

**I-395 EXPRESS LANES - SEMINARY ROAD
DECEMBER 9, 2019 PUBLIC INFORMATION MEETING
COMMENT SUMMARY REPORT – FULL COMMENTS**

ID #	Comment Date	Individual /Entity	Source of Request	Comment/Question	Response
495VDOT 12092019.01	12/3/2019	Individual	Email	Hello, I am in favor of changing the I-395/Seminary Road HOV ramp from HOV to HOT ramp.	Comment noted
495VDOT 12092019.02	12/3/2019	Individual	Email	To Whom It May Concern, I'd like to provide my comment via this message regarding the issue in the subject line. I would fully support Transurbran taking over the management of the 395/Seminary ramp and converting it to a HOT ramp. It makes no sense that the entire 95/395 toll lanes and all other ramps are accessible for a fee, but not this one. I've worked in the Mark Center for 7 years and understand the history behind it being an HOV only ramp, but with the implementation of the 395 toll lanes, there no longer a logical argument to keep it as HOV only. This ramp would provide an added exit point for those on the toll lanes and would keep cars from having to merge back into the general purpose lanes (and add to the congestion) at Edsall/Turkeycock in order to exit at Seminary. Please consider this message in support of the conversion. Thank you.	Comment noted
495VDOT 12092019.03	12/4/2019	Individual	Email	Strongly recommend making this ramp HOT accessible. Thank you.	Comment noted

<p>495VDOT 12092019.04</p>	<p>12/4/2019</p>	<p>Individual</p>	<p>Email</p>	<p>REJECT ALL TRANSURBAN PROPOSALS! First off, if it cannot even finish SAFETY ITEMS like lights on the north and south lanes FIRST, before it finishes sound barriers (aka -- hardened walls designed to prevent expansion of the regular lanes later), then why was this not part of the original contract and bid? If they want the access, make them pay a BILLION DOLLARS or give other concessions like nullifying the State's limits on expansion. As they already proved they are capable when VDOT tried to expand around the Occaquan, Virginia residents are just going to be taxed to death. Second, Transurban has already IGNORED numerous safety issues and created deadly and dangerous conditions on the regular lanes all for the sake of profiting and finishing the TOLL ROAD! VDOT has utterly neglected to do anything to force them to fix roads that they have damaged, move barricades blocking easy access by 395/Little River, place traffic cones so that they are not dangerously cutting into the roadways, move road lines properly and failed to paint over or sheer off old lines, or repair the bridges that users are going to have to use. They tore up the road next to the highway and failed to repair it before opening it back up to traffic, and installed holes, access grates, and manholes in the roadway of 395 and left them several inches above the roadway destroying hundreds of car tires and rims. Third, if they want access, may they agree to concessions -- like FIXED OFF PEAK PRICES?! Fourth, they have already proven that their metrics are fraudulent -- designing them to collect data only when it suits them. Every week they have been open traffic has been WORSE on the regular lanes because people CANNOT AFFORD to use the TOLL ROAD?! Fifth, giving access to TOLL CARS would absolutely dump more traffic on at Seminary Road as people are forced to escape the</p>	<p>Safety As documented in the technical report for this project, I-395 at Seminary Road Interchange Modification Report (Lite), the implementation of the conversion from HOV to HOT is expected to improve safety in the corridor. The safety improvements are the result of shifting traffic from the congested general purpose lanes and ramps to the less congested HOT lanes and ramps.</p> <p>Fixed Off-Peak Prices The I-395 Express Lanes are operated by Transurban based on the requirements established in an Agreement between Transurban and VDOT. Under this agreement, Amended and Restated Comprehensive Agreement Relating to the I-95/395 HOV/HOT Lanes Project (dated June 8, 2017), the concessionaire is allowed to impose congestion pricing with toll rate changes at frequent intervals and with no restrictions on toll rates.</p> <p>Usage of the I-395 Toll Lanes Vehicles with three or more passengers can use the Express Lanes free of charge. The toll lanes operate with dynamic tolling. The tolls of the I-395 Express Lanes are dynamically changed throughout the day based on the level of congestion of the general purpose lanes. This helps improve the utilization of both the Express Lanes and the general purpose lanes in the I-395 corridor.</p> <p>Impact on Seminary Road Traffic As documented in the technical report for this project, I-395 at Seminary Road Interchange Modification Report (Lite), the implementation of the conversion from HOV</p>
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				<p>monopolistic prices in the last 5 miles -- EXACTLY AS THEY PREDICTED BUT FAILED TO DISCLOSE! Lastly, make them change the way that they bill. Prices should only go up when traffic on both TOLL SIDE and REGULAR LANES are equalized. Once they are equalized, then they can raise the tolls. Most other countries do this as they are proven to move more cars, faster, and more smoothly. In fact, Transurban does just the opposite in the US, based on false evidence. If VDOT continues to make these changes, we will be forced to sue against VDOT and Transurban for violating public policies against free access to the roads and seek to nullify the transurban century contract as VOID against public policy since it prohibits the state from taking many actions that benefit taxpaying residents. THIS WOULD DESTROY SEMINARY ROAD ACCESS ONTO 395 NORTH IN THE RUSH! Which would force all traffic back even farther, creating a "loop" and self-fulfilling prophecy of traffic gridlock for the poor minority residents of this particular stretch at Seminary and even worse the people at Little River Turnpike who are already stuck in the middle of Transurban's raping of the residents.</p>	<p>to HOT is not expected to result in a measurable increase in traffic on Seminary Road. The conversion from HOV to HOT is expected to shift traffic that currently uses the I-395 general purpose lanes and ramps to the Express Lanes and the converted HOT ramp.</p>
495VDOT 12092019.05	12/5/2019	Individual	Email	<p>I recently read about the proposed change to make the Seminary 395 express lane exit a HOT lane exit. I am completely in support of this change and would be a daily user to commute between child care and my work location in the City of Alexandria. This is currently a huge burden to me and would significantly improve my commute times if the non-HOV restrictions were lifted. Having an HOV only exit defeats the purpose for many of us that work near this exit and again just created more traffic in the slower lanes during peak times. I hope this change is agreed to by the City Council to support the daily commuters/City employees in the area. The exit</p>	<p>Comment noted</p>

