

July 8, 2019

Clerk of the City Council,

RE: Appeal of Traffic and Parking Board decision regarding Seminary Road

As a group of at least 25 residents of the City of Alexandria, we appeal the June 24, 2019 Traffic and Parking Board's ("the Board") 3-to-2 decision to maintain four lanes for motor vehicles on Seminary Road pursuant to Section 5-8-6 of the Alexandria City Code. We ask that the Director, Transportation and Environmental Services, in presenting the matter to Council, provide a fully-developed three-lane solution, such as Alternative 3, to City Council, with side-by side comparison with the Board's recommended alternative. The basis for our appeal is threefold.

1. The decision to recommend a four-lane solution did not prioritize safety of all users as required of the Board by Section 5-8-2 of the City Code, in spite of significant evidence that a three-lane solution would be safer.
 - a. Section 5-8-2 of the City Code states, "The traffic and parking board shall consider matters concerning substantial changes to traffic and on-street parking regulations, and taxicabs. When reviewing these matters, the board shall prioritize safety of all users when making recommendations."
 - b. Federal Highway Administration (FHWA) studies show that conversions of four lanes to three lanes with center left-turn lanes provide a 19 to 47% reduction in crashes.¹
 - c. The City of Alexandria 2016 King Street conversion from a four-lane road to a three-lane road with center left-turn lanes resulted in a 50% reduction in crashes.²
 - d. In deciding to maintain four lanes in light of this irrefutable evidence regarding the safety of the three-lane solution, the Board failed to "prioritize safety of all users."

2. A four-lane solution is not consistent with the City of Alexandria's plans and policies.
 - a. The City's Transportation Master Plan recommends adding "new bicycle lanes... to expand the on-street bicycle network. Focus implementation efforts on priority projects in this plan and on opportunities related to repaving or redevelopment."³ The four-lane decision precludes bike lanes; a three-lane solution enables bike lanes. Therefore, the Board's decision ignores the Transportation Master Plan.
 - b. The City's Environmental Action Plan 2040 prioritizes Low-carbon mobility options, specifically mobility options "consistent with the following level of precedence: pedestrians, bicyclists, public transportation, shared motor vehicles, freight vehicles and private motor vehicles."⁴ The four-lane solution prioritizes private motor vehicles rather than pedestrians and bicyclists. Therefore, the Board's decision ignores the Environmental Action Plan.

¹ FHWA Road Diet Fact Sheet, https://safety.fhwa.dot.gov/provencountermeasures/road_diets/

² Page 7 of City of Alexandria Seminary Road FAQs.

https://www.alexandriava.gov/uploadedFiles/tes/info/FAQs_Final.pdf

³ Pedestrian and bicycle chapter of the Transportation Master Plan of April 2016), Bicycle Engineering Strategy #1,

⁴ Page 29, Draft Environmental Action Plan 2040, <http://bit.ly/EAP2040Draft>

- c. The City's Complete Streets Policy states, "If safety and convenience of users can be improved within the scope of pavement resurfacing,... such projects shall implement Complete Streets infrastructure to increase safety for all users."⁵
 - d. The Board's decision fails to implement Complete Streets infrastructure, i.e. improved safety for all, and therefore, ignores the Complete Streets Policy.
3. Alternative 3 was evaluated as the best technical alternative based on multiple objective evaluations whereas the Board recommended a solution that was the lowest, independent and professionally-scored alternative.
 - a. Staff presented the results of a technical evaluation of three alternatives in March, 2019, indicating that Alternative 3, a three-lane solution, best met project goals and objectives.⁶
 - b. Staff subsequently evaluated the original three alternatives, and a fourth hybrid alternative in May, 2019, using updated criteria based on additional community input. Staff again found that Alternative 3 was the best technical alternative, i.e. the highest scoring of all alternatives, when objectively evaluated using additional community-provided criteria.⁷
 - c. The technical merits of Alternative 3, objectively evaluated as the best alternative by staff, in an independent and professional manner, warrant consideration by City Council.

We appeal the Traffic and Parking Board's decision to recommend four lanes on Seminary Road, and ask that Council reject that decision, and consider a fully-developed three-lane alternative such as Alternative 3 that prioritizes safety, is consistent with City plans and policies, and objectively best meets project goals and objectives.

