



**PUBLIC MEETING: JULY 11. 2019**

**GEORGE WASHINGTON  
MEMORIAL PARKWAY**

**TRAFFIC STUDY AND  
SAFETY ASSESSMENT**

*Comments*

1. Provide MEDIAN  
(WIDEN THE ROAD  
WAY)

2. LESS EFFECTIVE Reduces  
POSTED SPEED.

3. EFFECTIVE but  
I don't know how  
to do it practically,  
LOWER THE ~~SPEED~~  
ACTUAL SPEEDS  
OF TRAFFIC.



# GEORGE WASHINGTON MEMORIAL PARKWAY

PUBLIC INPUT

JULY 11, 2019

NAME: GARY DRANE

CONTACT INFORMATION: DRANE@COX.NET

## COMMENTS AND QUESTIONS:

I ESTIMATE THAT ABOUT HALF OF THIS SOUTHERN SECTION OF PARKWAY HAS A MEDIAN BETWEEN DIRECTIONAL TRAFFIC. THE SECTION OF ROADS THAT DO NOT HAVE A MEDIAN (JUST SEPERATED BY PAINTED LINES) ARE PARTICULARLY DANGEROUS. FOR EXAMPLE MAKING A LEFT TURN ON TO VERNON VIEW DRIVE FROM THE NORTH BOUND LANE (TOWARD WASHINGTON) SEEM PARTICULARLY HAZARDOUS WHEN SOUTH BOUND TRAFFIC IS HEAVY (TWO CARS) ABREAST TRAVELING AT SPEED. OBVIOUSLY THERE IS A CHANCE OF A HEAD ON COLLISION. OVER



# GEORGE WASHINGTON MEMORIAL PARKWAY

PUBLIC INPUT

JULY 11, 2019

NAME: GARY DRANE

CONTACT INFORMATION: DRANEG@COX.NET

COMMENTS AND QUESTIONS: CERTIFICATION OF BUS DRIVERS USING PARKWAY

TOURIST BUSES TRAVELING PARKWAY TO MT VERNON SEEM TO OFTEN EXCEED POSTED SPEED.

RECOMMEND ~~THE~~ BUS DRIVERS BE REQUIRED TO TAKE A NPS DEVELOPED ON-LINE COURSE BEFORE OPERATING A BUS ON THE GW PARKWAY.

COURSE CONTENT WOULD COVER HAZARDS, IMPORTANCE OF COMPLYING WITH POSTED SPEEDS AND OTHER HAZARDS: LIKE OVERHEAD BRIDGES, PEDESTRIAN ETC. OVER-

THE ~~COURSE~~ ~~STUD~~ ON LINE COURSE COULD ONLY REQUIRE VIEWING CLICKING THROUGH SLIDES.

ONCE COMPLETED NAME AND LICENSE ~~NUMBER~~ NUMBER IS ENTER INTO NPS DATA BASE.

INTENTION OF ONLINE COURSE IS SIMPLY TO RAISE AWARENESS THAT GW PARKWAYS IS HAZARDOUS AND ~~VIOLATIONS~~ VIOLATIONS CARRY SERIOUS LIABILITY.



# GEORGE WASHINGTON MEMORIAL PARKWAY

PUBLIC INPUT

JULY 11, 2019

NAME: Betsy Biff1

CONTACT INFORMATION: bbiff1@yahoo.com

COMMENTS AND QUESTIONS: Thank you for looking at options to make GWP safer for everyone. Please don't ignore cyclists.

- ① Cyclists are banned from riding on the Pkwy. Anyone who has to get to Belle Haven or Belle View has to cross from the Mt Vernon Trail and there is no safe way to do it. Belle View has a rec center (I've ridden to classes there countless times from Old Town); a bike shop, and stores/restaurants. Please install one of the pedestrian/cyclist blinking crossing lights that activate when pressed. They have proven effective elsewhere in Alex. A ~~crosswalk~~ crosswalk alone does nothing (though there's not even a crosswalk currently). Someone will die trying to cross here; it's a matter of time if you don't address it.
- ② Turning onto Collingwood from GWP, the crosswalk for the MVT comes up fast. The GWP speed limit there is 45mph so cars are going fast. And trees don't allow for great sight lines. Please put some kind of warning sign so ~~cars~~ drivers know to use caution. →

- ③ Back to Belle View: your poster said there's no issue with sight lines. Not true if you're on a bike or foot and need more time to cross than a car does. Again, this is where the activated signal would help, cars would see it as they come around the curve, maybe before the cyclist can see the car.



