



Dan Storck
Mount Vernon District Supervisor
Fairfax County Board of Supervisors
2511 Parkers Lane
Mount Vernon, VA 22306

Telephone: (703) 780-7518 E-mail: mtvernon@fairfaxcounty.gov



August 20, 2019

Superintendent Charles Cuvelier
George Washington Memorial Parkway Unit
National Park Service
c/o Turkey Run Park
700 George Washington Memorial Parkway
McLean, Virginia 22101

Re: Additional Comments Reflecting Community Feedback About the George Washington Parkway Traffic Safety Study, Southern Section

Dear Superintendent Cuvelier:

As a follow-up to my August 7th letter, I am writing to share the additional comments and deep concerns that Mount Vernon District residents have expressed regarding the safety of the George Washington Memorial Parkway (the Parkway). On a regular basis, my office hears from residents voicing their concerns about safety and traffic along the Parkway. With the safety study that National Park Service (NPS) is currently conducting on the Parkway, the comments from residents received by my office have increased. They address three key areas: road maintenance and drainage; speed reduction and safety enforcement; and suggested improvements. A summary of the themes that arose from the public comments are included as Exhibit 1. The public comments received are included as Exhibit 2 for your review and consideration. I would welcome the opportunity to meet with you to further discuss the public comments and suggestions provided in the attachments.

I look forward to seeing the Parkway study move forward and to the improvement options that NPS brings back to the community for review and comment. In the meantime, it is important that Fairfax County Board of Supervisors, the Fairfax County Department of Transportation (FCDOT), and the Virginia Department of Transportation (VDOT) are routinely briefed and apprised of proposed changes to the Parkway. The NPS should closely consult these state and local bodies, as it is likely that other traffic studies will need to be done to determine impacts on roads near the Parkway. Additionally, Fairfax County Department of Public Works and Environmental Services (DPWES) proposes partnering with NPS and Federal Highway Administration to include flood mitigation in the proposed safety improvements. I strongly

urge the NPS to review the increasing flood risks that will impact the safety and use of the Parkway and to partner with DPWES in managing these stormwater events.

Thank you again for your important work and efforts to improve safety on the Parkway.

Respectfully yours in public service,

A handwritten signature in black ink, appearing to read "Dan Storck", with a stylized, flowing script.

Dan Storck

Supervisor, Mount Vernon District
Fairfax County Board of Supervisors

Exhibit 1:

The Parkway safety study should look at the following themes from the public comments received and included in Exhibit 2.

- **Drainage Issues** – Recent public comments reinforce earlier concerns shared with NPS regarding drainage. Drainage along the Parkway, especially between the area of Morningside Lane and Wellington Road, needs to be addressed.
- **Repair** – The Parkway is in desperate need of being repaired. The patch work that has been done on the road is unsafe and uncomfortable to drive on. The striping for travel lanes is extremely faded, making it difficult for driver to navigate the travel lanes.
- **Overgrown Vegetation** – The overgrown vegetation in various areas prevents a safe sight distance for drivers to enter the Parkway safely.
- **Signage** – Residents agree that it is critical to improve the signage along the Parkway. Signage must be added on the approach leading up to intersections to warn drivers of vehicles entering the roadway, as well as signage informing drivers that commercial vehicles are not permitted on the Parkway.
- **Speed Limit** - A common concern raised among the community is the speeding and disregard for the speed limit on the Parkway.
- **Speed Cameras** - Many residents are supportive of speed cameras to reduce the significant speeding problem on the Parkway and have noted the use of them in Washington DC and Maryland.
- **Pedestrian Safety** - Residents shared deep concern with pedestrian safety along the Parkway, specifically at Belle View Boulevard and Belle Haven Road. Requested improvements include stop lights, crosswalks or pedestrian overpasses.
- **Law Enforcement** - Increased enforcement is the single most effective tool for increasing Parkway safety, and residents agree! We received many requests from residents for increased enforcement on the Parkway.
- **Grading and Road Alignment** - Grades should be better aligned and contoured to increase sight distances from intersections entering Parkway.
- **Turning Lane Improvements** - Right turn lanes at intersections such as Chadwick Avenue and Alexandria Avenue should be added to the Parkway.
- **Medians** - Public comments strongly advocate for median barriers to divide the northbound and southbound travel lanes.
- **Commuter Transportation** – Commuter parking restrictions should be studied and considered for reduction, as the lots sit empty throughout most of the week. The parking lots could provide spaces for carpools, 11Y bus commuters and Metro users. The NPS parking spaces could be made available to commuters on a first come first serve basis or to purchase through a management system.
- **Historical Preservation** – The Fairfax County History Commission, as well as many residents, want to see the “the unique and historic design and character of the

Parkway" maintained and for it to continue to be included on the National Register of Historic Places.

- **Stone Bridge** - Comments from residents reinforce the issues and concerns with the Stone Bridge. This is an area that needs additional signage to warn drivers.

Exhibit 2:

Public comment received by Supervisor Dan Storck's office.

**Comments of the Friends of Dyke Marsh on the George Washington Memorial Parkway's
Safety Study**

August 7, 2019

Glenda Booth, President, Friends of Dyke Marsh, www.fodm.org

The NPS Mission

It is always useful to review the National Park Service's plans and actions in the context of the agency's mission:

"The National Park Service preserves unimpaired the natural and cultural resources and values of the National Park System for the enjoyment, education, and inspiration of this and future generations. The Park Service cooperates with partners to extend the benefits of natural and cultural resource conservation and outdoor recreation throughout this country and the world."

From the Organic Act of 1916: To "conserve the scenery and the natural and historic objects and the wildlife therein and to provide for the enjoyment of the same in such manner and by such means as will leave them unimpaired for the enjoyment of future generations."

Former U. S. Department of Interior Secretary Dick Kempthorne further stated in a June 19, 2006 proclamation, "When there is a conflict between conserving resources unimpaired for future generations and the use of those resources, conservation will be predominant."

The parkway's 2014 Foundation Document on page 14 states, "In a world of diminishing biological diversity and threatened natural resources, George Washington Memorial Parkway preserves islands of refuge in an urban environment and provides opportunities to make the public aware of the importance of the values and issues relating to these islands."

FODM Comments and Recommendations

The Friends of Dyke Marsh share the following concerns and recommendations:

Maintain Its Historic Character

Congress authorized the construction of the Mount Vernon Memorial Parkway to celebrate the bicentennial of George Washington's birth. The first segment was completed on time in 1932. The Parkway is listed on the National Register of Historic Places.

The Parkway's planners envisioned a unique roadway to preserve and enhance the Potomac River valley, to keep the shoreline in public ownership and to honor Washington by creating a grand gateway to his home, Mount Vernon, at the road's southern terminus. Lt. Col. Peter Hains, who conducted the first land survey told Congress that the parkway should "have the character of a monumental structure, such as would comport with the dignity of this great

nation . . . and the grandeur of character of the man to whom it is dedicated. . . It should be such a work as no American need feel ashamed of.”

Recommendation: Maintain the parkway’s historic character. Widening the road by, for example, creating more lanes could impair its historic character.

Keep It Green

Congress and the parkway’s planners intended that NPS feature natural areas, preserve scenic vistas, integrate the road’s design with the undulating terrain, follow natural contours and have gentle curves.

To highlight its natural features, signs and lights are minimized; billboards are barred. Most of the bridges consist of reinforced concrete faced with hand-laid, rough-cut stone for a natural look.

Over 250,000 trees, shrubs and vines have been planted over the years. The parkway’s natural areas are especially rich in biodiversity for an urban park, as documented at www.nps.gov/gwmp. The parkway is a road within a park.

Despite management efforts, non-native plants comprised at least a disturbing 29 percent of the total several years ago.

GWMP has an extensive planting plan, first created in 1931, designed to keep it “green” consistent with Congress’s and the planners’ intent. GWMP’s 2014 Foundation Document indicates a need for planting more appropriate vegetation for shoreline stabilization and for both shoreline and vegetation management plans.

Recommendation: Fully implement the planting plan, plant more native trees and plants and expand invasives species control. Some areas of the parkway, including some parts of the Dyke Marsh Wildlife Preserve, represent some of the Washington, D.C.-area’s last, surviving biodiversity as sprawl and development continue to destroy more native habitat.

Increase maintenance staff to manage vegetation so that it does not impair drivers’ visibility and vehicles’ turning.

Ensure that a biologist or tree expert evaluate the options for any diseased or dead trees if maintenance personnel are considering destroying trees. Plant at least two trees for every tree that GWMP cuts down or impairs.

Do not widen the road. Widening it could destroy and harm habitat.

Save Dyke Marsh

As documented by two U.S. Geological Survey studies, Dyke Marsh will be gone by 2035 without action. USGS concluded that the marsh is losing 1.5 to two acres a year and the rate of erosion is accelerating. Fortunately, GWMP prepared an environmental impact statement and restoration plan and restoration efforts are underway.

Recommendation: Do not implement any changes that will contribute to or exacerbate the erosion of Dyke Marsh, such as destroying trees and expanding impervious surfaces that increase the volume or velocity of stormwater runoff.

Protect Wildlife

Wildlife like turtles, deer and raccoons crossing the parkway can be a safety hazard. Vegetation and natural habitat are an integral part of the parkway and reflect designers' intent. Inevitably, this habitat attracts and is home to wildlife, wildlife that does not "respect" human-created boundaries or infrastructure.

Recommendation: Evaluate the feasibility and implications of creating wildlife passageways under the parkway, such as those constructed on Fort Belvoir and some interstate highways.

Enforce anti-littering laws. Food wrappers, scraps and other litter attract birds and other wildlife.

Reduce Speeding

NPS's 2019 statistics show that from 70 to 85 percent of drivers speed on the south parkway which creates many dangers to vehicles, bikers, walkers, vegetation and wildlife. The GWMP 2014 Foundation Document states, "Speeding is a problem."

Speeding can also create a hazard to people visiting Dyke Marsh when they are crossing the parkway on foot, turning their vehicles or bicycles onto Marina Road or onto the parkway.

The parkway was designed to be a slow-speed thoroughfare, an array of units combining the natural, historic and recreational sites with over 7,000 acres of parkland along its 40 miles mostly paralleling the Potomac River shoreline. The first part built, the pre-World War II, the Mount Vernon Memorial Parkway, was designed for vehicles to travel at 35 to 45 miles per hour.

Recommendation: Do not increase the speed limit. Increase enforcement of speed limits with more patrols and with speed cameras mounted in a way compatible with the natural and vegetated areas of the parkway.

Reduce Noise

Noise from vehicles, boats, airplanes and human activity have adverse environmental impacts all along the parkway.

The NPS Natural Sounds and Night Skies Division

(https://www.nps.gov/subjects/sound/effects_wildlife.htm) website examines the impact of noise on parks' wildlife and states,

"In general, a growing number of studies indicate that animals, like humans, are stressed by noisy environments (Shannon et al. 2015) . . . When these effects are combined with other stressors such as winter weather, disease and food shortages, sound impacts can have important implications for the health and vitality of wildlife populations within a park (Ware et al. 2015).

"These findings are especially significant because national parks are under increasing noise pressure. Noise levels in park transportation corridors today are many times the natural level (Mennitt et al. 2015). Air transportation can also affect life on the ground. . . The result is as much as a 70% reduction in the size of an area in which predators can hear their prey (Barber et al. 2009). Increasingly, careful consideration of the impacts of human-generated noise on wildlife is a critical component of management for healthy ecosystems in our parks.

"Reducing speed limits on roadways and increasing enforcement of speed limits is often the most effective and cost-efficient means of reducing noise. For example, reducing vehicle speeds from 40 to 30 mph is as effective as removing one half the vehicles from the roadway."

Recommendation: Do not increase speed limits or make road surface or other changes that increase noise. Enforce speed limits.

Stormwater

During heavy precipitation events, stormwater can create large puddles on the road's edge, requiring vehicles to slow down. Spray from vehicles passing through these puddles can impair drivers' visibility.

Recommendation: Prepare options for addressing measures to reduce puddling during heavy downpours, but avoid solutions that could cause more erosion in Dyke Marsh or other shoreline areas. Consider approaches that retain rainfall onsite. Forested areas, for example, can be effective in retaining stormwater.

