

Seminary West Safety Improvements



Outline

Project Background

Design Options

Related Projects

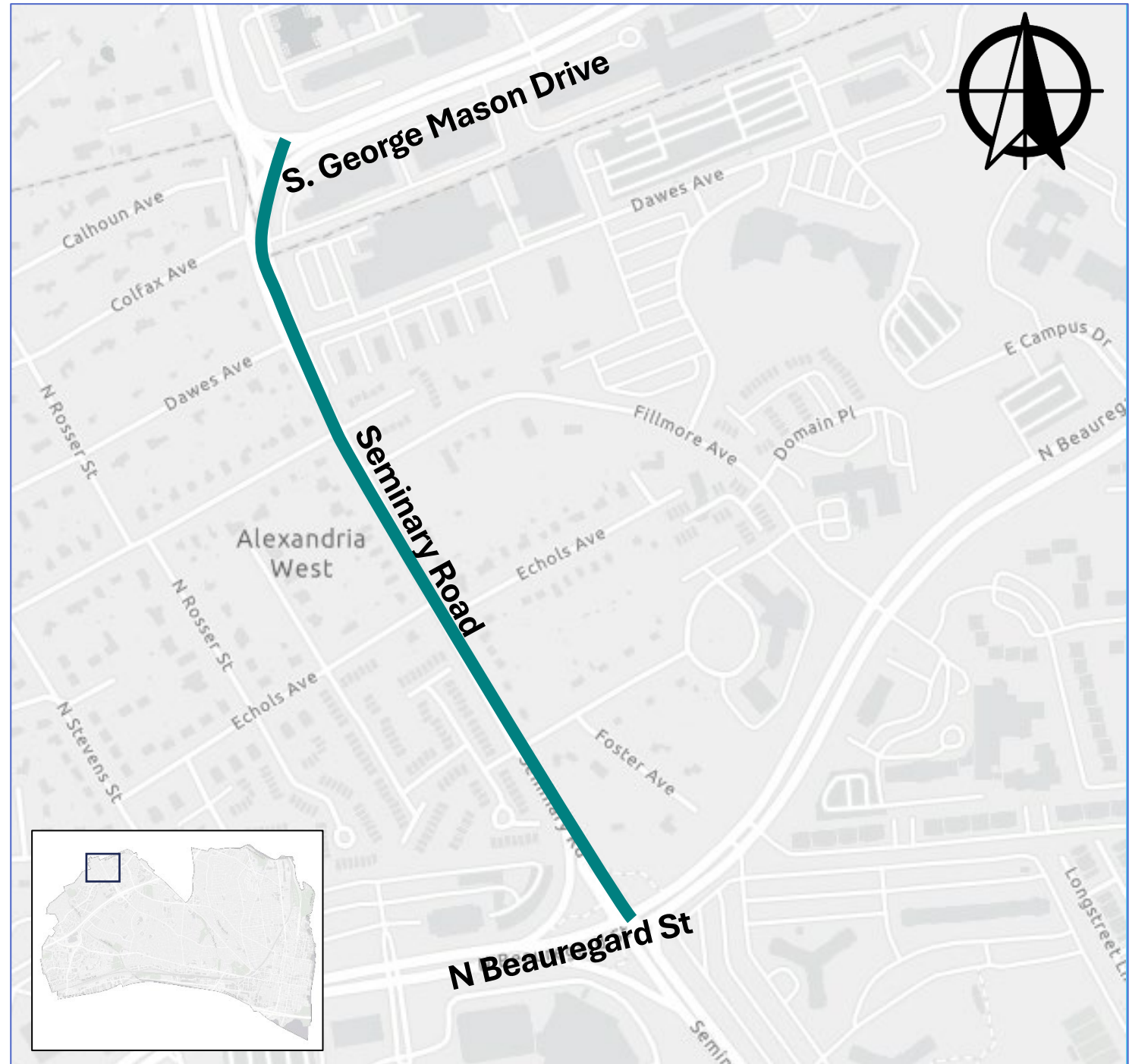
Next Steps

Q&A

Project Background

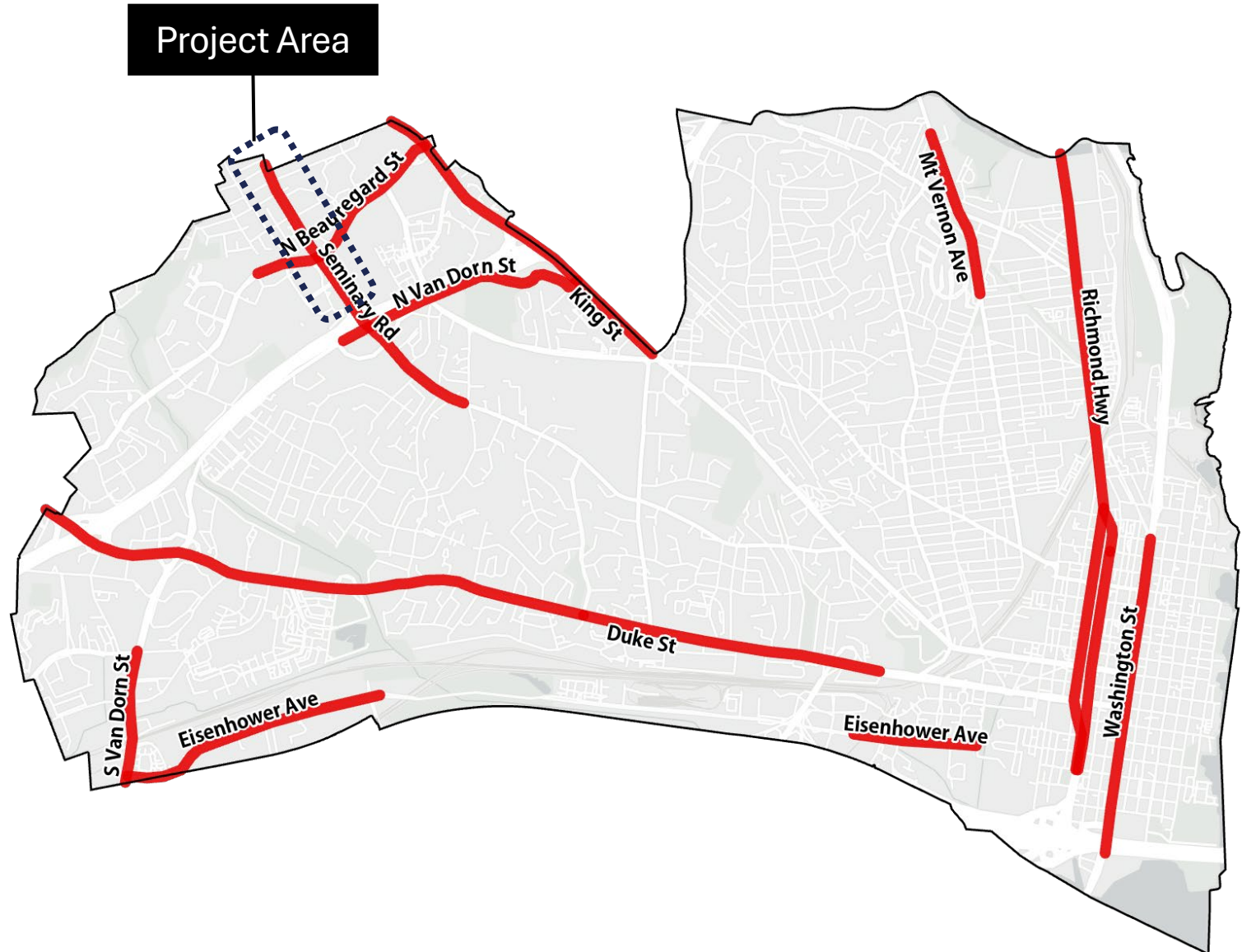
Project Area

Seminary Road from
North Beauregard Street
to South George Mason
Drive

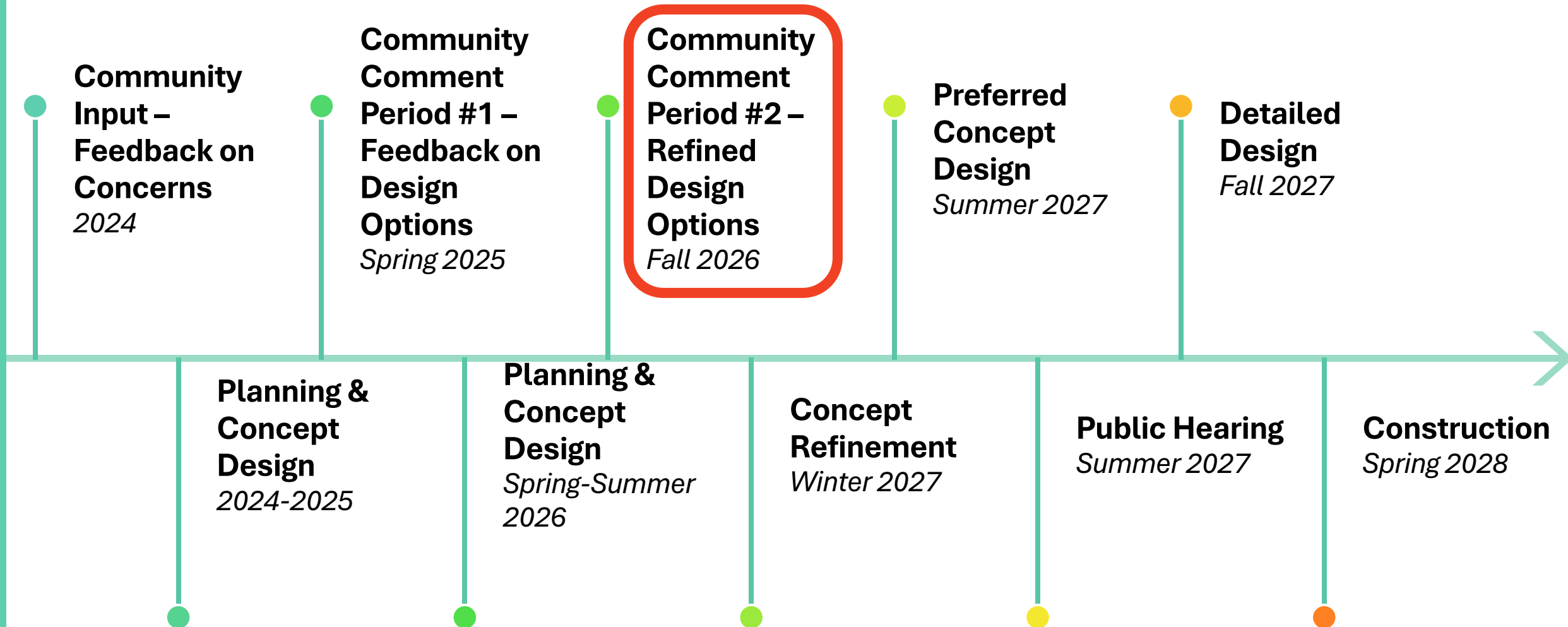


Background

- High-crash corridor
- History of community concerns
- Preliminary planning study completed Summer 2025



Project Timeline



Plans to Keep in Mind



Vision Zero Action Plan

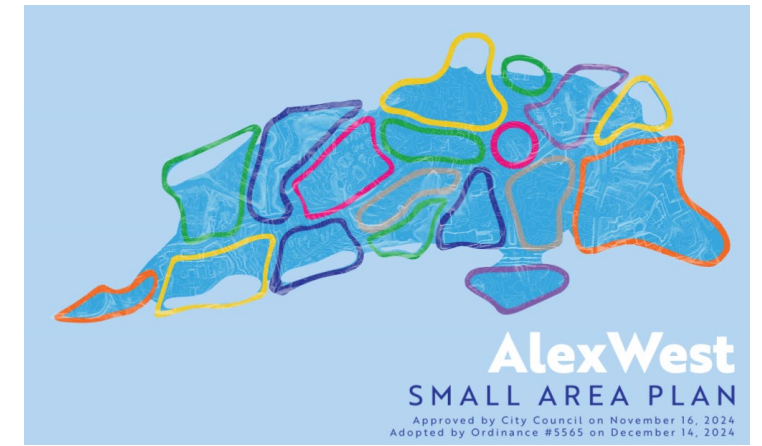
