census data and analysis. According to City traffic analysis, Duke, Beauregard, and Jefferson Davis Hwy. have the highest numbers of fatal accidents while Seminary and King have none. Yet, there is no plan to reduce the speeds on either of the west end main routes, Duke St. or Jefferson Davis. The prospect of yet another major route being restricted will force east-west traffic on to Duke street which is already over capacity during the week and dangerous. Reduction of speeds and lanes on Seminary will effectively create a barrier to free movement within the City separating the west end from the rest of the city.

I do not support a reduction in lanes on Seminary. Seminary is not a ‘cut-through’ road. It is a major artery in the city off of I-395 that is needed in the city. Reducing lanes will have the effect of building a wall between the west end and east ends of the city, force traffic onto side streets and increase traffic on Duke, which is already a much more unsafe road according to the city’s own statistics. The safety issues on seminary largely exist west of Kenmore, which will not be helped by reducing lanes between Kenmore and Quaker. If the city wants to improve safety, it should concentrate its effort on the areas where most of the accidents are occurring (duke, route 1, Beauregard). The current proposal to reduce lanes on Seminary appears to be aimed at restricting access through one of the city’s more affluent neighborhoods for the benefit of those residents and at the cost of the greater community.

Safety for all can be achieved, so why not?

I do not feel that the number of lanes on Seminary road should be reduced.

My strong preference is no change to Seminary road. The bike lane will not be utilized and will cause traffic congestion for residents. In addition I walk along seminary several times per week with my wife and dog. I have never felt unsafe and utilize existing crosswalks without issue.

Is the city council actually going to listen this time or just do what they want like the slaughter house.

please avoid wasting road capacity to favor imaginary bicycle demand ... changes to King street is an example of ineffective reduction in road capacity for nonexistent bike traffic. instead consider lowering speed limits for improved safety.

I have biked the stretch of Seminary between Quaker Lane and Frances Hammond school, and it is not difficult to do in its current state. I’m not sure I have ever seen another biker on that stretch of Seminary, so I don’t think it would be worth inconveniencing the drivers and investing the expenditure to create bike lanes that would rarely be used, especially when it is easy to bike (in the right-hand car lane) with the current layout.
Generally speaking, bicycle lanes are extremely dangerous for drivers AND for bikers! I don’t favor any bike lanes—just have them ride with the regular traffic.

Taking away any traffic lanes on Seminary Road will create extreme backups throughout the area, and will result in angrier drivers more likely to speed when possible, thus resulting in more pedestrian and cyclist injuries. This is a large metropolitan area with large metropolitan traffic that will only keep growing. Taking away traffic lanes would greatly (negatively) impact a large number of people, whereas added bicycle lanes would please only a few. Reducing traffic lanes is not how a smart city meets its growing future.

Way too much congestion as it is to reduce the lanes will make Seminary Road a nightmare.

The left turn lane at Quaker should be maintained and longer green lights are need at rush hour. If the new lanes cause backups, Waze and Google maps will direct traffic down St Stephens, Fort Worth, Colonel Ellis and Fort Williams. Measures must be adopted to prevent this.

It seems like the City is trying to convert a through street to a residential street. I like the idea, but there must be some roads that can allow traffic to flow. To me the biggest problem on Seminary is the disregard for the speed limit. I try to drive the speed limit and most cars fly by at a high rate of speed. Speed enforcement could help. The area near Quaker is very dangerous because of the heavy vegetation on the Seminary. There is no sidewalk on the north side of the street and cars typically speed up the hill. Cyclists and pedestrians are at risk there. The Seminary should install a sidewalk which would mean removing some of the vegetation that blocks the view coming up the hill.

Sidewalks are narrow in many places. Having to use them to walk is a bit scary. Tripping and falling in the wrong direction could be deadly. I’d like to have wider sidewalks for bikes and pedestrians to share. Also, there desperately needs to be more enforcement of the 25 mph speed limit.

I am not in favor of any of the proposed lane changes; I implore the City to keep the roads as they are except for it needs to pave them!!!! Why are we discussing widening or lessening the lanes when said streets are riddled with potholes?! It is pitiful to see what the City cares about most - an imaginary safety problem and an imaginary amount of bicyclists who require an entire lane for perhaps five minutes during entirety of a day. I have already ceased using Van Dorn at Park Place for this very reason - the City is causing nothing but traffic nightmares for those of us who have to commute to/fro using Seminary Rd. and it ought to be ashamed to be quite frank. As a resident of the City who was born and raised here and has ‘returned home’ of sorts to lay down roots, I hope that the decision is made to leave the roads alone and fix them as they are literally broken. The City is for commuters with most folks working outside of it; stop trying to be like Arlington so badly - it isn’t built for that!

I am not in favor of bike lanes in the choices above. You have structured the questionnaire to make me choose alternatives that I do not approve of. Not fair.

I STRONGLY OPPOSE both Alternative 2 and 3. Even consideration of reducing lanes -- and creating more auto traffic -- is insane. Enforcement of Seminary speed limits -- like Falls Church does on Broad St -- and reducing pedestrians' ability to cross Seminary not in designated crosswalks, are the 2 most important safety changes I support. Better timing of lights under Alternative 1 could hopefully reduce existing congestion. Alternatives 2 and 3 will create more congestion (your studies showing anything otherwise are shoddy at best) and only serve to segregate the West End from the rest of Alexandria.

I don’t regularly go to locations along Seminary Rd as destinations, but when I do I have been concerned with the speed of traffic, my ability to cross the street on foot, and seeing students leaving school and navigating the speeding traffic to reach home or transit stops.
The city should be getting multiple benefits for all public projects like this. We need more safe options for bikes and pedestrians, and these improvements should also be permeable or include bioretention or other green stormwater infrastructure to manage the city’s stormwater pollution. Additionally, Air quality matters - plants and other buffers should be utilized to protect pedestrians and bikers from the air pollution cars are emitting. As a city, we should be getting multiple community benefits from development projects to save us all money down the line.

I bike in Alexandria daily. I bike to work, the gym, the movie theater, and to restaurants. I bike more frequently when bike lanes are available. Please strongly consider bike safety and encourage more people to embrace alternative transportation methods.

Why are separate bike paths never addressed? Offering 3 substantially identical choices is cynical.

ZERO need for bike lanes. I can't believe the City is even thinking of more bike lanes, considering that very few people use the current ones. It seems someone (no idea who) has an agenda to cover Alexandria with bike lanes for no discernible purpose other than perhaps personal satisfaction. There has never been a pedestrian safety issue in Seminary since I have lived here. I walk/jog on the sidewalks in the neighborhoods in the area and have never experienced a concern where I felt cars were "too close" to the sidewalks. The City seems to be trying to fix something that is not broken.

Please do not remove car lanes and replace them with dedicated bike lanes. I rarely see bikers on this stretch of road, but I always see congested traffic. Slowing traffic, and making the area harder to navigate during rush hour, would not serve the community.

I am shocked that the city would be considering reducing Seminary traffic lanes. We need all traffic lanes to handle the traffic. The City reduced available traffic lanes on King STreet, and some of that traffic is now shifted to Seminary, Braddock and other side streets trying to handle the overload. If the city of Alexandria cannot make better decisions on trying to accommodate traffic rather than blocking traffic or trying to funnel it into narrower and fewer lanes, the citizens of the city will suffer, and the impacts will be in many locations in the city. Please, make some rational choices. To do otherwise will force more of the traffic from main roads onto side roads to avoid the blockades.

Thank you for the time, energy, and effort everyone has put in to making our community safer.

There is so little usage of sidewalks that it would be better to widen sidewalks and either permit cyclists and pedestrians to share the space or give one side to pedestrians and the other to cyclists. It works well in Holmes Run park which can be very busy, so why not here. Leave the four-lane configuration, improve signalling, and improve the sidewalks instead of penalizing motorists.

It is incredible to me that the city is considering this after it totally screwed up - along with our previous congressman - on the traffic fallout from the BRAC location. Cut-through traffic on this road, mostly by Marylanders, is horrendous. Where's that going if you start putting bikes on this road in force? Secondly, I do not remember the last time I saw a bike on either Quaker or Seminary during rush hour.

Make Seminary one lane in each direction. Worked great for King St. Two lanes only encourages drivers to race each other to next light.

I am a resident of this neighborhood who walks most places. Crossing seminary road is extremely dangerous for pedestrians and makes the neighborhood difficult to navigate. Option 3 is a much superior option for livability.

Please do NOT reduce vehicle lanes on Seminary Road; you will merely funnel all that traffic onto Quaker, Trinity and other adjacent streets.

My biggest concern with Seminary Road is that it is very difficult to turn in either direction from Ft. Williams Parkway because it is hard to see fast-approaching east bound traffic.
Bike lanes are not a good option. My husband commutes by bike to work every day and he is adamantly opposed to creating additional bike lanes as they do not increase safety for the biker and create a false sense of security for the biker. Seminary Road is a major artery for getting around Alexandria. Reducing speed limits on this road has already caused increased congestion, especially on Quaker and has increased traffic on cut through such as our neighborhood. It is 10 times more dangerous for pedestrians in our Seminar Ridge neighborhood (particularly St. Stephens) than on Seminary Road. We don't need to further restrict traffic and create even more issues in our neighborhoods.

Please do not change the current configuration of Seminary Road between Howard and Quaker. Traffic is bad enough as it is and this will make it worse, much worse. The congestion we see on Seminary Road westbound closer to 395 (from Howard Street towards the west) will now be extended back to St. Stephens Road and beyond. Please devote your energy and fundis to reinstall the fence that prevents jaywalking from Kenmore north across Seminary to the bus stop outside the medical building. This is actually dangerous. The merge of traffic coming from the 395 interchange and the thru traffic heading east on Seminary is dangerous especially when traffic coming down from the "hump" on Seminary turn right onto Kenmore right in front of cars merging left from the lower lanes that go over 395. If you were to adopt Alternative One and narrow the lanes on this stretch of Seminary, assuming a narrower lane means slower speed wouldn’t it make more sense to put the wider (and faster?) 13 foot lanes in the center of the road away from the pedestrians and bicycles that will travel on the outside edge of the roadway?

Yes, please consider moving up your construction schedule for improvements. Whatever you decide, beginning construction as school begins, is nuts. Seminary lease traveled during summer months.

Changes are not a good idea. Morning commute would be a mess.

I use Seminary Road nearly every day. There is almost no bicycle traffic. A bicycle lane on each side of the road seems unnecessary.

I am a cyclist but would never dream of riding a bike on Seminary Rd. It’s too dangerous before AND after Hoaward St. Put good buffered bike lanes on W Braddock instead.

I am in favor of improved safety, but reducing lanes seems irresponsible. Thank you for asking us.

For questions #11, I feel all intersections could use some change and better synchronicity.

Please do not add bike lanes on Seminary Road. It makes no sense and will negatively impact our traffic patterns in our city.

The reduced speeds on Seminary and Quaker have improved safety for pedestrians. There are very few bikers on these roads. Dramatic changes such as eliminating lanes for their benefit is excessive and a waste of tax payer dollars. It will also cause a huge increase in traffic cutting through neighborhoods. This will not only be annoying to residents in the neighborhoods, but is more likely to cause pedestrian accidents since there are likely more peds/children on the neighborhood streets than on the larger thoroughfares like Seminary Road and Quaker Lane. Making these proposed changes would be a big and costly mistake and is likely to cause many unforeseen negative consequences.

I get the sense that regardless of what we, the local tax payers, say in the surveys, the City will move forward with making Seminary Road a two lane road with bike lanes. I work at home and on weekdays, I see a handful of people using the bike lanes on Janneys and King streets since the addition of bike lanes. Additionally, the City Transportation folks are planning as if Alexandria residents live and work just a few miles away from home so they should bike or take public transportation. In reality, families with school aged kids are doing what I am doing
most afternoons. I have 3 kids and in the afternoons either my friends and I are carpooling our kids to and from practices/games/activities from TC Williams, Hammond, Minnie Howard, GW Middle School, Witter, Jefferson Houston, Patrick Henry, Old Town, and down the GW Parkway. We moved into our house in 2012, and each year, we have had to add additional time to get to afternoon activities. Even though biking and public transportation sounds great, it’s not realistic for many families with kids who need to bring equipment and gear to practice/games/activities. Plans are renderings look nice on paper, but I highly recommend the City Transportation Department folks to hop on a bike and ride on the bike lanes in rush hour traffic.

<table>
<thead>
<tr>
<th>Reducing number of lanes on Seminary makes no sense to me. I do think improving intersection at Quaker &amp; Seminary (for traffic flow) and Seminary &amp; St Stephens (for crosswalk safety) would be wise.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Please stop with the waste of money on bike lanes that no one are using. Enforce the speed limits and people who don’t stop before turning right into Quaker and stop making everyone go 25 mph down lengthy 4 lane roads.</td>
</tr>
<tr>
<td>make sure the connections to other bike paths/lanes are made so it's a real network, and a real option.</td>
</tr>
<tr>
<td>I am NOT in favor of any changes to the roadway.</td>
</tr>
<tr>
<td>These questions sure make it seem a foregone conclusion you want to make seminary one lane and full of bike lanes. I don’t see that many bikers around to even warrant the amount of bike lanes and speed reductions that keep happening in Alexandria. I don’t see any of these changes curbing cut through traffic either. I care about maintaining access to the highways and Alexandria hospital. I also don’t see hoards of walkers out to warrant a whole question about keeping cars away from pedestrians. It feels like these questions are only there because you want to make these changes and you think most people don’t want to say they aren’t interested in making Hammond safer or keeping pedestrians safe. I would like stop lights at both ends of fort Williams parkway, but otherwise leave seminary road as is.</td>
</tr>
<tr>
<td>Creating bike lanes doesn’t make a street safer. Nor does it decrease the number of Maryland drivers coming through the neighborhood during the AM/PM rush. Don’t worry about bike lanes and figure out how to limit traffic and slow down out of town drivers who don’t recognize the fact that they’re driving through a community.</td>
</tr>
<tr>
<td>Please return the speed limit on Seminary Road to 35 mph. A 25 mph speed limit is absolutely unsafe and not appropriate for Seminary Road. Also, there is far too much police presence in this neighborhood! This is the United States of America, not a police state! Why should I have to feel like I live in a police state? This is completely inappropriate for a free country. It is also inappropriate for police vehicles to entrap motorists using church or synagogue properties as hiding areas. This is a grossly inappropriate relationship between church and state.</td>
</tr>
<tr>
<td>Do not reduce car lanes for bikers. King Street is a mess and has not shown increased biking use. There is NOT a safety issue currently on Seminary Road - I drive that road multiple times a day. If you’re worried about speeders then police and ticket more often. I rarely see police there!</td>
</tr>
<tr>
<td>There are no bikes in this area and yet traffic on Seminary is heavy during rush hour. To take away lanes would make a tough commute even tougher and make the air quality for the neighborhoods worse.</td>
</tr>
<tr>
<td>The 25 mph speed limit on Seminary is already absurd. Reducing the number of lanes FOR NO GOOD REASON would be even more so. Our City must be overstaffed if we are fixing problems that don’t exist.</td>
</tr>
<tr>
<td>Those who live on Seminary lane will want minimal traffic and maximum police patrols, but Seminary Lane is a major artery for many people who also have needs - like getting to and from work in a reasonable amount of time. Their needs must also be considered!</td>
</tr>
</tbody>
</table>
I am a very moderate person, not someone inclined to leave comments in the comment section. However I have some familiarity with survey design. This survey seems designed to encourage specific answers and - even worse - provide data to support ideas that voters do not support. I have zero support for alternatives 2 and 3 above - however using this survey, you will be able to say that I ranked alternative 2 as my second preferred option! You should instead ask voters which options would we support full-stop. Also, I am a driver who typically drives below the speed limit - and the questions above ask about how important traffic speed and the safety near schools - issues that are important to me and certainly most - but NOT in this area of the city where speeding is rare and tickets are common. You should aim to review your surveys for bias before sending them to the population. Also, why are all questions required?

How can we even talk about overhauling a road that doesn't even receive basic maintenance NOW! It's like driving on the surface of the moon. How can we be assured this won't happen with the new road?

I live in the West End of Alexandria and it already takes 20-40 minutes to commute into Old Town and other parts of the city at moderate to busy times of the day. Reducing lanes on Seminary is going to increase gridlock and increase these commute times, making it more likely I will take my business to Arlington or Falls Church for shopping, restaurants, entertainment, etc. instead of dealing with the increased hassle of commuting to other parts of the city of Alexandria.

I would also like to see improved bus stations at each stop. The bus is infrequent and waiting there for so long is uncomfortable and unsafe. Also the intersection / bus stop at fort Williams needs especially well designed safety measures because the hill creates a blind curve effect when trying to gage traffic.

Please get traffic moving. Increase speed limits. Keep multiple lanes in both directions so cars can safely pass. Remove No Turn on Red signs. All of these should apply throughout the city. Add a right turn lane from Seminary onto Quaker Lane so traffic moves and doesn't get backed up.

The speed limit on quaker lane should be increased, 25 mph is too slow and unnecessary.

What we have is fine. Don't change anything. 21 year resident.

Need a plan to reduce cut through on Janneys Lane to Taylor Run. Bike lanes would not add any improvement in traffic flow and very few people bike up the hill on Seminary. Braddock Rd would be more amenable to bike lanes

Streets with cars are no place for bicycles. Similarly, shouldn't there be bycles on I-395 ?

I find it very troubling that in a busy urban area like ours, we would even discuss the idea of taking Seminary Road down to one lane in each direction. I support sharing the road, but oppose reducing lanes. The safety data do not back up this proposal.

Not enough people biking to justify these costs. There are very few traffic deaths... those resulted from late night incidents.

I almost got hit by a car

I think statistics on use for the King Street reduction should be advertised first before a decision. Bike usage, I have yet to see a rider using them, and typical transit time during high volume periods and what the impact will be for the proposed lane of Seminary Lane. The proposal is shrouded in altruistic safety jargon but it will chokepoint a thoroughfare for a minimal need that hasn't shown any usage demand compare to the need for maximum travel lanes.
Reducing driving lanes on Seminary will only add to crazy drivers cutting through neighborhoods and increase traffic jams. The King street backups at the school have made dangerous driving for kids getting in and out of TC Williams due to the lane reductions. Dangerous left turns for those who have waited extra long to turn get aggressive and endanger pedestrians. The traffic signals at the school for release only let out 10 cars each light cycle requiring nearly 5 light cycles to get out of the parking lot. The police force has commented that the King street reduction in lanes has messed up traffic throughout the city during a meeting I attended. Bicycles do not use the bike lanes on King street either. I challenge you to count how many bikes use them in a single day. It would number less than 2 dozen. Gridlock in the city will only get worse and to choke out a major east-west artery will endanger neighborhoods, pedestrians and add to the ever increasing gridlock in the City of Alexandria.

Please do not reduce the number of lanes.

Alternative #3 is an absurd option given the low number of bicyclists relative to automobiles on this route. Unacceptable and unrealistic plan for this community.

It is VITAL TO MAINTAIN CURRENT LANE CONFIGURATION SEMINARY ROAD. To impede vehicular traffic in this area is totally irresponsible and a recipe for road rage.

The gridlock and back ups on Braddock Road from Quaker Lane to the Braddock Rd Metro and the 7+ block back ups on Qiaker to Fuke and Seminary to King are the direct result of the crazy lack of having streets efficiently move all people. There has been greater emphasis/value place on the relatively fewer - two wheeled transportation users than the greater number of pedestrians and vehicles combined. The vehicles and pedestrians cannot run stop, sign weave through stopped traffic but bicycles can with not repercussion of law enforcement. This inequitely is the direct result of choosing matching grant funding project over the interest of the majority of citizen users.

Please do not curtail vehicular traffic flow on Seminary Road! This is a solution in search of a problem. By your own statistics this is not a dangerous stretch of road.

I am an avid cyclist and have been for years. BUT -- turning a major, heavily traveled street into a two lane road to add bike lanes is extremely ill advised. The major issue to so many of we Alexandria and nearby town residents is traffic congestion. As much as I love the bike and cyclists there is no way adding bike lanes could possibly improve congestion. If safety is really the issue - put in additional measures and enforcement to cut down on speed and dangerous drivers. The 25 mph limit on Seminary was a good idea - BUT its poor implementation and lack of enforcement have turned Seminary into a much more dangerous road. Those of us who mind the limit are constantly threatened by tailgating, light flashers, and aggressive drivers. We were safer with the old speed limit.

The unimpeded flow of auto traffic far outweighs the need for bike lanes.

Please don't reduce traffic to one lane on this street. It is turning into a nightmare to get around Alexandria for children's activities for school and rec programs with the traffic congestion created by diminishing lanes on major thoroughfares. Our family cannot participate in these ACPS and Alexandria city activities via bus or bicycle and Seminary Road is a major destination for many of them.

I am in favor of bike lanes on Seminary Road. Options 2 or 3 are fine for me. There is a lot of opposition to Options 2 and 3, so I think Option 2 would be a good compromise between the three. I cycle weekly on Sunday mornings in a bike group. We try hard to avoid Seminary Rd as it is not bicycle friendly like Braddock Rd. One option not mentioned is Option 1, where the wider lane #1 is a combo bike / car lane and bikes can take the full lane. This might be a second compromise over a dedicated bike lane.
I've lived in Seminary Ridge since 2010 and have virtually never seen a cyclist (ditto King Street up and down the big hill). Repave Seminary Road and be done with it.

