

SENATE OF VIRGINIA

SCOTT A. SUROVELL
36TH SENATORIAL DISTRICT
PART OF FAIRFAX, PRINCE WILLIAM, AND
STAFFORD COUNTIES
P.O. BOX 289
MOUNT VERNON, VIRGINIA 22121
(571) 249-4484



COMMITTEE ASSIGNMENTS:
GENERAL LAWS AND TECHNOLOGY
LOCAL GOVERNMENT
REHABILITATION AND SOCIAL SERVICES

July 15, 2019

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

Re: Official Comments Regarding George Washington
Memorial Parkway, South Section, Traffic Safety Study

Dear Superintendent Cuvelier:

I am writing to follow up on our public meeting last week to provide you with my initial comments regarding traffic safety on the George Washington Memorial Parkway ("the Parkway") and the Mt. Vernon Memorial Trail ("the Trail"). I am also gathering community comments on the issue and will provide you with the community feedback and supplemental comments of my own before August 21.

The following serve as my initial official comments.

I have lived two blocks from the Parkway and the Trail my entire life. My grandparents moved to my house on Halloween Day in 1941. I was born in 1971, learned to ride my bike on the Trail and at Fort Hunt Park, and was one of the first riders when the ribbon was cut on the new segment between Alexandria Avenue to Waynewood in 1978. My wife runs four miles on the trail every morning and occasionally commutes using the 11-Y bus. I taught my kids to ride their bikes on the trail and at Fort Hunt Park. I commute on the Parkway every morning. My family and I are frequent users of the Parkway and the Trail.

Source of the Problem

I am well aware of the restrictions posed by the National Historic Preservation Act and I support maintaining the Parkway's status on the National Register, preserving its historic nature, and ensuring that it remains the historic and scenic byway that it is. I also recognize that the original road did not have intersections at Belleview Boulevard, Tulane Drive, Waynewood Boulevard, Vernon View Drive or Stratford Landing, and most "intersections" were entrance points from existing unimproved dirt roads that served a handful of farms or vacation cottages. It was never designed for modern conditions, commuters, high speeds or heavy volumes.

While the massive development of the 22307, 22308, and 22309 zip codes between 1940-1970 put pressure on the road, it never really became dangerous until recently. The current problems on the Parkway mainly stem from two sources – (1) traffic volume and (2) excessive speed. Traffic became a real problem after the 2005 round of the Base Realignment and Closure Commission (BRAC). I can see the effects in the morning due to all of the Maryland license plates heading south (at high speed). These conflicts are most obvious at left turns.

Speed Cameras

For this reason, I have supported a speed camera solution from the beginning, and I believe speed cameras at problem intersections – perhaps positioned in stone boxes – would go a long way toward reducing speeds.

Former Congressman Dick Armey and former Virginia Governor Jim Gilmore sent letters attacking speed cameras in 2001 which caused the National Park Service (NPS) to deactivate the camera at National Airport, but they are no longer in office and our problems have grown much more acute in the last 18 years. Speed cameras have been extensively deployed around the world, Maryland, and the District of Columbia since then and have proven effective.

I also understand the budget restrictions on the NPS and federal prohibitions on revenues benefiting specific park units. Perhaps the NPS could consider a concession contract for speed cameras. I am willing to advocate any financial needs with Virginia's Congressional delegation.

Traffic Diets

I support the consideration of traffic diets. However, I have concerns that if traffic is narrowed to one lane that it could limit the opportunities for left turn entrances onto the Parkway during peak volumes. Traffic diets could be tested in locations using orange cones to see how traffic reacts as an interim measure.

Left Turn Bans

While prohibitions on left turns might have some intuitive appeal given that most collisions occur during left turns, I am concerned that most left turn changes will not solve problems but only them elsewhere unless they are coupled with other solutions. For example, a left turn ban at Morningside Lane, will only push more cars onto either Tulane Drive or Alexandria Avenue. Alexandria Avenue is already troublesome given Northdown Road's narrow road width, 15 MPH speed limit, and high volume of cyclists and pedestrians who share the road after the trail ends. Westgrove Boulevard is likewise a residential street not designed for significant commuter volume.

A left turn ban at Belleview Boulevard would overwhelm a bad problem that already exists at Belle Haven Road as demonstrated by your queueing data. However, if a left turn prohibition – on and off – if Belleview Boulevard was coupled with a traffic light at Bellehaven Road, that might be more manageable, provided the Belle Haven Road approach to the Parkway was redesigned to take 10th Street's intersection with Belle Haven Road into account.

Mount Vernon Bike Trail

The Mount Vernon Trail is one of the most amazing parts of the park. It allows people to intimately enjoy the park's full splendor. However, like the road, it is also under significant stress.

As an avid cyclist, I find the trail to be patently unsafe. The trail is too narrow. Exercise enthusiasts and bike commuters are in frequent conflict with pedestrians, children or slower riders who are often unaware of the danger they are creating. The frequent turns and blind corners create dangerous situations at higher speeds. I have multiple cyclists friends – some avid, some recreational

– who have ended up in the emergency room due to spills. One constituent told me they were a juror in a case involving a cyclist collision on the Trail.

The lack of maintenance (I understand the budget restrictions inflicted by Congress over the last four decades) is allowing roots to create an uneven surface which creates challenges, especially when the trail is wet. The NPS should consider major improvements to the trail including widening in the long term or perhaps even a separate study.

In the short term, the NPS should evaluate allowing cyclists back on to the main road – at least (1) in the lower speed sections, (2) where there are lower traffic volumes (e.g. between Mount Vernon and Vernon View Drive), or (3) by closing a portion of the road – perhaps from Stratford Landing to Mt. Vernon – on weekends, similar to what occurs on Beach Drive in Rock Creek Park.

Pedestrian Safety

The existing road is also extremely unsafe for pedestrians. I frequently see pedestrians “stranded” on the median at Belleview Boulevard trying to get back to their condominiums or to the Trail. Bus commuters, runners, and cyclists put their lives at risk trying to cross to the bus stop and trail at Belle Haven Road or Tulane Drive. People who ride the 11-Y are in extreme danger every morning to get to the east side of the road to reach bus stops, and the southbound bus stop at the Stone Bridge requires users to cross back to the east side of the road to reach Northdown Road and Alexandria Avenue. These pedestrian crossings are especially dangerous in the winter when it is dark during the evening commute.

The road desperately needs crosswalks. It also needs formal pedestrian refuge infrastructure and signage or embedded pavement lights to warn drivers of their responsibilities.

Southern Terminus

Traffic queueing at the southern terminus is a significant problem in the morning and evening. I did not see any formal measurement of that in the display boards. The intersection of the Parkway with Old Mount Vernon Road and Mount Vernon Memorial Highway presents further problems due to the large number of pedestrians crossing from the Mt. Vernon Estate Parking Lot, although pedestrian volume is probably lower during weekday peak volumes.

The NPS, in consultation with the Virginia Department of Transportation, should evaluate (1) a stop light, (2) prohibiting left turns from Old Mount Vernon Road, and (3) adding a traffic enforcement officer during peak hours to mitigate these issues. (4) Work with Mount Vernon Estate to encourage all buses to avoid using the south parkway.

Other Thoughts

I also have the following ideas not otherwise outlined above:

- **35 MPH Zone Speed Study:** The display boards at the public hearing had speed data for the Parkway, but no data where the speed limit drops to 35 MPH. The NPS needs to assess speeding conditions at Belleview and Belle Haven.
- **West Boulevard Drive Left Turn Ban:** NPS should ban left turns from the West Boulevard Drive intersection south of the Stone Bridge. I have noticed traffic apps try to push cars there while there is a safe right hand turn just over the bridge. Shutting down this left turn will have minimal impact on other intersections.
- **Chadwick Road Easement:** The NPS should consider eliminating what appears to be a road easement extending from Chadwick Road on the land between West Boulevard

Drive and the Parkway. There is no reason that needs to continue, and I have seen a few cars continue to try to use it.

- **Stone Bridge Problems:** Buses and (illegal) trucks continue to strike the Alexandria Avenue Stone Bridge. The existing signage is not adequate. The NPS should consider other alternatives to increase driver awareness of the bridge height, including radar warning systems or limit traffic to one lane in each direction through the middle lanes of the bridge where the arch is tallest. The NPS should also investigate whether it is possible to add height warning alarms to commonly used commercial and/or bus electronic navigation systems.
- **Wildlife Impacts.** The data you presented including no information wildlife impacts of traffic or their involvement in collisions. This would be useful, as would solutions to prevent wildlife deaths on the parkway.
- **Horticultural Plan.** NPS should fully implement the horticultural plan for the entire parkway, consistent with Congress's intent.
- **Increased Enforcement.** NPS should increase enforcement of speed limits on the Parkway and on the bike path. NPS should not allow scooters on the bike path. I am also willing to talk to the Virginia State Police and possibly assisting with enforcement. It is my understanding that the Fairfax County Police Department is unwilling to consider additional enforcement responsibilities. I also have received numerous constituent complaints about illegal trucks continuing to use the road.
- **Surface Maintenance.** I have always been astonished that a road constructed in 1932 has held up so well and that major pavement rehabilitation was only done once – about 15 years ago? However, the surface has significantly deteriorated in many sections, the lane markings have faded, and the road needs significant rehabilitation right now today.

As I mentioned above, I will have additional comments once I have completed my constituent survey which you are welcome to review at www.bit.ly/GWPSurvey.

Thank you in advance for all of your work on this and I look forward to the ultimate outcome.

Sincerely Yours,

A handwritten signature in black ink, appearing to read "Scott A. Surovell", with a large, sweeping flourish extending from the end of the name.

Senator Scott A. Surovell
36th District

cc: U.S. Senator Mark R. Warner
U.S. Senator Timothy M. Kaine
Congressman Donald S. Beyer, Jr.
Senator Adam P. Ebbin
Delegate Paul E. Krizek
Delegate Kathy Tran
Delegate Mark Levine

Superintendent Charles Cuvelier

July 16, 2019

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Chairman Sharon Bulova

Supervisor Dan Storck

Mayor Justin Wilson

Colonel Michael H. Greenberg

Secretary Shannon Valentine, Virginia Department of Transportation

Mr. Tom Biesadny, Fairfax County Department of Transportation

Mr. Bruce Wright, President, Fairfax Area Bicyclists Association

Ms. Glenda Booth, President, Friends of Dyke Marsh

Mr. Robert D. Rosenbaum, President, Friends of Fort Hunt Park

Mr. Judd Isbell, Co-President, Friends of Mount Vernon Trail

Ms. Josephine Liu, Co-President, Friends of Mount Vernon Trail

Ms. Katherine Ward, Co-Chair, Mt. Vernon Council of Citizens

Mr. John Ribble, Co-Chair, Mt. Vernon Council of Citizens

Ms. Lynn Pascoe, Co-Chair, Mt. Vernon Council of Citizens

Mr. Douglas Bradburn, Executive Director, Mount Vernon Ladies Association

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COMMITTEE ASSIGNMENTS:
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REHABILITATION AND SOCIAL SERVICES

August 20, 2019

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

Re: George Washington Parkway Survey Responses

Dear Superintendent Cuvelier:

I am writing to follow up on my initial comments to provide you with community feedback regarding traffic safety on the George Washington Memorial Parkway ("the Parkway") and the Mt. Vernon Memorial Trail ("the Trail").

Since the comment period opened, 551 respondents answered my George Washington Parkway Study Survey. These responses offer insight into how constituents are using the Parkway and how they think about proposed solutions.

First, the responses were provided voluntarily and do not represent results consistent with a poll. The vast majority providing comments live in the Fort Hunt/Mount Vernon area and in the 22306, 22307, 22308, and 22309 zip codes. Here is a breakdown of the zip codes of the respondents.

Zip Code	Number of Respondents
22308	217
22307	92
22309	88
22306	51
All others	196

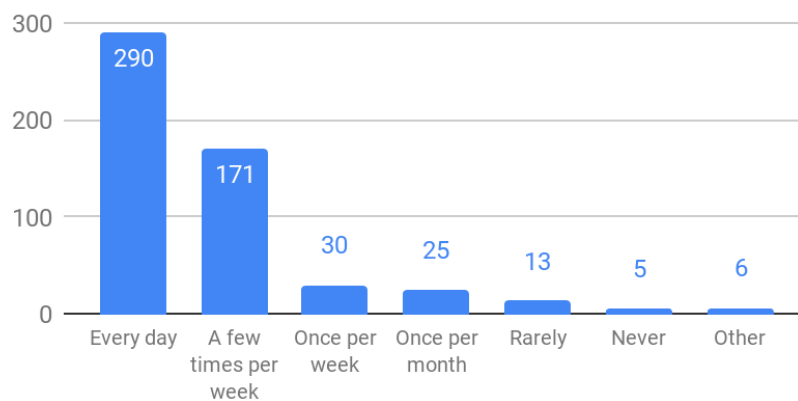
Obviously, there are many users of the road who are not from the proximate community and few of those people responded.

Most of the respondents to the survey also showed they were using the road to get to Alexandria:

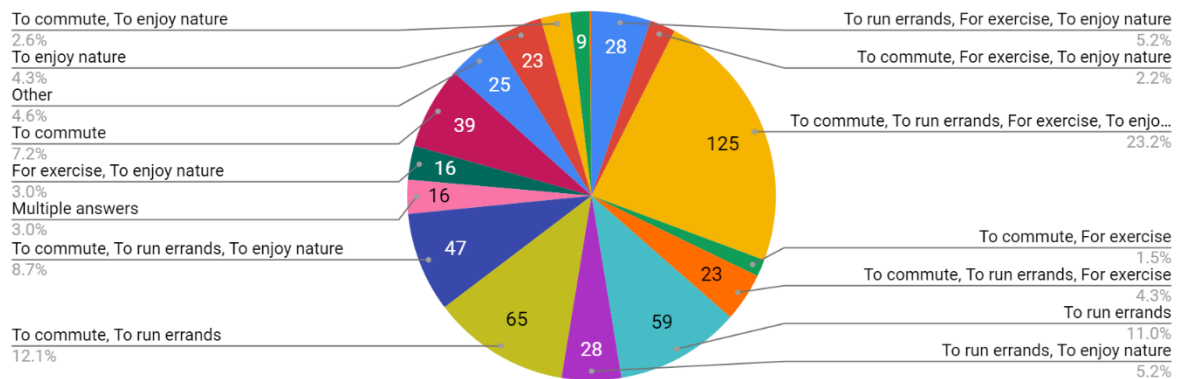
- 82% - To Get To/Through Old Town
- 19.3% - To Get To I-495
- 12.8% - To Get To Fort Belvoir

Among those who responded, many use the parkway every day or a few times a week for many different purposes that go beyond commuting. Many also use the parkway to enjoy nature, run errands and exercise.

How often do you DRIVE on the Parkway?



Why do you use the Parkway?

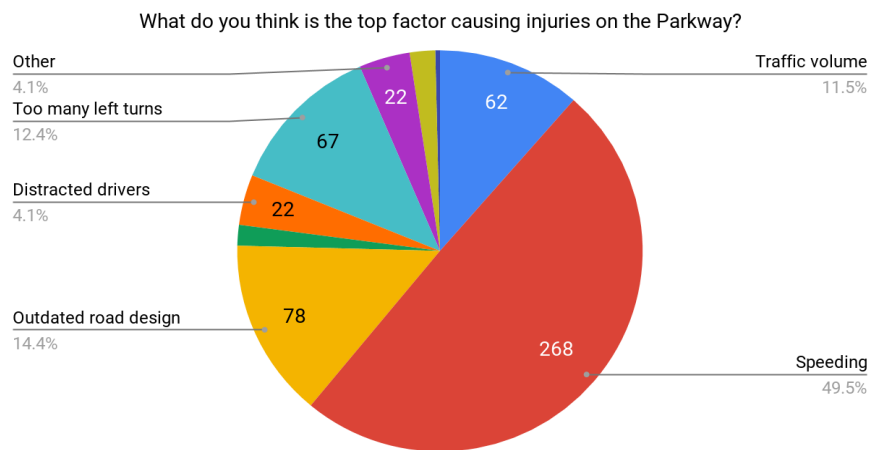


Total number of respondents including the following in their list of uses

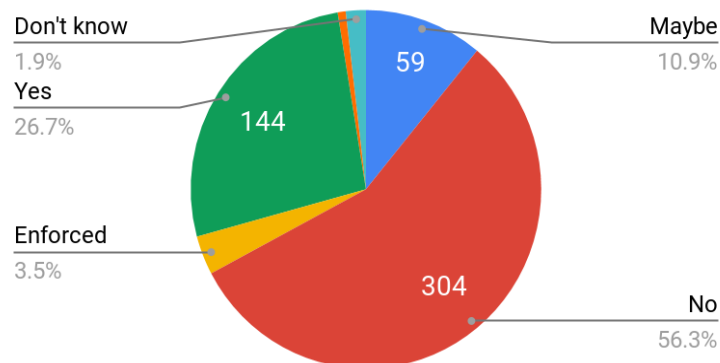
Running Errands	283
Commute	333
Enjoy Nature	293
Exercise	62

Source of the Problem

As I indicated in my prior letter, the problems on the Parkway originate around speed and traffic volume. That was reiterated in the survey results. Most respondents view speeding as the leading cause of injuries on the G.W. Parkway but do not support changing the speed limits.

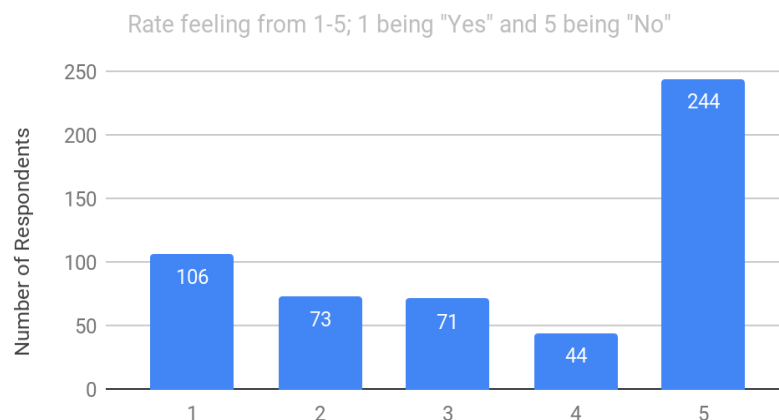


Do you think that the current speed limits on the Parkway should be changed?



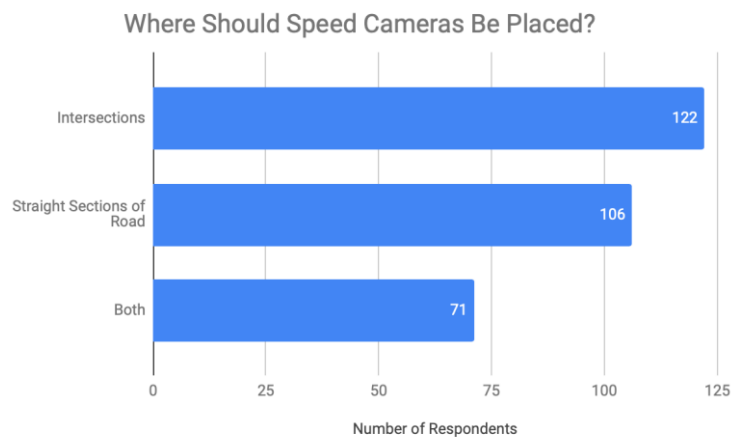
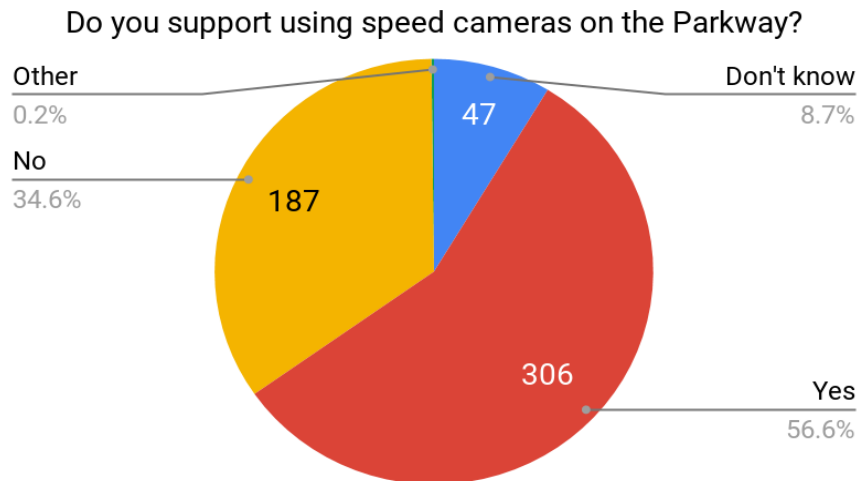
As stated in my initial comments, I support maintaining the Parkway's status on the National Register of Historic Places, preserving its historic nature, and ensuring that it remains the historic and scenic byway that it is. Sixty-one percent of respondents agree and are opposed to delisting the Parkway from the National Register of Historic Places and transferring it to VDOT.

Do you think the Parkway should be delisted from the National Register of Historic Places and transferred to VDOT?

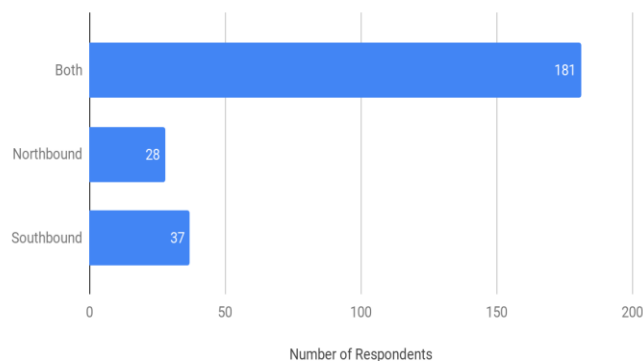


Speed Cameras

A majority of respondents support introducing speed cameras to reduce speeding. I have supported a speed camera solution from the beginning, and I believe speed cameras at problem intersections – perhaps positioned in stone boxes – would go a long way toward reducing speeds. Many respondents support speed cameras but have reservations about them becoming so well-known that they are rendered ineffective. That is why many constituents who support speed cameras support placement both Northbound and Southbound with a nearly even split between placement in intersections and straight sections of road.



If speed cameras are installed, in which direction should they be placed?



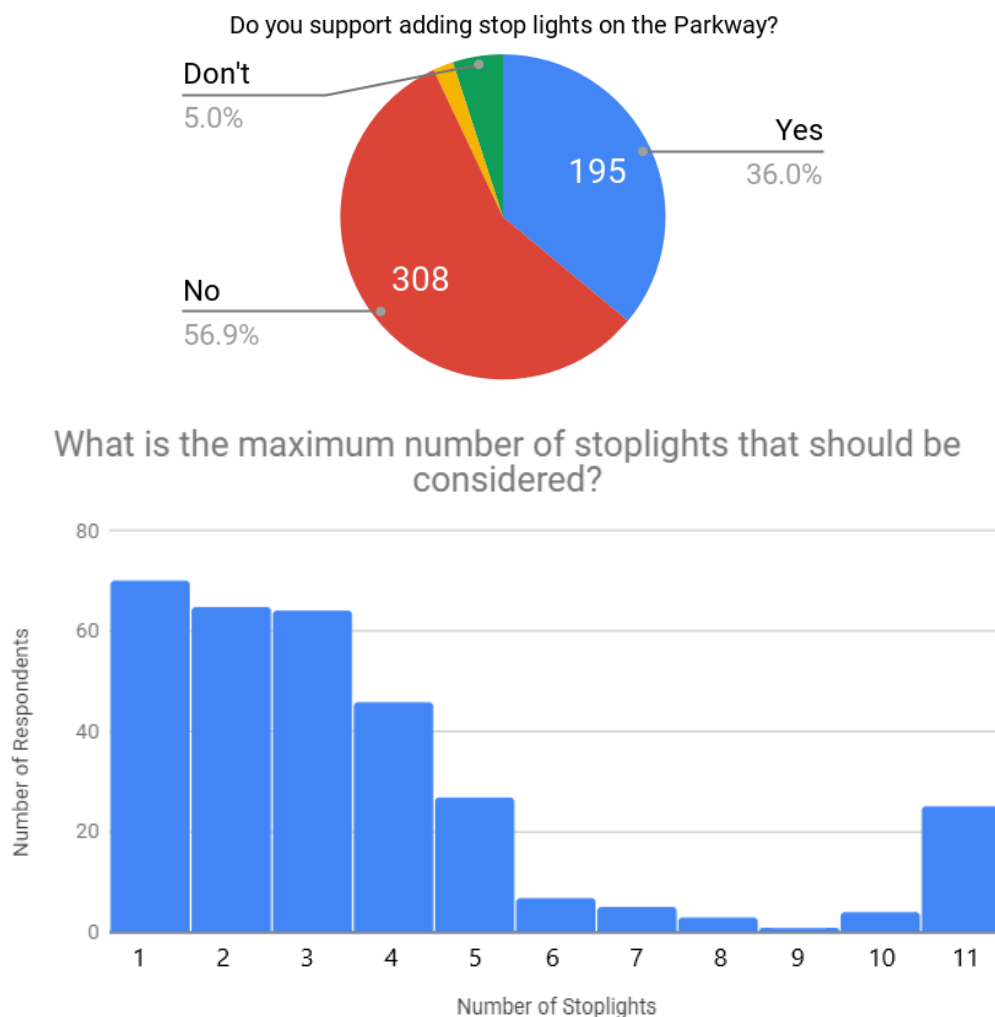
There is overwhelming support for a speed camera solution. I understand the budget constraint that the NPS experiences and the federal prohibitions on revenues benefiting specific park units. As stated in my initial comments, I am willing to advocate for financial support with Virginia's Congressional delegation.

Traffic Diet

I did not have specific traffic diet options to suggest, but I solicited open feedback. Many people suggested lane narrowing and left turn lanes at problematic intersections. You can review the feedback in the narrative responses I have enclosed.

Stoplights

Most respondents did not support adding stoplights on the Parkway and believe that if this solution is put in place, a maximum of fewer than five stoplights should be erected. Twenty-five respondents that support stoplights believe that there should be 11 stoplights.



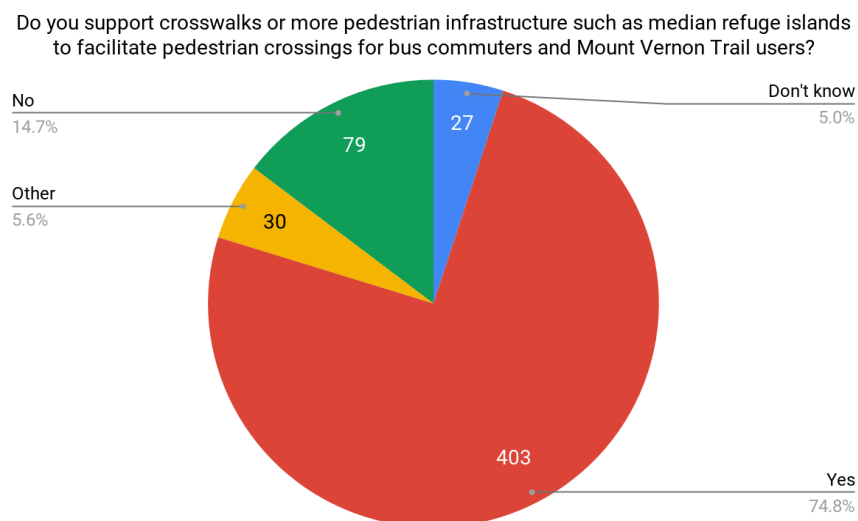
The area where people want stoplights considered is consistent with accident history:

- 65.1% - Belleview Boulevard
- 58.4% - Morningside Lane
- 47.8% - Belle Haven Road

- 24% - Collingwood Road
- 12.6% - Vernon View Drive
- 9.7% - Tulane Drive
- 8.2% - Waynewood Boulevard

Pedestrian Safety

The chart below demonstrates that the vast majority of respondents support adding infrastructure geared toward pedestrian safety. The Mount Vernon trail is a valuable resource for our community. As you see in the charts that follow, people use the trail on a regular basis for many purposes. Allowing pedestrians and cyclists to safely access the trail is crucial to preserving this community asset.



Most respondents support adding more pedestrian infrastructure on the Parkway.

