

George Washington Memorial Parkway
National Park Service
U.S. Department of the Interior



Mount Vernon Trail Improvement Project at Theodore Roosevelt Island Parking Lot

Public Review of Alternatives
March 2014



Purpose of Presentation

- Present project goals
- Present and define proposed alternatives
- Explain how general public and interested stakeholders can comment on proposed alternatives
- Provide drawings of proposed alternatives for reference



Project Area





Project Goals

- Reduce visitor conflict and improve visitor experience
- Increase safety
- Provide separated activities
- Enhance visitor experience through installation of water fountain, interpretive areas, improved bike racks and additional signage
- Upgrade trail to meet minimum design standards for Mount Vernon Trail
- Select an action alternative that minimizes impact to the site's natural and cultural resources



Existing Conditions

- Mount Vernon Trail users traversing parking lot that conflict vehicle travel
- Narrow section of Mount Vernon Trail with no shoulders
- Ramps that interrupt trail
- Trees that interrupt trail
- Sharp (90 degree) turn at trail crossing of parking lot





Common to All Alternatives

- Discourage trail users traveling through parking lot
- Widen northern segment of Mount Vernon Trail to 9 ft. width with 2 ft. shoulders
- Install stop signs for motorists to define right of way at trail crossing
- Separation of activities at entry to Theodore Roosevelt Island (TRI)
- Install water fountain near trail and entry to Theodore Roosevelt Island (TRI)
- Install various directional and site interpretive signage



Alternative 1*

■ PROS

- Increase safety at trail crossing
- Encourages trail users to stay on trail
- Define right of away at trail crossing parking lot
- Consistent trail elevation at trail crossing
- Increase turning radius at trail crossing from 0' radius to 36' radius)
- Maintain current parking spaces
- Separation of activities at Theodore Roosevelt Island bridge access area
- Stop sign and table will slow/stop vehicular traffic

