

I-395 Shirlington Interchange Improvements Study Comments

Comment Number	Commenter		Comment Sheet Questions			
	Date Received	Source	1. What alternative(s) do you support and why?	2. What are your major concerns that you would like to see incorporated into this study?	3. Please provide us with any additional information or suggestions that will assist VDOT in developing the final alternatives and design of this study	4. How did you hear about this meeting?
1	5/21/2018	Comment Sheet	I support any alternative or alternatives that will move vehicles on/off I-395 safely and expeditiously. Not traffic lights	Too many vehicles entering /leaving I395 within 5 years - no matter what the alternative(s). Arlington County plans major redevelopment of Shirlington which will generate many more vehicle trips.	Please contact Arlington County Government at 703-228-3000 to obtain a list of currently approved redevelopment projects for Shirlington and the traffic projections before anything else.	E-mail from County
2	5/23/2018	E-mail	S6 – so that we can safely merge onto the Interchange with traffic from Campbell and Shirlington Road. Adding a traffic light should really make the merge safer. G1 – this reconfiguration of Glebe merge lanes seems the safest alternative. I hope your traffic studies will show that it is feasible. S4 – Like S6, S4 seems like it's the safest alternative for the Alexandria side. Again, adding a traffic light should really help.	a) Please make the Alexandria side of the bike-ped bridge more safe. Minimally we need a safe crosswalk across Gunston so we can continue up Quaker – with warning signs/warning lights. Currently we have to walk back a block to Martha Custis, cross Gunston carefully (cars don't always stop), then walk back down Gunston to Quaker. Alternatively, people dash across Gunston, but this is very dangerous. We also need wayfinding signage/map at the base of the bike-ped bridge, as it's not clear where the bike trail goes. b) Currently, cyclists and pedestrians have no safe way to cross Shirlington Road at the Four Mile Run Trail. Although we have a flashing beacon light, it is widely ignored by most drivers (including the driver who almost hit me when I was walking to your meeting on Monday). Ideally, your study area would include Shirlington Road north of Adams Mill at least to Four Mile Run Trail. Minimally, can you work with the County on the Shirlington Bridge project (E-89 in draft CIP) to provide a safe crossing for cyclists and pedestrians? Your project study area appears to include the intersection of Shirlington and Adams Mills (north side) – the space for pedestrians and cyclists waiting to cross Shirlington at this light needs to be much larger – and we really need an adequate sidewalk (ADA-compatible) on the East side of Shirlington Bridge so we can walk and ride from the Trail to Adams Mill, cross Shirlington in a crosswalk with traffic light, and continue on the trail, which is then parallel to Adams Mill. Four Mile Run Trail has heavy use by both cyclists and pedestrians, and the current crossing over Shirlington Road is a dangerous pinch point for us.	a) Please add No right on red sign from Campbell onto the Interchange - drivers turning right on red here add to the already dangerous mixing merge. Actually, not right on red throughout the Interchange area would be great!	Newspaper - Washington Post - thanks for putting VDOT meeting notices in the Post!
3	5/23/2018	E-mail				
4	5/21/2018	Comment Sheet	I support any alternative or alternatives that will move vehicles on/off I-395 safely and expeditiously. Not traffic lights.	Too many vehicles entering/ leaving I-395 within 5 years- no matter WHAT THE ALTERNATIVE(S). Arlington County Plans major redevelopment of Shirlington which will generate many more vehicle trips.	Please contact Arlington County Government at 703-228-3000 to obtain a list of currently approved redevelopment projects for Shirlington and the traffic projections before anything else.	E-mail from county
6	5/21/2018	Comment Sheet	S1, S2	The entrance from Quaker to Shirlington Road toward Arlington Mill is extremely difficult because of the speed and merging across lanes. The entrance from 395N to Shirlington Road toward Arlington Mill is almost a blind merge w/ very little time to get across lanes. Very difficult to see cars coming around turn.	Address the issue with merging from Quaker to Shirlington and from 395 to Shirlington. Please do not add signal lights and cause more traffic back ups on Quaker Road. It will be extremely difficult to merge onto the interchange if a light is installed.	Friend
7	5/21/2018	Comment Sheet	S4 & S6 signals at the straight lane, getting traffic to stop will resolve the problem of failure to yield that happens ALL OF THE TIME!!! S3: Add Longer left turn lane onto S Arlington Mill Drive along with reducing # of lanes from 3 to 2 lanes. G-1: merge don't work well in G-2, but dedicated lane in G-1 much better.	S-1 Terrible- doesn't help the failure to yield, S-2 curve change won't help on downhill & failure to yield, S-5 Worry about traffic backup in Park Fairfax Community, G-2 Terrible merge still too short	Need to also look at a fox of the North ramp to S Glebe where a short merge on & off 395 at this area. Very congested & backup during rush hour. Keep vegetation mowed, replace with non vegetation option	Facebook
8	5/21/2018	Comment Sheet	A combination of S-3, S-4, S-6, and G-1. In concert these seem to provide the greatest overall increase in safety without too much investment.	Throughput is already a problem and ongoing development will only exacerbate this. All options reduce throughput. Mch more radical solutions seem like the only real long-term answer.	Glede Road is the top concern. Gunston Road is second. People will die if those areas are unaddressed. A more significant overhaul could include re-aligning Arlington Mill Road to a right angle and creating a more rectangular rotary w/ all traffic light controlled access. Campbell & Gunston would need to be re-routed.	Website
9	5/21/2018	Comment Sheet	(S3 & S4 & G1) Better Realignment eefort & less moving + increased distance to merge	An existing bad design to be corrected for enhanced safety.	Merging alternatives with otcomes to help having a better understanding & better decision taking. Also knowing how much each alternative costs good to know.	other
10	5/21/2018	Comment Sheet	S-6 definitely, something needs to be done to address that area. Cars at the stop sign trying to get onto the circle don't know if they should be waiting behind them or to the right to know it clear to go.	Please address S Arlington Mill/ Shirlington interchange. Trail crossing is unsafe.	N/A	E-Mail
11	5/21/2018	Comment Sheet		This is a huge concern of traffic entering the rotary from the Shirlington Road entrance. This is a stop sign/yield before entering the rotary and I've seen so many almost accidents because drivers do not stop. The rotary traffic has the right of way. VDOT has to do something to alleviate this hazard as most people on the rotary are heading to 395 South or Quaker Lane after the light at Shirlington.		
	5/21/2018	Comment Sheet		What VDOT might also consider is closing off the parking lot entrance before the light and make all vehicles enter 395 from the main Shirlington entrance at the light. All traffic to the parking lot should be one way heading into the lot and not out of the lot.		
12	5/21/2018	Comment Sheet	Any alternative(s) that bring less traffic into Shirlington	We are going to be overwhelmed by traffic from local and regional sources within 5 years	Arlington County is on a "more car diet" and is regionalizing parks, recreation, and arts infrastructure to bring more traffic in/out of Shirlington	website
13	5/21/2018	Comment Sheet	1) S6-impossible to get to Glebe-395 SB to Quaker safe -traffic light a must.,	Crash Prevention 1) put crosswalk at exit from pedalbike bridge over 395 so peds/cyclists can continue up Quaker, at least add Way finding for act route on M. Chshs, 2) build bike/ped tunnel under Shirlington at UMRT? On street crossing is NOT SAFE. (bridge overall ok)	Newspaper (Thanks VDOT for ADC WP!)	
14			2) G1 Glebe road is dangerous, G1 is best option if raffic allows. 3) S5 Saters Solah L Quaker/ guarc	2) build bike/ped tunnel under Shirlington at UMRT? On street crossing is NOT SAFE. (bridge overall ok)	Newspaper (Thanks VDOT for ADC WP!)	
14	5/21/2018	Comment Sheet	S-4, S-6, G-1-Suggest a " both/and" approach rather than an "either/or"	1. Most don't follow the signs now & most are driving at least 35 mph (typically higher), 2. The Gunston Road exit & entrance (like light at Gunston Road in S5)	1. S5-Doesn't solve people coming off N/ Quaker Lane into the rotary because many ignore the yield or get annoyed at cars want to exit at Gunston. 2. Traffic lights over signs	Social Media
15	5/21/2018	Comment Sheet	S-4- Request & eliminate the talks of yield by vehicles. Option for the east side of the rotary., S-6-Best option to eliminate difficult stop sign/sight Best would be to combine S-4 & S-6, G-1 most sense to reduce blind spot entrance.	Quaker Lane entrance to the rotary. Northbound exit to S. Glebe Road./Entrance from Quake Lane	S-5 does not address the Quaker Lane yield onto the circle which has high accident rate	Social Media

