Seminary Road
Complete Streets Project

Welcome to the Seminary Road Community Open House & Meeting

Tonight's Agenda

7:00 p.m.	Open house - residents are invited to visit information boards, ask questions, and provide comments at activity stations
8:00 p.m.	Project presentation and Q&A
9:00 p.m.	End of meeting

Project Purpose

Seminary Road is scheduled to be repaved in September 2019. When a road is repaved, it provides an opportunity to implement changes at minimal cost. Seminary Road is a key corridor in the City of Alexandria's transportation network. It was also identified in the Pedestrian and Bicycle Chapter of the Transportation Master Plan for potential improvements to ensure the safety, mobility, and accessibility for all roadway users. Safety improvements are also recommended through the Vision Zero Action Plan.

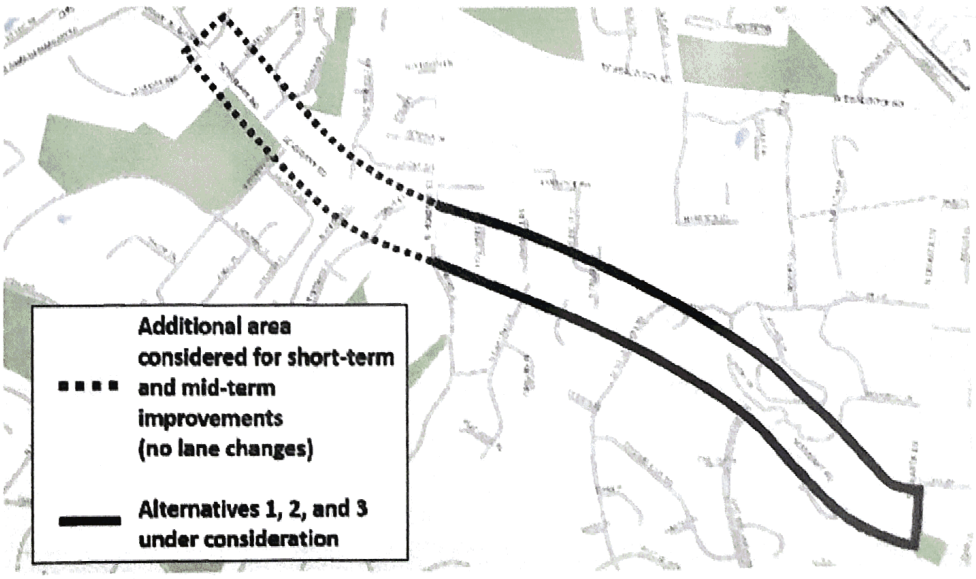
Project Goals

The goals of the Seminary Road Complete Streets project are to:

- Improve mobility, safety, and access for all users
- Provide continuous, safe, comfortable places for people to walk
- Provide more frequent and safer crossing opportunities along the corridor
- Reduce crashes
- Minimize delay at intersections, and encourage speed limit compliance
- Where excess roadway capacity exists, explore opportunities to reconfigure the corridor to better serve all modes

Study Area

The Seminary Road Complete Streets project will work with the community and stakeholders to determine roadway improvements for Seminary Road, from Quaker Lane to Kenmore Avenue. Three concepts are under consideration for Seminary Road between North Howard Street and North Quaker Lane. No lane reconfigurations are under consideration for Seminary Road west of North Howard Street.