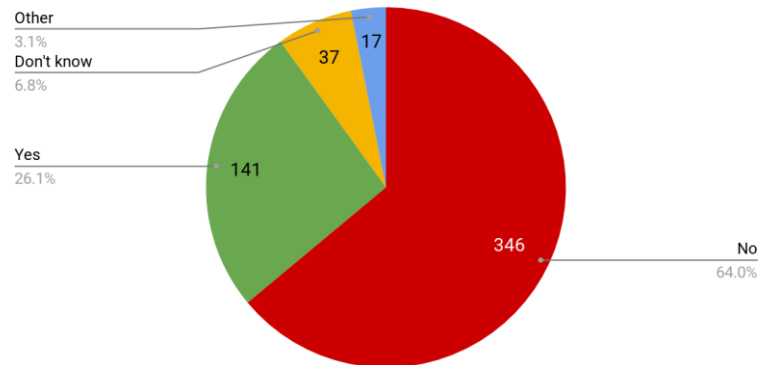
Most crosswalk locations have support:

- 82.3% - Belleview Boulevard
- 56.6% - Belle Haven Road
- 43.4% - Collingwood Road
- 39.6% - Tulane Drive
- 29.6% - Morningside Lane
- 29.4% - Vernon View Drive
- 26.2% - Stratford Landing
- 25.2% - Wellington Road
- 23.3% - Waynewood Boulevard
- 12.9% - West Boulevard Drive
- 10.9% - Northdown Road

I was surprised that Northdown Road did not have more support because I view the current situation as being extremely dangerous for users of the 11-Y Metrobus.

While almost a quarter of respondents were open to the idea of closing the Parkway to vehicle traffic to allow exclusive use for pedestrians and cyclists on weekends similar to the Rock Creek Parkway, most were opposed.

Do you support closing sections of the Parkway to vehicle traffic on weekends to allow for exclusive use for pedestrians



Mount Vernon Estate Parkway Terminus

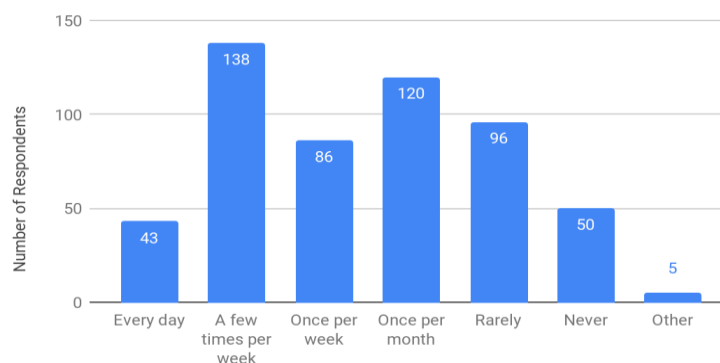
There is significant sensitivity to make changes to the end of the Parkway where it intersects with Mount Vernon Memorial Highway and Mount Vernon Highway. Few people suggested that we do nothing:

- 27.9% - Stop Light
- 27.5% - Traffic Circle
- 18.4% - Officer Directing Traffic
- 13.5% - Don't Know
- 12.8% - Do Nothing
- 8.2% - Eliminate Stop Sign and Eliminate Left Turns from Mount Vernon Highway

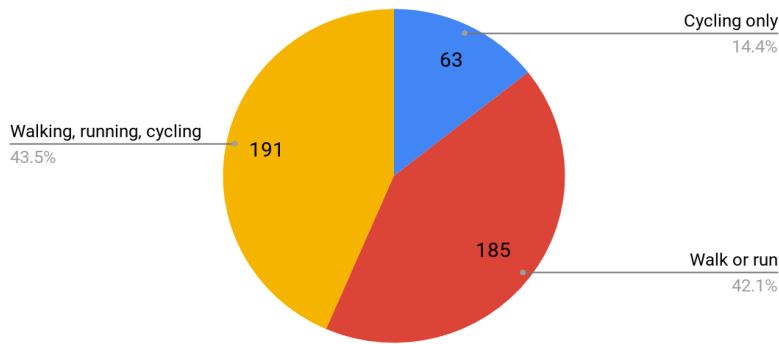
Mount Vernon Trail

As I stated above, the Mt. Vernon Trail is also a community asset. About half of respondents use the trail at least once per week. Respondents use the trail for a mix of activities. Surprisingly, **only 50 of the 551 respondents responded that they did not use the trail.** The Trail is a critical part of the overall park infrastructure and respondents are very sensitive to protecting it.

How often do you use the Mt. Vernon trail?



If you use the Mt Vernon Trail, what do you use it for?



On almost every question, I provided respondents the opportunity to answer in an open-ended fashion. These “other” comments are included as an appendix. I also provided an opportunity for open ended comment on the survey which is also included.

Looking toward the future for our community, safety is the top priority for respondents. We absolutely must find ways to lower speeds and provide protections for pedestrians and cyclists. Thank you for undertaking this study and I look forward to hearing further as you move forward.

Please let me know if you have any questions.

Very Truly Yours,

Senator Scott A. Surovell
36th District

cc: U.S. Senator Mark Warner
U.S. Senator Tim Kaine
Congressman Don Beyer
Senator Adam P. Ebbin
Delegate Paul E. Krizek
Delegate Kathy Tran
Delegate Mark Levine
Chairman Sharon Bulova
Supervisor Dan Storck
Secretary Shannon Valentine, Virginia Department of Transportation
Mr. Tom Biesadny, Fairfax County Department of Transportation
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Ms. Katherine Ward, Co-Chair, Mt. Vernon Council of Citizens
Mr. John Ribble, Co-Chair, Mt. Vernon Council of Citizens
Ms. Lynn Pascoe, Co-Chair, Mt. Vernon Council of Citizens

First	Last	Zip Code	What do you think is the top factor causing injuries on the Parkway?
Mike	O'Neill	22315	Aggressive drivers
Kathryn	Allen	22308	Aggressive driving including speed
Sarah	Stio	22314	All of the above!
Michael	Skinner	22308	Bad drivers, distracted drivers
Andrew	Csontos	22308	Bad driving
Tai	Coates	22309	Bad drivers, distracted drivers
Jason	Jouet	22308	Distracted Drivers
Alyssa	Curley	22308	Distracted Drivers
Chris	Meixell	22309	Distracted Drivers
Casey	Sabnis	22308	Distracted Drivers
Barbara	Wyckoff	22308	Distracted Drivers, Speed trucks
Dan	Scott	22308	Distracted Driving
Amanda	Petelik	22309	Distracted Driving
S	Sue	22308	Distracted Driving
Michael	Malloy	22308	DISTRACTED DRIVING
Bindu	Mathur	22308	Distracted Driving
Megan	Thomson	22308	Distracting Driving. Driver Error
Diane	Russo	22308	Drivers not paying attention
Gwen	Stanton	22308	Drivers speeding and not paying attention
Chris	Paulitz	22308	Drivers that don't pay attention to what they're doing
Kristine	Lawrence	22308	Turns. People turning from Morningside adn Tulane onto the parkway heading north
Ashley	Booher	22308	Unfamiliar drivers that aren't from the area making mistakes
Jared	Lilly	22307	Excessive speed and injury
Parri	Heck	22307	Excessive speed and volume
Barbara	Mann	22309-4005	Faded lines in road and at exits. Need reflectors in strips for Morningside exit. VERY difficult to see at night
Gregory	Stevens	22309	I don't think there are that many accidents at all. The best thing to be done is driver education. Tell people to only use left lane for passing.
Arva	Adams	22303	Improper lane use due too poorly maintained lane markers
Ned	Monroe	22307	In addition to speeders and not enough turning lanes, we need guardrails separating NB and SB lanes.
Kathy	Sheehan	22308	Inattentive drivers
Tess	Allshire	22309	Inconsiderate drivers, distracted driving
Matthew	Feehan	22306	Lack of controlled intersections, it's extremely dangerous to cross onto or across GWPW because of the volume of cars. The speed at whic cars travel isn't great but really it's that you have to wait for a break in traffic that never comes during rush hour.
Jenna	Mayfeild	44202	Lack of lighting
Jasper	Thomson	22308	Lack of meaningful speed enforcement by park police
Michael	Shalton	22508	Lack of police officers enforcing
Lisa	Johnson	22309	Large commercial vehicles and busses
Jennifer	Mock	2230?	Left Turns during rush hour. Left turns should be prohibited during rush hour
Danielle	Williams	22308	Lines need repainted maybe add reflectors. I think most are caused from not staying within their lanes and being on cell phones or distracted

Faron	Fuller	22306	Maryland drivers
Margaret	Smith	22307	Multi issues - small lanes, Brack traffic, bikes/pedestrians, buses
Shirley	Greenblatt	22307	Need light at Belle View snd GWP
Paul	Woodman	22307	Need more overpasses from side roads, or at least islands with turn lanes, to allow safer access.
Kaylie	Kopicki	22308	No median
Juliana	Castro	22150	Not enough space for cars to get over & slow down in preparation to exit and/or exits are too sharp of a right turn.
M	Marshall	22079	Not paying attention
Mary	Brady	22309	Only drive south of 395. But the lack of barriers on the road separating NB/SB traffic on majority of road is scary. I wont drive in left lane either direction unless I can see straight away. The road needs dividers.
Matt	Greenspan	22308	People don't wait to make a turn and take unnecessary risks
Stephanie	Angle	22308	People not paying attention when turning onto the parkway
Dana	Booher	22308	Poor drivers who are not aware of their surroundings combined with narrow roads.
Carlos	Morales	22309	Poor driving habits/skills
Jeffry	Urban	22311	Poor visibility at certain intersections and no median between opposing traffic lanes for large stretches of road
Stella	Alachnowicz	22309	Road design, lanes need painting
Jamie	Monk	22314	Speed plus no median
David	Boire	22554	Stupid people
Ginny	Schmidt	22308, 22315	Tailgating on those who follow speed
Michael	Bennett	22314	The morningside drive intersection
Edward	McKenna	22310	The road design needs to accommodate protected left and right hand turns and better speed control.
Christopher	Marbaker	22309	The road is falling apart. The last round of heavy storms has taken a toll on the concrete slabs and the materials used to seal in between the slabs. Pieces of rubber from the joints are all over the road.
Alex	Williams	22314	Too slow drivers, not enough merge time, not long enough turn lanes, too much traffic
Marilyn	McCullough	22308	Well, all of the above. This road was never conceived or constructed to be what it has become — now a high-speed commuter artery
Candace	Hicks	22308	Volume, speed, left turns and extremely aggressive drivers

First	Last	Zip Code	If speed cameras are installed, where should they be placed and in which direction (northbound or southbound)?
Andrew	Redding	22309	No speed cameras
Kerry	Cooper	22308	All
Todd	Weiser	22310	All of the above
Kathryn	Allen	22308	All of the above
Amanda	Petelik	22309	Areas with no median
Davis	DeFore	22307	Belle View Blvd intersection and Morningside intersection
Sarah	Stio	22314	Both
Glenda	Booth	22308	Both
Nancy	Baker	22309	Both
Jean	Jenson	22307	Both depending on time of day
Susan	Riojas	22307	Both directions
Julia	Martin	22307	Both directions
Karen	Byers	22314	Both directions
Alyssa	Pease	22308	Both directions and multiple locations
Janet	Allen	22308	Both directions in multiple locations
Candace	Hicks	22308	Both directions near morningside, belle view and belle haven
Ellen	Haas	22308	Both
Matthew	Feehan	22306	Both, and I'd have them be mobile so that you don't just hit the brakes for the one camera you know about.
Paul	Edgerton	22307	Cops
Marshall	Lytle	22308	do not install. they only tax drivers and to not deter speeding.
Jenn	Scully	22308	Don't put them in they will take away from the intent of the road
Allison	Dinsmore	22307	Everywhere
Charles	Dragonette	22307	everywhere you judge speed to be a factor in accidents, obviously
Elsie	Kress	22309	Fort Belvoir
David	Manachery	22308	Intersections, Even if people slow down, there is too much volume, there will be no 8 second gap
Dan	Scott	22308	Irregularly, both directions, and moved randomly to minimize abuse of their location
Laura	Black	22309	It's just going to encourage people to use Waze and not pay attention to the road
Cheryl	DeSoto	22307	Maryland cars traveling to and from Fort Belvoir are the biggest culprits of excessive speed and more cars on the parkway. They have made it a commuter route,
Betsey	Martin	22308	Maybe Morningside?
Elizabeth and James	Holt	22308	Morningside, Belle Haven where the speed limit drops
Tom	Paschalis	22306	Multiple cameras both north and south. MULTIPLE
Lisa	Kadala	22306	Near the intersections where most collisions occur.
James	Baldwin	22307	Traffic flows North in the morning and South in the afternoon. Cameras should be randomly placed so they are not known like 295.
John	Hannon	22306	They only work for that small area around the camera. Programs like WAZE soon ID their locations. More police presence is the answer not fixed cameras.

James	Scott	22309	The left turns at Belle View Blvd and Morningside Lane are the problem, speed cameras will just cause them to wreck at slower speeds
Jack	Hurley	22308	The biggest issue of concern are the left turns at Morningside and Belle View. There should be NO left turn at either of those locations from 6-9 a.m. and 4-7 p.m. during morning and evening rush hours.
Lorraine	Slattery	22309-2143	Straight stretches of road, In between intersections
Gretchen	Walzl	22308	Straight stretches of road, both North and South, depends on time of day
Monica	Conroy	22307	Straight stretches of road, Both directions
Bob	T	22304	Speed cameras need to be mobile. Drivers slow at locations where they know cameras are located and then speed back up once past the camera.
Richard	Stirba	20009	Southbound, Northbound (checkbox not working)
Lauren	Cardillo	22308	Several places on the road. Belle View, Morningside, Collingwood, Stratford . Facing both ways.
Andrew	Lockett	22308	Sections with poor sight lines
Mary	Edwards	22308	Randomly
Christube	Culber	22309	Places with demonstrated history of accidents and injuries
Gillian	Burgess	22207	Northbound, Southbound, Intersections, Straight stretches of road, Near places where people walking and biking cross
Zachary	DesJardins	22301	Northbound, Southbound, Intersections, Straight stretches of road, Near pedestrian crossings
William	Mcnicol	22308	Northbound, Southbound, Intersections, Straight stretches of road, Include mobile camera as well
Andrew	Miller	20002	Northbound, Southbound, Intersections, Straight stretches of road, Every two miles
Patti	Heck	22307	North, South and stretches. Traffic has gotten much worse when Belvoir added additional employees. Drivers speed at all points on the Parkway
Claire	Phillips	22306	North and southbound- wherever people are speeding
Jared	Lilly	22307	North AND South in the high speeding areas - people will continue to be killed if the highest precautions are not taken, now.
Ken	Pilkenton	22308	North and south approx. 1/8 mile from all intersections
Tara	Whitworth	22309	North and south at Belle View area
Lainge	Bailey	22308	North and south bound

Support			
Oppose			
Proposed Location			
First	Last	Zip Code	A "traffic diet" is a strategy to minimize opportunities for passing to slow speeds and allow for safe turns. For example, the Parkway could be narrowed to one lane in some areas to create left turn lanes. Where do you believe traffic should be narrowed to two lanes to provide turn lanes?
Todd	Weiser	22310	A full road diet with cycle paths and turn lanes would be ideal for the length of the parkway
John	Einbinder	22308	A Traffic diet is a BAD idea
Geroge	Coyne	22308	Add a turn lane, no dieting
Miles	Keogh	22307	All intersections south of Old Town
Logan	David	22306	All intersections
Robert	Kraig	22204	Almost everywhere
Ken	Pilkenton	22308	Are 'turn lanes' same as
Diana	Maurer	22314	As appealing as a road diet would be, it would inevitability create dangerous battlezones as crazed drivers jockey for position at merges.
Shawn	Newman	22152	As many locations as feasible
Martin	Tillett	22306	At intersections
Rebecca	Ballo	22309	At Morningside Drive, Bell Haven, and Belle View Blvds.
Evan	Handy	20003	At the approaches to intersections and turnoffs
Ben	Cermak	22307	At the most dangerous left turns
Chloe	Harris	22308	At the Waynewood turn
Jennifer	Kosiak	22308	Belle view and belle haven
Rachel	Semenov	22307	Belle Haven
Candace	Hicks	22308	Belle Haven and Belle View
Krista	McClellan	22312	Belle Haven Rd.
Jadon	Klopson	22308	Belle Haven Rd. Northbound
Brigid	Galford	22306	Belle Haven Rd, Belle View Blvd, Morningside Ln
Thomas	Scala	22306	Belle Haven Rd., Belle View Blvd., Morningside Ln, Northdown Rd., West Blvd.
Glenda	Booth	22308	Belle Haven, Belle View Blvd
Elizabeth	FitzGerald	22308	Belle Haven, Bellevue, Morningside, Collingwood
Gabriela	Rodriguez	22306	Belle heaven ave, fort hunt rd
Holliday	Hurd	22309	BELLE VIEW
Teresa	Hartnett	22308	Belle View and Collingwood
Tom	Bratten	22308	Belle View and Morningside
Andrea	Romyn	22307	Belle View and Morningside Lane
Elizabeth	Drembus	22308	Belle View Blvd
Jan	Messner	22309	Belle View Blvd
Stephanie	Keller	22308	Belle View Blvd at a minimum. Additional areas would help.
Marco	van Doeveren	22308	Belle View Blvd, Morningside Lane
Tai	Coates	22309	Belle View Blvd, Morningside lane and Belle Haven Road
Jeff	Feinstein	22308	Belle View Blvd
Katherine	Dukarm	22307	Belle View Blvd
Patricia	Hart	22309	Belle View Boulevard, Morningside, Collingwood and Vernon View

Pia	Taylor	22307	Belle View HOWEVER, this is in place at Belle Haven and the line of cars in the lane gets so long in the evening it blocks the left northbound lane which in turn creates a hazard
Brandy	Angell	22308	Belle View or Morningside
Andrew	Miller	200002	Belle View, Belle Haven, Morningside
Arina	van Breda	22308	Belle view, morning side
Heather	Anderson	22306	Belle View. And Belle Haven
Amy	Smith	22396	Belle View. I already go up Alexandria to avoid turning left at Morningside lane (I assume you mean crossing traffic to go north).
Lauren	Brownlee	22307	Belle View/Belle Haven area
Arleen	Jeszensky	22308	Bellehaven
Victoria	Elie	22307	Bellevue Blvd, Belle Haven, Belle Haven Marina, Tulane, Morningside
Jeannine	Putdy	22310	Bellview Blvd
Meredith	Muckerman	22302	Between old town and Belle View Blvd.
Sean	Murphy	22308	By the airport
Paul	Cook	22307	Current placement is satisfactory
Kelly	MacConomt	22314	Do NOT do this. It's a Parkway not a parkway not a neighborhood.
Doug	Kinkennon	22309	Do not narrow to one lane
Frank	Cohn	22060	Do not narrow!
Janet	Allen	22308	Do not support this and oversized vehicles, commercial vehicles, and buses should be banned
Kathryn	Allen	23308	Eliminate left turns off of and onto Morningside Ln, don't add anymore left turn lanes. Belle View and Belle Haven still dangerous with turn lanes.
Jennifer	Blakley	22308-1041	Entire parkway
Jane	Doe	22309	Every turn
Brendan	Molin	22202	Everywhere
Christopher	Mrstik	20017	Everywhere a stop light is installed
Brian	Palazzolo	22309	Everywhere that left turn traffic crosses over into oncoming traffic.
Gillian	Burgess	22207	Everywhere. The park should prioritize people.
Jake	Jakubek	22304	Excessive speeds are most prevalent on the section of the parkway south of the Woodrow Wilson bridge and the road should be calmed there.
Callan	Remedios	22308	I do not believe a traffic diet is the solution
Matt	Greenspan	22308	I do not support narrowing the parkway
Michelle	Duke	22307	I don't agree with this
Gary	Drane	22308	I don't think narrowing the Parkway in any places is a smart idea.
Ellen	Haas	22308	I don't think this is a good strategy
Ron	Kupczey	22309	I don't think turning off the parkway is an issue at all. This is not the issue.
Mary	Brady	22309	I don't support this idea
Jon	Stewart	20010	I support road diets generally but think the idiom of the two-lane freeway is too deeply engrained for single-lane diet restrictions to be implemented safely on the GWP.
Tim	Wagner	22308	I think experts should provide options that would be effective.
Jenna	Mayfield	44202	I think narrowing would cause too much traffic build up.
Adriene	Luscombe	22307	I think there are better solutions (see my comments at the end)
Gwen	Stanton	22308	I think this will cause more problems than solutions. Having to merge due to narrowing of lane is dangerous.

Matt	Stephens	22308	I would be supportive of designating left lanes to allow for people to make left turns onto the NB parkway from the arterial roads at those intersections, if possible. But choking the 2 lane traffic in effort to reduce speed will not work and only cause tailgating.
Erika	Christ	22309	I would like a dedicated right-turn lane northbound at East Blvd (exit for River Farm)
Jennifer	Golden	22307	I'd need to know more about this to comment
Anna	Carts	22308	I'm not sure if I like this idea...
Jennifer	Gough	22307	If done, it should be at intersections with no median. It could potentially cause traffic back ups, though.
David	Kirschner	20002	If there are locations where drivers are required to stop in the left lane, we should add turn lanes at whatever price.
Dixie	Kirby	22308	Intersections north of Collingwood and south of Belle Haven
H Jay	Spiegel	22308	It should be narrowed from 1/4 mile to either side of the Alexandria Avenue bridge so only the center lanes are usable, to stop impacts on the bridge by trucks & buses.
J	Ramirez	22309	It should not
Jamie	Saloom	22308	it's the left turns from side streets accross southbound traffic that are the problem, turn lanes won't fix that
Sarah	Stio	22314	Just widen it everywhere:)
Camy	Rowan	22308	Lanes are tight in the parkway. Turning left onto the parkway would still be dangerous with cars whizzing by in the right lane (imagine pulling out next to a tour bus or large SUV). Won't it also create other accidents as people constantly need to merge to the right to allow for left hand turn lanes onto parkway? How would someone make a left OFF of parkway if left left lanes were reserved for those entering highway?
Abby	Betz	22307	Left turns should be eliminated in areas without a median (ex Wellington) and lanes narrowed to create a turn lane at intersections with a median (ex: Belle View).
Karen	Corcoran	22308	Morningside
Brad	Smith	22306	Morningside
Thomas	Jordan	22308	Morning side and Collingwood
Emily	Smith	22307	Morningside Lane
Jennifer	Knapp	22308	Morningside Lane and Belleview blvd.
Briana	Hawley	22309	Morningside
Jennfier	Mock	2230?	Morningside
Michelle	Randall	22308	Morningside
Dan	Scott	22308	Morningside
Betsy	Marlin	22308	Morningside
Gary	Nickol	22308	Morningside
Heather	Houck	22308	Morningside
Lisa	Williamson	22308	Morningside
Christopher	Schurman	22306	Morningside
First	Last	22308	Morningside
John	Gates	22307	Morningside
Brian	Pallasch	22307	Morningside and Belle View Blvd.
Jen	Mehler-Rardin	22306	Morningside and Belle View Blvd.
Theresa	McGinn	22309	Morningside and Belle View intersections
Neil	Worden	22308	Morningside and Vernon View
Joshua	Drumwright	22306	Morningside Lane
Michelle	McNellis	22308	Morningside Lane

Sarah	Glenn	22308	Morningside Lane
Richard	Campbell	22308	Morningside lane, Belleview Boulevard: in both of those the north
Steve	Long	22308	Morningside Lane
Tracey	Serle	22306	Morningside needs some work. I use that one and it can be tricky to turn there from the Northbound lane OR to enter the GWMP in a Northbound direction from Morningside.
Iris	Swaney	22314	Morningside northbound
Lisa	May	22308	Morningside Rd.
Tania	Callas	22308	Morningside Rd.
Shanan	Sheldon	22309	Morningside, Belle Haven
William	Vodra	22308	Morningside, Belle View
Max	Marshall	22306	Morningside, Belle View Boulevard
Diana	Sherblom	22306	Morningside, Belle View, Belle Haven
Charles	Dragonette	22307	Morningside, Vernon View
Betty	Lansburgh	23306	Morningside, Waynewood, Vernon View
Corinne	Hayes	22309	Narrowed to 2 lanes? The Parkway is already only 2 lanes.
Jean	Jensen	22307	Narrowing to proved left turn lanes will not help. Problem is speed in am, and again in pm
Christopher	Marbaker	22309	Narrowing will not help
Jennifer	Chappell	22307	Near Belle Haven and Morningside
Michael	Skinner	22308	No
Anthony	Barkume	22308	No
Sherri	Bethrong	22307	No
Cathy	Hosek	22308	No
Roger	Milksad	22308	No
Brittany	Patterson	22308	No
Michael	Malloy	22308	No
Elizabeth	Bober	22308	No
Anneli	Collins	22307	No
Kathleen	Graham	22309	No - would cause other accidents when folks need to change to right lane.
Ann	McMichael	22308	No narrowing. Provide a shoulder
Barbara	Mann	22309-4005	No Place. Establish SLOW traffic ALWAYS to RIGHT except for upcoming turns. That's one big problem that can be solved
Catherine	Matthews	22307	No thanks. I think this would cause more problems with congestion.
Jane	O'Hara	22309	Nowhere
Chris	Vonk	22308	Nowhere
Katir	Hardymon	2207	Nowhere
Rocky	Campione	22309	Nowhere
Jack	Gould	22308	Nowhere
Jasper	Thomson	22308	Nowhere- do not narrow to one lane!
Chris	Paulitz	22308	No where, don't do it
Patti	Heck	22307	No where. Reducing lanes to single lanes will create more road rage
Sally	Harte	22308	No where. If you want to provide a turn lane, the Parkway needs to be expanded
Alex	Williams	22314	No where. It will cause more traffic just for people to merge.
Elizabeth and James	Holt	22308	No where. Merging into one lane causes backups
Meghan	Campione	22309	No—I do not support

Dan	James	22307	No, that would cause even more congestion
Claire	Phillips	22306	No!! Traffic circles!!
Dan	Hosek	22308	NO.
Christube	Culver	22309	No. The Parkway already feels like it makes commuting take forever. We need more room for the commuters, not less.
Rachel	Davis Arda	22309	None
Greg	Hough	32256	None
S	Sue	23308	None
Sandra	Dalal	22308	North blind at Vernon View
Erica	Hershler	22306	Northbound GW Parkway, wherever there is a left turn exit
Meg	Flood	22205	Not at all
Kelly	Cates	22309	Not at all
Zachary	DeJardins	22301	Yes, there is insufficient volume to support four traffic lanes south of Alexandria
Lauren	Cardillo	22308	Yes, if it will cause backups and make people find other routes,
Katie	Harris	20017	Yes absolutely
Allison	Dinsmore	22307	Yes
Mike	O'Neil	22315	Yes
Richard	Stirba	20009	Yes
Tammy	Fox	22307	Yes
Jon	Trotta	22308	Would need to be coupled with other approaches to address speed, as forcing speeding cars to merge/follow behind slower cars (as a result of narrowing/lane restrictions) could exacerbate dangerous behavior/tailgating
Leslie	Gehring	22202	Wherever needed for safety
Kathleen	Walsh	22308	Where roads striped with the double yellow lines intersect the parkway
Lorraine	Slattery	22309	Where most of the speeding occurs
Kathrine	Ahern	20018	Where needed for safety
Robert	McNeil	22308	Wellington Rd
Caitlin	Wang Fleisig	22308	Wellington Rd, Morningside Rd
Paul	Murphy	22308	Waynewood Blvd
Courtney	Corcoran	22308	Vernon View exit could use a dedicated turn lane similar to the one at Stratford Landing and Belle Haven. However, narrowing down to just one travel lane presents its own challenges.
Jeanne	Crowley	22309	Vernon view Drive/Morningside Drive (going north)
Christina	Swartz	22308	vernon view drive
Jennifer	Krell	22308	Vernon View, Morningside, Waynewood
Ed	Cabic	22309	Tulane Drive, Belle View, Belle Haven, Morningside
Charlotte	Krell	22308	Tulane
Aaron	Langham	20036	Traffic Diets are good
William	Zaccagnino	22308	This would make the road even more dangerous
John	Pickett	22308	This is a solution in search of a problem
Mike	Copps	22308	This is a horrible idea. Please don't remove lanes
Ashley	Booher	22308	This is a bad idea - it will cause terrible congestion and make commutes longer and more stressful.
Danna	Pantzke Henline	22307	This doesn't seem like it would make left turns easier when one would still have to cross a busy lane to turn left.
Julie	Marks	22309	The Parkway should not ve narrowed to one lane