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16	5/25/2018	E-Mail	<p>I would pursue the recommendations above first. If they cannot be tested or implemented, it would be great to know why they are not feasible, as they seem the most straightforward solutions to the main problems, which are related to drivers not yielding correctly. In terms of the alternatives and whether I support or not:</p> <p>Alternative S-1: I do not support. I do not see how this resolves the issue of excessive speed and unyielding traffic from N Quaker Lane. It could exacerbate the yield issue and the difficulty entering the rotary from the left lane of Gunston Road at the stop sign.</p> <p>Alternative S-2: I am skeptical of effectiveness and do not support. I do not see this as changing the conditions enough to make any difference.</p> <p>Alternative S-3: Moderate support. I see this as potentially creating a yield problem for express lane traffic having to merge over to get to Campbell road, but this probably does reduce weaving movements.</p> <p>Alternative S-4: Do not support. I see this as backing up traffic around the rotary in a potentially dangerous way, reducing rotary flow even if it would slow traffic from N Quaker Lane, therefore the cons outweigh the pros. BUT, a stop sign added to N Quaker lane with no additional changes to the rotary eliminate the cons of this alternative and maximize the pros.</p> <p>Alternative S-5: Mild concerned support. The pros are that this allows I-395NB traffic to have access to Gunston Road. It forces management of the delay from Gunston onto the rotary. It does resolve the speeding from N Quaker Lane. HOWEVER, it is unclear to me how this resolves the yield from N Quaker Lane to the rotary lanes issue. How will traffic that wants to leave rotary to Gunston Road get over if the N Quaker Lane right lane is backed up because of the signal light?</p> <p>Alternative S-6: Do not support. I am skeptical that this is really needed. This does not seem to be the highest priority issue for the rotary.</p>	<p>The most dangerous part of my interaction with the Rotary are the drivers that do not yield on the N Quaker Lane entrance to the Rotary and the drivers that swerve from the far left across the left turn only lane of the Rotary so that they can take a right up to N Quaker Lane. I am concerned that Alternative S-1 will not solve the speeding and unyielding issues with N Quaker Lane entering the rotary. If anything this will increase the volume (two rotary lanes going to one) of rotary traffic that is threatened by unyielding N Quaker Lane traffic. This is why I suggest making N Quaker Lane a true merge lane that must merge to the rotary, as opposed to basically a dedicated lead in to the on ramp. Also, I fear Alternative S-1 will further complicate the drivers ability to enter the rotary from the stop sign at Gunston Road and the rotary. This already gets clogged in high volume traffic times during the morning commute because the majority of the traffic is onramping to I-395. Alternative S-2 does not convince me that it will slow N Quaker Lane traffic. I don't see how a slight turn will slow traffic. The main problem with N Quaker Lane is that it is basically a dedicated lane to the onramp, so drivers interpret the yield to be only to traffic that is in the rotary, not to traffic leaving the rotary to enter the on ramp lane. The yield sign there is tremendously confusing and I do not think the majority of drivers understand what to do there, because they have their own lane leading to where most want to go which is I-395 NB.</p>	<p>My daily usage of the Shirlington Interchange involves the Gunston Road stop sign at N Quaker lane and the I-395 NB On Ramp and then the Rotary exit and right turn onto Gunston Road where the Quaker Lane traffic fails to merge. The highest priority action to take is to reduce the speed of traffic that fail to merge from N Quaker Lane and I think the only way to make a substantial difference is to take away the dedicated lane from N Quaker to the on ramp.</p>	<p>Other: A posting to the Beverley Hills Listserve</p>
17	5/25/2018	E-Mail	<p>I would pursue my recommendations above first. If they cannot be tested or implemented, it would be great to know why they are not feasible, as they seem the most straightforward solutions to the main problems, which are related to drivers not yielding correctly. In terms of the alternatives and whether I support or not:</p> <p>Alternative S-1: I do not support. I do not see how this resolves the issue of excessive speed and unyielding traffic from N Quaker Lane. It could exacerbate the yield issue and the difficulty entering the rotary from the left lane of Gunston Road at the stop sign.</p> <p>Alternative S-2: I am skeptical of effectiveness and do not support. I do not see this as changing the conditions enough to make any difference.</p> <p>Alternative S-3: Moderate support. I see this as potentially creating a yield problem for express lane traffic having to merge over to get to Campbell road, but this probably does reduce weaving movements.</p> <p>Alternative S-4: Do not support. I see this as backing up traffic around the rotary in a potentially dangerous way, reducing rotary flow even if it would slow traffic from N Quaker Lane, therefore the cons outweigh the pros. BUT, a stop sign added to N Quaker lane with no additional changes to the rotary eliminate the cons of this alternative and maximize the pros.</p> <p>Alternative S-5: Mild concerned support. The pros are that this allows I-395NB traffic to have access to Gunston Road. It forces management of the delay from Gunston onto the rotary. It does resolve the speeding from N Quaker Lane. HOWEVER, it is unclear to me how this resolves the yield from N Quaker Lane to the rotary lanes issue. How will traffic that wants to leave rotary to Gunston Road get over if the N Quaker Lane right lane is backed up because of the signal light?</p> <p>Alternative S-6: Do not support. I am skeptical that this is really needed. This does not seem to be the highest priority issue for the rotary.</p>	<p>The most dangerous part of my interaction with the Rotary are the drivers that do not yield on the N Quaker Lane entrance to the Rotary and the drivers that swerve from the far left across the left turn only lane of the Rotary so that they can take a right up to N Quaker Lane. I am concerned that Alternative S-1 will not solve the speeding and unyielding issues with N Quaker Lane entering the rotary. If anything this will increase the volume (two rotary lanes going to one) of rotary traffic that is threatened by unyielding N Quaker Lane traffic. This is why I suggest making N Quaker Lane a true merge lane that must merge to the rotary, as opposed to basically a dedicated lead in to the on ramp. Also, I fear Alternative S-1 will further complicate the drivers ability to enter the rotary from the stop sign at Gunston Road and the rotary. This already gets clogged in high volume traffic times during the morning commute because the majority of the traffic is onramping to I-395. Alternative S-2 does not convince me that it will slow N Quaker Lane traffic. I don't see how a slight turn will slow traffic. The main problem with N Quaker Lane is that it is basically a dedicated lane to the onramp, so drivers interpret the yield to be only to traffic that is in the rotary, not to traffic leaving the rotary to enter the on ramp lane. The yield sign there is tremendously confusing and I do not think the majority of drivers understand what to do there, because they have their own lane leading to where most want to go which is I-395 NB.</p>	<p>My daily usage of the Shirlington Interchange involves the Gunston Road stop sign at N Quaker lane and the I-395 NB On Ramp and then the Rotary exit and right turn onto Gunston Road where the Quaker Lane traffic fails to merge. The highest priority action to take is to reduce the speed of traffic that fail to merge from N Quaker Lane and I think the only way to make a substantial difference is to take away the dedicated lane from N Quaker to the on ramp.</p>	<p>Other: A posting to the Beverley Hills Listserve</p>
54	5/21/2018	Comment Sheet		<p>I have 3 major concerns regarding the 395 Shirlington Intechange: 1. Cars coming from Quaker Lane onto the circle do not yield- it is so difficult to navigate getting onto the ramp to 395N due to the issue.</p>		<p>Tenants in are condo building went to a VDOT meeting.</p>
18	5/21/2018			<p>2. Merging onto 395N from the Shirlington Circle ramp is a "death trap" due to the cars merging over to Glebe Road and the cars merging into the right lane at the same- it's hard to believe this has not been looked at before and amazing that there have not been MANY accidents- this is particularly bad in the early morning during rush hour. If there isn't enough money to make a substatal change, can't you at least change the timing of the light at Glebe Road so it allows more cars to enter onto the road there by stopping the traffic from building up on the entrance ramp and causing this traffic nightmare- it's been this way since we've lived in Shirlington (10 years)</p> <p>3. The grass is not being mowed enough at the circle- particularly in front of lo Piazza- we can't see if there are cars coming into the circle because the grass is so overgrown- this has been an issue for the last few years- it is a dangerous situation.</p>		<p>Tenants in are condo building went to a VDOT meeting.</p>
19	5/21/2018	Comment Sheet	<p>I support Alt S-2 Realign Quaker Lane Ramp. However you also need to add flashing yield signs/light on N. Quaker Lane and S. Shirlington Lane so drivers are clear that they are suppose to yield.</p>	<p>How to make it more clear as to who has the right of way. I have been in the circle many time. When another driver cuts in front of me and even honks at me as they enter the circle from N. Quaker & S. Shirlington Rd.</p>	<p>Not sure</p>	<p>Social Media</p>

