

PEPC Project ID: 89079, DocumentID: 96964

Correspondence: 201

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Status: New Park Correspondence Log:
Date Sent: Aug 9, 2019 Date Received: Aug 9, 2019
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Notes:

Correspondence Text

- Maintain the speed limit at 45 mph or consider raising it to 50 south of Belleview Boulevard to Mt. Vernon Mansion
- Consider a pedestrian overpass at Belleview Blvd to get to the running path from West to East side of the Parkway
- Limit left hand turns coming out of (Eastbound) and going into (Westbound) Morningside Ln during rush hour

PEPC Project ID: 89079, DocumentID: 96964

Correspondence: 202

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Notes:

Correspondence Text

1. While speeding is rampant along the length of the GWMP from Alexandria to Mount Vernon, it is particularly pronounced in the section where the speed limit is 35 m.p.h.; many cars drive as fast or faster there than where the 45 m.p.h. speed limit is in place.
2. Some forms of speed calming, such as a road diets or roundabouts, are needed particularly in area between Belle View Boulevard and Belle Haven Roads and would be helpful in the vicinity of Waynewood Boulevard and Wellington Road.
3. Left turns from Morningside Drive to the GWMP are very dangerous and should be prohibited, at least for the morning and evening rush hours.
4. Trucks and buses frequently travel on the GWMP notwithstanding the prohibitions. Large prominent signs are needed at every vehicular access point to the GWMP warning trucks and buses of the restrictions.
5. Either a police officer should direct traffic during the morning and evening rush hours or a traffic light should be installed at the intersection of the GWMP and Mount Vernon Highway (R. 235N). This is a dangerous intersection, particularly given the pedestrians crossing to and from the parking lots and the Mount Vernon Estate. Additional lighting is also needed. If this intersection is not within NPS's jurisdiction, NPS should inform VDOT and Fairfax County that the situation is dangerous and road improvements are needed.
6. The roadbed is like a washerboard in places. Serious attention to maintenance of the road is needed.

PEPC Project ID: 89079, DocumentID: 96964

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Park Correspondence Log:
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Form Letter: No

Correspondence Text

I live in the Belle View neighborhood directly off the GWMP's Belle View Boulevard exit. The speed limit near this exit is 35 MPH, but cars frequently go as fast as 60 MPH. During rush hour, when north and southbound traffic is at its heaviest, it takes anywhere from 5 to 10 minutes for drivers to turn left onto the GWMP from Belle View Boulevard. This is primarily a result of the excessive speeding of drivers on the GWMP, which prevents natural breaks in the north and southbound traffic. Not only does this result in significant back-ups on Belle View Boulevard, but this creates a dangerous situation for pedestrians and cyclists to cross this GWMP. Proximity to the beautiful GWMP trails is a perk of living in Belle View, but the risk and danger associated with accessing it is a big inhibitor. There are similar issues at the Belle Haven Road exit, though it is slightly mitigated by the larger median strip that allows cars to cross the GWMP one lane (south, then north) at a time when turning left. Both the Belle View Boulevard and Belle Haven Road exits are heavily trafficked due to their location between the GWMP and Route 1/I-94/I-495.

I recommend installing speed cameras along the GWMP - - including at the Belle View Boulevard/Belle Haven Road and Morningside Lane exits. These intersections with the GWMP are the most dangerous and challenging to cross, and incentivizing drivers to obey the speed limit will create a safer environment for everyone. The income brought in from the speed cameras could contribute to GWMP maintenance.

PEPC Project ID: 89079, DocumentID: 96964

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Correspondence Text

The Mount Vernon trail is in poor condition. Tree roots are making the trail very dangerous to ride. Furthermore - the design of the trail is poor. It's too narrow and too twisty with too many wooden bridges. It's imperative that the trail be re-surfaced and widened.

People speed way to fast on the GW parkway. There is a trail to street crossing of the GW parkway at Tulane drive. This connects trail users to the neighborhoods leading down to Fort Hunt. This is a very perilous crossing - requiring cyclists and pedestrians to cross four lanes of often 55mph traffic. There need to be speed limiting measure like rumble strips, as well as markings and flashing signs to slow traffic down on both sides to make this crossing safer. Ironically many cyclists cross here and use the neighborhood streets - as they are safer than the trail.

PEPC Project ID: 89079, DocumentID: 96964
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Status: New Park Correspondence Log:
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Notes:

Correspondence Text

please please do something about the excessive speeds - it's beautiful drive I have avoided for three years now - rush hour is just crazy! I see more and more speeders and less ticketing! Much of this speed has now spread up Ft.Hunt Rd as well.

PEPC Project ID: 89079, DocumentID: 96964

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*The bike trail has numerous safety hazards. For example, the bridges need to be coated with anti skidding material. In other examples, the descent from Mt Vernon is extremely dangerous because there is a sharp curve after cyclists have picked up incredible speed. NPS ought to allow cyclists to use the parkway for this descent by building a protected bikeway in the right northbound lane. In another example, there is a very hazardous turn and descent just north of mile 3.

*The traffic circle at Mt. Vernon is annoying for cyclists to navigate because they are technically prohibited from entering the parking lot by the Smith library. The do no enter sign ought to be replaced with an exception for cyclists to use the pedestrian and bike path on the southeast side of the parking lot. Also, Mt. Vernon prohibits riding on its enormously wide sidewalk, another stupid rule.

*the stop sign for trail users at the road leading into the belle haven marina is stupid. It sends the message that drivers always have the right of way, even though the area is supposed to be a park. There is no reason why drivers headed to a recreational facility in a cul de sac need to have the right of way for traffic purposes. The sign ought to be removed for trail users.

*the stop signs for trail users at the intersections in the Collingwood neighborhood ought to be changed to be like the Rock creek trail where users are directed to cross with caution. Motorists exiting the neighborhood are directed to stop Before entering the parkway. Trail users are traveling along the parkway and ought to have the same right of way as motorists using the parkway.

PEPC Project ID: 89079, DocumentID: 96964
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Status: New Park Correspondence Log:
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Notes:

Correspondence Text

The current trail is far too narrow for the volume of users. Widening it would improve safety and encourage bicycle commuting, which would lessen motor vehicle traffic on the parkway.

PEPC Project ID: 89079, DocumentID: 96964
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Notes:

Correspondence Text

Parkway needs to go single lane from Old Town to Mt Vernon. This is the only solution to keeping speeds down IMHO.

PEPC Project ID: 89079, DocumentID: 96964
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Correspondence Text

In my opinion the lanes need to be restriped, left hand turns prohibited during commute times and significant speed enforcement needs to be done along with keeping pedestrians off the parkway and periodic enforcement of the stop signs at Mt Vernon circle.

PEPC Project ID: 89079, DocumentID: 96964

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Correspondence Text

Thank-you for conducting the study and taking community input. The parkway is important to those who live here as well as the Park Service. I am pleased that bus, pedestrian, and cycles are included in the safety study. These alternate means of travel will be as important as cars in the next decades and we need to promote equally to cars to preserve the park.