I live on Seminary and it is not safe. I cannot pull out of my driveway. Please make changes to make it safer.

I am excited about possible improvements.

Why is every major decision in our city driven by the tyranny of the minority and rarely have any data to support it? Also, why are emergency services and the hospital not major focuses of these discussions?

Thank you!

The current traffic management design for Seminary Road is the best compromise for the greatest number of people.

Don't squeeze commuters as was done on King Street! There are many destinations along Seminary Road that require car transportation!

Take a look at the increased traffic on N. Quaker Lane between King St. and the exit to 395 if you want to "fix" something.

Sidewalks really need to be improved, and people fly by when you try and turn in any direction. People treat this like a normal highway.

I don't think adding bike lanes are important on this stretch of road.

I'd prefer NO CHANGE other than repaving. One HUGE improvement would be to fix the merge lanes from the 395 off ramp and east bound traffic on Seminary at Kenmore Avenue. The right turn lane at Kenmore seems to have been closed off tho many cars use it, and the lane markings on the street are misleading in that they create the image of 3 lanes down Seminary when in fact the right lane ends at Library Lane.

If you reduce seminary you’re going to push terrible traffic into the neighborhoods on both sides please don’t do that it will be on the safe and result in making the city less livable as more people spend time in the car polluting our environment.

PLEASE LEAVE SEMINARY RD AS 4 LANES! You will create traffic and chaos in other areas. You are not going to change the number of drivers but will force them to even smaller streets. You are also going to make Van Dorn more congested because drivers will use that to get to Duke St. You are going to create an unsafe environment where there are more people of lower income instead.

As Dean and President of Virginia Theological Seminary, we need access to the 1/5th of our campus on the other side of the street. Traffic calming measures are desperately needed. 3 is the only safe option.

Have lived here for 47 years ! I know seminary road is a very safe road. I use it multiple times each day from early morning thru the nighttime hours. It works fine!! I do know that emergency vehicles ambulances & fire engines go up & down seminary road !! From my house the Alexandria hospital is only one long block away !! It is vital to have a lane to the rt so the emergency vehicles can pass!! This happens with frequency & everyone responds quickly & orderly. I cannot emphasize how truly important this is !! Seminary road leads directly to the Alexandria hospital! It is imperative that ambulances can get there without delay & enough lanes that allow people traveling in cars to get to this hospital as quickly as possible !!!! We have schools, fire dept, temple & churches , large professional bldg, BRAC building hotels & homes that are on this road or feed off this road !! For all of us that need & have to use this road daily to get to & from work , schools , hospital . Hotels & our homes we deserve to have a road with enough lanes to allow us to get where we need to go without stress or horrible delays !! Leave it like it is or widen it to 6 lanes !! Fewer lanes will cause real problems & a unsafe road !!

I prefer not to see bike lanes added to this stretch of road. This is a highly residential, single family home area where biking is not the predominate mode of transportation. I thought the King street lane reduction was ridiculous. I feel the same way about this possibility.
Areas are already sufficient for pedestrians. No one in my family walks, rides a bike or scooter to work. This city needs to listen to the vast majority who do not support our roads shrinking to accommodate a few.

With regard to traffic congestion in Alexandria, can the City of Alexandria sue GPS providers, such as Waze, to prohibit them from suggesting residential streets in our town as routing options to their subscribers? I think GPS providers are a good service and I in fact use Waze, but I am learning that often the GPS device suggests a route through a town or residential area and the resulting time savings is only a minute or two and directs my vehicle into residential areas that I would normally not commute through.

I travel Seminary Road at 5:30 am in the morning as well as rush hour and throughout the day. The road has heavy traffic at various times. One lane in each direction will cause a major backup to an already heavily congested road. In addition, I hardly ever see bicycles on Seminary Road therefore I do not think bike lanes are necessary.

Establishing biking lanes for the vast minority is absolutely idiotic to anyone who has to travel in that direction and will only divert already crowded roads on Duke and Braddock that parallel Seminary. No one should support the changes suggested. Bikes have shared the roads for decades and no amount of safe lanes will make them any more or less safe. Period.

Money is short, Alexandria needs school and sewer improvements as top priority

This is a major route to the hospital. Causing traffic delays on this road is a terrible idea. Any reduction in vehicle lanes will be a mistake. We need roads that cars can actually drive on. We have very low accident rates in the city, but the gridlock is getting much worse.

Hardly anyone bikes; this is single family housing; not young singles who might bike to work; people need to get to work and do errands in minimal traffic. Don’t make it harder and create problems that didn’t exist. Biking is for leisure on the bike trail. Traffic in Alexandria is already made more difficult by bad design. IE narrowing of road to one lane on Russell Rd, one block before intersection with King so that during rush hours people who want to turn left onto King, can’t because they have to wait for many light cycles because most people going straight or turning right.

So long as Alexandria attracts two-income families with children, individuals will need personal vehicles for the combined trips necessary to manage families. Many people - me included - have to combine trips to drop off children, run errands (grocery, pharmacy, dry cleaners) to and from work. A bicycle is totally impractical as is public transportation. I travel Seminary Road multiple times a week and do not see the "problem" the city is trying to "solve." Alexandria is not, and will not be Amsterdam. Keep bicycles away from cars! It is NOT safe for them to share the road - ask any physicist. A cyclist will lose any interaction with a car regardless of reason. Leave Seminary Road ALONE.

First I lived by King street. The changes IMHO are wonderful and were desperately needed. Same thing should be done with Seminary Rd

Seminary Rd is a critical commuting road that is not a problem now but changes certainly will make it one!

The usage of bikes is minimum and I rarely see people walking on Seminary Road. It has been a safe road not fatalities on that road. Don’t snare up the traffic on this road as you have on King and others and please don’t say you are trying to do this for safety reasons, we know that is not true. Alexandria is one of the most traffic safe cities and we don’t need expensive changes where none need to be.

Reduced speed limits near high pedestrian used stretches of Seminary Rd, high profile pedestrian walkways & curb cut out bus stops are MUCH MORE PREFERRED than reduction of the number of vehicle lanes.
PLEASE DO NOT ADD BIKE LANEs. Seminary Road is too busy. We will spend way too much money on adding bike lanes for such a tiny amount of people to use them. They will be a waste of city resources.

Traffic already backs up in this area and honestly, I see very few bikers. I drive this area daily and to narrow the lanes for drivers will be a disaster.

The King St reduction of lanes and addition of bike lanes has been frustrating. It requires an additional 30 minutes to get from my house near W Braddock to the other side of town Duke St or Telegraph road during rush hour after the king st changes were made. I don’t have the luxury of riding a bike with my kids and carpool friends to the other side of town for their after school activities. Reducing lanes in our area is disastrous.

There is not evidence of vehicular involvement in safety issues to support a serious safety concern on this section of roadway.

no

Please leave 2 lanes in each direction. This is a major cross-city thoroughfare and route to hospital.

Seminary Road is a major east-west route for Alexandria residents. Reducing the street to fewer than two lanes in each direction would cause traffic jams for everyone, particularly at the intersection of Seminary and Quaker Lane, which is a frequent problem spot now. I strongly oppose any reduction in the number of lanes. I would like to see a pedestrian-operated walk signals at St. Stephens Rd and Fort Williams Pkway, as well as any other places where it would improve pedestrian safety, but not significantly affect traffic flow.

We don’t need more bike lanes. Existing ones aren’t being used. On the other hand, cars are being used plentifully and cutting through neighborhoods to avoid streets that have been slowed to a crawl because of “traffic calming.”

don't favor option 2 or 3 at all. only favor option 1.

The left hand lane at Quaker and Seminary heading east, should be straight and the right hand lane right turn only.

Improve cross walks, increase speed enforcement. Reducing the number of travel lanes will only increase cut thru traffic. Getting out of Fort Williams to head west will be extremely difficult in option 3 if someone is turning into Fort Williams. Visability there and at St. Stephens is poor due to fences and shrubery. Don’t let the vocal nature of the very few people that live on Seminary drown out the rest of us who use the road every day. It is not that dangerous a roadm, that data proves that and does not support the change. People don’t walk on seminary to go places, there is no place to really go. central Alexandria is not del Ray, Rosemont or Old Town, it is much more suburban in nature that requires the use of cars. I would need to walk almost a mile to the nearest bus stop, and I'm not going to do that. I usually don't have that kind of time to walk a mile, wait for a bus and then walk some more to my final destination. If I was to take public transportation to work, total elapsed time is over 1.5 hours and cost $7 each way. I can drive in 20 - 30 mins and I park for free.

I am not in favor of any changes to our streets

We need to improve traffic congestion on Seminary lane, not increase it by adding bike lanes.

The existing and newly instituted bike lanes on King St have been disastrous for homeowners and local commuters. Stop penalizing tax-paying residents for the benefit of others’ (overfunded and underutilized) recreational use. Traffic is already horrible. You can’t take away lanes without creating well-appointed alternatives. In doing so you are frustrating the majority of citizens who travel on and fund these same roadways, raising the level of rage on these overly congested streets and creating more division and intolerance between drivers, pedestrians
and recreational users. It’s poorly designed and is yet another example of the City’s complete failure in its prioritization of residents’ needs and appropriation of taxpayers’ funds.

I have three children who love to ride their bikes; we live very close to Seminary Road and I think it must have bike lanes as part of the repaving.

All of us who live off of Seminary and Janneys will suffer if you take away lanes on Seminary, and sending all the MacArthur kids to Patrick Henry will mean 700+ more kids traveling up and down Seminary on a regular basis. Even if they are bussed to and from PH, there will be many more parents traveling Seminary during the day to and from the school, Commuter traffic is already bad on Seminary. My 90 year old mother and my 92 year old father can’t use bike lanes, no matter how many you install, you just make it harder for them to get around. And I’m sick of cut-through traffic that sees wants to get to Duke Street through our neighborhoods rather than staying on the agonizingly slow arterial roads.

No need to change most all of Seminary.

better speed monitoring is needed for options 1 and 2 above, as well. Option 3 will cause unnecessary backups and gridlock.

Our driveway is right off from Seminary Road and we have lived in this address for almost 27 year and 44 years in the city of Alexandria. I have only seen and heard about minimal accidents ONLY a handful of times. Seminary road is one of many thoroughfare road from 495, to Telegraph, to Duke and Quakerlane. Minimizing the Seminary Road both directions will congest traffic to a standstill during rush hour. I am already having issues getting out of my driveway during morning rush hour because of high traffic! Coming home from work is just as bad, I have to cross the opposite lane to get to my driveway. Now imagine the the back up I will be causing because of the one lane the westbound driver are coming from. This will cause extremely impatient people and may cause even more accident because they will want to go around me! I am already frustrated with the high traffic road in Seminary! Remember, I live off Seminary Road, therefore I have high visability of the car traffic conditions and pedestrian/bike riders ratio. I can tell you that the bikers are hardly anywhere in sight during traffic hours. Pedestrians are minimal mostly crossing the street safely other than those few at Kenmore that crosses at the bridge area, however since its an exit to 395 that would be silly to change that area into one lane each way. Most times when I do see bikers are during the weekends when rush hour is not about and they are leisurely riding around for fun as a posed to riding to work. It would be ignorant to assume narrowing a major thoroughfare would decrease car drivers. From me having first hand knowledge of commuters, they do not work and live within a couple miles from thier jobs. Riding a bike to work would be impossible for the majority of commuters. Im sure as hell not riding a bike to my work which is about an hour long in traffic. I do not understand narrowing of the roads when minor accidents are far and few inbetween. If anything I would expect my tax dollars to improve pedestrian crosswalks, such as flashing lights, bright markers and fixing potholes. I am very upset that considering narrowing Seminary Road was ever put on the table. I am already frustrated with the traffic to get to work and back. Why make make it worse by narrowing lanes for people who live off Seminary and the majority of drivers who commutes through Seminary? I vote absolutely no change to be done on Seminary Road! Please contact me if needed. Thank you.

Pls do not reduce drive lanes for either bicycles or turn lanes. Consider the greater good, not a tiny minority.

Thank you for prioritizing safety from vehicles (and their pollution!) over the car industry’s profits & the impatient crowd of drivers.
Traffic on Seminary Road is already congested. Transforming this into one lane going east and one lane going west is unthinkable. Instead improving flow should be the primary consideration.

In the 45 years I have lived in this neighborhood have seen only a handful of bikes being ridden in Seminary

Seminary can either be a comfortable neighborhood street or an unpleasant cut-thru mini-highway. I prefer the former. The 3-lane option provides a refugee pedestrians and drivers turning left out of side roads. It also buffers pedestrians and provides comfortable facilities for cycling. Many critics of a 4-to-3 seem to rely on the premise that traffic would significantly worsen, despite the presence of existing single-lane choke points. I strongly encourage the Quaker intersection be upgraded with a long right-turn lane from Seminary eastbound to help keep traffic headed straight onto Janney's or left onto Quaker moving.

I prefer the former. The 3-lane option provides a refugee pedestrians and drivers turning left out of side roads. It also buffers pedestrians and provides comfortable facilities for cycling. Many critics of a 4-to-3 seem to rely on the premise that traffic would significantly worsen, despite the presence of existing single-lane choke points. I strongly encourage the Quaker intersection be upgraded with a long right-turn lane from Seminary eastbound to help keep traffic headed straight onto Janney's or left onto Quaker moving.

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more enforcement of speed limits! people speed, and there doesnt seem to be any consequences to those that break the laws. I'm a realtor and drive a lot. I would like to see more enforcement of traffic rules, including no speeding, stopping at stop signs, and no aggressive driving like cutting people off and weaving in and out of traffic.

Eliminating lanes on Seminary is a terrible idea. What you need to do is eliminate the cut through Maryland traffic from BRAC, which is clogging the roads on Seminary and in Clover College Park. It's almost impossible to get out of my driveway on Janneys during rush hour as Maryland drivers use our streets to avoid 395. Everything you have done so far just makes it worse for residents. I don't know who you think you are helping with road diets, but it certainly isn't the residents who have no choice but to drive to get groceries, go to the doctor and hospital, and get out of Alexandria as needed. I can't go to N. Arlington residential area by bus or bike (I'm past the age of biking). I have to drive.

Reduced speed limits from 35 to 25 - a terrible mistake. Most drivers ignore the 25 speed limit making it unsafe for those who do. Not worth the change!!!!!!!!!!!!!!!!!!!!!!!!!!!!

As a Seminary Ridge resident of 11 years, I have only seen traffic increase on Seminary Rd. The challenges, I see are illegal pedestrian crossings just west of Library Road to get from the apt complex to the strip mall - rather than walking down to the stop light to cross at the crosswalk. On my morning commute there can be up to 24 cars (12 in each lane) at a stop light headed west from Quaker toward 395. If we go down to 1 lane, it will take 2 - 3 times at the light to clear the intersection. Idling cars and buses waste fuel. Additionally, the medical building entrance off of Library Road creates a "block the box" situation with cars continuing through the intersection after the leading green light has turned red. Because they can't turn into the medical building parking lot fast enough, they create grid lock by running the light and then being stuck in the intersection after the light has changed. Lowering the speed limit was a great idea. Additionally, reducing the number of lanes of traffic will almost certain impede the ability of rescue vehicles traveling west to get to Alexandria hospital. Drivers will have no where to go to get out of their way and with the expected traffic back-ups, I have to see this as a public health issue. Any reduction in the number of car and bus lanes on Seminary will feel to those of us who live in the neighborhood as if City Council simply does not care about us, our opinions, our daily experiences, or our quality of life in Alexandria. Thank you.

Reduced speed limits from 35 to 25 - a terrible mistake. Most drivers ignore the 25 speed limit making it unsafe for those who do. Not worth the change!!!!!!!!!!!!!!!!!!!!!!!!!!!!

I rarely see bicycles on this stretch of road. I’m wondering why we’re taking such consideration to give them 2 lanes when vehicle traffic backs up for miles as it is currently and you want to reduce lanes for the bulk of traffic. How does this make sense. I commute with children. I’m not anti-bike like the city seems to be anti-car, but this seems insane. I’m all for pedestrian safety and it seems like 2 lanes and additional turn lanes, plus additional safety measures for pedestrians makes more sense at Quaker and Seminary then adding bike lanes.
Bike lanes are rarely used! We do NOT need them!

It would seem to make sense that before we start mucking with the layout of the road, the City should see what changes have occurred by the 10 mph reduction in speed limit brings out by coming out with a coordinated enforcement action plan. Doing that would likely address the vast majority of complaints that the community has about the roadway.

The discussion I see on nextdoor.com suggests that some residents and others do not understand the concept of "complete streets" and think streets as created roughly 70 years ago should remain as they are forever, a kind of car-entitlement attitude. I will admit I only use Seminary Rd when driving as a way to access 495 heading towards MD. It should be fine if I am slowed down, but I am not even sure that would happen, really. Thank you.

Reducing the number of lanes on Seminary Road will have a devastating impact on the quality of life in the West End. It is not necessary - the speed limit is already a strictly enforced 25 mph. Everyone in my neighborhood that I have spoken with - and there has been much discussion - is opposed to this road diet nonsense for Seminary Road.

The light at St Stephens road is out of sequence, the turn signal should be the same in both directions at the same time (not so now). It also needs a walk light in all directions crossing (not so now). Children going from upper school to middle school need clearer signals as they uses this intersection many times during the day. I also have concerns about emergency vehicles getting through this congested road to the Hospital or Fire and EMT to and from emergencies. It has become extremely congested since the Brac building was completed. Narrowing the lanes of traffic will only increase the delay for emergency response. Cars still need to drive this route!!!

We all know that this bike lane **** is a political move, as we have a mayor and several high level bureaucrats who love to ride bicycles, even if it is to the detriment of the people who live and work in the area. This is just another example of the City of Alexandria wasting money and trying to do social engineering. If you have money for this, why did we have to raise the taxes to pay for deferred sewerage treatment facilities?? This is pure ********.

Reducing Seminary to 2 lanes is never going to work. It's really a terrible idea and will cause lengthy backups.

I don't believe that the problem is the vehicles/traffic. My experience is that the bikers do not follow traffic laws; they ride through stop lights, they ride on both the sidewalk and street going back and forth between them, and they do not signal what they're going to do. If we don't hold the bikers accountable for traffic laws, creating lanes for them and hindering vehicle traffic is just going to make everyone miserable.

No

To truly be an "EcoCity", Alexandria needs to make sustainable mobility options like biking, walking and transit not just "safe" and "possible" but "efficient" and "enjoyable".

I would prefer alternative 3 only if the speed limit is increased to 35 miles an hour. If the speed limit is kept at 25, then I prefer Alternative 1.

I drive this road daily. The dangers for pedestrians and cyclists would be minimized greatly with more enforcement of the 25 mph speed limit!

The speed limit has already been reduce on Seminary Road between Howard and Quaker from 35 to 25 mph, which while I appreciate is for safety concerns (as I am an avid runner and biker), at times seems very slow for a main thoroughfare from 395 into Alexandria proper. Decreasing the lanes from 4 to 2 would result in a traffic nightmare for the families (like mine) who live between Howard and Quaker off of Seminary Road (I live off of St Stephens Road). Every single AM and PM rush eastbound traffic on Seminary is already backed up from the
Quaker light up the hill to the Seminary. Reducing the road to two lanes would result in twice the back-up, potentially preventing access to the Seminary Ridge neighborhood off of Ft Williams and St Stephens Roads. From someone who bikes daily throughout Alexandria, the stretch from Howard to St Stephens on Quaker Lane does not demand bike lanes at the immense expense to vehicular traffic.

There is no basis for assuming reduction of lanes will provide a safety benefit to pedestrians or cyclists because there is no record of any safety issues for these groups on that stretch of Seminary Rd. There is good reason to believe that any reduction in vehicle lanes will create traffic problems. To proceed with such a plan is, therefore, irrational.

Adding bicycle lanes to reduce the number of automobile lanes on Seminary Road is insanity. Duke Street is already gridlocked at numerous times through the day - impeding the flow of traffic on Seminary to add bicycle lanes is a ridiculous proposal. The bicycle lanes on Taney Avenue are very rarely used . . .

Most days I walk somewhere on Seminary Road, and my children walk up and down every day, going to school, the school bus stop, and to play with friends. I am most concerned (by far) about the safety of pedestrians and the speed of vehicles on Seminary Road.

I feel strongly that we need to improve this corridor for pedestrians and cyclists. In its current condition Seminary road is not safe for adults or children.

Messing up Seminary Road, in the way TE&S messed up King Street around TC Williams, is counterproductive and will only exacerbate traffic and worsen safety. Enacting the preposterous alternatives 2 and 3 will prove to local residents that those responsible in City government do not care about the needs of local residents, and are only beholden to the much narrower, parochial interests of the local biking lobby. Local residents, who are actually directly impacted, look forward to holding City officials accountable for their actions.

What are you trying to fix? Why is not keep the plans and improve the signals the cros walks add additional lights.

Sidewalk needs to be continuous on seminary side of road near Quaker. I often jog around the seminary while the kids are at soccer or tennis classes on Braddock and have to cross Seminary in the middle of the block to get to the sidewalk or run on the grass.

Please make Seminary Road safer for me. I have my learner’s permit and Seminary Road is a dangerous road for me. I am very afraid to pull out of my driveway.