# GEORGE WASHINGTON MEMORIAL PARKWAY

PUBLIC INPUT

JULY 11, 2019

NAME:

Katherine Ward

CONTACT INFORMATION:

kward47@cox.net

703-627-8782 cell

COMMENTS AND QUESTIONS:

- 1) Reduce speed limit to 35 for entire pkwy
  - 2) Speed cameras - install them
  - 3) Redo MOU with Fairfax City police to allow Fairfax police to ticket speeders & texters etc. NPS doesn't have adequate enforcement officers
  - 4) Consider what to do about cars turning on to Wellington Rd, Collingwood Rd southbound - they are speeding and the turn is too close to the crosswalk - pedestrians, bikers & dog walkers are at risk.  
Please add stop signs at the turn before the crosswalk.
-

# GEORGE WASHINGTON MEMORIAL PARKWAY



## PUBLIC INPUT

JULY 11, 2019

NAME: Kelly Mechling

CONTACT INFORMATION: 703 216 8823

Kathryn.k.finnigan@gmail.com

### COMMENTS AND QUESTIONS:

- Please ask VDOT for updated accident information so study can also include recent data (my accident was 6/6/2019)

- Has NPS Timothy Davis been solicited to partake in study? He's the nation's leading expert on parkways.

- Recommend putting pdf of National Register listing on your website so its "significance" and historic designations can be accessed by public. I believe it falls under criteria B for its association with lives of significant persons AND criteria C for its method of construction. Important for public to know.

- what is the likely result of this study? I see only two possible directions → ① changing the features of the parkway (speed cameras, <sup>lights,</sup> buffers, etc) vs. ② changing driver's relationship w/ parkway - lowering speed, making it a toll road

I will be submitting my formal comments online - but informally #1 is increased/constant police presence. →

base 1

I have been driven up and down the parkway for 33 years and personally been driving it for 17. As a local → cops sporadically have a presence on the north end (Belle View Marina & Belle Haven) and if the speed limit is 45 mph cops won't pull you over unless you are doing over 60. And same in 35 mph area unless over 50. Presence is not consistently there and it needs to be. Easiest solution.

- Is this study addressing the parkway dangers at night? low vis lane dividers and # of deer.

Kelly Mechling Page 2  
Kathryn.k.finnigan@gmail.com



# GEORGE WASHINGTON MEMORIAL PARKWAY

**PUBLIC INPUT**

**JULY 11, 2019**

NAME: Emily Wild

CONTACT INFORMATION: emilywild7717@gmail.com

7717 Ridgecrest Drive

**COMMENTS AND QUESTIONS:**

First, thank you for hosting tonight and sharing the study information. I hope that the Park Police will add concerns regarding the stone bridge at Alexandria Ave. and West Blvd. Exit. I live above the bridge and there are many rental truck and tour bus incidents that involve these vehicles hitting the bridge. Most recently disturbing was a bus of middle school students whose bus was in the right lane and struck the bridge causing several children to go to the emergency room from having glass strike their eyes. Please consider including better signage and →

more policing of the morning side - Wellington Area of the GW Pkwy.

Thank you.

Emily Wild



# GEORGE WASHINGTON MEMORIAL PARKWAY

PUBLIC INPUT

JULY 11, 2019

NAME: Joanne Tang

CONTACT INFORMATION: 703-618-0766 / joannehtang@gmail.com

COMMENTS AND QUESTIONS: The GW Parkway - Historically - has served both recreational and commute purposes. But over the last decades, these purposes have implicitly - through design choices - and explicitly, through local government support, become car-centric. People who commute on the Mt. Vernon Trail can do so by bike or foot, and people who recreate on it also use bike and foot. Many people choose to use public transit to visit Mount Vernon and enjoy the scenery by means other than car. It is critical that any considerations for safety improvements focus on the safety of the most vulnerable people to recreate and commute because bicyclists and →

pedestrians would disproportionately bear the brunt of the consequences in a collision with vehicles going at high speeds. Though it is understandable that many people who are at this meeting disagree, I think any perspective that puts driving as the focus of how to improve safety for drivers is missing the point. Part of having equity on the parkway and preserving NPS lands for everyone means protecting cyclists and pedestrians. Thank you for working hard to make all of the maps and materials to get public input.