Sincerely,

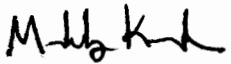
Residents of Seminary Hill in the City of Alexandria, per the attached signature page

⁵ City of Alexandria Complete Streets Policy, http://bit.ly/CompleteStreetsPolicy_Alex

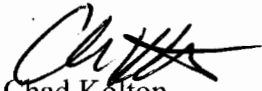
⁶ Seminary Road Public Meeting #2 Alternatives Comparison, <https://www.alexandriava.gov/uploadedFiles/tes/info/11%20Seminary%20PM2%20Alternatives%20Comparison.pdf>

⁷ Seminary Road Public Meeting #3 Alternatives Comparison, https://www.alexandriava.gov/uploadedFiles/tes/info/Seminary%20InDesign%20Boards_PM3%20Alternative5.pdf


Residents of the City of Alexandria who Appeal of Traffic and Parking Board
decision regarding Seminary Road

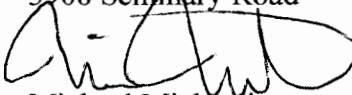

Melody Knowles
3706 Seminary Road



John Knight
3706 Seminary Road


Chad Kolton
3750 Seminary Road

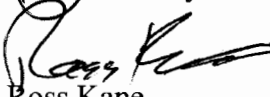

Kevin Durkin
3908 Seminary Road

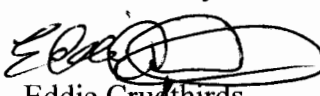

Tracy Durkin
3908 Seminary Road

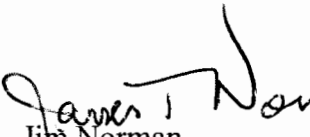

Michael Michaelis
3976 Seminary Road



Christine Michaelis
3976 Seminary Road


James Mathes
3737 Seminary Road

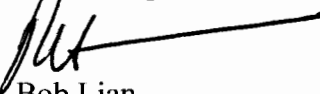

Ross Kane
3737 Seminary Road

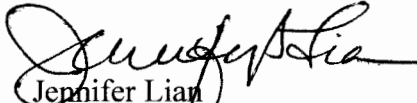

Eddie Cruikshanks
4052 Seminary Road

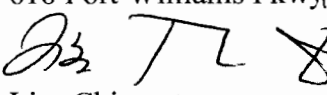

Jim Norman
3821 Templeton Place



William Pfister
3718 Templeton Place

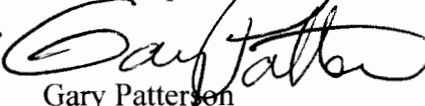

Jamie Pfister
3718 Templeton Place

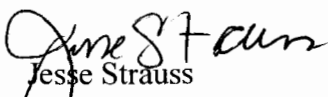

Bob Lian
618 Fort Williams Pkwy



Jennifer Lian
618 Fort Williams Pkwy

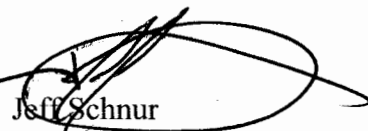

Lisa Chimento
524 Fort Williams Pkwy



Eileen Boettcher
1602 Chapel Hill Drive



Gary Patterson
1602 Chapel Hill Drive

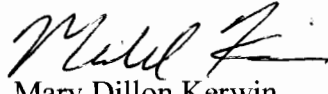

Jesse Strauss
1721 Stonebridge Road

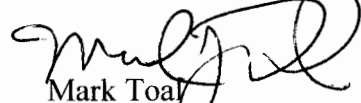

Oron Strauss
1721 Stonebridge Road

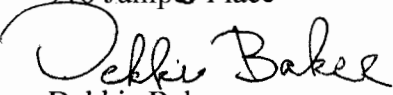

Jeff Schnur
1734 Stonebridge Rd

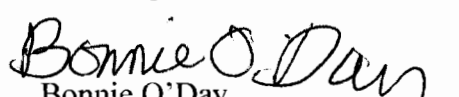

Carolyn Griglione
1416 N. Ivanhoe Place

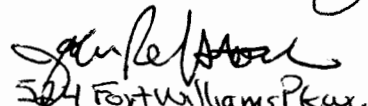

John Griglione
1416 N. Ivanhoe Place

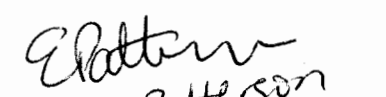

Mary Dillon Kerwin
1425 N. Ivanhoe Place


Mark Toal
918 Juniper Place


Debbie Baker
918 Juniper Place


Bonnie O'Day
4005 Ellicott Street


Gary Patterson
524 Fort Williams Pkwy


Emma Patterson
1602 Chapel Hill Drive