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1	5/23/2018	E-mail	First, thanks so much for providing the public informational meeting on the I-395 Shirlington Interchange plan on Monday. I found it very informative, and it helped me understand the options much better. All VDOT staff were very helpful as well, as they patiently answered all of my questions. I submitted a scribbled form at the end of the meeting, but I am also submitting typed comments so you can actually read them.
2	5/24/2018	E-Mail	<p>Thank you for your presentation. I found it very interesting and I'm glad you are requesting feedback from the public.</p> <p>First, I want to bring up the fact that my spouse and I didn't even know about this traffic study or the public information meeting until my spouse got forwarded an email about it from someone at Arlington Co transportation. He had been nagging about the yield sign issue I'm talking about below for awhile by sending emails to VDOT and Arlington transportation, etc to get this fixed. And only then did someone inform us about this study/meeting. We would really appreciate information like this getting disseminated more thoroughly. Perhaps you can contact the local residences and apartment complexes so they can disseminate flyers to their residents.</p> <p>Concerning the study: my major concerns are to do with traffic flow especially around the Shirlington on-ramp with traffic coming from the S Arlington Mill Dr and Shirlington Rd stoplight into the traffic circle. None of your alternatives seemed to address this issue. This surprises me because it's such a huge problem. Here's the intersection:</p> 
3	5/19/2018	E-Mail	<p>Dear Ms. Daniszewski, I am a resident of Shirlington and will not be able to attend the meeting on May 21 about the potential for improvements in the Shirlington area. I would like to express my opinion about one very dangerous situation. As you probably know, to go north on Route 395, Shirlington residents must cross the bridge over the highway, and then merge into the traffic coming down Quaker Lane, Alexandria. There is a yield sign at the merge area, but it is rarely observed. Especially during rush hour, the drivers coming down Quaker Lane do not pay any attention to the sign, nor do they even look to see if there is anyone in the circle trying to merge. In addition, they are usually speeding and do not even slow down. I have seen many close calls at this merge area and have had a few scary episodes myself. It is rare to find any enforcement in this area. I can't remember the last time I saw a police car there. Although there is room for improvement at the other intersections in the Shirlington area, this is clearly the most dangerous place. I hope it will be at the top of the list of improvements. Thank you.</p>
4	5/22/2018	E-Mail	<p>Good evening,</p> <p>I am responding to this because where Shirlington Road feeds into the traffic circle is a safety hazard. My husband and I comment every time we go around it, which is several times a week, that someone is going to be killed. The MAJORITY of the time people entering the circle do not yield to the circle. You then have to slam on your brakes hoping the person behind you on the circle is able to stop in time. I now drive the circle blowing my horn as I approach the area. Please before someone is hurt something needs to be done.</p> <p>Thank you,</p>



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5	5/22/2018	E-Mail	I am sorry that I was unable to attend the meeting, but I am so glad to see that the circle in Shirlington is being reviewed. I looked over the proposed plans and I think that Alt. Plan S-1 may be addressing the number one problem I've had over the years and many near fatal accidents, but I'm not sure how it will fix the problem. I enter the circle from Quaker lane daily and pass through around to 395 South. The yield sign for motorist coming off of South Shirlington Road does not work. 75% of the time, the people merging, who are supposed to be yielding, do not slow down or even look to see if anyone is coming around the circle. I see where you are speaking of dedicated lanes, but I worry that people will still just power over without looking. I hope that whatever changes are made at dangerous section minimize the chances of traffic coming over into the circle at the entry point.
6	5/23/2018	E-Mail	There is a major safety problem as cars enter the circle coming from Quaker Lane where they are supposed to yield to the traffic in the circle. I'd say about half the drivers pay no attention to the yield sign and just blindly go right through, especially those heading for the exit to 395 North. Coming around the circle from Shirlington and trying to cut through that Quaker Lane traffic to enter the Gunston-Martha Custis intersection is like playing Russian Roulette. A blinking YIELD sign would help
7	5/23/2018	E-Mail	Ms. Daniszewski, As a resident of the neighborhood adjacent to this circle, I am very appreciative of your efforts to improve its safety. I have reviewed your proposals to mitigate the situation. I am concerned that the introduction of any traffic signals will severely increase traffic in this area. I am hoping you will also consider alternatives to that solution to include replacing the yield sign on the Quaker lane ramp with a stop sign. I think that the efforts to slow the traffic on that lane by physically impeding the angle in alternative S2 also could help. But if individuals were forced to actually yield(comply with the existing sign) or even stop at that point, I think the crash point would also be minimized without increasing traffic by much. Also, even at high traffic times, the amount of merging traffic from the circle is not excessive, so I believe a stop sign would not increase traffic as much as a signal would. And, it should be noted there is a similar stop sign on the other side for vehicles coming off of 395 southbound, which seems to be effective. The addition of a warning sign explaining merging traffic would also be an easy mitigation in the meantime. Again, I appreciate your attention to this matter and hope for the best solution. Thanks!
8	5/24/2018	E-Mail	Hello Ms. Daniszewski, I am pleased VDOT is planning improvements for Shirlington Circle. I live in Fairlington, on 32nd Road S., very near 395 and the circle. I would like VDOT to not only improve traffic flow on the Circle, but also to consider strengthening the pedestrian access within and especially across the circle. Right now there are only two ways to cross 395 to get back and forth from Shirlington Village (our primary commercial center): the distant pedestrian bridge in at the intersection of Gunston and Martha Custis Drive and the equally distant 34th Street bridge. There is a perfect spot for a new pedestrian bridge, almost exactly midway between the Gunston bridge and the 34th Street bridge. The new bridge should go from the corner of 32nd Street S and S. Utah Street (right by Utah Park) across 395 to 31st Street S (near the Shirlington transit center). This bridge would increase pedestrian links between the two "sides" of Fairlington and would better connect South Fairlington to Shirlington Village. This bridge would also encourage more cycling in the neighborhood, and it would reduce the number of cars using the Circle every day (to get to Shirlington and back). Thank you for considering this proposal.



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9	5/22/2018	E-Mail	<p>To Whom It May Concern,</p> <p>As someone that has lived on both sides of the circle for over 20 years, I can not tell you how many times I have avoided a serious collision while driving around the circle. The issue is the traffic coming down Quaker Lane that will not yield to traffic in the circle. Not only do they not yield, but their speed is also excessive. I have now learned that as I drive around the circle approaching the Quaker Lane entrance to the circle, I lean on my horn until I can make the turn into Gunston. Though it may not help much, people that are not yielding are assisted in seeing the yield by the sound of the horn. I am AMAZED that there has yet to loss of life.</p> <p>I am sorry that the neighbors were unaware of your meeting as I and other would have gladly attended to voice our concerns!</p>
10	5/29/2018	E-Mail	<p>Thank you for the opportunity to comment on the proposed changes to Shirlington Circle. Having been driving over the circle regularly over the past 30 years, I am pleased to know that the project is taking shape. Based on the materials and displays provided, I offer the following comments:</p> <p>My first comment is that three relatively low cost options would help the project in the meanwhile:</p> <p>Pave the southbound part of the circle. Cars swerve to miss potholes and uneven pavement. Trim the foliage on at the merge areas at Quaker and S. Shirlington ENFORCE the YIELD signs at the merge area at Quaker and S. Shirlington — both Arlington and Alexandria could make a fortune in increased revenue just by enforcing the traffic law.</p> <p>As for the proposals on the table:</p> <p>Alternative G-1: It would be the best of the two options because it reduces the blind that drivers have while entering from the East Ramp.</p> <p>Alternative G-2: Does not adequately address the merging issue from the East Ramp.</p> <p>Alternative S-1: Makes no sense given the volume of traffic and high speeds in the circle.</p> <p>Alternative S-2: I agree with this alternative. It makes the most sense, provided enforcement of the traffic laws pertaining to merging occurs or the yield sign is replaced with a stop sign.</p> <p>Alternative S-3: I agree with this alternative. It makes the most sense in dealing with the traffic issues toward Arlington Mill Road.</p> <p>Alternative S-4: I oppose this alternative. It makes no sense given the amount of traffic in and around the area.</p> <p>Alternative S-5: I oppose this alternative. It makes no sense given the amount of traffic and given that the vehicles off the ramp will be going directly into a residential area.</p>



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11	5/31/2018	E-Mail	<p>I've looked over the materials online and have a few comments.</p> <p>I'll preface my comments by saying I live in Parkfairfax, right off the circle, so I use it frequently. Please keep in mind that this area is part of our community and not just a thruway for commuters. The main problem I experience is that drivers entering the circle off of Quaker Lane and S. Shirlington Road are either not aware of or disregard the yield signs.</p> <p>The materials online say that "In 2016, data on traffic volumes and vehicle movements was collected to identify safety and operational issues" yet I don't see any data presented from this study. Are the results of this study online? I'm curious to know how unsafe the interchange truly is. How many accidents have occurred over the timeline of the study? How serious were they and how does the number of accidents compare to other interchanges? What is the expected reduction in accidents due to the proposed changes? What are the metrics being used to weigh the pros and cons?</p> <p>I do not think Alternatives S-4/S-5 (signalized intersection with Quaker Lane/Rotary/Gunston Rd.) is worthwhile. The problem here is the speed at which drivers come down to the Circle from Quaker Lane and their disregard for the yield signs. The problem is not the drivers on the Circle. Alternative S-2 seems like a much better way to address this problem.</p> <p>However, please keep in mind that in solving some supposed problems, there is the possibility of creating others. Drivers change their routes based on attempts to change their behavior.</p> <p>For example, I envision any attempt to slow access to the Circle from Quaker Lane will divert drivers into Parkfairfax and Martha Custis Drive. Drivers heading to 395 on Quaker Lane during rush hour already turn off Quaker Lane onto Preston Rd. and take Martha Custis Drive down the hill to Gunston Rd. rather than continuing on Quaker Lane to the Circle to 395. Any alterations that slow or hinder drivers' entrance to the Circle has a good chance of increasing commuter traffic into Parkfairfax. This would not be a positive result for the residents of Parkfairfax or the riders of the Dash route(s) that go along Martha Custis.</p> <p>I also worry that the instillation of traffic lights at the Gunston Rd. entrance to the Circle will result in traffic backing up into Parkfairfax.</p> <p>I presume any construction on the Circle will result in clearcutting all vegetation. This is lamentable, as we'll lose the flowering trees that add beauty to the Circle. I also assume the hundreds of daffodils that grow around the circle will be destroyed. The presentation argues that removing trees and "overgrowth" creates better visibility, but better visibility can also encourage boldness in driving. Lack of visibility encourages drivers to be more cautious. If construction does proceed, I request that the trees and flowers be replaced. Remember, for those of us who live near the Circle, this is part of our neighborhood. I don't want it to end up like the denuded landscape surrounding the new 495 interchanges after the HOT Lanes construction was completed.</p>