1. Stoplights are not needed and would disturb the aesthetic of the parkway. instead other means to improve safety might be better. No left turns from at least the more dangerous intersections.

Slightly more aggressive would be to convert the two lanes to one through lane. At least where there is no median. The average daily traffic volume is well under the FHA recommended limit for road diets, meaning if the car lanes went from 4 to 2, drivers will not see additional delays. Road diets are proven to reduce crashes and make it easier for people to cross on foot or bike safely will little or no effect on driver travel time.

The curb lane could be utilized for buses and/or space for bikes and scooters, which would alleviate the very crowded conditions on the Mount Vernon Trail.

2. 75-85% of drivers are speeding and crashes are frequent and serious. Drivers have difficulty making turns and people have difficulty crossing because there are few breaks in the flow of speeding traffic. Understanding that there is not and will not be enough resource to add officers:
Recommendation: Install speed cameras and implement roundabouts. Both would calm speeds without stopping traffic, allowing for drivers to move through intersections from all directions and slow them down so people may safely cross.

3. Crossings should be more than just paint. NPS should implement proven road designs that slow driver speed and prioritize pedestrian/bicyclist safety over car speed/movement.

Recommendation: Implement roundabouts at intersections. They allow for easier crossing for ped/bikes by eliminating conflict points and providing more refuge space.

PEPC Project ID: 89079, DocumentID: 96964

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Correspondence Text

A road diet would calm traffic on this road where the design now encourages speeding. The surplus space could then be repurposed as protected bike facilities that would, in turn, free up the existing, narrow, twisting, parallel path for pedestrians. These protected facilities could be lanes on each side of the road or a two-way bikeway similar to that along the historic Robert Moses Parkway in New York's Niagara region. It received a very successful road diet treatment a few years ago.

I wrote about this proposal a few years ago at Greater Greater Washington. Here's a link to the article:

<https://ggwash.org/view/41599/make-space-for-bikes-on-the-gw-parkway>

PEPC Project ID: 89079, DocumentID: 96964
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Correspondence Text

I have lived in the Belle View, Alexandria area for most of the last 8 years. My zip code, 22307, has over 10,000 people living in the area. The condominiums at River Towers and Belle View and townhouses on Belle Haven Rd are in a safe, walkable neighborhood that is made much more dangerous by the lack of stop lights along the George Washington Parkway at Belle View Blvd and at Belle Haven Rd. Adding stop lights at these two locations would contribute greatly to the safety of the pedestrian residents who must cross the busy George Washington Parkway to use the jogging/bike trail along the river, to walk to Old Town Alexandria and to get to the Metro bus stop on the Parkway at Belle Haven Blvd. It would also make it much safer for the drivers who must turn on these roads, going north to head into Alexandria, Arlington and Washington DC and heading south to Fort Belvoir and the Mount Vernon Hospital.

The Parkway is much safer in the City of Alexandria due to the stop lights there, such as at the I-495 overpass and further north in the City. Due to the large population that lives in our area and uses the bike and walking trail often, we really need stop lights at these two locations at a minimum. Additionally, adding stop lights at these locations will not add appreciably to the drive times of drivers and will add greatly to the safety of all residents and visitors to the area. They will actually make it safer for the drivers since the stop lights will slow down those going substantially over the 25 MPH speed limit. I am requesting the National Park Service, or Fairfax County DOT, to add stoplights at these two locations.

Thanks,

Bill Oliver

PEPC Project ID: 89079, DocumentID: 96964

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Correspondence Text

Speed is the single most dangerous aspect for users of the Mt. Vernon parkway. I turn left onto the Parkway at the Belle View Boulevard intersection every weekday morning and the danger posed by drivers coming north at speeds way above the 35 mph limit is frightening. People will not slow down and enforcement is barely ever done. The intersection gets especially dangerous when bicyclists and pedestrians are trying to cross.

I am not an engineer so I do not know what is possible as a remedy, but over the 19 years I've lived on Belle View Boulevard I have thought of a bridge of some kind for bicyclists and pedestrians or a fence or barrier that would limit where they can cross.

Enforcement of speed limits and a dedicated channel for pedestrians/bicyclists to cross that can also be enforced would help. Thank you.

PEPC Project ID: 89079, DocumentID: 96964
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Correspondence Text

I support traffic lights or speed bumps to reduce speeds and lessen collisions. I also support increased ticketing of speeders. I do *not* support "road diets" or efforts to have all traffic go one direction by timed bursts.

PEPC Project ID: 89079, DocumentID: 96964
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Correspondence Text

The kamikaze speeders on their way to work and then back to Maryland are insane. I drive 45-50 and they fly by perhaps at 65 or 70. You must improve enforcement or add speed cameras.

The Sherwood Hall lane intersection is death alley. I no longer use it for fear of being hit head on or being rear ended. Either closes it or add turn lanes.

The maintenance of the roadway is disgusting. Pavement heaves, cracks, ruts and despicable overgrowth badly limiting roadway visibility. PLEASE cut back the invasive overgrowth and remove the dead trees just waiting to fall on some poor unsuspecting driver and their passengers.

At the least, the approach to Mount Vernon is disrespectful to George Washington and the purpose of the George Washington Memorial Parkway. You should be ashamed of yourselves for allowing such massive degradation of one of our national scenic parkways.

Please don't continue to ignore it and us. DO SOMETHING! The park and roadway have been ignored for over 20 years.

PEPC Project ID: 89079, DocumentID: 96964

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Correspondence Text

Please consider a few speed cameras with signs announcing they are there. They are very effective in Washington DC, (Macarthur Blvd), do not cost much and do not disturb the flow or the environment. They even earn a little money.

Also consider a no left turn rule during rush hours onto the parkway from Morningside Lane. It is just too risky during rush hours and there are too many accidents there.

These ideas are not very costly and easily changed if they are not effective.

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Correspondence Text

Commuters wishing to bypass Route 1 choose the Parkway for its long stretches of uninterrupted travel at higher speeds. There is a noticeable lack of speed enforcement and this is well known to the commuting community. My suggestion would be to place traffic lights at the most heavily transected and dangerous intersections (Waynewood Boulevard, Collingwood Road, Morningside Road and Belle View Boulevard). While some will propose speed cameras as a solution, this will require specific infrastructure, staffing and violations processing capability that is not well suited to the Park Service.

PEPC Project ID: 89079, DocumentID: 96964

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Correspondence Text

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

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Correspondence Text

Please improve the crossings along the GW Parkway for bikes and pedestrians, and find a way to curb the excessive vehicle speeds.