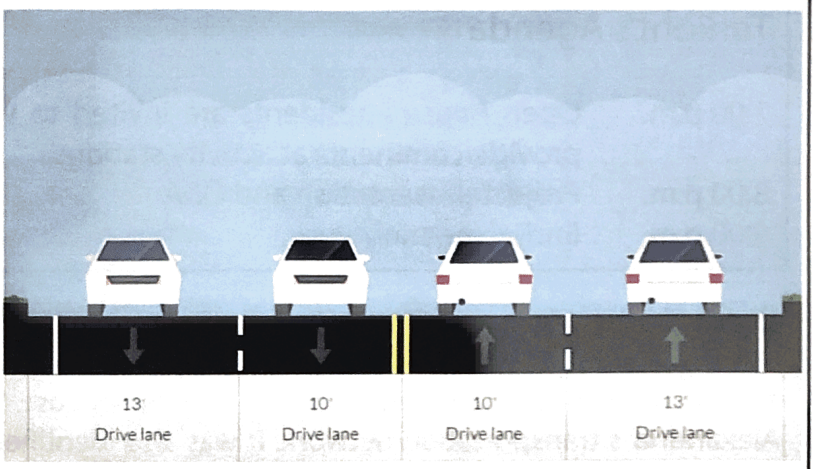


Design Alternatives

The following alternatives are being considered for Seminary Road between North Howard Street and North Quaker Lane. No lane changes are being considered for Seminary Road west of North Howard Street.

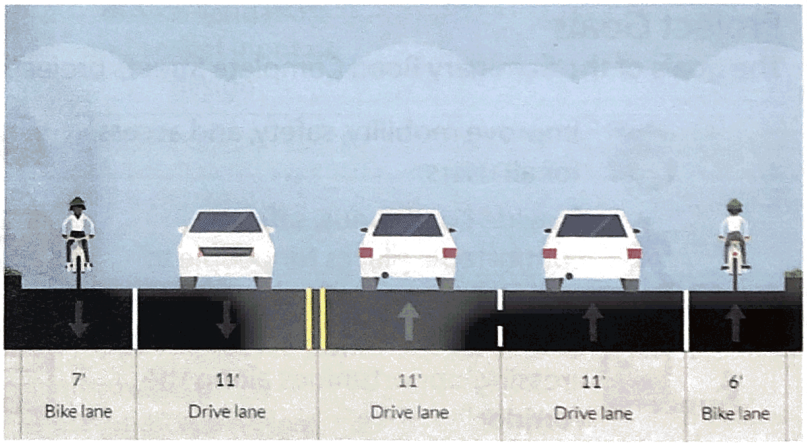
Alternative 1

- Optimize existing layout of Seminary Road
- Maintain two through lanes in each direction
- Maintain existing signal timing and phasing
- No positive or negative traffc impacts
- Upgrade existing crosswalks
- Narrow lane widths to discourage speeding



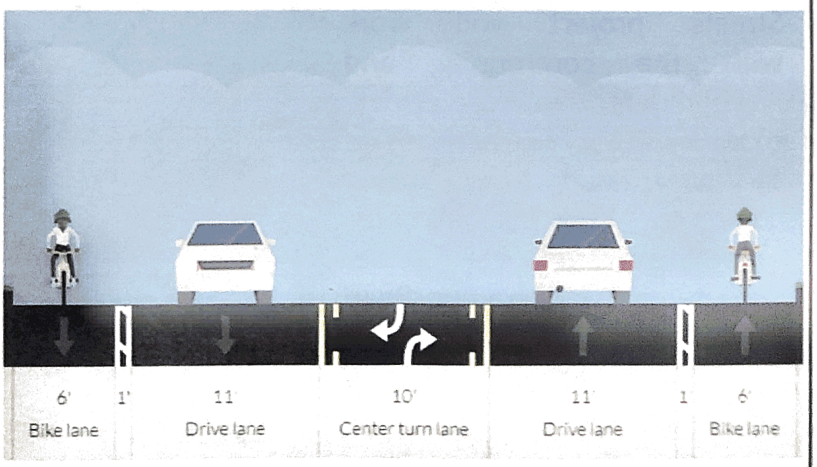
Alternative 2

- Maintain traffic flow while enhancing mobility, safety, and comfort for people walking and biking
- Preserve two westbound travel lanes, where traffic volumes are higher during rush hour
- One eastbound travel lane
- Bike lanes possible
- Pedestrian refuge islands and turn lanes may not be possible
- Upgrade and install new crosswalks where feasible



Alternative 3

- One through lane in each direction
- Center left turn lane space may also be used as a median or a pedestrian refuge island
- Enhance signal operations to mitigate traffic impacts
- Upgrade and install new crosswalks, where feasible
- Buffered bike lanes possible



Alternatives Comparison

Scoring: Concepts were scored on a scale of 1 to 5 for each of the objective for the project. One point is given when options make no improvements or substantially worsen existing conditions. Five points are given when options substantially improve conditions or fully preserve existing strengths of Seminary Road.