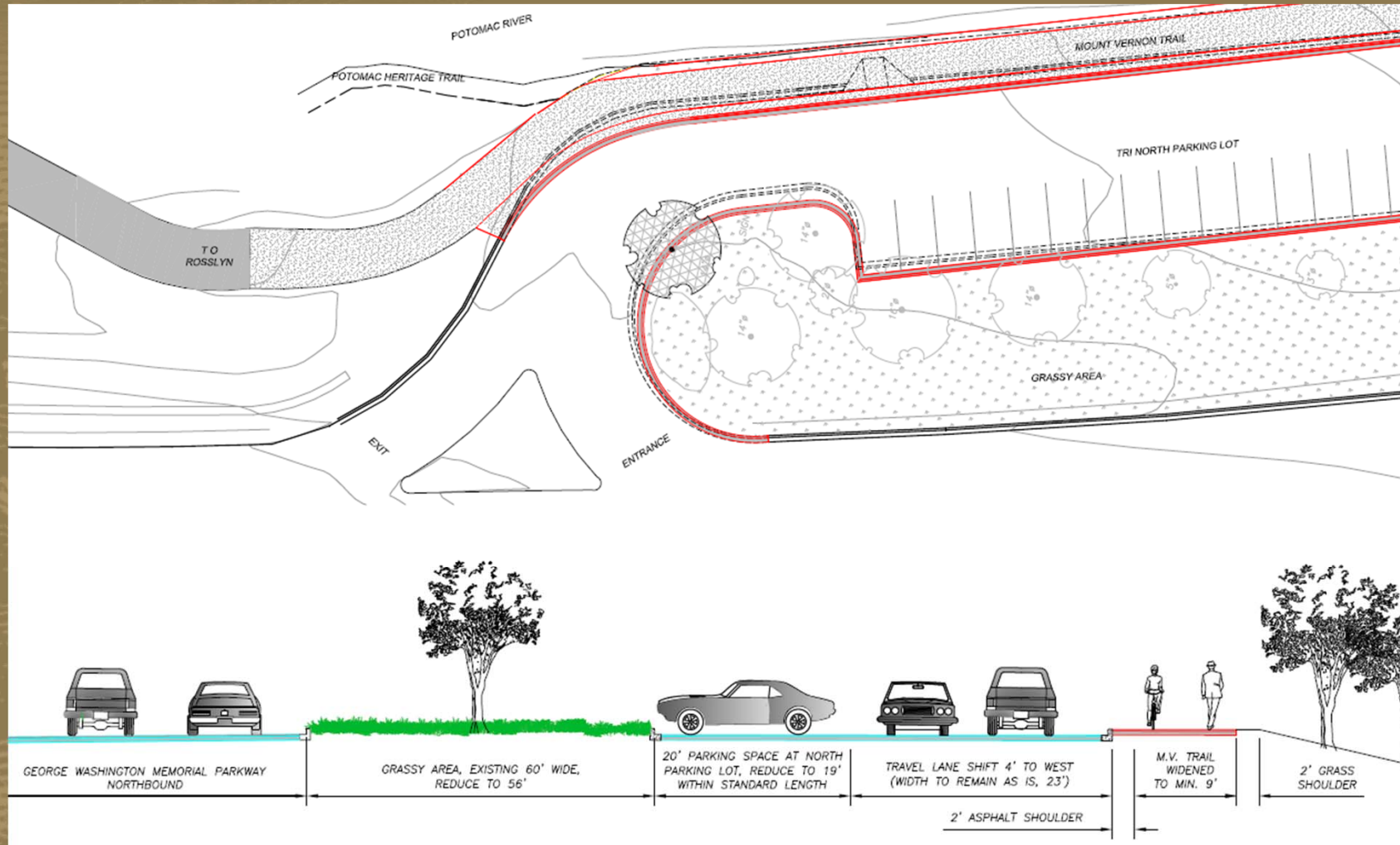
■ CONS

- Total increase in impervious pavement: 438 square feet
- Loss of one tree (14" diameter)
- Fountain sited for trail users

