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1-21-12

**Jackie Henderson**

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**From:** Nancy Jennings <nrijennings@comcast.net>  
**Sent:** Friday, January 20, 2012 7:44 AM  
**To:** William Euille; Frank Fannon; Kerry Donley; Alicia Hughes; Del Pepper; Paul Smedberg; Rose Boyd; Jackie Henderson; Rob Krupicka; Linda Owens; Elizabeth Jones  
**Subject:** COA Contact Us: SHA request to rescind City support for ramp to Seminary Road  
**Attachments:** 376d14f3207899fcd4c52b6370eb6b53.docx; ATT00001.txt

**COA Contact Us: Mayor, Vice Mayor, and Council Members**

**Time:** [Fri Jan 20, 2012 07:44:18] **Message ID:** [36251]

**Issue Type:** Mayor, Vice Mayor, and Council Members  
**First Name:** Nancy  
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**Email Address:** [nrijennings@comcast.net](mailto:nrijennings@comcast.net)  
**Subject:** SHA request to rescind City support for ramp to Seminary Road  
Mayor Euille, Vice Mayor Donley, Members of the City Council,  
Seminary  
Hill Association, Inc., has enjoyed the City Council's support in our  
efforts to preserve our neighborhoods from cut through traffic. Between  
2002 and 2011, the City and Seminary Hill have objected to the addition of  
any new traffic onto Seminary Road from I-395, such as a ramp from the  
HOV  
lanes. That interchange cannot handle the amount of traffic it has today  
and adding another lane of traffic—even if they are busses and HOV—will  
**Comments:** not  
improve the gridlock on Seminary Road but only add more vehicles to  
it.  
Almost a year ago, you changed City policy and agreed to a study of  
the benefits and impacts of a new ramp to Seminary Road, since the  
Governor  
was willing to fund it at \$80 million. Next week, VDOT will hold a public  
hearing at Hammond Middle School to explain the Environmental  
Assessment  
that will then go to the Federal Highway Administration. The City has the

opportunity in the next couple of weeks to comment on the EA's findings.

Given the new information that VDOT's Tom Fahrney shared with the BRAC

Advisory Group this week, the City ought to return to its original position on this ramp and send a "no build" comment to VDOT instead of suggesting

minor tweaks to the ramp's design, like prohibiting turns onto Seminary Road during certain time periods or positioning the noise walls on the ramp

itself rather than where the trees on the highway are now a buffer.

So

what did VDOT find in its study that suggests the City should change its policy? On January 18, 2012, VDOT's Tom Fahrney concluded from the data

studied that the proposed ramp from I-395 to Seminary Road would improve

traffic lows in the AM peak hours but would not in the PM peak hours. He

added that auxiliary lanes on I-395—a design where the shoulders become a

lane during peak hours, just between the Seminary and Duke

interchanges—would be a solution that WOULD improve the gridlock on I-395

in both the AM and PM and would ALSO improve the flow on Seminary Road in

the PM. In light of this new information:

Seminary Hill Association,

Inc., asks City Council to consider rescinding the 2011 resolution in

support of this ramp and directing City staff to withdraw City support for

this ramp, since it will not provide significant relief to either the

commuters or to residents in the West End.

Thank you for your

consideration.

Nan Jennings

President, Seminary Hill Association, Inc.

**Attachment:** 376d14f3207899fcd4c52b6370eb6b53.docx

Mayor Eulle, Vice Mayor Donley, Members of the City Council,

Seminary Hill Association, Inc., has enjoyed the City Council's support in our efforts to preserve our neighborhoods from cut through traffic. Between 2002 and 2011, the City and Seminary Hill have objected to the addition of any new traffic onto Seminary Road from I-395, such as a ramp from the HOV lanes. That interchange cannot handle the amount of traffic it has today and adding another lane of traffic—even if they are busses and HOV—will not improve the gridlock on Seminary Road but only add more vehicles to it.

Almost a year ago, you changed City policy and agreed to a study of the benefits and impacts of a new ramp to Seminary Road, since the Governor was willing to fund it at \$80 million. Next week, VDOT will hold a public hearing at Hammond Middle School to explain the Environmental Assessment that will then go to the Federal Highway Administration. The City has the opportunity in the next couple of weeks to comment on the EA's findings. Given the new information that VDOT's Tom Fahrney shared with the BRAC Advisory Group this week, the City ought to return to its original position on this ramp and send a "no build" comment to VDOT instead of suggesting minor tweaks to the ramp's design, like prohibiting turns onto Seminary Road during certain time periods or positioning the noise walls on the ramp itself rather than where the trees on the highway are now a buffer.

**So what did VDOT find in its study that suggests the City should change its policy?**

On January 18, 2012, VDOT's Tom Fahrney concluded from the data studied that the proposed ramp from I-395 to Seminary Road would improve traffic lows in the AM peak hours but would not in the PM peak hours. He added that auxiliary lanes on I-395—a design where the shoulders become a lane during peak hours, just between the Seminary and Duke interchanges—would be a solution that WOULD improve the gridlock on I-395 in both the AM and PM and would ALSO improve the flow on Seminary Road in the PM. In light of this new information:

***Seminary Hill asks City Council to consider rescinding the 2011 resolution in support of this ramp and directing City staff to withdraw City support for this ramp, since it will not provide significant relief to either the commuters or to residents in the West End.***

Thank you for your consideration.