Safer crossings for people who bike and walk can be done by adding crosswalks and flashing crosswalk signs, or ideally, HAWK signals. It must be made evident that these intersections are for people to walk across, so some sort of lighted alert and pavement markings must be provided. Crossing on foot or bike near Belle View and Belle Haven is a terrifying experience, and due to excessive vehicle speeds, no crosswalk, and no safe median, it makes it almost impossible for people who live in these neighborhoods to access the Mount Vernon Trail. Near Tulane the crossing is better due to the median, but excessive vehicle speeds can also cause issues at Tulane since it can be hard to judge a car's speed when it comes around the curve.

I would also recommend changing the Morningside Lane intersection to ban left turns in the morning off Morningside. In Belle View, I would add a median to make turning left safer off of Belle View. Both of these intersections see numerous unsafe left turns due to needing to get across both sides of traffic at once.

I also would like to comment that the vehicle speeds through the Parkway should be no higher than 35mph at any point, and this should be strictly enforced.. Ideally, they would stay at 25 until at least Tulane, if not further to allow for safer bike and pedestrian crossings through these busy areas. The Parkway is treated like a racetrack by many drivers and commuters, and their behavior creates unsafe conditions for us all.

PEPC Project ID: 89079, DocumentID: 96964
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Correspondence Text

As a recent daily user of the Parkway, I have noticed a lot of trucks and commercial vehicles on the Parkway. I don't know if it's the direction I travel, but I never see signs that prohibit trucks and/or commercial vehicles. If it is indeed prohibited, better/more signage would help.

The speed limit seems appropriate for the road, but like many roads, there are a lot of people exceeding the limit (by a lot). More enforcement of the limit would probably keep people within the limit.

Adding right turn lanes at southbound intersections such as Chadwick and Alexandria/West Blvd Drive would make driving in the right lane safer and not require people to break in a 45 MPH lane behind a turning car. Since the left lane is for passing only (as the signs say) most of the drivers are using the right lane and this sudden breaking (to a very low limit for folks to make the turn safely) is dangerous.

Along certain parts of the parkway, especially in the Belle Haven/Belle View areas there are a lot of pedestrians/runners/cyclists trying to cross the parkway to access the trail. While I appreciate their interest in using the trail, I don't believe the parkway could/should support crosswalks like other roads. It's a parkway. But finding a way for pedestrians to access both sides would be a good idea.

The Parkway is beautiful and I am so happy to make it a part of my commute to Alexandria. Thank you for taking the time to review my comments.

PEPC Project ID: 89079, DocumentID: 96964

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Notes:

Correspondence Text

1. Trim bushes and trees for better site line to protect people crossing roads using the bike path
2. Install speed cameras
3. Add better signage at the entrances to the parkway to keep large trucks from using it and smashing into the stone bridge
The signage currently is missed placed and trucks if they see it ha r no where to exit Washington goon Street so they go ahead and drive on the parkway anyway
We've had too many crashes into the bridge this past year
4. Restrict the use of Uhaul RE gal type trucks FYI
Using the parkway. Make them use ft hunt rd
These drivers have no idea about the trucks height s d they also hit the. Ridge
5. Put stop signs at cross streets where the bike paths are
Not for the bikers it for the cars exiting the parkway
The cars come too fast around the turn and can't stop in time if a pedestrian or biker is already in the cross walk
6. 7. 8. Etc. Install speed cameras !

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The intersection from Belle Haven Rd onto the GW Pkwy is safer than the one at Belle View Blvd and the Pkwy, because vehicles attempting to turn left (northbound) onto the Pkwy can go halfway and wait for northbound traffic to clear before they complete their turn. HOWEVER, years ago, that intersection used to be even safer. Back then, the arrows on the pavement directed the northbound cars turning from the Pkwy onto Belle Haven to turn BEHIND the cars turning northbound onto the Pkwy. Then one day years ago, someone got the bright idea to change the arrows on the pavement to direct northbound cars turning from the Pkwy onto Belle Haven to turn IN FRONT OF the cars turning northbound onto the Pkwy. This change resulted in restricted visibility and delays for the cars turning northbound onto the Pkwy.

PEPC Project ID: 89079, DocumentID: 96964

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Correspondence Text

Once again, today, another accident on the southern parkway and still...nothing is done...except studying the matter.

NPS and the USPP need to get smart and use tools already available to you to slow traffic, especially in the Belle View crossing area where pedestrians and bikers try go get across the roadway with traffic routinely exceeding the 35 MPH limit...and where is USPP? Who knows? One thing we do now is that it is not likely they will have a presence at this location where they are needed. And every commuter knows that, so speed limits and flashing speed signs mean nothing. Not enough cruisers to put one in the shaded median? Then ask Fairfax County if you can borrow one or two. Chances are that if a speeder sees a County cruiser, he or she will take it more seriously than a Park Police cruiser. Either way, you need to get on top of this problem. Your time is up.

So if you don't want to police the crossing, there are other ways they can slow the traffic. Surely you and they have thought about these simple means...**PUT AN UNMANNED POLICE CAR BESIDE THE ROADWAY.** People will see it and guess what? **THEY SLOW DOWN.** This is not rocket science people. And, yes, once a week or so, **PUT AN OFFICER IN THE CAR TO ISSUE SPEEDING TICKETS.** Where are you? Why are you not taking simple, cheap means to protect the people who try to cross here?

And what about cameras? No, can't use cameras because too many politicians use the speedway on their way to Capitol Hill and back, so they nix the use of cameras, right? and, of course, they are in a hurry and their work is important to all Americans. Or is it that the law won't allow cameras? Just like when bikers were allowed to use the road a few years ago, someone decided that bikes should not be allowed on the Parkway, so what happened? The Park Superintendent (David ...) issued a decision prohibiting bikes from the roadway...just like that...no problem. So you can do it again...put out some cameras; take some pictures; issue some tickets; people will get the message.

I am sorry I missed the dog and pony show last month. I'm sure it was entertaining. It's time to get serious guys, including you politicians...Get serious. Figure it out.

PEPC Project ID: 89079, DocumentID: 96964

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Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

We need to disconnect the Mount Vernon Parkway from the original Parkway legislation so that it can be transferred to VDOT and managed like other Virginia highways. The present arrangement was OK when people were driving Model A Fords but is totally unworkable now. Amending the original statute will also allow Virginia law enforcement to patrol the roadway and return patrol officer spaces to the NPS.

This is a big bite to chew but in my opinion the only long-range right answer.

PEPC Project ID: 89079, DocumentID: 96964

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Correspondence Text

The information posted in support of the GW Parkway safety study illustrates several deficiencies in road management.

- 1) The data shows that the stretch of the parkway south of old town is posted for a speed limit that is significantly under what both the engineering data supports and what the general public will abide.
- 2) There are several problematic intersections on the parkway that are responsible for the majority of serious incidents on the parkway.
- 3) The parkway has outlived its original intent as a scenic road and must be adapted to the reality that the roadway itself is used by commuters and local residents.