- Zero fatalities and severe injuries by 2028

Alexandria Mobility Plan



Alexandria Mobility Plan

- Make it easier for more people to choose an alternative to driving alone

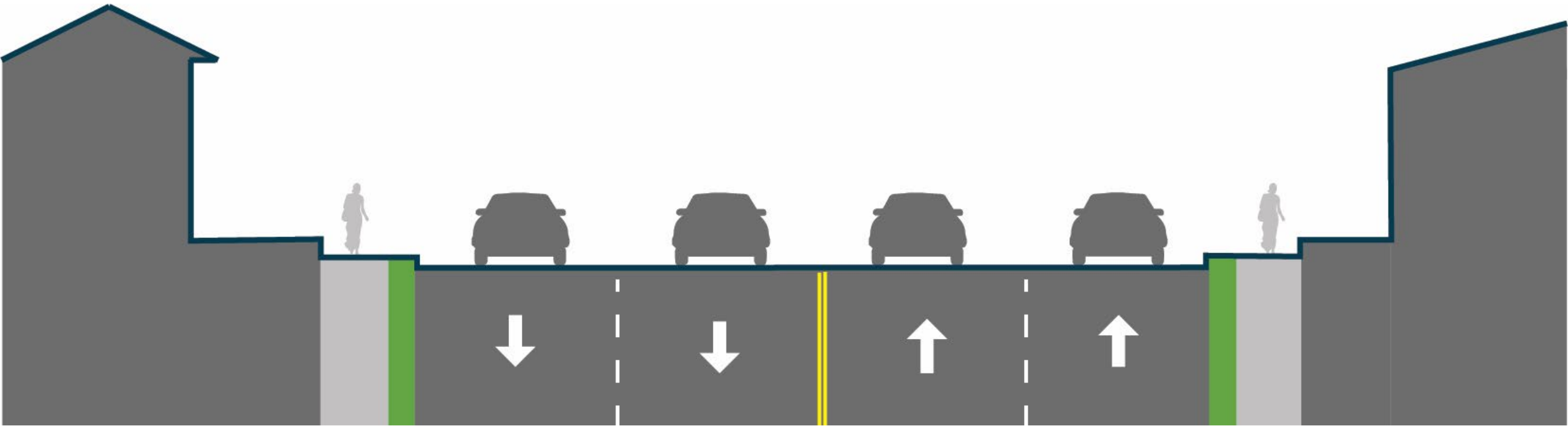


AlexWest Small Area Plan

- Evaluate Seminary Road for multimodal safety, access, and connectivity
- Recommended off-road multi-use path

Existing Conditions

- Two travel lanes in each direction
- Overly wide travel lanes
- No medians or turn lanes at most intersections
- Narrow sidewalks
- Numerous driveways
- Poor or limited crossings
- Limited bus stop amenities
- Poor ADA access