				ramp doesn't serve much purpose if it can't be used by all drivers of the HOT lanes. The existing regular 395 lanes are so extremely, unnecessarily slow and underdeveloped for the commuting needs in this area. Any extra help to ease normal traffic should be changed.	
495VDOT 12092019.06	12/5/2019	Individual	Email	I look forward to seeing you next Monday eve at Minnie Howard at the public meeting re: converting the ramp from HOV only to HOT. I understand there will be the ability to have the informal review and discussion with staff with various information on poster boards, etc., and then a presentation. And I understand we can file written comments. But it was not clear whether the members of the public will be able to provide oral comments to VDOT and TransUrban like we would at a public hearing. Please let me know. There is no sense in preparing a statement if there is not an opportunity to give it. I hope you and I have time to talk about a few related issues in the same general area. I think the City and VDOT can cooperate on making a few minor changes to striping, marking, and signing that would help traffic flow in the area impacted by the BRAC building. I hope to bring some sketches to leave with you so you can see the simple ideas. See you Monday!	Members of the public were given the opportunity to ask questions and provide comments during the public meeting.
495VDOT 12092019.07	12/5/2019	Individual	Email	I am writing as someone who supports the conversion of the I-395 Seminary Road Ramp in the City of Alexandria to a HOT ramp. It doesn't make sense for all of I-395 to be HOT accessible, but this one ramp is only HOV accessible. It is confusing as both a rider and a driver. Currently, the signage is not clear and it is easy for riders who have seen the NEW HOT lanes advertised to get confused and take this ramp. Thankfully someone told me or I may have been one of	Comment noted