Please dont make any changes to the lane configuartion! You are trying to fix a problem that doesnt exist

Do not add designated bike lanes. We need to maximize car travel potential to and from the city’s hospital and the fire station. Bike lanes have been massively overdone in our city - the ones in front of my office on Slaters Lane cause car jams and are rarely used by bikes. Bikes belong on trails - the roads should be reserved for the cars who pay for them with fuel taxes. If the city wants bike lanes it should consider an annual $500/bike plate fee, offset by a property tax cut.

Should there be only one lane eastbound and since my work is located on St. Stephen's Road, I may be forced to cut through the Seminary Hill neighborhood from Duke Street. This may mean also that I would have to make a left from Duke Street onto Fort Williams when I am not allowed to do so (between 7-9 a.m.). Unfortunately, if there were only one lane eastbound between Howard and St. Stephen's Road, there will be an abundance of cars. Many times when I am driving that stretch of road, both east bound lanes are full of cars -- many of which pass St. Stephen's Road and head on to N. Quaker. I do want to add that in my nearly 20 years of using this stretch of Seminary Road daily, I rarely see bicycles...I am not sure why the City is working on this stretch of Seminary. Problematic areas and backups occur around Hammond. Why not focus your time/resources on organizing Duke Street eastbound onto the highway (by Bishop Ireton) and create a clear right turn lane into
Witter Park so that local citizens using the fields each afternoon are not stuck in traffic behind Maryland drivers who are just trying to get to 495? Additionally, for those of us in the West End who have lived with construction for the past 2 years in and around Patrick Henry, I would suggest that you all do everything in your power to alleviate traffic headaches each morning (7:30-8) and figure out how to ease the traffic burdens around us when/if you have McCarthur students heading our way as well next year. These items should be priorities.

Seminary Road is a principal east-west route for everyone living in the immediate area (Seminary Ridge, the Seminary, Beth-El, etc.) Reducing the current arrangement to less than two lanes in each direction would unnecessarily impede traffic flow for all of us, with the greatest impact likely being making the eastbound backup situation at Quaker Lane even worse than it is now. I strongly oppose any reduction in the number of lanes. As a frequent walker, I think a pedestrian-operated (on demand only) walk signal at Fort Williams would bring greater safety and convenience to pedestrians, while adding minimal disruption to the traffic flow.

Narrowing the existing four lanes to 10 feet wide will slow traffic and allow for additional clearance between the sidewalk and traffic. With additional risk mitigation, including installation of pedestrian activated flashing crossing lights in the pavement, flashing signage and better crosswalk marking at current crosswalks, adding an on-demand traffic light at Ft. Williams Parkway and increased speed limit enforcement, will address the safety concerns without adding to traffic delays.

I oppose the narrowing of Seminary Road as part of the Alexandria Complete Streets Program. We need to keep the current four lanes on Seminary open to vehicular traffic. Please, do not change anything. Otherwise, it is going to be a disaster during the rush hours in the morning.

Seminary Road is a vital transportation route for commuters to DC. I have been driving this route for 20+ years. Any diminution to current lanes will simply funnel traffic to other streets, to detrimental impact. BRAC has already negatively impacted our commute; don't pile on by cutting Seminary throughway. Keep in mind, please, that there are only a handful of houses on Seminary who have created an outsize voice, along with a handful of bikers. If you change Seminary lanes, buses for MacArthur, Hammond, TC Williams, SSSAS and other schools will be forced to add time to their routes to the detriment of students.

I am adamantly opposed to reducing lanes. If safety is a concern there should be increased police presence to reduce speeding and illegal pedestrian crossing. Often I see pedestrians illegally crossing my he street, instead of using the crosswalk, causing unnecessary danger; especially near Kenmore Ave. Perhaps TES should explore the prevention of illegal pedestrian crossing. Additionally, creating bike lanes that land in busy roads that don’t have bike lanes will not increase people using bikes as their mode of transportation.

I am concerned that Vision Zero is being hijacked by the Bicycle Lobby and that the City is complicit.

Please fix the pot holes. Unacceptable how bad it is on this route.

If seminary is reduced, traffic from the Quaker/Seminary intersection will back up much further, making it more difficult to turn left off Ft Williams. Bike lanes will only be used by a few, while the double car lanes are used by all.

Reducing the road to two lanes would back up traffic into Janeys lane. I already sit in traffic here trying to get my kids home from school after daycare, this would just make it worse. It would also encourage traffic cut throughs in our neighborhood, an issue we already deal with too much. I feel like our city council has been bought off by my special interest groups. Between this proposal and the approval of the slaughterhouse less than .4 miles from my house, you are basically showing you don’t care about residents and what will negatively impact us. Please do not reduce land count on Seminary!!!!
I am frustrated with the focus on this over other more important issues in our city. I think this is not data driven - the city council responds to anecdotal information and responds emotionally - the traffic accident data does not support these changes in my opinion. I do not think input is evenly sought by residents who agree or disagree with any given issue.

The addition of bike lanes on Seminary Road would be a major mistake and make the traffic situation there exponentially worse. Try going straight thru the light at Seminary and Quaker (going eastbound) anytime between 2:30 and 6:30. The traffic back up is a major problem. Adding bike lanes would not only exacerbate this situation but also jeopardize the safety of cyclists. King Street traffic has become so much worse since the bike lanes were added there. (And many people comment they rarely if ever see the bike lanes being utilized). Read the recent Alexandria Times op-Ed by Bill Goff. The cut thru traffic in the area has hit an all time high. Adding bike lanes would be extremely frivolous and foolish at the expense of thousands of people who have the navigate the already horrific traffic.

I do not want any changes. King Street is a disaster now that it’s been changed. Traffic will be worse under these alternative plans.

Please consider what the actual safety risks are before making major changes to a busy street where traffic consistently backs up with 2 lanes in each direction. The problems are pedestrians not crossing in the crosswalks and bicyclists weaving around traffic and not obeying the traffic laws. I drive on this section of Seminary daily and these are the actual safety concerns - not the ones presented by the city.

Hospital location is important to access with 4 lane roads and with all the school, cut thru traffic on Seminary it would senseless to reduce the lanes for emergency vehicles to have access.

1. For at least four hours per day, Seminary Road is a busy commuter thoroughfare for traffic bound for downtown Washington, DC. Most of the 9,000 cars per day travel during this period. During this time of day, traffic bound for I-395 will flow more safely without any bike lanes on Seminary Road.  2. Young children will never be safe driving their bikes in bike lanes on Seminary Road on Monday to Friday during rush hour. Therefore, bike lanes on Seminary Road will potentially benefit only experienced bike riders at this time.  3. Seminary Road is unlike North Howard Street, which is a relatively quiet residential street connecting Seminary Road to Braddock Road and Fort Ward Park. Seminary Road is a busy connector road providing access to I-395 to traffic arriving mainly from several connector roads and from residential properties bordering both sides of Seminary Road. There is a constant ingress and egress of traffic between Seminary Road and Quaker Lane, Fort Williams Parkway, Fort Worth Ave, North Jordan Street, Kenmore Avenue and the homes bordering on Seminary Road. This creates hazardous driving conditions for bikers on Seminary Road (with or without bike lanes) during rush hour on Monday to Friday. Bike lanes may create the appearance of safer driving conditions for bikers, and this may attract more bikers to Seminary Road, which will actually result in even more hazardous driving conditions during rush hour.  4. The heavy traffic on Seminary Road during rush hour makes it desirable to have two lanes in each direction, with a double yellow line or a street median in the middle of the road. This is the main reason why Alternatives 2 and 3 and both objectionable.  5. The main traffic problem on Seminary Road today is excessive speed. I estimate that 30-40% of the traffic on Seminary Road is exceeding the speed limit. Drivers on Seminary Road between I-395 and Quaker Lane are going too fast for several reasons: • Drivers going west are in a hurry to reach I-395 • Drivers going east have just left a stretch of Seminary Road where the speed limit is 35 mph; or I-395 where the speed limit is 55 mph. • Old habits die hard. For over 30 years (until March 25, 2016) the speed limit on Seminary Road was 35 mph between I-395 and Quaker Lane.  6. Bike lanes on Seminary Road are a bad idea for several other reasons: • Bike lanes cause turning and crossing conflicts for both cars and bikers. These conflicts can arise for left and right turns of both cars and bikes. • Bike lanes encourage cyclists to ride in the bike lane, even when it is not appropriate to ride on the far right side of the road. • Drivers make
dangerous right turns across the path of cyclists. • Good cyclists don’t need bike lanes, anyway. • The residential area within two miles of the Seminary Road corridor from i-395 to Quaker Lane is primarily a high income area. The vast majority of people living in this area commute to and from work by personal auto. Even if bike lanes were added, very few residents in this area would switch from auto travel to bike travel. They do not commute to work via bicycle. Most bikers who live in this area are recreational bikers. If they are serious recreational bikers, they carry their bikes on their car to one of the good bike trails in the DC area, such as the trail along the Potomac River, and they do their biking on that trail. 8. Seminary Road is not a connector road to any bike trail in Alexandria. The bike trail in Alexandria closest to Seminary Road is the Potomac River trial. Seminary road is not used used to reach that trail.

We do not need bicycle lanes. Period.

Please make sure traffic flows as normal and we do not create more backups West of Quaker Lane.

I oppose the reduction of lanes on Seminary road.

Please do not take away lanes to an already congested area! The north Howard intersection eastbound needs improvement! As does the traffic pattern around kenmore and the middle school.

I really hope the city does not do to Seminary Rd what it has done to west King Street and Van Dorn Street (to Braddock Road). The addition of bike lanes and traffic islands has improved nothing except to slow traffic and to tick off drivers who get angry at motorists who abide by the speed limit. I use Van Dorn and King Street frequently and I never see any bicyclists to warrant the addition of bike lanes! And there are few pedestrians to merit the reduction of the speed limit to 25 miles per hour. As one who actually follows the speed limit, I am the frequent target of horns, bumper riders and cars trying to pass - these are much more dangerous than two lanes in each direction and a 35 mile per hour limit. And you plan to do the same thing to Seminary which has more traffic. What is going to happen to Seminary when the "toll" lanes go into effect on 395 - what's the prediction for the traffic on Seminary then? Does anyone ever check the timing of the stop lights on west King Street from TC Williams westward. Usually it's get through one light only to stop at the next one - and the intersection at King and Braddock/ Quaker is horrible. I have lived in this area for over 30 years and nothing gets done there. Today the line to turn left into Bradlee Center at S. Taylor Street was backed up back to Quaker Lane! I was stopped at every light going west today once I passed TC Williams. And you want to do the same thing to the traffic on Seminary.

The rate of speed on Seminary Road regularly exceeds the posted 25 MPH speed limit. As a resident who uses Seminary Road regularly and lives on a cut-through road (Fort Williams Parkway) that experiences the cars entering the neighborhood at excessive speeds, I am strongly in favor of the Alternative 3. Unless City residents are willing to pay higher taxes to provide police traffic enforcement of the speed limit more frequently, we have to adopt passive approaches to ensure that the 25 MPH speed limit becomes a speed limit. My 12-year old son is NOT permitted to use the crosswalk on Seminary Road at St. Stephens Road (which is controlled by a traffic light) because of the rate of vehicular speed and amount of red-light running that occurs at the intersection. This is not acceptable.

More work should be performed into option maintaining existing car lanes, while slightly expanding sidewalk in each direction to allow bike only lanes. I have seen this done effectively in European cities.

Am very concerned about changing Seminary Road at the exact time that Douglas MacArthur school is moved to Patrick Henry, adding to traffic and the old school becomes a large construction site which also adds to traffic. Can't you change one thing at a time? That's how you avoid mistakes!!
The solution to making Seminary safer for pedestrians and bicyclists without utterly crippling the traffic flows (and auto traffic is critical, given that Alexandria has utterly failed to put meaningful public transit options in the West End) is to widen the roadway and add bike lanes. Since that option is apparently not on the table, the city should fix the timing on the lights, add pedestrian crossings if necessary, fence off the dangerous areas where pedestrians cross illegally, and leave the lanes as they are.

Seminary is rarely used by pedestrian or bicyclists. The only place I see issue with pedestrian crossing is where pedestrians cross in middle of road not at crosswalks already available and very close. I do not think I have ever seen a bicyclist on Seminary. Increasing bike lanes will only cause more traffic congestion.

I live on Seminary and personally experience the dangers every day. The mass hysteria objections are coming from people who want to keep speeding and simply don’t want to get “caught” behind someone going the speed limit.

Taking more time is fine with me but like more lanes. Hardly ever see bike path used so see not real need for improvement there--nice to have but not necessary. Area around Hammond School could be improved by providing right turn lane into their property and building an access out of Picket.

A major road needs 2 lanes each way

Please prioritize reduction of speeding on Seminary Road. I try to be mindful of the speed limit when driving, because I’m aware of the dangers of speeding. See, e.g., https://www.ghsa.org/resources/Speeding19. Driving on Seminary Road makes me feel unsafe, because of all the other drivers who speed and behave aggressively toward the drivers who aren’t speeding.

Red light cameras at Quaker and Seminary

Given the medical facilities, emergency response facilities, schools and neighborhood needs of Seminary Road, we should not reduce traffic throughput. Safety can be improved in other ways.

You should also remove Right-on-Red on Seminary Road. Enforcement of traffic speed is paramount. If the city truly felt Seminary road was dangerous, then they would provide school bus service for the students who live on Seminary road instead of insisting that they walk the 2 miles to school. If the city truly believed Seminary road was dangerous, it would not remove the AT5 (as the proposed new bus plan suggests) from Seminary road, thus removing a city bus option for T.C. Williams students living on Seminary who don’t want to walk. If the city truly wanted to encourage bikes, walking, and public transportation, they would not be considering removing or greatly decreasing DASH service on Seminary road. All of these decisions are intertwined and will strand many people who depend on Seminary road. The city is not listening to the people living and working on Seminary. Seniors and people with disabilities feel left out and abandoned by these "advances" the city is trying to make—we can not utilize bike lanes, scooters, bikes, or the proposed bus route changes which will lengthen walks to buses around the city and either greatly reduce or completely eliminate them from Seminary. Why is Seminary being chosen for all these changes? I walk all the time on Seminary, and there are certainly safety issues that need to be targeted, but changing the road from four lanes to two is not one of them. The very fact that you have included no safety measures in Option 1 shows that you have not taken this study or your options seriously, since Option 1 does not match the goals set for these road changes. For this study to be a true study, all three options should address the study's goals.

Vehicle throughput is most important, especially since changes to King Street between Chinquapin and Janneys Lane have made vehicle traffic more dangerous and less efficient. It is very difficult and dangerous to make a left turn onto King now from Scroggins.
Seminary Rd. improvements are needed west of Beauregard to Dawes Ave. Excessive speeding is routine; west bound traffic turning left at Fillmore Ave. results in traffic backups, risky lane switching and hazardous pedestrian crossings. The St. James development and increased enrollment at NOVA Community College has created an increase in traffic from Fillmore on the north side of Seminary. Access to and from Dover Pl. is treacherous due to all the factors stated above. The sidewalks on the north duke of Seminary are narrow and can’t support pedestrians and cyclists. Seminary Rd. is dangerous for bicyclists. When is this area of the City bring considered consistent with other portions of the City.

Adding bike lanes and improving bike and pedestrian access on Seminary would be a huge quality of life increase. Please don’t let the naysayers who refuse to listen to data or reason scare you away from what could be a really good project. I think King Street shows that this kind of project can be very successful and I feel much safer on King Street now. I hope that will be the future for Seminary.

Please do not narrow the lanes. In fact, please restore King Street to it’s original two lane format.

Working parents need to drive. Caretakers must drive. In a perfect world our government would provide great mass transit and childcare/senior care as in Europe (Netherlands good example) and more people would bike and use public transport. But currently Duke St backs up and now you take a lane or two out of Seminary?

Seminary Road is a major thoroughfare for people commuting to 395. Please do not creat yet another traffic headache by creating a choke point of traffic by adding unnecessary bike lanes. No one bikes on that road and I believe that is a reflection of where the traffic in the road is headed. No one will be biking to 395. Also traffic backs up during rush hour on Seminary Road and Quaker Lane with vehicles in the straight lane. If the straight land and left hand turn lane are merged into one lane than it will be an even bigger headache as traffic will be further backed up as traffic waits on vehicles turning left. Also, there is a giant hill going up Seminary from that intersection. Causal bikers are likely not going to be able to make it up that hill, this further reducing the number of bicyclists who may potentially use it. Forcing traffic from two lanes to one to add a bike lane is simply just a bad solution to a non problem. It is hard to imagine any scenario under which enough benefit would be derived from adding bike lanes that would in any way offset the traffic congestion that it will cause. Please do not do this to our community. We should be looking at ways to make traffic better. Not worse.

Traffic backs up at the light at Seminary and Quaker in the morning. It would be helpful to have a lane for right turns onto Quaker, a lane to go straight, and a lane for left turns.

No changes to Seminary Rd. Keep 4 lanes. Please repave. Soon.

Repave Seminary Road and that is all. Pulling out of Ft. Williams to work in the morning rush is hard enough. If you reduce lanes the back up will be bumper to bumper back to 395 coming east. It will take a long time to exit from Ft. Williams and make my way down to the Quaker intersection. Any one proposing a reduction in lanes must not observe what is going on. All of this for a few bicyclists?? At age 66, my wife and I cannot use a bicycle to get groceries or go to the doctor! This is not a small village in England or France where people walk to work and pick up bread on their way home each day! The City Council encouraged development and explosive growth in the City, and now it wants to restrict movement around the City? Utterly irresponsible, and a betrayal of people like us who have been living in Alexandria and paying taxes (home and business) for 45 years! Count me as one ***** off citizen. The change in Council apparently has had no effect, so we will have to try harder next election to remove the know-nothings! The City needs a ward structure so that the West Enders can get some real, effective representation on the Council.
Important issues that relate to community safety need to be heavily considered. Reducing vehicle lanes to benefit a couple bikers will worsen traffic backups and impede emergency access for ambulance/fire service and the hospital. Intentionally impeding traffic flow on Seminary will also lead to increased traffic cut-throughs in our neighborhoods, especially during rush hour as children are walking to school bus stops. Please install traffic sensors for all the Seminary traffic lights, especially near Hammond and 395 where eastbound traffic backs up. Please reinstall the median fencing on the 395 flyover ramp to stop all the people who cross away from the crosswalk and where vehicles are trying to merge. If accidents at the St. Stephens intersection are a concern in this discussion, please have the corner house pull back the large fence that blocks visibility.

Buffer lanes must be part of the package even west of N. Howard St. These provide additional distance between vehicles and pedestrians. West of N. Howard they might be narrower but there must be additional space between pedestrians and vehicles for added safety. Safety must trump personal need for speed. Expecting the number of lanes to address personal travel desires is only self serving. The reduced speed limit to 25mph on Seminary Rd. has not had the intended outcome. Reconfiguration of the roadway is the only logical solution. Asking for enforcement shows a lack of genuine interest in the safety of all users of Seminary Rd. There would need to be hundreds of enforcement officers lined up along the road all day every day of the year to do what reconfiguration of the road will do at much less cost with greater positive results. Facts and research by qualified traffic engineers need to determine what is a best solution for the roadway. Citizens, with no qualifications in designing roadways, should not be providing additional alternatives. In put to the three proposed Alternatives, yes. Designing a new Alternative, NO! Just plain wrong. Would they be allowed to design a new sewer system? The city hires highly qualified individuals to design and implement these projects. Thanks.

I walk for exercise 4 to 5 times a week along the stretch of Seminary road. I see very few bicycles. I also feel very safe on the existing sidewalks. It strikes me as a very bad idea to truncate traffic in the way proposed here.

Need 4 lanes, two East and two West. There is little public transportation in the west end. Everyone drives somewhere almost daily. Can’t imagine the traffic trying to get to and from SSSAA

Seminary needs to maximize throughput in order to minimize traffic. I drive seminary every day and have seen limited bicyclists.

Raise the traffic speed back to 35

This entire process seems like the fix is in and city has its mind made up. Please prove us wrong. Keep the road as is, no need for bike lanes and Please just repave Seminary Road. And park a police car in the Post Office parking lot to reduce traffic. Even if the car is unoccupied. Falls Church protects its citizens this way by enforcement.

I am opposed to narrowing Seminary between Howard & Quaker. The 25 mph speed limit is working because there were only two minor injuries along that stretch in 2018. The area near I-395 & Southern Towers is the problematic area—in large part due to the horrendous redesign during the BRAC project.

If you wish to make pedestrians, bicyclists and joggers more safe, then enforce pedestrian and cyclists laws which are not being enforced. Create laws for joggers.

Based on the City’s own data, the section of Seminary Road from Quaker Lane to Howard Street is not a high accident area. Given the historically low amount of accidents – and none involving pedestrians - it appears that the question of pedestrian safety seems more of a perception that leads to an elevated level of discomfort when walking along Seminary Road. Narrowing the existing four lanes to 10 feet
wide will definitely slow traffic, and it allows for a three foot wide buffer along the sidewalk on both sides of Seminary Road. Additional risk mitigation would be to install pedestrian activated flashing lights in the pavement, flashing signage and better crosswalk road markings at existing crosswalks, and adding an additional on-demand traffic light and crosswalks at Ft. Williams Parkway.