Reduce Light Pollution

Currently lighting along the parkway is minimal, consistent with its design. At night, human-caused light can adversely affect many wildlife species. Some argue that, for example, female fireflies are unable to see the male firefly flashes. Artificial light can attract and disorient

moths, frogs, birds and hatching turtles and can lead to habitat loss if the light serves as a barrier to some species such as rodents and bats.

Recommendation: Do not increase lighting.

Resiliency Planning, Shoreline Flooding

During some storms, sections of the parkway along the Potomac River act as “dams” and can help block flooding of the parkway and upland areas. However, storms, tides and flooding are natural events and rivers need floodplains and wetlands to help absorb floodwaters. Climate change is resulting in more frequent and more severe storms and more flooding. Development and human disturbance have modified many natural processes.

Recommendation: Identify upland areas for wetland migration and floodplains. Complete the restoration of Dyke Marsh.

Fort Belvoir Traffic

There is anecdotal evidence that because of the 2005 the Base Realignment and Closure Commission (BRAC) actions which added hundreds of new jobs to Fort Belvoir, traffic volume increased significantly on the south parkway because of employees going to and from work there.

Recommendation: Ask the Department of Interior officials to work with Department of Defense officials to create more transportation options for Fort Belvoir employees. Support extending the Metro subway lines to accommodate Fort Belvoir employees. Urge the Trump Administration to advocate for increased Metro subway funding to extend subway lines and shuttle buses to Fort Belvoir to reduce traffic on the parkway.

Kidalov, Sally

From: Speer, Camela
Sent: Thursday, August 8, 2019 4:47 PM
To: Kidalov, Sally
Subject: FW: Friends of Dyke Marsh Comments on GWM Parkway Safety Study

Follow Up Flag: Follow up
Flag Status: Completed

More comments for you... 😊

Camela E. Speer
Director of Communications

Supervisor Dan Storck
Mount Vernon District
2511 Parkers Lane
Alexandria, VA 22306
Main: 703-780-7518
FAX: 703-780-1491

www.fairfaxcounty.gov/MountVernon

Mount Vernon Nights FREE Summer Concert Series starts June 7. Friday nights at Grist Mill Park and Saturday nights at the Workhouse Arts Center.



Please be advised, unless otherwise requested, that your email address will be added to our Mount Vernon District Advisor (newsletter) distribution list. Additionally, correspondence with Supervisors is subject to the Virginia Freedom of Information Act (FOIA). This means that your correspondence may be made public if someone requests it. Only a few matters are exempt from disclosure, including personnel information about individual employees.

From: gbooth123@aol.com <gbooth123@aol.com>
Sent: Thursday, August 8, 2019 4:44 PM
To: Speer, Camela <Camela.Speer@fairfaxcounty.gov>
Subject: Re: Friends of Dyke Marsh Comments on GWM Parkway Safety Study

Thanks for sharing that. I have several comments, but for now, I'm disappointed that he supports widening the bike trail, for many reasons. It could never be wide enough to accommodate all the people wanting to use it. It was not designed for the speeding bikers or the volume it now has.

I hope Dan will urge Belvoir to take steps to get their employees to use public transportation.

Thanks again.

Glenda

In a message dated 8/8/2019 4:26:16 PM Eastern Standard Time, Camela.Speer@fairfaxcounty.gov writes:

| Hello Glenda,

Here is the response Supervisor Storck sent this week. He may be providing a follow up response based on constituent feedback that we requested.

Camela

Camela E. Speer

Director of Communications
Supervisor Dan Storck

Mount Vernon District

2511 Parkers Lane

Alexandria, VA 22306

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From: gbooth123@aol.com <gbooth123@aol.com>

Sent: Wednesday, August 7, 2019 4:39 PM

To: Speer, Camela <Camela.Speer@fairfaxcounty.gov>

Cc: kim@pwconserve.org

Subject: Re: Friends of Dyke Marsh Comments on GWM Parkway Safety Study

I hope you will share with us Dan's and/or the county's comments.

g

In a message dated 8/7/2019 4:35:02 PM Eastern Standard Time, Camela.Speer@fairfaxcounty.gov writes:

Thank you, Glenda.

Camela

Camela E. Speer

Director of Communications
Supervisor Dan Storck

Mount Vernon District

2511 Parkers Lane

Alexandria, VA 22306

Main: 703-780-7518

FAX: 703-780-1491

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From: gbooth123@aol.com <gbooth123@aol.com>

Sent: Wednesday, August 7, 2019 4:32 PM

To: gbooth123@aol.com

Subject: Friends of Dyke Marsh Comments on GWM Parkway Safety Study

I have attached the comments of the Friends of Dyke Marsh (FODM) on the National Park Service's safety study of the GW Memorial Parkway.

Thank you for supporting Dyke Marsh and FODM. We hope you will support maintaining the historic and natural character of the parkway, as intended by the U.S. Congress.

Glenda Booth

President



Fairfax County History Commission

10360 North Street
Fairfax, Virginia 22030-2514
fairfaxcounty.gov/history-commission/



August 14, 2019

Supervisor Dan Storck
Mount Vernon Governmental Center
2511 Parkers Lane
Mount Vernon, Virginia 22306

Dear Supervisor Storck:

Thank you for the opportunity to comment on the George Washington Memorial Parkway Alexandria to Mount Vernon Safety Study. It is important that all parties consider, respect, and work to preserve the unique historic design and character that earned the Parkway inclusion on the National Register of Historic Places.

In recent years traffic on the Parkway has increased significantly as the area has grown and especially since shifts in personnel at Fort Belvoir as a result of the Department of Defense's Base Realignment and Closure Act (BRAC) resulted in a major increase in jobs at Fort Belvoir. As a result, many Fort Belvoir employees use the Parkway as a commuter route to access the Capital Beltway and Woodrow Wilson Bridge via Belle Haven Road, which has seen a significant increase in the number of traffic accidents.

Of special concern is that travel speeds on the Parkway are routinely well in excess of the posted limits. Speeding vehicles make it difficult to enter or exit the Parkway at scenic, historic, and picnic pull offs as well as at historic Dyke Marsh. Unfortunately, most police patrol activity seems to be concentrated on the northern reaches of the Parkway closer to Reagan National Airport and the crossings into Washington, DC. Finally, the prohibition against commercial vehicles using the Parkway has been increasingly ignored over the years, which serves only to add further congestion to the route.

An additional concern is the design of the stone arch bridge at Alexandria Avenue. Tour buses can only pass under the bridge using the middle lanes. This is a concern as the Parkway serves as a major route for tour buses traveling to and from George Washington's Mount Vernon Estate.

Page 2 of 2
August 14, 2019

In conclusion, we request that notwithstanding any modifications recommended by the Safety Study, the unique historic design and character of the Parkway that qualified it for inclusion in the National Register of Historic Places be preserved, and that the requirements of Section 106 of the National Historic Preservation Act and its accompanying regulations (36 CFR part 800) be complied with as appropriate.

We look forward to receiving a copy of the final Safety Study and appreciate the opportunity to review this undertaking.

Sincerely,

A handwritten signature in black ink, reading "Anne Stuntz". The signature is written in a cursive style with a large, stylized "A" and "S".

Anne G. Stuntz
Chairman, Fairfax County History Commission

Kidalov, Sally

From: Mt. Vernon District BOS
Sent: Thursday, August 15, 2019 12:06 PM
To: Kidalov, Sally
Subject: FW: History Commission comments on GW Memorial Parkway SAFETY STUDY
Attachments: 8.14.19 to Parkway letter Supervisor Storck from History Commission-signed.pdf; ATT00001.htm; attachment 1.pdf; ATT00002.htm

Follow Up Flag: Follow up
Flag Status: Completed

From: Anne Stuntz <stuntzag@aol.com>
Sent: Thursday, August 15, 2019 11:51 AM
To: Mt. Vernon District BOS <Mt.VernonDistrictBOS@fairfaxcounty.gov>; Mt. Vernon District BOS <Mt.VernonDistrictBOS@fairfaxcounty.gov>
Subject: History Commission comments on GW Memorial Parkway SAFETY STUDY

Attached find the History Commission's comments to Supervisor Storck regarding the George Washington Memorial Parkway Alexandria to Mount Vernon Safety Study. Please don't hesitate to get in touch with me with any questions.

Anne Stuntz
FCHC Chair
703 994 9054

GEORGE WASHINGTON'S
MOUNT ★ VERNON

George Washington Memorial Parkway
Attn: Alexandria to Mount Vernon Safety Study
700 George Washington Memorial Parkway
c/o Turkey Run Park
McLean, Virginia 22101

Improving Safety along the George Washington Memorial Parkway

July 22, 2019

Dear Superintendent Cuvelier,

Thank you for including George Washington's Mount Vernon in the process of gathering ideas for how to improve safety along this vital roadway. Built to bring visitors to the home of George Washington, this Parkway is an all-important part of our existence here at the estate and therefore of great interest. Most of our more than one million annual guests arrive via this historic road.

We have gathered the following suggested action items and safety improvements for your consideration. We would be more than happy to meet in person to further describe any of our recommendations listed below:

1. Resurface the Crosswalk Leading from the West Parking Lot to Mount Vernon

The brick walkway that crosses from the west side parking lot at Mount Vernon to the walkway near the Mount Vernon inn is severely worn and its broken surface represents a hazard for pedestrians trying to cross over this challenging intersection. Working with Mount Vernon, we would love to see an improved crosswalk added here – one that would be less susceptible to wear. During an onsite visit with former Deputy Superintendent Blanca Alvarez Stransky, both sides agreed that this active crosswalk needed immediate attention.

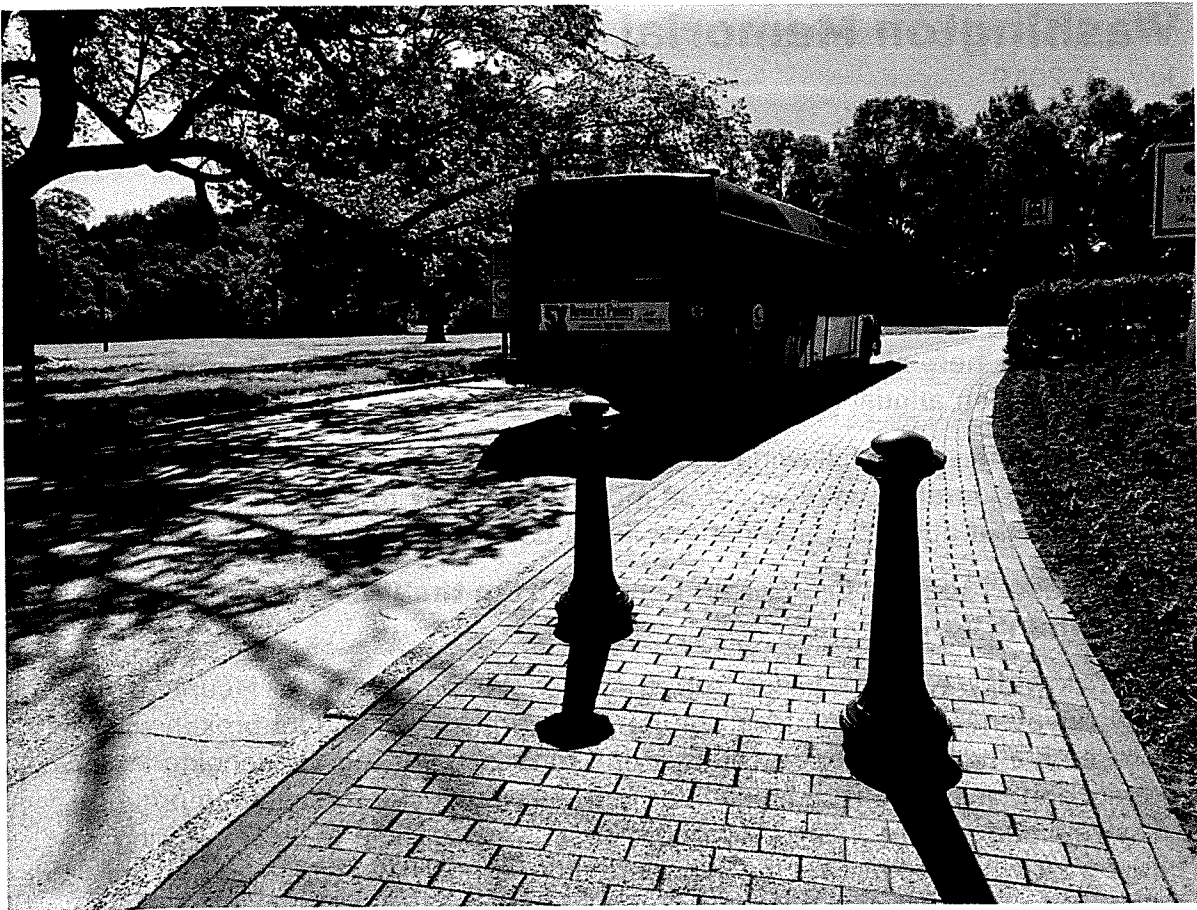
2. Traffic Calming/Pedestrian Awareness Signals at 4-Way Stop

The amount of through traffic that is now passing through the busy GWMP/235 intersection has grown significantly. The number of accidents and pedestrian safety issues has grown at this site too. George Washington's Mount Vernon would like to partner with the National Park Service in studying various solutions for this challenging intersection. Depending on the outcome of this study, we would

welcome safety lighting and other pedestrian awareness systems that would further caution harried drivers approaching this intersection. Revisiting the layout of the split lanes coming from the circle to the 4-way stop might also be worthwhile. This split creates a great deal of confusion for drivers who then undertake unsafe maneuvers that regularly endanger pedestrians and other vehicles.

