



Seminary Road

Complete Streets Project

Public Open House

Q&A Responses

July 2018

Q&A from public meeting

What did similar work do to King Street? TREDIS data and map shows that Seminary is safe. King Street data shows that 7 accidents have occurred.

A: The King Street 2 Project (road diet from Radford to Janney's Lane) was implemented and fully operational in September of 2016. Between this time and August of 2017, there was one crash in February of 2017 with no injuries. The corridor remained crash-free between March until September of 2017, after which, there were 4 total crashes, 2 of which resulted in injuries. These crash numbers may differ over time because the TREDIS crash recordkeeping system is constantly being updated. Known reasons for changes in data include crashes that have gone through litigation are closed and can be published in the system, or data is refined and updated to be more accurate with its location.

According to our Vision Zero data analysis and relative to other City-owned streets (non-interstate), Seminary Road is one of our highest crash corridors. It has a crash history of daylight crashes that were mostly rear-ends, angle (turning), and sideswipes in the same direction. The following, for our study area is true according to TREDIS data (Virginia State DMV) as of July 2018: 33 crashes in 2015 (13 involved some kind of injury); 25 in 2016 (11 injury); 22 in 2017 (6 injury). Anyone can review this dataset by visiting <https://www.treds.virginia.gov/Mapping/Map/CrashesByJurisdiction> to see the actual numbers.

While the speed limit reduction helped reduce injury crashes on Seminary Road, speeds and general number of crashes have stayed consistent. Virginia roads include interstates (such as the Beltway), other divided highways, outer suburbs, and other types of roads that have far worse safety records, and shading in the TREDIS map for Seminary shows its safety relative to a statewide population. Seminary Road has been judged to be a high-crash corridor worthy of study due to its safety record relative to all streets within the borders of, and operated by, the City of Alexandria, which has a Council-adopted goal to eliminate fatalities and serious injuries from City streets by 2028.

Has a study been done of causes of crashes on Seminary?

A: Yes, we have looked at the crashes between 2010 and 2017. According to our Vision Zero data analysis relative to other City-owned streets (non-interstate), Seminary Road is one of our highest crash corridors. It has a crash history of daylight crashes that were mostly rear-ends, angle (turning), and sideswipes in the same direction. The following is from TREDIS data (Virginia State DMV): 33

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What was the decrease in volume on King? Where did the traffic go?

According to VDOT data estimates, there was no significant change to the volumes on King Street. The data can be [viewed here](#) but is summarized in the table below:

Street	Segment		Average Annual Daily Traffic										
	Begin	End	2017	2016	2015	2014	2013	2012	2011	2010	2009	2008	2007
King St	I-395	Braddock Rd	22000	22000	22000	24000	25000	24000	22000	22000	22000	20000	21000
King St	Braddock Rd	Russell Rd	13000	13000	13000	14000	15000	14000	13000	13000	13000	13000	13000
Seminary Rd	I-395	Quaker Lane	16000	16000	16000	15000	15000	16000	16000	16000	16000	18000	16000

Why was the study stopped at Kenmore? Why not further west?

The project area stops at Kenmore because this is the area that is set for repaving. According to the City’s complete streets policy, we are tasked with reviewing street and safety improvements to each roadway that is up for repaving to determine ways to make for safer and more convenient infrastructure for all people walking, biking, driving, and taking transit on our streets.

Is there a plan to remove the bike lane on Braddock if this is installed?

There is no plan to remove the shared bike markings on Braddock road if bike facilities are installed on Seminary Road. As part of the recent update to the Pedestrian and Bicycle Chapter of our Transportation Master Plan, bicycle facilities are recommended for both

roads, in order to help build a citywide network. For each recommendation, we investigate the feasibility of specific types of facilities on a corridor-by-corridor basis.

How many design treatments would result in Seminary being reduced to one lane in each direction?

There are a number of design options that we can come up with, some with a lane reduction, some without. We will be exploring the possibilities and presenting those at the next public event, and also show options that we ruled out and give reasoning behind each.