Dana	Booher	22308	The only one I might consider this would be going northbound, turning onto Belle Haven. Even then I don't think I would support it - taking the parkway down to one lane would create an incredible amount of congestion during rush hour which would create an entirely new set of issues and dangers.
Jessica	Richards	22308	The issue is turning onto the parkway from side streets, not turning off of the parkway
Tyler	Hawley	22309	The intersection with morningside lane
Oscar	Camero Johnston	22307	The following intersections: Morningside, and Wellington rd.
David	Wiskochil	22310	The entire road should get a diet and turn lanes
Alexis	Glenn	22303	The entire length of the study area should be reduced to one travel lane. The additional space should be used for turn lanes at intersections and bus/bike lanes for other parts of the roadway.
Jennifer	Courtien	22306	The bigger problem is people entering the parkway with no turn lanes possible. Sometimes it's hard to judge which lanes the traffic is coming from.
Stephanie	Angle	22308	That's a terrible idea and will only cause congestion
Shirley	Greenblatt	22307	Terrible idea. Narrowing lanes will cause traffic backups and impede smooth ride and cause more accidents
Chris	Meixell	22309	Stupid idea
Liz	Brodie	22308	Southbound from collingwood and Bellevue's blvd
Jen	Scully	22308	South of Old Town when the bends occur - between Tulane and Morningside
Lauren	Jenkins	22304	South of 495
Sara	Degroot	22314	Several locations along the Parkway. Just about anywhere there are left turn opportunities
Andrew	Lockett	22308	Sections without an existing median such as Waynewood Blvd
David	Menachery	22308	Right turn lane near bridge, Southbound... onto west boulevard
Amanda	Petelik	22309	Regardless of whether there is a "turn", the curviest stretches of roads, especially where there is no median should be one lane.
Ryan	Beier	22308	Rather than further narrowing the already narrow lanes and installing turn lanes, small single-lane roundabouts at Morningside and Belle Haven Road would be more effective at controlling the flow of traffic, AND would be safer than a "traffic diet." Traffic diets will actually make the road LESS SAFE as distracted drivers will be more likely to fail to notice the narrowing lane and will swerve at the last moment to avoid entering the turning lane.
Whitney	DiBella	22307	People need to SLOW DOWN, especially as they arrive towards the heavily populated areas north of Morningside lane.
Bernard	Kuskens	22308	Nowhere. Traffic circles
Heather	Roemer	22309	Nowhere. The parkway needs to be wider to accommodate buses.
Marshall	Lytle	22308	nowhere! do not narrow it, widen it!!!
Elizabeth	Kelch	22308	Nowhere, wow that would be a mess! Please just prohibit some left turns onto the Parkway, e.g. from Morningside.
Casey	Sabnis	22308	Nowhere
Chris	Hatdisty	22314	Nowhere
Elsbeth	Grindstaff	22308	Nowhere
Kristine	Lawrence	22308	Nowhere
Henrietta	Burke	22308	Nowhere
Brandon	Lawrence	22201	Nowhere
Steve	Dressing	22308	Nowhere
Aaron	Cutler	22308	Nowhere
Carol	Moore	22307	Nowhere

Kaylie	Kopicki	22308	Nowhere
Robert	Hanson	22015	Nowhere
Greg	Otto	22306	Nowhere
Brent	Hawkins	22307	Nowhere
John	Coulter	22306	Nowhere
William	Hazard	22309	Not Necessary
Stella	Alachnowicz	22309	Not in favor

First	Last	Zip Code	Do you support adding stop lights on the Parkway?
Matthew	Feehan	22306	Absolutely! Stop lights on the major intersections would fix the problem. Cars going fast is not the problem, its the fact you can't safely cross GWPW
Kerry	Cooper	22308	At Belleview or Bellehaven
Ellen	Haas	22308	Definitely Not
Renee	Weisbecker	22305	Extremely limited stoplights
Brian	Palazzolo	22309	Hell no!, It's a parkway, no lights is the whole point.
Pamela	Higgins	22308	how about chassis-crunching speed bumps - three at a time
Alexis	Glenn	22303	I only support HAWK crossing signals, not stop lights for turning cars.
Edward	McKenna	22310	I say yes to add short timed traffic lights with a protected turn lane at both Belle Haven Rd and Belle View Blvd. These are dangerous intersections for those looking to make a left heading north towards Old Town.
Marilyn	McCullough	22308	I thought this was a scenic Parkway. Do you propose turning it into the Fairfax Parkway? I didn't think stop lights were allowed; we've been talking about stop lights for decades, haven't we?
Christina	Swartz	22308	I would hate to add stop lights, but I think it could prevent accidents
Michael	Beaghen	22307	I would prefer stop signs and crosswalks at intersections.
Candace	Hicks	22308	I'd make it a last resort after speed cameras. Its such a beautiful highway.
Ann	McMichael	22308	If any, just at belle view for pedestrians to cross.
Stephanie	Keller	22308	Multiple Speed bumps/tables as well as stop lights
		22308	Yes, but only at Morningside and only if the lights favor the GQP traffic
Paul	Cook	22307	Yes, but only at Belle View and Belle Haven
Sandra	Dalal	22308	Yes, at Belle View Blvd.
Michael	Bilger	22308	Yes, if speed cameras are ineffective
Andrea	Romyn	22307	Yes but only at Belle Haven and Belle View
Jessica	Richards	22308	Yes at Mt. Vernon circle. Roundabouts should be used instead of lights. Belle haven road, morningside, and Vernon view
Arva	Adams	22303	Traffic circles
David	Menachery	22308	The majesty of the parkway is the easy drive, add speed traps to keep people going slow so they can enjoy it.
Evan	Handy	20003	Roundabouts would be safer
Logan	David	22306	Roundabouts
Dan	Scott	22308	Possibly at Belle View and/or Belle Haven
Caitlin	Wang Fleisig	22308	Only in northern intersections closer to Old Town
Daniel	Johnson	22309	Only at the Mt Vernon estate
Janice	Rivera	22308	Only at Mr. Vernon cross walk
Michael	Bennett	22314	One stop light
Victoria	Elie	22307	Not a bad idea

First	Last	Zip Code	If you support stop lights, what intersections do you believe should have stop lights?
Dan	Scott	22308	Belle Haven Rd., Belle View Blvd., Morningside Ln., Concerned about a stop light at Morningside due to the curve in the road. Could create accidents due to rear ending
Alexis	Glenn	22303	Belle Haven Rd., Belle View Blvd., Tulane Dr., Morningside Ln., Collingwood Rd, I only support HAWK signals for pedestrian crossing, not for turning cars.
Bob	T	22304	Belle Haven Rd., Belle View Blvd., Tulane Dr., Morningside Ln., Collingwood Rd, Vernon View Dr., Lights should be timed to encourage a 25 mph speed. Sensors should turn lights red to stop speeding and take pictures of drivers running red lights.
Kathleen	Walsh	22308	Belle View Blvd., Morningside Ln., Collingwood Rd, Putting stop lights at both Belle Haven and Belleview would be too close together
Todd	Weiser	22310	Belle View Blvd., Morningside Ln., Collingwood Rd, Vernon View Dr., Hawk signals for crossing at Belleview Blvd. and Stratford Ln
David	Menachery	22308	Belle View Blvd., No AM left turn from Morningside
Susan	Tribble	22303	Belle View Blvd., The intersections with the most left turns
Carolyn	Murphy	22308	Do not add stoplights
Ron	Hypczey	22309	Do not support stoplights
Ashley	Booher	22308	I absolutely do not support stop lights of any kind being placed on the parkway. This would cause unimaginable traffic and horrible stress and would create safety issues of its own. I vehemently oppose any traffic lights being placed on the parkway.
Tai	Coates	22309	I do not support stoplights on GW Pkwy
Jane	Doe	22309	I don't think there should be lights
Gregory	Stevens	22309	I oppose stoplights
Lainge	Bailey	22308	If lights must be used - they should be on all intersections- but the speed is on the main parkway - not enforced
Faron	Fuller	22306	It's a parkway, stoplights are not needed
Jessica	Richards	22308	Mt Vernon Circle
Tiffanei	Greenfield	20164	N/a
Michael	Malloy	22038	NO
Teresa	Hartnett	22308	No lights
Jenn	Scully	22308	NO lights
Carolyn	Dreylinger	22308	No lights-it is a parkway
Saro	Nkesri	22309	No stop light
John	Einbinder	22308	No stop lights
H Jay	Spiegel	22308	No stop lights
Jennifer	Mock	22307	No stop lights
Anne	Betz	22307	No stop lights
James	Scott	22309	No stop lights
Stephanie	Angle	22308	No stop lights
J	Jones	22309	No stop lights
Ellen	Haas	22308	No stop lights!
Dennis	Hess	22308	No stop lights. Eliminate left turns.
Alex	Williams	22308	No stop lights. You better not add stop lights to GW.
Carlos	Morales	22309	No stoplights
Matt	Tobin	23226	No stoplights
George	Coyne	22308	No stoplights
Lisa	Falleroni	22307	No stoplights. Patrol with cameras instead
Glenda	Booth	22308	No traffic lights
Lorraine	Slattery	22309-2143	No traffic signals
Margaret	Smith	22307	No where!
Michael	Skinner	22308	No!
Martin	Tillett	22306	None
Elise	Kress	22309	NONE
Rocky	Campione	22309	None

Greg	Hough	32256	None
Jesse	Robinson	22308	None
David	Boire	22554	None
JA	Kesh	22309	None
Tess	Ailshire	22309	None
S	Sue	23308	None
Patti	Heck	22307	None or all. Don't do 1 or 2 because commuters will speed between them.
Marshall	Lytle	22308	NONE!!!
Elise	Kress	22309	Not on the parkway
Dave	Jonas	22309	Only at Mt Vernon
J	Ramirez	22309	There are enough stoplights in NOVA
Bernard	Kluskens	22308	Traffic circles. They've done well in WI
Cheryl	DeSoto	22307	Traffic lights will take away the scenic nature of the GWMP!!

First	Last	Zip Code	Do you think that the current speed limits on the Parkway should be changed?
Kathleen	Walsh	22308	I think the speed limit is fine. People need to abide by the speed limit.
Jenn	Scully	22308	But it needs to be enforced. The average car is going over 20 mph over the speed limit which is reckless driving if caught.
Tess	Ailshire	22309	Change - RAISED, not lowered
Ian	Fingerman	22032	Changed? No. Enforced? Yes!
David	Kirschner	20002	Changing speed limits alone will not make a difference without changing the design of the roadway or adding meaningful 24/7 enforcement.
Patti	Heck	22307	Changing the speed limit will not stop speeders.
Ed	Cabic	22309	Current speeds should be enforced
Ashley	Booher	22308	Driving into Old Town the speed limit is 25mph. This is laughably slow for that portion of the parkway and arguably dangerous; it should be raised to 35mph.
Ginny	Schmidt	22308, 22315	Enforce speed via violations, phone and texting while driving subject to \$500 fine
Kelly	MacConomt	22314	Enforced
Michelle	Duke	22307	Honestly the speed limits now don't change the speed. So another change won't make people decide to slow down. Unless you put up stop lights.
David	Menachery	22308	I like 45 mph, that's all you need. 35mph near belle view doesn't work, you could narrow into one lane maybe, then open up past Morningside, just have a turn only lane. Get rid of the buses and trucks on the parkway....too many hit the bridge.
Dan	Hosek	22308	I support lowering the speed limit to 40 MPH and the addition of speed cameras.
Christina	Swartz	22308	I think that could be related to whether or not stop lights are added
Wade	Stuarr	22306	I think they should be raised
First	Last	22308	I would like to see the 25MPH removed and have 35 and 45 consistently
Gregory	Stevens	22309	If anything, the speed limit should be increased to 55 mph.
Carlos	Morales	22309	increase to 55
Glenda	Booth	22308	lowered
Barbara	Kimball	22191	Lowered
Martin	Tillett	22306	More vigorously enforced.
David	Barbour	22314	No, but they should be strictly enforced.
John	Einbinder	22308	NO! They should be enforced.
Victoria	Elie	22307	People would still go over speed limit
Caitlin	Wang Fleisig	22308	People's speeds are so egregious already, I'm not certain how much impact a limit change would have.
Zachary	DesJardins	22301	Please reduce the speed limit to 25 or at the very least 35 mph.
Amanda	Petelik	22309	Probably, but it must be enforced. The current speed limit is barely enforced which is why many go 55+
Paul	Murphy	22308	Raise speed limits
Andrew	Murphy	22309	Raise the speed limits
Sean	Murphy	22308	Raised
Rachel	Pellegrino	22309	Reduced
Barbara	Mann	22309-4005	Should be enforced. Park Police don't have the manpower to enforce, however
Tim	Wagner	22308	Speed limit is fine but people ignore it all of the time. Higher fines for speeding especially at rush hour.
Matthew	Shallbetter	22308	Speed limits are currently ignored and not relevant to safety discussion. Safety needs to address actual use, not designed-for use
Bruce	Bade	22308	Stop signs, maybe.
Brian	Palazzolo	22309	The current limits would work if they weren't almost totally disregarded.
Laura	Black	22309	They need to enforce current limits
Thomas	Jordan	22308	They should be enforced
Lainge	Bailey	22308	they should be enforced every day and continually - they are not- now
Jack	Gould	22308	They should be raised to 55
Neil	Whitton	22307	Yes - they should be increased!
Elizabeth	Kelch	22308	Yes, "35" is too fast at Belle View/Belle Haven. Southward, 45 is fine.
Pia	Taylor	22307	Yes, but how can they be enforced?

Robert	Kraig	22204	Yes, but only if the road is re-designed to encourage lower speeds. Otherwise people will continue to speed recklessly.
Miles	Keogh	22307	Yes, but they must be enforced
Kevin	uh no	?	Yes, higher.
James	Scott	22309	Yes, increase speed limit from 45 to 55 between Mt. Vernon and Belle View
Ron	Hupczey	22309	Yes, increased to 50.
Matt	Greenspan	22308	Yes, increased to 50mph south of Collingwood rd
Todd	Weiser	22310	Yes, lower and enforced
Katie	Harris	20017	Yes, lowered.
Paul	Woodman	22307	Yes, they are too low. Speed itself isn't the problem, it's lack of turn lanes and safe access across the road that are the problems.
Chris	Paulitz	22308	Yes, they should be increased to 55mph
Alexis	Glenn	22303	Yes, they should be lowered to 25-30 MPH.
Michael	Skinner	22308	Yes, they should be raised, anytime so many drivers are over the limit, the speed is set too low.
Marshall	Lytle	22308	yes. higher to meet the 80th percentile of traffic currently flowing

First	Last	Zip Code	Do you support crosswalks or more pedestrian infrastructure such as median refuge islands to facilitate pedestrian crossings for bus commuters and Mount Vernon Trail users?
Danielle	Williams	22308	Maybe a bridge over the parkway not crosswalks. I already commute 1hr and 15 min in the afternoons at 4pm traffic due to stop lights and pedestrians. The best part of my drive is from bell haven to Vernon view with minimal stops or issues. Please do not ruin the parkway. Stoplights are the reason I don't take Vernon view/fort hunt to work
Edward	McKenna	22310	Absolutely! The manner in which pedestrians cross at Belle View Boulevard and elsewhere is downright dangerous. Add a traffic light and median refuge capable of accommodating all walks of life (bicyclists, wheel chair, large groups of people, etc.)
Helen	Abadzi	22308	sidewalks needed! To catch the 11Y bus I had for years to walk with one foot on the road.
Rachel	Semenov	22307	I support pedestrian bridges
Julia	Martin	22307	Crosswalks and bus stop sidewalks to adjacent road. Have you ever actually looked at the southbound 11Y bus stop at Belle Haven Road? It's unacceptable
Kerry	Cooper	22308	Needs a pedestrian/bike friendly bridge and/or lights with crosswalks
Gillian	Burgess	22207	Yes, when in conjunction with road diets and stop lights
Kathryn	Allen	23308	Only if it goes over or under pkwy. Crosswalks would be too dangerous.
Thomas	Scala	22306	Yes but limited to specific areas.
John	Pickett	22308	Pedestrian/cyclist bridges would work better, than crosswalks or islands
Ann	McMichael	22308	Pedestrian Bridges over the parkway
Andrew	Redding	22309	Make pedestrian overpass
Jennifer	Hemingway	22307	Yes to median refuges. No to crosswalks. That would be more dangerous.
Lauren	Cardillo	22308	Overpasses to walk over
Gregory	Stevens	22309	overpasses
Jennifer	Mock		scenic overpasses
Ellen	Haas	22308	No crosswalks, but median islands.
Glenda	Booth	22308	a stone bridge overpass at Bellevue Blvd.
Lorraine	Slattery	22309	Hard to answer Yes or No to a two option question. Refuge islands would be my choice.
Michael	Skinner	22308	Yes, pedestrian bridges would be great!
Tess	Ailshire	22309	Not median refuge islands. Overhead pedestrian walks.
Patti	Heck	22307	Median refuge islands would be great. I use them at Tulane and Collingwood often.
Ryan	Beier	22308	Yes, but they should go OVER the parkway via a pedestrian bridge. That is the SAFEST option. Under no circumstances should a crosswalk (a la Arlington style) be installed with the "hopes" that drivers will stop for pedestrians lingering near the side of the road.
Marilyn	McCullough	22308	Perhaps pedestrian bridges? More stone bridges? Or tunnels?
Glenda	Booth	22308	More stone bridges like the one at Alexandria Ave
Chrystal	Martin	22307	Don't know how creating a larger median island would impact existing road width
Thomas	Jordan	22308	Pedestrian overpasses would be better
Michelle	Randal	22308	No one should be crossing the parkway period. I support pedestrian bridges so people can cross safely.
Tracey	Serle	22306	Would it be practical to have pedestrian bridges over the parkway at key areas? Tunnels certainly would not work because the area is too flood-y.
Jean	Jensen	22307	Over passes like Stone Bridge
Jasper	Thomson	22308	Crosswalks no, but yes to refuge islands - how about ped bridges

Sally	Harte	22308	I support more ped infrastructure, but not crosswalks. Not enough drivers will heed them and those who do slow down will cause traffic flow issues.
Monica	Conroy		Elevated crosswalks/bridges
Amanda	Petelik	22309	Pedestrians should be prohibited from crossing, unless in an area with over or underpasses.
Tyler	Hawley	22309	The Alexandria avenue stone bridge is a valuable crossing point for bikers and pedestrians (it's height issue could be corrected by lowering the road). More bridges which can accommodate pedestrians and bikers would be the most optimal option for increasing safety, reducing any need for cars to stop, and promoting more use of the parkway path. Crosswalk effectiveness is contingent on pedestrians having a clear straight view for any oncoming cars, even still it's unlikely any person with children would take such a risk.
William	Zaccagnino	22308	Median islands
Paul	Woodman	22307	Pedestrian bridges over the road would be the safest. Crosswalks are ignored by NOVA drivers, don't waste the paint.
Geoffrey	Deas	22308	Crosswalks require traffic to stop and on a parkway, that will be extremely dangerous
Jason	Jouet	22308	A bridge overpass
Alyssa	Curley	22308	It's too dangerous to put cross walks going across the parkway
Janice	Rivera	22308	Yes to median refuge islands and pedestrian bridges.
Logan	Davis	22306	Tunnels

First	Last	Zip Code	If you support cross walks, what intersections do you believe should have them?
Kelly	Eigler	22308	Wherever there is a traffic light, otherwise people abuse them
Sarah	Stio	22314	Wherever there is a bus stop!
Erika	Christ	22309	Unsure -where most needed
Greg	Hough	32256	Unsure
John	Pickett	22308	Under current conditions, crosswalks would be death traps.
Heather	Houck	22308	Too dangerous—people will ignore them
Christube	Culver	22309	Not sure what road it is, but at the 11Y bus stop
David	Boire	22554	None
Margaret	Smith	22307	No where!
Chris	Meixell	22309	No crosswalks that impede traffic. That is worse than a stoplight. Consider pedestrian bridges.
Saro	Nkesi	22309	No cross walk
Michael	Malloy	22308	NO
Tiffanei	Greenfield	20164	N/a
Julianna	Castro	22150	If using crosswalks, instead of bridges, one of those lights should be installed that can be pressed just to allow pedestrians to cross (HAWK light, I think?).
Gregory	Stevens	22309	I oppose crosswalks. Build overpasses.
Allison	Elder	22306	Crosswalks, unless elevated above the roadway, are a bad idea.
Jennifer	Mock	2230?	Crosswalks are too dangerous on the long stretches of the parkway
Carolyn	Dreylinger	22308	Cross walks will cause another issue
Rick	DiBella	22307	Belle View Blvd., Collingwood Rd, I do not support anything that will move lanes closer to residences.
Lainge	Bailey	22308	Belle Haven Rd., cross walks are useless if speed is nt enforced on the m ain highway
Catherine	Matthews	22307	Belle Haven Rd., Belle View Blvd., Tulane Dr., Morningside Ln., Northdown Road, W. Blvd., Wellington, Collingwood Rd, Waynewood Blvd., Fort Hunt Rd., Vernon View Dr., Stratford Ln., Yes, crosswalks! Even if there is not a traffic light. Maybe crosswalks with those lights on the pedestrian crossing signs to alert drivers to sloooow down.
J	Patrick	22314	Belle Haven Rd., Belle View Blvd., Tulane Dr., Morningside Ln., Northdown Road, W. Blvd., Wellington, Collingwood Rd, Waynewood Blvd., Fort Hunt Rd., Vernon View Dr., Stratford Ln., If there is a bus stop there should be a cross walk.
Robert	Kraig	22204	Belle Haven Rd., Belle View Blvd., Tulane Dr., Morningside Ln., Northdown Road, W. Blvd., Wellington, Collingwood Rd, Waynewood Blvd., Fort Hunt Rd., Vernon View Dr., Stratford Ln., everywhere where there is a bus stop or trail access point
Katie	Harris	20017	Belle Haven Rd., Belle View Blvd., Tulane Dr., Morningside Ln., Northdown Road, W. Blvd., Wellington, Collingwood Rd, Waynewood Blvd., Fort Hunt Rd., Vernon View Dr., Stratford Ln., Every crosswalk installed needs to have LOTS of infrastructure to slow drivers, make vulnerable road users visible and safe (no matter time of day, weather or what they are wearing), and enforcement for drivers that don't yield to pedestrians or bicyclists
Alexis	Glenn	22303	Belle Haven Rd., Belle View Blvd., Tulane Dr., Morningside Ln., Northdown Road, W. Blvd., Wellington, Collingwood Rd, Waynewood Blvd., Fort Hunt Rd., Vernon View Dr., Stratford Ln., Crossing must be more than paint. Paint does not slow or stop drivers.

Zachary	DesJardins	22301	Belle Haven Rd., Belle View Blvd., Tulane Dr., Morningside Ln., Northdown Road, W. Blvd., Wellington, Collingwood Rd, Waynewood Blvd., Fort Hunt Rd., Vernon View Dr., Stratford Ln., Any street intersectio is a legal crosswalk but they all lack markings.
Jake	Jakubek	22304	Belle Haven Rd., Belle View Blvd., Tulane Dr., Morningside Ln., Northdown Road, W. Blvd., Wellington, Collingwood Rd, Waynewood Blvd., Fort Hunt Rd., Vernon View Dr., Stratford Ln., All of them
Patti	Heck	22307	Belle Haven Rd., Belle View Blvd., Tulane Dr., Collingwood Rd, Vernon View Dr., Stratford Ln., Crosswalks will not slow down the crazy drivers, and pedestrians will still walk infront of drivers.
Charles	Dragonette	22307	All. Enforce jaywalking in non cross walk areas
Michael	Bilger	22308	Current drivers (Fort Belvoir commuters driving at 65+ mph) will ignore pedestrian crossing and there will be deaths. will ignore
Matt	Tobin	23226	All
Helen	Abadzi	22308	all along one side should have sidewalks, particularly on bus route

First	Last	Zip Code	The Mt. Vernon Bike Trail is a wonderful scenic asset that allows runners, walker and bikers to intimately enjoy the park's natural assets, but is very heavily used and has its own collisions due to bike-pedestrian conflicts, blind turns, and uneven surfaces. What needs to be done to make the Mt. Vernon Bike Trail safer?
William	Mcnicol	22308	More and more electric bikes are hitting the path at excessive speeds. I believe the parkway rules prohibit electric bikes. If you are going to allow electric bikes, the path should be widened by two lanes (4 total). Then make a designated bike and walking lane in each direction. I would also add speed bumps around corners.
Maggie	Daly	22308	More caution signs on the bike path so they are aware of upcoming intersections and stop signs.
Diana	Sherblom	22306	More education and signage, or foot/bicycle patrols could be useful to educate people on the safe way to use the trail, for example, stay to the right, signal intent to pass, listen for intent to pass...
Glenda	Booth	22308	More Park Police to discourage speeding, not motorized scooters, periodic moratoria on bikers, e.g. Sundays
Jadon	Klopson	22308	More sinage about right of way
Ashley	Booher	22308	More signs detailing dangerous turns and low visibility areas, geared specifically towards bikers.
Robert	McNeil	22308-2710	More warning signs, eg "Slow down: blind curve ahead"
Todd	Weiser	22310	MVT is a multi-use trail, not bike only. The surface is rooted and broken with poor maintenance of the bridges. Dedicated cycling lanes on the pkwy would decrease pedestrian interference and collisions as many pedestrians wear earphones with disregard to their surroundings. Dedicated cycling lanes would allow more freedom for pedestrians and strollers.
Shirley	Greenblatt	22307	Need separated pedestrian access areas for walkers on trail
Jon	Gates	22307	Needs to be resurfaced and widened
Katherine	Ahern	20018	Needs to be wider, surfaces leveled, education (signs) pass on left, signal, etc.
Fred	McCoy	22309	No change
John	Krause	22306	None
Whitney	DiBella	22307	Not sure what you can do = perhaps set a speed limit? Some of the bikers go way too fast.
Shanan	Sheldon	22309	Not sure... don't use the trails often
James	Baldwin	22307	Nothing is going to fix stupid riders. They will go fast and run into pedestrians no matter what. Start ticketing the riders who do stupid things.
Chris	Paulitz	22308	Nothing people need to pay attention
Michelle	Duke	22307	Nothing, leave the trail alone
Tess	Ailshire	22309	Nothing. Leave as is
Tom	Paschalis	22306	Nothing. Bike, walk or run at your own risk
Christopher	Mrstik	20017	Paved portion needs to be wider in spots (to accommodate volume and proper sightlines) and properly maintained.
Arlene	Dohm	22307	Penalize speeding bikers
Catherine	Matthews	22307	People need to be more aware of themselves, what is going on around them, and share the road. I think the parks have done a great job of putting up signs to alert users to blind turns, and stopping at intersections.
Rick	DiBella	22307	People need to slow down. Some riders think they're part of a peloton competing in their very own Tour de' France. They need to be aware that the path is also used by people walking their dogs, jogging and riding bikes with their small children. Park Rangers should be put on bikes and ride the trail to enforce rules.
Katir	Hardymon	22307	People need to use common sense
Chris	Vonk	22308	Post clear guidance signage on how to use the path. A set of guidance for bikers, walkers, walking with pets, etc. People using earbuds are a danger to everyone. People using buds should clearly understand its their responsibility to stay alert and watch out for themselves and others. Since e-bikes are here to stay, the path should have posted speed signs and clear guidance on what types of e-bikes are appropriate for the GW bike path. Such as no "throttle" type e-bikes allowed.
Jeanne	Crowley	22309	Post speed limits for bikers. Have it be illegal to ride bikes with headphones on (and maybe walkers should be only allowed one ear plugged).