# GEORGE WASHINGTON MEMORIAL PARKWAY



## PUBLIC INPUT

JULY 11, 2019

resident of  
**NAME:** Dorothy Keough (Hollin Hall Village)  
**CONTACT INFORMATION:** 7922 Wellington Rd  
Alexandria, VA 22308  
703-765-3249; sadienora@gmail.com

### COMMENTS AND QUESTIONS:

1. Thanks for holding this mtg. But, don't stop at this, or say we can only correct safety problems by constructing wider roads. We need action now.
2. ~~The~~ The existing speed limits are reasonable, but they must be enforced. Most vehicles are speeding, some significantly higher than the limit.
3. Reach out to Fort Belvoir regarding the rush hour speeders with Maryland tags that go into Walker Gate. Ask what they can do to help.
4. Enforce the "no trucks" rule. Trucks, including fuel tankers, routinely travel the parkway.
5. Clear veg (brushy vegetation) to improve visibility at Morningside Lane, and along curves approaching Vernon View (from the south).
6. Enforce the rule to stop for pedestrians crossing the road to get to Mount Vernon Estate.
7. Add a traffic signal at Belleview Blvd or Belle Haven Rd. Fort Belvoir traffic creates lengthy backups turning onto BH Rd in evening. There are a large number of pedestrians + cyclists crossing the Parkway at Belle View Blvd to the Park that risk their lives to cross. (over)

8. Use speed cameras and remote devices to identify and ticket speeders<sup>and</sup> truck violators.
9. Prohibit - and enforce - no vehicle parking at bridge and along Belle Haven Country Club.
10. Respect the historic character and viewshed of the Parkway, and resist calls to degrade them with ugly, useless structures (e.g. white poles)
11. Coordinate with Fairfax County. I understand that the county is planning to send north-south traffic to ~~Fort Hunt~~ Road and GW Parkway as an alternate to US Route 1. This will be especially important when US Route 1 starts to be widened from Ft Belvoir to the Beltway.
12. Keep the storm drain inlets clear of debris. Too often they are clogged with debris, which results in ~~the~~ chronic water back ups at certain locations (e.g. North bound lane approaching Little Hunting Creek bridge.)

## Cyclist Handheld Radar Speed / Crossing Duration

- There are 3 crossings for bikes between Old Town & the Stone Bridge: Belle Haven, Belle View, & Tulane Blvds. Bike lanes & sharrows funnel riders to Belle View to cross to the Mount Vernon Trail – it's the safest crossing.
- Crossing is possible at Belle View because it has the best visibility. Because traffic breaks up in ways you can describe with wave theories, generally cars bunch up into waves or “packs” leaving gaps with occasional cars at higher or lower than average speeds.
- I check speeds during AM rush hour (around 8 am), and crossing wait-time readings during PM rush hour (around 6 pm). Summer crossing times from the trail to Belle View range from 0-3 mins in summer (when it's light), from 1-8 mins in the winter (because of the dark). 8 mins feels very long.
- I've taken radar readings for 3 years on days I bike commute. I take speed readings with a handheld “pocket radar” radar gun of northbound traffic around 8 am. I've calibrated its accuracy with my car. I take readings of 3 cars in a pack and average them to determine average speed of the entire pack. I also note outliers between packs when they seem really fast. Morning rush hour is not the fastest time on the Parkway, it's just the busiest. I don't have complete data but weekends are faster.
- I tweet these results within minutes of taking them, tagging the US Park Police & the @NPSGWNMP handles, to alert other bikers.
- When USPP are using their radar guns, I've also taken speed readings ½ and 1 mile further north of where they are doing it. Generally the speed reduction effects of enforcement disappear within the first ½ mile. Automatic flashing signage does not seem to reduce speeds at all.