Are there other opportunities to do things beyond what is shown in presentation boards?

Yes, we welcome ideas for roadway improvements beyond the options shown on the boards. We hope people will contact City staff directly to propose them.

How can a decision be made without considering where the traffic might go?

We will look at where traffic might go if we propose a design where it would be likely that the proposed new configuration would cause drivers to divert from their current routes.

Am I correct in that no decisions are being made tonight?

Yes, that is correct. We want to hear what issues residents have and then will come up with design solutions to meet those issues packaged as concepts for the next public event. No decisions are expected to be made until the Fall.

What is the timetable? When does the road get paved?

We hope to have a decision with input from the community by September so that the road can be repaved and we can implement short-term recommendations in the Fall. This may be pushed to Spring depending on a variety of factors.

How much consideration has been given to the volume of traffic on Seminary as compared to Janney's Lane?

Our analysis will consider how any changes to Seminary Road would impact the intersection with Quaker Lane, including the Janney's Lane approach.

Does the scope of the project include things like sidewalks?

It includes maintaining sidewalks and considering enhanced pedestrian crossings. However, complex additions or revisions may need to be implemented in a short-term condition, in order to allow time and planning to perform more complex engineering.

In reference to pedestrian safety, is there money in Complete Streets as well as grant money? What was in the grant proposal for what might be done at Seminary/Howard?

We have grant money for the intersection of Seminary and Howard, while any changes for the remainder of the corridor will come from Complete Streets funding. Within the Seminary and Howard grant were recommendations to investigate upgrading accessibility through ramps and pedestrian access, improving signals, realigning sidewalks and ramps, investigating the elimination of the exclusive right-turn lane, and revising turning radii to improve safety at this high crash intersection.

In the traffic analysis, how will it account for future occupancy at the BRAC facility?

In our traffic analysis, we will try to estimate a factor to account for possible future traffic increases, due to BRAC or other sources of traffic growth.

One of the issues is getting from the road to destinations along the road. Is outreach to property owners being done and coordination?

We are reaching out to institutions and property owners along the corridor about this study in general, and would reach out to institutions to learn about their unique needs.

Why not invoke private easements to provide sidewalks?

Easements are something we can explore if we do not have room in the public space in the final chosen concept to provide sidewalks. Before exploring these options, we will reach out to and then work with property owners to design a sidewalk that is better suited for people walking along the roadway and meets their needs as well.

Can the pedestrian signal at Howard be adjusted to improve safety?

There are likely improvements that we can make with the signal at Howard. However, these improvements may or may not see an improvement in compliance and safety. The best course of action is to pair design with signal and other improvements. Engineering studies have shown that making intersections safer for people walking makes it safer for other modes as well.

Is the city looking at solutions for pedestrian safety in other locations? (Example given of a crash on Stevenson/Yoakum)

Yes, through our Vision Zero initiative, we are looking at other locations for pedestrian safety with our Year 1 Engineering priorities.

Is the city in contact with broadcasters and is it doing education?

The city is working on safety outreach and doing safety education in a variety of ways, we are working with our Vision Zero coalition partners to plan for this. However, as studies have shown, education takes decades to change behaviors whereas enforcement, engineering, data, and legislation have the most effect on people's behaviors. We are not currently working with television broadcasters, but are trying to reach citizens in other ways. As the first year of Vision Zero, we are planning these efforts now and have begun executing them in smaller ways for the first few months.

The Seminary is very interested in solution that serves traffic, bikes, walking and “if we can figure out how to get rid of a brick wall we will do it”

We are excited to work with the Virginia Theological Seminary as part of this process and will coordinate with them as we finalize concepts and determine what the impacts or needs might be beyond the public right of way in the road.

What happens when the concepts are developed?

We will have another public open house to review the concepts and take feedback from residents, as well as develop a survey that we will host on the website and promote through our eNews to gain more feedback from those that could not make the actual event.