Marshall	Lytle	22308	Pressure wash and add traction surface to wooden bridges. every time it rains we have to tend to multiple bike accidents in front of our house due to slippery bridges.
Michael	Beaghen	22307	Public education. Anyway, the trail is not as dangerous as you make it sound.
Anna	Oneal	22308	Put in a couple dedicated bike lanes
Susan	Wuchininch	22307	Put in mirrors in blind spots, encourage pedestrians to stay on the right or left side of the trail, repair trail.
Chris	Koerner	22308	Put speed cameras on the bike path
Claire	Phillips	22306	Remove cyclists. Aka speed limits on the sidewalk. Keep it open to casual kids/ families riding bikes and put the fast moving people who want to engage in the sport of "cycling" on the road where they belong. Better if they have their own lanes(we had to get them on Sherwood Hall... logically they are *far* more necessary on GWP)
Andrew	Lockett	22308	Repair cracks, repaving
Chris	Rupp	22309	Repave and more visibility
David	Menachery	22308	Repave, make flat as possible, widen, walk only lane, reflective yellow lines
Logan	Davis	22306	Repave. Widen and separate bike from foot traffic. Eliminate large roots at most uneven and problematic sections. Consider mirrors and or stop signs at risky intersections like 4 mile run. Straighten sections which are unnecessarily tight right next to open fields, follow desire path locations instead. Prioritize human powered path traffic and install stop signs for motor vehicle traffic instead. Allow e bikes, with speed limits. Consider installing grip enhancing surfaces on wooden sections. Install signs reminding users to move off of path when they are stopped.
Paul	Murphy	22308	Repaved
Ali	Gorsuch	22307	Replace!!
Jesse	Robinson	22308	Require bike riders to take safety classes
Heather	Houck	22038	Resurface and widen
Tyson	Brown	22306	Resurface more frequently, clear snow in winter, and add 6-8 foot evergreen plantings to break up headlights in winter months.
Alan	Warburon	22308	Resurface. better infrastructure- i.e. separate pedestrian/ bike elements. better signage for peds and bikers. better enforcement of existing rules and regulations.
Brooke	Apperson	22307	Route could be widened and surfaces flattened out
Sara	DeGroot	22314	Separate bike and pedestrian users. Require bicyclists to slow down, this isn't the Tour de France. I stopped using the trail because of the crazy spandexed bicyclists that make the trail so dangerous.
Sherri	Berthrong	22307	Separate bike lanes
Heather	Selig	22207	Separate bike/pedestrian lanes
Patricia	Toner	22307	Separate bikes from walkers by adding a lane; indicate traffic direction and whether for bikes (one in each direction) and pedestrians.
Erica	Hershler	22306	Separate trails for bikers and pedestrians
Candace	Hicks	22308	Separate pedestrian and bike lanes.
Jessica	Richards	22308	Signage (speed, upcoming blind turns, yield to pedestrians), repairs (lots of bumps and craters exist which are safety hazards), designated "pull-off" areas
Kelly	Eigler	22308	Signage for pedestrians to yield to bikers--walking two abreast/blocking one whole lane leads to the majority of the conflict and danger. Also, it could be better marked for bicyclists to slow down, and motorized anything should be prohibited during the weekends.
Jasen	Farmer	22309	Signs letting tourists & family know they shouldn't block entire path walking side-by-side and stay to the right.
Tyler	Hawley	22309	Signs that instruct pedestrians and bikers on how to act. Bikers should be reminded to pass on the left and announce they are passing, while pedestrians should be reminded to stick to the right to allow bikers to pass.
Berry	Lansburgh	23306	Signs to remind bikers and pedestrians to share the trail and to keep right, and to remind dog walkers to keep their dogs on the right. There are too many earbuds and phone users who are distracted.
Christina	Chom	22308	Signs to remind bikes to inform people/pedestrians when they are passing
Celia	Boertlein	22308	Slow down!
Michelle	McNellis	22308	Slower speeds for bikers and needs to be wider

Corinne	Hayes	22309	Smooth out the surface. Eliminate the blind turns
James	Scott	22309	Smooth out tree-root bumps. Make it wider and educate pedestrians and people with kids to stay on the right and cyclists and runners to alert them to when passing.
Kate	McAloon	22303-1610	Smooth over the parts of the trail being uprooted by tree roots.
Zach	Rothstein	22314	Smooth pavement and wider lanes
H Jay	Spiegel	22308	Solar powered lighting
Matt	Tobin	23226	Some good maintenance
Evan	Wallach	22308	Some sort of speed limit for bikers and a common set of road rules so that walkers understand where they are supposed to be.
Catherine	Weinraub	22308	Specific bike lane
Liz	Craver	22306	Speed again is an issue here. Separating out lanes for casual walkers/bikers from high speed cyclists needs to happen.
Janet	Allen	22308	Speed bumps for cyclists, wider path
Greg	Otto	22306	Speed limit
Melissa	Kunz	22308	Speed limits for bikers and pedestrians should walk only 2 abreast
Mary	Smolinski	22309	Speed limits for cyclists. The trail should not be used as a raceway unless closed for specific cycling events.
Kelly	MacConomt	22314	Speed reductions at parking areas. WITH speed bumps to slow Lance Armstrong types. Dismount bike enforcement at crossings. Maybe bike rerouting in busier lots and picnic areas.
Brian	Pallasch	22307	Spend some money on the infrastructure (pavement and bridges) including widening in some spots. Educate cyclists on speed.
Tiffanei	Greenfield	22164	Stop signs
Karen	Corcoran	22308	Stop signs at intersections like at Collingwood Rd. Very dangerous place to cross with cars from parkway turning on Collingwood
Richard	Stirba	20009	Straighten and widen
Richard	Campbell	22308	Straightened and widened
Matthew	Shallbetter	22308	Surface maintenance needs to be increased. Smoothing roots. There might be an opportunity for better Lane striping on some critical turns and locations. Straightening is a double-edged sword and likely to cause as much as reduce accidents
Gabriela	Rodriguez	22306	Teach the people to move when a bicycle is approaching them. People must move right so bicycle can pass left.
Robert	Kraig	22204	The best thing to make the trail safer would be to road-diet the GWMP, adding on-street bike lanes continuous from Mount Vernon to Old Town, which will get the fastest riders off the trail and leave it to slower-paced recreational users. Additionally, the trail should be redesigned to make the surface more robust vs. tree roots.
Michael	Berg	22309	The Bike trail is very narrow and under-maintained. The mix of bikes and pedestrians at certain locales (Belle Haven) can be almost lethal.
Pia	Taylor	22307	the speed of cyclists needs to be enforced. Signage about sharing the trail would be great.
Michelle	Randall	22308	The trail needs to be patrolled to control bike speed. Many, not all, bikers go way too fast which exacerbates the issues with surface problems and blind turns.
Jake	Jakubek	22304	The trail should have separate paths for people riding bicycles and people walking. The bicycle path ought to be at least 20 feet wide to accommodate the volume of people on the trail.
Alexis	Glenn	22303	The travel lanes for cars on the parkway should be reduced to one lane in each direction. The curb lane should be a dedicated bus/bike lane only. This would alleviate heavy trail traffic, allowing bike commuters a faster, straight way up the corridor, while recreational users may enjoy the slower pace of the trail.
Shawn	Newman	22152	The volume of traffic on the trail has made safety an issue. The trail needs to be widened to allow safer travel by all road users
Jennifer	Hemingway	22307	There needs to be a speed limit, and it needs to be enforced.
Janice	Rivera	22308	Those bikes also need to observe stop signs. I have had several near collisions at the Collingwood/bike trail intersection as bikers blow right through their stop sign.
Roger	Miksad	22308	Tree maintenance / removal to improve sight lines.
Cheryl	DeSoto	22307	Unless I'm on a bike, I avoid it. Too stressful to walk it.

Mary	Motley	22308	Update paving
Heather	Anderson	22306	Walk only lanes where pedestrians can be safe from bikes
Patricia	Rowell	22308	We can not protect everyone using the trail. Note that neither of the riders in the picture are wearing helmets. Riders often ignore their stop signs. The trail should be kept clean, without large potholes, but also 'policed' as are the roads.
Jamie	Saloom	22308	We need a dedicated pedestrian lane. I choose not to walk with my dogs or children on the trails because of cyclists travelling at high speeds in both directions.
Bob	T	22304	Widen , straighten and smooth the trail. It should be striped so that pedestrian and bicycle traffic is not in a shared lane.
Meg	Flood	22205	Widen & resurface. Perhaps make a separate biking trail.
Brendan	Molin	22202	Widen bike trails and road diets
Tara	Whitworth	22309	Widen for a bike-only lane or designate the bike-only side.
Jasper	Thomson	22308	Widen in places, straighten in places, use of "around corner" mirrors, trim vegetation in places to improve sight lines
Michael	Fortin	22309	Widen in sections, repave where need. Also, parks should do more to clear brush for visibility.
Kelly	Walsh	22307	Widen it
Adrienne	Luscombe	22307	Widen it
BP	Beach	22314	Widen it
Danielle	Williams	22308	Widen it
Leslie	Gehrig	22202	Widen it and include dedicated space for pedestrians.
Elyse	Cosgrove	22038	wider pathway and road repairs
Andrea	Romyn	22307	Wider paths?
Brad	Smith	22306	Wider at turns.
Richard	Campbell	22308	Wider and straighter
Jan	Messner	22309	Wider & better pavement & more signs warning bikers & walkers.
Kerry	Cooper	22308	Wider
Matt	Stephens	22308	Widening to provide a pedestrian path and 2-way bike path
Ron	Hupczey	22309	Widening to accommodate traffic and to reduce speeding bikes from running into people.
Ed	Cabic	22309	Widening the trail, maintaining its surface, minimizing blind turns
Michael	Duncanson	22315	Widening the trail and re-surfacing it. These are my biggest complaints with the trail.
Laura	Black	22309	Widening per waba recommendation
Christopher	Schurman	22306	Widening
Katie	Harris	20017	Widened, resurfaced, and have a plan for continued maintenance on a timeline that meets the needs of the trail users.
Andrew	Miller	20002	Widened where possible
Brianna	Hawley	22309	widened to have bike lanes
Daniel	Johnson	22309	Widened in high traffic pedestrian areas with a slightly smaller section for pedestrians with the little white painted walk here stick figure
Miles	Keogh	22307	Widened and flattened.
Sean	Murphy	22308	Widened
Chris	Hatdistyy	22314	Widen. Create cutouts in trees so can see around corners.
Margaret	Smith	22307	Widen, upgrade, police bike speeds.
Erika	Christ	22309	Widen, resurface, warning signs
Doug	Kinkennon	22309	Widen where possible to minimize bike / runner / walker collisions
Emily	Craig	22308	Widen where possible
Allison	Dinsmore	22307	Widen where possible
Anthony	Barkume	22308	widen trail?
Gail	Savage	22308	Widen trail, take out some curves, fix bridge at 3 mile marker
Grace	Pooley	20002	Widen trail if possible. Add lights to trail. Cut back brush routinely, especially on turns.

Aaron	Langham	20036	Widen Trail
Liza	Hearns	22309	Widen to provide a dedicated walking lane
Jennifer	Mock		widen the trail. To have northbound bike section and walk section and southbound bike section and walk section
Ian	Fingerman	22032	Widen the trail. Improve sight lines.
Zachary	DesJardins	22301	Widen the trail, fix the bumps, and trim the bushes to reduce blind spots
David	Wiskochil	22310	Widen the trail where possible, creating separate bike and pedestrian pathways
Cathy	Hosek	22308	Widen the trail where possible
Rick	Grams	22307	Widen the trail to support bikes and walkers
Kelly	Shawn	22308	Widen the trail to include safe areas for walker/runners and bikes
Jeff	Gauger	22306	Widen the trail to allow separation of bicyclists and walkers; make sure there are safe crossings to and from the trail.
Alyssa	Curley	22308	Widen the trail to allow separation of bicyclists and walkers; make sure there are safe crossings to and from the trail.
Rick	Holt	20136	Widen the trail
Lorrainer	Slattery	22309	Widen the path
Meghan	Campione	22309	Widen the path if possible
Andrew	Frassetto	22303	Widen the path by at least 50%
Robert	Hanson	22015	Widen the path
Jordan	Roessen	22202	Widen the path
Rebeccah	Ballo	22309	Widen the bike trail to add separated pedestrian lanes
Courtney	Corcoran	22308	Widen path, reduce severe/blind turns, bike speed limit
JA	Kesh	22309	Widen path to accomodate more bikes/walkers
David	Kaplan	22314	Widen path
John	Pickett	22308	Widen it. Remove root bumps. Separate trails for bikes and pedestrians near Gravelley Point and the power plant.
Patrick	Devlin	22308	Widen it. The wooden surfaces on the bridges need some kind of roughing out treatment because they get very slick when wet. More water stations and rest rooms are necessary too and not porta potties which are gross.
Ann	McMichael	22308	Widen it! Straighten out some of the curves. Or... widen the street to add a dedicated bike lane and get bikes off the path.
James	Murray	22308	Widen it, improve surface
Jennifer	Kosiak	22308	Widen it, I don't feel safe using it on a bike as I'm not a professional cyclist and it's too crowded to navigate during nice weather
Jennifer	Gough	22307	Widen it to make it easier for bikes and pedestrians to share
Rocky	Campione	22309	Widen it to make dedicated bike lanes and dedicated walking lanes. make the bridges less slippery,
Erin	F	22308	Widen it to accommodate bikes and pedestrians
Tania	Callas	22308	Widen it to 4 lanes, one for bikes, another for pedestrians in each direction
Rebecca	Helbig	22308	Widen it in high use areas

First	Last	Zip Code	Do you support closing sections of the Parkway to vehicle traffic on weekends to allow for exclusive use for pedestrians and cyclists similar to what occurs during weekends on Rock Creek Parkway?
Teresa	Hartnett	22308	Absolutely not
Ryan	Beier	22308	Absolutely not. Nothing that Washington DC does in terms of traffic management should ever be looked upon as a guide post.
Carol	Moore	22307	Bike trail is very outdated and should be widened
Kristene	Lawrence	22308	Bikes need to be off the parkway at all times.
Christina	Swartz	22308	I don't believe this is a viable option because then people would have to resort exclusively to fort hunt road and route 1, and that's just not going to work.
Brooke	Apperson	22307	I don't think this is necessary as the trail is only clogged seasonally and more attention should be paid to allowing pedestrians to safely reach the trail
Lauren	Gabler	22307	I love that RCP is closed to traffic on the weekends, but as a Westgrove Boulevard resident, I do not want to see increased traffic in my neighborhood on the weekends.
Matt	Stephens	22308	I would support closing 1 lane in each direction
Ann	McMichael	22308	I'd rather that happen during the week. Provide an incentive for more bike traffic and fewer cars.
Edward	McKenna	22310	Interesting. Would like to learn more about this. Taking tourist/bus traffic off of the Parkway and putting it onto Route 1 and with folks cutting through neighborhoods to get around these closed sections is a terrible idea.
Shirley	Greenblatt	22307	It is public road. Many of us can't use bicycles or have small children and need car access.
Steve	Dressing	22308	Just bikers, not pedestrians
Gary	Drane	22308	Maybe
Gary	Nickol	22308	Maybe closing off a lane, but not whole swaths
Arlene	Dohm	22307	Maybe occasionally it would be fun, but not on a regular basis
Gwen	Stanton	22308	No that was done during the construction of the bike path and it was dangerous then and now with our increased traffic it would be worse.
Mathew	Feehan	22306	NO, just fix the goddamn trail.
Michael	Skinner	22308	No, Parkway is too vital to close
Jennifer	Kosiak	22308	No, we can use Ft Hunt park loop for a safe place to walk and bike in wide lanes
Elizabeth and James	Holt	22308	No. This would put too much traffic on Fort Hunt Rd and an already busy Route 1
Roger	Miksad	22308	Not the entire road, support closing single lanes
John	Tolleris	22303	Only on infrequent well-advertises occasions
Joshua	Drumwright	22306	Support on a limited basis. Up to 4 times a year.
Jenn	Scully	22308	With the speeds - more accidents will happen. Based on the survey, there is a lot of vehicle usage.
Todd	Weiser	22310	Yes from 495 to Mount Vernon
Robert	Kraig	22204	Yes temporarily, but a better solution would be a permanent road diet on the Parkway with on-street bike lanes continuous from Mount Vernon to Old Town. Intermittent center lanes and medians can help vehicles turn on and off a dieted GWMP. Narrow the road to one thru-lane each way and redesign it so that drivers don't feel safe exceeding 35MPH. High-speed roads induce high traffic volumes; conversely, if you diet this road, the fat (i.e. excessive number of vehicles) will be trimmed.
Katie	Harris	20017	YES YES YES!!
Paul	Woodman	22307	Yes, but for limited times on select weekends.
John	Pickett	22308	Yes, but not every weekend. Congestion on US 1 on weekends is already bad.
Liz	Craver	22306	YES! Or possibly widening the road for a dedicated bike lane for those cyclists that are training/commuting at higher speeds that the casual walker/biker.

First	Last	Zip Code	Large traffic queues form every morning and evening at the stop sign at the end of the Parkway at the Mt. Vernon Estate at its intersection with Mount Vernon Memorial Highway and Mount Vernon Highway caused by (1) a stop sign, (2) right turns from Mount Vernon Highway and (3) pedestrians accessing the Mt. Vernon Estate from several parking lots. Do you have any opinion about how to resolve this queue?
Kathleen	Walsh	22308	Stoplight and officer directing traffic when Mount Vernon is open, for pedestrians
Paul	Woodman	22307	A pedestrian bridge would help. Queuing the busses somewhere else would help. Officers providing direction at peak times could help.
Brennan	Roy	22314	Add pedestrian overpass
Julia	Martin	22307	add Walk Don't Walk lights for pedestrians. Tourist to MV aren't aware of the traffic volume
Gail	Savage	22308	Better signage further in advance of intersection
Ellen	Haas	22308	Biggest backup is caused by tourists to MV crossing the road from the parking lot. Having someone direct traffic here is an excellent solution.
Elizabeth	FitzGerald	22308	Bridge for pedestrians
Theodore	Renaud	22308	Bridge for pedestrians
Diane	Thomas	22307	Bridge or Tunnel for Mt. Vernon Pedestrians crossing
Adrienne	Luscombe	22307	Build a pedestrian tunnel or bridge from the parking lot. This should've been done when the Library was built.
Oscar	Carnero Johnston	22307	Building an exit to Mount Vernon Hgwy at the RV's Parking lot will reduce the pressure.
Karen	Byers	22314	Construct over head pedestrian walkways
Jennifer	Mock	2230	create pedestrian bridge
Edward	McKenna	22310	Do nothing - Traffic needs to remain calmed in this area. A traffic light if correctly studied would definitely make sense and likely, safer. Waze and other GPS programs have given I-95 and Route 1 commuters looking to stay off the beltway and use the Parkway to cut into Crystal City, Rosslyn and DC an advantage. If that area becomes a "faster route" then the problem will compound.
Carol	Moore	22307	Do nothing, Get rid of the right turn only lane heading south
Maggie	Daly	22308	Do nothing, I use this intersection every morning and think it's fine. The only issue is oblivious people.
Rocky	Campione	22309	Do nothing, It isn't that bad, don't solve a problem that doesn't exist.
Robert	McNeil	22308-2710	Do nothing, NOTE- that's not "Old Mount Vernon Road" it's Rt 235; I say "do nothing" for now; maybe improvements to Rt 1 will allow commuters from south of Ft Belvoir to use Rt 1 instead of the Parkway
Geoffrey	Deas	22308	Do nothing, Stop sign is only thing that keeps pedestrians safe at that intersection
Michael	Beaghen	22307	Do nothing, We need more stop signs, not fewer. Yes, it will slow down commutes.
Anna	Carts	22308	Don't now, Pedestrian overpass?
Erica	Christ	22308	Don't now, Perhaps a traffic circle or stop light...not sure what would be best here.
Glenda	Booth	22308	Don't now, Ques is misspelled; it's queues. Visitors should be plural.
Tess	Ailshire	22309	Earlier signage for right turn must turn. Barriers to prohibit last-minute lane changes. Drivers understand right-of-way.
Kelly	Cates	22309	either get the tourist/pedestrians off the road via a bridge or have an officer direct traffic; tour busses need to learn some etiquette as well -- many end up blocking the entire intersection heading NB while trying to get over to drop their passengers
Chris	Oconnor	22308	Either pedestrian bridge or tunnel at that intersection
Dan	James	22307	Elevated or underground pedestrian crossings along with traffic circle
Margaret	Smith	22307	Eliminate Brack traffic, close Parkway exit from 495 (exit 177C I think) and provide a different route for buses
Jeanne	Crowley	22309	Eliminate stop sign and prohibit left turns from Mt. Vernon Highway, Build a walkover for pedestrians (it should be on the GW Parkway side of the circle--going from one parking lot into the other. Pedestrians would have to stay on the sidewalk on the LEFT side of Mt. Vernon entrance gate.
Ken	Pilkenton	22308	Eliminate stop sign and prohibit left turns from Mt. Vernon Highway, Install button-activated
Jennifer	Golden	22307	Eliminate stop sign and prohibit left turns from Mt. Vernon Highway, move pedestrian cross walk to a different location
Todd	Weiser	22310	Eliminate stop sign and prohibit left turns from Mt. Vernon Highway, Reconfigure intersection from MV Hwy into traffic circle
Jadon	Klopson	22308	Eliminate stop sign and prohibit left turns from Mt. Vernon Highway, Regulate pedestrian traffic at intervals.
David	Wiskochil	22310	Eliminate stop sign and prohibit left turns from Mt. Vernon Highway, Traffic circle, Reduce the demand and throughput of the entire road.
Victoria	Elie	22307	Eliminating the left turns from mt vernon hwy will force cars onto rte 1 and inconveniences the school, church, and neighbors who use that road.

Faron	Fuller	22306	Find another way for Maryland drives to get to the beltway
Ginny	Schmidt	22308, 22315	I think having to stop is a deterrent in traveling the parkway. I do not like the idea of a stoplight . Perhaps stopping pedestrian crossing during rush hour. Or build a bridge to eliminate the problem.
First	Last	22308	I would be fine with eliminating the stop sign, but how would trucks, etc leaving the estate exit?
Mathew	Feehan	22306	I'd leave it alone, it's a natural slowing point and besides if you're down there you're either a tourist or should have known better.
M	Marshall	22079	If the lights where Sync properly on Richmond Highway, North and South there would not be a bottleneck on the Mount Vernon Parkway
Andrew	Shaw	22314	If we reduce the parkway to 2 lanes of auto traffic and decrease the speed to 35, the bulk me will greatly decrease.
John	Hannon	22306	Install A pedestrian tunnel. Also make this a traffic circle instead of a 4 way stop.
Emily	Craig	22308	Intersection needs to be replanned. There is too much coming into a small space.
Frank	Cohn	22060	Just eliminate left turn
Tyler	Ray	22309	Keep stop sign but prohibit left turns.
Ron	Hupczey	22309	Limit pedestrian crossings from parking lot by installing a pedestrian bridge or tunnel.
Amy	Smith	22396	Make a walk over for Mt. Vernon estate guests.
Kelly	Eigler	22308	Mt. Vernon can afford a flyover walkway and they should.
Chris	Vonk	22308	Officer directing traffic, A stoplight or crossing guard for pedestrians that limit the amount of people crossing. Many times huge groups of people lazily walk through making traffic come to a stand still.
Andrew	Csontos	22308	Officer directing traffic, bridge or tunnel for pedestrians
Lisa	May	22308	Officer directing traffic, Crossing signal for pedestrians
Robert	Kraig	22204	Officer directing traffic, Do nothing, Can you imagine how many more drivers would show up on the GWMP if not for this predictable delay deterring them? Any solution which attempts to ease congestion points will merely bring more vehicles onto this road, making the corridor less safe and soon negating the intended decrease in travel time.
Liz	Craver	22306	Officer directing traffic, Do nothing, The volume of user has increased because once past this bottle neck, it's an unenforced raceway to get to the WW bridge. If the route were treated as intended, as a scenic drive, it would be less attractive for those trying to shave time off their commute.
David	Menachery	22308	Officer directing traffic, It's only because the parking is there. Force folks to park on the other lot and there isn't an issue.
Michael	Kofman	22309	Officer directing traffic, Make it an actual traffic light
Brian	Pallasch	22307	Officer directing traffic, Speed up the Rte 1 widening project
Tyler	Hawley	22309	Officer directing traffic, Stop light, A primary issue with this intersection is that drivers are inconsistent with who gets to go first and then whether to allow pedestrians to cross.
Bruce	Bade	22308	Officer directing traffic, Stop light, Pedestrians are the problem, especially during tourist season. A stoplight or an officer to control them would help.
Shirley	Greenblatt	22307	Officer directing traffic, Stop light, Provide more parking access dooner
Julie	Marks	22309	Officer directing traffic, Traffic circle, Pedestrian bridge between Mt Vernon and parking lot
Roger	Miksad	22308	Officer directing traffic, Traffic circle, Pedestrian underpass or bridge to Mt. Vernon estate.
REBECCA	HELBIG	22308	Pedestrian access bridge
Sarah	Glenn	22308	Pedestrian bridge
Dianne	Russo	22308	pedestrian bridge
Michael	Bilger	22308	Pedestrian bridge
jim	hayes	22308	pedestrian bridge
John	Einbinder	22308	Pedestrian bridge and a stop light for vehicles
Stori	Zimmerman	22308	Pedestrian bridge from pking lot to estate, possibly a stop light but NO officer directing traffic
Candace	Hicks	22308	Pedestrian bridge from the west parking lot
Jasper	Thomson	22308	Pedestrian bridge/tunnel combined with remove stop sign and prohibit left turns from MTV highway
Karin	Kulinski	2203	Pedestrian bridges over intersections
Doug	Kinkennon	22309	Pedestrian bridges so that traffic doesn't have to stop
Steve	Long	22308	Pedestrian bypass
M	B	22308	Pedestrian flyover
Kathy	Sheehan	22308	Pedestrian overpass
Ron	Surlymon	22308	Pedestrian overpass or some kind of queueing system so that there is not a continuous 1-2 people crossing at busy times.
henrietta	burke	22308	Pedestrian tunnel and eliminate stop sign

Brian	Palazzolo	22309	Pedestrian tunnel, then remove stop sign and allow thru traffic to use the outer (right) lane and MV Highway traffic to use the inner circle (left) lane, merging the two as they reach the Parkway on the North side of the circle.
Andrew	Lockett	22308	Pedestrian walk/don't walk light
Jennifer	Kosiak	22308	Pedestrian walkway or stoplight. There is too much of someone hesitating to turn
J	Ramirez	22309	pedestrian walkways that go above the traffic
Celia	Boertlein	22308	Pedestrians need to bunch up, not dribble across the roads.
Kate	McAloon	22303-1610	Stop light, Is it possible to build a pedestrian bridge over that intersection? If not, then a stoplight should be put in.
Dan	Scott	22308	Stop light, Officer to enforce people piggybacking at the stop sign. Too many people drive out of order.
Peyton	Diotalevi	22309	Stop light, Pedestrian Bridge to Mount Vernon Estate from parking lot. These backups are caused at the end of the day when people are leaving Mount Vernon to get to the parking lots.
Pamela	Higgins	22308-1309	Stop light, pedestrian over/underpass
Dan	Hosek	22308	Stop light, Stop light with a pedestrian crossing time built in.
Cathy	Hosek	22308	Stop light, Stop light with cross walks for pedestrians so they don't stop traffic so often
Janice	Rivera	22308	Stop light, Stoplight or a pedestrian bridge would fix this. The pedestrians spaced 5 - 10 feet apart are the cause of the back up. Of put in a walk signal for them so that they all cross together rather than in clumps just far enough apart to prevent any traffic from moving.
John	Pickett	22308	Stop light, The cause is traffic volume. Consider vulnerable users first, over traffic flow.
Alyssa	Curley	22308	Stop light, There are two yield signs at the round about in front of the estate, people regularly disregard the signs and blow right through them. I had a tour bus blow right through them and almost hit my car. There needs to be two flashing stop signs there.
Tracey	Serie	22306	Stop light, Traffic circle, I think some people use the PW as a way to avoid Route 1 or other roadways because there are no traffic lights and they can just zoom along like they were on the beltway. It's just a selfish attitude because they want to expedite their own commute. If there was a way to truly control speed, making the parkway no longer a viable alternative to those looking for "bat out of hell" speeding, the the volume could go down. Anyway, since there is already a traffic circle there, perhaps the flow could be adjusted a little so that the stop sign could be eliminated and the traffic could flow without full stops. However, it would be key to have some safe way to get all of the tourists back and forth. Right now, they just stroll out willynilly and the cars have to stop and let them go by. A traffic light right there might not be that bad and it would eliminate the willy-nilly flow of pedestrians and control their comings and goings in a timed way. I don't know if a pedestrian bridge from the Mansion side to the parking area would work as it would have to be tall enough to allow the busses to pass underneath it.
Miles	Keogh	22307	Stop light, Traffic circle, Preserve easy and safe pedestrian crossing to Mt Vernon at all costs. It is the absolute highest priority.
Pia	Taylor	22307	Stop light, Underground pedestrian tunnel would keep the pedestrians safe and traffic moving with just a stop sign.
Erika	Christ	22309	That's why I go a different route to work. Have no idea how to fix.
William	Vodra	22308	The entire area needs redesign. Through traffic should be separated from the Mt Vernon tourism
James	Baldwin	22307	The queue is important. It is a safety issue for the tourists, buses, and estate traffic. If people don't like it, have them take route 1. Don't fix what isn't broken just because people can't wait an additional 5 or 10 minutes. Put of barriers to prevent idiots from driving all the way up on the right and cutting in. Simiar to what was done on Duke street near the entrance to Telegraph.
Michael	Skinner	22308	Traffic circle and pedestrian bridge
Aaron	Leibowitz	22308	Traffic circle or light. Traffic does need to be controlled here — but the solution would vary greatly with volume, which varies greatly during the day.
Jane	O'Hara	22309	Traffic circle, Do NOT restrict my right to be able to exit Mount Vernon Highway.
Zachary	DesJardins	22301	Traffic circle, Do nothing, Conside closing Mt Vernon Memorial Hwy between Old Mt Vernon Rd and the bus turnaround because this is a parkway and should not be a major commuter route. Alternatively, close Mt Vernon Hwy between Mt Vernon Memorial Hwy and Cunningham Dr.
Logan	Davis	22306	Traffic circle, Install pedestrian tunnels between parking lot and Mt Vernon.
Elizabeth	Kelch	22308	Traffic circle, Pedestrian overpass
Thomas	Jordan	22308	Traffic circle, Pedestrian overpass
Elise	Kress	22309	Unfortunately, I don't think any of these things will resolve the queue. Make people working at Fort Belvoir take Route 1. That's the real problem. People zooming to work and back. Mitigating this problem with lights, cameras and other penalties for residents will punish those who need the Parkway, and will degrade its natural beauty.
Gwen	Stanton	22308	What ever is done the Mt Vernon ladies will have to have their say. Maybe more control of when pedestrians can cross so that a group crosses not just ones and twos at a time.
Marilyn	McCullough	22308	You can't have a stop light; you already have a traffic circle (I almost got nailed there only yesterday); traffic director would help