- The roadway should be ceded to management by VDOT and Fairfax County, south of Alexandria. The NPS will never achieve funding levels to properly maintain the roadway. NPS can still maintain control of the park land adjacent to the road. This would have several benefits. Fairfax county is the wealthiest county on the US east coast and can maintain this road far better than NPS. Fairfax county loves to pave and repave roads locally whether they need it or not.

- The roadway should be widened to include a center turn lane for at least most of the length of the roadway. There is ample real estate to allow for this on the entire southern stretch of the parkway. This will alleviate the overwhelming majority of collisions on the GWP. This is used to great effect all over the country and would work well here.

- Raise the speed limits on the parkway to reflect the actual travel speeds of the overwhelming majority of traffic. The roadway itself supports at least a 50mph speed limit and the reality is the public is traveling faster than that. Artificially posting the speed limit lower than the public will tolerate simply re-directs already understaffed resources to enforce speed limits that are restrictively low for the

roadway. This takes resources away from patrolling for unsafe behavior and tasks them to enforcing perfectly safe behavior that some bureaucrat has deemed a problem when it's not.

- The intersection at Morningside Lane should be redesigned to prevent left turns on to GWP north bound. Reconfigure the current left and right turn lanes into a right lane turn ONLY, merge area turn lane to make left turns south bound to be prohibitive and sign the intersection to indicate no left turns.

- The Belle View intersection should also be slightly redesigned, signed 'no left turn' from Belle View to GWP north bound. Additionally, reconfigure the intersection to allow 2 lanes turning right.

- The Belle Haven intersection should have a traffic control device installed. Either reconfigure it to a roundabout or install a traffic signal with a deference to GWP north and south traffic. The roadway should be widened here to permit left turns on to GWP north, using the extra area for left turn from Belle Haven on to GWP north without stopping northbound traffic similar to what was done on Maryland 210 at the state route 228 interchange.

- speed cameras and speed enforcement will not address the safety issues on the George Washington Parkway, it is simply an excuse blame "speed" for what is careless, inattentive or negligent driving.

PEPC Project ID: 89079, DocumentID: 96964

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Correspondence Text

I attended the July 11 open house about this project and learned that some of the people involved are not from this area. I urge anyone who is going to be recommending action or making decisions about operational and design solutions to first both drive and bike this stretch of road (on a bike that means using the Mount Vernon Trail all the way south and also crossing the road at Belle Haven and Belle View). Respectfully, if you have not experienced the challenges and, in places, dangers, presented by the current design you cannot effectively address them.

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Number of Signatures: 1 Form Letter: No
Notes:

Correspondence Text

The most important issue for me is more non-car means of crossing the parkway. In particular:

1. pedestrian access to the northbound bus stop on Wellington Rd (5) from the residential areas west of the parkway
2. dedicated bicycle access to cross from the Mt Vernon trail to the excellent bike lanes and shopping center on Belle View Blvd via the Belle View Blvd intersection (2)

Looking forward to any solutions that make it easier for humans access both east and west sides of the parkway!

PEPC Project ID: 89079, DocumentID: 96964
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Number of Signatures: 1 Form Letter: No
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Correspondence Text

I ride a bike and walk on the MVT, and drive on the Parkway. I believe making the road slower and more park like would be a better approach, while improving safety for car commuters as well. A road diet on the Parkway could reduce speeds, make it easier to turn left onto and off the Parkway, and perhaps add bike lanes that would get faster cyclists off the Trail. Improvements at intersections would make it easier to access the trail from the neighborhoods. Added crosswalks, with slower traffic, and pedestrian refuge islands, would make it easier to get to bus stops, easier for people in the neighborhoods to use the MVT, and easier for trail users to access retail in the neighborhoods.

Another way to improve the intersections would be to create traffic circles. That could make turning safer, and also slow traffic.

PEPC Project ID: 89079, DocumentID: 96964
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Status: New
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Park Correspondence Log:
Date Received: Aug 19, 2019
Form Letter: No

Correspondence Text

After evaluating the GWMP as well as the various intersections, the best option would be to: 1) road diet the parkway, thereby, reducing the number of lanes for vehicular traffic, 2) add roundabouts at the intersections to allow for safe crossings and transitions, both pedestrian and motorized, without the need for signalization, and 3) convert the extra lanes into a pedestrian and bike trail. The above recommendations will help reduce the speed of vehicular traffic which is a major issue along this route. In addition, given that GWMP is a national park, the vision of GWMP being for recreational driving is quaint. This roadway turned into a commuter route as driving is now ubiquitous. To enjoy the beauty of this route, safety and pedestrian and biking access should be prioritized; driving should be deemphasized.

PEPC Project ID: 89079, DocumentID: 96964

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Number of Signatures: 1 Form Letter: No
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Correspondence Text

I lived in Belle Haven for a year and the crossing of GW Parkway at Dyke Marsh was always very dangerous.

My suggestion is to disallow cars on George Washington Parkway. A "parkway" is an outdated concept, much like a dirigible. People don't go driving for pleasure anymore; now they speed from one errand to the next, giving no thought to the human beings around them.

Since banning cars is politically unlikely, here are some other less effective solutions I would support:

1. Rename it to "George Washington Memorial Speedway" or "George Washington Memorial Commuter Highway" because that's what it is now.
2. Ban cars on weekends, or allow one lane for cyclists and other road users on select weekend days, like an "Open streets" event.
3. Give the highway a "road diet"
4. Put a speed hump at Belle Haven/Dyke Marsh and other dangerous locations.
5. Charge a toll for car drivers to use it.

PEPC Project ID: 89079, DocumentID: 96964

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Correspondence Text

1. Safe Crossings at all Intersections

Crossings should be more than just paint. NPS should implement proven road designs that slow driver speed and prioritize pedestrian/bicyclist safety over car speed/movement.

Recommendation: Implement roundabouts at intersections. They allow for easier crossing for ped/bikes by eliminating conflict points and providing more refuge space.

Calming Driver Speeds

75-85% of drivers are speeding and crashes are frequent and serious. Drivers have difficulty making turns and people have difficulty crossing because there are few breaks in the flow of speeding traffic. Recommendation: Install speed cameras and implement roundabouts. Both would calm speeds without stopping traffic, allowing for drivers to move through intersections from all directions and slow them down so people may safely cross.

Parkway Road Diet

The average daily traffic volume is well under the FHA recommended limit for road diets, meaning if the car lanes went from 4 to 2, drivers will not see additional delays. Road diets are proven to reduce crashes and make it easier for people to cross on foot or bike safely will little or no effect on driver travel time.

The curb lane could be utilized for buses and/or space for bikes and scooters, which would alleviate the very crowded conditions on the Mount Vernon Trail.

If both a road diet and roundabouts are implemented, single lane roundabouts would be much simpler for drivers (less signage needed) and would be a shorter, safer for people to cross on foot or bike safely.