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12	5/31/2018	E-Mail	<p>I support funding a project to provide the proposed improvements to this confusing and dangerous interchange (see specifics about alternatives below).</p> <p>However, one important intersection is MISSING: Northbound entrance to I-395 and Glebe Road! This intersection is as much in need of improvement as the Southbound one. There is a shorter distance between the NB I-395 on-ramp and the exit to eastbound Glebe Road than between the SB I-395 on-ramp and Seminary Road. Cars coming down the NB ramp from Shirlington Circle going to Glebe Road are not at full speed and must dodge cars exiting from I-395 at full speed (and then some). It's really hair-raising! There should be a dedicated lane from the circle to EB Glebe Road, or some other intervention to separate these two streams of traffic.</p> <p>In addition, please work with Arlington County and City of Alexandria to improve pedestrian safety at the intersection of the SB -I-395 exit with S Arlington Mill Dr and Shirlington Rd. Pedestrian crossing lights there do not work and crossings are confusing and extremely dangerous. It is difficult to address because of the 3 jurisdictions involved, so this project is the perfect and perhaps only time to improve this intersection!</p> <p>Alternatives:</p> <p>Oppose: Alternative S-1 is inadequate. Alternative S-2 will not reduce speeds effectively.</p> <p>I support and prefer Alternative S-5: Create Signalized Intersection with I-395 NB Off-Ramp & Gunston Rd. This will most comprehensively address the safety issues with the Quaker Lane merge and the exit to S Arlington Mill Dr. It may add to congestion in the AM peak, but the length of that exit ramp should be sufficient to control that.</p> <p>I support Alternative S-3: Add Lane to Arlington Mill Drive Exit. This is an essential minimum, but will not address the Quaker Lane/Gunston weave.</p> <p>I support Alternative S-4: Create Signalized T-Intersection with Rotary & Quaker Lane. It will slow down traffic on the rotary, but is a realistic way to control traffic coming from Quaker Lane. Be sure to add appropriate signage of the upcoming signal, so that drivers used to the weave are aware!</p> <p>I am unsure about Alternative S-6: Create Signalized Intersection with I-395 SB Off-Ramp & Campbell Ave. This may add to PM rush-hour backups on that off-ramp.</p> <p>I support the combination of S-3 and S-4. I may support the combination of S-5 and S-6, pending study of the S-6 effects on SB rush hour traffic.</p>
13	5/30/2018	E-Mail	<p>I am a resident of Parkfairfax who attended the VDOT public meeting on 5/21/2018 to discuss proposed improvements to the Shirlington Circle. I am glad that VDOT is studying ways to improve this high-accident area. I reviewed the various proposals. The three proposals which I prefer are:</p> <p>S-4 – T Intersection with the Rotary and Quaker Lane</p> <p>S-6 – Signal with the I-395 South Ramp and Campbell Avenue</p> <p>G-1 – Merge two-lane west ramp to one-lane</p> <p>Thank you for your consideration.</p>



I-395 Shirlington Interchange Improvements Study Comments

Comment Number	Commenter		Email Comment
	Date Received	Source	
14	5/25/2018	E-Mail	<p>Overall Recommendation/Comments not present in current alternatives</p> <p>The two most concerning areas of the rotary are 1. The unyielding, speeding traffic that comes down N Quaker Lane towards the 1-395 NB on ramp and 2. the Shirlington Road lanes that split towards the 1-395NB on ramp (to left) and N Quaker Lane (to right). Unfortunately the solutions presented in the proposed alternatives do not consider two options that seem to be the most effective and perhaps even least costly.</p> <p>High speeds of traffic entering interchange from N Quaker Lane. Solution 1:Test out Stop signs instead of yield signs for traffic on N Quaker Lane. I feel this is the least disruptive to the rotary traffic, which flows well now. Solution 2: Research whether N Quaker Lane and the rotary can be re-laned, so that N Quaker lane loses its dedicated lane to the I-395 NB on ramp and becomes a true merge lane into the rotary. This could be achieved by modifying "Alternative S-1: Reduce & Repurpose Existing Lanes" by turning N Quaker lane into a true merge, converting the left lane into a widened shoulder, and shifting the two rotary lanes into the left lane proceeding around the rotary and the right lane leading directly into the I-395 on ramp (instead of N Quaker Lane leading into that on ramp. This forces N Quaker Lane traffic to actually yield because they are entering both the rotary and the on ramp to I-395.</p> <p>Swerving from far left lane to right lane to leave Shirlington Road Rotary to N Quaker Lane. Solution #1: Improve signage and lane markings. I would try to improve signage around the rotary so that drivers are better aware coming from Shirlington Road/Campbell Ave Signal light that the far left lane is left turn only. Also, I would make the white lines leading into that dedicated lane SOLID WHITE and start that from early in the rotary turn. This will warn drivers to merge right sooner than at the last second which is what drives them into traffic to their right that is also turning left from the middle lane.</p> <p>Unmowed grass obstructing views. Solution#1: Mow the grass more frequently in the Spring and Summer. The grass at the yield sign on the Northwest corner of the rotary where the rotary passes S Shirlington Road, prevents the yielding traffic or rotary traffic from seeing each other easily.</p>
15	5/25/2018	E-Mail	<p>The two most concerning areas of the rotary are 1. The unyielding, speeding traffic that comes down N Quaker Lane towards the 1-395 NB on ramp and 2. the Shirlington Road lanes that split towards the 1-395NB on ramp (to left) and N Quaker Lane (to right). Unfortunately the solutions presented in the proposed alternatives do not consider two options that seem to be the most effective and perhaps even least costly.</p> <p>High speeds of traffic entering interchange from N Quaker Lane. The reason this is a problem is that the drivers on N Quaker Lane have a dedicated lane that flows directly into the on Ramp and in part I think drivers use the hill, ignore the yield, to start their acceleration for the on ramp. Also, the hill itself accelerates vehicles faster than they may otherwise choose to go. Lastly, I think because there is a dedicated lane, drivers do not understand that they must yield their lane to the traffic in the rotary. They instead assume they must only yield if they intend to enter the rotary and not if they are heading to the 1-395 on ramp. This creates danger for rotary traffic that intends to make a right turn on Gunston Road from the Rotary as well as challenges traffic trying to enter the rotary at the Gunston Road stop sign. Solution 1:Test out Stop signs instead of yield signs for traffic on N Quaker Lane. I feel this is the least disruptive to the rotary traffic, which flows well now. Solution 2: Research whether N Quaker Lane and the rotary can be re-laned, so that N Quaker lane loses its dedicated lane to the I-395 NB on ramp and becomes a true merge lane into the rotary. This could be achieved by modifying "Alternative S-1: Reduce & Repurpose Existing Lanes" by turning N Quaker lane into a true merge, converting the left lane into a widened shoulder, and shifting the two rotary lanes into the left lane proceeding around the rotary and the right lane leading directly into the I-395 on ramp (instead of N Quaker Lane leading into that on ramp. This forces N Quaker Lane traffic to actually yield because they are entering both the rotary and the on ramp to I-395.</p> <p>Swerving from far left lane to right lane to leave Shirlington Road Rotary to N Quaker Lane. The danger is traffic disobeying the dedicated left turn only lane and swerving into the right lane to go up to N Quaker Lane. Solution #1: Improve signage and lane markings. I would try to improve signage around the rotary so that drivers are better aware coming from Shirlington Road/Campbell Ave Signal light that the far left lane is left turn only. Also, I would make the white lines leading into that dedicated lane SOLID WHITE and start that from early in the rotary turn. This will warn drivers to merge right sooner than at the last second which is what drives them into traffic to their right that is also turning left from the middle lane.</p> <p>Unmowed grass obstructing views. Solution#1: Mow the grass more frequently in the Spring and Summer. The grass at the yield sign on the Northwest corner of the rotary where the rotary passes S Shirlington Road, prevents the yielding traffic or rotary traffic from seeing each other easily. Very dangerous at an already problematic interchange where cars occasionally fail to yield to the rotary.</p>