- For data sets & more info: Miles Keogh, kidcongo@gmail.com

# GEORGE WASHINGTON MEMORIAL PARKWAY



## PUBLIC INPUT

JULY 11, 2019

NAME: Meg Silva

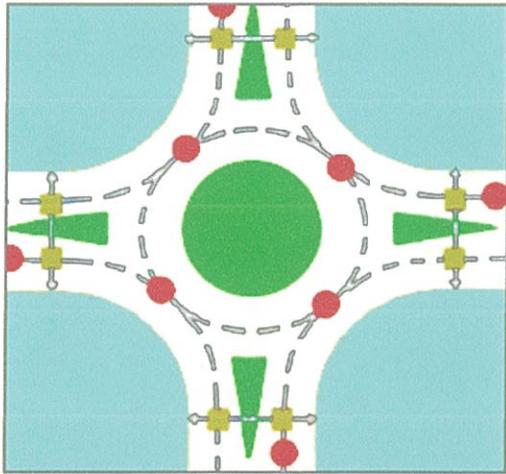
CONTACT INFORMATION: magsil4ccox.net

### COMMENTS AND QUESTIONS:

We need turn lanes ~~at~~ northbound  
at: Vernon View  
: Waynewood  
: Morningside

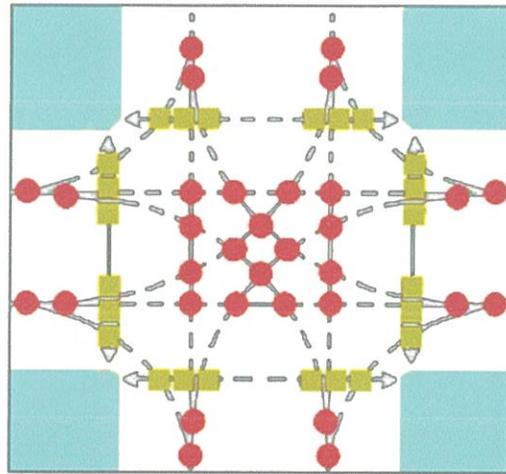
§

# Roundabout

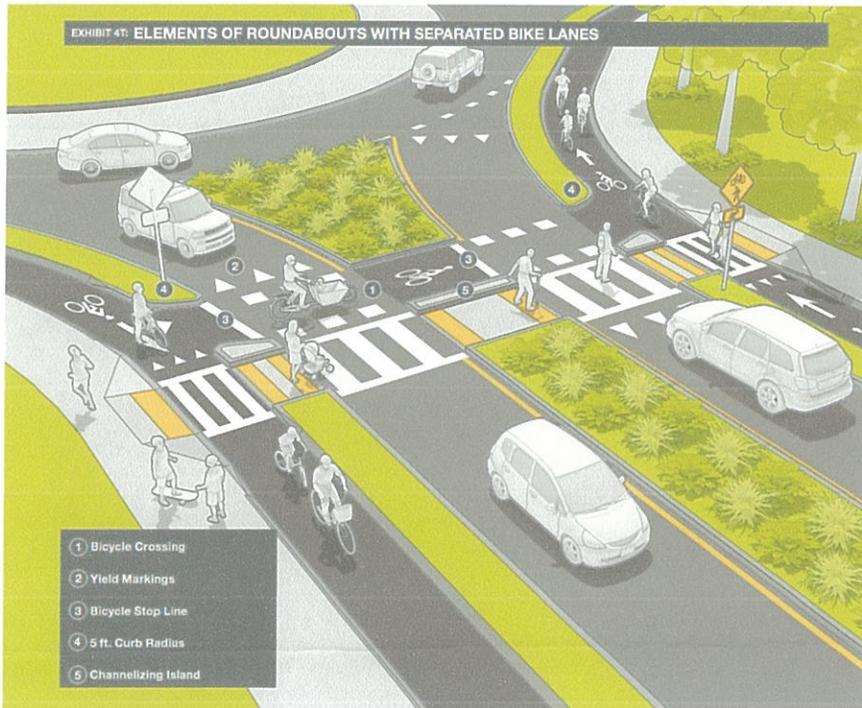


● 8 Vehicle conflicts  
 ■ 8 Pedestrian conflicts

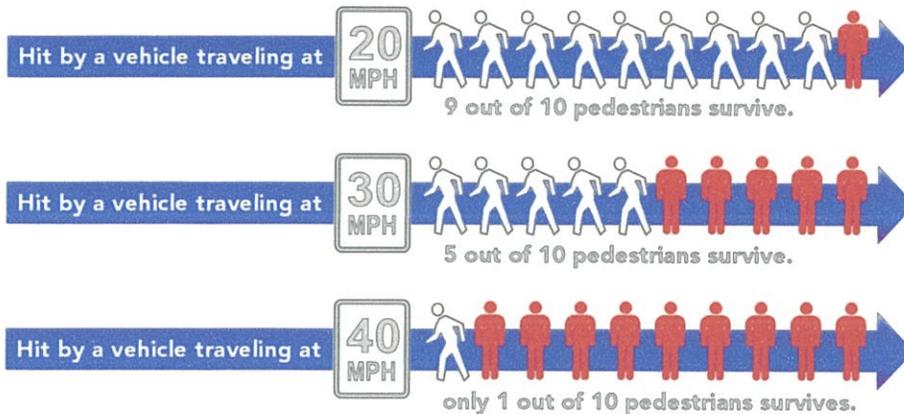
# Intersection



● 32 Vehicle conflicts  
 ■ 24 Pedestrian conflicts



Added graphic to highlight the vital importance of slowing traffic at conflict points:



# GEORGE WASHINGTON MEMORIAL PARKWAY



PUBLIC INPUT

JULY 11, 2019

NAME: Meg Jones

CONTACT INFORMATION: 574-210-2277

## COMMENTS AND QUESTIONS:

Please install speed  
cameras all along  
the parkway.

Reduce speed limits  
as needed.

Thx!

# GEORGE WASHINGTON MEMORIAL PARKWAY



## PUBLIC INPUT

JULY 11, 2019

NAME:

Barbara Bronan

CONTACT INFORMATION:

703-615-4767

### COMMENTS AND QUESTIONS:

major issues are speed & crossing intersections. If there were traffic lights at Belle View Blvd & Morningside the 2 big dangerous intersections would be helped and not affect the integrity of the parkway — given it's closer to Old Town & the light.

Other issues affecting safety are poor line, darkness, deer — coupled w/ speed.

The traffic flow has changed on the parkway with Ft Belvoir commuters. You now see heavy traffic North & South in the am and pm.

I have seen several serious, and one fatal accident. Having lived in various No VA locations including off 395, I have never seen such serious / numerous accidents and drivers who are aggressive and in disregard of others.