DESIGN ALTERNATIVES

PERFORMANCE INDICATORS	ALTERNATIVE 1 (4 lanes with minor changes)	ALTERNATIVE 2 (1 eastbound, 2 westbound lanes, bike lanes)	ALTERNATIVE 3 (1 eastbound, 1 westbound, 1 turn lane, buffered bike lane)
PEDESTRIAN SAFETY/ COMFORT	●●●●● Provides minimal additional help to crossing pedestrians, other than upgraded crosswalks, and some possible other signage/ marking	●●●●● Reduces the number of through-lanes to be crossed, but median islands at uncontrolled crosswalks are unlikely.	●●●●● Provides the most comfort and safety for people walking. Upgraded crosswalks, signage/ marking, and median islands make for safe access and mobility for people walking.
FILLING THE SIDEWALK GAP	●○○○○ Lane configuration does not allow for future relocation of curb to provide more off-street space for a sidewalk	●●●○○ Space provided to a bike lane could be reapportioned to a long-term sidewalk and protected and marked for pedestrian use in the interim	●●●●● Allows space to fill the sidewalk gap in partnership with VTS.
CONTROLLING SPEED	●●●●● Narrowed lanes may calm traffic slightly, but a wide travelway will still allow passing and speeding	●●●●● Provides a single through-lane for the eastbound direction, which would control speed, but two westbound lanes would still allow passing and speeding	●●●●● Reduced, narrowed lanes calm traffic, do not allow passing, and reduce speeding.
PREVENTING CRASHES	●●○○○ Narrowed lanes may provide some crash reduction benefits, but are unlikely to reduce angle, sideswipe, or rear-end crashes	●●●○○ Reduced lanes, especially eastbound, may provide some crash reduction benefits, but are unlikely to reduce angle, sideswipe, or rear-end crashes, especially in the westbound direction.	●●●●● Reduced and narrowed lanes provide the best crash reduction benefits, likely to reduce angle, sideswipe, or rear-end crashes
MINIMIZING VEHICLE DELAY	●●●●● This alternative provides the same lane distribution and signal operations as the existing conditions. Queue lengths stay the same, often extending past intersecting streets	●●●●● This alternative provides the same lane distribution and signal operations as the existing conditions. Queue lengths stay the same, slightly improve over exiting conditions in most intersections, except for St. Stephens Road.	●●●●● Changes in intersection delay are generally minimal and improve in some cases. The worst average delay is seen at Howard Street with an additional 5 seconds of wait time in the evening peak period. Left turns are eased with a dedicated turn lane.
ADJACENT RESIDENT LIVABILITY	●●○○○ Maintains travel times, but does not provide turn pockets, or space for cars to pull out of driveways.	●●○○○ Bike lanes provide more space than existing conditions for residents to pull in and out of driveways, but no turn pockets makes access to connecting streets more difficult	●●●○○ Provides dedicated turn lane for left turning vehicles. Ample space for cars to pull out of driveways or side streets with increased sight distances.
BICYCLIST SAFETY/ COMFORT	●●●●● Does not provide any bicycle facilities.	●●●●● Provides an unbuffered bicycle lane but is not a low-stress connection	●●●●● Provides the best facility - a buffered bicycle lane on each side of the roadway.

Project Process

2018
Information gathering and data analysis
★ Community walkabout
★ Community meeting
Design alternatives developed

March 2019
★ Community meeting to re-introduce project and collect input on design alternatives
★ Online survey opens

April 2019
Online survey closes April 10
Community feedback summary posted on website

May 2019
Staff recommend a preferred alternative
★ Community meeting - present recommendation and collect input on design

June 2019
★ Traffic & Parking Board meeting to consider staff recommendation and public comments

September 2019
Seminary is repaved

★ Community input opportunity

Get Involved, Stay Informed

During this project, the City will continue to have key points in the project timeline where the public can give valuable feedback. Here's how you can get involved and stay informed of the project's process:

- Visit the website to stay up to date on information
- Sign up for our email list to get important email reminders
- Attend community meetings and other events
- Fill out comment forms at public events
- Participate in activities at events