I-395 Shirlington Interchange Improvements Study Comments

Comment Number	Commenter		Email Comment
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16	5/24/2018	E-Mail	<p>Thank you for making the Shirlington Interchange improvements. I have driven this traffic circle multiple times a day for the past 11 years, and have numerous thoughts on improving the safety, efficiency, and appearance of this critical junction.</p> <ol style="list-style-type: none"> 1) The most dangerous spot is the Quaker Lane Ramp, that is shown and discussed in proposal S-2. Many drivers do not see or understand the yield sign, and travel down this hill at a high rate of speed, focused on continuing straight to I-395N, without realizing that cars in the roundabout have the right-of-way to merge over to Gunston Rd. I believe that proposal S-2 best addresses this situation (subtly forcing traffic to slow down as they approach the traffic circle). I have long wished for rumble strips on this ramp, forcing drivers to realize that a yield sign was approaching. This remedies the situation of inattentive drivers entering the interchange at high speeds from Quaker Lane, without adding traffic signals. 2) I am strongly against adding additional traffic lights into the circle. I don't think they are necessary, and would inevitably cause huge backups at peak travel times, and inconvenience at all other times when the circle is not busy. For these reasons, options S-4 and S-5 are non-starters. 3) No major concerns with proposal S-1. The left lane on the quakerlane side is underutilized. But without the S-2 option, you would still have a dangerous merge between high speed Quaker Lane ramp traffic and the cars already in the rotary. 4) The proposal for S-6 addresses a dangerous spot. The stop sign is located too far back, making it difficult to see oncoming cars while accelerating to merge. I would recommend a dedicated lane for the I-395SB off ramp that continues PAST the 395S entrance. Imagine traffic cones (like the ones that separate the I-495 HOT lanes from the main traffic lanes). This would prevent queue jumpers from getting directly back onto 395, and postpones a potential weave until later in the circle (5) No strong preference for the G-1 or G-2 options. They both appear to be feasible. If possible, I would lean towards G-2 as I most frequently travel via the I-395SB ramp, and would prefer the two lanes through there. 6) The general improvements are sorely needed, including more regular grass mowing and general beautification. <p>Thank you for the opportunity to comment. Please keep me informed of future opportunities to engage as this project moves forward.</p>
17	5/24/2018	E-Mail	<p>I am glad improvements are being considered for the 395-Shirlington Interchange as it is, in my experience, one of the most dangerous interchanges I've ever had to use. I think the most dangerous portion of the interchange is where traffic coming down Quaker Lane, heading north, is merging into the traffic circle; at present, the Quaker Lane traffic has a "yield to traffic in circle" sign, which rarely happens. The traffic coming down Quaker Lane is frequently going 55mph, or more, and accelerating as it comes down into the Shirlington Circle, rather than preparing to yield to merging traffic. It is exceptionally dangerous and I am continually surprised that serious accidents don't occur there on a regular basis. On the other side of the Shirlington circle, where traffic is traveling south, merging from Four Mile Run into the traffic circle, there is another dangerous portion where again the traffic merging into the circle has a "yield to traffic in circle" sign, which also, rarely happens. In my opinion, the traffic coming down Quaker Lane and into the Shirlington Circle, as well the traffic coming from Four Mile Run into the Circle should both have full STOP signs so that they will at least consider yielding.</p>



I-395 Shirlington Interchange Improvements Study Comments

Comment Number	Commenter		Email Comment
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18	5/23/2018	E-Mail	<p>I strongly support alternative S-6. The current merge onto Shirlington Circle from Southbound I-395 is unsafe. Drivers cannot see the traffic signal well to know if the traffic coming from the rear or the traffic coming from the right currently has a green making it difficult to know which lane to be watching and the stop line for the stop sign is situated so far back that it is extremely difficult to see if traffic is approaching from the rear.</p> <p>None of these alternatives seem to address the danger to pedestrians crossing Gunston Rd to get to the pedestrian bridge. Cars coming around the corner from the circle and from Quaker Lane are going very fast thanks to the very generous turn radius and lack of traffic calming. Combined with the bad sight lines this is a recipe for disaster.</p> <p>The study area appears to include the intersection of Shirlington Rd and Arlington Mill Dr but doesn't appear to propose any changes to this intersection. This project should coordinate with Arlington's planned replacement of the Shirlington Rd bridge to provide safe, complete pedestrian facilities on the east side of Shirlington Rd to connect pedestrians from the Shirlington Gateway building safely and efficiently to points North without having to cross and re-cross Shirlington Rd multiple times.</p>
19	5/23/2018	E-Mail	<p>Dear VDOT:</p> <p>As a longtime resident of Alexandria and regular user of Shirlington Circle, I am writing to comment on the proposed "improvements" around the rotary. My wife and I have lived in Beverley Hills for the past 26 years, and, for 13 years before that, we lived in Fairlington (both North and South), so I am abundantly familiar with the issues that you have been studying, and have previously complained to you about the dangers posed by drivers speeding down the ramp on Northbound Quaker Lane who fail to yield to traffic in the rotary. I am pleased that you are finally addressing this and other issues; thank you.</p> <p>I am surprised, however, that, at least in your written materials (I apologize that I was not at the May 21 presentation), you do not mention the fact that the most pressing safety issues around the rotary are caused by the failure of drivers to obey Yield signs, both on Quaker Lane as noted above, and also, on the other side of the rotary, along what I think is southbound Shirlington Road. I am very much opposed to the installation of traffic signals as a first alternative to deal with the failure of drivers to obey road signs, especially when such signals would cause delays for those of us who obey the law, and when other options have not been tried first.</p> <p>In particular, I am very much opposed to Alternative S-4, creating a signalized T-intersection with the rotary and Quaker Lane. For those of us who need to exit the rotary at Gunston (as I do), or who are wanting to enter 395 Northbound, this would create needless delay. And I predict that many drivers who would prefer to exit at Gunston would drive southbound up Quaker Lane to turn left onto Preston, putting additional pressure on that intersection (and the short left-turn arrow), and putting more traffic onto those residential streets.</p> <p>S-4, and any traffic signal, should be a last resort. What about speed tables on the northbound Quaker Lane ramp where it approaches the rotary? What about more and better positioned and visible Yield signs, signs that say YIELD TO TRAFFIC ON YOUR LEFT, to make it clear who has the right-of-way? What about painting YIELD in huge letters all the way down the ramp? What about enforcement of the law? I object to punishing those of us who do obey the law by the installation of traffic signals that would not be necessary if drivers obeyed the law.</p> <p>I would certainly prefer S-2 to S-4, but it's not clear that S-2 would really address the issue of the failure of drivers on Quaker Lane to yield to traffic exiting the rotary at Gunston.</p> <p>I do think it critical that the grass in the median between the Quaker Lane ramp and the rotary be mowed more regularly. It sometimes gets so high that when you are driving on the rotary you can't see the traffic on the Quaker Lane ramp.</p> <p>I do not believe there is a problem at the Gunston/rotary intersection that would warrant the installation of a traffic signal. On the other side of the rotary, where southbound drivers on (what I think is) Shirlington Road fail to yield to traffic coming around the rotary, I think replacing the Yield signs with Stop signs should be tried before any traffic signals are added. Again, I thank you for undertaking this study and for your efforts to address the genuine safety issues around Shirlington Circle. I strongly urge that new traffic signals not be the first alternative chosen to address those issues, when other options have not been tried first. Thank you for considering my comments.</p>



I-395 Shirlington Interchange Improvements Study Comments

Comment Number	Commenter		Email Comment
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20	5/23/2018	E-Mail	The primary problem with the Shirlington Interchange is the failure of north bound cars on Quaker Lane traveling at excessive speeds are ignoring the yield sign and risking rear-ending cars turning onto Gunston. This can be solved cheaply by the installation of traffic calming bumps on Quakerand/or a stop sign.
21	5/23/2018	E-Mail	<p>Issue: Disregard of Yield Sign at Quaker Lane/Shirlington Interchange</p> <p>Proposal: Emplace Traffic Camera or Other Permanent Control Measure to Ensure Yield Sign is Obeyed when Traffic in Circle is Present.</p> <p>Background:</p> <p>I take the Gunston Rd. exit off the Shirlington/I-395 interchange every night on my return commute. Based on my personal experiences over the last 3 years, I would generously estimate that fewer than 1 car in 10 obeys the posted Yield sign directing traffic entering the interchange from Quaker Lane.</p> <p>Such flagrant disregard of important traffic signals is, obviously, hazardous in any situation. But given: (1) the short distance traffic in the circle has to complete an exit onto Gunston; (2)the speed at which the violative merging drivers blow by the Yield sign; and (3) the angle of the Quaker Ln ramp/Circle merger, the danger to drivers exiting the circle is particularly--and needlessly--acute.</p> <p>Assume that the North end of the Interchange is 12 o'clock and the South end is 6 o'clock. Drivers in the circle must start watching the on-ramp for merging traffic between the 5-7 o'clock marks of the circle. If merging traffic is present, drivers in the circle--at least those aware of the proclivity of merging traffic to disregard the Yield--are forced to reduce speed until the intentions of the merging drivers become clear. This obviously congests the circle and exposes drivers with the right of way to needless risk of getting rear-ended.</p> <p>Alternatively, if drivers in the circle wait until nearer the Gunston exit to look for oncoming traffic, they have to look almost completely behind them (because of the on-ramp angle relative to the circle) to ensure their exit lane is clear of merging drivers who failed to obey the Yield. Forcing drivers with the right of way to take their eyes off the road ahead, especially given the high volume of shifting traffic in this short stretch because of the minimal distance to the 395 on-ramp/nearby Shirlington exits, also needlessly exposes drivers to undue risk.</p> <p>Conclusion: Replacing the Yield with a Stop sign is not desirable because (1) nothing suggests merging drivers would obey it anymore than they do the Yield and (2) it is unnecessarily disruptive of merging traffic when circle traffic is absent. People simply need to heed the existing Yield. Whether that is accomplished through some remote monitoring device or greater police presence (although it should be noted that I occasionally observe police sitting in the median at Gunston Rd, they do not--obviously--seem to be focused on the Quaker on-ramp), the simple solution seems to be forcing compliance with existing measures.</p>
22			<p>Dear planning team,</p> <p>I appreciate you reviewing the various elements associated with this interchange. I live at 1410 Crestwood Drive (Alexandria, VA 22302), just up the hill, so I travel on these roads daily. It does seem to me that many of the options proposed seem a bit heavy handed to deal with drivers failing to yield. If the yield signs presented at the two intersections were shifted to stop signs, I believe it would address the core issue of people failing to yield, without the additional time burden (or expense) of a traffic signal. I wonder if you could even try this approach of replacing yield with stop signs as a pilot to see if it addresses the issues before taking more significant steps? However I am very happy to see that you are considering a second lane to the Arlington Mill ramp - I've seen many near-accidents at this intersection and also acts of road rage that result when cars do (or do not) allow cars onto that road - a second lane will absolutely address the issue.</p> <p>In case helpful, I've circled on your display the two intersections where I recommend you replace yield signs with stop signs.</p>