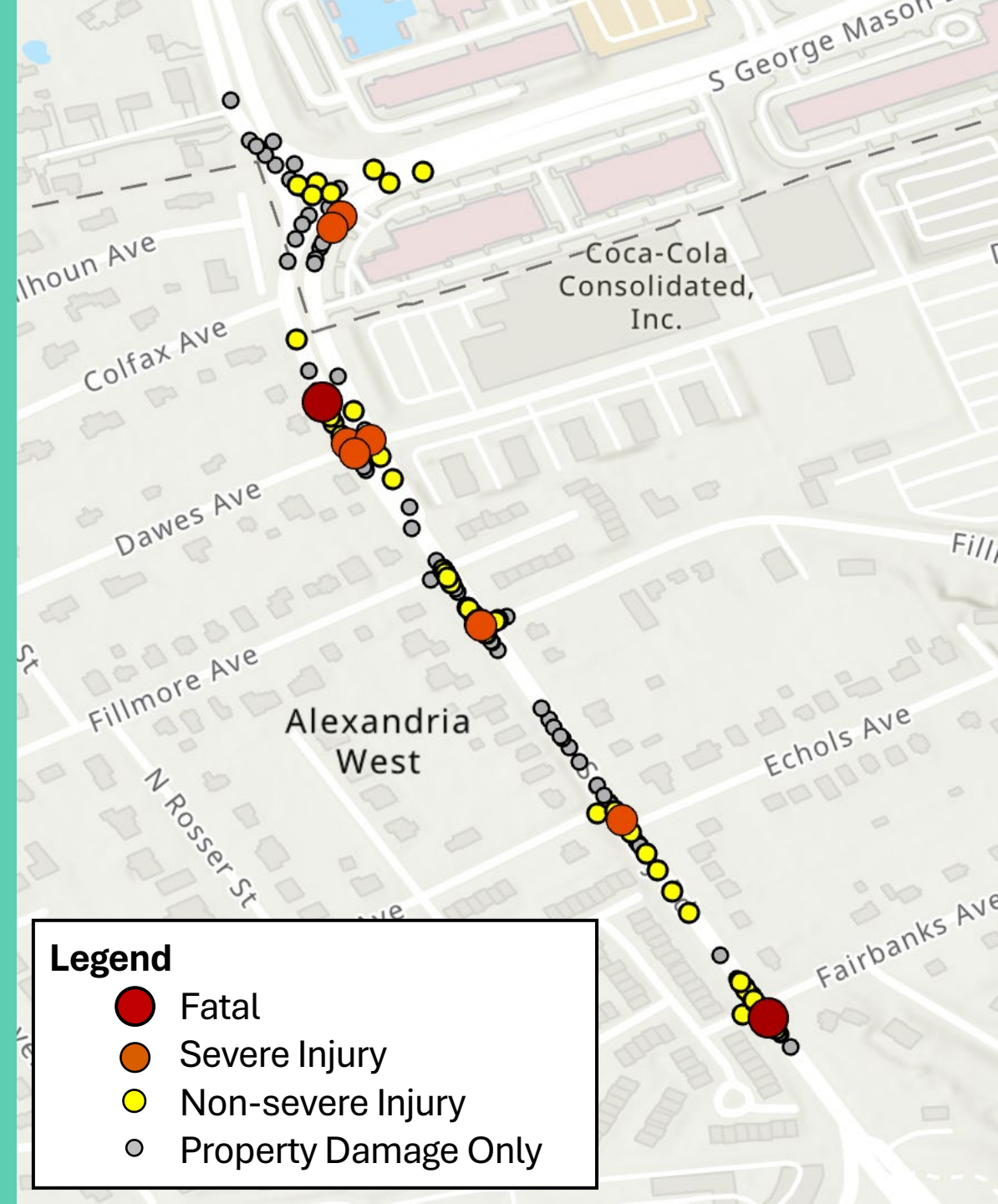




Existing Conditions

Crash Trends (2017-2025)

Between 2017 and 2025, there were over **190 total crashes** in the project area, or about 21 per year, on average.



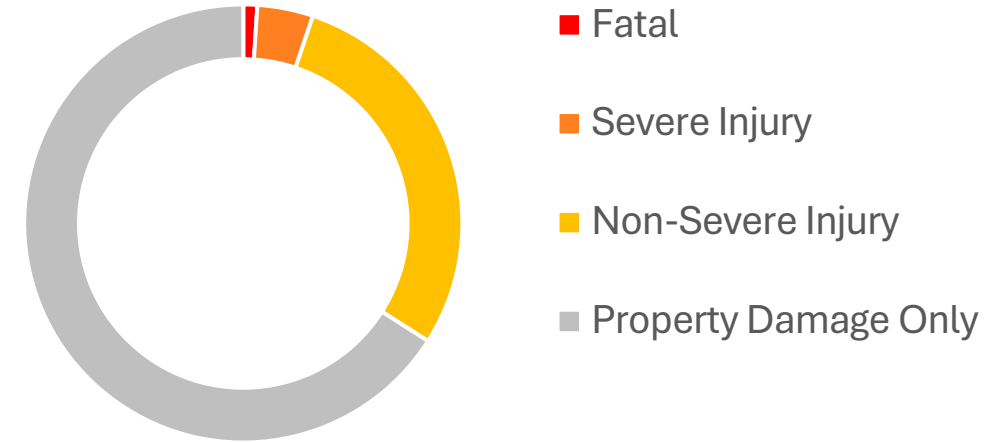
Existing Conditions

Crash Trends (2017-2025)

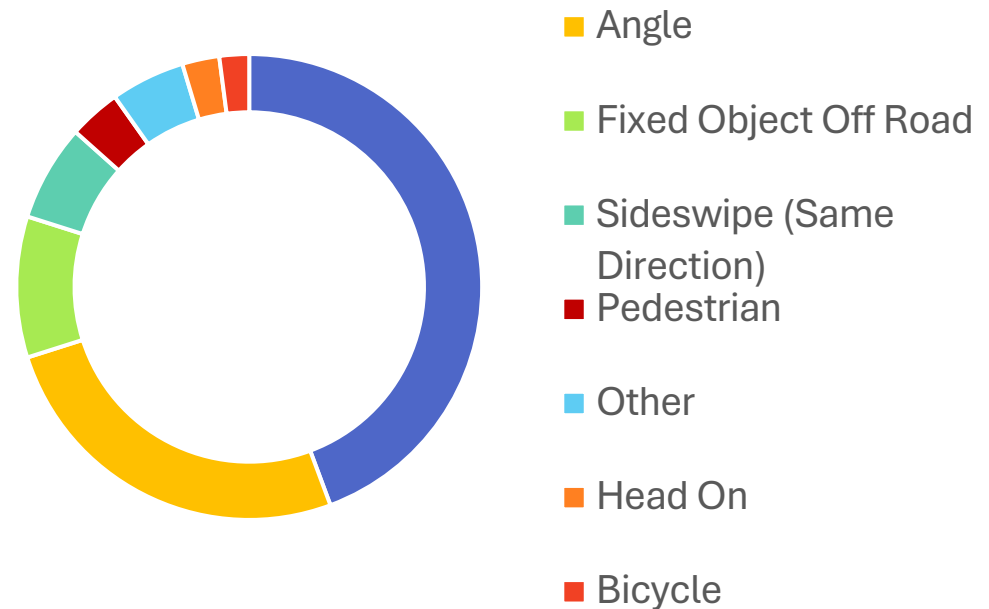
Over 1/3 of crashes on Seminary Road resulted in injury.

- 2 fatal crashes
 - Both were pedestrian crashes
- 8 severe crashes, including:
 - Bicycle (2)
 - Angle (2)
 - Head-on (1)
 - Fixed Object Off Road (1)
 - Rear-end (1)
 - Deer (1)

Crashes by Severity



Crashes by Type



Common Crash Themes

- **Intersections** are where most crashes occur.
- **Unsafe** pedestrian crossings
- **Failure to yield** when turning
- **Sudden stops** related to left turns from inside lane
- **Weaving** around stopped vehicles
- **Roadway departures** related to nighttime, impairment, speed, etc.