# GEORGE WASHINGTON MEMORIAL PARKWAY



## PUBLIC INPUT

JULY 11, 2019

NAME: Kevin Knappmiller-

CONTACT INFORMATION: knappmiller@mail.com

### COMMENTS AND QUESTIONS:

Consider variable speed limit sections with photo enforcement. The variable speeds can be adjusted to create "pods" of vehicles or at least gaps in the traffic so that feeder roads can use these gaps to get into the road and pedestrians and bicyclists to cross. This would be much less intrusive and less expensive than traffic lights. The photo enforcement of the speed limit (in the same device, i.e. the speed limit value and camera together) would also solve the problem of speeding. With this the feeder roads also need to have yield signs instead of stop signs so that more cars can get into the gaps when they occur.

# GEORGE WASHINGTON MEMORIAL PARKWAY



## PUBLIC INPUT

JULY 11, 2019

NAME: Meg Silva

CONTACT INFORMATION: magsilva@cox.net

### COMMENTS AND QUESTIONS:

- More NO Trucks allowed on parkway signs
- A larger one needed leaving Old Town
- Signage needed at entrance to Parkway at the following:

Belle Haven Road  
Belle View Blvd  
Tulane  
Morningside  
Wellington  
Collingwood  
Waynewood  
Vernonview  
Stratford

trucks delivering in these subdivisions can get on the Parkway and never know trucks aren't allowed. You need to have signage telling them

Example



Parkway

Collingwood  
need no truck sign

Waynewood  
need no truck

# GEORGE WASHINGTON MEMORIAL PARKWAY



## PUBLIC INPUT

JULY 11, 2019

NAME: Mey Jones

CONTACT INFORMATION: 574 - 210 - 2277

### COMMENTS AND QUESTIONS:

~~Provide~~ Consider:

making the Parkway mass transit only on weekdays (or rush hours) —

with frequent bus service and accessible stops.