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Correspondence Text

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??)
- 9] Add two more park police with one dedicated to writing speeding tickets and ticketing large commercial trucks
- 10] 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

PEPC Project ID: 89079, DocumentID: 96964
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Correspondence Text

I was hoping to be able to submit a photo here, but instead Ill describe the situation. My family uses the GW Parkway regularly as a connection from or home in the Fort Hunt neighborhood to points north. Its a beautiful Parkway, but too often we experience the aftermath of a truck heading southbound. Within a single week I had to stop and wait with 10 other vehicles as a large semi truck was turned around with the help of Park Police, who had to stop traffic in both directions. That was one of the lucky truck drivers. I have a photograph of the scene from a commuters prospective that I will gladly share if it would be useful in your study. A second incident in the same week was another truck headed southbound. Headed in the opposite direction, I saw it coming and managed to stop him by flashing my lights and honking with my arm out the window. I assume he got off at the first exit.

My husband commutes by bicycle on the path that runs along the GWP. He crosses over that low bridge every morning and afternoon and one day was the first on the scene after a box truck hit the bridge. Hes lucky he wasnt riding across as it hit. The driver of the truck was shaken up but okay.

The beauty of our Parkway should of course be maintained but not at the expense of the safety of those who live here and travel through the area. Clear signage for the purpose of safety would be welcome by all.

Thank you,
Amy Schildge

PEPC Project ID: 89079, DocumentID: 96964

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Correspondence Text

GWMP / Alexandria to Mount Vernon Safety Study

When moving here for my husband's Air Force career 13 years ago, I recall how awestruck we were by how beautiful our first drive down the GW Parkway was. However, hazards known only to locals became quickly apparent with subsequent drives. We have had close calls and have seen or heard of numerous accidents since then. Here are my top six concerns:

Pavement Condition - really bad bumps as well as potholes, not only for cars but especially for motorcycles. The pavement's poor condition does not make a positive impression on tourists or the driving experience from DC toward Mount Vernon, especially past Old Town Alexandria. Large trucks and busses certainly have a negative impact on roads, particularly one as old as this section of the Parkway. The painted lane lines are really faint.

Arrows need to be painted on the pavement at all turning points and crossings, like at the Belle Haven intersection. Quite frequently, cars are crossing on the opposite side of where they should be. Stratford on the Potomac neighborhood is an example of a location where people are often turning on the wrong side. Having the roads marked would clarify that turning maneuvers are the same as any intersection - staying to the right.

The Parkway is a narrow roadway with insufficient signage. Posting "drive in right lane except to pass" as well as frequent and larger warning signs to truckers (and busses) might help. The Bridge would not be rammed by those too tall trucks either!

Busses and large trucks driving on the Parkway are much too big to navigate safely on the narrow Parkway. They are most often in the left lane, straddling the center line. When an opportunity arises to pass (undertaking in right lane usually), you pray they don't cross into your lane. Is there a way to ensure they stop traveling down the Parkway and use Route 1 instead to get to Mount Vernon? It would also improve their arrival to Mount Vernon and navigating the Mount Vernon Roundabout.

Crosswalks - There are many people using the GW trail but there are no safe places for pedestrians and bicyclist to cross the Parkway to and from neighborhoods after leaving Old Town. Belle Haven and points south are very dangerous.

Roundabout at Mount Vernon - culminating at one of our Nation's most historic sites, this is one of the

worst portions on the Parkway.

The Mount Vernon Roundabout does not follow the Virginia Driving Manual rules for driving on a roundabout. In fact, the Mount Vernon Roundabout rules are quite the opposite. Frequently, drivers do not yield at the posted yield sign coming around to the left and off the Parkway (just in front of Fairfax Connector bus stop and the restaurant). Instead, they will simply drive through that posted sign without any pause, often crossing in front of traffic from Fort Belvoir/ Route 1, who have the right of way, so they can deposit passengers at the curbside. Perhaps they don't recognize it as a roundabout at all. Even so, people do not always yield.

Driving past the Visitor Center and then the parking lot entrance on the right and just as the Parkway begins (heading toward Old Town), there clearly appear to be three lanes when in fact there are only two. I have seen more 'near head-ons' than I can count, with people rounding that curve in the non-third lane, finding out abruptly that they are actually not in a lane at all. That same area is also a difficult location for exiting both of the parking lots.

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Correspondence Text

Could a pedestrian ramp-type bridge be constructed crossing the GWParkway between the two parking lots? If it were low enough, large trucks (and busses!) would have notice from the Mount Vernon point of entry that they are not permitted on the Parkway. It would save the old bridge as well as many commercial trucks from unnecessary crashes. Plus more visitors might use the ramp instead of the 4-way stop intersection, too.

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Correspondence Text

Re: Mount Vernon Trail Bridges 31 and 32 Rehabilitation, I see on the FLH website this is scheduled to take place in 2020 <https://flh.fhwa.dot.gov/projects/va/gwmpmvt4/>

Please ensure the bridge surface is not simply replaced with wood planking. I fell off my bike in fall 2018 and broke my leg because of the slippery surface caused by a thick slimy layer of algae and wet leaves, please read the bicycle forum thread on accidents at this location <http://bikearlingtonforum.com/showthread.php?11054-Report-your-MVT-wooden-bridge-accident-here-Date-location-circumstances>

People are breaking bones, hips, collarbones, injuries that are life altering. Please use a bridge material that does not continue the terrible slick surface. Thank you.

PEPC Project ID: 89079, DocumentID: 96964

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Correspondence Text

I urge the National Park Service to try a road diet in order to restore the George Washington Memorial Parkway corridor south of Old Town Alexandria to its purported functionality as a safe recreational facility for all users. Reduce the roadway to one through-lane in each direction. Reduce the speed limit to 35MPH and redesign the dieted road so that drivers will not feel comfortable exceeding that speed. Repurpose the extra space to provide intermittent center lanes (facilitating left turns both off and onto the parkway) as well as two uni-directional buffered and/or protected bike lanes (one on each side of the road).

As one who has both driven and bicycled along this corridor numerous times, it is obvious that both the road and trail need safety improvements. The current infrastructure spectacularly fails to achieve the original purpose of the highway as a "safe and scenic transportation experience" for auto touring and recreation. The largest problem is vehicular speeds. The southbound data displayed on the Weekly Average Vehicle Speeds chart is particularly frightening: more drivers are exceeding 55MPH than are obeying the posted 45MPH limit. These high-speed drivers pose a mortal threat to every person who attempts to turn or cross anywhere along this stretch. But even 45MPH leaves far too little margin for error here. This is a road containing several bus stops but requires riders to play Frogger in order to access them. Also it runs alongside a popular trail its entire length but somehow fails to offer even a single painted crosswalk for over eight miles. That trail has its own safety hazards: the variety of recreational users (fast cyclists, slow cyclists, scooters, joggers, pedestrians, pets, children, etc.) make for a dangerous mix in combination with the narrow width, root heaves, and visibility challenges.