What We've Heard

*Spring 2025 Community
Feedback Form
(225 responses)*

69%

dislike or strongly dislike the existing conditions on Seminary Road

85%

agree with the objective to reduce traffic crashes

82%

agree that people behave unpredictably on Seminary Road

80%

agree it is difficult to turn left

69%

agree it is difficult to cross the street

67%

agree that people drive too fast

57%

feel unsafe or very unsafe on Seminary

Project Objectives



Reduce
traffic
crashes



Minimize
traffic
delay for
people
who drive



Encourage
safe travel
speeds



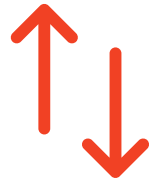
Make it
easier and
safer to
walk



Make it
easier and
safer to
bike



Make it
easier and
safer to
take the
bus



Make
driving on
Seminary
Road more
orderly and
predictable

Design Options Summary

- The project team developed multiple design options to address the various project objectives.
- No option addresses all of the objectives, so tradeoffs will need to be considered.
- The options consist of both short-term and long-term improvements.

Corridor Design Options

Option 1: *Partial Road Reconfiguration with Left Turn Lane*

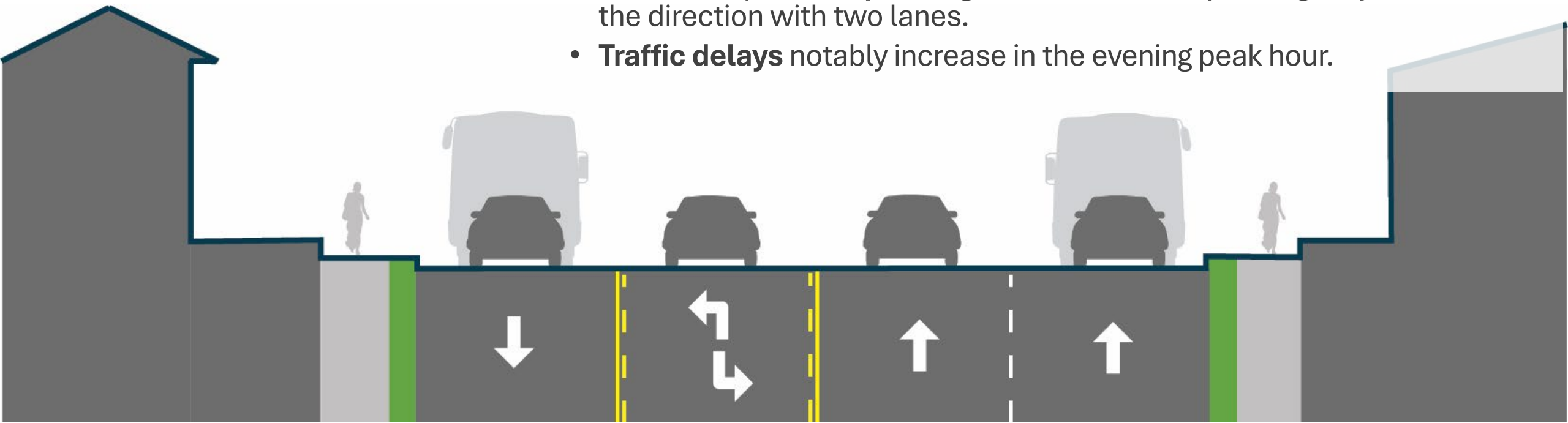
This option repurposes one travel lane as a center turn lane.

Benefits:

- A **center turn lane** makes it easier to turn left and minimizes traffic disruptions from left-turning vehicles.
- Maintaining two lanes in one direction **keeps traffic moving** where peak-hour volumes are heaviest.

Considerations:

- Conditions are **not substantially improved** for people walking, biking, or riding the bus.
- Minimal impact on **speeding**. In some cases, speeding may increase in the direction with two lanes.
- **Traffic delays** notably increase in the evening peak hour.



Option 1



Option 1 Performance



Speed Management

Existing

Most Challenging

Option 1

Challenging



Driver Safety

Challenging

Better



Walking Safety

Challenging

Challenging



Bicycle Safety

Challenging

Most Challenging



Traffic

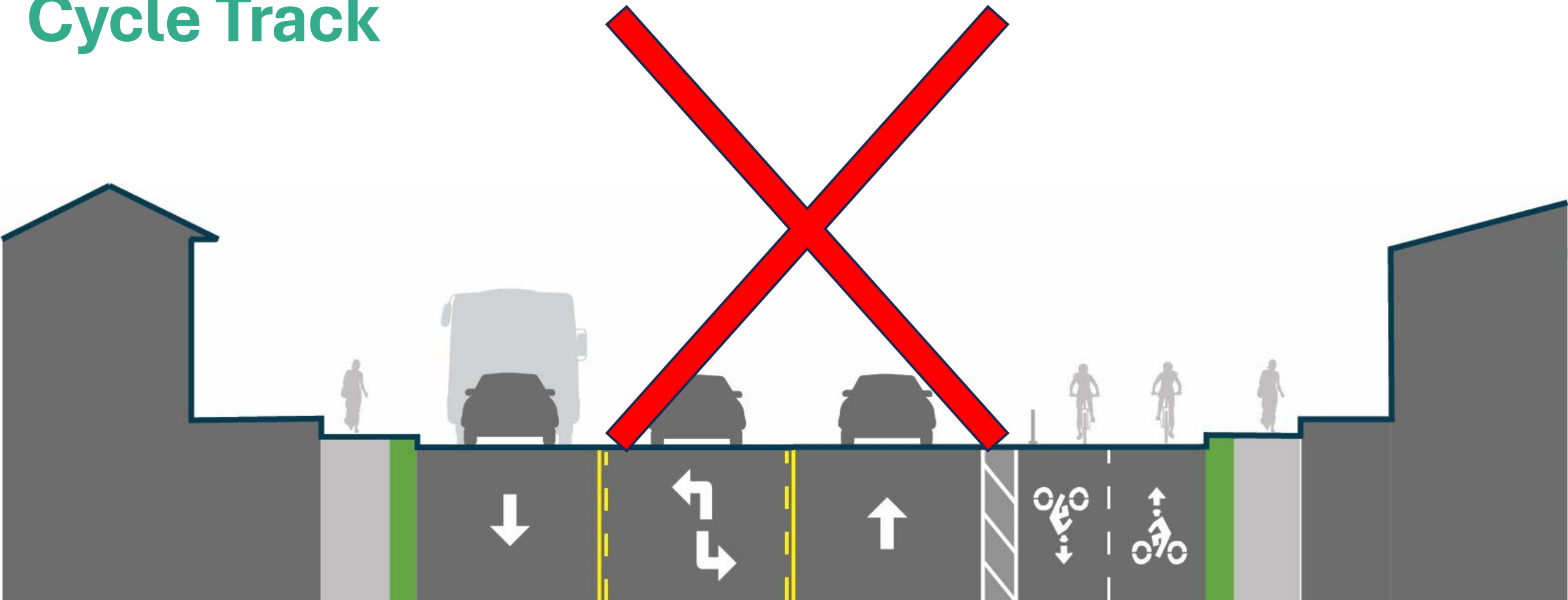
Best

Better

Option 2: Reconfiguration with Two-Way Cycle Track

This option was removed from consideration.

Of the two road configurations with bicycle lanes, this option was least preferred based on community feedback and operational and safety considerations.