First	Last	Zip Code	Why do you use the Parkway?
Brian	Palazzolo	22309	Access to Alexandria and Parkway north of there, incl. DC
Gwen	Stanton	22308	All of the above at various times
Matt	Tobin	23226	Best way into DC by bike
Mary	Smolinski	22309	Commute to my volunteer job in Old Town and to run errands.
Denise	Willmott	22307	Dr appt old town
Nancy	Baker	22309	Everything
Kelly	MacConomt	22314	For exercise, To enjoy nature, Route to Mount Vernon. Member there.
Katherine	Ahern	20018	For exercise, To enjoy nature, To get to airport, Mt. Vernon, Alexandria
Caitlin	Wang Fleisig	22308	For exercise, To enjoy nature, To visit relatives
Ken	Notis	22302	For exercise, To enjoy nature, Visit friend. Go to coffee shop in Bell Haven.
Rick	Holt	20136	Get to the airport
Babara	Wyckoff	22308	Getting from one place to another and enjoy the river
Edgerton	Paul	22307	I live here
Bruce	Bade	22308	I'm former commuter. Now I use it to get to Fort Belvoir, to get to Old Town; other routes are very inconvenient
Stephanie	Keller	22308	My neighborhood is adjacent. Using the parkway to access other major roads saves a minimum of 30-45+ minute
Rebeccah	Ballo	22309	Our family uses it for all of the above.
Theodore	Renaud	22308	Sports at Grist Mill
Paul	Woodman	22307	To commute, Also convenient to avoid the Route 1 mess (another survey!)
Lauren	Jenkins	22304	To commute, I use the MVT to commute by bike from Alexandria to DC every day.
John	Pickett	22308	To commute, To run errands, For exercise, To enjoy nature, I assume you mean the MV Trail as well as the roadway. I commuted on it for 10 years.
Michelle	Duke	22307	To commute, To run errands, For exercise, To enjoy nature, I live right off of the parkway so I use it multiple times every day.
Ingrid	Reid	22306	To commute, To run errands, For exercise, To enjoy nature, I use Mt. Vernon trail for bike commuting 2x week.
Chris	Vonk	22308	To commute, To run errands, For exercise, To enjoy nature, The scenery is calming. It's a treat to drive home from work with that lovely scenery
Ned	Monroe	22307	To commute, To run errands, For exercise, To enjoy nature, This is our neighborhood street, since our home backs onto the parkway.
Stori	Zimmerman	22308	To commute, To run errands, For exercise, To enjoy nature, To relax!

Frank	Fraser	22308	To commute, To run errands, I only commute South to Morningside from the I 495 turn off...I use Fort Hunt to head North
Meredith	Braselman	22306	To commute, To run errands, It's the prettiest drive in all of DC!
Kelly	Cates	22309	To commute, To run errands, To enjoy nature, Not really "commute," but since I live south of Mt. Vernon I use the Parkway to take my kids to St. Mary's, visit friends along Ft. Hunt road, etc. It is the only practical way from Mt. Vernon to Alexandria and spots in between. Route 1 is a complete disaster.
Michael	Shalton	22508	To commute, US Park Police Officer
Chris	Meixell	22309	To commute, To run errands, To enjoy nature, To show visitors the scenery while driving to Old Town
Shirley	Greenblatt	22307	To commute, To run errands, To enjoy nature, To visit people, Mt. Vernon, avoid highway driving
Christube	Culver	22309	To commute, To run errands, to reach DC for events in the evenings and on weekends
Jane	Doe	22309	To enjoy nature, A place to be outside
Rachel	Davis Arda	22309	To enjoy nature, Alternate drive home from Alexandria.
John	Tolleris	22303	To enjoy nature, To avoid Rte 1 dangerous traffic
Jeanne	Crowley	22309	To enjoy nature, to get to Old town, or the airport
Shawn	Newman	22152	To enjoy nature, Visit Mount Vernon
Glenda	Booth	22308	to get from a to b
Gillian	Burgess	22207	To get to the airport or to get to DC
John	Coulter	22306	To reach my leisure activities in Ballston and Mt. Vernon Estate
Kathleen	Walsh	22308	To run errands, To get into and out of DC. I don't commute in that direction.
Anthony	Barkume	22308	To run errands, For exercise, To enjoy nature, travel to Old Town and DC
Jane	O'Hara	22309	To run errands, For exercise, To enjoy nature, Use it as intended, a park.
Christina	Swartz	22308	To run errands, It's the primary way I get into old town, or to access 495 (parkway to belle haven to ft. hunt to rt. 1)
Sara	DeGroot	22314	To run errands, To enjoy nature, to visit Mount Vernon
Elizabeth	FitzGerald	22308	To run errands, Used to commute but now retired
Andrew	Shaw	22314	To. Is it friends
Patricia	Quick	22309-3330	Visit friends, and get into Old Town, and sometimes go into DC

First	Last	Zip Code	If you are a commuter, where are you taking the Parkway?
Jeannine	Putdy	22310	Alternative to route 1
Anneli	Collins	22307	Belle View Blvd to Memorial Bridge in Arlington
Chris	Koerner	22308	Catch the 11Y
Heather	Selig	22207	From Arlington to I-395 to DC-295
William	Hazard	22309	From beltway to home near mt. Vernon
Kelly	Eigler	22308	From Old Town to Job (at River Farm, near Collingwood)
Tyson	Brown	22306	I bike into DC
Lauren	Jenkins	22304	I catch the MVT/Parkway around Potomac Yard by bike.
Ginny	Schmidt	22308, 22315	I travel from Lorton to my daughter's home to care for her children every day. I mostly use Rt. 1 for commuting
Iainge	bailey	22308	local travel
Brandon	Lawrence	22201	Maryland
Abby	Betz	22307	Mt Vernon to Belle View
Michael	Shalton	22508	Patrol the parkway
Erika	Christ	22309	River Farm
Joan	Betz	22308	School
Jamie	Monk	22314	Through old town to school
Jessica	Richards	22308	To and from old town
Jennifer	Courtien	22306	To DC via 395
Corinne	Hayes	22309	To get FROM 495 to Mt. Vernon. Rt 1 is a hot mess with poorly timed traffic lights.
Amy	Smith	22396	To get home (Courtland) after getting off the bridge
Danielle	Williams	22308	To get to 395
Rebeccah	Ballo	22309	To get to Arlington and to Maryland. We use the parkway for both all the way through.
Jack	Gould	22308	to get to bellview
Dixie	Kirby	22308	To get to Huntington Metro station
Andrew	Lockett	22308	To get to/from Rt 1 at Mt Vernon Mem'l Hwy
Susan	Tribble	22303	To get to/through I-495, When traffic is heavy on 495, my navigation will take me on the GW Parkway.
J	Patrick	22314	To get to/through Old Town, All the way to Mount Vernon
Jackie	Prim	22310	To get to/through Old Town, Dc
Catherine	Matthews	22307	To get to/through Old Town, I don't commute to work using the Parkway, but when I drive on the Parkway it is usually to get to/through Old Town.
Matthew	Shallbetter	22308	To get to/through Old Town, Into DC
Shirley	Greenblatt	22307	To get to/through Old Town, To d.c. area
Jamie	Saloom	22308	To get to/through Old Town, to get south from 495
Melissa	Roy	22314	to go to the airport where I work
Jennifer	Krell	22308	To see something beautiful at the beginning and end of each day
Gwen	Stanton	22308	To the north end
Chris	Vonk	22308	To Waynewood via Collingwood Dr exit
Diana	Sherblom	22306	varies by job
Helen	Abadzi	22308	walk along parkway to catch 11Y bus
Ed	Cabic	22309	Washington DC
Jeff	Feinstein	22308	West Potomac HS
Edward	McKenna	22310	Work in Old Town and commute home to my residence behind Beacon Mall.

First	Last	Zip Code	Why do you take the Parkway to get somewhere rather than using other local roads?
Michael	German	22308	Because I live next to the Parkway.
Kathleen	Walsh	22308	It's faster, but it still needs to be safe.
Ryan	Beier	22308	(1) I live right next to it; (2) It doesn't have stoplights or stop signs other than in Old Town, (3) The combination of the volume of traffic on other side roads and their stoplights/stop signs makes those alternative routes very impractical (adds 20-30 minutes on to my commute time - trust me I've tried them).
Lisa	Aramony	22307	1) the parkway is a direct route to my office in Old Town. 2) Fort Hunt Road has become so congested 3) it's a beautiful road; nice way to get to church and areas south
Helen	Abadzi	22308	11Y bus along parkway must be used more, but road design obstacles inhibit people
Frank	Cohn	22060	A more pleasant drive
Cathleen	Lewis	22306	Access to Old Town, calmer, traffic and light-free and pretty drive when coming home from points south.
Cheryl	DeSoto	22307	Again, it's beautiful and we live on it.
Brittany	Patterson	22308	All the time
Susan	Tribble	22303	Another way to get where I am going. I enjoy the scenery and when there isn't much traffic, it can be an enjoyable drive.
Keith	Kriner	22308	Avoid route 1
Shelly	Cermak	22307	Avoid Rt. 1 and enjoy the scenery.
Molly	Kennedy	22306	Avoid traffic lights
Max	Marshall	22306	Avoiding stoplights
Mary	Smolinski	22309	Avoiding the traffic stress and aggressive drivers on Route 1. The area desperately needs another north-south highway west of Rte. 1.
Teresa	Hartnett	22308	Beautiful
HOLLIDAY	HURD	22309	BEAUTIFUL & PART OF THE REASON WE JUST BOUGHT A MILLION DOLLAR HOME IN MT VERNON IN UNION FARM!!! QUALITY OF LIFE; WHY WE MOVED FROM NY
Linda	Schwartz	22302	Beautiful and not traffic-clogged st times I use.
Michael	Skinner	22308	Beautiful drive, no lights, convenient to my home and office.
Margaret	Palacios	22309	Beautiful scenic road despite degraded road surface
Gail	Savage	22308	Beautiful setting, no traffic lights
Bob	Crow	22308	Because as bad as it is, Route 1 and Fort Hunt are way worse. Solve hat congestion, and some of the parkway problems will resolve themselves.
Paul	Cook	22307	Because both Fairfax County and VDOT are incapable of properly sequencing traffic on Richmond Highway. The result is one has two choices: put up with the heavy traffic flows on the GW Parkway or suffer the frustrations of Highway 1. IF the county and state would focus on issues such as traffic management as opposed to the BS they seem to specialize in then we could probably end up with a traffic flow that is safe, rational and meets the needs of the users.
Greg	Otto	22306	Because even though the Parkway is a disaster, Route 1 is worse.
Katherine	Dukarm	22307	Because I live on Belle View
Evan	Wallach	22308	Because I live right by the Parkway and it is a five to ten minute trip to Ft. Hunt Road.
Peyton	Diotalevi	22309	Because I live very close to Mount Vernon and it's necessary.
Julie	Marks	22309	Because it doesn't have traffic lights, is a relatively direct route, and is beautiful
Robert	Kraig	22204	Because it's a lot faster. This is the same reason Maryland commuters have flocked to it. To improve safety on this road, we must re-design it slow enough to deter the bulk of this traffic.
Jennifer	Hemingway	22307	Because it's beautiful. Please make sure you keep it that way.

Kate	McAloon	22303-1610	Because it's scenic and is not stop-and-go.
Andrew	Redding	22309	Because it's a beautiful road
Patricia	Hart	22309	Because it's so beautiful.
Tammy	Fox	22307	Because of the stop lights and scenic view
Jean	Jensen	22307	Because only alternative is Ft. Hunt Rd which is also a problem. When my grandchildren lived in Waynewood attended West Potomac HS they used the GW Parkway instead of Ft Hunt Rd. Long wait at lights,congestion,etc
Tom	Cadorette	22309	Because Route 1 traffic sucks balls.
Gregory	Stevens	22309	Because that's what I prefer.
Carolyn	Murphy	22308	Because the road is scenic and there are no stoplights. I love the river view
Margaret	Smith	22307	Because there are NO other options to get to my house other than Ft Hunt which 2 lanes, has stoplights, and equally congested.
Chloe	Harris	22308	because there are no stoplights like on fort hunt road and it's prettier.
Daniel	Johnson	22309	Because VDOT has an exceptional talent for screwing up the traffic light timings on route 1.
Denise	Willmott	22307	Bellevue to old town
Kathryn	Allen	23308	Best route going to Lorton, Kingstowne, etc. Going north, it's too enjoy the view -never ceases to please me.
Dennis	Hess	22308	Best route to get home.
jim	hayes	22308	better drive especially off peak
Aaron	Cutler	22308	Better traffic flow
R	Mayer	22308	Close to home, beautiful views, less congestion than alternative local roads.
Lyndsay	Austin	22308	Close to house
Kamini	Leach	22308	Close to my home. Not as much traffic.
Heather	Houck	22308	Closer to my house
JOHN	KRAUSE	22306	closer to my house, use the boat ramp, use the bike path
Dave	Blondin	22307	closest and most convenient
Clare	McCaffrey	22307	Closest road
Erin	Wirth	22308	Closest to my house
Anna	Cabell	22309	Congestion on local roads
H Jay	Spiegel	22308	Convenience
Andrew	Miller	20002	Convenience
Jon	Gates	22307	Convenience
Timothy	John	22308	Convenience
Jennifer	Gough	22307	Convenience
Deborah	Hammer	22307	Convenience
Jon	Trotta	22308	Convenience and enjoy the scenery/river views
Tom	Beattie	22308	Convenience and quicker
Allison	Dinsmore	22307	Convenience, beauty of river
Krista	McClellan	22312	Convenience, scenery
MALCOLM	NORTHAM	22308	convenient
Paul	Krizek	22306	Convenient
Carol	Moore	22307	Convenient route to work place less crowded than fort hunt and route 1
Lisa	Kadala	22306	Convenient to Old Town, the airport, 14th St Bridge and a good route to get to 495/270.
Laura	Niswander	22308	Depending on time of day it's a bit faster and much prettier
Matthew	Youngblood	22301	Direct route to DC
Diana	Sherblom	22306	Direct route, avoids routes where traffic is constantly going in and out of stores on side.

Michael	Fortin	22309	Direct route, low traffic, no lights... no lights.
Lisa	Johnson	22309	Driving to Chevy Chase, Maryland for family reasons.
Mike	Copps	22308	Ease and convenience
Brooke	Apperson	22307	Ease of access; closest to get to and quickest route
SCOTT	MADAR	22306	Easier than using Rt 1 which is a horrible road - worse than the Parkway.
Danielle	Beauchamp	22307	Easiest way to get into DC from Villamay. Route 1 over Beltway is jammed and ugly.
Richard	Campbell	22308	Easy drive to Alexandria and to Wegmans
Jason	Jouet	22308	Efficiency
Judy	Cahill	22308	Enjoy the ambiance
Susan	Riojas	22307	Enjoy the stoplight free, cruise along the river, among the trees
Susan	Riojas	22307	Enjoy the stoplight free, cruise along the river, among the trees
Carlos	Morales	22309	expediency
Mary	Christesen	22309	Far more pleasant drive than the ugliness of rt 1
Jon	Sheldon	22207	Fast and direct arlington to Alexandria
Bindu	Mathur	22308	faster
Jenna	Mayfield	44202	Faster
Karin	Kulinski	2203	Faster
Jennifer	Knapp	22308	Faster
Sean	Murphy	22308	Faster
kermit	quick	22309	Faster - Route 1 had way to many traffic lights
Ali	Gorsuch	22307	Faster and more enjoyable. More direct
Katir	Hardymon	22307	Faster and prettier
Evan	Handy	20003	Faster and prettier
Briana	Hawley	22309	faster and prettier
Michael	Lewan	22308	Faster and scenic
Me	You	22308	Faster because there are no stop lights or cross traffic
Nancy	Baker	22309	Faster more direct
Andrew	Csontos	22308	faster since there are no traffic lights
Rebecca	Kenyon	22308	Faster than Fort Hunt Rd or Rt 1
Lauren	Cardillo	22308	Faster than local roads
Ben	Cermak	22307	Faster than other community roads in my area
Carolyn	Dreylinger	22308	Faster way to get into Alexandria
Shirley	Greenblatt	22307	Faster, fewer stops, scenic, close, less traffic
Michael	Shalton	22508	Faster, less traffic
Courtney	Corcoran	22308	Faster, most convenient to my home
Chris	Weeks	22307	Faster, nicer scenery
Dixie	Kirby	22308	Faster, no traffic lights
marshall	lytle	22308	faster. more direct. it is a highway!
Casey	Sabnis	22308	Fastest and most scenic route
Brennan	Roy	22314	Fastest route due to minimal traffic lights
Paisley	Maloney	22308	Fastest way
Diana	Maurer	22314	Fastest way from Old Town to Bellehaven.
Sherri	Berthrong	22307	Fastest way to get through old town
Andrew	Lockett	22308	Few traffic controls (lights/stop signs), minimal traffic
Meredith	Muckerman	22302	Fewer stop lights, more direct
Ann	McMichael	22308	Fewer stop signs, stop lights, crossroads, and it is more scenic.
Thomas	Scala	22306	Fewer stoplights than Route 1, beautiful scenery

Jen	Mehler-Rardin	22306	For a smoother commute and to avoid congestion (usually). Also, it is a much more visually pleasing road, thanks to its design.
Andrea	Romyn	22307	For the beautiful view of the river and to feel connected with nature and history.
Ron	Surlymon	22308	For the natural beauty of the roadside and most times the quiet drive
Stephanie	Angle	22308	Fort Hunt and route one are congested and slow
Jessica	Richards	22308	Fort hunt gets backed up with buses, commercial vehicles, and commuters coming too and from Maryland. Route 1 is too far west and out of the way.
Sally	Harte	22308	Fort Hunt to Rt 1 is unusable during rush hour with all of the traffic trying to get on 495
Ann	Steck	22308	Free of traffic lights
Maria	Lewan	22308	Ft Hunt Rd is too congested
Robert	Fisher	22308	Ft. Hunt road is too small and Route 1 traffic is also a mess
Erica	Hershler	22306	Goes directly to Old Town
Stuart	Yikona	22308	Going to work in DC
Andree	Dumermuth	22309	Gorgeous scenery & most efficient road in the area, straight uninterrupted path to Old Town
Christube	Culver	22309	GPS says it's the fastest route.
Helen	Stewart	22308	Higher speed limit, no lights
Jack	Gould	22308	Higher speed limit, no stop lights, and a left lane to pass
Greg	Hough	32256	Hikes
Emily	Bourke	22308	Honestly because it's much better to look at than route 1
John	Tolleris	22303	Horrid dangerous traffic
Michael	Vogler	22308	I don't
Tai	Coates	22309	I enjoy the history and the drive is pleasant in the morning. Most convenient from my location.
Christina	Swartz	22308	I enjoy the scenery, it's the most direct route, and it doesn't have any stop lights, so it's a lot faster.
Maria	Arleth	22308	I enjoy the scenic drive.
Jennifer	Kosiak	22308	I enjoy the senic drive, I also take it all the way to the bridge when I commute to Maryland and it is the fastest route without tolls on 495 which are about \$20 each way.
John	Pickett	22308	I hate US 1. Fort Hunt Road often has backups at US 1 and the beltway.
Tyson	Brown	22306	I have two choices: Rt 1 or the Parkway. I use whichever will get me where I need to go the fastest.
Megan	Thomson	22308	I like the scenery and the fact that there are no stop lights.
Michelle	McNellis	22308	I live .5 miles from the entrance of verson view dr
John	Einbinder	22308	I live 1 block off the parkway at Wellington. Sometimes I use Ft. Hunt road. I have lived on the parkway my entire life and consider it one of the nations most beautiful drives!
Joyce	Corbin	22308	I live 3 blocks from the parkway. Fort Hunt Road is now becoming very congested from a lot of cars with Maryland plates. If they live there, they should have Virginia plates. Arlington tickets cars that park overnight as no residents. Fairfax should also.
William	Mcnicol	22308	I live along the parkway. It is convenient
Catherine	Matthews	22307	I live by Fort Hunt Road, so rather than going through the Rt 1 traffic to get into Old Town, or further north, it seems easier to hop on the Parkway. I do not typically try to take the Parkway during rush hour because of turning left from Belle View Blvd. Turning left at Tulane is much easier because there is more space to stop halfway between the lanes of traffic, however crossing Fort Hunt Road at Rollins is like a death trap. That issue if for another traffic study. :)
Bruce	Bade	22308	I live close to the Parkway (1500 feet) and other routes are very inconvenient.

Anneli	Barnes	22308	I live close to the Parkway and my office is right off the Parkway. It's also a calming and beautiful landscape --- except when huge tour buses come barreling toward you.
Carhy	Stott	22308	I live closest to the parkway, makes for easy and direct access.
Patricia	Barron	22308	I live closest to the parkway.
Julia	Martin	22307	I live in New Alexandria with my office in Old Town
Robert	McNeil	22308-2710	I live just off the Parkway so it's convenient. Some times of day it's less crowded than Ft. Hunt Rd. But mostly because it's a beautiful drive.
Billt	Otwell	22309	I live near the mansion, it has NO red lights like Rt1 or Fort Hunt Rd.
Pia	Taylor	22307	I live off of Tulane. I use local roads and the parkway equally, depending on where I am going.
Rick	DiBella	22307	I live off the parkway.
Dan	Scott	22308	I live on East Blvd
Christine	Krithades	22307	I live one block from GW Pkwy.
Arlene	Dohm	22307	I live right off Parkway
Tessa	Waters	22307	I live right off the parkway in the Belle view community and so do many others. Actually there are several community along the parkway that risk their life to use the trail or catch the commuter bus. A method for pedestrians crossing safely should not be delayed.
Thomas	Jordan	22308	I live there, it is a more pleasant drive and often faster
Meg	Flood	22205	I love how beautiful the views are.
Jackie	Prim	22310	I love the scenery. I love the trees. It helps me relax. I love seeing the planes land. It's a great part of my day!!
Barbara	Kimball	22191	I take a senic drive to a park, Mt Vernon for work or to Old Town. This is for calm/no rush Drive to enjoy this historic parkway. If I am in a hurry we take Rt 1.
RUSSELL	CARPENTER	22307	I take Ft Hunt Rd in the mornings to get to the Beltway to drive into Maryland, but in the evenings I take Exit 177C to Washington St and onto the Parkway to save time.
Abby	Betz	22307	I try to take local roads whenever possible. Occasionally the parkway is more direct or less backed up. I often take the parkway when going to Ft. Hunt Park or stopping to walk on the bike path.
Kelly	Shawn	22308	I use the Parkway because it is convenient to my neighborhood (Waynewood) and it has continuous traffic flow without traffic lights or stop signs.
Sandy	Herring	22303	I would imagine people want to avoid Route 1 traffic and congestion.
Gary	Drane	22308	I would take any available route that avoids Route 1.
Davis	DeFore	22307	I'm super local buried deep in the 22308 zip code.
Tracey	Serle	22306	In many instances, the Parkway IS my local road. I have alternatives but I like taking the PW when I can because it's pretty and practical. The people who drive it like they are on the Beltway are the biggest problem because there is no Jersey wall between NB and SB sides and any speeding idiot who loses control in a curve is going right into oncoming traffic or into a big huge tree. And, they can't slow in time for pedestrians crossing or cars turning into the drive lanes.
Patricia	Quick	22309-3330	It is serene and beautiful, usually less traffic, no stoplights
Jake	Jakubek	22304	It can be a quick way to the beltway from Arlington.
Gillian	Burgess	22207	It directly accesses DC. I would be happier if it were not an option, but since it is an option, I will take it.
Dana	Booher	22308	It has less congestion due to no stop signs or traffic signals and it is very beautiful. It is a wonderful drive and it would be a real shame to see it ruined by having traffic congestion due to added signals or stop signs. It is one of the only places in the entire DC metro that one can drive without being stuck in stopped traffic during rush hour. I greatly enjoy seeing the birds and wildlife on the trail as well.
Jasper	Thomson	22308	It has no traffic lights/is faster, and it is a beautiful drive/less stressful than Rt. 1

Jane	O'Hara	22309	It is a beautiful drive and if I have the choice, I take it instead.
SANDRA	DALAL	22308	It is a beautiful drive; I live 3blocks from the pky, so it's my closest main road; and the traffic is usually moving at the speed limit.
Liza	Hearns	22309	It is a beautiful, scenic drive that keeps my blood pressure down. The only other options are Ft Hunt (too residential) or Route 1 (too congested, dangerous and raises my blood pressure). I choose where to live specifically so I could commute via the GW Parkway.
lainge	bailey	22308	It is a local road for those of us who live off the parkway
Jan	Messner	22309	It is a local road for us !
Kaitlin	Rothstein	22314	It is a more direct route and a more pleasant ride visually and I feel lucky to be able to use it.
Terry	Jemison	22306	It is a pleasant parkway. Those who want it to become a second stop-and-go Route One with a traffic light every mile should exclusively use Route One.
Chuma	Obidegwu	22306	It is beautiful and often the fastest route
Jenn	Scully	22308	It is beautiful.
John	Hannon	22306	It is close to my home and has no traffic lights.
Melissa	Kunz	22308	It is closer for me to use the parkway to get to Rt 286
Susan	Wuchinich	22307	It is direct without a lot of stop signs, which would work well if everyone obeyed them. Unfortunately, they do not so I believe more regulation is now necessary.
Aaron	Leibowitz	22308	It is faster (no lights) but most importantly — it adds beauty and serenity to my drives. Driving down the parkway is one of the most enjoyable things about living here.
Jordan	Rossen	22202	It is faster.
Dan	James	22307	It is more convenient and does not have areas that you have to stop.
Elizabeth	Bober	22308	It is more efficient and scenic
Ashley	Booher	22308	It is more efficient due to the lack of stop lights or stop signs and traffic flows smoothly. It is also beautiful and full of vibrancy. It makes commuting to DC less painful and stressful. It would be an abomination if the historic road was ruined by the addition of lights or stop signs, which would create horrible traffic backups and would make the parkway no different than Route 1 or any of the other miserable commuting roads in the area. Please, please do not destroy this beautiful road that is a bright spot in the days of so many.
Matt	Greenspan	22308	It is more scenic and there are no stoplights
Matt	Stephens	22308	It is much faster and does not get backed up (no stop lights). It is also a pleasant drive
Jack	Hurley	22308	It is much faster during non rush hour times to take the parkway from my home to Belle View shopping center instead of Fort Hunt Road which has lengthy stop lights.
Elizabeth	Kelch	22308	It is my closest major road, and closest to my destinations like the Grist Mill Park and Old Town.
Jeanne	Crowley	22309	It is my favorite place in the world. I always feel like I'm home when I'm on it, whether I've been gone for a few hours or a few weeks.
Caitlin	Wang Fleisig	22308	It is often the most direct route for me
Susan	Hahn	22307	It is pretty.
Lauren	Brownlee	22307	It is quicker
henrietta	burke	22308	It is quicker and more direct
Janice	Rivera	22308	It is routinely less congested than Rt. 1 and it is closer to my home than Rt. 1
David	Wiskochil	22310	It is still safer than surface streets for a bicycle
J	Patrick	22314	It is the fastest commute.