If the city is considering sending the MacArthur school kids to Patrick Henry there will be a need to move traffic more efficiently, not slow it down. If there is an issue with speeding, change the speed limit. Alexandria has become impossible to get from one side of town to the other due to slow traffic and congestion. Now that we have large work centers on each side of town, the city no longer serves the city residents. It’s become one big ‘cut through’ for commuters.

1. Single lanes in either direction will be inadequate to handle the traffic at various times. 2) Given the terrain of the area, there is little biking; bike lanes should not be a priority. 3) Should have sidewalks along the Episcopal Seminary property bordering Seminary Road, which would reduce pedestrian street crossings. 4) Provide a right turn lane onto Quaker Lane to facilitate the movement of traffic.

We really need to do something to slow cars down. With larger SUVs in use, people do not realize they are exceeding speed limits. Also need to strategically place police in streets to enforce speed limits and reduce erratic behaviour and encourage better behaviours vis a vis pedestrians.

Options two and three will force more neighborhood cut through traffic and actually increase the likelihood of traffic pedestrian injuries

The nearly trivial percentage of travelers by bicycle should not have precedence over elderly who need to drive their cars to their destinations, yet that is what the City is seeking to force.

Please take into the congestion that will occur at the Quaker Lane intersection if you eliminate a lane of traffic. It already backs up as people use Janney’s to cut through to Old Town, avoiding Quaker Lane. Please consider eliminating right turns on red. And, finally, please either have speed cameras placed at intersections with a light or have a police office stationed to monitor traffic speeds. No matter what changes you make, if there is no real threat of a fine, they will continue to speed.

Seminary road needs to change.

Safety should be the foremost consideration. The existing configuration is extremely dangerous for both pedestrians and bicyclists, yet it does little to save transit time for motorists. Seminary Road has become a major artery for people commuting to/from areas outside of Alexandria (and Virginia). We have an opportunity to improve safety, enhance the character of our neighborhood, promote walking/bicycling, and help the environment by adopting alternative 3.

Rules need to be enforced regarding bicycles, and motorized bikes, scooters, and skateboards. They are a hazard to cars and pedestrians. They regularly exceed the speed limit and do not follow the laws of pedestrians or cars.

STOP TRYING TO CREATE GRIDLOCK

East-west lanes in Alex have always been scarce. You’ve already narrowed Braddock and, most disastrously, King. To take out yet more east-west lanes will severely constrict east-west movement in the city, and adversely impact Old Town businesses. Narrowing Seminary will make it harder for ambulances to get to Alexandria hospital. Bikes are not an option for the vast majority of Alexandrians who need to get kids to school and activities; and themselves to work, and to other destinations, such as gyms, church, groceries, shopping, restaurants etc. You can take out all the lanes you want, but people can't switch to non-car options until public-transportation can get people where they need to go reasonably efficiently. I’m 64—I’m scared to bike on busy city streets, and I don't have the time or energy to walk everywhere. This obsession
with bike lanes benefits a tiny number of riders at the expense of the vast majority of city residents who need to get around town. These crazy traffic measures are harming Alexandria’s quality of life--it’s so wretched getting anywhere. My mind is a maze of alternative routes I can take when the road I’m on backs up. It takes me 20 minutes to drive 3 miles from my house to Old Town Sport and Health.

This initiative will make traffic much worse. It will not improve safety. I do not wish to ride a bicycle.

Ensure that pedestrians are comfortable and safely cross the street. Extending the bicycle network and providing better East/West connectivity is needed.

Bicycles are really only transit alternatives for able bodied adults with no children in tow. (And yes, I know some families take their kids to the farmers market on sunny Saturday mornings on bikes...I am saying bycicles are unrealistic daily transportation alternative for parents who need to take multiple children to daycare every day.) What’s the plan for ambulances getting to the hospital?

Stop wasting tax money on bicycle lanes and “road diets”. Be realistic. Let people get where they want to go without any undue and ridiculous delays. And the speed limit on seminary and Quaker should go back up to at least 30. They are main arterials.

Protected bike lane is the only safe bike lane type.

Fire all supporters of Vision Zero. Rid the city government of all New Urbanists. Stop trying to "get people out of their cars." Raise the speed limits and coordinate traffic signals. Eliminate more traffic lights. Traffic management in this city is a disgrace. You should all be ashamed.

Fix the pot holes and return the speed limit to 35 mph on Seminary rd. There is no need to change its configuration.

As a cyclist, I had no alternative to seminary road, but I felt my days were numbered riding on the road with difficult sight lines and fast moving traffic. A bike lane or cycle track would be best and also enhance pedestrian safety by providing some separation from the cars.

Seminary Road should just be repaired, repacked and repainted. It is VITAL to keep it at four lanes. Cars need to be able to get to and from 395 and the BRAC building that the city has saddled us with. A road diet in this area will cause much misery to residents who live in this area. This issue is extremely important and the city should have several public meetings to get our input. The very vocal biking lobby should not be given preference here! This is not the time or place to clog up our roadways! A narrowing of Seminary Road is an outrageously TERRIBLE idea!

Would like a nice, safe place to walk a dog around.

The status quo is untenable from the standpoint of pedestrian and bicycle safety. This is a residential area. Traffic patterns should reflect the need for residents’ safety rather than attempting to put ever-increasing numbers of commuters onto streets not meant as major arteries.

The intersection at Kenmore and Seminary needs to be addressed. The temporary barriers that have been placed at Seminary and Kenmore have not helped with the turns from Seminary onto Kenmore. 2 are missing now and cars constantly turn still onto Kenmore from Seminary while driving now into head on traffic from the off ramp from the Seminary Circle. The reduction in travel lanes will further push cars into the communities to include N. Pickett St and N Jordan St as a new cut through. N Jordan St already has an increase of traffic congestion without the reduction of travel lanes. The sidewalks along Seminary Rd due need to be improved.

Please focus on pedestrian safety rather than bikes. The real danger right now is pedestrians running across seminary road between Howard and 395.

leave the streets as they are
Most important to me are to reduce cut-through traffic to Mark Center and reduce speeding. Secondary is improved access to eastbound Seminary from the 395 exit. Backups often from Library Ln to 395.

As a health care practitioner, I can not imagine putting in bike lanes on a road that is a major artery to a hospital! No that is a safety concern! The speed is already 25 mph and traffic is extremely slow. It takes 25 minutes to drive 2 miles to my kids school already during busy hours. The bike lanes make absolutely no sense to me or my family whatsoever! They run the three mile loop around Episcopal HS with no hesitation or safety concerns frequently. Thank you for your consideration.

Seminary Rd is a major connector and no changes should be made that slow down or constrain traffic. We will have traffic jams if we do so. Thousands of people should not suffer for the very few, if any, bicyclists on the road.

Bike lanes on major urban thoroughfares for the use of a distinct minority of users are a waste in this area, given the amount of thru-put traffic, for the most part trying to get from various areas via the Duke St. /Telegraph Road intersection (to/from MD or to/from south in the general Rt 1 Fairfax Corridor) every day. This path especially is jammed every weekday by Mark Center area workers et al. Its already a mess and being largely ignored, in fact, by T&ES. We have long pondered the number of lights and their timing eastward from the N. Quaker/Duke intersection. Just use N. Quaker & Duke from 2:45 PM almost every day. And the proposed revised Landmark Plan and other recent & approved West End construction projects have & will only make congestion on Duke St. even much worse. Restricting Seminary volume will simply force drivers to run thru the current neighborhood alternatives to get to Duke. Forget any pipe dream that says they will use Van Dorn or 395. If the goal was to take us back to the horse & buggy/bike or walk days, these "plans" will go far to achieve that for West Enders. (And I do ride the Dash via Duke to King St.Metro when I need to go into DC....but it an't fast and not always timely these days!! And not getting any cheaper. And even the current "back ways" to get downtown via car to Old Town are often jammed. Is not what it once was, for certain--having lived here this time around since 1977. Am just grateful to live inside the Beltway, at least for a bit longer.

You must consider ACPS's extremely rushed decision to radically increase traffic due to their PH swing space proposal. City priorities and the school system are not in sync. Minnie kids from our neighborhood are currently unsafely required to walk down Seminary. It’s not a place where you want to walk or bike. Think of the dead Steak n Ale eyesore. And honestly, if the city hadn’t decided to put the Mark Ctr by 395 with no easy public transportation, Seminary would not be as much of an issue. Typical west end treatment and neglect.

I rarely see a police presence on Seminary Road, and I feel that I am one of the few obeying the 25 MPH limit. I have almost never seen anyone riding a bike, and I travel on Seminary Road frequently. Heightened police enforcement of the speed limit is the answer to the speeding problem, not drastic alternatives 2 and 3. This is an example of the simple answer to a problem being the best one.

Ban cars, leave the road for people and transit

Make sure bike lanes are physically protected from traffic to avoid cars driving or parking in them illegally.

We need another alternative! Why have you not heard us for the past year?

Build a 50-m pool instead

The road is fine how it is, except for the condition of the pavement. I very, very seldom see any bikes using Seminary Road.

Current lane design encourages speeding far above set speed limits. Need fewer travel lanes.
I am concerned how this will impact emergency vehicles getting to the hospital in a timely and safe manner. In addition, I do not understand why you are thinking of making changes to accommodate the 1% of the population while making 99% inconvenienced by reducing the number of travel lanes. I travel Seminary Road to Quaker every day and RARELY see a bicycle. I frequently walk the Episcopal loop and do not have a problem with the sidewalks or crossing at any of the intersections. It’s bad enough that you’ve reduced the speed limit to 25 mph, reducing the travel lanes will cause gridlock!

We need all Alexandria streets to be safe. Seminary Road belongs at the top of the list. Right now it’s a highway through a residential neighborhood. It needs to change.

Please make decisions based on promoting public transportation over automobile transport. Continuing to add more automobile travel lanes will not positively affect traffic movement like incentivising individuals to use public transportation. Dedicated bus lanes that run frequently will.

Please listen to what people want, do not force a staff-supported initiative on the Alexandria population that will inconvenience thousands of residents daily to accede to the goals of a miniscule percentage of potential road users.

This is a solution seeking a problem.

I live right off Seminary and have small children, so I have arguably the most reason to complain about traffic. However, I strongly oppose decreasing the number of lanes, unless there is a plan to close the Seminary Road entrance/exit to 395. The fact is Seminary Road is, and has been, a main arterial road to a major highway and, as such, should not be narrowed.

The City of Alexandria has not provided sufficient evidence that Seminary Road is a particularly dangerous street that requires the extreme remedy of a road diet in any form. In any event, the goal of making Seminary Road more pedestrian or cyclist-friendly must be balanced against the ultimate purpose of our road system, which is to move people and goods and services to their destinations in the most efficient way. Reducing the number of lanes on Seminary will undermine this purpose and substantially increase traffic problems.

While these plans seem quite rational, I have to think of how the results of work on Braddock and King have so adversely affected local traffic. On King, pedestrians are no better off. There should be several crosswalks with flashing lights and signs emphasizing priority of the pedestrian. The loss of lanes has slowed traffic on King and made it very difficult to move from Scroggins onto King. The use of extended curbs on Braddock has only managed to back traffic up where before it flowed fairly well. And as a result of both projects, we have much more difficulty turning into the neighborhoods during rush hour and have much more traffic travelling through the neighborhoods. All that to say that I am guessing that your estimates of a few seconds delays are much underestimated once you have constrained traffic throughput and I do not see any crosswalks planned that would allow for pedestrians of all ages to feel safe initiated a crossing. Your plans seem to revolve around establishing the bike routes as it seems to negatively impact drivers and not appear to help pedestrians.

That stretch of road already has excellent crosswalks and bus access. I am often on it to visit the doctor near Hammond and to go to Planet Fitness. It doesn’t need any changes, as far as I can tell.

There is a perception that vehicle throughput is a factor of number of lanes and driving speeds, where in a residential area like this one it is more of a factor of the choke points at intersections and when vehicles stop or turn.

You need to increase the speed limit, not decrease it.
Please make a decision on how to design this project based on best practices in roadway planning, engineering, and design rather than loud people with uninformed opinions about roadway concepts.

Stop making it so hard for drivers!

Bike lanes, bike lanes, bike lanes!!

There is NO need to change the traffic pattern on Seminary Road. There have been 0 fatalities or serious accidents there. It is a major Alexandria thoroughfare and also the main way for ambulances and emergency vehicles to reach the ONLY hospital in Alexandria. Access should not be impeded in anyway. This is the city using false safety concerns as a Trojan Horse just to try and frustrate people who need to drive to live and work in the City. Traffic patterns should be maximized for efficiency (shorter drive times) which is better for the environment and all of us rather than just making people angry but still driving (because we need to do so).

Stop prioritizing cars. It is literally killing people in your city. As a DC resident I avoid shopping and visiting this part of Alexandria due to lack of bike infrastructure.

Good times

Need to prioritize safety (including buffer areas for pedestrians, usable crosswalks) over traffic.

Great bike lanes on Janneys lane but they completely end at Quaker lane going West. This is a major bust & leaves cyclists naked with no safe established route towards the hospital or Cameron station. I often travel into the city from Arlington & once you get off Braddock road the infrastructure needs signage & updating for safety

Seminary road is currently not a safe biking route, yet so many of us cyclists use it regularly. Any enhancements to make it safer for cyclists would be much appreciated. Thanks!

There are a little t of people jaywalking from apartment buildings to Kenmore Avenue. Since the fencing in the median was removed a lot more people have crossed Seminary Road here.

I do not want bike lanes on Seminary. Period. Use better enforcement to control speeding cars.

Alexandria needs some safe bike corridors through city both E/W and N/S. This would be a good place to start.

I hope the city commits to implementing the multiple plans that a Road Diet on Seminary would satisfy.

Thanks for the opportunity to comment.

The city should prioritize safety and traffic calming measures to make this area accessible to City residents not fortunate enough to own a car or not physically able to drive.

Please make the street safer for everyone who uses it including those driving, walking, or cycling. The area around Hammond Middle School is extremely dangerous and must be changed so that students can safely walk or cycle to school. If building bike facilities, paint is insufficient. This lane requires full grade separation via concrete. Flex posts are exactly that, flexible and thus, useless against a 2 ton machine.

Don't reduce the # of lanes on Seminart Road. There's too much traffic as it is.

Police enforcement  Police enforcement  Police enforcement  And also some  Police enforcement
make people stop speeding on st stephens road and ft williams pkwy

I have considered buying property near Seminary Road in Alexandria, but decided not to because of how unfriendly it is for people who walk and bike. I want to live somewhere that I feel safe walking in my own neighborhood and in adjoining areas, and I know many other younger people and families like my own feel the same. Unfortunately, Seminary Road is just not safe for people who walk and bike due to the high speeds of cars, too few street crossings, very poor sidewalks and no safe places to ride a bike. I feel like Alexandria will lose out to Arlington and other local jurisdictions that are much more friendly to people who walk and bike unless we are able to make Seminary road safer for all road users, and connect it to the other good walking and biking infrastructure that exists in other parts of Alexandria.

The City Council should be required to drive Seminary Road every day of the week for at least two months, as I do, before it considers such an absurd proposal. There are NO bikes on the road. Just as the mess you made on King Street where there is maybe a bike a week, you are trying to turn these streets into a village instead of the City that it is. You have already created problems by reducing the speed limit to 25 mph, and now this? And then you want to do the same to Duke Street and Van Dorn. You are hurting the ability of citizens to get to small businesses like mine and you are spending money on insane projects when you should be installing smart street lights, better lighting on roads and lighting which allows pedestrians to cross -- which they rarely do on Seminary Road.

Please give Seminary Road a diet and buffered bike lanes.

Safety for pedestrians and bikes should be the highest priority. I avoid businesses I like in the area because it feels too dangerous to get there without a car.

Cut through traffic is city wide. Any project on our city undertakes should make cut through traffic scurry to the beltway or 395.

Please ensure that this project has bike lanes and safe crossings for pedestrians!

We need better biking, walking, and transit, not more people stuck in cars.

For Alternative 3, please reduce the driving lane widths by 1' to increase the bike lane buffer by 1', allowing for potential flexiposts or other barriers. 10' traffic lanes are preferred because the center turn lane already provides a buffer between traffic. Please add a refuge island on the west side of the Fort Williams Pkwy intersection.
APPENDIX B: LETTERS FROM COMMUNITY GROUPS

The following community groups issued letters to indicate their thoughts on the project. The letters are shown on the following pages in order of date received.

- Virginia Theological Seminary
- Seminary Ridge Civic Association
- St. Stephens & St. Agnes School
- Seminary Hill Association
- Bicycle and Pedestrian Advisory Committee
- Brookville-Seminary Valley Civic Association
- Strawberry Hill Civic Association
- Clover College Park Civic Association
- Alexandria Families for Safe Streets

APPENDIX C: LETTERS EMAILED FROM INDIVIDUALS

The document attached as Appendix C includes letters sent to Project Staff or included staff on the email sent to T&ES or other City leadership.
Appendix B - Letters from Organizations
Dear Ms. Mayeur

I was on the list to speak tonight, but I was number 52. So I was never called.

As the Dean and President of Virginia Theological Seminary, I write in support of Alternative 3. I do so on behalf of a residential community that lives on the campus of approximately 115 students, with an additional 100 spouses and children, and a faculty of 25, an additional 20 spouses and children. We are in total approximately 260 people.

It was in the early 20th century that our campus was split by Seminary Road. We have approximately 20% of our campus divided by the four lane highway. Families of faculty attempt to cross over Seminary Road all the time; students are required to attend Formation Group in Faculty Homes - they have to cross Seminary Road. It is hard. Although we support the 25 mile an hour speed limit, we do take the view that additional traffic calming measures are needed. In addition there would be more cyclists and pedestrians, if the road was safer.

We think the proposed solution of Alternative 3 is elegant, attractive, and safe. We hope that this will be implemented.

Finally, I was so impressed by your calm demeanor. You were utterly appropriate throughout the discussion. Thank you for that.

As ever,
Ian Markham

The Very Rev. Ian S. Markham, Ph.D.
Dean and President,
Virginia Theological Seminary.
The Honorable Justin Wilson, Mayor, and Honorable Members of the City Council:

On March 25, 2019, Christine Mayeur, Project Manager for the Seminary Road Complete Streets Project, presented an informative Community Open House and Meeting. She explained the project and the three options for implementing changes to Seminary Road corridor between North Quaker Lane and North Howard Street. There were information boards and a slide presentation showing the three design alternatives and an alternatives comparison. The three alternatives were:

1. Four lanes with minor changes
2. One eastbound lane, two westbound lanes, bike lanes
3. One eastbound lane, one westbound lane, one turn lane, buffered bike lane

It was clear from Christine’s address that the city preferred Alternative 3, which was the most restrictive to cars and most favorable to bicycles and pedestrians. A fourth alternative of leaving the roadway unchanged was not tendered. In other words, only changes to the present road configuration were offered.

Often the results of meetings are reported from the eye of the beholder. History is written from the victor’s point of view. Accordingly, the SRCA Board would like to report what we observed at this meeting. Over 90% of the neighborhood speakers and attendees during the Q&A session strongly and vociferously objected to Alternatives 2 and 3, which reduce the car transit lanes in favor of bicycles and pedestrians. The concerns of the majority of attendees were that reduced lanes will overly restrict and likely endanger the progress of emergency vehicles, cause extra commuting time during rush hours, and clearly create greater safety problems than currently exist. In fact, this one mile section of road does not make the top 20 on any of the city’s four Vision Zero High Crash Location lists. Several speakers asked why the City did not offer “no changes to the roadway” as an alternative. The City can repave the road in the future if verified data demonstrate the need. Creating risks to accommodate bicycle, pedestrian, and vehicle traffic in limited space at the same time will not safely serve the overwhelming majority of neighborhoods using this section of Seminary Road. Along with pedestrian and bicycle usage data verification, we recommend increased enforcement and recognition that the West End is not the same as either Old Town or Del Ray.

While this letter does not represent our entire neighborhood’s opinion, we do believe our letter fairly represents a majority as well as the mood and overwhelming expressions of concern voiced at the Community Meeting. While many would prefer to make no changes to Seminary Road, if forced to choose between only the three alternatives, the SRCA Board would strongly recommend choosing Alternative 1—four lanes with minor changes. Again, many would prefer the city make no changes to Seminary Road. Just repave it.

Thank you for listening to our concerns and recommendations. We hope they will be helpful.

Sincerely,

Donald Frahler, President
Marianne Coates, 1st Vice President
Paul Judge, 2nd Vice President

Cc: Transportation and Environmental Services Division
Christine Mayeur, Project Manager
To: Christine Mayeur, Complete Streets Program Manager
From: Beth Chase, Chief Financial Officer
Date: April 11, 2019
Re: Seminary Road Complete Streets Project

At St. Stephen's and St. Agnes School we work each day to ensure the safety and security of our school community, and we are grateful in your partnership in making this a top priority. We are grateful for the opportunity to share our perspective on the Seminary Road repaving proposals. We are concerned about the potential for bottleneck traffic on St. Stephen's Road and Seminary Road that may result from the repaving efforts. We trust the analysis in determining the increase in backup times, and yet we are concerned about bus traffic and the amount of time it will take for our families to drop off and pick up students. We ask that all methods to minimize additional bottlenecks be considered.
May 2, 2019

Mr. Yon Lambert,
Director of Transportation and Environmental Services,
City of Alexandria
301 King Street
Alexandria, Virginia 22314

Dear Mr. Lambert,

The Federal Highway Administration (FHWA) recognizes four-lane roads like Seminary Road as being dangerous by design, with wide lanes that encourage unsafe speeds. The stubborn persistence of vehicle speeds that exceed 35 mph despite stepped-up enforcement on Seminary Road and 22 reported crashes in the past three years support FHWA’s characterization. In 2018, Alexandria Police made 945 traffic stops on just the 0.9 mile section of Seminary Road east of N. Howard Street; or 3.5 percent of Alexandria’s traffic stops on just 0.7 percent of Alexandria’s streets. On behalf of the Alexandria Bicycle and Pedestrian Advisory Committee (BPAC), I ask that you apply FHWA’s recommended and proven solution - reconfiguration of the roadway to include center turn lanes, pedestrian refuge islands and buffer space/bike lanes - to more efficiently and effectively achieve safe vehicle speeds and also make Seminary Road safe for everyone.