Option 3: Reconfiguration with Separated Bike Lanes

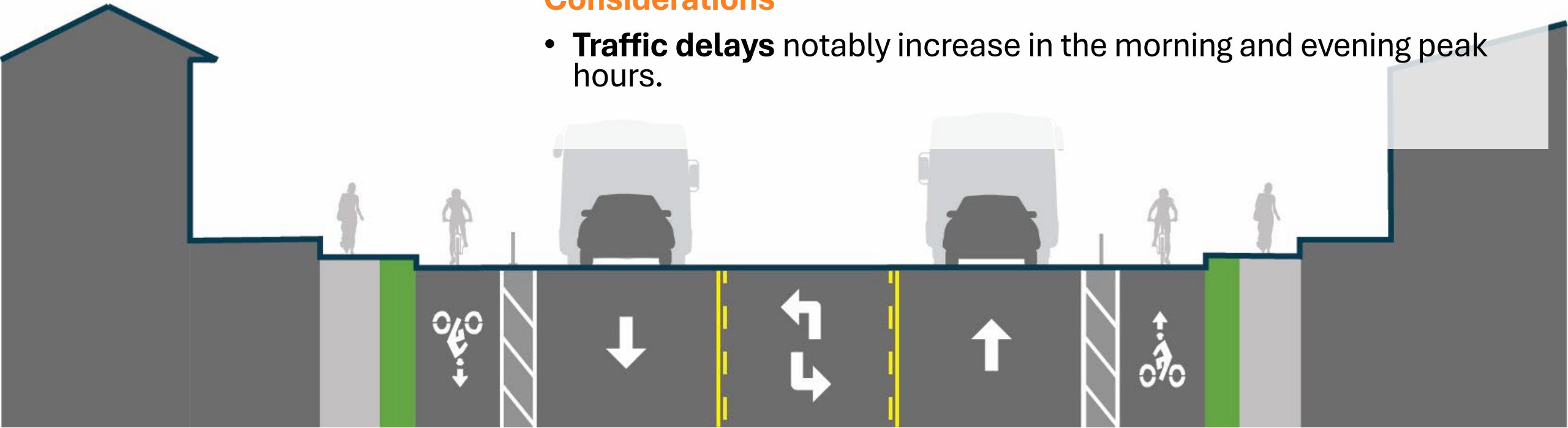
This option rethinks how space is used on the street and provides a center turn lane and protected bike lanes.

Benefits

- A **center turn lane** makes it easier to turn left and minimizes traffic disruptions from left-turning vehicles.
- **Sidewalks** on both sides benefit from the bike lanes as a buffer from traffic.
- **Safer pedestrian crossings** from fewer travel lanes.
- **Dedicated space** for people biking and scooting improves safety.

Considerations

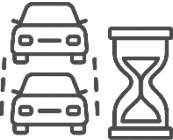
- **Traffic delays** notably increase in the morning and evening peak hours.



Option 3



Option 3 Performance

		Existing	Option 3
	Speed Management	Most Challenging	Best
	Driver Safety	Challenging	Best
	Walking Safety	Challenging	Best
	Bicycle Safety	Challenging	Best
	Traffic	Best	Most Challenging

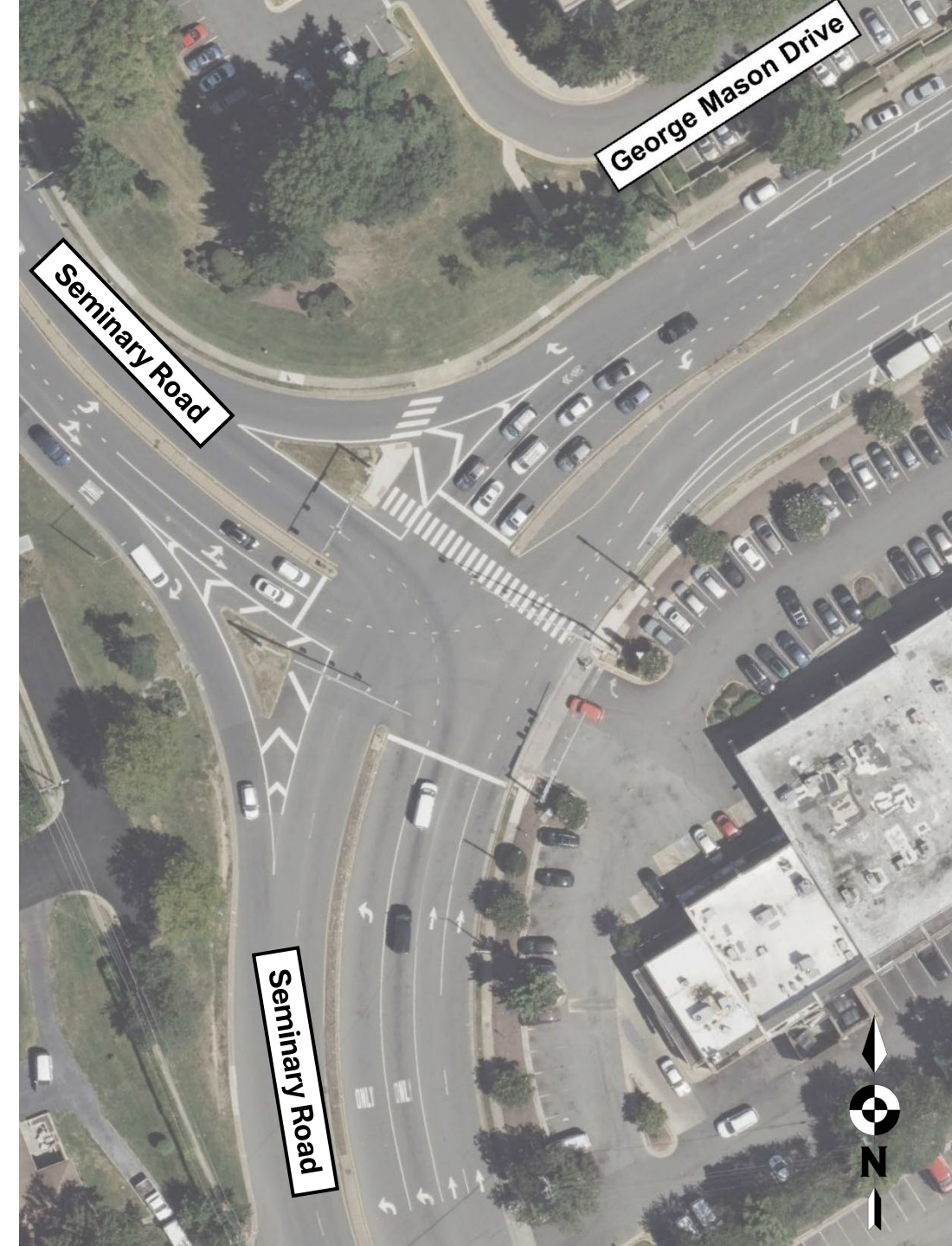
Performance Comparison – All Options

		Existing	Option 1	Option 3
	Speed Management	Most Challenging	Challenging	Best
	Driver Safety	Challenging	Better	Best
	Walking Safety	Most Challenging	Challenging	Best
	Bicycle Safety	Most Challenging	Most Challenging	Best
	Traffic	Best	Better	Most Challenging

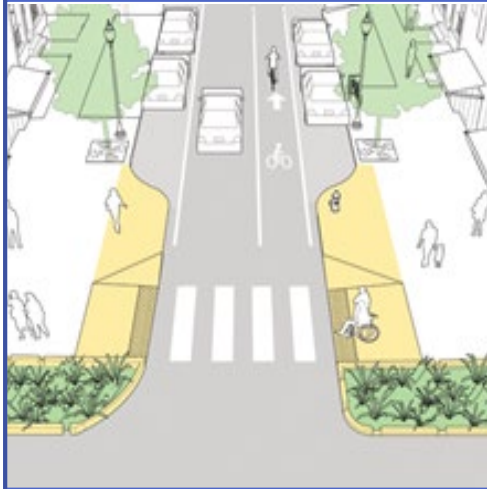
Seminary Road & George Mason Drive Intersection Options

Existing Conditions

- **High speeds** due to large, sweeping layout with slip lanes
- **Missing crosswalks** limit access for people walking
- Design is **not optimized** for primary vehicle movement (Seminary Road to Seminary Road)
- **Heavy traffic delays** in the PM peak hour



What We Heard



Curb Extensions

- 55% *like or strongly like*



Gateway Treatments

- 58% *like or strongly like*



Crosswalks

- 83% *like or strongly like*



Roundabout

- 55% *like or strongly like*

Note:

Any of the intersection options can be paired with any of the corridor options.