3. Move the Fairfax County Bus Stop to Some Better Location

Within recent times the Fairfax County connector bus stop has shifted its position nearer to where the Mount Vernon Inn is. Large buses at this stop can frequently block traffic and access to the drop off lane of the circle. Those buses can also block visibility towards the merge between the circle and through traffic. We would like to partner with you and Fairfax County to see if another location would be safer for all.



4. Explore options that would improve awareness of the divider between the Offload Lane and Through Traffic Lane

The portion of the circle nearest Mount Vernon has two lanes that are currently separated by a very low and often indistinguishable concrete separator. We find that many through traffic drivers and some guests looking to drop off passengers choose the wrong lane. Through traffic, traveling at unsafe speeds, will often travel

quickly through the offload/onload lane. Other drivers will stop in the through lane to drop off passengers, creating unsafe conditions for all. It's also not too uncommon to see busses or other vehicles crossing this low divider – all unsafe. George Washington's Mount Vernon would like to work with the NPS on exploring options to make this lane divider more effective in splitting the two types of traffic into their appropriate lanes.



5. Median Barriers for Unprotected Sections of the George Washington Memorial Parkway

The most lethal sections of the George Washington Memorial Parkway are along the stretches where there is no median or barrier separating the two opposing lanes filled with fast-moving cars. Distracted drivers looking at the beautiful river or their cellphones can easily drift across the lanes with fatal consequences. The northern stretches of the GWMP employ many steel media barriers to control for this problem. Could the southern section receive similar safety barriers? Given that many of the people on this part of the road are coming to or leaving Mount Vernon, we feel a great interest in looking out for their safety. In just the past few years, we have seen busses and other passenger cars filled with Mount Vernon visitors who were involved in deadly accidents that could be prevented.

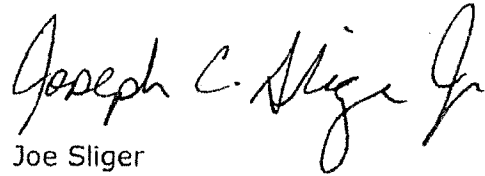
There are also sections of the southern portion of the parkway where the pavement is rough or elevated (especially near the Fort Washington overlook). Poor drainage along the road also creates dangerous driving conditions in the outside lanes right after heavy rainstorms.

Everyone here at George Washington's Mount Vernon is grateful for the warm and supportive relationship that we have with the National Park Service and the George Washington Memorial Parkway team. We are grateful for this opportunity to share our thoughts on how to improve the safety of this beautiful and important roadway.

With Gratitude,

A handwritten signature in black ink, appearing to read 'R. Shenk'.

Robert Shenk
Senior Vice President, Visitor Engagement

A handwritten signature in black ink, appearing to read 'Joseph C. Sliger Jr'.

Joe Sliger
Vice President, Operations & Maintenance

Kidalov, Sally

From: Storck, Dan
Sent: Thursday, August 15, 2019 9:56 PM
To: Sarene Marshall; Rep. Don Beyer; Paul Krizek; Senator Scott Surovell; Scott Surovell; Noah Simon
Cc: Morin, Christine A; Kidalov, Sally
Subject: RE: Important Input on GW Parkway study and NPS plan

Serene,

Thank you for the very thoughtful, helpful and challenging (to all of us) email! You have made many great points that necessitate comprehensive consideration. It was a reminder to me that I need to be driving deeper engagements on these issues with all of our alphabet soup of transportation-related organizations and accelerate some of the initial discussions that I have had with the relatively new mayor of Alexandria, Justin Wilson. I will also be incorporating some of your points in my final GWMP safety study comments email summarizing the many comments that residents have been sharing with us over the past weeks.

I would also love to talk with you about our County's Transportation Committee, which could benefit from knowledge, experience, advocacy and insight like yours.

Respectfully yours in public service,

Dan Storck
Supervisor, Mount Vernon District
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From: Sarene Marshall <sarene_marshall@yahoo.com>
Sent: Tuesday, August 13, 2019 2:08 PM
To: Rep. Don Beyer <RepDonBeyer@mail.house.gov>; Paul Krizek <paul@paulkrizek.com>; Senator Scott Surovell <scott@scottsurovell.org>; Scott Surovell <:ssurovell@gmail.com>; Noah Simon <noah.simon@mail.house.gov>; Storck, Dan <Dan.Storck@fairfaxcounty.gov>
Subject: Important Input on GW Parkway study and NPS plan

All -

I've spoken and/or written to all of you at one point or another regarding GW Parkway transportation safety and accessibility issues, but - reflecting on what I learned at the recent public meeting with NPS and their consultants, I'd like to do so again so that you all have the benefit of one single communication that I hope will be helpful in moving forward.

The bottom line of my message is this (and I say it having had lots of professional experience working with NPS and on urban/traffic planning issues in other settings, through my 12.5 years at the Nature Conservancy and as leader of the Urban Land Institute's Center for Sustainability):

- any solution to addressing safety on the GW Parkway must consider comprehensive solutions to transportation in the area. That means: we cannot allow NPS to just try to restrict automobile volumes/speed on the GW Parkway without ALSO proposing/providing alternatives means of transportation, and considering the other affected routes. Failure to do so will simply be an exercise in squeezing the proverbial balloon - shifting traffic (and traffic safety issues) elsewhere, and not solving any other problems for the community. [I lived for 8.5 years just off the Belleview exit and at one point, NPS planned to restrict northbound Parkway entry there. The result would, of course, have been to push that traffic through the New Alexandria neighborhood - most of which has no sidewalks, so people walk in the road - and onto the Parkway at Belle Haven, which has an even more treacherous entry.]

- left to their own devices, NPS is nearly certain to take a myopic look just at automobile traffic on the GW Parkway. The design of the study area and objectives actually guarantee this, as do NPS' mission and goals, which are all about "the park" and its history rather than its reality. My conversations with several of the principals at the public meeting (summarized below) confirmed this.

- coming up with a comprehensive solution, which also has multiple other benefits, will require engagement of Fairfax County and surrounding jurisdictions. We should not look at the Old Town to Mount Vernon stretch of the parkway in isolation, as so much of the traffic on it is actually going to or coming from elsewhere (like Alexandria, or DC).

What I heard at the public meeting confirmed all of these fears and confirmed my past experience in exercises like this. The NPS lead consultant told me he was leaning towards recommending a "road diet" for the Parkway, to lower speeds and volumes. OK, fair enough. When I asked him what would happen to all the cars currently transiting on the Parkway, or to the people using the road to commute to work in DC, he referred me to the Fairfax County traffic engineer. When I asked that person to explain to me what non-driving options exist for people who live in Mount Vernon and work in DC, he was absolutely clueless. He didn't know anything about the wholly inadequate bus service, routes or schedules. This is predictable, but simply unacceptable. Everyone needs to get out of their silos and look at this issue in its context, comprehensively.

Now, on to specific recommendations, which generally address the need for NPS, Fairfax County, and WMATA to strongly **consider methods to reduce the volume of rush-hour vehicular traffic by enhancing the infrastructure and investments in alternative transportation.**

At the moment, for those of us that live between Old Town and Mount Vernon, there are very few alternatives to driving. The only transit option on the Parkway - the 11Y WMATA bus - has paltry service (4 buses in the am, 4 in the pm), and the bus stops in several stretches are impossible to use (how, pray-tell, would someone walk to the Morningside or West Boulevard exit from the bus stop that lies between them? Am I supposed to take my life in my hands by dashing across the parkway at rush hour?). In several other stretches, there are no paths or trails to the bus stops, no place to lock up a bike if I were to bike to the bus, etc. The WMATA service is also not coordinated with bus services from other jurisdictions (the Fairfax connector and the Alexandria Dash buses) - they stop in different places and on different schedules. I've spent ages trying to decipher all the maps and schedules to find an efficient (and safe!) bus route, and there isn't one.

While we have great bike infrastructure in the Mount Vernon trail, the distance from DC is generally too far to commute the entire way by bike (although I do know a few intrepid neighbors who do, at least sometimes). Creating a multi-modal option (bike to bus, or park-and-ride options to drive and then bike) is really necessary. Carpooling facilities would be another place we could make a big difference, especially for those unwilling or unable to take transit or use bicycles.

Here are a few concrete thoughts on such solutions:

- 1) Increase 11Y service, and revisit the placement of the 11Y bus stops.

(With the metro shut-down, the buses have been traveling much more frequently, and they have been quite full on the occasions I have taken them - that's a good sign for potential uptake if the service was more regular over the long-term). The stop between Morningside and West Boulevard on the southbound side should be moved into the neighborhood just south of the Stone Bridge (the bus could easily exit the Parkway at West Boulevard, leave passengers, and then take the frontage road to re-enter at Wellington). The stop between Alexandria and Morningside on the northbound side should also be moved - again, the bus could exit at East Boulevard, and take Kent/Southdown to re-enter the parkway at Alexandria. Similar adjustments could be made to other stops for those of us not lucky enough to live in Waynewood. The stops in that neighborhood could be spaced out (why does it need to stop on every block?) to address concerns about potential slow-downs by moving the other stops.

2) Increase bus-to-metro options, with better route and schedule coordination among WMATA/Dash/Fairfax Connector.

The 101 on Fort Hunt Rd only travels to the Huntington Station, which lies on the less-than-convenient yellow line. Why is there no direct bus service to King Street Station (nearly equidistant, but on the blue line, and with no option to park and ride) - some silly jurisdictional issue? Let's get over that. At the moment, the 11Y also doesn't link up very well with other buses. (If I take the 3rd bus of the morning, it leaves me at King & Washington at 7:48am, but the DASH bus to King Street Metro from there doesn't come until 20 minutes later - at 8:12am) Fairfax County and Alexandria City should work together on a diversity of schedules and routes. These adjustments would not only address commuting volumes, but provide options for Mount Vernon area residents to visit Old Town to shop, eat, etc. Since proximity to Old Town is a major selling point of living in the Mount Vernon area, why not make it easier for people to enjoy that amenity, which might also help Old Town businesses?

3) Lift the commuter parking restrictions on the NPS parking lots along the Parkway, especially at Belle Haven Marina, Jones Point, and the Washington Sailing Marina.

This would allow more drive-to-bike commuters, and more carpoolers. NPS could sell / lottery commuter parking permits for a limited number of parking spots in the lots, increase bike infrastructure at those locations (even install Capital Bike Share racks), and/or license a limited number of van pools to do pick-ups. I know the argument is that NPS has a duty to maintain recreational access, but the reality is that they have massive assets sitting unutilized all week long, and they could generate additional revenue from this approach, while also getting cars off the Parkway. And while not all this volume would come off of the Old Town to Mount Vernon stretch, NPS is presumably also suffering from the heavy traffic volumes (and frequent crashes) north of Old Town to the 13th Street Bridge (a major bottleneck).