Liz	Brodie	22308	It is the most efficient way for me to get to my job in old town. Taking the beltway during rush hour would significantly lengthen my commute. Moreover, the parkway is such a beautiful drive that I love because I can see the sunrise on my way to work. It's also nice to be uninterrupted by stoplights.
Edward	McKenna	22310	It is the safest and quickest route between where I work in the City of Alexandria and where my home is located - Alexandria part of Fairfax County (right off of the Parkway)
William	Zaccagnino	22308	It most convenient way to get to offices in Old Town.
Paul	Mehler	22308	It provides the shortest way to my destination.
Jennifer	Mock	2230	It reminds everyday why I moved to south alexandria. We were drawn to the parkway and the feeling of nature so close to the city
Nancy	Totten	22308-2132	It's a beautiful road with no lights and light traffic most of the time.
Jack	Crawford	22306	It's a thousand times prettier than Rt 1
Mary	Kepferle	22303	It's beautiful
Elise	Kress	22309	It's beautiful. I can avoid the ugliness of other roads.
Steve	Dressing	22308	It's closer, has a higher speed limit and very few stop signs or lights, and is beautiful.
Jesse	Robinson	22308	it's faster
Carly	Katz	22308	It's faster and less clogged with traffic. I like that it doesn't have lights.
Tania	Callas	22308	It's faster and nicer.
Jane	Doe	22309	It's more peaceful
James	Baldwin	22307	It's more pleasant and i'm going the opposite directions than the average commuter.
Sara	DeGroot	22314	It's much more convenient and much more beautiful. I enjoy seeing the trees, greenery, and old stone bridges.
Julianna	Castro	22150	It's prettier, and usually faster. Less trafficked.
Jennifer	Chappell	22307	It's pretty
Babara	Wyckoff	22308	It's pretty. Like seeing water and nature
Gary	Nickol	22308	It's quicker.
First	Last	22308	It's scenic and there are no traffic lights.
lisa	falleroni	22307	it's scenic, flows nicely, and goes from Old Town (work) to Bellhaven (home)
John	Castelo	22308	It's scenic, which is the whole point of it.
Michael	Beaghen	22307	It's the best route to get to Oldtown Alexandria.
Meredith	Braselman	22306	It's the easiest route
David	Kirschner	20002	It's the most direct path to get where I'm going
Lauren	Gabler	22307	It's the most direct route to get to DC (where I work) and Old Town (where I spend a lot of time on the weekends). It's also beautiful and I truly enjoy driving on the Parkway.
Alexis	Glenn	22303	It's the most direct route to my destination in Old Town.
Kelly	Cates	22309	It's the only way to get north of Mt. Vernon other than Rt. 1, and that road is a complete mess.
Brad	Smith	22309	it's the only way to old town
Liz	Craver	22306	It's the prettiest route: green, commercialized with groundhog sighting along the way. I never take it during rush hour however as I deem that route at those times to be the most dangerous.
Katherine	Ahern	20018	It's very scenic and when people aren't speeding, it can be a relaxing drive
Mary	Edwards	22308	It's a beautiful drive.
Trisha	Cummings	22306	It's a beautiful drive.
Michael	Bilger	22308	It's a lovely slow (for me @ 45mph) drive from my home in Waynewood
Monica	Baughman	22309	It's a more direct route

Camy	Rowan	22308	It's a much needed break from traffic congestion on nearly all DC area roads. It's gorgeous any time of year, any time of day. One of the few true benefits of living in the Mt Vernon area.
Marilyn	McCullough	22308	It's a pretty drive
Alex	Williams	22314	It's a straight thru with no lights.
Bernard	Kluskens	22308	It's beautiful
Clayton	Mitchell	22309	It's beautiful
Kerry	Cooper	22308	It's beautiful and relaxing except at rush hour. It's a reminder that the world isn't all about consumerism. It's a huge part of why I like living in 22308. Route 1 is ugly and high stress.
Claire	Phillips	22306	It's Beautiful!!! and an incredibly important part of why my parents moved here 40 years ago and why I still live here. Don't you dare do anything to destroy this treasure.
Chris	Vonk	22308	It's close to my house and it's beautiful!
Jennifer	Krell	22308	It's direct, It's beautiful, it seems like a waste to not use it when I can. I am one of those rare people who drives the speed limit on it, so it's usually rather calming. Plus George used to ride on it, so how cool is that?
Jeff	Feinstein	22308	It's faster
Emily	Smith	22307	It's faster
Paul	Murphy	22308	It's faster than the roads with stoplights and single lanes
Elsbeth	Grindstaff	22308	It's faster.
Michael	Goodale	22309	It's much faster than route 1
Brigid	Galford	22306	It's pleasant
Charlotte	Krell	22308	It's prettier and faster
Lisa	Williamson	22308	It's pretty
Laura	Black	22309	It's pretty and is safer
Erica	Christ	22308	It's scenic & pleasant to drive
Erica	Christ	22308	It's scenic & pleasant to drive
Bob	T	22304	It's scenic and I use it during non-rush hour.
Lisa	Keyser	22309	It's scenic and the lack of lights means better traffic flow. I used to live on the parkway so it was my only way to get anywhere, I like driving past my old residence.
Betty	Lansburgh	23306	It's so beautiful!
Brian	Pallasch	22307	It's the best option
Maggie	Daly	22308	It's the faster route.
Kelly	Walsh	22307	It's the fastest route.
Leslie	Gehring	22202	It's the fastest way from A to B
Sarah	Glenn	22308	It's the most convenient way to get where I'm going and it's a beautiful drive that doesn't have the stress of route 1
Frank	Fraser	22308	Its a pleasant drive and convenient
Kristine	Vega	22306	Its beautiful and does not cut through neighborhoods where kids may be out
Victoria	Elie	22307	Its more beautiful than any other roads., the view of the river is why I moved to this part of Fairfax County. If that view changes, I would move out of the area. The parkway is very special to the southeast section of the county.
Arina	van Breda	22308	its most direct and closest to my house
Candace	Hicks	22308	Its much much faster than highway 1, closer where I want to go and more pleasant.
Elise	Kress	22309	Its natural beauty
Michael	Berg	22309	Lack of stop lights/signs and little patrolled/controlled re: speed
Mary	Motley	22308	Less chaotic than Rt. 1
Tyler	Ray	22309	Less congestion

M	B	22308	Less congestion
Doug	Kinkennon	22309	Less congestion and no stop lights
Kaylie	Kopicki	22308	Less slow downs than fort hunt road
Jeff	Damrow	22309	Less traffic and lights on non-rush hour times.
Curtis	Hunter	22309	Less traffic possibility.
Renee	Weisbecker	22305	Less traffic than rte 1
Diane	Thomas	22307	Less Traffic, More Direct Route, live on the pkwy so hard to get anywhere without using it.
Oscar	Carnero Johnston	22307	Light traffic and to enjoy nature
Jadon	Klopson	22308	Like peaceful setting of the drive
David	Boire	22554	Like the scenery.
Gretchen	Walzl	22308	Like the views along the way.
Celia	Boertlein	22308	Limited access
Karen	Byers	22314	Live in old town. The parkway is preferable to local roads
David	Kaplan	22314	Live near Parkway
Pamela	Higgins	22308-1309	live on East Boulevard - the Parkway is my primary way to just about anywhere
William	Vodra	22308	Live on river side of Parkway. Must either use Alexandria Ave bridge or enter/cross the Parkway to go anyplace
Chris	Paulitz	22308	Local roads are too jammed and too slow
Danielle	Williams	22308	Love the view and scenery
Sarah	Moore	22307	Love the views but less enjoyable now due to commuters
Heather	Roemer	22309	More attractive, less stoplights. And a much more peaceful view.
Christopher	Mrstik	20017	More certain navigation (local roads by bike can become treacherous if you don't know the right way to traverse the area), and more scenic ride (I'm not fast so don't mind being caught behind trail traffic/congestion)
Anna	Carts	22308	More convenient / direct route
Doug	Allen	22307	more convenient and faster than Fort Hunt Road
Gail	Weigl	22307	More convenient prior to all the lights in Alexandria; faster flow of traffic
BP	Beach	22314	More convenient to my home, no lights
Andrew	Frassetto	22303	More direct
Ron	Hupczey	22309	More direct route and convenient from my home
Amy	Smith	22396	More direct to get home and less traffic slow downs.
Amanda	Petelik	22309	More direct, don't have to make any left turns.
Chris	Oconnor	22308	More efficient
Iris	Swaney	22314	More enjoyable to drive on, less traffic
Anna	Oneal	22308	More scenic
Vanessa	Clay-McEntire	22306	More scenic
Alyssa	Pease	22308	More scenic
Shawn	Newman	22152	More scenic and direct
Nancy	Duley	22308	More scenic and direct route and during non-rush hour times, it is not that busy.
Andrew	Murphy	22309	More scenic and enjoyable
Beth	Morrissey	22308	More scenic and faster that Fort Hunt Rd.
Christina	Chom	22308	more scenic, less traffic
Karen	Corcoran	22308	More scenic, less traffic, no lights
Jeffry	Urban	22311	More scenic, more direct route when coming south from Old Town, Arlington, or D.C.
Mary	Herrmann	22308	Most convenient location to home

Steve	Kerda	22308	Most direct clog free road with fewest impediments
Neil	Whitton	22307	Most direct route
Anneli	Collins	22307	Most direct route
Ian	Fingerman	22032	Most direct route
Neil	Worden	22308	Most direct route
Jennifer	Courtien	22306	Most direct route for me.
Richard	Stirba	20009	Most direct route from DC to Old Town
Elizabeth	Drembus	22308	Most direct route to Memorial Bridge
Patti	Heck	22307	Most direct route to my Old Town Office
Christopher	Schurman	22306	Most direct route to Old Town
Gwen	Stanton	22308	Most direct route to work, the airport and old town
Rebecca	Ballo	22309	Most direct, scenic.
Ellen	Haas	22308	Most efficient and direct route to work, grocery, Old Town, etc.
Stephen	Rezendes	22308	Much better than rt. 1 to Fort Belvoir.
PATRICK	DEVLIN	22308	Much more pleasant than Route One
Jan	Smith	22307	Much prettier
Dan	Hosek	22308	Much prettier, usually more calm, and no traffic lights.
Heather	Selig	22207	My local roads are more congested after tolling I-66
Tom	Bratten	22308	My residential proximity to the Parkway
Dianne	Russo	22308	nature and no lights
Rachel	Davis Arda	22309	Nature, reduced traffic, no traffic lights.
Wesley	Dowling	22309	Nice drive. No lights
Steve	Long	22308	Nice scenic drive, fort hunt road and route 1 are horrible.
Richard	Campbell	22308	Nicer, scenic road with no stop lights. Though I would prefer squeeze lanes (reduction to single lanes) or traffic circles as physical means to control traffic, I'd also go along with traffic lights.
Lu	Mirkland	22308	No big trucks.
Michelle	Randall	22308	no lights
Katherine	Jensen	22306	No lights
Joe	Cahill	22308	No lights and higher speed limit
Tara	Miller	22308	No lights or stop signs
Jamie	Saloom	22308	no lights, lighter traffic and most direct route to my home
Kathleen	Graham	22309	no lights, scenic, to avoid route 1
Rebecca	Long	22308	No stop lights
Laura	Marshall	22306	No stop lights
John	Multop	22308	No stop lights and most accessible from Collingwood.
Tess	Ailshire	22309	No stop lights.
J	Jones	22309	No stop lights. More efficient.
Anthony	Barkume	22308	No stop signs
Erin	F	22308	No stoplights
Jennifer	Blakley	22308-1041	No stoplights
Faron	Fuller	22306	No stoplights, get to the beltway faster
Frank	Anderson	22308	No stoplights, more scenic
J	Ramirez	22309	no streetlights
Alyssa	Curley	22308	No traffic lights
Adrienne	Luscombe	22307	No traffic lights
John	Coulter	22306	No traffic lights and shortest route
Emma	Lopo-Sullivan	22309	No traffic lights.

Melissa	Roy	22314	no trucks, prettier, calmer route
Chris	Meixell	22309	Non-stop flow of traffic from Mt Vernon to Old Town
Cynthia	Whitton	22307	Ohter local roads are way too congested.
George	Coyne	22308	Only one local road and it is a one lane rd, Fort Hunt Rd
Diana	Lien	22309	Only option. FCPS put our Middle School outside our zip code. Give 22309 equal educational options to other FCPS students by starting with a community school in our ZIP CODE and create programs at Whitman to make it on par with any of the other FCPS middle schools so parents don't feel they HAVE to send their kid to Carl Sandburg— and it will reduce traffic on area roads. (My child doesn't ride bus due to physical assault by other another student who gets agitated by the 50 minute bus ride, it's that long because Whitman is not located in our zip code/community). Stop giving \$ to projects that only help rich people (like those who live along the Parkway).
Stephanie	Keller	22308	Other roads add a min of 30-45+ min to get anywhere depending on the time of day. I live in an adjacent neighborhood.
Ned	Monroe	22307	Our home backs up to the Parkway, and this is our neighborhood street.
Tara	Whitworth	22309	PEACE and beauty of the river.... and no stoplights
Steven	Larsen	22307	Pleasant drive
Charles	Dragonette	22307	pleasantness of the drive; more direct access when I use it.
Heather	Anderson	22306	Prettier and less congested than Route 1
Matthew	Shallbetter	22308	Prettier and more pleasant. Less traffic.
Ingrid	Reid	22306	Prettier.
David	Drembus	22308	Pretty drive, and a more direct route.
Beth	Griffith	22309	Pretty drive. No stop lights and faster
Jela	Shiver	22307	Proximity
Theodore	Renaud	22308	Quicker
Lisa	May	22308	Quicker than Ft Hunt Rd
Kevin	uh no	uh no	Quickest route. 495/beltway is a mess.
Brad	Smith	22306	Rat 1 and ft hunt rd traffic.
Logan	Davis	22306	Relative lack of congestion, lack of stop lights, lack of intersections, direct connection to Old Town and Ft Belvoir
JOSHUA	DRUMWRIGHT	22306	Relaxing but longer drive
Tyler	Hawley	22309	Reliably quicker due to both lack of congestion and proximity to my destinations and is more scenic.
Cathy	Hosek	22308	Richmond Highway has way too many lights and the Parkway is much prettier
Brent	Hawkins	22307	Richmond highway sucks
Carol	Schutte	22308	Right by my home
Jennifer	Golden	22307	Route 1 is a nightmare and I expect it to get worse with the stupid bus lanes
Janet	Allen	22308	Route 1 is too congested and parkway is more scenic
Chris	Hatdistyy	22314	Route 1 sucks. Also, Parkway is prettier and more enjoyable.
Corinne	Hayes	22309	Route 1's traffic lights are out of sync.
Christopher	Marbaker	22309	Route one is a joke. Between the numerous traffic lights and uneducated drivers it is horrible during the morning and evening commutes. Too many drivers don't understand the rules of the road.
Patricia	Toner	22307	Rt 1 Backups at Hybla Valley or Huntington are difficult and slow to navigate!
Allison	Elder	22306	Rte 1 backs up at all the stoplights, and it's less convenient for me to get to. Most of the errands I run are easily accessible from either Ft Hunt Road or the Parkway. Waze tells me which one is faster at any given time.
Ken	Notis	22302	Safer cycling route. More attractive walking, nature.

Rachel	Pellegrino	22309	Safer than Rt1
Glenda	Booth	22308	Saner, scenic
Theresa	McGinn	22309	scenery
Matthew	Holland	22309	Scenery and lack of traffic lights
Brian	Kohler	22308	Scenery and river view
Jasen	Farmer	22309	scenery, avoid stop lights, better driving experience.
Allison	Wallach	22307	Scenery, no lights, reasonable speed it limit
JA	Kesh	22309	Scenic
Mike	O'Neill	22315	Scenic
S	Sue	23308	Scenic
Michael	Bennett	22314	scenic
William	Hazard	22309	Scenic and avoid traffic and stoplights
Dennis	Condon	22307	Scenic and it's more direct
Andrew	Shaw	22314	Scenic and safer due to fewer intersections and due to good flow due to only one stop and no lights.
STEPHEN	GALLAGHER	22307	scenic beauty and convenience
Kelly	Eigler	22308	Scenic Beauty--I hate the speeders--there is never enforcement during rush hour and Ft. Belvoir expansion has made it much worse
Stella	Alachnowicz	22309	Scenic direct way to Alexandria
David	Menachery	22308	Scenic drive, little piece of heaven, don't want to it be a speedway
Elyse	Cosgrove	22038	scenic drive, no stoplights
Roger	Miksad	22308	Scenic drive, slower speeds, fewer intersections.
Anthony	Wallace	22307	Scenic drive.
Darlene	Ash	22308	Scenic nature, better traffic flow
Kelly	MacConomt	22314	Scenic relaxing route. Lower speeds.
Martin	Tillett	22306	Scenic ride. Fewer assaults on the sensibilities as experienced on local roads.
Mary	Brady	22309	scenic road
Brian	Palazzolo	22309	Scenic value and sometimes faster.
Zach	Rothstein	22314	Scenic view and convenience
Chris	Rupp	22309	Scenic, lack of intersections and traffic lights
Stori	Zimmerman	22308	Scenic, relaxing, avoid traffic congestion areas
Danna	Pantzke Henline	22307	Shorter distance
Katherine	Lewis	22206	Sometimes.
Miles	Keogh	22307	Southern entry point to Alexandria is farther east, so it's more direct to destinations near the waterfront
Shanan	Sheldon	22309	Southwood to mount Vernon memorial highway to king street. In the mornings I take route 1 to king St. And the parkway home in the evenings to southwood.
Elizabeth	FitzGerald	22308	Straight shot, quicker, prettier scenery
Geoffrey	Deas	22308	Take GWMP vice Fort Hunt Road for any destination north of I495
Kathy	Sheehan	22308	The beautiful nature of the pkwy makes commuting more tolerable
Barbara	Mann	22309-4005	The beauty of the Parkway and the river is a major reason for living in Mt. Vernon
Chrystal	Martin	22307	the intersection at Route 1 and Ft Hunt Road is too jammed.
Cailan	Remedios	22308	The only other alternative is using Rt. 1, which is heavily congested and has a lot of stop lights. The parkway takes you directly through old town and is quicker to reach exits into Arlington and DC than taking Rt. 1.
Stephen	Courtien	22306	The other roads are congested and I live right off the parkway and if I had to take other roads I would have more traffic getting to parkway

Robert	Hanson	22015	The parkway is a parkway, intended to facilitate traffic movement, as opposed to the local roads that are not or congested highways
Whitney	DiBella	22307	The road is literally in our back yard.....
REBECCA	HELBIG	22308	The view of the Potomac never gets old and is pleasing.
Jared	Lilly	22307	the views
David	Barbour	22314	There are no direct local roads.
Paul	Woodman	22307	There are no traffic lights, and traffic is generally lighter than other north-south routes.
James	Scott	22309	There are no stoplights, not much traffic and I can set cruise control and relax on my way too and from work in Old Town. Don't mess it up because of idiots taking left turns at Belle View and Morningside Lane.
Stephen	Csontos	22309	To avoid the traffic on Route 1.
George	Zahaczewsky	22309	To enjoy the scenery.
Cindy	Savage	22308	To get into Old Town
Mary	Richards	22307	To get to Old Town
Jeff	Gauger	22306	To get to old town, DCA, or DC
Ginny	Schmidt	22308, 22315	To go from home to Old Town.
Michelle	Hurley	22306	To visit mt Vernon, friends or the trail
Alison	Kennedy	22306	too much traffic on other roads
Gabriela	Rodriguez	22306	Traffic and lights
William	Chilton	22309	Traffic is often better on south Washington street than it is on Henry or Patrick street
Elizabeth and James	Holt	22308	Traffic on Fort Hunt Rd can be pretty slow
Lorraine	Slattery	22309-2143	Traffic signals on Ft Hunt and Rt 1 do not let traffic flow (this one turns red while the next one turns green and then red when I approach it—ARGH!!)
Caroline	Solazzo	22307	Usually faster
Ken	Pilkenton	22308	Usually faster and good views.
Rachel	Semenov	22307	Very direct and few turns
Jeannine	Putdy	22310	View
Jamie	Monk	22314	View, less traffic, great playground
Matt	Tobin	23226	Washington DC
Tim	Wagner	22308	We live a block away.
Emily	Paterson	22308	We live closer to the Parkway, and it's faster and more scenic.
Marco	van Doeveren	22308	We live nearby the GW and can use Alexandria Ave to cross (when walking or bicycling)
Michael	Kofman	22309	What local roads? Rt1 is a traffic disaster. This is a commuter road for those living in Mt.Vernon
Ed	Cabic	22309	When biking to work, it is the least stressful and most efficient route. I also enjoy the beauty and serenity of the trail. When driving, it is also the least stressful and most efficient route.
Fred	McCoy	22309	When it is the most direct route
Chris	Koerner	22308	Where bus is, get to old town
Tiffanei	Greenfield	20164	Work
Tom	Paschalis	22306	Work and home and for scenic drive.
Joan	Betz	22308	Work at Elementary School just off parkway.
Erika	Christ	22309	Work is off it though I avoid Mt Vernon in the morning by taking rte 1 to Sherwood Hall/fort hunt/Wellington
saro	nkesi	22309	Yes
Maureen	Gontarek	22306	yes because it is less congested than route 1
M	Marshall	22079	Yes. Local road light Sequence is off

First	Last	Zip Code	If you felt that this survey missed other important areas of if you have any further comments, please add them here
Cathleen	Lewis	22306	I think that pedestrian and bicycle overpasses should be considered at Belle View Blvd. There are too many novices on bikes on the weekends and holidays who try to cross there parkway there from the north side of the intersection because the median is wider and they don't understand the hazard from cars turning northbound on the parkway. That is the heaviest crossing point to the trail.
Glenda	Booth	22308	"the first modern highway" – That's not quite right. It was intended as a scenic, commemorative "parkway," a road within a park.
Jack	Crawford	22306	1) At Northdown, the right turn is a hard 90 degree turn. The intersection needs tweaking to make it easier to turn into the parkway safely. 2) At the south end of the parkway, a stop light and linked pedestrian control lights would work better. 3) Morningside is a complex issue. There is no connection to the trail which is across the parkway. Morningside also does not have provisions for pedestrians and bikes between Fort Hunt Rd. and the parkway. These should be corrected as a package by both jurisdictions. 4) Clearly, a big part of both the problem and the solution is the improvement of Rt. 1. Slowing, which some will view as interfering with, commuter traffic will require a place for at least some of it to go, specifically RT. 1. We have to keep up the pressure on Richmond to fix Route 1.
Kristine	Lawrence	22308	99% of issues I've seen since I moved here 10 years ago have stemmed from turns heading north from either Morningside lane, Tulane drive, and Belle View Blvd turns. People do NOT look when they are turning and crossing the lanes of traffic. I, personally, have almost been T-boned (or I almost T-boned someone) several times from someone not looking enough. Also, the volume of maryland commuters on the parkway is insane. They disproportionately ignore speed limits from what I have noticed. Not sure what to do about that other than have more police. Finally, and this is my second concern after the turns, the many, many, many tourist buses should be prohibited from the parkway and forced onto Route 1. They are too large, the drivers are frequently swerving/driftng into other lanes, and are overall dangerous. Allegedly they are not allowed on the parkway, but no one can be bothered to police that law, so they have free reign. I would give the park police a 1 out of 10 for the way they police the parkway.
Richard	Campbell	22308	A better means of keeping commercial trucks off the parkway. If there is a way to address the narrower inner lanes n/s bound, it would be welcome.
Faron	Fuller	22306	A bridge or tunnel needs to port the beltway driver over beltway, to help ease the congestion
Jennifer	Hemingway	22307	A HUGE issue that no one is talking about are the number of trucks and commercial vehicles driving routinely on the parkway. We need more signage, and the park police needs to enforce the law. They also need to enforce the speed limit, and if traffic lights are installed, they'll need to enforce those. I rarely see a cop on the parkway.
Christine	Krithades	22307	A pedestrian takes his life in his hands on the Trail. Bikers are rude and dangerous
Julia	Martin	22307	A related issue is the lack of coordination of the lights at Fort Hunt Rd/Huntington Ave/Route 1 This makes no sense and causes back-up to Belle View Boulevard and Belle Haven Road
Caroline	Solazzo	22307	A similar survey should be done for Fort Hunt road that has similar issues
Jan	Smith	22307	Add more islands to allow for protected turns like Tulane & Collingwood
Tyson	Brown	22306	Add Pedestrian/Cyclist activated crossing lights where ever a crosswalk is added.
Briana	Hawley	22309	Adding a rumble strip in middle lane could reduce head on crashes and adding lights could allow drivers to see animals at night
Richard	Campbell	22308	Amazon employees will be moving into the area: their impact on the roads has not yet been mentioned and should be included in consideration.
George	Coyne	22308	An addition of a traffic circles at locations of high traffic accidents would both slow traffic and allow safe merging. See VDOT studies
Marco	van Doeveren	22308	Any thoughts instead of 'single lane' or traffic lights to add rotaries on the GW for the dangerous intersections
J	Patrick	22314	At night I am VERY concerned I will hit an animal or pedestrian. When there is heavy rain the road often floods and since the lanes are often divided it is very difficult to turn around instead of passing through the water. This road needs to be updated, the area's population has drastically increased since the 1930s.
Erika	Christ	22309	Bad road bump on southbound Pkwy before Waynewood
Arina	van Breda	22308	Better enforcement of speed limits would help overall problems
Erika	Christ	22308	Better signage that unlike typical rules of the road, cars have right of way - esp at intersections of Collingwood & Wellington
Elizabeth	Kelch	22308	BRAC !!!!! The Parkway was busy and tricky when we moved here in 2010, but in the past few years it's grown to be truly crowded and dangerous during commuting hours. We see a much higher quantity of Maryland commuters. DoD needs to assume some responsibility for this trouble and help get it fixed.
Jon	Trotta	22308	Bus traffic to Mount Vernon should be permanently redirected to alternate route (Route 1) to reduce wear/tear of road surface, and end frequent collisions with stone bridge. Better enforcement is needed to prevent bus/commercial truck traffic from using parkway, which can be dangerous due to narrow lanes/no shoulders
Pia	Taylor	22307	Can Fort Belvoir help us make the road safer with an awareness campaign?
Elizabeth and James	Holt	22308	Can we eliminate left turns coming out of Morningside (no turns North, in other words)? Bigger NO TRUCKS signs? Flashing lights at the stone bridge to stop too tall vehicles?
William	Chilton	22309	Carpools and transit should be expanded. Parking should never be free.
Kelly	Walsh	22307	Change the law to allow speed cameras but keep it registered as a historic place. Limit tour bus traffic.
Tom	Bratten	22308	Commercial buses should not be allowed to pass, or be in the middle lane with the exception of passing under the stone bridge. I am regularly passed by bus caravans leaving Mount Vernon estate going 55+ mph and they barely fit in the lanes. With no shoulder it's pretty terrifying, especially coming down the hill from Morningside and making the gradual turn at the same time. I doubt the NPS will enforce the commercial vehicle ban on those busses, but they can be a safety nuisance. They also rarely even slow down at all when the speed limit goes to 35 mph.
William	Mcnicol	22308	Consider adding a center guard rail and traffic circles at morning side and Tulane.