I-395 Shirlington Interchange Improvements Study Comments

Comment Number	Commenter		Email Comment
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23	5/23/2018	E-Mail	<p>I'm so glad this study is underway, as there are significant safety issues at multiple points.</p> <p>In my experience driving this area over the last 30 years, I've had many close calls. The three points that I believe pose the most risk are:</p> <ol style="list-style-type: none"> 1. Exit from Shirlington Circle to Gunston Rd. Traffic from Quaker Lane entering 395 at this point routinely fails to yield to exiting traffic and speeding is the norm. It seems it doesn't even occur to most drivers to pause to check for exiting traffic before barreling on their way to 395. I have occasionally tapped my horn at these drivers, only to get angry glares as they continue on their speedy failure-to-yield journey. Their reaction confirms my observation that these drivers do not understand the requirement to yield to exiting traffic. I am reluctant to suggest a stop sign, but improvements to the signage and/or traffic signals like a blinking yellow light at that point could clarify the requirement for entering traffic to yield. 2. Entrance from Gunston Rd onto 395. Particularly during rush hours, vehicles entering 395 from Gunston are challenged by both the volume and speed of traffic on entrance lanes from Quaker. It is particularly difficult for the Gunston entrants to cross 3 lanes to the entrance to southbound 395. As much as I dislike added traffic lights, I think one operating at this intersection during periods of high volume may be one of the best options. 3. Merge of southbound traffic on Shirlington Rd with traffic on the circle (behind WETA building). The theme continues with failure to yield combined with high speed creating a dangerous spot. Here again, drivers seem oblivious to the yield sign. Improvements to signage (e.g., yield sign with blinking yellow light) could help. <p>I am sorry that I was unaware of the 5/21 meeting. I would welcome an opportunity to see the alternatives that were offered at that session and thereby offer more educated comments. Is there a way to access that information online?</p> <p>Thank you.</p>
24	5/22/2018	E-Mail	<p>The only option I can think of to improve this dangerous situation is to replace the current yield sign with a stop sign for the traffic coming down from Quaker Lane to the circle. I cannot count the number of times a car has totally ignored the yield sign and just barreled into the circle at full speed. I can't believe nobody has been killed yet; it's just a matter of time.</p>
25	5/22/2018	E-Mail	<p>I have lived in the Beverley Hills neighborhood just off the circle for 20 years. Friends were driving my daughter home and a car slammed into them when they attempted to turn right onto Gunston. This car and many, many others completely disregard the yield signs on the ramp. I have had too many close calls to count. I am very glad to hear that this dangerous traffic pattern will be reconsidered. You are welcome to contact me.</p>
26	5/22/2018	E-Mail	<p>Very good presentation at the public meeting on May 21 by VDOT staff and consultants. Can the study options shown on the boards and in the presentation be posted on the VDOT project page?</p> <p>The long term solution to this traffic circle is to reconfigure it to function as either a local road connector or an access ramp to a highway. The engineers at the public meeting on May 21, 2018 correctly identified the biggest safety issue on this traffic circle is the differential speeds between highway vehicles and local vehicles.</p> <p>I live in Parkfairfax and I support the closing of the Gunston Road access to I-395. Vehicles exiting the highway at Gunston Road are traveling too fast to safely maneuver the merging with the Quaker Lane and circle vehicles. There is also a four-way STOP controlled intersection with pedestrian crossings 500 feet from the traffic circle, at the intersection of Gunston Road and Martha Custis Road. The conflict between exiting highway vehicles and pedestrians accessing the pedestrian bridge is a hazard. If the Gunston Road access to I-395 can not be closed, then the circle should be re-configured to allow only local traffic access between Gunston Road and Shirlington Road.</p> <p>Reconfiguring the lanes on the traffic circle will not be successful due to aggressive driver behavior that ignores YIELD signs and the differential speeds between highway vehicles and local vehicles. Installing traffic signals on the circle is the only way to improve the vehicular safety of this traffic circle. Traffic signals will control aggressive drivers and mitigate the differential speeds between local and highway vehicles.</p>



I-395 Shirlington Interchange Improvements Study Comments

Comment Number	Commenter		Email Comment
	Date Received	Source	
27	5/21/2018	E-mail	<p>Good morning -</p> <p>I live on Gunston Road. It is very difficult and dangerous to exit the Shirlington Interchange circle onto Gunston Road. In my opinion, two things affect the safety of this intersection the most:</p> <p>The biggest problem is cars entering from Quaker and not yielding to cars trying to exit onto Gunston Road. There needs to be a stop sign there.</p> <p>There is no signage in the circle for the Gunston Road exit. (after turning you can see a small street sign hidden in the trees). A large "Gunston Road Exit" sign will help tremendously. Many people get lost or miss the turn because there is no sign.</p> <p>I strongly believe that a stop sign at the on the entrance ramp of Quaker, as well as added signage on the circle will significantly improve the level of safety.</p> <p>Thank you for conducting this improvements study and taking residents concerns into account.</p>
28	5/19/2018	E-Mail	<p>Hey VDOT -</p> <p>One of the big safety issue at the shirlington interchange is the shirlington circle entrance onto NB 395 and the next/immediate exit ramp from NB 395 onto s bound Glebe Road. A very tight merge and frequent stacking/backup on that s glebe road ramp blocks one of the through travel lanes on 395nb. Did you all exclude that from the scope on purpose??</p>
29	5/18/2018	E-Mail	<p>Between 5:00-5:30 pm the light that regulates cars leaving 2800 Shirlington Road only lets one car out before turning yellow. It would be nice for it to be a tad longer.</p> <p>Thanks!</p>
30	5/18/2018	E-Mail	<p>There are many issues with the Shirlington Circle interchange that need to be addressed for everyone's safety. One area that I think needs immediate attention is the traffic entering the circle from Quaker Lane. While the signage says "yield to traffic in circle" the incoming vehicles from Quaker Lane enter at full speed and no pay attention to the the traffic already in the circle. This is made even more dangerous since any car in the already in the circle that going toward the I-395 North ramp must start merging right - which is also not clearly marked.</p> <p>I m looking forward to common sense solutions.</p> <p>Regards.</p>