The good news is that a road diet on the GWMP can fix almost all of the current road and trail safety hazards in one fell swoop. It is the most effective approach to combat excessive speeding, as it prevents aggressive drivers from lane-hopping to pass slower vehicles. The lower speeds and center lane space will sharply reduce collisions involving turning vehicles. The trail will also be much safer for slower-paced recreational users with the displacement of the fastest trail traffic onto the roadway. The lower speeds and lane reduction will make ped/bike crossings between the neighborhoods and the riverside

trail much safer. In conjunction with the safety enhancements, the availability of the roadway to cyclists will encourage far more utility and commuter bicycling to replace automobile trips along this corridor, as the road would be a much easier facility to ride than the trail is currently.

Thank you for undertaking this project, and I hope that we will soon see a safer George Washington Memorial Parkway!

PS

I have several comments and questions regarding the data posted here for the Safety Study phase of the project:

1) The crash history chart needs context and elaboration. Over what time period were these crashes observed? How many of these crashes are fatal / serious injuries / minor injuries / property damage only? How many involve pedestrians or bicyclists?

2) The Intersection Line of Sight chart should consider the needs of non-motorized users as well for certain intersections. For instance, visibility at Tulane Drive is fine for exiting the neighborhood, but peds/bikes attempting to cross from the trail east-to-west into the neighborhood have a very poor view of northbound traffic, due to a curve plus trees and a sign near the edge of the road.

3) The Intersection Volumes chart leads to many questions. What is the time period basis for these numbers? Is it one hour? If so, which hour? Are the numbers averages over multiple days or single observations from one day? Also, why are the numbers so inconsistent from one intersection to the next? For instance, there are 1653 140 = 1667 vehicles shown heading south from the Tulane intersection in the PM. Then why are there only 1013 374 = 1387 vehicles approaching Morningside from the north? There are no intersections between these two points. Surely 17% of southbound vehicles are not using the bus turn-around?

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Correspondence Text

I was severely injured on the Mount Vernon Trail along the GW Parkway. I was jogging and a bicycle ran me over. The trail is not wide enough for walking, jogging, bicycles. I required surgery and my arm will never return to normal. Something should change as I know I am not the only injury along the trail.

PEPC Project ID: 89079, DocumentID: 96964
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Correspondence Text

It is sickening how fast cars go, enabled by poor road design. We need serious (i.e. not just lip-service) safety improvement - - including speed cameras as part of generally SIGNIFICANTLY increased enforcement of dangerous driving behavior, and serious road diets. A driver's convenience is not worth more than the safety of pedestrians and bicyclists.

PEPC Project ID: 89079, DocumentID: 96964

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Correspondence Text

Thank you for working to improve safety on the southern portion of the George Washington Memorial Parkway. As someone who uses the Mount Vernon Trail nearly every day, I urge you to reduce speeding on the Parkway and improve drivers' sightlines so that people on foot or on bike can safely cross the Parkway to access the trail, get to bus stops, and reach their neighborhoods.

There is no safe place for people on foot or on bike to cross the Parkway between Old Town Alexandria and Alexandria Avenue - - even though many trail users would like to cross the Parkway to access the neighborhoods and shops on the other side. A traffic-signal-controlled intersection at Belle Haven Road, Belle View Boulevard, or Tulane Drive would make it much easier and safer to cross. If this isn't possible, please consider other alternatives that would improve crossing safety - - including a road diet or a traffic circle to reduce excessive car speeds, installing or widening medians, adding crosswalks, adding paved trail spurs, and adding sidewalks leading to the bus stops.

Many of these suggestions also apply to the intersections at Wellington Road, Collingwood Road, and Waynewood Boulevard. One additional complication for these three intersections is that southbound drivers often turn off the Parkway at speed, which endangers trail users who are crossing Wellington, Collingwood, or Waynewood to continue on the trail. Please sharpen the corner at these turns so that drivers are required to slow down when making their turns, and please consider turning these trail crosswalks into raised crosswalks (similar to what was recently done at the Theodore Roosevelt Island parking lot) so that drivers will slow down and remember to look for trail users who might be crossing.

Thank you for considering my comments.

PEPC Project ID: 89079, DocumentID: 96964

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Correspondence Text

Good people,

I live in the Belle View Condominium Community and am a senior citizen who can no longer run. The Bike Trail and Dyke Marsh are only 4 blocks from where I live, but I can no longer access either of these lovely amenities because I am afraid to "play chicken with my life" in attempting to cross the G.W. Parkway. I find this to be very sad - - not only for me but for the other residents in this densely populated community. Is there no way to build a walkway for residents to cross over the parkway?

Also, I will never forget the day I tried to make a right turn onto the Parkway from Belle View Blvd. I waited and waited until a space finally opened up in the traffic coming from my left and then hit the accelerator to rapidly make my right turn - - only to discover to my horror that a mother with a baby stroller had suddenly appeared on my right out of nowhere and was attempting to cross the parkway. I slammed on my brakes and narrowly avoided hitting the mother and child.

Given the density of the Belle View Community and the high risk of anyone crossing the parkway (especially slower-moving people like moms with strollers and young children and the elderly like me) being hit by a vehicle - - can something not be done to prevent a tragic loss of life?

There is a narrow median at the Belle View Blvd intersection in which a pedestrian can pause to wait for the traffic to clear, but it is truly terrifying to stand there with huge tourist buses (with their large extended side mirrors) whizzing by you on both sides. I can't imagine trying to do that with young children.

Please find a way for pedestrians and bikers to safely cross the G.W. Parkway at the Belle View Blvd intersection.

Thank you!
Cynthia Nowell

PEPC Project ID: 89079, DocumentID: 96964

Correspondence: 242

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Number of Signatures: 1
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Park Correspondence Log:
Date Received: Aug 21, 2019
Form Letter: No

Correspondence Text

I appreciate the extensive information and statistics about this study that were made available at the July 11 public meeting and on the website. I am submitting this comment as an individual. My community involvement includes serving on Northern Virginia Soil and Water Conservation District, the county's Environmental Quality Advisory Council, and a magisterial district's land use committee. I frequently visit the church located off the parkway at Lucia Lane and I eat at the Cedar Knoll Restaurant on Lucia Lane. I regularly enter or leave the parkway at Belle View Boulevard.

Personally, I'm interested in the safety of traffic turning onto Lucia Lane and from Lucia Lane unto the parkway. I access Lucia Lane both from the south and the north, mostly evenings and weekends. I read the statistics covering the rush hour traffic count, speed, and crash history for the intersections and I think this study should include how Lucia Lane traffic interacts with the parkway traffic, especially the Vernon View Drive and Stratford Lane intersections. Both of these intersections carry traffic from the dense residential communities to the west of the parkway. For crash history, Vernon View is in the middle while Stratford Lane is the least. Is there any information on crash history at Lucia Lane? Did the traffic count study include any statistics for the Lucia lane include turning traffic numbers for evenings and weekends? This is when there is more turning traffic at Lucia Lane for the restaurant and the church. The crash history statistics for the intersections don't indicate how many were rear-end crashes and how many were crashes into turning vehicles. You probably have this breakout and have used the information. If there is a meeting about Lucia Lane and the parkway, I'd like to be involved.