*See full detailed drawing A2 in the appendix



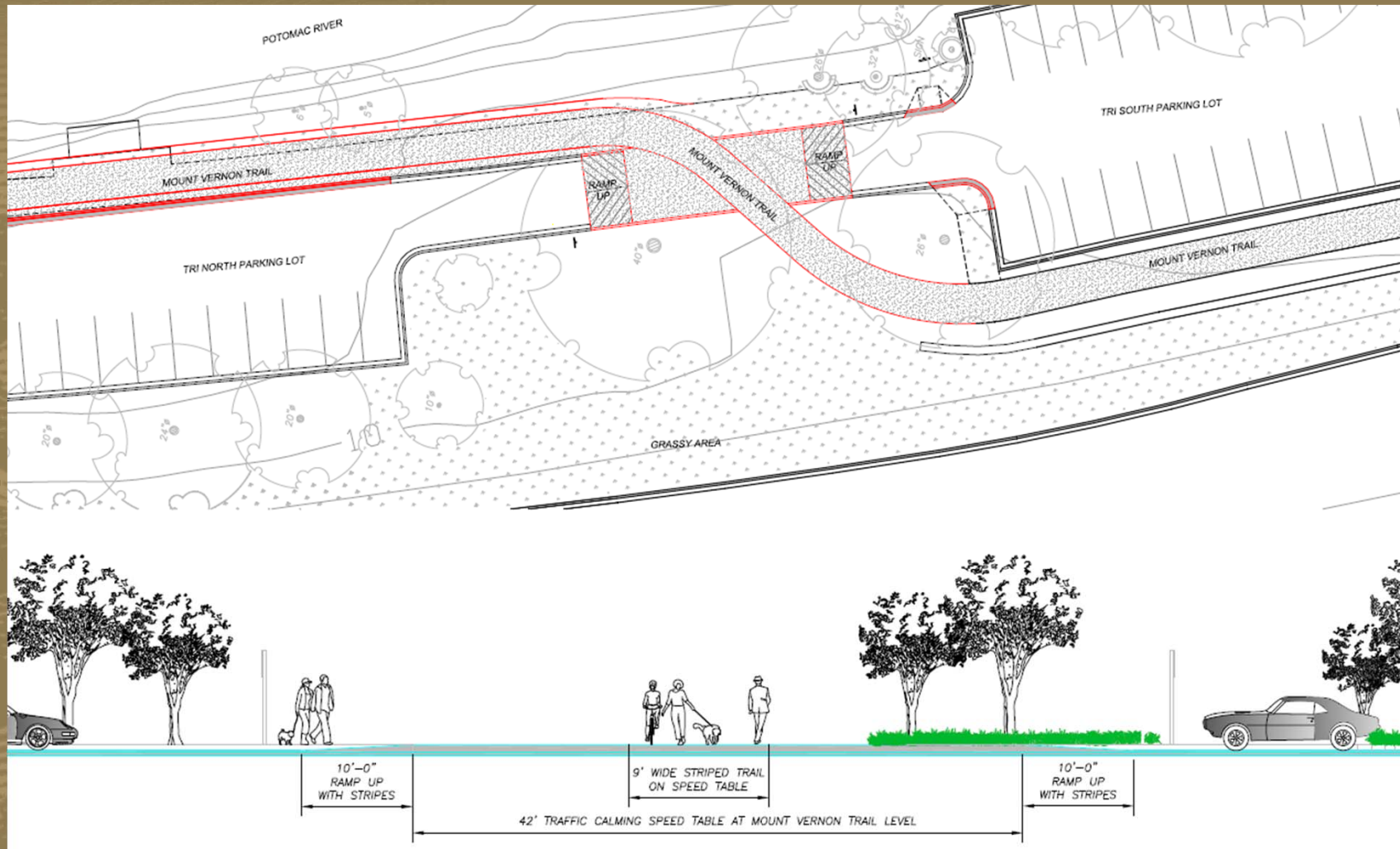
Alternative 1 – Trail Widening*



*See full detailed drawing with cross section A3 in the appendix



Alternative 1 – Trail realignment*



*See full detailed drawing with cross sections A4 in the appendix



Alternative 1 – Theodore Roosevelt Island bridge entry*



*See full detailed drawing A5 in the appendix



Alternative 2*

■ PROS

- Increase safety at trail crossing
- Encourages trail user to stay on trail
- Define right of way at trail crossing parking lot
- Separation of activities at tri bridge access area
- Stop sign at trail crossing parking lot will slow vehicular traffic
- Separation of pedestrians and bikers at north parking lot
- Fountain location convenient to all users