Chris	Meixell	22309	Consider making the parkway uni-directional during rush hour. Opposite flow traffic during these times is nearly non-existent, and can certainly be absorbed by Rt 1 and Ft Hunt Rd. Most of the opposite-flow traffic is going to/from Ft Belvoir Walker gate (by the marina) which cannot handle the volume. Morning traffic backs up into the highway, and afternoon traffic gridlocks the highway from the gate to Ferry Landing every day. Work with the post leadership to come up with a solution to divert DoD traffic to Pence (Rt-1), Tulley (Rt-1/286), Kingman (286) and Beula (Telegraph rd) gates.
Anna	Oneal	22308	Consider roundabouts instead of lights
Callan	Remedios	22308	Consider the possibility of adding pedestrian bridges rather than crosswalks. I know this may be prevented by the historical preservation laws, but they would be safer than relying on cars to stop for pedestrian and bicycle crossings. There should also be additional medians added, if possible, to protect against cars crossing the center line, which appears to be one of the more frequent causes of fatal crashes on the parkway.
Jeffry	Urban	22311	Crashes seem to be related to visibility at certain intersections or lack of median in certain places
Margaret	Palacios	22309	Daily presence of Traffic Cops and heavy fines for speeding above 45 mph.
Robert	McNeil	22308-2710	Development south of Ft. Belvoir with corresponding improvements to commuting infrastructure has put a lot of those folks onto the Parkway. Continue to improve VRE; extend Metro; improve Rt 1 and Rt 95.
Elsbeth	Grindstaff	22308	Discussions keep referencing what the laws say we can't do, but laws are supposed to improve our society, not make us less safe. We need to find a solution that leads to less accidents, regardless of why or how the Parkway was created almost a century ago.
Michael	Skinner	22308	Don't fall for the BS that the Parkway is any worse than other roads, or that draconian measures such as speed cameras are anything other than money grabs that tax drivers for driving at safe speeds. When so many drivers are "over the limit" the limit is too low. 85% of drivers will drive the maximum safe speed. The issue is bad drivers and distracted drivers, focus on driver education. Fix the trail and evangelize/subsidize electric bikes to increase bicycle commuting, which will reduce cars.
Katir	Kardymon	22307	Don't forget the historic nature of the road and turn it into another urban road like everything else.
Neil	Whitton	22307	Drivers driving slow in the passing lane equally create road hazards and should be addressed in the proposed solution.
Anneli	Barnes	22308	ELIMINATE ALL TOUR BUSES FROM THE PARKWAY. ALLLLL OF THEM
Dennis	Hess	22308	Eliminate commercial use, i.e. all buses, all trucks, and all vehicles displaying business info (including all taxicab type vehicles like Uber that should also be required to be identified as such). Add warning signs, impose stiff monetary fines for violators and then aggressively enforce.
Clayton	Mitchell	22309	Enforce the law of slow traffic in the left lane. Cut it off to commuters. No reason they need to be flying down the road. They aren't commuting to Mount Vernon. Route 1 is a viable option. We don't enforce the laws we have in place so that's a big part of it. Then the other is people who really shouldn't be driving in America yet are and they just pull out or whatever. Cut the amount of access points off to the highway.
Beth	Morrissey	22308	Enforce truck and bikes on road bans.
Ken	Pilkenton	22308	Enforcement of no trucks/commercial vehicles (how defined???) is insufficient and these vehicles add to congestion problem. Conversely, I rarely see any such traffic on the GW Pkwy north of Alexandria to the Beltway terminus. Roads that connect to parkway do have signs stating "No Trucks or Commercial Vehicles In Park Area" but what does in "Park Area" mean? The signs should state none of these vehicles allowed on parkway if, in fact, that is what is meant. Moreover, there are more signs along parkway itself about no bikes on parkway than about trucks/commercial vehicles. The Alexandria Ave stone bridge (owned/maintained by NPS???) across the parkway continues to take numerous hits and is likely structurally weakened both due to this and heavy trucks traversing it despite the no trucks/commercial vehicle sign. Additional parkway signs along parkway approaching key intersections should direct trucks/commercial vehicles that are prohibited to exit immediately.
Andrew	Miller	20002	Everyone is so sick of spending hours every work week in their cars, very few people drive "for fun" in their free time. The idea that a Parkway is for viewing nature is long out of date. Additionally, it's much easier to enjoy the surroundings on foot or on a bike, but much of the current trail is unpleasant and unsafe for these users because of drivers going 60+ mph. Automobile throughput needs to be deemphasized.
Cheryl	DeSoto	22307	Extreme concern that citizen will want to add traffic lights and ugly features that will take away from the scenic nature of the GWMP. I get upset when you go the speed limit and cars are constantly "flying" by and acting like I am in the wrong by attempting to go the speed limits posted -- especially the 25 limit toward Old Town. I have lived here my whole life and the Southern part of the GWMP has always been a hidden gem. Please keep it that way. I really like the idea of hidden cameras or even decoy Park Police cars with cameras that can be moved around.
Kelly	MacConomt	22314	Feelings about overall safety and law enforcement?
Sara	DeGroot	22314	Finding ways to slow down traffic through traffic calming will be a huge help. I drive the speed limit and am regularly tailgated by angry drivers who want to speed through. Traffic cameras won't catch these tailgaters who could cause a deadly crash.
Corinne	Hayes	22309	Fix the Parkway surface. There is one spot on the Southbound side that has a high bump/heave that is very jarring. It's hard to see the height of it in the dark.
Dave	Blondin	22307	For the Belle View intersection, cars turning right block the view of cars turning left onto the parkway from Belle View. If the right turn lane could exit sooner, maybe dump out onto Boulevard View 50 or so yard before the turn it would help the intersection.
Joe	Cahill	22308	Fort Belvoir employee commuter traffic going in the opposite direction from residents traffic flow. The Sherwood Hall/ Morningside intersection should be closed which would funnel the Route 1 east bound traffic onto Fort Hunt. Or no left turns from the parkway onto Morningside and no left turn from Morningside onto the parkway.
Andrew	Redding	22309	Get rid of morning side lane it's the most dangerous turn on the parkway

Edward	McKenna	22310	GPS programs have identified faster routes for those looking to use the Parkway to avoid the traffic lights on Route 1, and also give those commuters coming over the Woodrow Wilson, a straight shot (cutting through Old Town) to commute towards Potomac Yard, Crystal City, Arlington, Crystal City, DC and parts North. The volume on my commute is more than manageable but the roadway needs to have better signage for speed and protected lanes for left hand turns. An intersection or two w/traffic lights for those extremely dangerous intersections, reflective on-road markings and more signage advising drivers to stay on the right and only use the left hand lane to turn or pass would be great. The GW Parkway needs to remain scenic despite the ever present increase in population density.
Whitney	DiBella	22307	I know some folks feel that we should widen the road. Is there any way we can prevent some of the Ft Belvoir traffic that is NOT local and have them use Route 1? Also, what can we do about the tour buses? They constantly travel higher than the speed limits and over the medians. Should they be prohibited during rush hours?
Bob	T	22304	I am a bicycle rider and occasionally ride south from Alexandria (City) to Mt. Vernon. I do not ride the trail the entire distance because sections of it are poorly maintained and dangerous. I usually cross the GWMP at Tulane Dr to avoid the trail. At Tulane and GWMP there is NO (read ZERO) infrastructure for pedestrian or bicyclist safety. Why? Anywhere else in Virginia this would be corrected immediately. Yet NPS has left this intersection like this for years. It is imperative that EVERY intersection on GWMP have traffic lights and pedestrian safety equipment so all road users can safely cross the road. NPS has failed us.
Deborah	Hammer	22307	I am most frightened by the people in North bound lanes turning left on to Belle Haven as I am turning from Belle Haven onto N. GWP, as they frequently cross the yellow line or block my ability to turn left when they pull up in the queue.
Gary	Drane	22308	I believe the drivers of tour buses to MT Vernon should be required to complete a familiarization course as a prerequisite to piloting a tour bus to Mt Vernon. The course should emphasize safety and safety concerns particular to the Mt Vernon Parkway; congestion at rush hours. low bridges, narrow road way, deer crossing, prohibition on long-term bus idling, etc. This course should be mandated and overseen by the Park Service and possibly managed/administered or paid for by the Mount Vernon Ladies' Association. The buses bring millions of dollars to the estate association and are, in my opinion, welcome by the surrounding communities, but these visitors come with the cost of congestion and increased safety concerns.
Janice	Rivera	22308	I commute at 5:30 in the morning with my cruise control set to 45 and I cannot even count how many times I have seen people coming off of Morningside Lane and making left turns without even stopping b/c they seemingly think there will be no cross traffic. I have had to slam on my brakes for this failure to yield to oncoming traffic - that left turn needs to be eliminated altogether.
Michael	Beaghen	22307	I commute on the Parkway every day. The beautiful drive is spoiled by speeding and knowing that people are dying. I would be happy to trade a longer commute for safety and tranquility.
Josh	Abramowicz	22306	I cycle the MVT almost everyday from Tulane to Old Town Alexandria. There are very few sections where trail access is accessible from nearby neighborhoods (Hybla Valley in my case) and those crossings are incredibly dangerous because of unimpeded traffic at high volume frequently speeding. Even on non-high traffic days/off commuting hours, the crossings are pretty scary. You must "frogger" yourself across a busy 4 lane, bi-directional highway twice per day. It's so much worse in inclement weather. Thanks for organizing this survey!
Michelle	Randall	22308	I did not see installing speed tables/humps as an option to reduce traffic speed. Just thought I would throw that out there.
Charles	Dragonette	22307	I do not believe speed, per se, is a primary cause of accidents (other than single car in bad weather.) Before you go tampering with speed limits; try enforcing those that exist. Not with speed cameras; they are great revenue generators but do not dampen the enthusiasm for speed the way a marked patrol car does.
Rachel	Davis Arda	22309	I do think some interactions like Belle View and Morningside can be difficult or dangerous when turning north.
John	Einbinder	22308	I don't feel that the police force is adequate for enough enforcement and I NEVER see enforcement of commercial traffic. Signage is inadequate for commercial traffic.
Steve	Dressing	22308	I don't support crosswalks as the solution for people crossing for the bus or the trail because I do not believe they provide adequate safety. For example, I routinely experience cars running through the crosswalk on Ft Hunt Road in front of Carl Sandburg Middle School when I try to cross; they don't know or care about the law. Too many people will be harmed and killed if this is our solution. I believe pedestrians/bikers should have traffic lights at Belle View and Belle Haven, and overpasses at other locations (we don't need expensive stone bridges, but something nice, yet cheaper). The problem at Morningside can be greatly reduced by prohibiting all left turns onto the Parkway. My youngest child was almost killed at Morningside when a driver pulled out for a left turn to head north while she was heading south. She t-boned his car and only suffered minor physical injuries, while the other driver was injured more. The accident was very traumatic for her, however, with its impacts lasting until this day. This impact is not to be underestimated; it's absolutely horrible. Fortunately, the cars were about the same size, and my daughter was obeying the speed limit and paying attention. She reacted quickly by braking, yet both cars were totaled. More aggressive enforcement of speed limits is absolutely necessary all along the Parkway, particularly since the Ft Belvoir expansion. I am passed by the vast majority of drivers even though I go 50 in a 45. When it drops to 35 near Belle View, they still go 50. It shouldn't drop to 25 south of Alexandria; keep it at 35. Our biggest problem remains poor drivers who have no regard for the law or common sense, particularly when they are in a hurry. You won't solve that problem, but their tragic influence on others can be reduced with the measures I have promoted in my survey responses.
Jenna	Mayfield	44202	I feel as though lighting should be added to the parkway for nighttime driving, especially up in the McLean area. We lived in the area for 6 years and I would commute to work up there. We now no longer live in the area but visit often and use the parkway to get into and out of Virginia.
Ashley	Booher	22308	I feel it did not give enough of a chance for those who support keeping the parkway as it is to share their thoughts (IE the question "What is the maximum number of stop lights would you support being put on the parkway?" does not make it possible to enter "0").
Mary	Motley	22308	I firmly believe it will save lives if we limit Morningside to right turns into the Parkway only. Visibility is terrible and too many people are taking risks.

Alexis	Glenn	22303	I respectfully disagree with Sen. Surovell's assumption that design factors like roundabouts can't be considered. Just because there is a legal question about whether or not they could be implemented doesn't mean our elected officials shouldn't push for the best possible solution. Our elected officials successfully allowed for a Metro Station to be constructed on a protected portion of the parkway, whose to say we can't have roundabouts? This is a once in lifetime opportunity to make this treasured resource safe for the next 100 years, please get it right.
Meghan	Campione	22309	I strongly disagree with the suggestion to limit left turns onto the parkway from Mount Vernon. In my opinion, that is the safest entrance onto the parkway and one factor in our decision to move down there. There are several intersections where accidents occur, ie Morningside and Belle View; focusing on those and potentially limiting left turns during rush hour may be more beneficial
Sally	Harte	22308	I support a permanent median between N & S bound lanes.
Christina	Swartz	22308	I think a combination of solutions could be needed - a few stoplights, some speed cameras, increased fines for speeding, and additional signs. that being said, there have been a lot of trucks hitting the stone bridge, so obviously not everyone reads signs. It's a beautiful resource, and when people are polite and respectful in their cars, it can be a lovely way to get between the fort hunt area and old town. At it's worst, it's dangerous and a little scary, especially for new drivers
Lorraine	Slattery	22309-2143	I think enforcing the speed limit would help.
Kathryn	Allen	22308	I think narrowing answers to one choice may misrepresent opinions.
Kathy	Sheehan	22308	I think that they should add pedestrian overpasses in several locations rather than crosswalks.
Shanan	Sheldon	22309	I think the parkway gets more congested due to traffic trying to get in or out of old town... onto the beltway at the bridge. Or if 95 south is backed up.
Lisa	Johnson	22309	I think the pkwy speed limit should be 50, and commercial vehicles need to be prohibited. Busses should be told to drive on Route 1.
Abby	Betz	22307	I think the speed limit should be lowered to at least 35. 25 in some areas. Eliminate left hand turns at most intersections. Speed/traffic cameras would help with this. Some safe way for pedestrians to cross, in key areas, would be ideal.
Katherine	Dukarm	22307	I think traffic circles would allow for the most streamline approach, because traffic could continue without piling up at traffic lights, but speed and erratic driving would be mitigated.
Neil	Worden	22308	I think we need to consider making the Parkway HOV-2 or HOV-3 during rush hours to reduce traffic
Jennifer	Krell	22308	I think we should consider prohibiting left turns from Morningside if we don't make some of the other improvements discussed here. It should just be against the law and there should be a camera to catch people who do it.
Allison	Elder	22306	I think you need to talk to Waze and other routing options. For me, Waze and other driving apps provide the most input on which roads I take. Since the Parkway has fewer lights, Waze naturally directs more traffic to the Parkway. Perhaps sharing accident data with them will help to curb left turns onto the Parkway during rush hour?
Ginny	Schmidt	22308, 22315	I think you should consider making left hand turn lanes illegal except for those having a designated lane in place already much like you do in old town during rush hour. Also, enforcing existing speed limits, with cameras that are inconspicuous to blend with aesthetics, making phone use illegal, requiring Taxis, trucks, buses, to use another route.
Arlene	Dohm	22307	I wish I knew the reasons all the accidents have occurred. Without that information I don't feel that I can make any recommendations. Did speeding cause the accidents or did cars get hit while trying to get onto the Parkway at an intersection. The speed limit is 40 near the airport. I could live with 40 to Mt. Vernon assuming people will go faster.
Erin	F	22308	I wish there was speed enforcement on the Parkway, I think it would solve a multitude of problems. I also wish there was a median separating the North and Southbound traffic. Unfortunately, the number of people who are texting/talking on their phones is getting more and more common and I fear an increase in lane crossovers/accidents.
Lisa	May	22308	I would like to see the NPS cut back weeds, trees and overgrowth from areas adjacent to the parkway, especially south of Tulane. This would provide better sight lines for those entering the parkway from side streets
Claire	Phillips	22306	I would support VDOT handling the parkway However, I do not want the area to lose the protection of being a national park. Is there a middle way between these two options? Also, make the Federal Govt pony up! It shouldn't have to come out of our taxes when everyone is commuting to DC on these roads anyway.
David	Barbour	22314	I would take jurisdiction away from the Park Police. They do not consistently enforce the speed limits and they are undertrained and dangerous. The unexplained shooting of the young man who was chased by Park Police down the Parkway and then killed at the corner of Ft. Hunt Road and Alexandria Ave, is
Emily	Paterson	22308	I would widen the parkway to allow for medians along its entire length. Medians greatly reduce the chance of a head-on collision, and they also allow for cars turning left to pause in the center of the Parkway while waiting for a clear lane (instead of having to cross two lanes of traffic at once, AND accelerate up to speed). If this is impossible, I'd at least add a rumble strip to the areas with no median (to alert drivers who stray across the lanes).
Mathew	Feehan	22306	I've lived here for five years and daily drive on GWPW or ride my bike on Mount Vernon Trail. I have personally spoken with Fairfax County traffic, VDOT, NPS and even local elected leaders to get someone to do something about how damn dangerous GWPW is during rush hour or trying to cross on a bike. Everyone points there finger at someone else and says they can't do anything about it. For God's sake people are being injured and killed on this road. Please, be serious and fix this road. A 12 year old could tell you it's too much traffic and no way to safely turn.
William	Vodra	22308	I'm deeply concerned about public safety. The Parkway is obsolete as it stands, and as NPS conceives it's duty to conserve it "as is." Traffic lights are the fastest way to reduce crashes at intersections, and can also slow traffic. Having had one friend crippled for life from a crash at Belle View, I cannot balance the aesthetics of the Parkway with the dangers to human life.

Jon	Stewart	20010	I'm less familiar with GWP South. Does this cover the Memorial Bridge/Arlington National Cemetery stretch? Because that is a disaster, that gives me the heebie-jeebies every time I drive it—I've come close to being sideswiped by other cars and hitting pedestrians/bikers at the many unsafe crossings. Plus the signs just suck. It's terrible terrible terrible and all the proof that will ever be needed for why a Park Service is fundamentally unqualified and incapable of designing and maintaining safe roads.
Jennifer	Gough	22307	If left turns are banned on Morningside Lane, it will create unsafe conditions in the local neighborhoods (Villamay and Wellington). Whenever there is an accident and Morningside is closed, people use these neighborhood streets like a freeway. They speed up Park Terrace Drive and Ridgecrest Drive and it becomes very unsafe for pedestrians and neighborhood drivers.
Jeff	Gauger	22306	If NPS refuses to install lights, then the Parkway should be reconfigured with traffic circles.
Rebecca	Helbig	22308	If police were to hit the parkway hard for a month to combat speeding, it is a proven strategy. Speeding is an issue. I have lived here 25 years and the parkway issues and glaring problems developed with the BRAC realignment and growth at Belvoir. Furthermore, I have heard of teens racing on a regular basis on it at ridiculous speeds and documented on social media.
Ryan	Beier	22308	If the NPS is serious about actually improving "safety" on this stretch of the parkway, the following changes need to be implemented immediately: 1) Re-paint the lane stripes and install reflectors on the stripes between the north and southbound lanes. The lines are impossible to see as they currently are when it gets dark, and especially when it rains. This deficiency, in addition to the fact that these lanes are very narrow and there is a lack of a median/divider (see below), makes the road inherently unsafe at night. 2) Install some kind of median or divider between the north and southbound lanes, where there isn't one currently. Given how narrow these lanes are, and the frequent bus traffic (which are TOO LARGE FOR THIS ROAD), the lack of a median or divider makes the road inherently unsafe at all times. Further, installing a median or divider would have the additional effect of reducing the speed of all traffic, as drivers would have to be cognizant of not hitting the divider. 3) Improve/replace all signage related to warnings, such as "no commercial trucks on the PARKWAY" and the ones that attempt to warn these illegal trucks and buses of the low clearance under the Alexandria Ave bridge. The (few) existing signs are all tiny, are on the side of the road in inconspicuous locations, and are colored to blend in with the scenery (making them very easy to miss). These signs should be much larger, brighter, and impossible to miss by even the most distracted of drivers (again, if we're serious about improving safety). 4) Further to the above, install some flashing lights and better signage on the Alexandria Ave bridge. It seems
Allison	Wallach	22307	In general, the parkway needs better signage at intersections, particularly flagging yield areas (such as Belle Haven rd)
Jane	O'Hara	22309	Incentivize the ride down Route 1. Modifying the parkway to accommodate commuters is s national park crime. And where is Fort Belvoir's responsibility since they have become a great reason for ruining this glorious national treasure?
Matthew	Holland	22309	Increased enforcement is needed. There are already existing laws in place (ie speed, lane usage, bicycle access) which are not enforced on a regular basis. Start with what is already in place and see how increased enforcement impacts the issues. Also, road regrading and drainage were not addressed. Pavement heaves, potholes, and standing water along the Parkway pose a hazard to drivers. Road conditions must be addressed.
Allison	Dinsmore	22307	Increasing safe access of residents to the river and parks and keeping vehicle traffic safe is vital for this region.
Jim	Curry	22306	Instead of traffic cameras, allow observers of reckless actions capture and submit video. Most have capable devices. Blatant cases should result in mailed warnings and noted on driving record accessible by insurance providers. We must have consequences or the actions will continue.
Christina	Chom	22308	It is hard to get cross from many of the bus stops that go southbound, back across the street, a pedestrian bridge or something is definitely needed, specially near Belle View Road.
Glenda	Booth	22308	It is not a Constitutional or otherwise legal right to drive a vehicle at fast speeds and given the degradation of the environment in our area, we should be discouraging driving instead of promoting it. The GWM Parkway is an important historic asset, valued by many. If people would slow down, use public transit and support our national parks, we would not have as many problems. The Park Service should not be pressured to modify its historic design, mandated by the US Congress, to accommodate today's commuters and reward the ill-conceived decision to move so many jobs to Fort Belvoir.
Elizabeth	FitzGerald	22308	It is too important a route for commuting, visiting Mt Vernon, Fort Belvoir to be a protected historical site. It needs to be delisted. The Mt Vernon estate draws the large busses that keep hitting the bridge. The more people that come, the more traffic there will be. We need a safer road with a modern design including stop lights, more lanes, pedestrian bridges, better sight lines, etc.
Susan	Riojas	22307	It is unfortunate that so many people have blatant disregard for traffic laws and feel they are more important than other drivers and have to be first, as a result making poor decisions while operating a dangerous piece of equipment-automobile
Liz	Craver	22306	It seem that traffic lights are viewed as the only traffic calming measure. Are there not other options? Traffic circles? Larger enter islands for easier left turns? Limiting left turns during peak travel times? Limiting vehicle size - specifically tour buses/motor homes that barely fit in the lanes.
Lisa	Kadala	22306	It seems that speed limits are not enforced, especially during rush hours, which allows excessive speed and dangerous behavior to continue. I realize that pulling people over would add to the traffic congestion. Therefore, speed cameras may indeed be helpful. Also, if there were better shoulders, wherever possible, clearly painted lines and perhaps a barrier (similar to what was done near the airport) to avoid head on collisions.
Evan	Handy	20003	It will be a safer and more pleasant parkway if we focus on physical changes to force drivers to slow down—roundabouts, chicanes, narrower lanes—rather than trying to coax them to slow through stop lights and enforcement.
David	Boire	22554	It's an historic piece of road. Leave it alone.
Mike	Copps	22308	Just eliminate left hand turns at belle view and morningside and you will solve 80% of these problems.
Holliday	Hurd	22309	KEEP THE HISTORIC DESIGNATION W/ AS LITTLE DISRUPTION AS POSSIBLE. ENFORCE SPEED LIMITS! MAYBE A COUPLE OF TRAFFIC LIGHTS OR "DIET" FOR LEFT TURNS. SLOW DOWN COMMUTERS!
Aaron	Leibowitz	22308	Keep the parkway open. Dont add lights (other than possibly at Mt Vernon).

Michael	German	22308	Lack of Tree trimming and bushes along parkway. Since there are no lights on parkway need upkeep of yellow and white striping.
Judy	Cahill	22308	Lane demarcation needs to be repainted more regularly. The faded markings are dangerous particularly on rainy days or nights.
Stephen	Csontos	22309	Left turns from Morningside to GWMP should not be permitted, at least during morning and evening rush hours. Large signs warning trucks and buses of travel restrictions need to be prominently displayed at every vehicular access point to the GWMP. Speed kills. I am open to all strategies that would reduce speeding on the GWMP.
Joan	Betz	22308	Lower speed to 35 (scenic highway) , enforce speed limit, limit number of left turns.
Stephanie	Keller	22308	Make correlation of speed versus time saved at various levels over the 10 mile stretch. (e.g. 50 vs 45)
Emily	Bourke	22308	Make New Jersey left turns and add medians the entire stretch south of old town. Turn the road over to VA so Fairfax county cops can enforce. Park police are NOT funded or trained well enough to deal with high volume ANYTHING.
Rebeccah	Ballo	22309	Many of the choices are multiples for us since we live next to the parkway. One of the reasons we moved here almost ten years ago was proximity to this National park and Mount Vernon.
Lisa	Aramony	22307	Median dividers would help at certain places. A slightly distracted driver can easily result in someone veering into oncoming traffic. The intersection at Belle Haven Road is unnavigable. No one knows when to go, which lane to go in, etc. Please don't turn the road over to Virginia!
Michael	Shalton	22508	More police officers are needed to conduct enforcement. The US Park Police are severely underfunded & understaffed. Funding is needed to ensure public safety. Currently USPP Officers are under equipped and do not even have computers in their cruisers. Contact USPP FOP Chairman Mike Shalton for details.
Kermit	Quick	22309	More police presence , holding down the speed (give tickets) to at least 50
Paul	Krizek	22306	More roundabouts in lieu of lights at worst intersections
Frank	Fraser	22308	Morningside Lane is used as a thoroughfare and a speedway from the GW to Richmond Highway.....We live on Morningside at the Fort Hunt intersection and people need to slow down. I moved our mailbox from the corner to the front door as I was concerned I'd be hit one day by people speeding to try and make the light. I'd love to see more speed bumps.
Bruce	Bade	22308	Most of the problems I observe in my frequent use of the Parkway are caused by speeding and sometimes by commercial vehicles. Better enforcement of existing speed limits would solve most safety problems; left turn lanes would also help at some intersections that don't have them. However, I would oppose measures that made the Parkway more of a commuter route and less of a National Park. Tourists should have free access to the Parkway but perhaps requirement of a National Park pass should be explored -- revenue generated would help fund enforcement and maintenance.
Kathleen	Graham	22309	Most safety problems can be resolved with improvements at intersections. Note there is an error in the survey regarding whether the Parkway should lose its historic designation. "No" should be 5 not 2.
Jamie	Saloom	22308	My chief concern is that left turns across southbound lanes, into the northbound lanes, are not safe except for a few places during non-peak hours. I usually only commute southbound on the parkway and take Fort Hunt/Route 1 to 495 in the morning. There's no easy way to get to 495 going north on the parkway, and the left turns are simply too dangerous anyway. To get to old town from points south, however, I prefer to take the parkway and wish there was a way to make it safer to enter the parkway during morning and evening rush hour. Restricting traffic to one lane at morning side could help avoid risks of those traveling at high speeds in the left lane colliding with turning cars, but might also create a significant bottleneck (even worse with a traffic light). I also believe that charging a toll to "through commuters" (those that take the parkway all the way from the beltway to Mt. Vernon Hwy) should be considered--could easily be done with an EZ pass type system, and would not affect local residents.)
Brian	Palazzolo	22309	My comments on the NPS form: Speeding and failure to pay attention (mostly cell phone use) are the main issues causing accidents. To keep it cheap and simple, as much as I hate radar and speed cameras, I would suggest "speed zones" that drop the speed limit 5 - 10 MPH as drivers approach and leave Parkway intersections (1/4 - 1/2 mile long) but only during peak times, e.g., Northbound 6-9 AM and Southbound 4-7 PM, and then enforce it strongly DURING THOSE HOURS. That might reduce broadside and rear end crashes. Or perhaps use a road diet solution before intersections with left turn traffic merging in, by moving right-of-way vehicles into the right lane for 1/4 mile or so. To reduce the much less frequent but much more dangerous head-on crashes, is it legal to restrict cell phones to emergency use only or at least put up warning signs, e.g., NO MEDIAN, INCREASED RISK OF HEAD-ON COLLISION, PLEASE RESTRICT CELL PHONE USE? And put them in the "no median" areas, obviously.
Kaitlin	Rothstein	22314	My concern with delisting the road from the Nation Historic Register is what would happen to the surrounding forest and trees. As long as they would still be protected then I would consider more seriously delisting.
Ben	Griffith	22309	Need chimes to warn of low clearance before the stone bridge for trucks.
Roger	Miksad	22308	Need to increase enforcement of restrictions on large vehicles (charter buses and trucks). Study should also evaluate red-light timing at Thornton Way during PM rush-hour to create traffic gaps Southbound.
Oscar	Camero Johnston	22307	Needs more undercover police presence at nights for Street racing (cars and motorcycles)
Wesley	Dowling	22309	Needs wider lanes. Higher speed limits.