				those folks and potentially the recipient of a hefty ticket. Thanks for your time.	
495VDOT 12092019.08	12/6/2019	Individual	Email	Please change HOV ramp that connects Seminary Road and I-395 toward the south from HOV (carpool) only to High Occupancy Toll (HOT). The ramp should be available for HOT as well as HOV all of the time, why not we paid millions to make the HOV lanes HOT so go all the way.	Comment noted
495VDOT 12092019.09	12/6/2019	City of Alexandria	Letter	The City of Alexandria appreciates the opportunity to review the October 2019, I-395 at Seminary Road Interchange Modification Report (IMR) Lite. We expedited our review to get you our comments prior to the December 9 public meeting. Overall, we found the analysis methodology is consistent with good industry practice and there were no fatal flaws in the assumptions, projections or results. VDOT is to be commended because the analysis is very thorough. The analysis found converting the ramp to High Occupancy Toll (HOT) operation slightly improves travel times for the northbound I-395 AM peak both in 2020 and 2040. No improvements were noted for other times. However, no increase in the number of people or vehicles moved through the corridor was identified. Furthermore, the analysis did not identify any travel time improvements or other benefits to the local roadway network by allowing the conversion of the ramp. Based on the results of the IMR, the City finds no compelling reason to convert the Seminary ramp for High Occupancy Vehicle (HOV) to HOT. There are still many unknowns and the City does not believe the risk is worth the minimal benefit. Additionally, the Alexandria City Council adopted a resolution in 2012 stating the City position with respect to the operation of the Northbound I-395/Seminary Road HOV/Transit Ramp. I can be	The analysis shows no meaningful changes in traffic demand on the side roads within the influence area of the ramp from a traffic operations and safety point of view. With that, the conversion of the ramp from HOV to HOT provides an additional travel choice making a more direct connection to the area than using side roads. It also reduces the access inconsistency and driver confusion along this corridor with the implementation of the I-395 Express Lanes. As documented in the technical report for this project, I-395 at Seminary Road Interchange Modification Report (Lite), there are no risks from this conversion to the operations and safety within the influence area of this ramp.

				reached at 703-746-4017 should you have further questions.	
495VDOT 12092019.10	12/8/2019	Individual	Email	I have no objection changing the HOV entrance to a HOT entrance. Last Saturday (7 Dec 2019) afternoon, I was heading into Washington and saw a toll for \$1.50 to avoid several hundred cars crossing on 395 into DC in the local lanes. For me it was worth it – for hundreds of others it was not. It strikes me that a toll gantry and sign showing the toll for using the Seminary Road entrance / exit would regulate the traffic sufficiently as it does on the entrance to the 395 HOT Lane entrance to the 14th Street Bridge while allowing since drivers who want to get on the Express Lanes that option. It's amazing what a deterrent \$1.50 can do to clear up traffic	Comment noted
495VDOT 12092019.11	12/9/2019	Individual	Comment Sheet	1. What features of the proposed Seminary Road Ramp conversion do you like? I like the proposed ramp b/c it will allow me to get in the sb hot lanes. It also seems like it will reduce congestion on the general purpose ramp to sb 395 from Seminary. 2. What features of the proposed Seminary Road Ramp conversion do you have concerns about? None –It seems like a basic, common sense idea. 3. Do you have any comments and/or suggestions regarding the information you received tonight? Keep the planned summer 2020 date for the project completion. Don't delay it! 4. Would you like to receive project information? Yes, Email.	Comment noted
495VDOT 12092019.12	12/10/2019	Individual	Email & Comment Sheet	1. What features of the proposed Seminary Road Ramp conversion do you like? Simple. Cost Effective. Value to all drivers, neighborhood. 2. What features of the proposed Seminary Road Ramp conversion do you have concerns about? None – extra 200 cars peak hour – 2/3 to Bract – Extra 60 cars in 1 hr – cars/minute will not cause problems to Seminary. 3. Do you have any comments and/or suggestions regarding the	Comment noted