Seminary Road is particularly unsafe for people who would walk and bike, modes of transportation that are encouraged elsewhere in Alexandria, but not on this West End speedway. As the City’s Transportation Master Plan clearly states, “The character of traffic is of vital importance: If our streets are too wide or traffic is too heavy or fast, people will not walk.” Safety is further compromised by sidewalk widths that are below standards; buffer space, where it exists, is also well below national and local standards. Since acquiring property to bring sidewalks width and buffer space up to standards would be costly, we ask that you allocate at least five feet of roadway along each curb as buffer space to separate motor vehicles from people walking.

Crossing four lanes of high-speed traffic on Seminary Road is a death-defying act. Those who rely on transit have no choice other than taking that risk on a daily basis. Well-intentioned City policies become useful only when and where implemented. Let’s make crossing Seminary Road safe: we ask that you provide pedestrian refuge islands that enable crossing one lane of traffic at a time at each bus stop not at a signalized intersection.

Some people have suggested that “nobody bikes here” is a reason to not provide bike lanes. You and your staff, as transportation professionals, know that the opposite is true, i.e. “Nobody bikes here” is the reason to provide bike lanes! The City’s 2016 Transportation Master Plan objectively ranked Seminary Road as one of the top 10 priority corridors for enhanced bike infrastructure, in recognition that it is an important link in the City’s bike network. Utilize the buffer space available to

1 Federal Highway Administration Proven Countermeasures
https://safety.fhwa.dot.gov/provencountermeasures/road_diets
install bike lanes. **We ask you to provide buffered bike lanes for as much of Seminary Road as possible consistent with best practices and as a step forward in implementing the City’s Transportation Master Plan for this corridor.**

With existing “entrances” of only one lane in each direction, Seminary Road east of N. Howard Street is ideally suited to being reconfigured. Installing the features requested will fulfill multiple City policies, but most importantly, implement a Federally-recommended and proven safety countermeasure\(^2\). **We ask that you provide center turn lanes, pedestrian refuge islands and buffer space/bike lanes to make Seminary Road safe for everyone, including people who walk, bike or take the bus.**

Respectfully,

\[\text{Jim Durham}\]

Chair, Alexandria Bicycle and Pedestrian Advisory Committee

cc: Mayor Wilson and City Council
Mark Jinks, City Manager
Emily Baker, Deputy City Manager
Michael Brown, Chief of Police

\(^2\) Ibid.
RESOLUTION OF SEMINARY HILL ASSOCIATION, INC.
IN SUPPORT OF REPAVING, MANAGING CONGESTION AND IMPROVING SAFETY
ON SEMINARY ROAD
Adopted April 11, 2019

WHEREAS Seminary Road is an important arterial for residents, commuters and parents, is in sub-optimal condition due to potholes and other hazards, and is in dire need of repaving; the City of Alexandria plans to repave Seminary Road in September 2019;

WHEREAS traffic congestion during rush hours on Seminary Road is overwhelming, and speed of traffic during non-rush hours, little or no buffer between Seminary Road and sidewalks, and few safe crossings are continuing safety concerns;

WHEREAS Seminary Road between Howard Street and Quaker Lane consists of four lanes, and varies from 46 to 48 feet wide; The City of Alexandria will maintain four lanes between Howard Street and I-395 with yet to be determined safety improvements;

WHEREAS the 3 Alternatives presented by the City of Alexandria for Seminary Road in October 2018, and March 25, 2019, in support of reforms between Howard Street and Quaker Lane fail to balance the traffic congestion and safety concerns;

IT IS THEREFORE RESOLVED that Seminary Hill Association (SHA) supports maintaining four lanes on Seminary Road between Howard Street and Quaker Lane with the following traffic and safety improvements:

1. Maintaining four lanes and narrowing the lanes to not less than 10.5 feet for each of the four lanes, consistent with similar arterials in Alexandria and an established technique for managing traffic speed;
2. Extending the “grassy” portion of the curb between the sidewalks and street on each side of Seminary Road by up to 3 feet on each side, presenting a safety buffer;
3. Placing on-demand Rectangular Rapid Flash Beacon (RRFB) for pedestrian crosswalks at appropriate locations on Seminary Road, to be initiated by a pedestrian or bicyclist seeking to cross Seminary Road;
4. Evaluating the feasibility and effectiveness of creating a new right turn only lane on the eastbound corner of Seminary Road and Howard Street, which would result in two through lanes and one right turn lane to provide better access to Inova Alexandria Hospital; and
5. Urging the Alexandria Police Department to increase speed enforcement along Seminary Road to strictly enforce the 25 MPH speed limit.
BROOKVILLE-SEMINARY VALLEY CIVIC ASSOCIATION, INC.
SUPPORTS THE SEMINARY HILL ASSOCIATION, INC. RESOLUTION REGARDING
REPAVING, MANAGING CONGESTION AND IMPROVING SAFETY ON
SEMINARY ROAD
Adopted May 8, 2019

WHEREAS Seminary Road is an important arterial street for residents, commuters and parents, is in sub-optimal condition due to potholes and other hazards, and is in dire need of repaving; the City of Alexandria plans to repave Seminary Road in September 2019;

WHEREAS traffic congestion during rush hours on Seminary Road is overwhelming, and speed of traffic during non-rush hours, little or no buffer between Seminary Road and sidewalks, and few safe crossings are continuing safety concerns;

WHEREAS Seminary Road between Howard Street and Quaker Lane consists of four lanes, and varies from 46 to 48 feet wide; The City of Alexandria will maintain four lanes between Howard Street and I-395 with yet to be determined safety improvements;

WHEREAS the three alternatives presented by the City of Alexandria for Seminary Road in October 2018, and March 25, 2019, in support of reforms between Howard Street and Quaker Lane fail to balance the traffic congestion and safety concerns;

IT IS THEREFORE RESOLVED that Brookville-Seminary Valley Civic Association, Inc. (BSVCA) supports maintaining four lanes on Seminary Road between Howard Street and Quaker Lane with the following traffic and safety improvements:

1. Maintaining four lanes and narrowing the lanes to not less than 10.5 feet for each of the four lanes, consistent with similar arterials in Alexandria and an established technique for managing traffic speed;
2. Extending the “grassy” portion of the curb between the sidewalks and street on each side of Seminary Road by up to three feet on each side presenting a safety buffer;
3. Placing on-demand Rectangular Rapid Flash Beacon (RRFB) for pedestrian crosswalks at appropriate locations on Seminary Road, to be initiated by a pedestrian or bicyclist seeking to cross Seminary Road;
4. Evaluating the feasibility and effectiveness of creating a new right turn only lane on the eastbound corner of Seminary Road and Howard Street, which would result in two through lanes and one right turn lane to provide better access to INOVA Alexandria Hospital; and
5. Urging the Alexandria Police Department to increase speed enforcement along Seminary Road to strictly enforce the 25 MPH speed limit.

CONTACT:  Linda L. Barrett, President, BSVCA (LLBRRTT@comcast.net) 703 212 5836.
Dear Director Lambert, Mayor Wilson and Council Members:

As President of the Strawberry Hill Civic Association I am writing to convey our community’s interest in and opposition to the pending implementation of the City’s Alternative 3 plan that proposes narrowing Seminary Road to one through-lane in each direction with space for a center left-turn lane with potential for a median or pedestrian refuge island and designated bike lanes.

Seminary Road is a critical vehicular thoroughfare for our community as well as the thousands of residents and non-residents who use this stretch of road to access the BRAC complex and Inova Alexandria Hospital and commute to nearby schools and businesses. Parents drive numerous times during the day transporting their children to and from school and activities. Most importantly it is also a critical route for police, emergency medical and fire vehicles. Narrowing Seminary Road as proposed will contribute to the overwhelming traffic congestion during rush hours and exacerbate one’s ability to travel around town at peak hours.

Our residents use Seminary Road as a main route throughout the day, and the pending proposed narrowing of Seminary Road between N. Howard Street and Quaker Lane, will impact us. We foresee increased cut-through traffic as a result of narrowing Seminary Road where N. Jordan and Howard Streets become the conduit to access and drive West to access 395. The Strawberry Hill area already experiences traffic congestion along Duke Street at Quaker Lane to N. Gordon Street during the evening rush hour (that starts daily between 2:30-3:00pm) especially when there is congestion on Wilson Bridge. Our neighborhood would then be affected at all points.

We are concerned that implementing the proposed Alternative 3 in narrowing Seminary Road and adding bike lanes would do little to improve safety on what statistically is an already safe stretch of road. It does little to balance the traffic congestion and safety concerns. A better option would add designated pedestrian crosswalks at appropriate locations on Seminary Road that can be initiated by a pedestrian or bicyclist seeking to cross Seminary Road. Moreover urging the Alexandria Police Department to increase speed enforcement along Seminary Road to strictly enforce the 25 MPH speed limit would do more to slow down aggressive drivers.

Our community does support walking and biking on our residential streets, however we strongly believe narrowing Seminary Road will have a negative impact with increased congestion and cut-through traffic. Seminary Road should be maintained as an arterial thoroughfare with increased traffic efficiencies to aid Alexandrians traversing the City.

Thank you for your time and attention.

Best regards,
Alexa Glock
President, Strawberry Hill Civic Association
May 10, 2019

Yon Lambert, Director
Transportation & Environmental Services
City of Alexandria
301 King Street
Alexandria, VA 22314

Reference: Seminary Road Complete Streets Project

Dear Mr. Lambert,

On behalf of the Clover College Park Civic Association, please thank your staff for taking the time to meet with two members of our Board last week about the Seminary Road Complete Streets Project. We are writing you today to summarize our residents’ concerns expressed during the meeting; to reiterate our requests for additional data analysis; and to share some additional information based upon a resident survey we recently conducted.

Summary of Residents’ Concerns

As noted at the meeting, our residents have expressed a variety of concerns about this project via our community meetings, our neighborhood list serve, and emails to the board. Our community is situated just north and west of the Duke Street/Telegraph Road bottleneck and contains about 250 single family homes. On a regular basis, our residents face dangerous cut-through traffic and congestion on our neighborhood streets. Neighbors are concerned about how a reduction in the number of vehicle lanes on Seminary will impact our area. This concern is not limited to Seminary Road on its own – it is a broader concern about how cut-through drivers will change their behavior or chose routes to pass through our city based on changes to Seminary, and how those changes will affect our community.1 And while we realize that the city believes no traffic diversion was created by the King Street road diet, we do not believe the city’s study – based primarily on average daily vehicle counts on King Street alone – can support that conclusion in a region where traffic is increasing on yearly basis.

Our residents are also concerned about the efficacy of a road diet on Seminary Road. While our residents were provided with the vehicle delays based on a corridor analysis completed at the city’s request2, many believe the current vehicle counts, congestion, upcoming closure of MacArthur Elementary3, and presence of a hospital just west of the project area do not make the road a suitable

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1 Currently, city data shows that nearly 40% of the north-south traffic diverting off of Seminary Road and Janneys Lane is cut-through.
3 This will include routing nearly 800 students up Seminary Road to Patrick Henry Elementary for a two year period.
location for a road diet within our city. Further, as we stated during the meeting, while road diets maybe a viable option for some roads within the city, making Seminary Road, a major arterial, the third road in Alexandria and second arterial on which to test such an initiative creates a sense of anxiety about its potential impacts on traffic.

Our residents have also expressed concerns that the city is using safety as a reason to propose reducing the number of lanes on Seminary while the city’s data shows that this stretch of Seminary Road does not have a major safety problem. As acknowledged during our meeting, city staff agrees that this stretch of road is not unsafe⁴, but that the under the Complete Streets and Vision Zero programs, their goal is to improve safety and provide commuting options for all modes of traffic when a road is repaved. While our residents appreciate idealistic goals expressed through these initiatives, they believe the city must continue to bear in mind the ongoing issues we face as a cut-through city in a region plagued by problems with mass transit and large scale, ongoing development.

In addition, our residents largely agree that a road diet is not the only means to improve safety on Seminary Road. One of the most commonly cited causes of accidents is speed. The King Street road diet (which also reduced the speed limit on that stretch on King by 10 MPH), had only a marginal impact on the speed, and the 85th percentile speed on the stretch of road still hovers around 32-37 MPH.⁵ In comparison, studies show that simply reducing the lane width on a road can produce similar results, and, in some cases, can reduce the average speed by 10-15%.⁶

Finally, we discussed funding sources for this project. On this point, we are frustrated that the implementation of several safety features remains outstanding for CCP, including new/additional speed humps and painted curb extensions, and that those features may not be implemented before Seminary Road is repaved. During the meeting, we were told that our safety improvements come from a separate bucket of funds than the Seminary Road project. We do not find this a sufficient explanation for the delay and believe it reveals serious defects in the funding process for these traffic safety projects.

In addition, our residents remain concerned that none of these minor safety improvements do anything to address the ongoing congestion which occurs at the Duke/Telegraph intersection. Any potential means to alleviate these issues through the FY24-25 SmartScale grant will only impact some of our neighborhood roads and it will take years to see any relief through that project. Undertaking major changes to arterial roads, while failing to address congestion, reinforces the impression that city government is unwilling to tackle these larger issues.

**Request for Additional Data Analysis**

Under the principles of the Central Alexandria Traffic Task Force, no projects proposed by the city as a result of the Central Alexandria Traffic Study should shift traffic from one neighborhood to

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⁴ In fact, police data and city analysis find that streets within our community have suffered a nearly equal, and sometimes higher, number of vehicular accidents as the stretch of Seminary Road at issue. This data does not include the intersections of Duke and, respectively, Yale, Cambridge, and West Taylor Run; the latter of which one city staff member once described as “one of the most dangerous intersections in the city”.


another. We are concerned that, to date, staff studies neglect to address the impact of the Seminary Road proposal on our community. We request the city perform an analysis on this issue based on data available through the Central Alexandria Traffic Study.

In addition, traffic counts used to justify the appropriateness of a road diet on Seminary showed traffic along this stretch of road to be between approximately 15.9k-18.6k vehicles per day. This level of traffic makes it somewhat appropriate (following a corridor analysis) for a road diet under federal highway standards. However, those standards also state that volumes over 20k require an additional level of analysis; and volumes over 24-26k are not appropriate for road diets. The Central Alexandria Traffic Study showed volumes of well over 20k and perhaps as high as 33.8k along Seminary Road. We request staff look into the volume counts collected under the traffic study and provide (1) the differences in the volume counts between these two sources of data and (2) an explanation of how those differences impact Seminary Road as a candidate for a road diet.

Results of a Recent CCP Resident Survey

Finally, we were shown drafts of two potential new proposals for Seminary Road. Both contain four travel lanes but narrow the lanes to 10.5 and 10 feet respectively. The first mirrors the “Alternative 4” proposed by the Seminary Hill Association and the second proposes four 10 foot travels lanes. Both appear to incorporate significant pedestrian safety improvements.

Following our meeting with staff, we surveyed our residents about issues pertaining to Seminary Road in general, and the narrowing of lane widths (while maintaining Seminary as a four lane road) in particular. Below is a summary of our findings:

All CCP residents who responded to the survey use Seminary on a weekly basis. A vast majority uses it at least multiple times per week and over 34% use it daily. Use of Seminary Road by our residents is not limited to vehicle travel; 47% of our residents use Seminary for pedestrian travel; 17% use it for occasional cycling travel; and 15% use it for occasional mass transit.

If forced to choose only between the currently proposed Alternatives 1, 2, and 3, our residents overwhelmingly (90%) choose Alterative 1. However, if presented with a plan to maintain Seminary as a four lane road but narrow the lane width to 10.5 or 10 feet, a significant majority of our residents would choose that option. In fact, a majority of our residents would support any alternative allowing for pedestrian and cycling improvements while maintaining four vehicle lanes.

Our residents are not opposed to safety improvements along Seminary Road. When polled about the improvements they would like to see, a majority of residents support: (1) the installation of crosswalks; (2) adding a hawk signal for pedestrian crossing at Seminary and Fort Williams; and (3) adding missing sidewalks. However, it is also clear from responses that residents are concerned with the way this project is heading and that staff is predisposed toward Alternative 3. When asked about concerns, the top four expressed by a majority of residents are: (1) vehicle delays on Seminary; (2) additional cut-through traffic in our community; (3) the city using safety to justify unnecessary changes to Seminary; and (4) the efficacy of a road diet on Seminary Road.

7 A higher percentage (73%) supported 10.5 foot lane widths over 10 foot lane widths (54%).
Conclusion

We again thank the city for taking the time to sponsor multiple community meetings on this project and for meeting with members of our Board; providing us an opportunity to learn more about the options; and sharing our community’s concerns. Our residents value traffic safety and believe it should be a priority for this city; we deal with it on a daily basis. However, as an impacted community, a majority of our residents believe the city can meet its goal of enhancing safety for multiple modes of transportation without reducing the number of vehicle lanes on Seminary Road. We therefore ask that the city refrain from submitting any of the current alternatives to the Traffic and Parking Board for consideration. Instead, we request that you develop an Alternative 4 which encompasses significant safety improvements, narrows the width of vehicle lanes, and maintains four travel lanes.

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
Mark Jinks, City Manager
Members of the Traffic and Parking Board (via Bob Garbacz)
Sergeant John East, Alexandria City Police & CCPCA Community Liaison
Mr. Yon Lambert
Director of TE&S
City of Alexandria
301 King Street
Alexandria, VA  22314

Dear Mr. Lambert:
On behalf of the members and friends of Alexandria Families For Safe Streets (AFSS), I am writing you to express our support for the City to implement a road diet repaving plan (aka option #3) for Seminary Road between Howard and Quaker Lane.

AFSS’ mission is to promote safe streets for all people to walk and bike, by telling the impact stories, increasing political support, and advocate change in policies and investments that eliminate traffic-related fatalities and injuries in our city. AFSS has a core membership of over a dozen survivors of vehicles crashing into them plus members with family or close friends who were killed in vehicle / pedestrian crashes. Our broader membership is over 600 concerned citizens who join us in the advocacy for safer streets.

We queried our most active members (175 people) about the issue of whether Seminary Road should remain a four-lane road or reconfigured to allow for a road diet. The overwhelming majority of AFSS members who expressed an opinion voted to support option #3 as defined in T&ES’ repaving alternatives.

Out of the minority number of members who opposed a change, several voiced concern about Douglas MacArthur School students moving temporarily to the Patrick Henry site. They fear any delay on Seminary (even 30 seconds) will cause more drivers to cut through their neighborhoods and make it unsafe for students to walk and bike to school. AFSS’ Board respects such concerns but believes this issue is bigger than a Seminary Road diet modification. Other measures such as high visibility enforcement needs to be taken regardless of what happens to Seminary Road.

AFSS asks that you enact street engineering changes that could spare our fellow citizens from the nightmares that some of us have had - and still endure - because of a driver speeding and not heeding the traffic laws on our roads. Seminary Road is a litmus test for the City of Alexandria to implement street safety redesigns per the Vision Zero plan. As one of our members said: “it does not make sense to me that we keep it (Seminary) dangerous for the sake of a faster commute”. Thank you for your consideration.

Sincerely,

Mike Doyle
AFSS Founder

cc:  Mayor Wilson and City Counsel, Mark Jenks, Chief Michael Brown
Hi Christine,

I wanted to personally thank you and your team for taking the steps to reduce traffic on Seminary Rd from 4 to 2 lanes. I've been following what I fear is a vocal minority pushing for 4 lanes. I'm concerned many of these people don't experience the impact their driving has on the surrounding neighborhood. Perhaps Seminary Rd is simply a thoroughfare for them to race through with little consideration for the neighborhood. I live on Trinity Dr. and it is extremely frustrating to watch as cars race down the street at 35mph. They often have little regard for the actual posted speed limit of 25mph. This makes turning left or right onto Seminary Rd extremely difficult due to a wide discrepancy in car speeds. It is also very uncomfortable walking along the sidewalks on Seminary and I don't consider it safe to ride my bike on that street at all.

Janney's lane between Quaker and King is a more more pleasant experience for bicyclists and pedestrians. Traffic is more manageable and the streets are much quieter. I'm looking forward to enjoying that same experience on Seminary Rd in the near future!

Thank you again for taking the steps to making our neighborhood safer, quieter, and more accessible for all modes of transportation.

Matthew Bain

Hello,

I have lived in Alexandria for 35 years and drive a lot in the city. In that time I have NEVER seen a bicyclist on Seminary Road. On the other hand I have seen lots of car traffic. Often the existing two lanes have been hard pressed to handle it. As a resident of Scroggins Road who has been negatively impacted by the King Street ‘calming’ initiative, I would ask that you not impose the same fate on Seminary Road traffic by reducing it to two lanes.