4) Lift the NPS ban on e-bikes on the Mount Vernon Trail. E-bikes make the distances (and hills) more manageable.

Given the recent explosion of e-scooters coming south from Old Town, it seems maybe they've decided to look the other way on this?

Obviously there are a host of signage, enforcement, and road-design issues that could be explored, but those will ONLY deal with the car traffic in isolation. The solutions I propose would not only address road safety, but have numerous other environmental, economic and community benefits. Despite being someone who has worked on sustainability my whole career, I almost always drive to work because there are very few options for those of us who live between Old Town and Mount Vernon. Commuting this way - like the 1,000s of neighbors I see en route to DC everyday with their Waynewood/Stratford/Fort Hunt/Gunston soccer/Mount Vernon Park swim car magnets - carries a high cost.

The data on the health effects of driving more than 10 miles each way to work are plentiful, and scary. My commute often takes me an hour or more, time I am not spending with my family or in my community. That means I spend less money at local businesses, and more time shopping online later at night. I'm contributing to the climate problem with my automobile emissions, and worry about my impact on the planet and future generations. The long commute times from our area have an impact on property values, vis-a-vis closer in (but also much-better-connected) suburbs like Arlington. The data is plentiful on the preferences of millennials to live in well-connected, walkable, bikeable areas, and those preferences will drive housing patterns, property values (and tax revenues) going forward. Unless changes are made, Mount Vernon will suffer as the next generation of home owners shies away from less-connected places.

I have experimented with various options personally, and keep finding myself trapped in the fact that Mount Vernon is currently a "transit wasteland."

As you explore ways to make the GW Parkway safer, PLEASE consider ways to help reduce the volume of cars on the road, and simultaneously improve economic, environmental and health outcomes for your constituents by providing alternate ways to get around. I know much work is going into the EMBARK plan for Route 1, and support those investments, but do not forget those of us close to the GW Parkway, for which those solutions are not doing to do much.

Thanks in advance for your consideration and support,

Sarene Marshall
703-608-0303

Kidalov, Sally

From: Mt. Vernon District BOS
Sent: Thursday, August 15, 2019 12:06 PM
To: Kidalov, Sally
Subject: FW: Comments on GW Parkway Study

From: Keith Davey <kaddavey@gmail.com>
Sent: Wednesday, August 14, 2019 4:53 PM
To: Mt. Vernon District BOS <Mt.VernonDistrictBOS@fairfaxcounty.gov>; Storck, Dan <Dan.Storck@fairfaxcounty.gov>
Cc: Keith Davey <pres.k.davey@gmail.com>
Subject: Comments on GW Parkway Study

Hi, Dan and Staff,

At your suggestion, I'm providing you a copy of the comments that I submitted on the NPS Parkway Study website today.

Thanks for your collective efforts to improve the safety of the Parkway, while preserving its accessibility and beauty.

Sincerely,

Keith Davey
VIC Steering Committee
President, Grist Mill Woods Civic Association
President, Mount Vernon Stake, The Church of Jesus Christ of Latter-day Saints

Thank You!

George Washington Memorial Parkway Safety Study

Your comments were successfully submitted.

August 14, 2019 02:43 PM Mountain Time

Park: George Washington Memorial Parkway
Project: Southern George Washington Memorial Parkway Safety Study
Document: George Washington Memorial Parkway Safety Study

Name: KEITH A DAVEY
Address: 5423 Grist Mill Woods Way
Alexandria, VA 22309
City: Alexandria
State: VA
Postal Code: 22309
Email: pres.k.davey@gmail.com
Address:
Organization: The Church of Jesus Christ of Latter-day Saints, Mount Vernon Virginia Stake

Comments: Thank you for this opportunity to comment. I represent / oversee the church meetinghouse located at 2000 George Washington Memorial Parkway (enter at Lucia Lane). First, we are most appreciative of the respect from NPS for access to our church from the Parkway via Lucia Lane, and we're appreciative of the beauty, history, and safety of the Parkway.

I would appreciate the opportunity to meet with NPS representatives at the site, possibly along with the owner of the Cedar Knoll Restaurant (also accessed via Lucia Lane), to understand any preliminary recommendations you may have for the approaches to / intersection of the Parkway with Lucia Lane. Please let me know when a convenient time might be.

As we have many visitors coming to our church, not only for Sunday worship, but for other events, such as weddings, celebration events, youth and young adults dances, etc., we find that the signage to find our church could be improved. Many people tell us they go and and down the Parkway looking for 2000 George Washington Parkway before they finally find the entrance via Lucia Lane. Would it be possible to attach a logo for a house of worship to the signs for Lucia Lane (both southbound and northbound)? Also, perhaps it would enhance safety at the intersection if a flashing yellow light were erected at Lucia Lane.

For people exiting onto the Parkway from Lucia Lane, the view southbound is wide open and provides clear vision; the view northbound though is obstructed by bushes that encroach almost to the corner of Lucia and Parkway - perhaps these bushes could be removed or trimmed back significantly.

Again, thank you for the opportunity to comment, and I look forward to having an onsite meeting with an NPS representative to discuss your preliminary findings and recommendations relative to the intersection of GW Parkway and Lucia Lane.

Sincerely, Keith A. Davey

Comment ID:2003035-96964/218

Kidalov, Sally

From: Mt. Vernon District BOS
Sent: Wednesday, July 24, 2019 11:16 AM
To: Kidalov, Sally
Subject: FW: GW Parkway Study Underway - comments

Follow Up Flag: Follow up
Flag Status: Completed

From: H. Abadzi <habadzi@gmail.com>
Sent: Wednesday, July 24, 2019 10:28 AM
To: Mt. Vernon District BOS <Mt.VernonDistrictBOS@fairfaxcounty.gov>
Subject: Re: GW Parkway Study Underway - comments

The feedback had specific questions, focusing on car accidents in the northernmost part. I have used the parkway mainly as a cyclist and bus passenger for over 20 years, and these are issues I noted:

- The parkway was meant to deter pedestrians, so there are no sidewalks. In fact the ground is uneven in many places for this reason. The trail is not enough and is also very busy, with fast-riding people. For 15 years I took the 11Y and had to walk along the road, with one foot on the highway. Especially near the low bridge of Alexandria, the ground is uneven. If a commuter takes a roundabout way, the bus may bypass them. I am thankful that I did not get hit by a car. Any revisions to the highway should create a sidewalk on one side.
- There ought to be traffic lights, indeed, particularly near Alexandria. For example someone driving north from the parkway who wants to turn into bell heaven rd must face dangerous oncoming traffic. Hopefully something will be done.

Best regards,

Helen Abadzi

On 7/24/2019 9:55 AM, Supervisor Dan Storck wrote:





UPDATES

MOUNT
VERNON
DISTRICT

Provide Your Feedback to the George Washington Parkway Study



The **National Park Service (NPS)** and Federal Highway Administration (FHWA) are studying the safety at intersections on the **southern section of the George Washington Memorial Parkway** and are **inviting the public to participate** in the process.

The study will **focus on intersections** between the City of Alexandria and George Washington's Mount Vernon. During the upcoming public engagement process, the NPS and FHWA will **share recently compiled safety data** from the southern part of the parkway and **ask people to share their concerns or ideas** about how to improve safety while protecting the parkway's beauty and historic character. The intent of the study is to **develop recommendations to improve safety** that can be implemented using existing funds while **preserving the parkway's historic appearance**. [Read more and comment...](#)

Public input is important to this process and our community is very engaged on this issue. **I invite you to share your comments with our office**, in addition to submitting them to the NPS, so that we can continue to **advocate on behalf of the improvements most important to you!** After you **submit your comments to the NPS**, please send them by [email to our office](#).

Visit our Website

Mount Vernon District Office | 703-780-7518
MTVernon@fairfaxcounty.gov | FairfaxCounty.gov/MountVernon

STAY CONNECTED



Fairfax County Government | 2511 Parkers Lane, Mount Vernon, VA 22306

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--

Best regards,

Helen Abadzi
Psychologist (PhD)
Research Faculty, Psychology Department
University of Texas at Arlington
habadzi@gmail.com

Kidalov, Sally

From: Mt. Vernon District BOS
Sent: Wednesday, July 24, 2019 11:16 AM
To: Kidalov, Sally
Subject: FW: Comments submitted re. GW Parkway Safety
Attachments: Comments July 2019.docx

Follow Up Flag: Follow up
Flag Status: Completed

From: Joe Carbone <jcarbone1993@aol.com>
Sent: Wednesday, July 24, 2019 10:26 AM
To: Mt. Vernon District BOS <Mt.VernonDistrictBOS@fairfaxcounty.gov>
Subject: Comments submitted re. GW Parkway Safety

The comments I submitted to the NPS directly are attached. Thanks for your interest in this situation.

Joe Carbone
703-780-7806

Comments submitted to NPS re. GW Parkway Safety
Joe Carbone, 1065 Dalebrook Drive, Alexandria, VA 22308

1. Maintain and update all current safety items on the parkway, including signs, pavement markings, intersection reflectors, and cutting back vegetation for maximum sight distances (these should all be done before the study is completed). Update signs approaching intersections to warn of cars entering roadway. Add signs to "keep right except to pass or turn". Increase reflectors in Belle Haven area to clearly show lanes.
2. Add rumble strips in the 35 mph zones at the beginning of the reduced speed limit and before each intersection within the zone. Add permanent speed indicators that flash speeds over 35 mph within these zones.
3. Contour and align grades where needed and feasible to increase sight distances from intersections entering Parkway. (example: turning north on Parkway from Waynewood Blvd. has limited sight distance of northbound traffic due to a dip in the roadway.) Most existing sight distances are adequate as long as vegetation is maintained and traffic is going the posted speed limit. Making some changes to alignment and grade will add a margin of safety in these areas when drivers are going over the speed limit.
4. Add center merge lanes for left turns for entering the parkway at problem intersections where feasible. Add left turn lanes for exiting Parkway where feasible.
5. Add blinking yellow caution light at Belle Haven and Belle View where major accidents have occurred. Since these intersections are somewhat built-up already, the visual impact would be minimal. A pedestrian bridge or at least crosswalks at one or both of these intersections should be considered.
6. I recommend random police presence near intersections vs. fixed speed cameras.
7. Engage the community associations and residents along the Parkway (including Ft. Belvoire) to take ownership in valuing safety on the parkway and modeling safe behavior. Partner with Mt. Vernon to distribute travel information (with mailings and on website) to tour bus drivers, school bus drivers, and visitors about the nature of the GW Parkway as a scenic route and the importance of the speed limit for safety of visitors and the community.

Kidalov, Sally

From: Mt. Vernon District BOS
Sent: Wednesday, July 24, 2019 11:16 AM
To: Kidalov, Sally
Subject: FW: GW Parkway Study

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----

From: Kenneth Roberts <keneroberts@aol.com>
Sent: Wednesday, July 24, 2019 10:18 AM
To: Mt. Vernon District BOS <Mt.VernonDistrictBOS@fairfaxcounty.gov>
Subject: GW Parkway Study

Comment submitted to NPS: "I would suggest closing direct access of Belle View Blvd to the Parkway. Without a light, this is a very dangerous intersection. I would add clear pedestrian crossing striping there. At the same time, I would improve the intersection of Belle Haven Rd. and add a traffic light there. Since this is really the beginning of the Parkway, that traffic light would not substantially affect the beauty and flow of the Parkway."

Kidalov, Sally

From: Mt. Vernon District BOS
Sent: Wednesday, July 24, 2019 11:16 AM
To: Kidalov, Sally
Subject: FW: GW Parkway Intersections

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----

From: Earl FLANAGAN <earlflanagan@verizon.net>
Sent: Wednesday, July 24, 2019 10:06 AM
To: Mt. Vernon District BOS <Mt.VernonDistrictBOS@fairfaxcounty.gov>
Subject: GW Parkway Intersections

The Parkway should be widened toward the river at Morningside and River View to provide car length medians ala Belle View.