Three of the intersections are significant east/west routes for the Richmond Highway Corridor and the parkway: Belle View Boulevard, Morningside Lane, and Collingwood Road. The crash history has these three intersections being three of the top four for number of crashes. With the parkway being designated a National Park, I'm not sure if signaling these intersections can be considered. There is a traffic signal at the north end of the parkway as it enters the city of Alexandria. Signaling these intersections may be a traffic calming measure on the parkway.

I like the bike/pedestrian trails being slightly removed off the parkway for safety and for enjoyment. I'm not sure by the proposed plans if the trail crossings at intersections will be in addition to a north/south pedestrian crossings at the intersections. And I didn't see any east/west pedestrian crossing to go from one side of the parkway to the other side. People cross the parkway to walk or bike on the trail next to the river. Data shows the excess speed that vehicles travel on the parkway. Any traffic calming considered for the safety at intersections should also include some east/west pedestrian/bike crossing of the parkway.

Finally, I'm interested in upgrades to handling storm water drainage for routine rains and melting snow. Most of the intersections now have grates for water to exit the roadway. Not considering major storms, standing water on the parkway can be a safety issue. With the parkway being almost 90 years old, I'm guessing the drainage system is not adequate by today's standards and needs. I realize the "ideal" storm water system may not be possible, but I hope an upgrade improvement is being considered. I'd like to get future information about the planning for storm water work related to this study. If an Environmental Impact Study is done, I'm interested to see the EIS.

I see on the parkway Study Schedule that, after the review of the public's input, updated plans will be available and there will be another public comment period later this year. I look forward to the next step of the study.

Please contact me if you have question.

Thank you for considering my comments.

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Correspondence: 243

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Notes:

Correspondence Text

Pedestrian/wildlife crossing bridges would be helpful to address those crossing the parkway. Drivers are not paying attention and they are in excess of the speed limit. To address those speeding, I recommend speed cameras or additional traffic enforcement.

PEPC Project ID: 89079, DocumentID: 96964
Correspondence: 244

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Correspondence Text

Please enhance the Mount Vernon Trail and GW Parkway to best support all uses. The trail must remain open to all users including bicycle, electric bicycle, electric scooter, and other novel electric personal mobility devices. Please do not ban electric mobility devices such as these on the trail because devices such as these lower barriers to commuting by means other than personal car or transit. The more people can use the corridor in ways other than private car, the better.

Speed cameras are a no-brainer: please strictly enforce the speed limit at all portions of the trail.

Please consider creating a bus rapid transit system during peak hours, sectioning off a lane for exclusive bus use. Bus rapid transit (BRT) is a phenomenal way to alleviate congestion and speeding.

PEPC Project ID: 89079, DocumentID: 96964

Correspondence: 245

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Correspondence Text

We appreciate the opportunity to provide comments on the George Washington Parkway Study. After reviewing the Southern George Washington Memorial Parkway (GW Parkway) Safety Study documents, Fairfax County proposes partnering with the National Park Service (NPS) and Federal Highway Administration (FHWA) to include flood mitigation in the proposed safety improvements.

The intersections at Belle Haven Road, Belle View Boulevard, and Tulane Drive identified in the study area are located within the FEMA floodplain. The adjacent Belle View and New Alexandria communities have a significant history of structural flooding during tropical storms and hurricanes. Tidal flooding from the Potomac River creates public safety hazards for both travelers along the GW Parkway in this area and the adjacent neighborhoods. It is our understanding topographic elevation along the parkway between Belle Haven Road and roughly 300 meters south of the intersection of Belle View Boulevard, varies roughly between elevation 5.9 feet NGVD29 and 10.3 feet NGVD29. The United States Army Corp of Engineers, Baltimore District, determined in a report titled, "Description and Comparison of Flood Risk Management Plans Along and Adjacent to the George Washington Memorial Parkway," dated March 27, 2014, that FEMA's one percent annual chance-base flood (100-year flood) elevation is 11.2 feet NGVD29. While the county has invested in the construction and operation of a tide gate and pump station, extreme weather events will still result in significant flooding of the GW Parkway and New Alexandria and Belle View communities as a result of tidal surges from the Potomac River.

Like FHWA, Fairfax County believes that incorporating the potential effects of extreme events and climate change on flooding, and designing our transportation system for more resilience when exposed to extreme flood events, enhances lifecycle benefits (FHWA Hydraulic Engineering Circular No. 17, 2nd Edition). We request that the NPS and FHWA partner with Fairfax County to explore a flood mitigation and resiliency design that achieves the same study objective of improving safety while preserving the highway's beauty and historic character. A recent example that reflects this objective is

the New York City Dryline. Initiated due to the extensive damage caused by Tropical Storm Sandy,

the Dryline is a ten-mile-long, high-water barrier masked as parks, seating, paths, and other amenities. A similar flood mitigation approach could be applied along the GW Parkway in the vicinity of the Belle View and New Alexandria neighborhoods. The county recognizes the challenges that a project of this scale poses and is willing to partner with NPS and FHWA to identify potential flood mitigation designs that best balance the needs of GW Parkway users and the surrounding communities.

Please also see the hard copy of the letter containing these comments sent to the NPS address provided.

PEPC Project ID: 89079, DocumentID: 96964

Correspondence: 246

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Notes:

Correspondence Text

Thank you for undertaking a review of the GWMP.

Here are my general comments

1. speed on the Parkway is too high. This high speed makes it dangerous for motor vehicles, but makes it especially dangerous for people walking or biking to cross the parkway to get to and from the trail and other viewpoints. Efforts should be made to redesign the Parkway to restore speeds to fit the original plans for the road. The road has strayed far from its Original intent.
2. Recognize that not all users of the GWMP will access the park by motorized vehicle. Efforts need to be undertaken to provide safer access to the park along the entire route.
3. Design features to consider are
 - A. traffic circles at key intersection (these would mirror the circles at Mount Vernon and Memorial Bridge).
 - B. Lane reductions and Center turn lanes.
 - C. With lane reductions, certain parts of the Parkway could have protected bike lanes added
 - D. Adding high visibility crosswalks across the Parkway to include appropriate signage
 - E. Bridges similar to the stone bridge at Alexandria Avenue

PEPC Project ID: 89079, DocumentID: 96964

Correspondence: 247

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Correspondence Text

Having lived along the parkway for the past 20 years, I've closely observed and tracked major changes in the use of the roadway over this period. I use the parkway to commute to work and run errands. I cross the parkway on foot and on my bike to access the bike path. I previously lived close to Mount Vernon; I recently moved to the Belle View area and now am uncomfortably close to what is happening at the intersection with the disturbing record of having the most crashes along the southern parkway. I can see why. Even as I type this comment, I'm watching and listening to the evening traffic. The speed limit is 35 mph. One would never know this based on the speed of most cars whizzing by. The danger is also evident in the frequency of horn honking during morning and evening rush hours.