Thank you.

Mary Wills

I just saw an announcement concerning Seminary Road (in VA), a road I have been living on for 1.5 years that desperately needs repair attention. I'm shocked to think this idea of reducing lanes is receiving serious consideration because a) I've never seen a bicyclist use the road, ever, b) the road is in such poor condition near the Skyline area that automobiles have trouble using the existing lanes, c) the traffic flow is too much for the existing number of lanes at the full window of rush hours, and d) the population is so dense that adding lanes is necessary, not converting lanes (thereby reducing the number of high use existing, lanes).

Announcement: ***URGENT*** Seminary Road to be REDUCED to 2 Lanes for Vehicles

This past Thursday March 14th, Ms. Christine E. Mayeur, Complete Streets Coordinator from Transportation and Environmental Services (T&ES), gave an update on the Seminary Road project.
The City is pushing forward to reduce Seminary Rd to 2 traffic lanes that run from Howard Street (at Alexandria Hospital) to Quaker Lane. In addition, they reported that the traffic west of Howard Street will be managed by additional “traffic diet” measures by implementing options that will most likely add to delay in traffic movement.

What this means:

---2 traffic lanes on Seminary Rd will be converted to a BIKES-ONLY lane(s) due to ‘safety concerns.’

---T&ES has already selected the plan and wants to push the approval process as fast as possible with a little as possible citizen input.

---PLEASE attend the meeting on March 25 and voice your concerns to T&ES, and to the Mayor and City Council in writing and in person and encourage family, friends and neighbors to do the same. The very few residents who use the bike lanes are very vocal and will be in attendance.

V/r
J. Miller, DBA, CDFM-A, CGFM, DFMC3

Dear Ms. Mayeur:

I understand from reading a post in the Next-Door listserv that the city is moving ahead with reducing lanes on Seminary Road to two lanes to accommodate bicyclists.

It is my opinion that this is not a good move for the great majority of citizens here. Traffic will be tied up even further in order to accommodate very few bicyclists.

I am a senior citizen who drives my car to run errands and go other places. I am not physically able to do otherwise. On occasion I do ride a bicycle recreationally but only on bike paths.

Getting around Alexandria is getting harder and harder and might be the straw that breaks this camel’s back. I am an empty nester and live in a townhome in Stonegate and my property taxes are approaching $7000 a year. For that kind of money I expect some consideration. Making Seminary Road into two lanes for cars will only cater to the young, fit and wealthy people in our city. But even they have to get from point A to point B which is increasingly difficult here.

Thank you for your consideration.

Ellen Harmon
Ms. Mayeur -
I know you are getting bombarded with notes and calls on the Seminary Road issue. One area I do not see a lot of discussion about is what will be done on the pedestrian side of things. We are focused on cars and bikes, but what about the people who consistently run across Seminary at non legal crossings? You can make Seminary one lane, but if people continue to dart across the road - especially at night or dawn/dusk - it won’t really matter.

The bus stop on Seminary across from the hospital is one trouble area and then down by the shopping center close to 395. Both of the areas have very visible cross walks yet so many people are unwilling to use them.

The city plan should include education and enforcement of pedestrian laws.

On another note, our neighborhood met with the acting CEO of the hospital and she was very surprised to hear about the changes to Seminary. How are you going to ensure emergency vehicles will be able to get to the hospital when one lane traffic is backed up around Jordan?

Thanks for your consideration,
Katherine Gehman

Dear Ms. Mayeur:

I want to applaud your effort to improve the safety of Seminary Road from Howard to Quaker Lane. My family lives on Colonel Ellis Avenue. We travel this stretch of Seminary multiple times everyday by car. We also walk and jog along Seminary. In short, it is not safe. There is virtually no buffer between pedestrians and vehicular traffic on Seminary Road. The cars travel along the road at an extremely high rate of speed, well in excess of posted speed limits. I have personally feared for my safety while jogging on the sidewalk. I discourage my children from walking along the road. I fear that some large trucks might even hit pedestrians with their side mirrors, they are so close to the pedestrian path. Adding the bike lane will provide a much needed buffer between pedestrians and cars. I think it is a great idea. I view the actual bike lane only as a side benefit. Though one that I might use!

All that said, I am fearful of what will happen to traffic. Will cars try to use St. Stephens, to Colonel Ellis, to Fort Williams as a way around back-ups? Perhaps not, but I am sure that Waze and Google Maps and similar navigation programs will find this as an alternate route when there are back-ups on Seminary.

Do you have a plan to discourage this? Are you thinking of traffic calming devices on Colonel Ellis? Are there studies available on how the plan will impact traffic in adjacent areas?

Will you plan to maintain the left turn lanes at Quaker and Howard? I use the left turn lane on Quaker in the AM to take my kids to school and I can tell you that it is problematic. Last summer, the city shortened the turning time for the left lane and it has been causing
problems ever since. Very rarely can all the cars waiting to turn left make it through. The left turn signal would benefit from being just a second or two longer. Another problem: Many inexperienced drivers -- or perhaps rude ones -- try not to wait in the right hand lane for going straight or right, but come into the left turn lane and try to cut over to the right lane at the end. This blocks the left turn lane such that the cars that actually want to turn left are not able to do so. In addition, the shorter turning time leaves the cars in the left lane unable to "catch-up" to the light in time to turn once the cars blocking the left lane have moved on.

I definitely applaud this effort and like the idea of emphasizing safety and bike transport, but would love to know more from you about what you think the traffic impacts will be at the intersections and in our neighborhood.

Thanks,
James O'Brien

Christine and Yon,

We write to object to any narrowing of Seminary Road west of Quaker Lane.

We have learned that narrowing roads on King Street and Van Dorn Street has exacerbated traffic flow for residents at peak hours when people are trying to get to or from work, or are transporting their children to or from school and activities. Seminary Road is primarily a major thoroughfare on which so many of residents in Central Alexandria depend. Narrowing it is likely to reduce vehicular mobility at peak hours when we need the road capacity.

Please do not use traffic deaths to support this or other road diet projects. They do not support the notion that the road designs are flawed and that roads should be narrowed. Please find other ways to address the perceived safety fears of the few people who need to cross Seminary in between Howard and Quaker. That, we can support.

Thanks,

Bill and Bonnie Rossello

Dear Ms. Mayeur,

I am writing to express my concern about the suggested narrowing of Seminary Road between Howard and Quaker Lane. While reducing our carbon footprint and making the streets safer is a laudable goal, I believe narrowing Seminary Road will cause a significant increase in traffic and congestion. Seminary Road is a main thoroughfare and reducing it from four lanes to two will not decrease traffic - people won't suddenly be jumping on their bikes just because that road has been narrowed. Rather, people will be frustrated when they drive on it and perhaps seek alternative routes through residential streets.
Narrowing King St in front of T.C. Williams, 25 mph on Quaker Lane...these are unrealistic for our traffic patterns and the level of projected growth. Since King St has been narrowed to make room for bike lanes, I have yet to see a cyclist on it.

I urge you to listen to the residents of Alexandria and keep Seminary Road four lanes.

Thank you,
Julie Ciccarone

Dear Ms. Mayeur,

I received a mailing from the City with this text:

"At the community meeting, staff will discuss the reduced study area, share the three design concepts, and ask for input on potential improvements to Seminary Road. All meeting materials will be posted on the website after the meeting. An online feedback form will also be available through April 10 to collect additional community input for those who are not able to attend the meeting in person."

Are the three design concepts available to view before the March 25th meeting? For many city meetings, the materials upon which the discussion will take place, are made available before the meeting.

Thank you.

Sincerely,

Patricia Evans

I walk along Seminary all the time and live one house off Seminary and think it is a great idea to reduce it to 2 lanes.

--
Robert Shelburne

Dear Ms. Mayeur,

It is my understanding that the City is planning to reduce the driving lanes on Seminary Road; I would like you to first obtain the approval of the residents and people who use this corridor. I myself am against reducing any driving lanes in favor of bicycle lanes, etc. as this will cause gridlock and an unhappy citizenry. Thank you for your help in this matter.

Sincerely, Martha von Guggenberg

Ms. Mayeur:
I urge you and your colleagues NOT to reduce the number of traffic lanes on Seminary Road. That would be a terrible idea.

Bicyclists do not make up enough of the traffic population to justify reducing the number of lanes available to cars on busy streets such as Seminary Road. Reducing the number of car lanes will not cause people to abandon their cars and switch to bicycles or mass transit.

There are plenty of less-traveled streets in Alexandria for bicyclists to use. They do not belong on heavily traveled streets, which were, let’s not forget, built for cars.

Please do not make driving in Alexandria any more of a hassle than it already is.

Sincerely,

Sally McConnell

Ms. Mayeur -

I am opposed to the reduction of car lanes on Seminary Road between the hospital and Quaker Lane, to make one each way a bike lane. There is already serious congestion on this stretch of road, and the only way for those between Seminary Road and Duke Street, to get to or from Old Town without using Duke Street. I absolutely would have more respect for accommodating bikers if they obeyed the traffic lights and other signals as the cars do, but every day I live in fear of accidentally hitting someone on this stretch of road. Please consider the density of automobile drivers and citizens in this area.

KAY TIBBITS

Thank you for checking on this and for your answer on how it may affect the Seminary Road project.

I believe my husband has participated in the transit survey but I will double-check and make sure he does since he is a frequent rider at Seminary & St. Stephen’s Road. He is able to walk up to Howard & Seminary to catch a bus but it is not safe to walk the sidewalks along Seminary Road in that stretch….which is one thing I know is a problem to possibly solve with the repaving project.

Thanks again for all your help on these matters.

Patricia Evans

Greetings!
I will be out of town on March 25 and therefore will not be able to attend the meeting regarding the preposterous idea of reducing Seminary Road by two full lanes. Please let me register my STRONG opposition to any reduction of car traffic lanes in order to accommodate a very few, but vocal, bicycle riders! A “road diet” on Seminary Road is absolutely ridiculous!!! I have used Seminary Road twice in the past six months to get to the Emergency Room! If I had had to wait in only one lane of traffic I might well be dead right now—no exaggeration.
Please use some common sense in this matter. That is a main artery and heavily used at all hours. This is not the time or place to try to choke traffic and make area residents and commuters alike positively miserable! If there was a mass emergency of some type, we would need that road for egress to get out of this area. I am a disabled senior citizen—I cannot use a bike; I cannot use mass transit; and I cannot walk to my many medical appointments. But I have lived here and paid taxes to the City of Alexandria since 1974. I feel like my opinions just don’t matter to this City’s government. A road diet is a very bad idea. It is not appropriate in this situation. The number of actual bicycle riders on that stretch of road is extremely low indeed.

Please put the entirety of this message into the public record, and please send me a non-canned reply. Also I request you share this message with the Mayor and Members of City Council, and members of the T & ES Commission.

Thank you.
Mrs. James S. Ray

I think that it is a mistake to inconvenience hundreds of drivers of cars in order to accommodate a few bike riders on Seminary Road!

Doris Ablard

Regarding the Seminary Road Complete Streets Project

I opposed that Seminary rd will be reduced to two lanes. This will increase the traffic. I use seminary rd on a daily basis to commute for work.

Ahmed Ben Salem

I oppose reducing the number of lanes on Seminary Road. Also, I think road conditions (potholes, etc) and congested traffic are the worst they have ever been.

Gerry Herbert

I am very concerned about the proposed plans for Seminary Road. When I initially heard about the plans, I attended a meeting at Emmanuel and no city traffic people agreed to attend. We were told that our “anxiety” was unwarranted. To find out now that the city is moving forward with this horrible plan that seems designed to appease the wealthier part of the city is infuriating. Seminary road is a critical artery where the reduced speed limits are already burdensome. There are people like myself who work someplace that is not accessible by public transportation. I hope Mayor Wilson is responsive to this widespread concern on the part of people who just need to be able to get around an already congested city. The fact that this is the suggestion to solve traffic problems while continuing to build and build and build with no additional schools and then proposes insane solutions like reducing road space.

I look forward to your response.

Katy Sokolove, Seminary Valley Resident

I oppose the narrowing of Seminary Road as part of the Alexandria Complete Streets Program. We need to keep the current four lanes on Seminary open to vehicular traffic.

Hi Christine -

I'm writing to you as my family is very concerned with the consideration by Alexandria to reduce Seminary Rd to two lanes. Why would the low volume of vocal bicyclists outweigh the not-as-vocal drivers that use Seminary Rd every day. Often traffic is backed up in all four lanes of Seminary, I can't even imagine what it will be with only two lanes! I'm shocked that the city would consider reducing the lanes and making it more congested. Additionally, I keep hearing that there are concerns about safety of pedestrians - yet I haven't heard strong stats pointing to justification for reducing the
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<th>Lane Reduction of Seminary Road</th>
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<td>We are strongly opposed to the lane reduction and hope that the city hasn’t already made up its mind.</td>
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<td>Thanks for your attention.</td>
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<td>Regards,</td>
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<th>Public Servants</th>
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<td>Hello public servants, you should all be ashamed of yourselves for even considering this unnecessary, unwarranted, almost pointless change to Seminary Road. I live 2 blocks from the road, I drive on it every single day and I have not seen a bicyclist in over a year. Where is the cycling hoard that you serve? Is it in your imagination? Is there another reason you are considering this? Instead of reducing the lanes you should put your efforts towards restoring the 35 mph speed limit that the road should have. All your 25mph zones and the car-damaging “calming” bumps you put everywhere inhibit lawful movement around the city. Stop wasting time and money, you will lose votes if you do this, simple as that.</td>
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<td>A concerned, tax-paying resident of the Hammond MS neighborhood</td>
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<td>Harry Oxford</td>
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<th>Lisa Delnegro</th>
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<td>It is so sad that the city is installing all of these bicycle lanes WHEN THEY DO NOT OBEY THE ROAD RULES! It truly makes me SO MAD! We pay high taxes in this city and this is a travesty!!</td>
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<th>Antonio M. Longo, MD</th>
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<td>Teresa B. Longo</td>
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<th>Charles C Grace</th>
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<td>I see you have a project for Seminary Rd. What about Duke Street between Jordan and Quaker Lane? Also, the City proposes to reduce Seminary to two lanes and a center turn lane in order to make room for bike lanes. Why not choose the more lightly traveled Braddock Rd?</td>
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<th>Handout Request</th>
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<td>Would you please provide written handout’s at the public hearing that explains the decision-making process for the City — specifically, how decisions are made, who votes, and who is responsible for making the decisions regarding the City’s streets and highways projects. Please provide the names and titles of those who vote (specifically, those who will be voting on the “Seminary Road Complete Street Project”), how and when the residents of the City be informed, if the voting decisions of each voter are made public, and if so, where the voting-record can be found.</td>
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Thank you for your attention to this matter.

Taylor

**Good Morning - I am wondering if the city has any stats it can share on traffic volume, bicycle usage, or pedestrian crosswalk usage along Seminary Rd?**

Has the city done any information gathering on bicycle usage in the future... I am wondering if by putting in bicycle lanes will more citizens opt for riding rather than driving.

I frequently drive up King Street, north from the metro station where they have put in the bicycle lanes and I have never once seen anyone using them. I am not saying they are a bad idea I just wonder if the expense warrants it without some indication from citizens that they intend to make use of them.

As far as pedestrian crossing, I live on West Braddock near the intersection of Scroggins where the city put in a pedestrian crossing. Many times I have seen pedestrians trying to cross in the designated area but cars just do not stop for them so its a mad scramble for the person to avoid being hit. When I see kids on bicycles or women pushing strollers trying to cross it scares me silly. Is there any way that can be upgraded to protect the pedestrians... really we need a traffic light there I suppose.

Anyhow I thought I would share my thoughts with you. I have lived here more than 40 years and traffic has increased.... I applaud your efforts to make our streets safe and usable for all citizens.

Patricia Jennings

**I would like to the presentation include signalization at Fort Williams for pedestrians crossing from the bus stops. We should make getting to or from a bus stop safe and convenient.**

At Fort Williams pedestrian safety would be improved with a flashing pedestrian light and crosswalk lighting when activated by a pedestrian (similar to the crosswalk at the Braddock Road Metro Station). This is important in the evening rush hour when it is dark. It would also help elderly people crossing from the new Immanuel Church on the Hill Chapel to the southside of Seminary Road going to the Zabrinski Church. Currently it is unsafe almost any time of the day for pedestrians crossing Seminary without a walk light or activated signal warning drivers.

Also, would like to see shared lane markings "sharrows" for bicyclist on the curbside travel lane. Green shared lane markings may be confusing to motor car drivers and bicyclist. Where traffic backs up at Quaker Lane -evening rush hour-I would like to see an escape opening allowing bikers to go on to the sidewalk and cross Quaker Lane at the crosswalk.

There have been several telephone poles taken out on Seminary Road by motor vehicle drivers approaching Quaker Lane over the years. Speeding too fast for conditions maybe the cause. There should be a flashing yellow light warning drivers to slow down when approaching the backup at Quaker Lane.

I would also ask that consideration be given to having the curbside lanes at 12-13 feet, reducing the outside lane to 10-11 feet. This may help reduce speeds in the outer lane and alleviate multiple threat crashes involving pedestrians trying to cross Seminary Road. Thanks

--

*Dave Cavanaugh*
My wife and I have lived in Varsity Park since 1988, and during this period we have seen traffic worsen to the point where commuting in this area is at times very difficult. Since the BRAC building opened, both rush hours are often gridlock. My point is that reducing Seminary Rd to one lane each way is a huge mistake. I live on LaSalle Ave. and during rush hour it is a very difficult process to get on Pickett Street. The wait to get on Seminary is lengthy and tedious. If this plan to go to one lane each way is approved, the West End traffic will go from being bad to terrible! Please consider the traffic problems that approving this plan will cause for the residents of the West End. Bike lanes are a good idea if locations can handle them without causing serious traffic problems. Bike lanes on Seminary would be a traffic nightmare. Please do not approve this plan.

Thank you,

John E. Nottingham

Christine,

I was unable to attend the event tonight, but my wife Jessica and I wanted to express our support for the two lane design summarized in the materials provided by the city. We live one house off of Seminary on N Gaillard Street and use Seminary between Quaker and Howard very frequently to run, walk and bike. We have young children and certainly try to avoid taking them to walk or bike on that corridor. Our first thought was that emergency vehicle access could be impacted, but I would assume the exhaustive study done here would have fully considered that. If I need to express this opinion anywhere else please let me know.

Thank you,

John and Jessica Richardson

Mr. Buck,

This conveys my opposition to the narrowing of Seminary Road to 2 lanes. I have lived on N. Latham Street since 1988. Many area residents are seniors, like myself. Not many are bicyclists. If so, we ride for leisure & not on busy streets for commuting. We want to be able to drive to Old Town for dinner, if we choose. Already Duke is clogged, and also King Street including when accessed by Braddock Road. The 25 mph speed limit, along with more signs & increased police enforcement of the speed limit, should be enough to increase safety on Seminary. Let’s try the least drastic measures first. The vast majority of our neighbors and civic association members OPPOSE reducing Seminary Road to 2 lanes. —Mary B. White

I understand there is now a Complete Streets Project which will alter Seminary Road between North Howard Street and Quaker Lane. Where can I find an engineering plan for it, please?
I am very familiar with this corridor on Seminary Road because we have lived on Ft Worth Ave, near St Stephens & St Agnes School, since 1985.

I am trying to find out if the plan being considered will change Seminary Road from a four lane road divided by a double yellow line between North Howard Street and Quaker Lane. If so, I would like to have the opportunity to object to any such change. There are several reasons for my objection.

I would also like to know if the traffic count data can be divided into two subsets, one for the traffic count on Seminary Road between Kenmore Street and North Howard Street, and the other for the traffic count on Seminary Road between North Howard Street and Quaker Lane.

The reason for these two subsets is because the city planners apparently assume that Seminary Road west of North Howard Street is a “higher density traffic area,” whereas Seminary Road east of North Howard Street is a lower density traffic area. I don’t believe this assumption is correct because the traffic count on Seminary Road must be quite similar on both sides of North Howard Street.

So my questions are:

1. Where is the engineering plan for the “Complete Streets Project” work on Seminary Road between North Howard Street and Quaker Lane?
2. What is the traffic count in these two corridors on Seminary Road:
   a) Traffic count on Seminary Road between Kenmore Street and North Howard Street
   b) Traffic count on Seminary Road between North Howard Street and Quaker Lane
3. Where should comments of residents on the “Complete Streets Project” work on Seminary Road between North Howard Street and Quaker Lane be submitted?
4. What is the deadline for comments?

Sincerely,
Henry W Abbot

Hi,

I am voicing my opinion in favor of Alternative 1 plan for the repaving of Seminary Road.

I am vigorously opposed to taking away lanes on a busy, well-trafficked thoroughfare that I use every day on my to and from work, children’s school, errands, etc.

I have filled out the survey and emailed with the mayor’s office.

Please contact me if you want to discuss this further.

Thanks and best wishes, s.

PS Darren Buck’s old email auto-replied to send this to you. If this in error, apologies and can you direct me to whom I should send this? Thanks again.

Sam Votsis

Yon,

Good morning. Great seeing you at the community meeting on 3/25 to discuss Seminary Rd.

Meeting feedback is below. As I mentioned at the meeting, we can identify better alternatives than these ... ones that will both improve safety and overall capacity for this vital major thoroughfare.