# GEORGE WASHINGTON MEMORIAL PARKWAY



PUBLIC INPUT

JULY 11, 2019

NAME:

Meg Jonas

CONTACT INFORMATION:

574-210-2277

COMMENTS AND QUESTIONS:

Increase bus service  
along the corridor.

Every 30 minutes or better,  
all day long, into DC  
with 2-3 stops in  
Old Town.

And - right now -  
during the metro shutdown -  
please extend to every 30 min  
ly bus to Belle Haven Rd.

# GEORGE WASHINGTON MEMORIAL PARKWAY



PUBLIC INPUT

JULY 11, 2019

NAME:

Meg Jonas

CONTACT INFORMATION:

574-210-2277

COMMENTS AND QUESTIONS:

Belle Haven Rd -  
consider banning  
left turns from Parkway  
(either full time or  
rush hour only).

consider some solution  
for Belle View Blvd.

# GEORGE WASHINGTON MEMORIAL PARKWAY



## PUBLIC INPUT

JULY 11, 2019

NAME: Lori Alexander

CONTACT INFORMATION: 2206 Traies Ct., Alexandria, VA  
22306; 703-216-9867

### COMMENTS AND QUESTIONS:

I have been traveling the GW Parkway for over 18 years, from Mt. Vernon to Old Town for first 15 and morningside Lane to Old Town for last 3 years.

I believe we need to tell the public possibly with another sign on the Parkway which states: "Slower Traffic Move Right",

Many slow drivers in left hand lane cause people to pass on the right, which is very dangerous. I believe this is the cause of most accidents.

Also, more enforcement of speed limit. Some people appear to be driving over 60 mks/hour and it makes it difficult to get on parkway from morningside.

# GEORGE WASHINGTON MEMORIAL PARKWAY



## PUBLIC INPUT

JULY 11, 2019

NAME: INGRID REID

CONTACT INFORMATION: [ingridreid@mail.com](mailto:ingridreid@mail.com)

### COMMENTS AND QUESTIONS:

~~My~~ My bike commute requires crossing the parkway at rush hour at Belle Haven.

- Comments
- ① Traffic going far too fast. No speed limit enforcement. ~~is~~
  - ② Cars not aware/cognizant of bikes/pedestrians waiting to cross.
  - ③ No obvious/easy area for bikes to cross. Even a curb-cut would be helpful.

### Suggestions

- ① ENFORCE SPEED LIMIT
- ② Add crosswalks & curb cuts in 35 mph zones
- ③ Add signage (flashing lights?) alerting motorists of bike/pedestrian presence.
- ④ Add bike/ped "waiting area" in center median.

# GEORGE WASHINGTON MEMORIAL PARKWAY



## PUBLIC INPUT

JULY 11, 2019

NAME: Clarissa Pintado

CONTACT INFORMATION: clarissa.pintado@gmail.com

COMMENTS AND QUESTIONS: Please see attached. Thank you for your consideration of this issue.

Clarissa Pintado

Moved to - Belle View 2 yrs ago; ~~been in~~  
What drew me to the area was the close  
proximity to wildlife and recreational parks.  
We are just minutes from Old Town +  
D.C. and yet we have<sup>a</sup> wildlife preserves  
in our backyard, ~~and the Mt. Vernon Trail~~.  
Across the G.W. Parkway from Belle View/B Haven  
neighborhood is the Dyke Marsh Wildlife  
Preserve, Belle Haven Park + the Mt. Vernon  
Trail, But none of these can be  
accessed safely on foot or bicycle from  
either Belle Haven or Belle View. We  
need a way to cross the Parkway  
without playing "Frogger". The Dyke  
Marsh Preserve and surrounding area  
is home to <sup>important species</sup> beavers, deer, groundhogs,  
raccoons, foxes and much more. These  
animals too often end up as roadkill on  
the Parkway, creating a dangerous  
situation for both drivers + animals.  
A wildlife + pedestrian overpass could  
significantly reduce dangers to drivers and  
people. I ~~would~~ encourage the National  
Park Service to replicate the success that  
wildlife overpasses have had in  
Washington State and Canada. ~~Try~~  
At the very least, please include traffic  
lights with crosswalks. Thank you.  
clarissa.pintado@gmail.com