				information you received tonight? Copy of charts please to email. 4. Would you like to receive project information? If so, how do you prefer to receive it? Absolutely! Email.	
495VDOT 12092019.13	12/10/2019	Individual	Email	I highly support the change of the ONLY HOV ramp on 395 to become a HOT ramp. This would provide many people the opportunity to access the Mark Center area much easier. It would reduce some of the chaotic traffic on the confusing AND very congested Seminary Rd/I-395 interchange, as well as the intersection at Seminary Rd and Mark Center Avenue. This intersection is extremely backed up and tons of cars don't properly utilize, they cross solid lines. If people were headed to the DoD Mark Center Bldg, they would be instantly removed by entering the turn only lane, reducing the number of cars in the mess of that intersection and the one at Seminary Rd and Beulah Rd. I sincerely hope this proposal moves forward ASAP!!!	Comment noted
495VDOT 12092019.14	12/10/2019	Individual	Email	Please stop making commuting so expensive. Changing lanes and exits to toll roads that were previously HOV is a terrible idea for improving traffic flow. It just makes the lanes usable by the privileged. It will not increase the amount of people car pooling. Schedules in this area are so complicated that it is not feasible for people to gather others just to avoid the toll cost.	The south-facing I-395 ramp from the Express Lanes to Seminary Road is currently operated as HOV-only. With the proposed conversion to HOT, it will continue to allow HOV vehicles access to this ramp for free. Solo drivers continue to have the same free choice as they do today with an option to pay a toll for a reliable connection to Seminary Road using the Express Lanes.

495VDOT
12092019.15

12/13/2019

Individual

Email

As a regular motorcycle commuter trying to reduce my carbon and vehicle footprints, the Seminary Rd ramp interchange is both necessary and unavoidable. Though I have been riding for over twenty years, have completed formal rider safety training, and wear high-visibility protective gear, I find this area to be exceedingly dangerous for motorcycle riders and other vehicle drivers alike. For the sake of this discussion, I will refer to the series of ramps in the interchange as a rotary to signify the tight series of turns that ultimately service Seminary Rd eastbound and westbound, as well as I-395 northbound, southbound, and HOT ramp. Many of my concerns come from the very poor lane marking and labeling, which lead to frequent cutoffs and unclear rights-of-way. As a motorcyclist, this puts me in a particularly precarious position given my more limited ability to be seen and other drivers' inadvertent tendency to not spot motorcycles. Referring to the attached satellite view of the Seminary Rd rotary and ramps, I would like to highlight the following five areas of concern and confusion:

1. The left-hand turn ramp from Seminary Rd Eastbound toward the I-395 north general purpose and HOT north ramps (currently assuming a morning commute) is very poorly labeled. All too frequently, vehicles in the innermost counter-clockwise lane will cut to the middle or outermost lanes. This largely occurs mid-apex of turn, and mostly because those drivers do not want to be stuck making the next left turn.
2. Vehicles that do not cut from the innermost counter-clockwise lane at point 1 mentioned above often cut across to go straight onto the I-395 north general purpose lane ramp at point 2. This effectively cuts off vehicles (including buses) that are turning left toward Seminary Rd westbound and the northbound HOT lane ramp.

1. The VDOT Traffic Engineering Section is evaluating these recommendations and will implement improvements that are deemed to be effective.
2. This is a good observation and the safety and feasibility of a shared through-left lane (adjacent to the left-only lane) will be assessed by the VDOT Traffic Engineering section.
3. See response for 2. above.
4. Comment noted.
5. The VDOT Traffic Engineering Section is evaluating these recommendations and will implement improvements that are deemed to be effective in addressing the issue.



In addition, buses frequently turn left from the innermost lane at turn 2 and cut directly across to the HOT lane ramp, which cuts off traffic that had turned left from the middle lane.