I-395 Shirlington Interchange Improvements Study Comments

Comment Number	Commenter		Email Comment
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31	5/18/2018	E-Mail	<p>To Whom It May Concern;</p> <p>Ask anyone – literally anyone – who works at or visits the Shirlington Gateway at 2800 Shirlington Road. They'll tell you that traffic light lets out a maximum of 3 cars per cycle during afternoon rush hour, resulting in a 20-30-minute wait to exit the building's lot.</p> <p>It's one of the easiest fixes that's going to solve a lot of congestion issues from people running the light and blocking the box on occasion.</p> <p>Kindest,</p>
32	5/17/2018	E-Mail	<p>I ride Metrobus everyday from Pentagon to the Shirlington Transit Center. For the evening rush hour, there is always a backup of cars coming from Shirlington Road/Arlington Mill Drive to merge onto I395 S/Shirlington Circle. They do not yield for buses coming off the highway at high speeds and usually block the circle so the bus cannot make a right-hand turn. Very dangerous conditions. Cars also block the right-hand turn lane and use it as a lane to merge onto the highway.</p> <p>Heading from Shirlington Circle onto I395 N, cars coming from Quaker Lane rarely yield to traffic already in the circle. This is dangerous when cars in the circle try to take the ramp onto I395 N and Quaker Lane traffic goes straight without yielding.</p>
33	5/23/2018	E-Mail	<p>#1 What alternative(s) do you support and why?</p> <p>We support S-2, S-3 and S-4. These will provide some relief for the Shirlington Rotary without creating additional backups on the Rotary. We would not support S-1, S-5 and S-6 that we feel would create other unsafe conditions or additional backups at peak times.</p> <p>In addition, we support G-1 - merge 2 lanes on West ramp to 1 lane. It appears that this alternative will help to increase vehicle visibility and enable left lane vehicles to move over more efficiently.</p> <p>#2 What are your major concerns that you would like to see incorporated in this study?</p> <p>We would like to see the study include the northbound Shirlington ramp onto I-395. This is a very dangerous merge from the ramp onto a fast moving lane on I-395 and in close proximity to the Glebe Road exit ramp. The Glebe Road exit ramp regularly backs up almost to the end of the Shirlington on ramp. This issue will only get worse as Potomac Yards development continues.</p> <p>#3 Please provide us with any additional information or suggestions that will assist VDOT in developing the final alternatives and design of this study.</p> <p>Would like to see the left turn lane from Shirlington Road onto Arlington Mill extended in addition to the improvements suggested by S-3.</p> <p>Would like to see coordination with Arlington County on improvements to the block of Shirlington Road between Arlington Mill Drive and Four Mile Run Road. This is a short block, not included in your study area, but creates some of the problems that your study is trying to address.</p> <p>We would not be in favor of any additional traffic exiting onto Campbell Avenue since the exit is a very short block (at most 3 vehicles) and narrows to 1 lane just past Quincy Avenue.</p>



I-395 Shirlington Interchange Improvements Study Comments

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34	5/31/2018	E-Mail	<p>Hello.</p> <p>The ramp from Quaker Lane onto the Shirlington 395 circle really needs a stop sign instead of a yield. The yield is too ambiguous for drivers and mostly they just ignore it. I have to stop in the middle lane to wait for the traffic from Quaker to let me in even though I have the right of way. Many speed up on the ramp as if it were a race.</p> <p>A stop sign would fix the issues currently experienced.</p> <p>Thanks.</p>
35	6/7/2018	E-Mail	<p>Hello,</p> <p>I realize I am past the deadline to submit comment regarding the improvements to Shirlington Circle, but I would like to add my voice. The south-east exit from the circle onto N Quaker Lane southbound is an absolute mess. Honestly, I am surprised there are not more traffic incidents there. By following the posted signage, the flow of traffic for the interior lane of the circle should not have access to N Quaker lane, but drivers either seem to not notice or not care about the posted flow of traffic and often try to exit the circle to N Quaker lane, cutting off traffic in the outer lane of the circle who are staying in the circle. Something needs to be done. The exit onto N Quaker lane needs to be narrowed to one lane instead of 2, or there needs to be better signage, but that exit is an absolute mess and needs significant attention.</p> <p>Thank you</p>
36	6/10/2018	E-Mail	<p>This is a very difficult interchange to navigate. I would appreciate modification to the traffic pattern.</p>



I-395 Shirlington Interchange Improvements Study Comments

Comment Number	Commenter		Email Comment
	Date Received	Source	
37	5/29/2018	E-Mail	<p>Ms. Daniszewski and Messieurs Roper and Ramey:</p> <p>Though I was unable to attend the meeting on the 21st, my wife attended and briefed me, and I have studied the briefing materials on the VDOT website. I appreciate that VDOT is taking the problems around this interchange seriously, and with PEs and EITs working on it, I have confidence that significant improvements will be made, if funding is provided.</p> <p>Though you have probably already heard my screed about the merge between S. Shirlington Road and the rotary, I'll rehash it, since only Alternative S-1 would likely have any effect on it. The reason near-collisions are incredibly common at this point is simply non-compliance with the existing yield sign. Adequate compliance would solve this particular issue.</p> <p>While I think some of the other alternatives would alleviate traffic and accidents in this area, this one spot matters to me far more than others, because I have almost been killed there several times. And while anecdotal evidence is the weakest form of evidence, I witness near collisions every day, caused solely by motorists heading south on S Shirlington Rd not abiding by the yield signs and pulling right in front of those with the right of way in the rotary.</p> <p>I am aware that a situation like this can't be modeled with car-counters and discrete-event simulation software, but observation of this area with any significant amount of traffic should convince anyone that it is a hazardous situation.</p> <p>To me, the clearest solution is to make sure motorists are away of the requirement to yield to traffic in the rotary. Non-compliance is more likely to be caused by inattention and being unaware of the requirement. The yield sign on the right of the roadway is somewhat obstructed by trees. The one on the left is visible, but is right before the merge, no providing any advance notice. I would suggest putting flashing LED lights around the perimeter of the yield signs to draw attention to them, and panting "YIELD" or "YIELD AHEAD" on the pavement in BOTH lanes. If that doesn't draw attention and change drivers' behavior, the other option would be to replace the yield signs with stop signs.</p> <p>Alternative A-1 might help, but any change in lane designations will only further confuse drivers who are already apparently having trouble grasping the meaning of a simple yield sign. Please use signage and lane markers to make it abundantly clear who is supposed to yield to whom at this location. If you do that, I will hound the Arlington Police Department until I'm blue in the face to enforce it.</p> <p>Thank you for soliciting input from the community.</p> <p>Regards.</p>
38	5/21/2018	E-Mail	<p>Hi Olivia,</p> <p>Great job at the Public Information Meeting! It's good to see safety is the top priority and hopefully a package of modest improvements will yield very positive change.</p> <p>I would like to resubmit my previous proposal for adding one set of signals at the Circle/Quaker merge, another at the Circle, Shirlington Rd merge and removal of the existing signal at the Circle and Campbell Ave. I also suggest reopening the right lane on Quaker to mitigate any backup a signal would create. Please see attached.</p> <p>Please let me know if I can be of assistance, and I look forward to seeing you again next month.</p> <p>Best regards.</p>



I-395 Shirlington Interchange Improvements Study Comments

Comment Number	Commenter		Email Comment
	Date Received	Source	
39	5/23/2018	E-Mail	<p>Thanks very much for addressing this issue. My former car pool driver's wife used to claim that he would die for the right-of-way when trying to turn from the circle onto Gunston, and we sometimes thought that would happen. It's especially challenging when drivers both in the circle and in the entrance ramp are speeding toward 395N and you are at risk from all sides while trying to get out of the circle onto Gunston Rd. I'm sure you'll hear many people complain that few drivers bother to yield or even look over their shoulder to see if there is traffic coming in the circle despite numerous yield signs and other efforts such as narrowing the entrance ramp off Quaker Lane. I have a feeling that even a stop sign at the end of the Quaker Lane entrance ramp would be ignored by some, who are just revving up to enter the highway and have no interest in slowing down. Perhaps the only way to make that a safe intersection is to install traffic lights, but I wonder whether a stop sign at the end of the entrance ramp, along with a warning to look behind them to see if there is on-coming traffic in the circle and yield to it before proceeding, would work if people understood that it is their last chance to drive safely and obey these signs before the inevitable traffic light installation if safety at that intersection doesn't improve. Such a plan could be widely communicated in local newspapers and neighborhood listservs, and it could be limited to a specific test period, like 6 months or maybe less, before a decision is made to install traffic lights if safety doesn't improve. I would like to see one more attempt to make people yield before installing traffic lights because I hate to see everyone inconvenienced by having to wait for a traffic light because of the dangerous practices of some, but I encourage you to do it if you feel that all lesser ameliorative avenues have been exhausted.</p> <p>The entrance to I 395 going South from South Glebe may be even worse in terms of accidents or near-misses. I avoid that road at all costs - it's just too dangerous.</p> <p>Many thanks for your attention to these issues.</p>
40	5/25/2018	E-Mail	<p>Dear</p> <p>We live at XXXX Douglass Dr.</p> <p>Our roads are being cut thru on a daily basis.</p> <p>Our priority would be to have this one mile stretch restricted to residents only during evening rush hour so people could not cut through.</p> <p>Also, the drivers speed like Crazy. So speed bumps would be helpful.</p> <p>And last, but not least, the intersection of Douglass and Georgetown Pike is so dangerous. People fly over the blind hill in front of St Johns Episcopal church. There are many accidents. Having a slower speed limit of 25 from Langley High school to the beltway would make things safer.</p> <p>And flashing lights warning drivers to yield to pedestrians so they can cross the Pike at Douglass Drive . Literally, NO ONE ever stops to let anyone cross at the pedestrian crossing. It is a useless crossing. One day someone will get killed, It is a matter of when.</p> <p>Thank you.</p>
41	5/29/2018	E-Mail	<p>I believe that Quaker Lane should have a metered light (same as the ones used on the ramps to enter 395. Quick green and red) which would stop and/or slow traffic from entering the circle but not hold up traffic for any long period of time. Additionally, the outside lane of the circle should stay the same with one exception, being able to enter Gunston Road. This eliminates a merge. With the metered light, traffic would come to a stand still and not enter the circle until it is safe to do so. Gunston Road is wide enough already to accommodate two lanes of traffic coming off the circle.</p> <p>Sincerely</p>