Option A

Compact Intersection

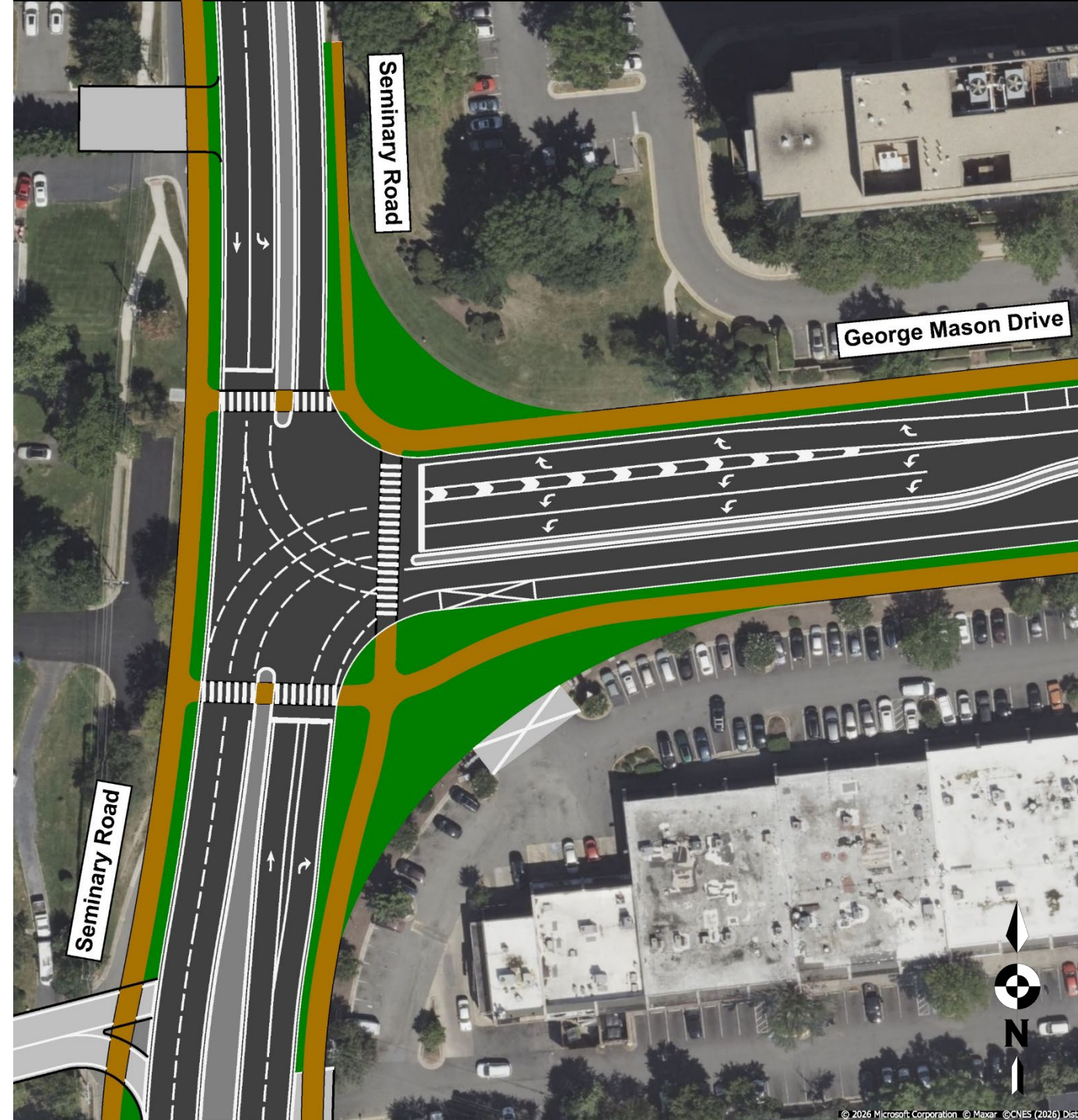
This option realigns the three-legged intersection into a more compact layout.

Benefits

- **Slower vehicle speeds** from tighter corners
- **New pedestrian crossings** and median islands improve safety for people walking
- **Optimized layout** for primary vehicle movements (from Seminary Road to Seminary Road)
- **Delays reduced** slightly in the PM peak hour

Considerations

- Would require **alternate access** to Build America Plaza



Option B

Compact Roundabout

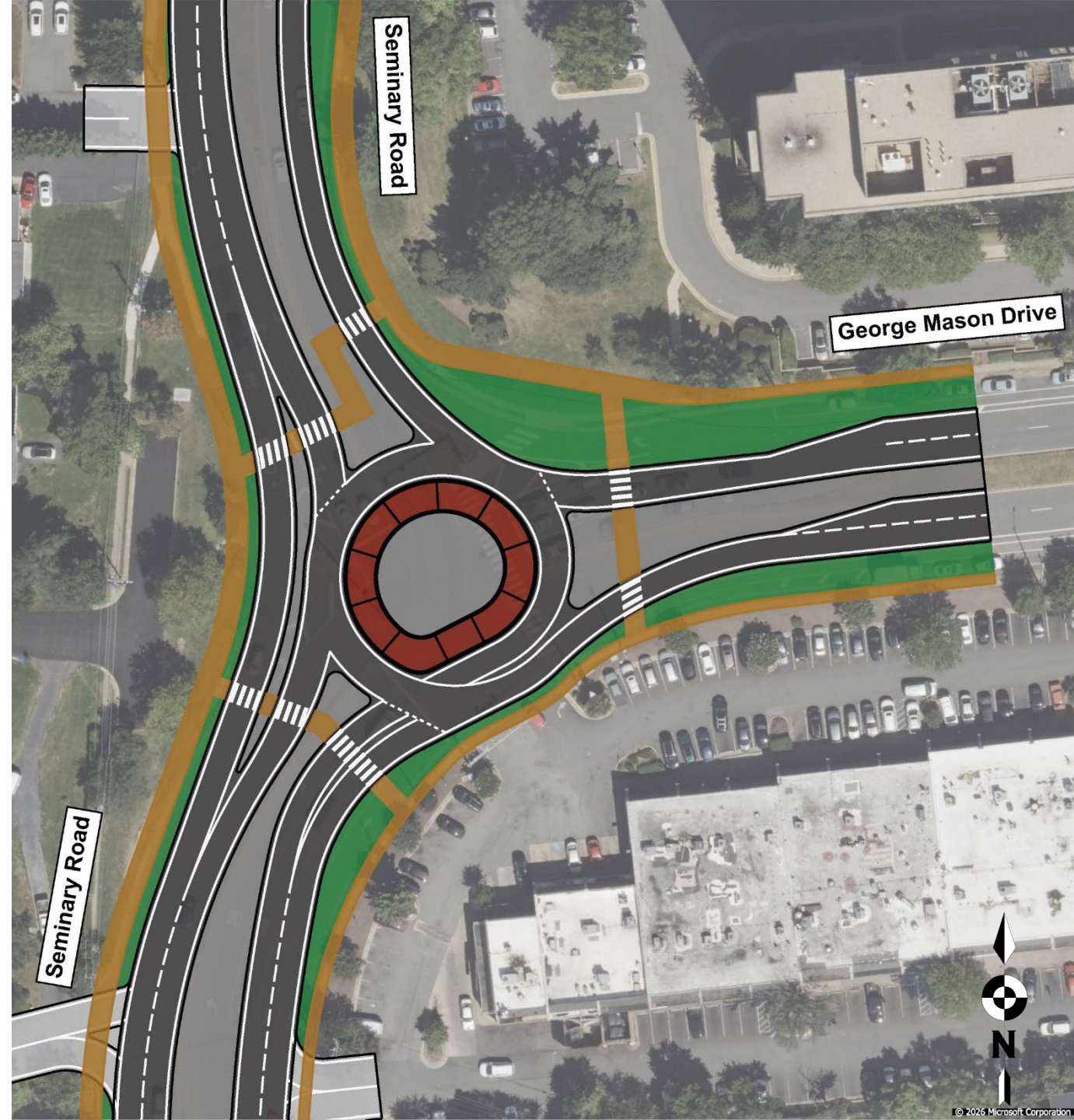
This option replaces the signalized intersection with a roundabout.