Earl Flanagan
MV Transportation Commissioner, Emeritus

Kidalov, Sally

From: Mt. Vernon District BOS
Sent: Wednesday, July 24, 2019 11:16 AM
To: Kidalov, Sally
Subject: FW: Southern Part of the GW Parkway

From: Micaela Shaughnessy <mzsvmd@gmail.com>
Sent: Wednesday, July 24, 2019 10:05 AM
To: Mt. Vernon District BOS <Mt.VernonDistrictBOS@fairfaxcounty.gov>
Subject: Southern Part of the GW Parkway

Good Morning,

Please do not put in any more traffic lights on the GW Parkway.

One of the beautiful things about driving home from Old Town is putting that last traffic light behind me. While speed is a problem on the southern part of the GW Parkway I would suggest addressing the concern in the following fashion:

1. More police enforcement of speed limits that already exist.
2. Speed bumps placed every mile on the GW Parkway

Do not place more traffic lights. They are killing us off slowly as it is.

Respectfully submitted,
Micaela Shaughnessy
(Daily commuter for the last 20 years)

--
Micaela Z. Shaughnessy, V.M.D.
1917 Shiver Drive
Alexandria, VA 22307
703-660-6362

Kidalov, Sally

From: Mt. Vernon District BOS
Sent: Wednesday, July 24, 2019 11:16 AM
To: Kidalov, Sally
Subject: FW: comments on GW Parkway

Follow Up Flag: Follow up
Flag Status: Completed

From: david goldstein <djg1971@gmail.com>
Sent: Wednesday, July 24, 2019 10:04 AM
To: Mt. Vernon District BOS <Mt.VernonDistrictBOS@fairfaxcounty.gov>
Subject: comments on GW Parkway

Hello,

Do not install traffic lights. Do not install roundabouts, or speed humps or speed bumps. What has happened can be cured by a cultural and behavioral change amongst those who use the Parkway. Perhaps, to encourage such change, one could consider stationing police cruisers along the Parkway, looking only for people texting on their mobile phones...if caught doing so, impose a mandatory fine of \$1,000, no questions asked. Second offense is \$2,000, mandatory and no questions asked. And so on. It's time to start curing society's ills by enforcing personal responsibility instead of heavy-handed "solutions" which reduce everyone's quality of life. My family knows one of the families personally that was involved in a recent bad accident on the Parkway...

An ex-frequenter of the GW Parkway

Kidalov, Sally

From: Mt. Vernon District BOS
Sent: Wednesday, July 24, 2019 1:34 PM
To: Kidalov, Sally
Subject: FW: Comments re Safety of GW Parkway

Follow Up Flag: Follow up
Flag Status: Completed

From: Kenneth Church <kchurch13@verizon.net>
Sent: Wednesday, July 24, 2019 11:21 AM
To: Mt. Vernon District BOS <Mt.VernonDistrictBOS@fairfaxcounty.gov>
Subject: Comments re Safety of GW Parkway

I believe that the entire GW Parkway would be much safer if the speed limit were limited to 25 mph, and that the new speed limit be enforced by the police. When I drive down the GW Parkway both North and South portions cars speed by me at very excessive speeds.

The City of Alexandria has reduced speed limits on many heavily driven areas (e.g., Quaker lane, etc.) to the 25 mph limit and it has been effective.

Kidalov, Sally

From: Mt. Vernon District BOS
Sent: Wednesday, July 24, 2019 1:34 PM
To: Kidalov, Sally
Subject: FW: Parkway Study

Follow Up Flag: Follow up
Flag Status: Completed

From: Daniel Walsh <dpwalsh@gmail.com>
Sent: Wednesday, July 24, 2019 11:43 AM
To: Mt. Vernon District BOS <Mt.VernonDistrictBOS@fairfaxcounty.gov>
Subject: Parkway Study

Comments provided to NPS on GWP safety provided per your request.

-----Break-----

To whom it may concern,

First, let me thank the NPS and our local representatives for taking up this issue. As a local resident who the drives parkway almost daily, I too share the concerns raised about safety on the Parkway.

While concerned about safety, I share an equal concern about preserving the historic nature of the parkway. I would not support any measure that would fundamentally change the character of this beautiful roadway for the sake of commuter convenience.

I believe at root there are two issues, speed and sight lines. In my opinion, speed poses the most serious threat both in entering/crossing the parkways and in opposing travel lane cross-overs.

For me, solutions like traffic signals would be a near tragedy and turn the Parkway into nothing more than a woodsy Route 1.

While policing would work, officers can not be there at all hours and the Park Service simply does not have the resources. Speed cameras seem an obvious solution. One only need to drive 295 in Maryland/DC to see the powerful, efficient impact they have. The devices are small and with a good integrator and some brown paint would be all but unnoticeable. I have heard legal objections raised from politicians but I have a hard time believing Congress through staffers and work with NPS leg affairs could not find a suitable legislative remedy through their appropriations bill or other to overcome any legal impediment. Such legislation could also be drafted to be narrow in scope as to only impact the southern parkway area and not affect other national parks.

Lastly, in road speed calming measures or the outlawing of certain turns at certain times of day also pose non-obtrusive remedies to some of the challenges and should be discussed.

I appreciate your time on this matter and the opportunity to comment.

V/R,

Daniel Walsh

Kidalov, Sally

From: Mt. Vernon District BOS
Sent: Wednesday, July 24, 2019 1:34 PM
To: Kidalov, Sally
Subject: FW: GW parkway

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----

From: Kerry Cooper <kjcooper@sprynet.com>
Sent: Wednesday, July 24, 2019 11:46 AM
To: Mt. Vernon District BOS <Mt.VernonDistrictBOS@fairfaxcounty.gov>
Subject: GW parkway

We should put a pedestrian bike/walking bridge over the parkway at Belle Haven or Bell View and/or have lights there with crosswalks.

Consider making turning left onto the Parkway illegal from streets without a center island.

Fix drainage so large puddles don't amass during storms between Wellington and Morningside (puddles turn to ice in winter, too.)

Speed bumps and/or speed cameras should be added.

Thanks,

Kerry Cooper
22308

Sent from my iPhone

Kidalov, Sally

From: Mt. Vernon District BOS
Sent: Wednesday, July 24, 2019 1:35 PM
To: Kidalov, Sally
Subject: FW: Traffic control GW Pkwy

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----

From: Patricia Uchello <pmuchello@aol.com>
Sent: Wednesday, July 24, 2019 12:20 PM
To: Mt. Vernon District BOS <Mt.VernonDistrictBOS@fairfaxcounty.gov>
Cc: cuchello@aol.com; valeigh@aol.com; Danny <danny.lyon@gmail.com>
Subject: Traffic control GW Pkwy

Hi, as a local citizen, I have seen so many bad accidents at the intersection of Belle View Blvd and GW Pkwy. Therefore, I strongly suggest that a traffic light be installed at that intersection. I feel this will ultimately save lives and property damage. At rush hour, it is very difficult to cross the parkway.

Thank you.

P. Uchello
2001 Shiver Dr.
Alexandria, Va 23307

Patsie
703-304-0156

Kidalov, Sally

From: Mt. Vernon District BOS
Sent: Wednesday, July 24, 2019 3:05 PM
To: Kidalov, Sally
Subject: FW: GWParkway

Follow Up Flag: Follow up
Flag Status: Completed

From: ashley shelton <sheltonashley@hotmail.com>
Sent: Wednesday, July 24, 2019 3:00 PM
To: Mt. Vernon District BOS <Mt.VernonDistrictBOS@fairfaxcounty.gov>
Subject: GWParkway

GWParkway feedback

During the 7am-9am southbound and 3:30-6pm north bound people are flying and speeding to Ft Belvoir to work. It feels so unsafe at those hours in that direction. Even southbound during evening rush hour doesn't seem as bad as the cars are more clustered. But man, all the out of state license plates that try to mow me over driving to and from Fr Belvoir are crazy scary speeders.

I think the parkway is safe.

Hate that they are patching the holes with asphalt instead of concrete and it's very bumpy.

Thank you,
22309 resident

Kidalov, Sally

From: Mt. Vernon District BOS
Sent: Wednesday, July 24, 2019 3:05 PM
To: Kidalov, Sally
Subject: FW: gw parkway

Follow Up Flag: Follow up
Flag Status: Completed

From: mary tracy <tracy.m@att.net>
Sent: Wednesday, July 24, 2019 12:26 PM
To: Mt. Vernon District BOS <Mt.VernonDistrictBOS@fairfaxcounty.gov>
Subject: gw parkway

comments:

i submitted comments at the hearing a few weeks ago, but don't have a copy. But here are some thoughts:

the simplest solution would be to prohibit left turns heading north from morningside lane-- much too dangerous because there is a curve and no median.. A sign requiring a right turn only , then a u turn at the next median that has a turn lane. (how about no left turns heading north from all intersections from the west without a median and turn lanes?) and the same for cars heading south from intersections east of the parkway ?

And of course, better enforcement of speeding would seem essential. One biker at that meeting who apparently carries a radar gun tracked a car at 80 mph at the Belleview crossing!!

I rarely see anyone going at the speed limit-- (and was hit last summer by speeding car after i had waited almost five minutes to make a left turn onto the southbound parkway from a parking lot near the river. There is a curve there, but i was able to position my car so i could see beyond the curve. The driver who sideswiped me was clearly going way above the speed limit, but since there were no witnesses, i couldn't prove it (and it was not reported). the damage was minor, but without more control of speeders, more accidents are likely.

Side comment: Sadly, there has been no effort by our elected officials to address the problems at the corner of Ft Hunt rd and Paul Spring (entrance to Hollin Hills). More than six years ago , when we tried to get Sen (then Del) Surovell to help, he was able to get a state police report indicated 23 accidents in that area alone in one year (far more than the accidents along the parkway)!!! (Sadly, surovell never followed up, claiming (falsely) that the CAHH had "unanimously" voted against

it. that was not true, and he refused to provide documents showing that claim. There has been at least one death there, and numerous HH residents have been hit there (one in the hospital for more than a week).

While the traffic numbers merit a traffic light, at the very least, turn lanes entering and exiting Paul Sp road would help. (and since those areas are not occupied by residences, adding them would not be very difficult or costly). There is also a substantial drop in elevation of Ft hunt road from the p.s. retirement home to Paul Spring Rd-- making it very difficult to see oncoming cars headed south, and it's almost impossible to see cars headed north on Ft Hunt from Paul Spring because of the curve and the bushes and trees planted there. These days most of us turn right and then go through mason hill to get a block away headed north-- but that can take about 5 minutes because of the very long wait that now occurs almost all day long. and no doubt Mason Hill residents are annoyed. (i have counted more than 40 cars in one minute early in the afternoon while waiting to enter Ft Hunt road-- way more than there were a decade ago.

Bikers should also be required to stay on the bike path from Mason Hill rd to Belleview. There are deep ditches on both sides of Ft Hunt, and the road does not meet minimum width standards in several areas (including the intersection of paul sp rd.)

and a sign requiring bikers and pedestrians to yield to turning cars are that corner is essential. it's hard enough to turn there, and when there is a brief opening for cars to enter Ft Hunt, they should not have to defer to speeding bikers (even if those bikers are on the bike path).

mary tracy

Kidalov, Sally

From: Kerry Cooper <kjcooper@sprynet.com>
Sent: Thursday, July 25, 2019 4:47 PM
To: Kidalov, Sally
Subject: Re: GW parkway

Follow Up Flag: Follow up
Flag Status: Completed

They are South of Morningside where the hill is steep next to the road. The runoff causes large puddles. In storms. In winter during the melt and freeze.