I-395 Shirlington Interchange Improvements Study Comments

Comment Number	Commenter		Email Comment
	Date Received	Source	
42	5/23/2018	E-Mail	<p>I have lived here almost 35 years and am always surprised that the quaker lane ramp to 395 and the circle isn't on the top list of the worst merging area in NOVA. So tho I am glad you are addressing the issue I do not feel any of the proposals will fix this problem</p> <p>Speed bumps and a huge yield sign painted at the yielding area and maybe a camera and maybe enforcement will help solve this problem. At least try the first two of my suggested options.</p> <p>The stop signs aren't an issue on Gunston and Martha Custis. People are polite and get thru that. They lose all manners at the quaker ramp. I can tell you we all take our lives in our hands there. Speeding (i complained about the 30 mph before to no avail) and no yielding). If i stop in the circle i will get rammed so I either speed up or put my flashers on or go around again!!! And pray alot!!!!</p> <p>Feel free to call me or email me if you need more information. Even better come ride with me on my adventure coming and going to Shirlington !!</p> <p>Thank you.</p>
46	6/14/2018	E-mail	<p>I have lived in this area – first on Valley Drive in Park Fairfax and now in Shirlington Village Condo – for nearly fifteen years and applaud your review of this interchange.</p> <p>Comments...</p> <p>Quaker Lane traffic seldom “yields” those in the circle. Cars exiting 395 onto the circle and approaching the Campbell-Shirlington Rd light seldom “stop” much less yield to those on their right.</p> <p>Better signage, more enforcement, different signage is in order.</p> <p>About a month ago, my husband was making the legal right-on-red from Campbell onto the Circle, when someone coming off the 395 ramp went through the signage and into the barrels aside the 395S ramp. My husband was blindsided, pushed down the ramp, and the other vehicle overturned on the ramp.</p> <p>Yes, changes are in order!</p>

I-395 Shirlington Interchange Improvements Study Comments

Comment Number	Commenter		Email Comment
	Date Received	Source	
47	6/13/2018	E-mail	<p>Extend the merge south on the rotary to eliminate the ability for vehicles to merge back onto 395 South. Also need to fix the road camber to better the sight lines</p> <p>Good idea here. Also adjust the road camber so to increase the sight lines</p>
48	6/22/2018	E-mail	<p>I live right off of Quaker Lane near Shirlington Circle and have used it nearly every day since 1983. Over the last few years I have noticed a DRAMATIC increase in the number of drivers who totally ignore all of the signs, both yield and stop, while using the various entrance points to the circle. It is a VERY DANGEROUS situation. In fact, just yesterday, I was nearly hit FOUR (4) times in the space of time I approached the circle from Quaker Lane and drove around it to exit into Shirlington by the Shell station. While entering from Quaker Lane drivers behind me beeped and squeal-braked as I yielded to circle traffic trying to exit onto Gunston or 395 North; drivers getting onto the circle from 395 North nearly hit me while trying to cross over to exit/enter Shirlington Road; drivers coming from Shirlington Road -- who almost NEVER stop or yield -- did not yield and nearly hit me while I was trying to exit onto Campbell Avenue. These occurrences were odd in that they all happened within about 60 seconds, but not odd in that at least one of them happens EVERY time I use the circle. BTW, I am an excellent defensive driver who has avoided many accidents by my skills, enhanced no doubt by my experiences driving here; sadly, other drivers just do not care about laws or common courtesy. This is as much a transportation safety issue as DWI or distracted driving; sometimes they are combined to produce nearly disastrous results.</p> <p>You need more traffic police at the circle to start nabbing all of these lousy drivers. My guess is that things will get much better very quickly.</p> <p>Thank you.</p>



I-395 Shirlington Interchange Improvements Study Comments

Comment Number	Commenter		Email Comment
	Date Received	Source	
49	6/20/2018	E-mail	I personally don't think any major changes are necessary. The problem is volume and speed; volume will not change but perhaps speed can be controlled. My idea is to paint "YIELD" on the pavement on Quaker Lane going to I-395 N, before the merge with the circle. Also, better signage "Quaker Lane must yield to circle traffic" and rumble strips (like the ones on the side of highways when you drift off to the shoulder). Perhaps a flashing light. But NO traffic light at Gunston Rd, that would back up Quaker all the way to King St in the mornings and not keep the flow moving. On the Shirlington side, I have never had a problem – if you travel at 30 mph, all merges can be accomplished (maybe lower the speed to 25 mph?) I kind of liked the idea of extending the off ramp from I-395 south farther down into the circle to prevent line jumpers but I don't see too much of that happening.
50	6/25/2018	E-mail	I wish to request that exit 7 south be expanded to two lanes. Thank you in advance.

Speaker Number	May 21, 2018 Public Information Meeting Comments
1	<ul style="list-style-type: none"> • Guardrail along Glebe Road Ramps to I-395 need to be replaced/repared. • Arlington County has allowed more car dealerships to be built which is increasing the number of vehicular trips. • Arlington County has passed a measure to recognize the importance of maintaining the infrastructure which should be considered with this interchange. • Consideration of the increased traffic from I-395 Express Lanes Extension to Fredericksburg
2	<ul style="list-style-type: none"> • Need to address NB I-395 exit to Glebe Road weave and merge area • Considerable weaving conditions/issues at this location • Several in the audience seem to agree with the speaker • WSP addressed how and why the SB I-395 exit was brought into the study
3	<ul style="list-style-type: none"> • Has mixed feelings about installing a signal light at Quaker Lane and the rotary • Feels traffic will back up further on Quaker Lane during the AM peak • WSP responded that the existing model will show the current queues at Quaker and Gunston and alternatives will be compared to existing conditions
4	<ul style="list-style-type: none"> • The proposed improvements should be discussed with Shirlington and Gunston residents and merchants • The interchange needs a long-term plan for fixing the problems (there are no long-term improvements slated for this interchange)
5	<ul style="list-style-type: none"> • Suggested direct access from S. Shirlington Road from interchange
6	<ul style="list-style-type: none"> • Remove connection to Gunston Road (Prefaced comment that he was not speaking for the Park Fairfax Community) • Park Fairfax has 3 entrances and doing this would cut it to two entrances • Remove the foliage and grass so that you can see vehicles in the rotary • Asked what are the long term plans for this interchange. VDOT responded that the local Counties develop the long term plans with VDOT assistance
7	<ul style="list-style-type: none"> • Yield signs do not work on Quaker Lane entering the rotary
8	<ul style="list-style-type: none"> • Closing the entrance at Gunston Rd would not work • Led to some discussion between attendees on winners and losers to improve this intersection
9	<ul style="list-style-type: none"> • Not impressed with any of the alternative – Alternative S-1 only • Massive increases in density are only going to make things worse • Redevelopment of the areas around the interchange will make things worst
10	<ul style="list-style-type: none"> • Alternative G1 is a good idea • Recommended revisiting the timing of the signals around the interchange
11	<ul style="list-style-type: none"> • NB I-395 to N. Arlington – merging issues still exist with Alternative S-5 and exasperate the issues
12	<ul style="list-style-type: none"> • With Four Mile Run traffic and GMU traffic, is there a way to direct people away from the rotary and onto other roads?
13	<ul style="list-style-type: none"> • Invest in stop signs to see if they work rather than yield signs. • VDOT stated that this was an option early on but removed by Counties as it may increase rear-end accidents
14	<ul style="list-style-type: none"> • S. Shirlington and S. Arlington Mill Drive – Make left turn bay longer coming from NB S. Shirlington Drive to WB S. Arlington Mill Drive to reduce backups into the rotary. • This use to be a double left to Arlington Mill and was changed to a single Left
15	<ul style="list-style-type: none"> • Questioned how congestion was measured

Speaker Number	May 21, 2018 Public Information Meeting Comments
16	<ul style="list-style-type: none"> • Clean up pedestrian bridge • Lights seem to be working • Project is limited safety and operations improves so the funding cannot be used for maintenance • How do funds get programed? <ul style="list-style-type: none"> - Talk to your local representatives - Report deficiencies on VDOT website
17	<ul style="list-style-type: none"> • How was the study area define and it should be extended to several intersections beyond the interchange? • Queues at some of the intersection beyond the study area limits are effecting the intersection closer to the interchange
18	<ul style="list-style-type: none"> • Liked Option G-1 • Timing of signals at Preston is poor and leads to a lot of stop and go traffic
19	<ul style="list-style-type: none"> • Would like to look at where the issues and trips start for traffic into the rotary. • Signal timing on 4-mile run is poor
20	<ul style="list-style-type: none"> • Where can I find crash maps for the study area? Will they be published online?
21	<ul style="list-style-type: none"> • What was the purpose of providing Alternative G-2? Does not address or would improve the conditions significantly from existing • Alternative G-1 is good but may create significant back-ups on the ramps
22	<p>Mill Road are not being obeyed. This seemed to be pressing issue for many.</p> <ul style="list-style-type: none"> • Also if the grass can stay short and mowed that would help substantially with sight distance. High grass leads to blind spots and reduction in sight distance around the rotary