Benefits

- **Slower** vehicle speeds
- **New crosswalks** across intersection
- **Green space** opportunities from smaller intersection footprint
- **Significantly reduced delays** in AM and PM peak hours

Considerations

- Would require **alternate access** to Build America Plaza



Option C

Larger Roundabout

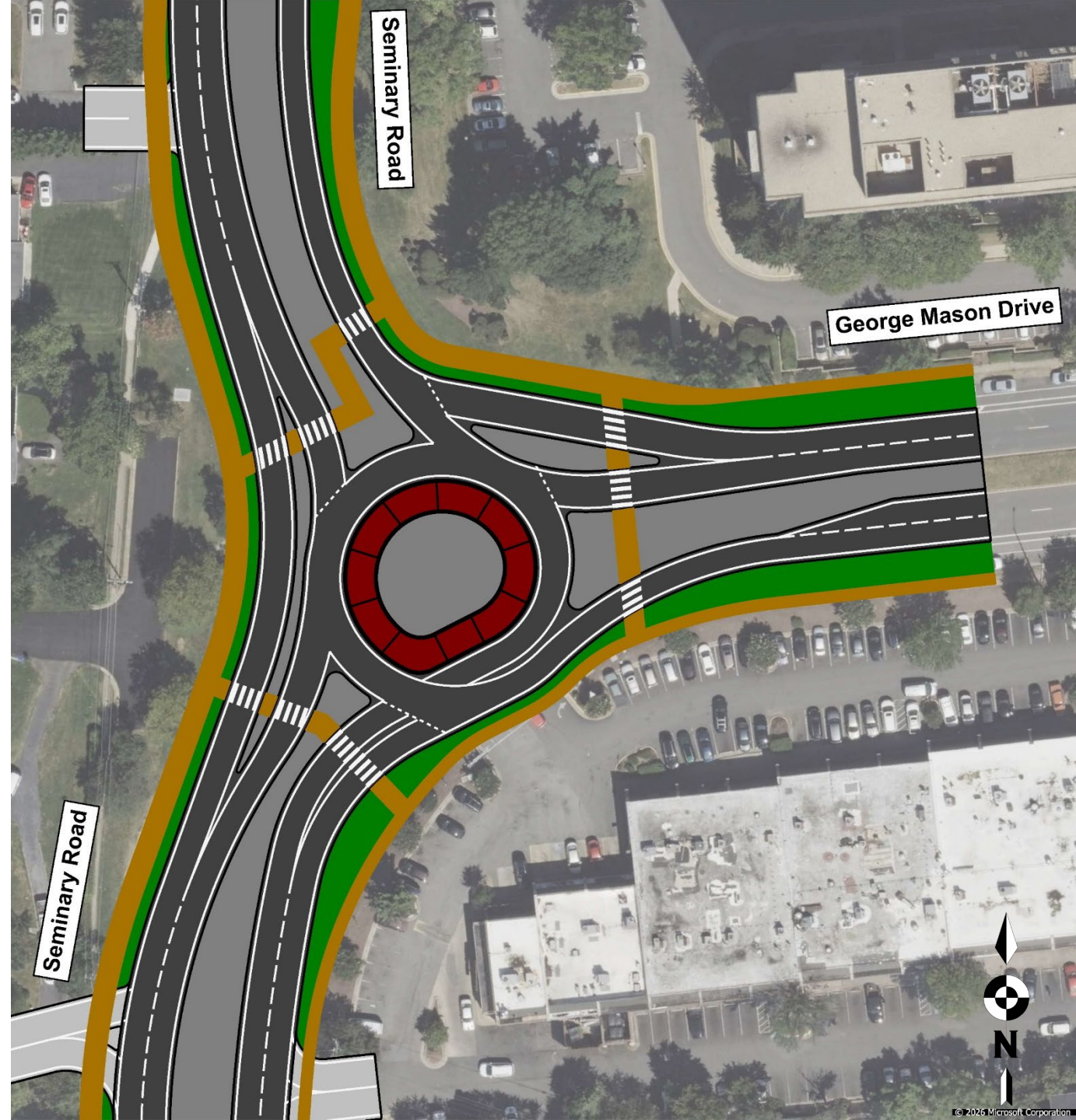
This option replaces the signalized intersection with a roundabout.

Benefits

- **Slower** vehicle speeds
- **New crosswalks** across intersection
- **Significantly reduced delays** in AM and PM peak hours

Considerations

- Would require **alternate access** to Build America Plaza
- Additional lane from George Mason Drive could introduce **additional conflicts**
- **Some green space** opportunities, but less than Option B