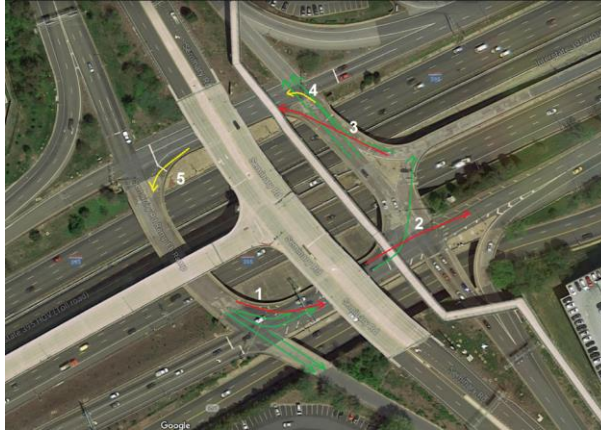
3. At point 3, where traffic merges from the southbound HOT ramp (now assuming an evening commute), vehicles frequently cut directly across the two Seminary Rd westbound lanes so they may proceed around the rotary to I-395 southbound general purpose lanes or to Seminary Rd eastbound.

4. Point 4 in the picture is confusing because this turn seems to be the only of the four "corners" of the Seminary Rd rotary that does not clearly allow for two left-hand turning lanes. Points 1, 2, and 5 all indicate that two lanes are able to make the turns simultaneously.

5. Of all of the turns in the Seminary Rd rotary ramp, this is the only one that seems like a left-hand turn on red would be safely completed due to visibility and the one-way roadway turning onto another one-way roadway. It is currently unclear whether this is or should be allowable at this turn.

I will add that all of these issues are seriously compounded at night and in the rain. Lane lines and markers that ARE present are not reflective and are seemingly invisible in darkened or wet conditions. I appreciate the opportunity to discuss my concerns and will gladly provide

clarification if necessary.



495VDOT
12092019.16

12/14/2019

Individual

Email

The HOV entrance/exit ramp on I-395 at Seminary Road is under consideration for conversion to HOT lanes. Apparently, the City of Alexandria is not in favor of a conversion. This seems extremely mean-spirited and short-sighted. In a letter to VDOT, dated 6 December, Ms. Hillary Orr (Deputy Director for Transportation for Alexandria City) wrote: "Based on the results of the IMR, the City finds no compelling reason to convert the Seminary ramp for High Occupancy Vehicle (HOV) to HOT. There are still many unknowns and the City does not believe the risk is worth the minimal benefit. Additionally, the Alexandria City Council adopted a resolution in 2012 stating the City position with respect to the operation of the Northbound I-395/Seminary Road HOV/Transit Ramp." I live in Fairfax County, near Seminary Road, and use the mainline of I-395 weekdays. I do not understand the City of Alexandria's position. What is the risk opening the ramp to HOT traffic? There are benefits to people who reside inside the beltway whom they seem to forget about. I do not use the HOV/HOT lanes frequently, but when I do, I would like the option to enter as a single driver (or 2 of us in the car) at

We agree that the conversion of the ramp from HOV to HOT provides an additional travel choice making a more direct connection to the area than using side roads.

				<p>Seminary heading south, rather than waiting until Edsall Road. When returning from the south heading north, I would like the option to exit at Seminary, rather than exiting at Edsall, or waiting until the next exit past Seminary. The ramp is available, so let's use it. Anything you can do to assist in getting the HOV ramp converted to a HOT ramp would be appreciated. Let's do the right thing for all of the residents of Northern Virginia. Providing options to the citizens is a proper thing to do. Opening the ramp can also reduce pollution, and traffic in the main lines. Let's keep traffic moving.</p>	
495VDOT 12092019.17	12/20/2019	Individual	Email	<p>SEMINARY ROAD, QUAKER, HAVE ENOUGH TRAFFIC WHICH HAS WORSENEED SINCE INSTALLING BICYCLE LANES ON SEMINARY IMHO.</p>	N/A
495VDOT 12092019.18	12/29/2019	Individual	Email	<p>I would like to express my whole-hearted support for the conversion of the Seminary Rd "Southside" HOV ramp to HOT status. I can see the highway from where I live at Seminary Towers, and at evening rush I see how jammed up the southbound mainline of 395 is where the traffic from Seminary Road comes in. I can also see how the HOV ramp is very under-utilized. The obvious thing to do to relieve the mainline congestion, it would seem to me, is to give drivers --- all drivers --- the option to use the HOT ramp. I personally would like to have this option for the times when I do need to go south on 395 during the evening rush. We need more transportation options in the DC region. HOT lanes are not perfect --- because they can be quite expensive – but they are nevertheless one of the best tools we have to get around jammed-up roads. While mass transit and biking/walking are important, we simply can't rely on them for all of our transportation needs. Please convert the ramp!!</p>	Comment noted