# GEORGE WASHINGTON MEMORIAL PARKWAY



PUBLIC INPUT

JULY 11, 2019

NAME:

MILES KEOGH

CONTACT INFORMATION:

KIDCONGO@GMAIL.COM

COMMENTS AND QUESTIONS:

Bikes are funnelled by bike lanes + shoulders to Belle View crossing.

A crossing that prioritizes bikes (+ peds) needed —

A BRIDGE

OR something, PLEASE

♥thx

# GEORGE WASHINGTON MEMORIAL PARKWAY



PUBLIC INPUT

JULY 11, 2019

NAME:

SUSAN SAWYER

CONTACT INFORMATION:

703-414-9800

COMMENTS AND QUESTIONS:

Call me for input  
on BV Boulevard

& BelleHaven Road.

I live near  
there.

## J. Kohout

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**From:** J. Kohout <jjkohout@cox.net>  
**Sent:** Tuesday, July 02, 2019 3:00 PM  
**To:** 'RepDonBeyer@mail.house.gov'  
**Subject:** GWMP Comments to Accompany Response to Your Message about the 11 July Study Presentation

Dear Congressman Beyer—

Traffic challenges on the George Washington Memorial Parkway have been aggravated in recent years by increased traffic volume caused in part by the expansion of Fort Belvoir activities and resident population and partly by increased congestion along the Richmond Highway.

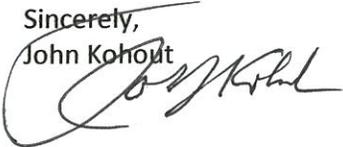
There are three particular problem intersections on the Parkway: Morningside Lane, Belle View Boulevard, and Belle Haven Road. Frequent accidents at Morningside Lane characteristically happen when an impatient driver on Morningside tries to turn north on to the Parkway without waiting for a clear view of on-coming traffic and encounters a speeding driver on the Parkway not paying attention to intersection traffic. During rush hour traffic conditions, sight distances are inadequate at this point. Belle View is also the scene of numerous accidents. The traffic island between oncoming lanes in the Parkway is too narrow to protect cars turning left from Belle View to the Parkway and southbound Parkway traffic turning right into Belle View block sightlines and confuse drivers' judgement as to speed and clearance from on-coming Parkway traffic. The Belle Haven intersection needs more stacking distance to accommodate cars turning left from the Parkway northbound into Belle Haven Road.

The traffic circle in front of the Mount Vernon Estate generated a number of issues. While the four-way- stop signs at the intersection of Parkway, VA-235, Mount Vernon Memorial Highway and the exit from the estate's behind-the-wall parking meters traffic well, the yield signs on the circle giving priority to traffic entering the circle. This is not the norm for most traffic circles. Absent polite and careful drivers, a serious problem there could only be a matter of time. The right-turn-only lane approaching the stop signs from the Parkway to 235 surprises tourists unfamiliar with the intersection and often sees drivers in the right turn lane cut in front of cars heading west on Mount Vernon Memorial Highway from the correct lane.

The Alexandria Avenue stone bridge is the site of all too frequent accidents with the tops of tall busses and, perish the thought, trucks being de-roofed when they fail to make it to the left hand lane in time.

Advocacy for safety improvements requires historical statistics to demonstrate a compelling need. The present safety study should provide long-sought accident and volume of traffic statistics from the Park Service. Congressman Beyer's help in obtaining this data is most appreciated and should go far in identifying appropriate safety improvements.

Sincerely,  
John Kohout



The Mount Vernon Trail is a popular mixed use (pedestrian and bicycle) asphalt trail in the National Park running between Alexandria City and the Mount Vernon Estate that runs parallel to the George Washington Parkway.