The volume of traffic on the parkway at all hours, and especially during rush hours, has exploded in recent years. We have much more pass-through traffic from Maryland; with it I've noticed a dramatic increase in high-speed and reckless driving, not just by Maryland drivers, but also from Virginia and elsewhere. In June I witnessed two crashes at the Belle View exit. The sound of the impact was terrifying.

Before we make ambitious plans that cost boatloads of money and take many years to implement, there are immediate steps we must take to avoid further accidents and fatalities. These include:

- Extend the 25 mph speed limit to just below the Belle View exit;
- Post new signs and more of them so that motorists cannot miss them;
- Launch a public awareness campaign highlighting the lower speed limit and the need for it
- increase the frequency of speed traps
- create a crossing at the Belle View intersection for the many pedestrians, cyclists and others who cross there daily

Some motorists need to be reminded that they need to slow down. The lowered speed limits and publicity surrounding it will serve that purpose. Other motorists need the proverbial stick to whip them

into compliance; increased speed traps at varied hours will help fill that role. Those of us who cross the parkway for exercise and recreation need to feel safe when we do so. I'm constantly appalled at the speed of cars coming around the bend from Old Town, with little or no regard for those waiting on the side of the road or on the median strip. My biggest fear is an accident in the intersection that includes not just cars, but pedestrians. I hope and pray that the NPS and all jurisdictions involved take the steps that concerned residents have been pleading for for some time. The problem is urgent. The time to act is now!

Thank you.

PEPC Project ID: 89079, DocumentID: 96964

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Correspondence Text

Agree with all regarding excessive speeding, aggressive driving, left turns, ETC. The sheer volume of cars, trucks, buses, overweight vehicles is ruining the road integrity. Understanding that historical aspects of the GWP Road are to be retained, but, it is too narrow for today's vehicle, traffic. We need to include the pollution problems...air and land along the GWP due to excessive vehicles... I have witnessed many literally tossing trash from their vehicles and emission issues.

Perhaps limit traffic numbers, impose weight limits as a way to reduce road overuse and congestion. This is a National Park, are there specific laws that protect and/or regulate vehicles, types, speeds, volume regarding, if so can we put into play? Can we use vehicle stickers, to drive along the GWP, purchased via the NPS? Can we make the GWP a toll road? Can we use standard Traffic Calming measures? For example speed humps at the turns into neighborhoods along the road. What about strategic placement of Traffic Lights throughout? Left turning lanes would be a help towards safety. Is there a better way to aggressively enforce 24/7 the speed limits...the money garnered could help fund much needed road improvements, etc. I use the GWP in all aspects...vehicle, on foot on bicycle. I am a member of Mount Vernon and have asked to volunteer along this area of the GWP. Over the years, I have witnessed traffic accidents, bicycle accidents and pedestrian vs bicycle accidents, animals needlessly killed in a violent manner when hit by vehicles. I absolutely enjoy the Parkway and Trails. I think it will also take teaching people to slow down and be respectful of the area history...all will need to embrace a great deal of change options, some I would imagine unpopular, for the sake of safety (human/animal) and historical preservation. Even while bicycling the GWP Trail, cyclists are aggressive, rude, unsafe, break laws and speed!! I have been hit by cyclists while walking/jogging the Trail. A new mindset/culture will need to be fostered as part of the overall plan. Can we partner with and work with Fort Belvoir to curb commuter traffic along GWP...an MOA or MOU as one Fed agency to another. Cutting commuter traffic is key to the success of any plan. Tourist Buses are some of the worst offenders... trash, pollution, speeding, heavy weight destroying road integrity.

PEPC Project ID: 89079, DocumentID: 96964
Correspondence: 249

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Correspondence Text

The speed limit on the GWMPW is appropriate and needs to be better enforced. The parkway is not a speedway but the current lanes and traffic flow is adequate. The increase in traffic is a matter of course with increased population and cannot be impeded. The current speed limit with safety patrols and speed enforcement can reduce the rise in accidents. The increase in traffic and the high rates of speed of motorists is causing the increase in accidents on the parkway. Increasing regular patrols, ticketing and awareness will help abate this danger.

PEPC Project ID: 89079, DocumentID: 96964
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Notes:

Correspondence Text

Enforce the speed limit.

Install speed cameras and write lots of expensive tickets.

Prohibit left turns at Belle Haven Road and Belle View Blvd between 5 a.m. and 10 a.m.

Create traffic islands at the intersections with fatal crashes.

PEPC Project ID: 89079, DocumentID: 96964
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Correspondence Text

I'm strongly in favor of a road diet for GW Parkway. It isn't safe to turn from side streets onto a 4-lane 45 mph road, especially where there are no medians.

The GW bike path also needs additional capacity. Perhaps a separated bus lane, combined with a road diet, could also accommodate bicycles and ease congestion on the trail.

PEPC Project ID: 89079, DocumentID: 96964

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Status: New
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Correspondence Text

I fully support making the GW Parkway safer for all users. Pedestrian/bike crossings need to be prioritized to ensure that car drivers are driving at slower/safer speeds.

That being said, the speeds on the Parkway are regularly higher than posted, due to it being a 4 lane highway. Cutting lanes from 4 to 2 (or 3 in certain areas?) will aid in calming speeds, ensuring that pedestrian crossings are safer, and ensuring that cars turning on or off of the parkway will have fewer lanes to cross.

The curb lanes that are cut can and should be used for bikes, as the current trail is more recreational than functional for those who wish to commute by bicycle. The current trail meanders and focuses on scenery, not efficiency, for those who wish to bike. Curb lanes can and should also accommodate buses.

PEPC Project ID: 89079, DocumentID: 96964
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Correspondence Text

The GW Parkway is a scenic parkway and was not supposed to handle all of the additional commuter traffic due to more housing/apartments/condos and BRAC traffic to/from Ft. Belvoir. Both Fairfax County and Alexandria City have increased and are continuing to increase housing along Richmond Highway. The spillover traffic from Richmond Highway is only going to get worse.

Some suggestions to keep this National Parkway under control:

- lower the speed limit to 35 or 40 similar to the northern parts of the parkway
- no left turns allowed from the northbound lanes of the GW Parkway during morning and afternoon rush hours unless there is a dedicated lane
- no left turns allowed from Belle View Boulevard or Morningside Lane (these two streets seem to get the most accidents but more could be added to the restriction) during morning and afternoon rush hours
- Possibly add a rotary turns along the parkway to slow & control traffic
- Add more law enforcement to target speeding and commercial trucks & possibly some video camera