495VDOT 12092019.19	12/31/2019	Individual	Email	<p>I spoke at the public meeting on the subject ramp at Minnie Howard School on December 9. This is a quick restatement of my remarks for the written record.</p> <ol style="list-style-type: none"> 1. Any toll-paying traffic that gets attracted to exit the NB lanes at this ramp would, if they are bound for points on Seminary Road west of N. Beauregard, or points north on N. Beauregard St., would add to the congested weave westbound on Seminary at Mark Center Drive / Southern Towers. While the single thru lane westbound on Seminary over the I-395 interchange seemed like a good way to help HOV traffic enter the BRAC and Mark Center area, it has proven very detrimental to City residents who use it to get back to our neighborhood west of N. Beauregard from the rest of the City. This congested weaving area does not need any additional traffic. 2. The whole idea of implementing this ramp in the first place was to encourage HOV usage ... via carpools, vanpools, and bus transit. The very idea of creating the Express (toll) lanes on I-395 which are historic HOV lanes is detrimental to the formation of any further HOV activity. Putting more cars into HOV lanes via tolling decreases the speed differential between the higher-speed HOV Lanes and the general purpose lanes. This decreases the attractiveness to use the HOV lanes by forming carpools or taking transit. Fewer cars in the GP lanes means the LOVs in them flow 	<ol style="list-style-type: none"> 1. As documented in the traffic report, the increase in traffic volumes on the proposed Seminary HOT is nearly equal to the decrease of traffic on the regular lanes of the Seminary ramp. So while there may be an increase in traffic weaving to go west on Seminary or points north on N. Beauregard St, there would also be a decrease of almost the same amount of traffic coming westbound on Seminary Road from the 2nd level of the interchange. Both conditions were analyzed using Origin-Destination (O-D) data that accounts for all weaving in the VISSIM microsimulation software and results do not show any measurable degradation in operations along Seminary Road in both future year conditions. 2. This ramp has been operating as HOV-only ramp since 2016 and is currently being used by a lower volume of traffic than what was projected when the ramp was constructed. With the I-395 Express Lanes project, this ramp is now operating differently from the other I-395 ramps. The conversion to HOT would help drivers understand better the operations of the I-395 facility by making all ramps operate with consistent rules. With the conversion to HOT, this ramp will continue to be free for HOV vehicles as before. The attractiveness to use this ramp for HOV users does not decrease with this conversion. 3. The vehicle occupancy is integrated into the regional travel forecast model. The model uses person trips and assigns modes to the trips. HOV and transit are modes that the Metropolitan Washington Council of Governments (MWCOC) model takes into
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				<p>better, and more cars in the HOV lanes means the HOV cars in them flow slower. The best question I have for VDOT is: why do you wish to reduce incentives to carpool or take transit? Indeed, VDOT should set aside this ramp change, and instead work with the City, the US Army, MWCOG, WMATA, PRTC, et al, to create further incentives for carpools, vanpools, and bus transit to use this ramp. If it is not heavily enough used, then let's figure out a way to get more HOVs using it.</p> <p>3. The analysis shown at the meeting focused on vehicle volumes, not person volumes on the ramp. Anyone who has done any multi-modal and HOV analyses over the past 40 years knows that the purpose of any transport improvement is to move people, not vehicles. The emphasis on low vehicle volumes belies how many people are in those vehicles. And certainly, if the ramp were to be opened to non-HOV traffic, we can be certain that the number of persons/vehicle added would be significantly less than 2.0, more likely in the range of 1.2 - 1.6. So, while the study shows vehicles increasing, a proper accounting would show the number of people using the ramp not going up much at all. Please revise the study to tell the real tale of how well the ramp helps person movement, not vehicle movement.</p> <p>4. Irrespective of the more technical points made above, what I truly believe is at stake in this issue is whether the state government's word</p>	<p>account. The traffic volumes reported are based on the recent count data. The regional model applies mode percentages to capture existing trip mode types and future trip mode types using regional growth. This methodology is applied to all regional transportation projects studies.