Will have hot peppers ready in July; please feel free to drop by any time and pick some.

Regards,
Jim Allgood

Feedback from 3/25 Meeting on Seminary Road Complete Streets Project

* Overall: The overwhelming majority of attendees supported retaining all four lanes, while making changes to improve safety.

** Rationale, inter alia, for retaining four lanes: Enables emergency responders to/from the fire department and hospital to be more responsive; facilitates the flow of traffic through West End Alexandria; accommodates local residents who use it daily to meet their needs for work, leisure, necessities, and worship.
** Rationale for improving safety: still too many speeders -- clear message was to find ways to reduce their numbers without reducing the thoroughfare's capacity.
* An unhealthy "Us versus Them" mentality seemed to pervade the meeting ... "Us" being the citizens attending; "Them" being the City staff. My opinion -- both "sides" were at fault.

** Citizens. Anecdotally, many are convinced the City has made up its mind to reduce Seminary Rd. to two lanes, despite numerous objections and viable alternatives offered over the past six months. I'm convinced the City will listen and do its best to meet the desires of the majority of the people, just as it did to reduce the speed limit to 25MPH.

** City Staff. Rather than being more in an objective/listening mode, it seemed to be in a defensive crouch and attempting to defend the two-lane alternative no matter what. Example: The moderator essentially stated that emergency responders should have no problem on a two-lane road, because they could use the center turn lanes. In sidebars with several emergency responders in attendance, they were adamant that reducing Seminary Rd. to two lanes would have a significant adverse impact on their response times. I guess an "engineering study" could be accomplished to see who's right, but common sense and experience indicate four lanes would be better; so, why would City Staff defend two lanes based on speculation/opinion? Why not at least say, "Good point. We'll look into that."

* Issues with the alternatives:
** Criteria. Two points:
*** They appear to be somewhat disconnected from the City's goals/objectives, as well as being incomplete. For example, one City objective is to improve mobility for all users; yet capacity is not addressed.
*** Here are three that could work. For vehicles, pedestrians, bicyclists, and public transportation, the extent to which each alternative would:
   1) Improve safety
   2) Increase capacity
   3) Accommodate all roadway users

BTW, seems to me there are other factors, such as the extent of user/citizen support for each option and each option's cost and timeline for implementation

*** Objective assessments. A number of speakers complained about the subjectivity of the City's ratings of the three alternatives offered. Agree. Perhaps the City Staff could have a group of citizens who proportionally reflect Seminary Rd. users also rate the alternatives have their ratings factored into the overall ratings.

*** Lack of creativity. A number of speakers and I have suggested alternatives that appear to better address the overall needs of all Seminary Rd users; yet, the City Staff has selected three, all of which alienate most of the users being considered.

* Someone questioned why a city official was not in attendance; guess they wanted to see someone from the City Council. Thought your attendance was sufficient.

---

I am writing to OPPOSE any loss of vehicle lanes on Seminary Road. The four lanes are already congested, due to the crush of traffic to the BRAC building. I have been commuting on Seminary Road for 30 years and I never see bikes
except for Saturday and Sunday. And if you do narrow Seminary, inevitably it will shift the traffic to Quaker Lane, which is already overloaded with school traffic and Bradlee customers.

Sandy Johnson Raasch

<table>
<thead>
<tr>
<th>I do not have time right now to address every issue on the website but to get to the zero vision, you should not constrict or make major changes to the Seminary Road, aside from well marked, lit and designated crosswalks:</th>
</tr>
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<tbody>
<tr>
<td>1) Seminary Road is a major route to the hospital for emergency services. The goal is NOT to obstruct or in any way make the road more narrow, especially not with more bikes scooters etc. ( If you want create a walking and biking path on the seminary easement OFF the road. Two full lanes are important to move the cars. YOU WILL KILL more people than saved by making the proposed changes which constrict flow or add bicycles to the roadway. The brain dies after 4 minutes without oxygen or blood flow. People need to the to the ER extremely quickly to live. Far more people depend on getting to Alexandria hospital to receive quick lifesaving care than have been injured or killed on Seminary road in that stretch.</td>
</tr>
<tr>
<td>2) to have less accidents the city needs to acknowledge that new cars and those going forward have more safety features and collision avoidance mechanisms than ever. Promote rather than create a war on these vehicles. You will do more to obtain the zero vision if you create policies and road designs which embrace free flow and more visual open spaces: embrace people owning and buying cars with new technology. Yet, you are also proposing higher tax/fees on new vehicles.</td>
</tr>
</tbody>
</table>

We all know how statistics can say or do anything depending on the assumptions made to create them. Quaker Lane near the Duke street intersection is a pathetic mess with blocks of stopped traffic due to not enough traffic flow, and it is sad that Alexandria interests are now proposing more of a mess by changing Seminary Road. It is really quite insulting to the civil engineers who did a great job designing them in the first place.

Respectfully and with risk assessment in mind,

Pat Weggel
BS Civil Engineer with significant traffic safety background ( I ran the EPA safe driving program for years).

<table>
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<tr>
<th>We have lived on fort Worth Ave for 47 years . Seminary Road is the road I use thru out the day multiple times !! It is now a busy road with residents going in &amp; out to work or errands , students going in &amp; out , people that work trying to get to work &amp; most importantly Ambulances going to Alexandria hospital which is literally one long block from my house. I frequently need to get the the right lane to allow emergency ambulances ( &amp; fire engines) to pass!! This is extremely important !! Closure of lanes is absolutely foolish !! It is not only ambulances that transfer patients to &amp; from our only hospital but private cars as well!!!! If even one person who is critically ill cannot quickly get to hospital because of Foolish lane closures the city would , could &amp; should be held responsible !! This road is safe ! What is going on is pure nonsense . Bunny Chapman</th>
</tr>
</thead>
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<tr>
<td>Hello Christine</td>
</tr>
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</table>
I live at 1115 St Stephens Rd so it is pretty obvious why I am concerned about the affect of possibly changing traffic patterns. I appreciate this opportunity to comment. I am curious about some of the information presented.

First, the 6’ width of the bike lanes seems over much. The resulting 10’ allocated to automobiles seems to be an unnecessary and less safe squeeze. Why not give bike riders 4’ or even 5’ to increase auto safety and ease-of-use via 11’ or 12’ lane width?

I understand the tendency to be responsive to the (inflated) demands of bike riders but Christine, I believe more weight should be given to the safety of the larger proportion of auto drivers. Greatest good for the greatest number, and all that.

Second, As a career professional analyst I considered the time estimates with consternation. The use of fractions of a second just makes no sense. Who would even notice in real life the difference between 30.5 and 30 seconds? What is the source of such fractional time estimates? Certainly not a stop watch and probably an extrapolation from some possibly but unreported set of base data. To use such fractional numbers raises the question of data credibility as well as the credentials of the authors.

Loren Needles

The below email is being circulated by the Cameron Station Civic Association; an association that has consistently been hostile to and has worked against the city’s efforts to improve pedestrian safety in and around Cameron Station.

I’m am writing to express my total support of the city’s Complete Streets project throughout the city and look forward to its eventual implementation on Cameron Station Blvd when it becomes time to repave it.

Cheers,
Frank Rathgeber

Christine,

I read on Nextdoor (which is a cesspool, by the way) that the North Ridge Civic Association submitted a letter in opposition to this project. I just wanted to write personally as a homeowner in North Ridge to voice my unwavering support for this project. I choose not to participate in NRCA or publicize my local advocacy because of my role working in Arlington County, but I was upset enough about this letter that I felt like I needed to write in. I commend you, and presumably the many other staff working on this project. The website content is not only slick, but informative, comprehensive, and plainly understood. The FAQ was and is an incredible resource, and it makes it obvious the potential recommendations are data-driven. KEEP UP THE GOOD WORK!

As far as the letter, it is unbelievable and disingenuous for NRCA to say that the organization "represents" 2700 households, when only a tiny fraction even participate actively. Like many Civic Associations, unfortunately, it is a socioeconomically homogeneous echo-chamber. While I recognize and appreciate that NRCA does offer an important service to the community, when representing political advocacy its important to note that there is a large percentage of households within those
boundaries who likely don’t even know NRCA exists, or if they do, may not agree with the official stance. While its just my opinion, I do believe the silent majority of residents are either apathetic or in-favor of these types of road improvements.

Speaking for my family, I want to see fewer traffic lanes, slower vehicle speeds, and more road-diets which discourage the "efficient traffic flows" mentioned in the NRCA letter - which is obviously code being used for "make it easier for cars, to the detriment of everything else we don't care about." I also trust the City's professional traffic engineers, many of which I've had the personal pleasure of working with, over the armchair activists. If NRCA is serious about vehicle/ped/bike safety, I would hope they see that your (T&ES) analysis of the analogous King Street Complete Street project showed a significant positive impact on crashes with negligible impact on traffic throughput. I trust that if staff does attend their upcoming meeting you take the opportunity to highlight this for their membership.

I hope you’ll also note for them that (unless I'm mistaken) its just a striping project - if it fails miserably, which should be obvious according to naysayers, it can be re-striped back to a 4-lane arterial. Alternatively, if we do nothing, we'll lose an opportunity in the future to go further into median improvements, plantings, and other beautification to improve the aesthetics of the streetscape.

It may shock some to hear that there are, in fact, people that live in Northridge boundaries that actually think the City is doing the right thing here, but trust me - there are. I hope the Council listens to the practitioners and data rather than a vocal minority of folks who sound like they'd prefer to live in Loudoun County.

Thank you again for the work you're doing.

- Ben Aiken

Dear Christine,
Good afternoon.
Recently, I became aware of the plans regarding Seminary Road. I am not in favor of this project to decrease the number of lanes on Seminary Road. I have been a resident of Alexandria for over 40 years. I live right off of Seminary Road and don’t really have another choice of roads to use.
This idea needs to go back to the drawing board for the following reasons:
- The traffic on Seminary Road on any given day and time, is heavily traveled even on off hours and the weekends.
- Currently, in the afternoon about 4 pm, the traffic on Seminary Road headed to Janney’s Lane is backed up to Fort Williams Parkway, and on occasion, almost to the temple. If this portion of Seminary Road is made a single lane, the traffic would be backed up to the hospital, especially when the employees and physicians leave.
- In addition, the traffic on Duke Street would carry additional traffic and make it unbearable. Currently, it is no picnic to go down Duke Street during rush hour. It can take me an additional 20 minutes. A single lane on Seminary Road will increase the traffic on Duke Street.
- This project appears to be an idea of a special interest group and is not taking into consideration the majority of the residents in the area.
- What about ambulances headed to the hospital and the cars being able to pull over for emergency vehicles? It does not appear to be enough room on the proposed plan.
-The only area that doesn’t have sidewalks is around the Seminary. That should be easy enough to fix when the road is resurfaced.

-Seminary Road needs to be immediately resurfaced, it is in poor shape. The potholes are ridiculous. Road crews have thrown “stuff” on the pot holes to no avail. The potholes continue, it is impossible to drive down the street without dodging a pothole. This winter I had to replace a tire because of the potholes.

-The surface of the road is in very poor condition. I was told last year that the road was to be resurfaced in August 2018. Obviously, that did not happen. According to your document it is due to be resurfaced in September 2019. I hope these proposed changes don’t delay the work on Seminary Road. We can’t afford any delays in repairing and resurfacing. It currently is a hazard.

Thank you for your time.
Sincerely,
Kathy Bury

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While you’ve done an adequate job with the 3 different versions for revamping the streets between Howard and Quaker Lane, the idea of one lane in each direction with the middle lane for turns does not seem logical, and unsafe. I’m concerned about the emergency vehicles as well as the backup of traffic from BRAC. I have read, greatly favor and recommend the option #4 recommended by the Seminary Hill Association. As a frequent user of Seminary Hill, living on Quaker Lane, it would be disastrous having more cars backed up on Quaker trying to get onto Seminary with only one lane available to them. The idea of the red flashing lights activated by pedestrians or bicyclists while attempting to cross the street is a sound idea. Also your plans would generate more cut through traffic into residential areas.

Frances Terrell, President
Seminary Civic Association

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Dear Ms. Mayeur and Ms. Carroll,
I live at 1106 Dartmouth Rd. in Alexandria. My kids currently attend Douglas MacArthur and in all likelihood will attend Patrick Henry as swing space in the Fall of 2020. I do not understand the concept of narrowing Seminary Road to accommodate an additional bike lane. In light of the massive student and school population that will be moving to Patrick Henry in about 16 months, please reconsider and do not narrow Seminary Road.

As you know Dartmouth Rd. is near Janneys Lane. I rarely see anyone using the bike lane on Janneys Ln that was added a few years ago. Traffic is worse than it has ever been on Quaker/Seminary/Janneys and more and more cut-through traffic comes through our neighborhood as a result. Specifically, I do not let my children (ages 9 and 6) play in our front yard because there are so many cars SPEEDING up Dartmouth (very rarely stopping at the stop sign at Princeton and Dartmouth) to cut up to Cambridge so they can use the light to cross Duke St. and get to Telegraph. We bought our house in June 2015 and this problem has exponentially increased since then. Let’s not forget that Janneys itself will turn into a construction zone to build the new Douglas MacArthur in late 2020 for at least two years.

Is there any way to add a light where there is currently only a stop sign at the intersection of Yale and Duke? It’s insane how backed up Yale gets with people trying to turn left onto Duke at that Stop Sign. Seriously – has anyone from the City ever looked at that intersection to see how it could be improved? Also, couldn’t the city limit parking on Cambridge to only one side of the road? Currently, cars park on both sides – so Cambridge essentially becomes a one lane road with loads of cut through traffic trying to get to the light at Cambridge and Duke.
Given that our property taxes have recently and significantly increased – you must expect that residents will be frustrated with the city’s failure to take action. I am a two issue voter – schools and traffic. I believe many voters feel this way and that is why you saw a change in our current city council and school board.

In light of the quantifiable cut-through traffic area issue, I cannot understand why the City seems fixated on adding a bike lane on a major road that barely accommodates the traffic that currently exists and will only get worse with the addition of swing space and yet has proposed no concrete solutions for dealing with the insane driving and traffic on Dartmouth Rd. The residents in Alexandria, and specifically the Clover Park/Quaker Hill neighborhood will have to deal with the reality that adding a bike lane will not and does not encourage more biking and will only send more road-raged drivers through our once quiet and safe neighborhood.

Thank you for your consideration of this concern.

Suzanne Duddy

Dear Ms Mayeur:

We have corresponded in the past prior to the installation of speed bumps on Jordan St. I have written two unanswered emails to you concerning near head-on collisions on Jordan since the installation - and this is just my personal experience. Repeatedly City School Buses, and there are many on Jordan Street and will be more with the moving of McArthur families to come, cross over the double yellow to avoid the speed bumps by fitting the front tires between the spaces between the bumps. As a consequence on a blind curve before my turn onto Kemper st to access my home on Newcomb Pl I have had several near head-on collisions with buses. Both the bus and I had to come to a complete halt so the bus could move back into his lane. Then the corder was last Thursday I am coming down Jordan and a "Fire Chief vehicle" with sirens and lights on comes up Jordan with NO traffic in his lane - I stop because there is no pullover spot on Jordan at that point - and he CROSSES over the yellow line to avoid the speed bumps. Nearly takes the mirror off my stopped car and moves on. I repeat - there was NO traffic in his lane so no need to move an inch. This has got to stop. If you narrow Seminary Road and move 700 families to the old Patrick Henry which was just approved there will be a solid stream of traffic both private and City moving up and down Jordan twice a day for hours. More accidents will occur. Please do something to train your school bus drivers. city vehicles of all kinds including the trash trucks and at least put of a "stay in your lane" sign prior to the bumps. What this city is doing to our streets is criminal and causing those of us who have lived here for decades to question the motives of our city leaders. Please respond. Toni Roche

Dear Ms. Mayeur:

I am writing to express my dismay at the proposed reduction of lanes on Seminary. I attended the meeting at St. Stephen’s High School and felt the options offered were skewed for bikes not cars. A friend, Linda App, sent me the letter she wrote about the proposed changes. Her letter is so complete and reasonable that I am using it to reiterate my feelings about the project.

I quote:

Sincerely,

Linda Greenberg

Dear Ms. Mayeur:
I am alarmed at the prospect that Seminary Road may be narrowed further; it's already one lane each way from Quaker to King Street, and the plan is to narrow all of the rest of it that is within the city, from Quaker west to 395, to "calm traffic." I suppose this will force traffic headed for Old Town onto Duke Street, where it's already crowded and slow. Braddock is already one lane; King Street is also narrowed as it approaches Old Town. I have seen the bike lanes go in, and frankly, I have seen hardly anyone using them.

What is the benefit to Alexandrians trying to get to Old Town? We have so few through roads. I live in the West End, near Alexandria Hospital, and I use Seminary almost every day. I've had it explained to me that the two lanes of Seminary at Quaker eastbound are the way that are on purpose to make it HARD to get straight through the intersection, "we don't want people driving through the neighborhood." Is this extending this exclusivist attitude to the rest of the western part of Alexandria?

At most, I could see turning Seminary into three lanes: two travel lanes, one turning lane. Don't make it just one each way; the potential for collisions as people are stopped to turn left is just too high.

Ellen Briscoe

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Hi Ms. Briscoe,

I understand your concerns, but I think it is important that you read our proposals and information for yourself. We are not proposing to narrow it down to only one lane in either direction. One of the three proposals we have is one lane in either direction and a turning lane in the center. The project website is here with a ton of information and a narrated presentation that you can listen to: https://www.alexandriava.gov/tes/info/default.aspx?id=103393

We have a survey that closes tonight, that I would encourage you to take after you review the materials. That is also posted on the website link above.

After you review, please let me know if you have any further questions. A frequently asked question document can be found here: https://www.alexandriava.gov/uploadedFiles/tes/info/FAQs_Final.pdf

My very best,
Christine

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The alternative that adds a turning lane in the center makes a LOT of sense to me.
Ellie

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Keep Seminary Road 4 Lanes:
Seminary Road ’Complete Streets’ Project to Remove Two Lanes of Traffic

TO: Alexandria Traffic and Parking Board Members and Office of Transportation and Environmental Services
I write this as a tax-paying Alexandria property owner for three decades who drives on Seminary Road on an almost daily basis. I have read all the documents posted by the city on this issue, and studied the 3 alternative designs. Keep Seminary Road 4 Lanes!

Seminary Road is one of the three well-established major east-west thoroughfares for Alexandria, and that cannot change without extraordinary and necessary justification, which does not exist except in the minds of narrow special interest groups: hard-core cyclists; bike/scooter rental companies; and the Zero Vision car-haters. Pedestrians are well-served by the current sidewalk arrangement (with one exception of missing sidewalk on Episcopal property, addressed later.)

The March 25 Community Meeting
There is virtually no community support for the proposals to reduce the number of lanes on Seminary Road, except for the tiny number of hobby cyclists who might or might not use the bike lanes being proposed and the Zero Vision propagandists.

The community meeting at St. Stephens St. Agnes on March 25, 2019 had approximately 200 attendees, and only a handful of people (excluding city employees) voiced any support at all for removing traffic lanes. Those who spoke in favor gave only tepid support. Those opposed were adamant.

Seminary Road Should Remain Four Lanes

Seminary Road is not at all dangerous with respect to its 4-lane design—especially since the speed limit is now 25 mph, and there is no valid cause to consider reducing the number of lanes. Vision Zero’s analysis identifying the road as ‘high risk’ is not supported by the historical data – collected when speed limits were higher (35 mph). In fact, it is now an even safer stretch of road, especially considering the high volume of traffic (16,000 cars per day).

Specific examples of misleading data being used to support the move to 2-lanes:

- The Kenmore to Quaker stretch is .4% of the street network but has 1.1% of the crashes. Fallacy: This comparison falsely assumes that every road in the street network carries an equal amount of traffic when that is patently and obviously untrue. This stretch of Seminary carries a heavy traffic burden and is probably having LESS than its ‘fair share’ of crashes when compared with equivalent traffic volumes.

- This campaign seems to imply that there are many citizens who are asking for changes so that they can bike to work. The study (which I can no longer find posted) did not support that insinuation, even though a great number of survey-takers were bikers, skewing the survey results. Workers who both a) live a short distance from work and b) are willing and able to bike to work (on good weather days only, of course), are a very small percentage of the population in Alexandria. They do not constitute numbers significant enough to permanently alter the lives of everyone else in our community.

Reducing Lanes Creates Problems

Constricting the Seminary Road traffic flow to 2 lanes would cause many problems:

- Rush hour congestion would be at least twice as bad as it is now, and the bike lanes would be empty 99.9% of the time.

- More cars would be idling in traffic, meaning that thousands of cars/people would be
  - Increasing air pollution
  - Wasting gasoline
  - Increasing travel costs
  - Wasting time (family time, work time, leisure time, etc.)
  - Making people late to school, work, etc.
Losing potential wages, earnings (including Uber drivers, etc.), and business profits.