Sent from my iPhone

> On Jul 25, 2019, at 4:01 PM, Kidalov, Sally <Sally.Kidalov@fairfaxcounty.gov> wrote:
>
> Hi Kerry,
>
> Thank you so much for providing comments regarding the safety of the GW Parkway. In the next couple of weeks, if you happen to notice specific locations of large puddles, would you mind mentioning them to me?
>
> Thanks again for the comments!
>
>
> Respectfully yours in public service,
>
> Sally
>
> Sally N. Kidalov, M.Ed.
> Transportation Staff Aide
> Supervisor Dan Storck
> Mount Vernon District
> 2511 Parkers Lane
> Alexandria, VA 22306
> Main: 703-780-7518
> Direct: 703-619-4337
> FAX: 703-780-1491
> www.fairfaxcounty.gov/MountVernon
>
>
> Mount Vernon Nights FREE Summer Concert Series starts June 8. Friday nights at Grist Mill Park and Saturday nights at the Workhouse Arts Center.
>
> Please be advised, unless otherwise requested, that your email address will be added to our Mount Vernon District Advisor (newsletter) distribution list. Additionally, correspondence with Supervisors is subject to the Virginia Freedom of Information Act (FOIA). This means that your correspondence may be made public if someone requests it. Only a few matters are exempt from disclosure, including personnel information about individual employees.
>
>

>
>
>
> -----Original Message-----
> From: Kerry Cooper <kjcooper@sprynet.com>
> Sent: Wednesday, July 24, 2019 11:46 AM
> To: Mt. Vernon District BOS <Mt.VernonDistrictBOS@fairfaxcounty.gov>
> Subject: GW parkway
>
>
> We should put a pedestrian bike/walking bridge over the parkway at Belle Haven or Bell View and/or have lights there with crosswalks.
>
> Consider making turning left onto the Parkway illegal from streets without a center island.
>
> Fix drainage so large puddles don't amass during storms between Wellington and Morningside (puddles turn to ice in winter, too.)
>
> Speed bumps and/or speed cameras should be added.
>
> Thanks,
>
> Kerry Cooper
> 22308
>
>
> Sent from my iPhone

Kidalov, Sally

From: Mt. Vernon District BOS
Sent: Friday, July 26, 2019 4:11 PM
To: Kidalov, Sally
Subject: FW: GW Parkway South Safety Study

Follow Up Flag: Follow up
Flag Status: Completed

From: E Carl Uehlein <ecuehlein@earthlink.net>
Sent: Friday, July 26, 2019 3:01 PM
To: Mt. Vernon District BOS <Mt.VernonDistrictBOS@fairfaxcounty.gov>
Subject: GW Parkway South Safety Study

Thanks for sending the NPS Safety Report (although after the public meeting - wasn't aware of it). Anyway - here are our comments sent to NPS:

Your comments were successfully submitted.

July 26, 2019 09:13 AM Mountain Time

Park: George Washington Memorial Parkway
Project: Southern George Washington Memorial Parkway Safety Study
Document: George Washington Memorial Parkway Safety Study

Name: E. Carl Uehlein
Address:
City: Alexandria
State: VA
Postal Code: 22307
Email
Address:
Organization: Local Resident

1. limit speed for a start - if the speed limits were observed, the lines of sight (such as at BelleHaven Road) would be sufficient most of the time; 2. limit queueing on Northbound side of Parkway - since BRAC significantly increased the number of vehicles trying to get to the Beltway and go to Maryland in the p.m., the queues have significantly blocked line of sight for those trying to turn Northbound at the intersections, as well caused dangerous confusion as those coming off the Parkway cut the 90degree corner in front of those trying to enter the Parkway; 3. Ensure broad center strip, such as at BelleHaven Road so Northbound entrants

Comments: don't have to complete left turn in on maneuver.

Comment ID:
2002057-96964/157

Kidalov, Sally

From: Mt. Vernon District BOS
Sent: Friday, July 26, 2019 9:03 AM
To: Kidalov, Sally
Subject: FW: GW Parkway

From: Paula Hamilton <phamilton99@gmail.com>
Sent: Thursday, July 25, 2019 8:40 PM
To: Mt. Vernon District BOS <Mt.VernonDistrictBOS@fairfaxcounty.gov>
Subject: GW Parkway

I drive the Parkway every day to and from work in Arlington. The Parkway needs to be repaved and in areas leveled so you don't have bumps that lift you out of your seat!
Put tax money into it. Thank you, Paula

Kidalov, Sally

From: Mt. Vernon District BOS
Sent: Tuesday, July 30, 2019 11:13 AM
To: Kidalov, Sally
Subject: FW: GW Parkway Study

From: Bill Bland <billbland@lcsmithbrick.com>
Sent: Tuesday, July 30, 2019 10:00 AM
To: Mt. Vernon District BOS <Mt.VernonDistrictBOS@fairfaxcounty.gov>
Subject: GW Parkway Study

GW Parkway PRIORITIES:

- 1] Better Pedestrian Lighting for Crossings at Mount Vernon Estate Circle
- 2] Speed Humps each Quarter Mile, to force Commuters to Reduce Speed
- 3] Turn Lanes at 'EVERY' Intersection Street to the Parkway, except Lucia Lane, River Farm Dr., Herbert Springs Rd & Northdown Rd.
- 4] Speed Cameras the entire length of the GW Parkway, from I-495, near the American Legion Bridge, to the Mount Vernon Circle.
- 5] Increased Signage to Remind Large Trucks to not use the GW Parkway
- 6] Flashing Signs to Remind Bus Drivers of the Curbside Lane's Low Clearance at the Stone Bridge
- 7] No Littering Signage, Reminding Travelers, that the GW Parkway is a National Treasure
- 8] Lighting at the River View Pullovers to Deter Late Night Gatherings (for who know what reason??)

Thanks,

Bill Bland & Nancy White

Kidalov, Sally

From: Mt. Vernon District BOS
Sent: Monday, July 29, 2019 10:49 AM
To: Kidalov, Sally
Subject: FW: GW Parkway Feedback

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----

From: Gerry <gsantulli@cox.net>
Sent: Sunday, July 28, 2019 10:29 AM
To: Mt. Vernon District BOS <Mt.VernonDistrictBOS@fairfaxcounty.gov>
Subject: GW Parkway Feedback

There is talk of using speed cameras on the Parkway. I am NOT in support of speed cameras on the Parkway.

Gerald Santulli
Alexandria, VA

Sent from my iPhone

Kidalov, Sally

From: Mt. Vernon District BOS
Sent: Monday, July 29, 2019 10:49 AM
To: Kidalov, Sally
Subject: FW: GW Parkway signage recommendations from a daily driver.

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----

From: Cox1 <etudier@cox.net>
Sent: Sunday, July 28, 2019 12:57 PM
To: Mt. Vernon District BOS <Mt.VernonDistrictBOS@fairfaxcounty.gov>
Subject: GW Parkway signage recommendations from a daily driver.

Supervisor Storck -

I posted the following comments at the NPS comment link for the GW Parkway Safety Study and am sharing them with you and Congressman Beyer as well. Thanks for being so active in taking care of us!

Lorraine McCall
Collingwood

GW Parkway signage recommendations from a daily driver.

Signs for NO COMMERCIAL VEHICLES need to be much bigger and more easily visible.

Enforcement for Commercial vehicle violations should be much more strongly enforced - including for busses.

Every day I see commercial vehicles traversing the Parkway. Make the fines large enough, and the NPS could afford a lot more upkeep and officers while improving safety.

AND STOP the busses! They are a menace and unsafe PLUS their added weight on the roadway is certainly contributing to its deplorable state of repair.

Signs should be crystal clear that the actual roadway IS part of the "Park Area" not just the picnic spots as is intimated in the current signage.

Even people who live here and travel it daily do not all recognize the ROAD is part of the PARK AREA. For people from outside the area, the many visitors that travel the GW Parkway every day from around the world, they are definitely unaware and DO NOT recognize that the ROAD is part of the PARK AREA.

Additionally, GW Pkwy signage desperately needs to indicate HEIGHT RESTRICTION ALERTS at EVERY single entrance to the Parkway....EVERY entrance or there will certainly be permanent damage to the Stone Bridge

Kidalov, Sally

From: Mt. Vernon District BOS
Sent: Thursday, August 1, 2019 9:20 AM
To: Kidalov, Sally
Subject: FW: comment - GW Parkway

Follow Up Flag: Follow up
Flag Status: Completed

-----Original Message-----

From: Jack Dinan <jdinan@cox.net>
Sent: Wednesday, July 31, 2019 9:26 PM
To: Mt. Vernon District BOS <Mt.VernonDistrictBOS@fairfaxcounty.gov>
Subject: comment

I was unable to navigate the NPS site far enough to leave a comment. I'll dhere instead.

I have no comment specifically on safety issues at intersections but I am concerned that the volume of commercial traffic on this section of the Parkway is steadily increasing. Every day I see trucks ranging from vans with signage for plumbing and electrical companies, to dump trucks, and at least once an 18 wheel vehicle.

Although to my knowledge these do not yet represent a safety concern, the day is coming when their volume might contribute to collisions at the entrances and exits.

If they are not legal, they should be ticketed.

Kidalov, Sally

From: Mt. Vernon District BOS
Sent: Tuesday, July 30, 2019 11:13 AM
To: Kidalov, Sally
Subject: FW: GW Parkway Study

Follow Up Flag: Follow up
Flag Status: Completed

From: Bill Bland <billbland@lcsmithbrick.com>
Sent: Tuesday, July 30, 2019 10:00 AM
To: Mt. Vernon District BOS <Mt.VernonDistrictBOS@fairfaxcounty.gov>
Subject: GW Parkway Study

GW Parkway PRIORITIES:

- 1] Better Pedestrian Lighting for Crossings at Mount Vernon Estate Circle
- 2] Speed Humps each Quarter Mile, to force Commuters to Reduce Speed
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- 6] Flashing Signs to Remind Bus Drivers of the Curbside Lane's Low Clearance at the Stone Bridge
- 7] No Littering Signage, Reminding Travelers, that the GW Parkway is a National Treasure
- 8] Lighting at the River View Pullovers to Deter Late Night Gatherings (for who know what reason??)

Thanks,

Bill Bland & Nancy White

Kidalov, Sally

From: ronald cunningham <cunninghamrm@msn.com>
Sent: Thursday, August 8, 2019 4:18 PM
To: Kidalov, Sally
Subject: Input to NPS on Safety Study on George Washington Memorial Parkway
Attachments: NPS GWP Safety Study 1.jpg; NPS GWP Safety Study 2.jpg

Follow Up Flag: Follow up
Flag Status: Completed

Ms Kidalov,

Please see my inputs requested by the National Park Service (NPS) regarding the Safety Study on the George Washington Memorial Parkway. Attached is my letter and their (NPS) acknowledgement of receipt. These are provided for your information.

Sincerely,

Ron Cunningham

PEPC Planning, Environment & Public Comment[PEPC Home](#)[Documents by Park](#)[Policy/Links](#)[Park Planning](#)[Search Documents](#)**PROJECT LINKS**[Project Home](#)[Plan Process](#)[Meeting Notices](#)[Links](#)[Document List](#)[Open For Comment \(1\)](#)

Thank You!

George Washington Memorial Parkway Safety Study

Your comments were successfully submitted.

July 17, 2019 09:40 AM Mountain Time

Park: George Washington Memorial Parkway
Project: Southern George Washington Memorial Parkway Safety Study
Document: George Washington Memorial Parkway Safety Study

Name: Ronald C Cunningham
Address: 1302 Wake Forest Dr. Alex. VA 22307
City: Alexandria
State: VA
Postal Code: 22307
Email: cunninghamrm@msn.com

Address:
Organization: Westgrove Citizens Association Transportation Rep. to MVCCA

Comments: The 'Your Speed' Signs at the Tulane intersection and at the Wellington Dr. area are still not working early in the mornings or at all during the night time hours. This observation is as of 17 July. Can an addition electronic 'Your Speed' be placed prior to the Belle Haven Rd. and Belleview Blvd. intersections for the southbound traffic? The speed limit at the two intersection is 35 mph. The speed limit is routinely exceeded. I have seen numerous near mishaps at these two areas. Since Park Police Master Patrol Officer Steven B. Wood's retirement in Dec, 2018 there has been virtually no enforcement at these two intersections. Your Traffic Study posters (1911jpg) shows 56 and 68 crashes here. There must be a significant effort of speed enforcement here. I have yet to see any speed enforcement in the 45 mph area south of the Tulane intersection to the Mt. Vernon Estate. This is unacceptable and must change if you ever want to get a handle on speeding on the parkway. Will the NPS ever consider speed cameras on the parkway? Respectfully, Ron Cunningham

Comment ID: 2001580-96964/86

 [Print This Information](#)

REFERENCE: Alexandria to Mt. Vernon Safety Study

The Park Police's moveable electronic 'Your Speed' signs at the Parkway intersections of Tulane Dr. (southbound) and the Wellington area (northbound) do not work at night or during the early morning hours. Recommendation: Park Police acquire permanent 'Your Speed' signs to replace the current unreliable signs. The Tulane sign should be relocated to an area before Belle Haven Rd and Belleview Blvd. for the southbound traffic. The speed limit at these intersections is 35 mph. I have seen numerous near mishaps at these intersections as the speed limit is routinely exceeded. A reliable permanent sign should also replace the current one at the Wellington area for northbound traffic.