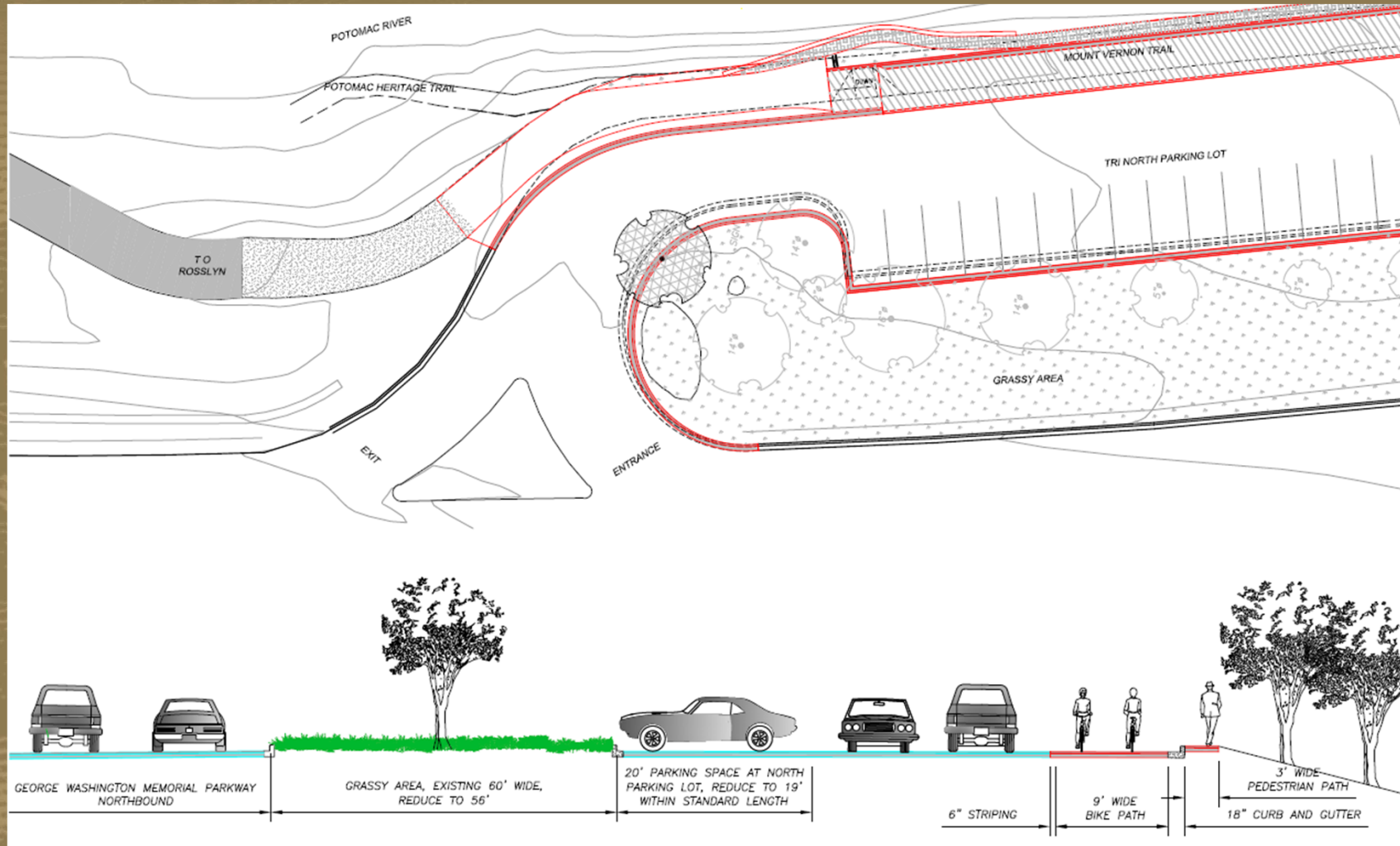
■ CONS

- Total increase in impervious pavement: 701 square feet
- Loss of one tree (14" diameter)
- Loss of two parking space
- Trail users crossing conflict at the ramp at north parking lot
- No shoulder either side of pedestrian path
- Extend stone wall to protect trail users adjacent to road
- Tighter curve at trail crossing (20' radius, below min. Standard)

*See full detailed drawing A6 in the appendix



Alternative 2 – Trail Widening*



*See full detailed drawing with cross sections A7 in the appendix



Alternative 2 – Trail realignment*



*See full detailed drawing with cross sections A8 in the appendix

Alternative 2 – Theodore Roosevelt Island bridge entry *



*See full detailed drawing A9 in the appendix

Alternative 3 - Dismissed *

■ PROS

- Increase in safety due to not crossing parking lot

■ CONS

- Impacts to natural resources
- Total increase in impervious pavement: 3080 square feet
- Possible loss of two large trees (26 and 40" " diameter)
- Loss of 11 parking spaces
- Conflict with river users (fishermen, etc., ...)

*See full detailed drawing A10 in the appendix



Alternative 4 - Dismissed *

■ PROS

- Increase in safety due to not crossing parking lot

■ CONS

- Impacts to natural resources
- Total increase in impervious pavement: 860 square feet
- Construct about 350 lf barrier (stone wall) to protect trail users adjacent to road
- Construct about 100 linear feet retaining wall east side of trail due to slope
- Loss of five large trees)
- Reduce safety due to trail crossing the entry road
- Potential vehicular back up onto northbound parkway

*See full detailed drawing A11 in the appendix



Projected Schedule

➤ Public Review of Preliminary Alternatives	March 2014 - April 2014
➤ Comment Analysis	April/May 2014
➤ Develop Preferred Alternative	June 2014
➤ Complete Environmental Compliance Documentation, including National Environmental Policy Act and Section 106 of the National Historic Preservation Act	Summer 2014
➤ Complete Construction Designs	Winter 2014
➤ Proceed with Contracting and Implementation*	Spring 2015

*Project design and construction is being jointly financed by NPS and VDOT grant.



How to Comment

■ NPS is seeking comments on the preliminary alternatives. Please submit comments through the project website at <http://parkplanning.nps.gov/tritrailhead>, or send your comments to:

Superintendent
Attn: TRI Trailhead Improvement Project
George Washington Memorial Parkway
700 George Washington Memorial Parkway
Turkey Run Park Headquarters
McLean, Virginia 22101

■ The comment period will close April 02, 2014.

■ Please include your full name and e-mail/address with your comments so we may add you to our mailing list for future notices about this process. Before including your address, phone number, e-mail address, or other personal identifying information in your comment, however, you should be aware that your entire comment—including your personal identifying information may be made publicly available at any time. While you can ask us in your comment to withhold your personal identifying information from public review, we cannot guarantee that we will be able to do so.



APPENDIX: ALTERNATIVES