The neighborhood of new Alexandria is the last major population center south of Alexandria City on the Parkway. It contains single and multi-family housing and a shopping center. A significant number of its residents can be seen using the Park. Belle View Boulevard connects this area with the Parkway. As a result, the Parkway has a lower speed limit as it passes this neighborhood to meet safety needs through this transitional stretch. South of this area the speed limit is increased and the road takes on a truer parkway feel.

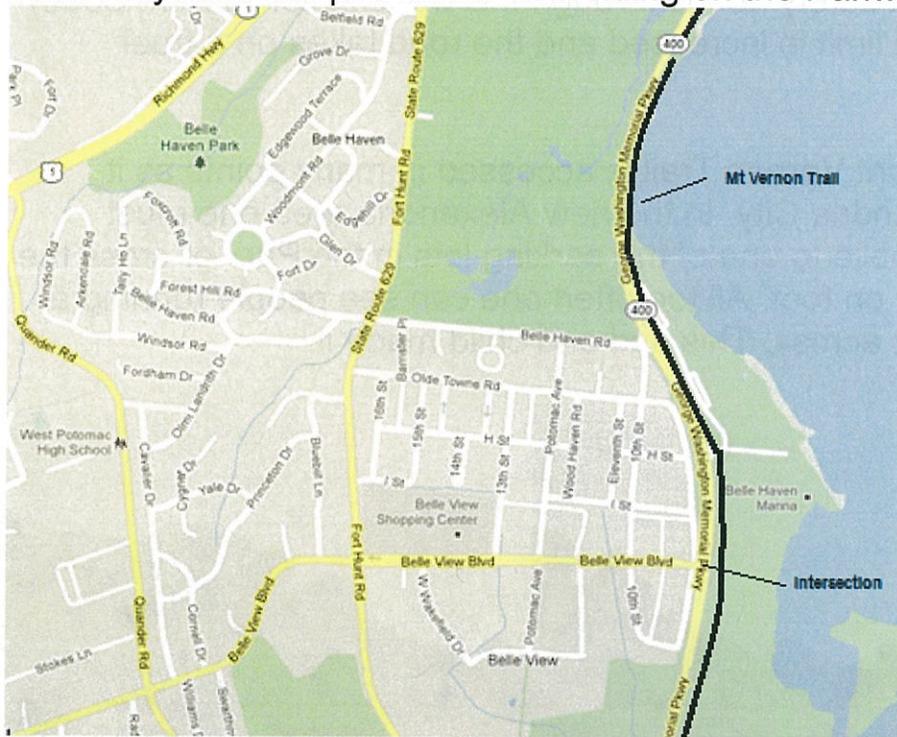
The heavily used Mount Vernon Trail is accessed in many points as it passes through Alexandria City. In the new Alexandria area one must either take an automobile to one of the parking lots in the Park or cross the uncontrolled Parkway on foot. All too often one can see people running a gauntlet of cars to get across. This dad and child made it.



The Parkway in this area is a very high-volume road. It is also one of the most heavily policed sections in the region (with frequent radar traps), indicating the lack of success in controlling speeding vehicles.

A traffic signal is needed at the intersection of the George Washington Parkway and Belle View Boulevard (new Alexandria section of Fairfax County).

Currently there is a stop sign controlling access to the Parkway from Belle View which forms a T intersection at that point on the western side of the Parkway. The speed limit posted on this section of the Parkway is 35 mph. The Mount Vernon Trail (a mixed-use asphalt trail) runs parallel on the eastern side of the Parkway in this area. There is no crosswalk or other assistance for pedestrians or bicyclists to cross the Parkway to access the Trail. Bicyclists are prohibited from riding on the Parkway.



A traffic signal at this intersection would solve two significant problems: 1) it would provide a safe way for pedestrians or bicyclists to cross the Parkway to access the Trail, that does not currently exist, and 2) it would provide traffic calming to slow automobiles through the section. It would also provide a safer entrance to the Parkway for automobiles which can have difficulty during periods of heavy volume.

It is my understanding that the National Park Service has resisted efforts to signalize this intersection in the past. I do not believe a traffic signal would affect the "parkway experience" here as this is a transitional section (there is even another traffic signal a mile north of this intersection at the entrance to this section of the Parkway). We really should make it safer for our citizens to use these wonderful resources.

Peter Christensen  
Lynnhall PL  
Alexandria, VA