The right pointing directional arrow sign on the median before the intersection at Tulane Dr. (southbound) should be accompanied with a 'No U Turn' or 'No Left Turn' sign. A dangerous situation has been created for traffic coming out on Tulane turning left, northbound, on the parkway because of people making illegal turns. On 26 September 2018 a serious accident occurred here closing the parkway for over 2 hours. There have been many other accidents at this intersection.

Park Police representatives have stated at the MVCCA Transportation Committee meetings there is only one officer assigned to the parkway, south of Old Town to the Mt. Vernon Estate. The addition of reliable 'Your Speed' and 'Speed Radar Enforced' signs are useless without enforcement. Before December 2018, there were periods when Park Police were enforcing the 35-mph zone between Belle Haven and Belleview. Since then I have seen only one police officer stop a car in the area this past week (8-11 July). I am a daily commuter on the Parkway before 6 am northbound and later in the morning southbound through this area. In the 45-mph area south of Tulane to the Mt. Vernon Estate, I have yet to see any Park Police enforcement. One officer cannot be expected to enforce the speeding throughout the entire stretch of the parkway. The consolidation of government offices at Ft. Belvoir and heavy development south have added to a tremendous increase in traffic. I am inclined to support speed cameras. This proposal was part of a 4 March 2018, resolution sent to Congressman Beyer by the Co-Chair of the MVCCA Transportation Committee. State Senator Surovell and Delegate Krizek supports cameras, as well. The money collected in fines would certainly help in the maintenance of the roadway; perhaps allow for the hiring of a second officer.

A retired architect who worked for the National Park Service (NPS) has proposed a solution to the unsafe parkway conditions. "The NPS should excess its parkways to state governments to be incorporated as state highways and parks for the following reasons:

- NPS parkways are a second priority for funding because they are not within the core mission
- Parkway staffs are ill-suited to highway management, maintenance and design
- Heavy use of parkway roads requires disproportionately high maintenance funding
- The Park Police have difficulty providing for public safety because of the wholly linear nature of the coverage zone."

For the G.W. Parkway, this suggestion may be a solution to the Park Police manpower shortage and allow Fairfax County Police to issue speeding ticket on the parkway. I would advocate this only for the G. W. Parkway and not all NPS parkways in the state.

Kidalov, Sally

From: Jim Klein <jim.klein@lardnerklein.com>
Sent: Tuesday, August 13, 2019 6:23 PM
To: LaRocca, Aaron
Cc: Mt. Vernon District BOS; Kidalov, Sally
Subject: Re: George Washington Memorial Parkway
Attachments: Kleincomments_GWparkwaysafety.pdf

Aaron,

Thank you for reaching out regarding the Parkway Safety Study. Please see attached comments regarding the GW Parkway Safety Study.

There are some images included with the comments and I did not know how to attach something to the PEPC website. Please accept these comments by email.

Thank you,

Jim Klein
Trails, Sidewalks and Bikeways committee
Mt. Vernon Rep
703-650-8153

From: "LaRocca, Aaron" <aaron_larocca@nps.gov>
Date: Wednesday, July 10, 2019 at 3:01 PM
To: <undisclosed-recipients:;>
Subject: George Washington Memorial Parkway

Hello,

Supervisor Storck's office asked me to reach out to you. Most of the conversation between the NPS and the Supervisor's office has been related to the Safety Study for the section of the GWMP between Alexandria and Mount Vernon. So I assume that's why they shared your contact information. I hope it's okay that I'm reaching out.

I've attached an info sheet for the project. The NPS also established [project specific web-page](#) for this effort that has very similar info as the info sheet. The [comment page](#), which is separate from the project page will be opened tomorrow to receive public comments.

Please let me know if you have any questions. Thank you

Aaron LaRocca
Chief of Staff
George Washington Memorial Parkway
c. 202-438-6619

GW Parkway Safety Study Comments from:
Jim Klein
Trails, Sidewalks and Bikeways Committee
Mt. Vernon Rep
703-650-8153

Aaron,

Thank you for reaching out regarding the Parkway Safety Study. Unfortunately, I was out of the area on vacation when the open house was conducted on July 11th. So these comments relate to the information available on the Project Web Site. My apologies if some of these comments were better addressed at that meeting than what is on the website.

As the Mt. Vernon District Representative on the Fairfax County Trails, Sidewalks and Bikeways Committee and as a "fair weather" bicycle commuter for the past 25 years from my Hollin Hills neighborhood to Old Town Alexandria I have a fairly in depth knowledge of the parkway and the Mt. Vernon Trail (both driving and bicycling). I am also a Landscape Architect who has worked extensively on projects involving the preservation and enhancement of historic roadways (including enhancing these routes to promote bicycle tourism while preserving their character defining features) throughout the United States such as Route 66 through the Mojave Desert in California, the Historic National Road in Maryland, the Lincoln Highway in Pennsylvania, the Palisades Interstate Parkway in New York/New Jersey, and Illinois River Road. I offer these comments with that experience in mind.

The comments are my personal comments and not those of the Trails, Sidewalks and Bikeways committee.

The most important comment that I have is that pedestrian and bicycle access from the adjoining neighborhoods to the Parkway need to be significantly improved in tandem with the vehicular safety. Of particular concern are the northern most intersections: Belle Haven Road, Belleview Boulevard and Tulane Drive. Between morning bus commuters dodging cars across the parkway and bicyclists trying to cross, it is nearly impossible to access the Mt. Vernon Trail. During weekends, there is similar conflicts especially where trail users cannot get to the trail from adjoining neighborhoods without taking their life in their hands. Belleview Boulevard is the most critical.

The next set of comments are related to the information provided on the web site and that being used to evaluate alternatives moving forward. The third set of comments related to ideas that could be worth considering to address some of the safety issues along the Parkway.

- 1) Existing Conditions Displays – – This study must address more than just parking lots and moving cars. Please incorporate into the existing conditions assessment, information about parkway destinations and adjoining land use. Please consider how people access the facilities within this heavily used unit of the National Park system including but not limited to:
 - Belle Haven Park (need user characteristics – it is packed most spring, summer and fall weekends, many summer evenings)
 - Dyke Marsh Park (environmental sensitivity)
 - Fort Hunt Park (need user characteristics, related management plan recently undertaken)
 - River Farm (American Horticultural Society) – non-governmental organization managed property used for events, environmental education, and more

- Riverside Park – need user characteristics
 - Mt. Vernon – why is this primary destination with a million visitors a year and most of the tour buses that use the parkway not addressed specifically? How many of those visitors travel down the parkway from Alexandria versus coming from Route 1? How many buses, how may come by the trail
- 2) Need more information describing the character defining features of the Parkway. The few short slides about parkway history are woefully inadequate. The link to the National Register form is important, but what does this mean in terms of Section 106 and any future safety improvements that might be made. Extensive work has been done on understanding the vegetation/landscape design along the Parkway by Paul Keltch (Virginia Tech Faculty member). This information should be communicated to the public in a readily understandable way so they understand more about the character defining features of this National Historic Register site. The parkway was also designated as one of 150 plus National Scenic Byways by the Federal Highway Administration. Although this program is not currently funded, the designation is still significant and should be recognized. All of these character defining features MUST be addressed as per section 106 (which does not seem to be mentioned in any material on the website).
- 3) Need better information about trail user characteristics as shown on the DISPLAY BOARD: GWPKWY Boards_7.10.197.jpg which are inaccurate. The daily bicycle and pedestrian counts are low – when was this data collected? Weekends have very high daily usage – here is a link to stats from 2010-2011. I am sure there are more recent ones, but the paid consultant should be providing this information. If all they did was take one snapshot of use on a single weekday, that is not an accurate picture of the use of that trail.

Source:

[https://parkplanning.nps.gov/showFile.cfm?projectID=23571&MIMEType=application%252Fpdf&filename=Mount Vernon Trail Stats - June 2012.pdf&sfid=135303](https://parkplanning.nps.gov/showFile.cfm?projectID=23571&MIMEType=application%252Fpdf&filename=Mount%20Vernon%20Trail%20Stats%20-%20June%202012.pdf&sfid=135303)

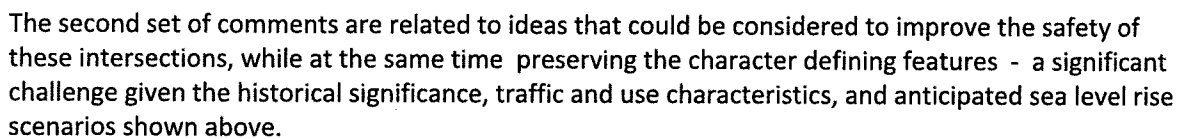
In 2011 at Vernon View: workday ADT of 692; weekend ADT of 1488

In 2011 at Dyke Marsh: workday ADT of 1631; weekend ADT of 1901

- 4) Need better information on the impact of sea level rise and increasing intensity of storms and flooding in this area. Where is the information on the Belle Haven community flood mitigation project and how that would affect the parkway intersections at Belle Haven Road, Belleview Boulevard and Tulane Drive as well as the Mt. Vernon Trail. Where is information about how the rising intensity of storms and sea level rise will affect flooding and storm surge characteristics of the parkway travel patterns and subsequently the intersections under study. Having ridden along the Mt. Vernon Trail for 25 years I have noticed that the low lying tidal guts between Tulane and Belleview Boulevard have created permanent wetlands and are encroaching on the trail on a regular basis between the boardwalk and Belle Haven. The dark red areas on the map below show how just one foot of sea level rise will affect the parkway. The 2014 national climate assessment scenarios project that one foot of sea level rise would occur somewhere between 2024 and 2040 – well within the planning horizon for this work. More recent assessments do not improve this scenario.

Below is a map showing the “bathtub” model of showing inundation for each foot of sea level rise. The dark red areas show just one foot of rise which would start to inundate the parkway on a

If no flood mitigation work is done, then the Parkway will likely flood at greater and greater frequencies with sustained damage to the parkway itself.