- Transportation costs for families increases when engines use extra gas to idle in traffic.
- Many drivers will opt to ‘horseshoe’ around the Episcopal block (using Howard/Braddock/Quaker), reducing safety and increasing the chances for crashes at 4 school campus entrances and along the path of walking students (St. Stephens Middle, Minnie Howard Campus, Episcopal, TC Williams). This would decrease student safety.
- Dysfunction Junction (the intersection of Quaker/Braddock/King) would experience higher traffic volume/confusion when used as an alternative route and likely increase the incidence of crashes.
- Emergency services (police, fire, EMT, etc.) can lose critical time when stuck in traffic that isn’t moving and there are no options to switch lanes.
- Many (perhaps most) citizens are much less safe on a bicycle than in a car due to personal characteristics: age, agility, brittle bones, balance, physical strength. For citizens of a certain age who may be very healthy, a ‘minor’ bicycle crash or fall can cause injuries that are life-altering and even life-threatening.
- Not all cyclists have equal skills and abilities, and cyclists of various speeds impact the safety of cycling.
- Many cyclists are actually a safety threat to other cyclists and pedestrians, due to the aggressive way they ride and the speed at which they ride, and their lack of following the rules of the road and even common courtesy. This is a serious problem.

Zero Vision’s Bait and Switch, Anti-Car Influence Hurts Alexandrians

How much power does Vision Zero wield in Alexandria? Too much. How did Zero Vision gain so much influence? Perhaps it is due to their campaign to get petition signatures to show support for their program. A year ago, I was bullied and ‘shamed’ at Market Square for not signing their petition and asking too many questions. I feared (correctly, it seems) that it was some kind of social-engineering plot to promote a future without cars and the personal freedom they represent. However, many people were signing the petition because ‘safety’ sounds so great when you don’t dig any deeper. I know another person who experienced the same harassment for not signing the petition. The city should not place too much weight on these petitions signed under pressure, duress, and void of context.

Vision Zero is revealing itself to be a concerted effort to socially-engineer a future without cars and to mold the populations’ behavior and limit their options into something that is not workable in a population-dense environment such as Alexandria.

Zero Vision is pulling a bait and switch scheme with hardball tactics to get petitions signed. Zero Vision spoke of safety to get buy-in, then moved to do everything they can to discourage and eliminate cars. This borders on fraud in my opinion. The community is its victim as unwise, unworkable ‘solutions’ are being pushed for non-existent problems.

Vision Zero strives to shift the population to bicycles, as if we lived in a quaint Swedish town and we were all young, childless, in perfect health and every day has lovely weather. That is not real life here in Alexandria. We must deal with life as it is: hectic, fast-paced, crowded, logistically difficult, cumbersome, rainy, snowy, dark, urgent, etc. We need cars and 4 lanes of traffic on Seminary Road.

Don't Trust the Survey Results

You should know that the survey tool being used has no respect from the intelligent citizens of Alexandria. It was clearly developed to draw any conclusion the city might want from the results, or even to lend itself to support the proposed changes when the people surveyed wanted just the
opposite. Everyone I have spoken to about the survey is deriding the quality of its design and content.

Common Sense is Better Than Hypocrisy
Examples of hypocrisy of the proposal to eliminate 2 lanes ‘for safety’:

- The Transportation Master Plan (2008) “envisions...the use of alternative modes of transportation, reducing dependence on the private automobile” yet also speaks of ‘transportation choice’. The most flexible transportation choice is always a private car, whether owned or rented (Uber, taxi, etc.).
- There is no reality check on the proposition that everyone should consider biking to work. For most people, this would be an outrageously unsafe option and so inconvenient as to be penalizing. It is only realistically feasible for a very small percentage of Alexandrians, and is not feasible in all weather.
- The city states a goal of providing transportation options, while at the same time proposing eliminating the Seminary Road bus routes (options), and reducing the personal options to drive cars.
- In case it is not obvious, families of young children must have the flexibility of driving in cars to get them to school or day-care. This cannot be done by bicycle. Vehicles are the only safe option.

Note that cars are the best possible way for families and individuals to travel safely, with the greatest flexibility (timing, route, etc.) in order to accomplish their logistical goals of the day, which are different for every family and individual.

Helpful Suggestions for Seminary Road are Available
Only one minor change would actually be helpful regarding Seminary Road traffic:

- Complete the sidewalk section around the perimeter of Episcopal’s large block of property where the brick wall is creating an unexpected barrier for those unfamiliar with the area, and often forcing pedestrians dangerously into the blind curve in the roadway.

Also, it could be helpful to identify off-road/road-accessible space for a parked police vehicle to occasionally monitor traffic and driver behavior at the two key intersections of Seminary/Howard and Seminary/Quaker.

Bike garages should be established on off-road trails so that bikers can stay safely off the roads as they participate in their hobby, without having to reach the trails by bicycle on busy city roads. This could be a profitable private-sector business with low overhead. The city has no need to subsidize it.

Cyclist and Pedestrian Responsibilities Should be Enforced
Dangerous behavior by pedestrians is seen on a daily basis, and dangerous cycling behavior is seen on almost every (rare) occasion the hard-core cyclists are seen on our roads. The cyclists often cause near-accidents and they quickly ride away without consequences. Two things are needed to resolve those issues:

- A pedestrian education program (in our schools and in our city services/acculturation programs) is needed.
- Bicycles used on our roads should have license tags with unique identifying numbers (like car tags) for use in reporting badly behaving cyclists.
- All adult cyclists on public roads should have a cycling license and pass a cycling rules test.
- Pedestrians and cyclists should be given citations for poor behavior. Dashboard video evidence should help in reporting offenders to the authorities in particularly egregious events.
- Note: Children are generally good cyclists as they bike to and from school. It’s the aggressive cycling adults that are the problem.

**Conclusion**

If these proposed changes are motivated by the professional ambitions of those who want to win awards, rather than by the needs of the established residential community, that is a sorry state of affairs.

People just want their government to not screw up. It ain’t broke. Don’t fix it.

Please put a stop to all discussion about reducing the lanes on Seminary Road. The community wants to keep four lanes!

Linda App

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I am writing in support of the road diet option 3 on Seminary Road.  
I am a resident on the campus of Virginia Theological Seminary.  
One of the reasons I chose to come to VTS was the progressive, thoughtful transportation policies I saw in place in Alexandria (via integral/twitter).  However, I was disappointed when I experienced how hostile traffic can be on Seminary Road. It is awful. My wife and I chose to not have a car. We take the bus, walk, ride bikes, and sometimes drive in a borrowed car or carshare. But I have to say, this area is the worst part of our transportation no matter where we go. (My wife commutes to Johns Hopkins Baltimore.)

Speeds are high on Seminary Road (and Quaker) and the bus stop on the south side of the road is in accessible to campus residents/guests. I believe that Seminary Road is ripe for a road diet. A center turn lane, running the entire length of the road, (not just turn pockets at intersections), enhanced crosswalks at the bus stops, and bike lanes in each direction, are all essentials elements to redesigning the road. Bike lanes would add a nice buffer from traffic for those of us who wait at the bus stops. Reducing to single lane, also has the effect of making traffic calmer and safer. On a one lane road, the prudent driver controls the flow of traffic, but two lane road is controlled but he aggressive driver, who is dangerously speeding, and swerving around slow cars.

Lastly, I would ask for improved bus shelters on Seminary road. Bus riders should be treated like people. It is an incredible indignity to have to wait for the bus, sitting a rock in the grass. Even on a nice day. Benches, shelters, and clock with real time updates on bus service are all assets to the service that your already provide and would also increase ridership.

These are the kinds of improvements you have already been making all around the city. I eagerly await for you to bring them to the seminary neighborhood.

Josh
As a cycling Alexandria resident for over 40 years, I support Alternative 3 for the Seminary Road redesign. I agree with the following statement:

By adopting a Complete Streets Policy in 2011, the City of Alexandria directed transportation planners to design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. The section of Seminary Road east of Howard Street is ideally suited for the FHWA’s proven approach, a four-to-three road diet, since this section of roadway has excess capacity: motor vehicle traffic is already constrained to one lane in each direction at entrances to the project area, enabling installation of safety features such as center left-turn lanes, pedestrian refuge islands and buffer space/bike lanes without adding to congestion.

Transportation planners know that a properly engineered four-to-three road diet is the right solution for roads like this section of Seminary Road. It worked well on King Street and will work well on Seminary Road. Ask T&ES to select a solution with center left turn lanes, pedestrian refuge islands (so we only have to cross one lane at a time) and buffer space/bike lanes. To go forward to the next phase with anything less than a properly-engineered four-to-three road diet in this section would risk setting a dangerous precedent of street engineering by popularity contest, rather than applying City policies and best practices.

Please support the Seminary Road redesign that offers the best protection to those of us who walk and bicycle in Alexandria.

Kenneth Lyons

Mayor, Vice Mayor, City Council, To Whom It May Concern,

I moved into the ONE house located directly on the intersection of Janneys Ln and Quaker Ln two years ago and have had a front-seat view of vehicular, pedestrian, bus and bike activity at this intersection ever since. As a Commercial Architect and someone who holds a degree in Civil Engineering, I have formed several opinions for how the intersection could be improved — I can’t help it! I was unaware of the Seminary Road Complete Streets Project until about two weeks ago when Ms. Christine Mayeur provided me with the link to this ongoing project.

What a pleasant surprise to find that all of the improvements (and more) that I had envisioned for the intersection of Janneys Ln and Quaker Ln would be realized through the lane reductions proposed as part of Alternate 3. I was thrilled to read that Alternate 3 seemed to be the recommended alternate…

My bubble was burst when I recently received an e-mail from the director of my daughter’s child care center (off Duke Street, behind Rocklands BBQ). This e-mail included a petition AGAINST the reduction of lanes on Seminary Road and stated that this work would make pick up and drop off more difficult. I noticed that the narrative of the petition included scare tactics and emotional language stating that Complete Streets road diets will increase traffic congestion, and encourage the use of alternative routes (side roads). The petition narrative included NO mention of improved safety for pedestrians and bicyclists and it did NOT include a link to the traffic analysis or studies conducted by the City of Alexandria.
Coincidentally, I was invited to join the Seminary Hill Nextdoor website and upon joining found a barrage of posts urging Alexandria residents to sign this same petition. I found many of the comments made by residents who oppose Alternate 3 to be scary and mis-informed. Please see below for some insight on the tone:

“Vision Zero is about achieving zero deaths and zero serious injuries. That has been achieved on that stretch of Seminary. Fender benders, particularly in small numbers, do not represent a high risk of traffic deaths or serious injuries. If Vision Zero is about eliminating all fender benders too, then someone at the City should tell us that.

I would rather have a few fender benders each year with the free flow of traffic and the expeditious departure of commuters than try to eliminate all fender benders.

We cannot allow the design of our arterials to be driven by a few people who chose to live on an arterial, just like we should not allow redesign to be driven by a few bicycle activists. We have already reduced the speed limit for the residents who clamored for it.”

This statement indicates that most people who oppose Alternate 3 don’t realize that there should be NO impact on traffic flow. Five (5) seconds of additional travel (at the 15 minute peak of the day) has been exaggerated to “hours” of congestion. It is clear that there is NO care for the families who live along Seminary Rd and Janneys Ln nor ANY interest in making greater connections within the City of Alexandria for bicyclists, bus riders and pedestrians.

Another comment that repeats itself is that it would be,

“better to enforce the laws against speeding, aggressive driving, and distracted driving than to make the roads more hazardous to law-abiding citizens.”

I believe that the City of Alexandria is doing a GREAT job enforcing the current speed limit. The residents who are making this comment don’t have the blue and red police lights shining on their curtains every evening to know that enforcement really IS happening!

In conclusion, I am proud to live at the intersection of Janneys Lane and Quaker Lane. Yes, I actually DID choose to live here. In my opinion, it is one of the most beautiful and well-connected areas in the City of Alexandria. The green space created by the new Ford Park and the Virginia Theological Seminary are unparalleled. My oldest children walk to Douglas MacArthur, our Au Pair regularly takes the bus into Old Town (AT2 on Janneys) and Pentagon City (Metrobus on Quaker), and as a family we often walk to Bradley Shopping Center or through Chinquapin trails accessed off Key Drive.

Because I want to make the stretch of Seminary Rd between Howard Rd and Quaker Ln the best it can be, I fully support Alternate 3. I encourage that the Traffic & Parking Board and City Council members ACCEPT a proposal that includes reducing the number of motor lanes, introducing a center turning lane, bicycle lanes, and improving pedestrian connections.

Sincerely yours,
Emily Freeland

Mr. Lambert – We have sent our comments addressed to you, the City Manager and Council below to each party separately. We look forward to your analysis/recommendation for this project and thank you for your service.

Members of the City Council, City Manager and Director of T&ES:
We are Alexandria homeowners and members of the Seminary Hill Civic Association who travels seminary road via car, bicycle and foot. We are concerned over the possibility the City staff recommendation and City Council’s ultimate selection of one of the three alternatives for upgrading
Seminary Road between Howard Street and Quaker Lane may be based on well-intentioned, but inaccurate popular opinion. Instead, we believe city staff recommendations and the final decision should be based on 1) objective analysis by staff that is derived from their professional training and experience in street design and traffic management, and 2) the Vision Zero and Complete Streets guidance the city has adopted as part of the Transportation Master Plan. While we support the role the Director of T&S and his staff have played in gathering public input to clarify the nature of the multimodal issues on Seminary Road, regardless of what a minority or majority of public opinion seems to be, we strongly believe staff’s primary obligation is to use all the professional and technical engineering and street design expertise available to them (including FHWA standards and recommendations for situations similar to Seminary Road) to make a transparent, fact-based recommendation to the City Manager and Council they believe aligns best with the Transportation Master Plan Council has adopted, and such recommendations should state the reasoning that leads to and supports the recommendations.

We also believe City Council’s role is to review all public input and City staff recommendations to make sure the process has been fair and transparent, in accordance with the City’s principle for performance and accountability and to ensure any final decision it is asked to make is not only data-driven to deliver effective services to the community, but also in alignment with the Vision Zero and Complete Streets plans it has already adopted. Personally, we believe Alternative 3, which includes a center turn lane with pedestrian islands, appears to be most aligned with the Complete Streets and Vision Zero principles adopted by the city for a safer and more balanced transportation system. Regardless of whether staff’s professional recommendations and Council’s final decision agrees with our opinion, we trust you will be mindful of our comments, and we thank you for your leadership in building the more livable city we are all striving to create.

Sincerely,
Robert Hartt and Bonnie O’Day

Mr. Lambert,

As someone who has dedicated herself to public service, I feel strongly about advocating for doing the right thing for the tax payer - even when it isn't popular. I also feel very strongly that Seminary Road, along with many other city streets, should be repaved and revamped to include safety features for ALL modes of transportation and users - particularly the vulnerable road users. Walking and biking, along with public transportation and driving, should be among the transportation options for all city residents. Our roads need to be efficient and safe for all modes of transportation. And finally, while the City has taken the FIRST step to address safety by lowering the speed limit and increasing enforcement, we must make an intentional, long-term alteration to the roadway to effect change and create a safer environment for ALL.

My request is not just egalitarian, but also personal. I have three school age children (5, 7, and 9) and we live off Fort Williams Parkway, which intersects with Seminary Road. Seminary Road is the main corridor we use taking them to their schools (they attend both John Adams and Douglas MacArthur), friends' homes, cousins' home, and for my daily commute. My older two children could be riding their bikes to school, their cousins' home (1 mile west of us), and to many of their social and extracurricular activities if I felt it was safe enough. I want to reduce the traffic on our roads like everyone else; and I believe that we have to move forward as a City and adopt better practices than the previous generation. I want to believe that Alexandria is on that that path.
To go forward to the next phase without making these critical changes would risk setting a dangerous precedent of street engineering by popularity contest, rather than applying City policies and best practices.

By adopting a Complete Streets Policy in 2011, the City of Alexandria directed transportation planners to design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation. This worked well on King Street. I have friends' whose children are now riding their bikes to TC Williams and the Chinquapin Recreation Center. I believe this will work well on Seminary Road.

I fully-understand that the issue is contentious but we rely on you and your staff to be the expert planners and public servants, like myself. I am extremely familiar with transportation having spent over 16 years working in public transit and now in traffic safety. I believe that many of the opponents to this plan are being swayed by misinformation and fears about traffic that simply won't materialize. I also know that the two most effective countermeasures to speeding - an issue that still plagues Seminary Road - are high visibility enforcement and changing the built environment - the latter of which is in your control.

Please make the obvious right choice.

T&ES needs to bring forward the best engineered option with center left-turn lanes, pedestrian refuge islands and buffer space/bike lanes.

Sincerely,
Jamie Pfister

Hello, Mayor Wilson, Vice Mayor Bennett Parker, and City Councilors

I write to urge you to make Seminary Road a safer and more comfortable roadway for all, including motorists, pedestrians, cyclists, and neighbors. We deserve it to be a “complete street.”

In my view, public officials often face the challenge of choosing between what constituents say they want today versus what is better for our residents and our community in the future. It’s a question of just following current polling versus exerting true community leadership.

That’s the clear choice Alexandria faces today as it considers changes to Seminary Road. I understand that current polling indicates that a majority of respondents want to keep 4 lanes of traffic. I believe their primary rationale is that reducing to 2 lanes plus left turn lanes, and adding accommodations for pedestrians and cyclists will increase congestion. However, I believe the data shows that the congestion is caused primarily by the traffic lights at the endpoints, not by inadequate travel lane capacity along Seminary Road. Moreover, I believe there are strong parallels between Seminary Road and upper King Street projects. The “complete street” conversion of upper King Street also was strongly resisted by motorists prior to its conversion, and yet the change has been nearly universally accepted and praised as a success.

As an Alexandrian of 29 years, as an environmentalist and a conservationist, and as one who uses a bicycle for over 90 percent of local transportation (including cycling to schools to help teach cycling
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<tr>
<td>Eldon Boes</td>
<td>I urge you to support the Alternative 3 option, to make Seminary Road a “complete street.”</td>
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<td>Sincerely,</td>
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<td>Eldon Boes</td>
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<td>Patty Munson</td>
<td>I would like to encourage you to move forward with the proposed changes that include bike lanes and other safety improvements on Seminary Road. I am a city resident who bikes to work within the city.</td>
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<td>I can tell you that the safety improvements including bike lanes on King St are a resounding success. Prior to the King St lanes opening, on two occasions when I had biked from my house to use the pool at Chinquapin and after my swim biked down King Street to my job in the Carlyle neighborhood, I had cars come up a couple of feet behind me, blast their horn to scare me and then speed past me only leaving about one foot of space next to me. At the time there were four lanes, I was only inches from the curb. If I had not kept my composure, I would have been hit and possibly killed. These people put my life at risk and I had no way to move safely down the street to get from a major city facility to a major place of work within the city. Nobody should have to risk their life to travel down city streets. The changes implemented on King Street have made the roads safer for everyone.</td>
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<td>I have children who attend TC Williams and frequently travel there on foot, by car and by bike. The safety improvements including bike lanes on King Street have made traveling in the area much safer and less stressful. We need more safe ways to travel within the city.</td>
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<td>Please make similar safety changes to Seminary Road. City residents will be safer no matter whether they are on foot, on their bike, or in the car.</td>
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<td>Concerned resident, bike commuter, and parent.</td>
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<td>Patty Munson</td>
<td>Mr. Lambert,</td>
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<td>I feel very strongly that Seminary Road, along with many other city streets, should be repaved and revamped to include safety features like bike lanes and better pedestrian crossings. The West End of Alexandria shouldn't be known as the &quot;car required&quot; part of the city. Walking and biking, along with public transportation and driving, should be among the transportation options for all city residents. Our roads need to be efficient and safe for all modes of transportation.</td>
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<td>My request is not just egalitarian, but also personal. I have three school age children (8, 10, and 12) and we live in the West End. My children have friends, cousins and grandchildren who live within 1 mile of our home which is located off N. Howard Street (between Seminary and Braddock). Seminary is a main corridor for us to their schools, their friends' homes, and grandparents' home as well as extra curricular activities like sports and music. My children could be riding their bikes to school as well as many of these social and extracurricular activities if I felt it was safe enough. I want to reduce the traffic on our roads like everyone else; and I believe that we have to move forward as a City and adopt better practices than the previous generation. I want to believe that Alexandria is on that path. To go forward to the next phase without making these critical changes would risk setting a dangerous precedent of street engineering by popularity contest, rather than applying City policies and best practices.</td>
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I fully-understand that the issue is contentious but we rely on you and your staff to be the expert planners. I took the time to read the entire "Complete Streets" page/website on the Seminary Road project. I educated myself on the options and the information you provided. I believe that many of the opponents to this plan are being swayed by misinformation and fears about traffic that simply won't materialize. Please make the obvious right choice.

T&ES needs to bring forward the best engineered option with center left-turn lanes, pedestrian refuge islands and buffer space/bike lanes.
Sincerely,
Jesse Strauss
May 2, 2019

Dear Mayor Wilson and Members of City Council,

I am writing in regards to the proposed changes to Seminary Road as a senior faculty member of the Virginia Theological Seminary community. I have lived on Seminary Road and been a faculty member at the Seminary since 1996. I am extremely concerned that you would even be considering Alternative 3. Backup traffic on Seminary Road is already a huge problem, especially near the rush-hour period in the late afternoon. Sometimes cars are backed up from the Seminary/Quaker intersection all the way up the hill to the school. The idea of single traffic lanes in each direction with a turning lane is nothing other than a fools' attempt to save money and avoid building the crosswalks and sidewalks that are necessary to create a reasonable pedestrian and traffic situation on Seminary Road. I urge you to spend the needed money to create proper sidewalks and proper tunnels or overwalks, even though this is more expensive than idiotic and cheap solutions.

Stephen L. Cook, Ph.D.
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