</p> <p>4. At the time the HOV Ramp was constructed, VDOT stipulated that the ramp would be opened as an HOV Only ramp. At that time, I-395 north of Turkeycock Run operated as an HOV facility (not as a HOT facility). The implementation of the ramp as HOV only made sense at the time it was planned and constructed. However, based on the current low traffic volumes using the ramp, reviewing new traffic forecasts and taking into consideration the conversion of the I-395 facility from HOV to HOT, VDOT recommends the change in the designation of the Seminary Road ramp from HOV to HOT. It is important to note that VDOT's practice is to continue to review the safety and operations of our transportation facilities, noting travel pattern changes and making adjustments as needed. As an example, the HOV occupancy requirement for I-395 HOV lanes was changed in 1988 from HOV-4 to HOV-3 to enhance the utilization of the HOV facility while maintaining adequate operations. The proposed change from HOV Only to HOT is anticipated to improve the utilization of the Seminary Road ramp while maintaining adequate operations.</p>
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				<p>is good. The City and its residents were told "this would be an HOV-only ramp forever." That promise was made to induce support for a ramp, and I for one, supported it. An HOV-only ramp there made sense during the BRAC planning process, it makes sense now, and far off into the future, it makes sense. A ramp that includes toll traffic does NOT make sense. Such a ramp would show that VDOT and our state government lack credibility, and it would reflect an inability to keep a promise to its citizens and taxpayers. Our society has too many such examples of division between government and citizens. Please do not go back on your word to us and contribute further to a lack of trust in government.</p>	
495VDOT 12092019.20	12/31/2019	Individual	Email	<p>I spoke about this proposal at the December 9, 2019 public information meeting. The purpose of this letter is to reinforce my concerns about transportation safety issues on the western portion of Seminary Road and to ask for remedies. My understanding is the proposal to convert the Seminary Road HOV ramps to HOV/HOT involves bringing more traffic into this highly congested area so that Transurban can increase the usage of "two underperforming" ramps at the I395/Seminary Road interchange. It seems to me, that if VDOT and Transurban want this change, they have a responsibility to: assess safety and operational impacts on Alexandria traffic patterns and, develop and implement new traffic patterns to improve public safety, prevent traffic crashes, and eliminate fatalities in this area. The report entitled "I-395 at Seminary Road Interchange Modification Report (Lite)", dated</p>	<p>The traffic operations and safety analysis in the IMR (lite) report was conducted in accordance with FHWA and VDOT guidelines for the influence area of the project. The study area for the IMR (lite) was extended along Seminary Road up to N. Quaker Lane on the east and N. Beauregard Street on the west in accordance with the direction provided by VDOT and as coordinated with the City of Alexandria. The operations analysis concluded that majority of the increase in the HOV/HOT ramp volume was shift from the corresponding General Purpose ramp which does not result in a total increase in volume along Seminary Road. The remaining volume increase can be attributed to traffic that was previously cutting through local street network of the City of Alexandria that now uses I-395 instead. This small</p>

			<p>October, 2019, reviews crash data on the interstate and the ramps. I do not see a similar analysis for Seminary Road. Therefore, I am asking for a detailed analysis of the impact this proposal will have on Alexandria traffic patterns, with a special focus on Seminary Road between Howard Street and the Alexandria city line. I also want VDOT and Transurban to commit to make all appropriate changes to the I-395/Seminary Road interchange and surrounding areas to help Alexandria achieve our Vision Zero goals (i.e. Seminary Road between Howard Street and the Alexandria City line). Please feel free to contact me with any follow-up questions.</p>	<p>increase in volume along Seminary Road does not result in any significant impact on delays or travel times along Seminary Road as documented in the report. Hence, it is not expected to have any significant impact on safety along the corridor as well.</p>
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