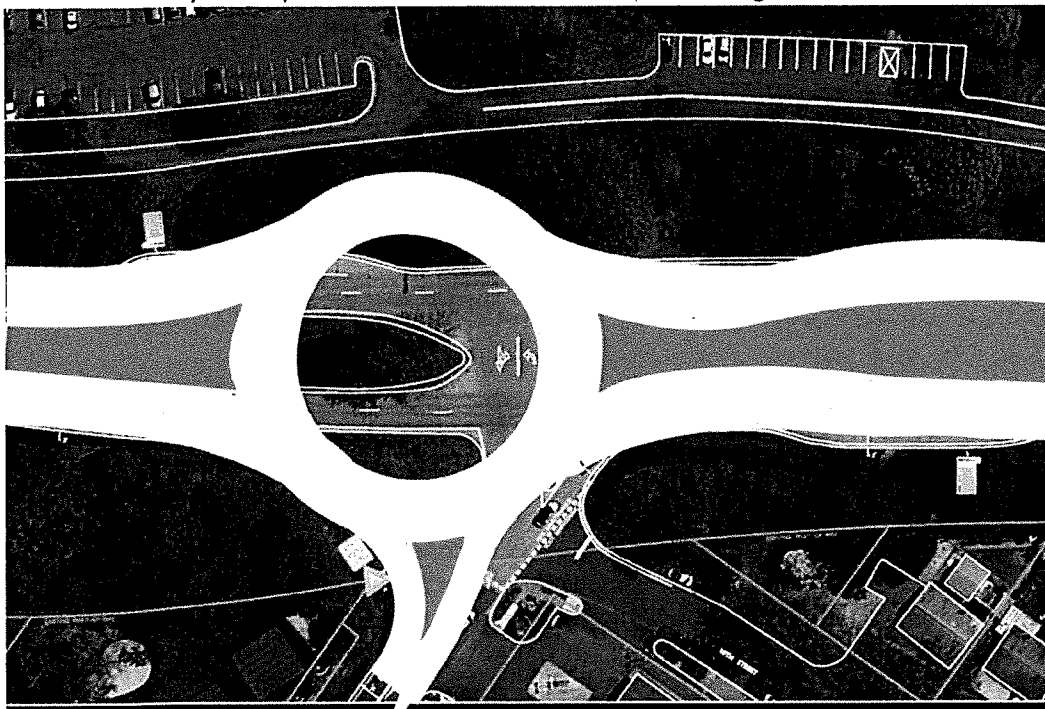


- 1) Please consider restricting left turns from the Parkway onto Bellevue Boulevard and Belle Haven Road during rush hours if practical, being sure to examine where the traffic would go that can no longer turn left as a short cut to avoid the Springfield to Wilson Bridge backup on 95
- 2) Traffic calming

- a. Continue to use low cost traffic calming measures like the speed activated radar signs - but consider permanent signs which can be tastefully installed showing the posted and actual speed limit
- b. Continue enforcement measures but increase their use southbound during rush hour
- 3) Pedestrian and bicycle crossings – consider the use of a HAWK signal at Bellevue Boulevard (and any other similarly high pedestrian and bicycle use crossings) coupled with crosswalk markings on the roadway and required signage

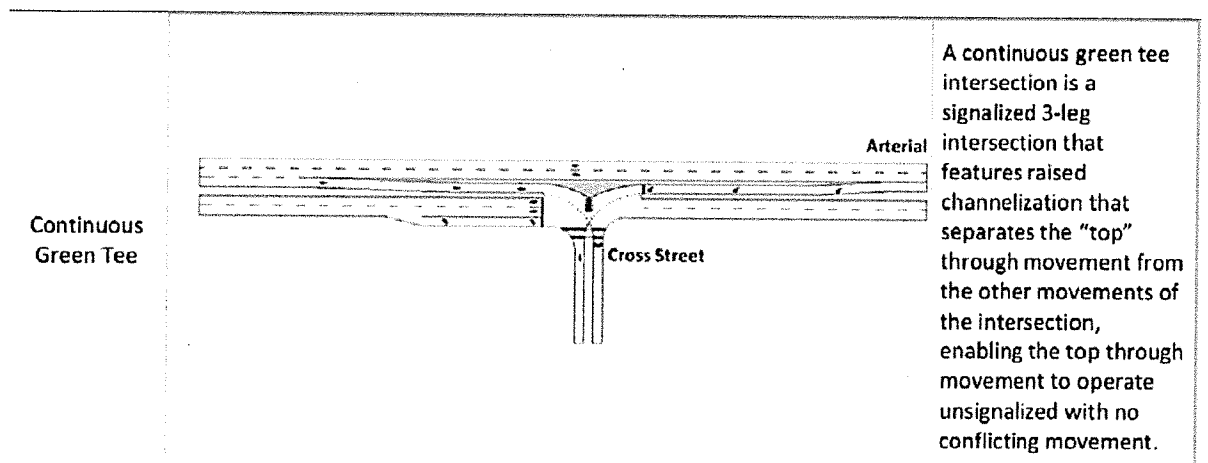
Physical modifications

- 1) Wider splitter islands and/or alternative intersection designs
 - a. Belle Haven Road - there is currently not enough space for vehicles that are turning left from these roads onto the Parkway. The parkway signage for left turns onto Belle Haven Road is confusing
 - b. Bellevue Boulevard - similarly there is not enough space for a car to hold in the median area waiting to turn left, and left turning vehicles from the Parkway conflict with left turning vehicles onto the Parkway
 - c. Other intersections as deemed appropriate where at least one car storage at the median is needed to increase safety of crossings
- 2) Roundabout option – please consider the potential for a roundabout at the Belle Haven Road intersection as a way to handle the left turning movements and to serve as a traffic calming intervention (as speeds through a roundabout are 25 mph or less) Diagram shows roundabout with two lanes in both directions and the one lane each direction intersection at Belle Haven – the entry to the park could be moved over to be the 4th leg of the roundabout



George Washington Memorial Parkway
at Belle Haven Road

- 3) Option for a Continuous Green Tee intersection – although it may require a signal, this is worth considering to sort out the left turn movements at Belle Haven and Bellevue



From: "LaRocca, Aaron" <aaron_larocca@nps.gov>
Date: Wednesday, July 10, 2019 at 3:01 PM
To: <undisclosed-recipients;;>
Subject: George Washington Memorial Parkway

Hello,

Supervisor Storck's office asked me to reach out to you. Most of the conversation between the NPS and the Supervisor's office has been related to the Safety Study for the section of the GWMP between Alexandria and Mount Vernon. So I assume that's why they shared your contact information. I hope it's okay that I'm reaching out.

I've attached an info sheet for the project. The NPS also established [project specific web-page](#) for this effort that has very similar info as the info sheet. The [comment page](#), which is separate from the project page will be opened tomorrow to receive public comments.

Please let me know if you have any questions. Thank you

Kidalov, Sally

From: Mt. Vernon District BOS
Sent: Thursday, August 15, 2019 11:44 AM
To: Kidalov, Sally
Subject: FW: FYI: GW Parkway Comments Submitted to NPS

Follow Up Flag: Follow up
Flag Status: Completed

From: Susan Church <schurch13@verizon.net>
Sent: Thursday, August 15, 2019 10:16 AM
To: Mt. Vernon District BOS <Mt.VernonDistrictBOS@fairfaxcounty.gov>
Subject: FYI: GW Parkway Comments Submitted to NPS

Open For Comment (1)

Print Form

Comment period closes
Aug 21, 2019

at 11:59 PM Mountain Time in
6 Days, 16 Hours, 34 Min.

Comment Form

Country:	United States of America
City:*	Alexandria
State/Territory:*	Virginia
Postal Code:*	22306
First Name:	Susan
Last Name:	Church
Organization:	
Address 1:	2480 Windbreak Dr
Address 2:	
E-mail:	schurch13@verizon.net

Please submit your comments in the box provided. If y clicking on Print Form in the left navigation.

Comments:

The intersection from Belle Haven Rd on Blvd and the Pkwy, because vehicles att can go halfway and wait for northbound HOWEVER, years ago, that intersection u the pavement directed the northbound ca BEHIND the cars turning northbound onto the bright idea to change the arrows on from the Pkwy onto Belle Haven to turn Pkwy. This change resulted in restricte northbound onto the Pkwy.

Kidalov, Sally

From: Mt. Vernon District BOS
Sent: Monday, August 19, 2019 9:13 AM
To: Kidalov, Sally
Subject: FW: George Wash Parkway Comments
Attachments: George Washington Memorial Parkway.doc

From: David L. Temple, Jr. <tempjr1@aol.com>
Sent: Friday, August 16, 2019 4:33 PM
To: Mt. Vernon District BOS <Mt.VernonDistrictBOS@fairfaxcounty.gov>
Cc: tempjr1@aol.com
Subject: George Wash Parkway Comments

Dan:

Attached please see my written comments to the Parkway Study Group. You asked to be copied.

David

David L. Temple, Jr

tempjr1@aol.com

703-964-6991-m

"Start where you are. Use what you have. Do what you can."

Arthur Ashe

"Where there is a will, there is a way." Unknown Author

August 16, 2019

George Washington Memorial Parkway
Attn: Alexandria to Mount Vernon Safety Study
700 George Washington Memorial Parkway
c/o Turkey Run Park
McLean, Virginia 22101

Dear Alexandria to Mount Vernon Safety Study:

I have lived steps away from the Belleview Blvd/Parkway entrance/exit since 1983. Frankly, there have been thousands of occasions when I sat, prayerfully, hoping that I could successfully gauge two-way traffic flow, shoot forward, maneuvering left into north-bound parkway traffic, while accelerating sufficient to avoid a crash into my rear. Or, alternatively, attempting a right south-bound turn, while trying unsuccessfully to see around the left turning auto on my left, to keep from slamming into all of the fast-rushing traffic heading south. Or worse, the occasional motorist who, not having experienced this white-knuckling intersection, sits there for endless minutes never knowing when/if to "approach or to avoid."

All too often from my residence I can hear the crashing sounds of motorists who were not successful at the maneuvers, soon followed by EMT and firetruck sirens rushing to the crash scenes. Surely, there must a fix for this predictable crash fatality moment.

My second request: paint divider lines that can be seen at night, especially during storms or rain. Not sure what chemists' mixture is needed for this, but it *must* be done. Secondly, insatll lights at certain segments along the parkway, and hope that it would not require an act of congress to get this life-saving addition accomplished.

Please do something. I am truly amazed and prayerful that I have not yet caused an accident there, or been injured...yet.

Sincerely,

David L. Temple ,Jr
6611 10th Street B2
Alexandria, VA 22307
703-964-6991/ tempjr1@aol.com

Kidalov, Sally

From: Bill Bland <billbland@lcsmithbrick.com>
Sent: Friday, August 16, 2019 10:17 PM
To: Kidalov, Sally
Subject: Re: GW Parkway Study

Two additional suggestions

- (1) Add two more park police with one dedicated to writing speeding tickets and ticketing large commercial trucks
- (2) Direct morning north bound traffic to use the right lane, this giving vehicles trying to turn north bound from west of the parkway a safer opportunity to do so

And reverse the thought in the evening, with south bound traffic using the left lane especially as they pass Belhaven & Belle View

Bill Bland

On Aug 16, 2019, at 9:53 AM, Kidalov, Sally <Sally.Kidalov@fairfaxcounty.gov> wrote:

Good Morning Mr. Bland,

Thank you for sharing your comments with Supervisor Storck! We appreciate you taking the time to participate in this important process.

Respectfully yours in public service,

Sally

Sally N. Kidalov, M.Ed.
Transportation Staff Aide

Supervisor Dan Storck
Mount Vernon District
2511 Parkers Lane
Alexandria, VA 22306
Main: 703-780-7518
Direct: 703-619-4337
FAX: 703-780-1491

www.fairfaxcounty.gov/MountVernon

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Mount Vernon Nights FREE Summer Concert Series starts June 8.
Friday nights at Grist Mill Park and Saturday nights at the Workhouse Arts Center.

Please be advised, unless otherwise requested, that your email address will be added to our Mount Vernon District Advisor (newsletter) distribution list. Additionally, correspondence with Supervisors is

subject to the Virginia Freedom of Information Act (FOIA). This means that your correspondence may be made public if someone requests it. Only a few matters are exempt from disclosure, including personnel information about individual employees.

From: Bill Bland <billbland@lcsmithbrick.com>

Sent: Tuesday, July 30, 2019 10:00 AM

To: Mt. Vernon District BOS <Mt.VernonDistrictBOS@fairfaxcounty.gov>

Subject: GW Parkway Study

GW Parkway PRIORITIES:

- 1] Better Pedestrian Lighting for Crossings at Mount Vernon Estate Circle
- 2] Speed Humps each Quarter Mile, to force Commuters to Reduce Speed
- 3] Turn Lanes at 'EVERY' Intersection Street to the Parkway, except Lucia Lane, River Farm Dr., Herbert Springs Rd & Northdown Rd.
- 4] Speed Cameras the entire length of the GW Parkway, from I-495, near the American Legion Bridge, to the Mount Vernon Circle.
- 5] Increased Signage to Remind Large Trucks to not use the GW Parkway
- 6] Flashing Signs to Remind Bus Drivers of the Curbside Lane's Low Clearance at the Stone Bridge
- 7] No Littering Signage, Reminding Travelers, that the GW Parkway is a National Treasure
- 8] Lighting at the River View Pullovers to Deter Late Night Gatherings (for who know what reason??)

Thanks,

Bill Bland & Nancy White