Performance Comparison

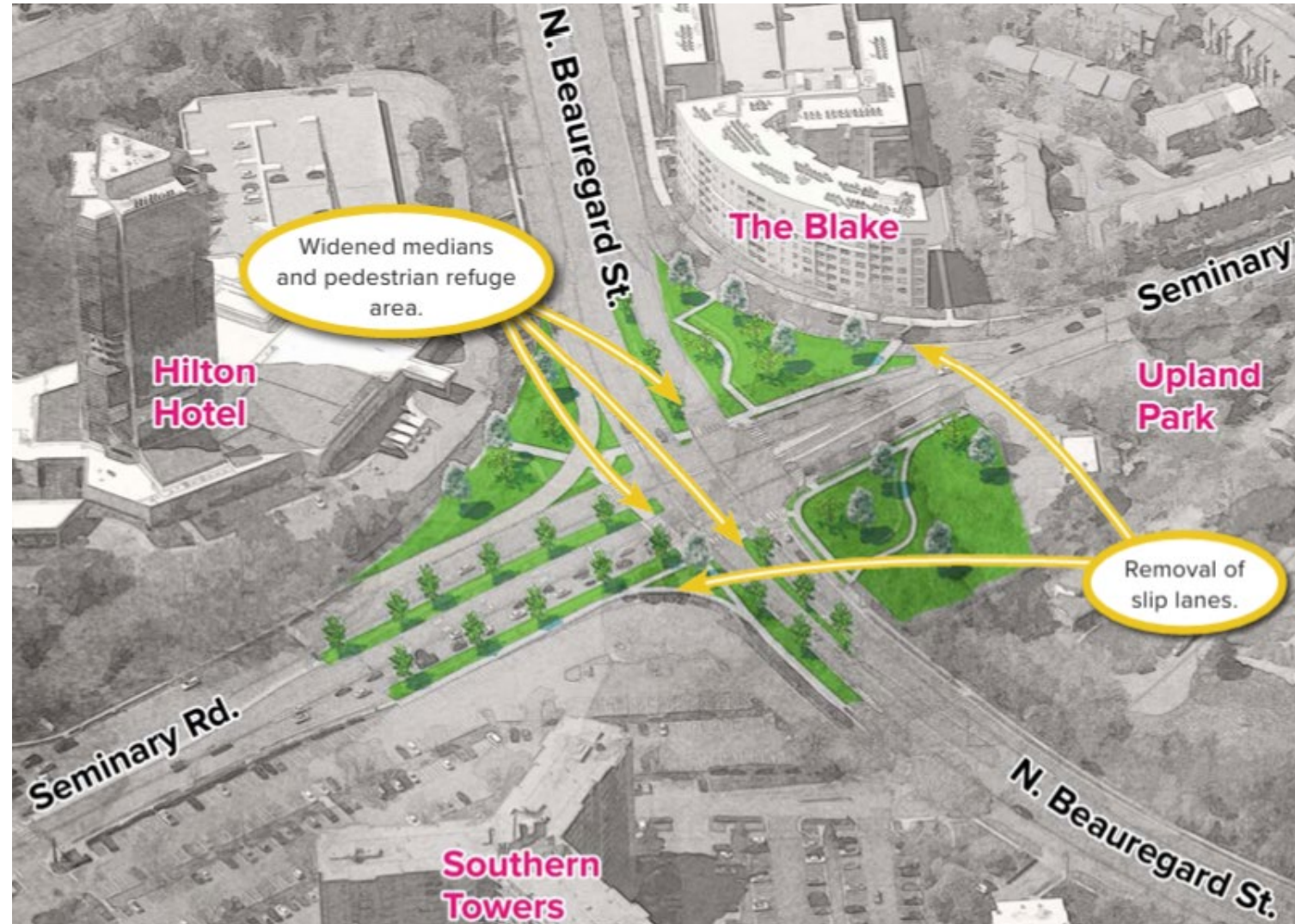
	Existing	Option A	Option B	Option C
 Speed Management	Most Challenging	Better	Best	Best
 Driver Safety	Challenging	Good	Best	Best
 Walking Safety	Challenging	Better	Best	Better
 Bicycle Safety	Challenging	Better	Best	Better
 Large Vehicle Access	Good	Good	Good	Good
 Build America Plaza Access	Good	Most Challenging	Challenging	Challenging
 Traffic	Challenging	Good	Better	Best
 Construction Feasibility	N/A	Challenging	Challenging	Challenging

Related Projects

Seminary Road & North Beauregard Street

This is a **separate project** but is being closely coordinated with other improvements on Seminary Road.

The adopted AlexWest Small Area Plan envisions this as a **more compact intersection with an enhanced streetscape.**

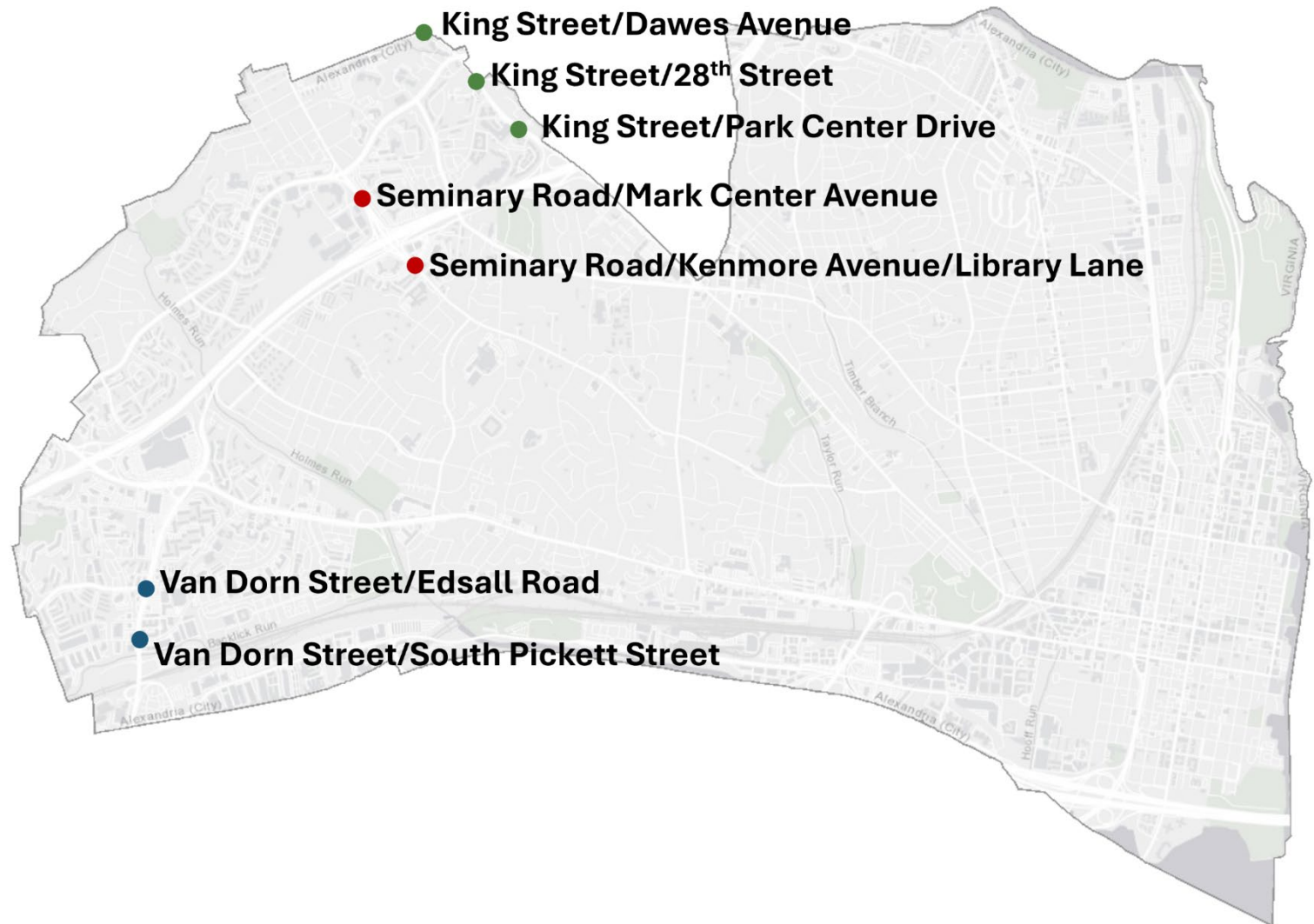


Seminary Road Near I-395

This is a **separate project** as part of the West End High-Crash Intersections Audit Project.

These projects are being closely coordinated, and the **comment period for this project is currently open.**

For more information, visit [AlexandriaVA.gov/go/4794](https://alexandriava.gov/go/4794)



In Summary

There is a lot of work and investment happening in the Seminary Road corridor!

There are no perfect solutions, but we want to work with you to **make things better.**



Next Steps



**Provide Your
Feedback!**

Review the additional materials
on the project webpage.

Complete the online feedback
form by **November 6**.



<https://www.research.net/r/AlexandriaVA-SeminaryWest2026>

West End Transportation Open House

To learn more about this project and other transportation improvements happening on the West End, visit the City's West End Open House!



Thursday, October 29, 5 p.m.

The Forum at Minnie Howard
3775 W Braddock Road

Next Steps

Review Community Feedback & Refine Concepts

- Winter 2027-Spring 2027

Recommend Preferred Alternative

- Summer 2027

Public Hearing for Recommended Changes

- Summer 2027

Thank You!

For more project information, visit:
AlexandriaVA.gov/go/6552