Marshall	Ltyle	22308	No discussion or options in the survey for limiting turns onto the parkway from dangerous intersections during key rush hour times. no discussion of some sort of divider/median/markers between the north and southbound lanes to prevent turns, u-turns and crossing the yellow line. speed cameras are useless and create traffic problems (cameras on 295 are prime examples) after a day in place, regular users know exactly where they are from observation, GPS databases, WAZE, stripes painted on road, signs, radar detectors, etc. people then slow down for about 100 yards in front of the camera, then speed up again. worse, they panic at the last minute and slam on the brakes to well below the speed limit. i have seen this daily on 295 creating traffic jams in front of the camera and nearly causing accidents from the sudden braking. Plus, the "tickets" are just taxes. no points on license, just a bill in the mail to the car owner. the only benefit is to the pocketbook of the company that runs the camera system. DO NOT INSTALL SPEED CAMERAS. and...speeding is NOT the cause of all the accidents. the speed discussion is a red herring. people turning into traffic, making U-turns in the middle of the parkway, distracted driving and crossing the centerline cause the accidents. need to address controlling this behavior as a first priority! in the bigger picture, VA drivers licensing process MUST be changed to require actual proficiency with handling a car. current system (including the drivers ED that is taught in High School) is a joke. I teach car control and high performance driving, so i see how bad the majority of drivers are regularly. the curriculum and quality of HS Drivers Ed is appalling.)
Tania	Callas	22308	No one follows the speed limit on the parkway. I hardly ever see officers looking out for speeders. At 5:00pm Maryland commuters speed north on the parkway, presumably from Ft. Belvoir - I find it uncomfortable and dangerous. It would be so easy for the parkway police to go out there at 5:00pm and issue speeding tickets to them. I forgot to mention that a crosswalk could be useful at Stratford Ln. I'm scared for pedestrians crossing the parkway.
Michael	Malloy	22308	NO SPEED CAMERAS
Malcolm	Northam	22308	No traffic lights. why not construct traffic circle at morningside/belle view?? Construct a median guard rail ??
Michelle	Duke	22307	No, I just hope this is utilized instead of ignored.
Gillian	Burgess	22207	NPS should adopt Vision Zero and best practices around road safety. NPS should align its plans with the regions goals to reduce vehicular traffic. Bikes should be allowed on the GW Parkway.
Peter	Appel	22101	Number one issue is speed. Need speed cameras.
Jackie	Prim	22310	On-ramp to 14th Street bridge.
Catherine	Matthews	22307	Outside of the Parkway study -- Fort Hunt Road and Rollins Drive. I'd love for there to be a traffic light or pedestrian light to slow traffic down. I have to cross Fort Hunt to get to the Parkway (on bike or walking), and often I take a leap of faith because of a blind corner north of the intersection (just south of Quander Road) that people drive around speeding.
Stella	Alachnowicz	22309	Paint lines and out reflectors now. Dangerous as is especially in rain. With already narrow lanes the line situation is additive to high speed commuters. More radar.
Patrick	Devlin	22308	Park Police need better community relations, starting with a full accounting of the outrageous shooting on Fort Hunt Road (not even USPP jurisdiction), and more reliable enforcement of speed limits.
Jean	Jensen	22307	Parkway is never patrolled for speeding. On July 3 - 6 I traveled from my home Bellevue Blvd. (River Towers) to Kill Devil Hills,NC. 95 south,64 east were heavily patrolled and very visible. Saw few people exceed the speed limit. Park Police need to begin regular patrols. People use GW Parkway for commuting because alternatives Ft Hunt rd and Route 1 are disasters. People traveling south on GWP during evening rush do not consistently use turn signals. Drivers entering GWP take chances. What were details of deadly crash at Tulane? Speeding? When I take a cab from my home to Reagan National I always warn the driver about the danger of the intersection at Belle View Blvd and GWP. Highest number of crashes in current study. I will sit at intersection for a long time waiting for a safe time to turn, in my experience cab, Uber,etc. are more impatient. My family moved to Collingwood in 1969 because we loved the drive down the GW Parkway. 50 years later I am still in area.
Helen	Abadzi	22308	Parkway is set up to deter walkers, so people face an uneven ground. Please level one side and make it walkable
Pamela	Higgins	22308-1309	Parkway used to be more heavily patrolled by Park Police than it is now (lived here since '69)
Miles	Keogh	22307	Pedestrian and cyclist connections to Alexandria are also needed on Ft Hunt road and Huntington Ave. lack of cyclist route alternatives increases cyclist crossing crossing parkway and my Vernon Trail use.
Russell	Carpenter	22307	Pedestrian bridges could be constructed in the character of the existing infrastructure, e.g. Alexandria Ave bridge. A grassy median the length of the parkway would remain in character, and provide separation for oppositely-directed traffic, while facilitating better left-turn lanes and staging areas for cars to pull across halfway when turning left.
Todd	Weiser	22310	Pedestrian/bike traffic is funneled into choke points to cross the parkway, traffic circles at these intersections would provide better areas of refuge. A complete road diet is needed. Cars leaving the parkway are dangerous at intersections of the trail where the trail crosses major arteries.
Chris	Koerner	22308	People are going to get killed trying to cross. Need overpasses at critical intersections asap
Betsy	Martin	22308	People drive the MV Parkway because it's speedier than Fort Hunt Rd. If traffic flor on Fort Hunt Road could be improved, perhaps more people would choose that instead.
Helen	Stewart	22308	People will speed even if you put speed cameras, if they think you don't have to pay Park Police tickets. Those on NextDoor admit they simply don't care and drive that fast because they can.
Me	You	22308	Perhaps timing of the final lights in Old Town could help provide 8 second windows for left turns out of Belle View and Belle Haven.
Arva	Adams	22303	Please add the reflective lane markers.
Zachary	DesJardins	22301	Please consider closing the Fort Hunt exits to cars due to low use but high speeds and failure to yield. Please consider removing the stop signs for trail users since state law does NOT require trail users to stop. Trail stop signs were designed to warn trail users but instead cause confusion and do not actually warn users, and as a result, FHWA no longer recommends their use. Instead, add yield to pedestrians in the crosswalk signs in the crosswalk itself and nearby.
Timothy	John	22308	Please do not add lights to the parkway. It will make people's commutes worse and ruin a beautiful drive down a historic parkway.

Margaret	Smith	22307	PLEASE do not add traffic "calming" measures. As you states most of the parkway traffic is now commuters. Drivers should be prioritized above pedestrians, bikers, and tour buses. People need to get to their homes along the parkway for work ... period. It already takes 20-40 just to get through Alexandria City on Washington St at off rush hour times. Close the 495 exit to the parkway to decrease Brack traffic, widen lanes to accommodate current car sizes, remove buses, pedestrians, particularly bikers, who bike all over our neighborhood in Villamay in packs with NO regard for residents or road rules! Allow residents to get home from work and school efficiently and practically!!! Traffic calming measures were added to Sherwood Hall and King Street and both are awful for commuters. The difference is that was there are other options to get around those, though not many on Sherwood Hall. People need to be able to get to and from work!
Danielle	Williams	22308	Please do not ruin the parkway. It is the best thing about the area we live in. Speed cameras and redefining lines should make a big difference without messing u the intended purpose of the road. Lights and crosswalks only cause more time commuting. 12 miles should not take 1 hr and 15 min.
Diana	Maurer	22314	Please do whatever it takes to reduce the dangerous car hegemony on the Parkway. If pedestrians and cyclists had safe crossing points, so many more people could enjoy the park like vibe. As it stands now, the Parkway is basically a highway. We've made it dangerous and daunting for people to enjoy the river and trail all in the name of driving in cars.
Elise	Kress	22309	Please don't alter the Parkway to serve commuters. It's one of our last great beautiful byways around here and provides solace for those who live here. Please don't cater to those who use and abuse the Parkway.
Sean	Murphy	22308	Please don't put stop lights on the parkway
Denise	Willmott	22307	Please give us a light...so dangerous to cross the street from belleview to Potomac trail
Stephen	Gallagher	22307	Please just add a median guard rail like that seen near Reagan National and 395.
Elise	Kress	22309	PLEASE keep the parkway as it is. It provides desperately needed solace at a time of great turmoil. There is so little beauty elsewhere on local roads. This is a haven. How about if there's some kind of commuter tax for MD drivers?
Camy	Rowan	22308	Please leave the parkway as is!! The parkway is one of the biggest reasons we purchased a house here over 25 years ago and is probably one of the largest reasons we have not moved.
Kerry	Cooper	22308	Please make it safer. Get creative
Steve	Long	22308	Please no lights on parkway. It would create a lot of traffic and ruin morning and evening commutes. Personally I believe that the speed limit is too low, causing everyone to speed.
Arleen	Jeszenszky	22308	PLEASE paint the white and yellow lines on the road. They are invisible in the rain in the evening.
Michael	Lewan	22308	Police commercial vehicles
Kelly	Cates	22309	Police the road, repair the road. First and foremost. These two things would likely reduce some of the problems immediately. The best way to stop people from excessive speed and aggressive driving (which is far more dangerous than going 5-10 MPH over the speed limit) is to pull them over and ticket them. The speeding through the Belle Haven stretch alone is astonishing. And do something about the tour buses. I regularly have to decide between a head-on collision with a bus or side-swiping the vehicle next to me. In terms of road repair/maintenance...how many stories of people hydro-planing or being totally blinded by huge volumes of water covering their windshields do we need? And my car was declared totalled last fall when a tree branch fell on it as I was driving NB on the Parkway. Terrifying to say the least. The NPS repaired the Washington Monument to ensure public safety. It's appalling, the excuses they give when people ask them about maintaining the Parkway.
Jadon	Klopson	22308	Possibility of pedestrian bridge at BH Rd, or Mt Vernon parking and maybe other crossings.
Marilyn	McCullough	22308	Presently the Parkway presents a tempting alternative to Richmond Highway, even a tempting alternative to Fort Hunt Road. Improvements to these other roads would make them more commutable, and limiting accesses to the Parkway from the beltway would likewise discourage commuter traffic. Now, and this does sound totally radical, but I would not object to turning it into a EZ Pass toll road and using the proceeds to sustain the road. It was built to be a scenic drive but it has become a major commuter road and it's simply not built to sustain this volume of traffic or the weight of these trucks and buses. It's crumbling now from over use; it needs major repairs. Speeding is ridiculous now — 85% — I live on the Parkway and I have to drive my dog across the road and park in an overlook b/c we can't make it across the 4 lanes anymore. The Park Service claims they lack the funds to enforce speeding and unsafe driving practices; maybe a revenue stream would help them. I use EZ Pass on the beltway b/c it is calmer and safer and I would gladly pay for the same degree of calm and safety on the Parkway. But expect a mighty roar from the people who have forgotten that it was always intended to be a scenic and historic highway and who now think of it as Interstate GWP.
Leslie	Gehring	22202	Prioritize bikes, pedestrians, and buses.
Fred	McCoy	22309	Prohibit left turn from Morningside to the Parkway. A vehicle attempting this turn sees what looks like a safe distance from approaching vehicles, but then suddenly after committing to the turn a previously unseen following vehicle pulls out to pass at a speed so high that the turn would not have been attempted if the speeding passer had been seen approaching. Perhaps other left turns on to the Parkway should also be banned.
Tess	Ailshire	22309	Prohibiting turns from residential areas onto northbound Parkway would go a long way.
Gail	Savage	22308	Prohibition of left turns off parkway where there are on left turn lanes and prohibition of left turn onto parkway from Morningside
Ned	Monroe	22307	Put guard rails to separate NB and SB traffic. Cut the trees back slightly to improve sight lines. Cut back trees so limbs and leaves don't fall into the lanes which cause issues. Improve drainage to reduce puddling and flooding. Put in more turn lanes. Lower the speed limit to max 40 mph. Enforce no commercial traffic laws.
Michael	Kofman	22309	Raise the speed limit. Every study shows that the speed limit is far too low. This road has the same speed limit as Mount Vernon Hwy - a one lane road through the suburbs. It's ridiculous
Billt	Otwell	22309	Regular police patrol would help a lot.

Carol	Schutte	22308	Restrict busses and trucks - many potholes this winter cause us and other tire blow outs. We were lucky no other traffic was around when the tire blew after smashing in the hole. Heavy vehicle traffic deteriorates our road surface. Thank you for posting this survey. I've tried to access the main web site and it's been inaccessible.
JA	Kesh	22309	Road diet is foolish, pedestrian overpasses are a logical solution as Fall Church has implemented.
John	David Coppola	22308	Rumble strips on the center line.
Elizabeth	Bober	22308	Rumble strips! Alert drivers when their car is drifting across lanes to minimize accidents.
Kelly	Eigler	22308	Safe bicycle crossing--especially at Belle Haven & Morningside would be helpful (Morningside is narrow and winding--no bike lanes)
Steven	Larsen	22307	Sea level rise and it's impact on the northern stretch (Belle View and Belle Haven) must be solved in conjunction with any major structural change to the GWMP in order to save the 3,000 residents real property worth \$600,000,000 in the Belle Haven Watershed. 1) raise the parkway WITH one or more of: traffic circle, CD lanes, traffic lights, crosswalks. 2) Build a levee on the east side of the parkway with traffic improvements Above all - help us work with NPS and Superintendent Cuvelier towards an open dialog. It can be a win-win for New Alexandria/Belle View, Dyke Marsh, the NPS and (with BRAC), DoD!!
Jessica	Richards	22308	Simply having speed enforcement on a regular basis will help. I very rarely see any officers enforcing speed limits.
J	Ramirez	22309	Somewhere, somehow, there has to be more funding to catch speeding drivers. Cameras are not an option; people go through these in DC all the time. Enforce the speed limit on a frequent basis. Speed traps are just fine here because we don't want the parkway to change. Drivers need to change. Pedestrians need to change (walk faster). Bikers need to change.
H Jay	Spiegel	22308	Speed cameras are inappropriate. Tourists won't be happy to receive a ticket in the mail. The solution is to add more patrol cars. If people are speeding, stop them & ticket them. The bridge needs to be addressed with single lanes, pavement markings and better signage.
William	Zaccagnino	22308	Speed enforcement would be the most effective solution. Traffic is the reality of the area and we have to manage it realistically.
Anthony	Barkume	22308	Speeding enforcement
Ellen	Haas	22308	Speeding is a huge problem. When park police are stationed on the roads, traffic slows measurably. Enact stiff fines for speeding and increase police presence (especially during commuting times). Also, enforce the No Trucks rule. PLEASE - no stoplights!
Keith	Kriner	22308	Speeding on the cut through roads such as Morningside Ln
Diana	Lien	22309	Start with easy solutions like actually fixing potholes, painting the lines and police to ticket anyone going too slow or too fast. Also consider that the complete neglect of Whitman by FCPS has resulted in increased area traffic along the parkway. Move and improve Whitman and a lot of the morning traffic will go away.
Jennifer	Blakley	22308-1041	Stoplights will only increase traffic on other connector roads. Morningside Lane does not need more traffic from people cutting through to get to the Parkway. It is a local road, just like Alexandria Ave or Shenandoah.
Sandra	Dalal	22308	Suggestions: 1) Incoming traffic at Belle View blvd is very dangerous during rush hours. Enter ace to the parkway during rush hour should be prohibited at this intersection. 2) NB traffic turning onto Vernon View often veers into the wrong lane, nearly missing cars waiting to turn onto the NB lanes. The double yellow line here should be moved over to accommodate the incoming traffic better.
Andrew	Csontos	22308	Survey seems a bit biased. The accidents on the parkway are more likely bad driving than anything else. A friend of mine was killed 20 years ago by a (drunk) driver who crossed the yellow lines. Accidents aren't normally caused by roads being unsafe. They are more often caused by bad drivers.
Robert	Kraig	22204	Thank you Senator Surovell for your advocacy to improve safety and foster alternative transportation along this corridor!
Matt	Stephens	22308	The accidents I have witnessed have been from people coming on to the parkway turning left on to the northbound direction. Morningside seems to be a particularly dangerous intersection because of the limited visibility. I would suggest looking at changing that to one lane entering the parkway instead of two. Perhaps allowing no left turns at the dangerous intersections and instead adding U-turn lanes could decrease accidents and also slow people down on the southbound direction.
Heather	Selig	22207	The airport traffic is a major cause of backups on the parkway.
Ann	Steck	22308	The center lanes appear for narrow than the outer lanes. I would like to see the divider lines redrawn to even out the width.
Celia	Boertlein	22308	The circle at mount Vernon ! I've had many close calls with busses, pedestrians, bicyclists. Lots of visitors who just don't know where they are going. Update signage, mark the roads.
henrietta	burke	22308	The de-acceleration lanes make turning onto the Pkwy more dangerous, as cars de-accelerating to turn visually block cars coming towards you in the slow lane. It would be safer to remove them, which would also slow traffic down automatically to accommodate turning cars. You also need wider mediums at Belle View so cars can sit in the middle, and you need to PROHIBIT left turns onto the parkway at Morningside.

Adrienne	Luscombe	22307	<p>The easiest and quickest solution to some of the problems is to fix the potholes immediately!! It is embarrassing the condition of the Parkway. If NPS can no longer afford to maintain it, then it needs to be turned over to FFX County. (Although it found millions of dollars for the president's vanity Fourth of July!) The other quick solution is to put reflective lights all along the middle of the parkway, especially because it gets very narrow where there are no medians and is very dark at night. The sound of the tire running over the lights will alert the driver that he or she has veered into the oncoming lane.</p> <p>Long term, we need medians at all major intersections. We also need to fix Morningside Lane. There is a HUGE amount of land unused at that intersection that could provide a better (and straighter) access to and from Morningside. There's also privately owned land at the corner that could be purchased to provide and even safer solution at this dangerous intersection. Right now it is just an overgrown tennis court. Even if half of it is used, it would help. But even without securing that private land, there is enough unused ground there that could provide a dedicated right-hand turn lane from Morningside to the Parkway with a merge lane once on the Parkway.</p> <p>Going south, there's also enough land to funnel traffic turning right from the Parkway onto Morningside so that the line-of-sight is clearer for those trying to turn left from Morningside onto the Parkway. Currently, there's a curve in the road making it difficult to see beyond the cars turning right to see if any cars are going straight.</p> <p>With that extra land, Morningside could be widened and straightened at the bottom, and a dedicated right-turn lane could be added for those turning right from Morningside to the Parkway. The land could also provide room for a median.</p> <p>Ideally, if budgets weren't a factor, the Morningside intersection would be completely redone like the Fort Hunt Park intersection. Northbound traffic would go underground with a pedestrian lane, and southbound traffic would stay above ground with a merging area.</p> <p>Another idea for Morningside, Belle View and Belle Haven is roundabouts. These would allow for much safer left-hand turns onto the Parkway, it would slow down traffic and it would be in keeping with the peaceful, natural and beautiful aesthetics of the Parkway.</p>
John	Castelo	22308	The intersection at Morningside Lane is very scary. Cars should not be permitted to turn left onto the Parkway from Morningside!
Ron	Hupczey	22309	<p>The issue with the parkway is the allowance of left hand turns from every intersecting road that comes to the Parkway. These turns need to be severely limited with police enforcement. Focus needs to be to use on ramps such as at fort hunt or the bridge to allow for same side merging.</p> <p>Also enforcement/education of the use of the road with the right being the travel Lane and the left being the passing Lane is important. Too many people spend time doing below the speed limit in the left lane causing other cars travelling at a legal speed to change lanes multiple times. This is especially troublesome at intersections where merging drivers need to see consistent predictable behavior to safely merge.</p> <p>Stop lights will just cause huge traffic headaches the whole way down the parkway, the same as you see in old Town and push traffic to fort hunt road and all the other residential streets.</p>
Erin	Wirth	22308	The lanes are too narrow, esp with no median. The sight lines are awful. Lights & cameras don't matter if you can't see oncoming traffic (Morningside, Belle View, Belle Haven). Could they cut down trees or change the curve? Thank you!
Jennifer	Mock	2230	The minimum number of stop lights lowest section was one (1) I wanted to choose zero (0)
Frank	Cohn	22060	The Morningside intersection must have an island
jim	hayes	22308	the NPS interpretation of historic needs questioning. i.e. maybe we should return to streetcar tracks. it appears to be a justification ex post facto. marginal infrastructure improvements would seem to have minimal historical impact. they already widened from 2 to 4 lanes; morningside intersection was an addition; they have guardrails at national airport. they seem opposed to lane reflectors.
Jasper	Thomson	22308	The Park Service is doing an absolute horrible job at maintaining the road surface as well as other parts of the infrastructure & signage, and their rouge and unaccountable Park Police murdered a local motorist right in our neighborhoods (but they rarely bother to enforce the speed limits or people cutting line to get on the 14th street bridge!). Would much rather it be a VA/local road in light of these problems - feds are just not accountable or responsive to our concerns. Untying it from the feds in this way would also free you to do some real modifications that would fundamentally improve safety, instead of some of what is being considered, which is either "window dressing" or would just cause traffic to be slower with little real improvement to overall safety.
Michael	Andel	22308	The parkway has one traffic circle. It could use more to slow traffic and keep a park like design and prevent left turns into traffic.
Chris	Vonk	22308	The parkway is also dangerous due to poor maintenance and missing lane markers. I wish the lanes were as clearly marked as they are in the GWP board photos!! Better signage on your southbound approach to the bridge may get the attention of truckers/buses that they need to move left! Perhaps a sign at Morningside, approaching the Pkway, clearly stating that left turns are dangerous. If they cannot install speed cameras then at least install speed cameras every mile that will show traffic speeds to all drivers. Or at least install signs that encourage drivers to slow down and enjoy the view! Perhaps rotating new signs or art work to get drivers to slow down and appreciate the natural beauty around them...
Christube	Culver	22309	The Parkway is lovely. We have too many commuters to rely so heavily on it. We need more ways to get to and from DC so that the commute is not onerous, so that Fairfax County residents who work in DC can have a life outside of work.
Liz	Brodie	22308	The parkway is one of the first places I take people when they visit from out of town. It's beautiful and unbroken route is a magically part of this area and that aspect must be preserved. People from all over the country love this road. Bellevue area must be made safer so that drivers and pedestrians can enjoy such a nice road. However this doesn't mean we need a stoplight at every exit because that would destroy the unique and beautiful aura of that parkway.
David	Menachery	22308	The parkway is to be enjoyed, not to get somewhere fast...buses and trucks shouldn't use it, they put too much pressure on it. Single lane may work since if people live there, you have to go the speed limit...make a lane for oncoming traffic, no left from Morningside, maybe light by belleview
SCOTT	MADAR	22306	The Parkway needs a median to prevent head-on collisions. Adding a median and lights at every major intersection will reduce the number of accidents and the severity of the accidents.
Jordan	Rossen	22202	The parkway needs more safe places for bikes/pedestrians to cross

Jack	Gould	22308	The parkway needs to be better taken care of, have speed limits raised, and make sure that it is enforced that the left lane is for passing and making turns
Courtney	Corcoran	22308	The parkway needs to be widened, particularly between Tulane Dr and the Stone Bridge. Drainage is a problem in this area, with the right southbound lane often left with standing water after a heavy rain. Road conditions are also terrible— massive potholes and worn out patches. There is not enough enforcement of the ban on commercial trucks, and not enough signage. There are too many accidents at the Stone Bridge with trucks not paying attention to clearance limits.
Rocky	Campione	22309	The parkway should be widened, traffic lights should not exist. The discussion of limiting the ability of people making left turns from Woodlawn, Collingwood, and was not discussed. This would remove the safety issue and decrease traffic at peak times
Tyler	Hawley	22309	The parkway should have centerline rubble strips added in, excluding areas with medians and turn lanes, as to warn drivers if they are crossing over onto the other side of the road. The rumble strips can be ground into the road now in any or all the length of the parkway. Additionally, some of the curves in the parkway should have their vegetation cleared back to increase visibility.
Brad	Smith	22309	the parkway's most severe concern is that it is undermaintained, with numerous areas of bad pavement and humps
Julie	Marks	22309	The road condition is horrible and dangerous. Fix the pot holes and bumps!
Paul	Woodman	22307	The road had its last major repairs in 1984-85 when I first moved to the area. The road design is antiquated for the current volume, the road surface has degraded, and more overpasses (or tunnels?), which could be designed attractively, are needed to improve safety for drivers, bikers, and pedestrians. The Fort Hunt exchange and stone bridge at Alexandria Avenue are good examples (although the bridge is a bit low). At a bare minimum, turn lanes for left and right turns plus center islands should be at every intersection. Traffic lights and stop signs would ruin the experience and turn it into route 1. Volume on the Parkway will not decrease unless route 1 becomes a limited access highway and/or Fort Hunt road is expanded to increase its volume. I hear the economy is "great", so let's make the investment now.
Lyndsay	Austin	22308	The stone bridge
Barbara	Mann	22309-4005	The traffic has been upended by the additional traffic to and from Ft. Belvoir. I don't have an answer to this problem. Wish I did. Have accidents increased dramatically since the additional traffic started? The Parkway can be very hazardous to drive on at night. Reflector strip lights at all critical intersections should help. Reflector lights might also help in the center lines. Perhaps they could paint the center lines so we could see them. I neglected to answer one of your questions as I think of it. Left turns from and to almost all of the roads feeding on to the Parkway are hazardous and I would bet are responsible for many of the accidents. Prohibit left turns onto and off the Parkway at certain hours in the a.m. and p.m. at critical spots such as Morningside and the Belle Haven exits? Stoplights take the Parkway out of the George Washington Parkway. Enforce the speed limit with more patrols.
Diane	Thomas	22307	The traffic of commuters moving from the pkwy to 495 is too much for Fort Hunt Road. Needs to be reconsidered.
Laura	Niswander	22308	The trail can be extremely dangerous for pedestrians due to cyclists. My son was actually run over by a cyclist. The path can be very dangerous in places and parts of it need repair. Cyclists also cause problems on the road by choosing a busy road rather than the path. I have often seen bad drivers with Maryland plates and feel that a great deal of traffic is from vehicles that don't live here yet contributes to the problem. I wish we could charge people for commuting from Maryland somehow. I would much rather have the GW Parkway be used by locals and the tourists visiting Mt Vernon and not commuters.
Ann	McMichael	22308	The trail south of Stratford on the Potomac is twisty and steep. The turns become dangerous with the volume of folks using the trail. It is dark and if used for commuting, can become intimidating. Pedestrian bridges would assist in getting children across the pkwy to use the trail. Improving bike options on Ft. Hunt would reduce bike traffic and congestion on the parkway. Smoothing and repaving the trail would improve conditions greatly.
James	Scott	22309	The two big problem areas are left turns out of Belle View Blvd and Morningside Lane, focus on those. Speed cameras are more about raising revenue than fixing these two specific problems (unless you can set them to only target people with Maryland and DC tags).
Jan	Messner	22309	The U.S. Park Service needs to do a better job of controlling the growth of trees & foliage which in many ways adds to the dangerous driving conditions on the Parkway.
Tracey	Serle	22306	The Washington Metro area just has more people who are uptight and impatient because of the traffic and crowding -- it's getting like NYC. They try to turn every clear stretch of road into a temporary (for them) freeway. They want to straighten every curvy stretch of road so they can go even faster. This is a bad summer because of Metro renovations and there are more people driving because of that. The primary safety issues are all directly speed-related. People are stupid and they don't appreciate that you can't drive the PW the same way you can the beltway or Rt. 1 because, duh, it's a PARKWAY and, by definition is curvy and tree-lined and doesn't have a lot of interruptions (traffic lights). If they started getting tickets from traffic cams for speeding, then probably nothing else would have to change. If the speeds went down to 45 from the 75 I see all too often then drivers would be able to avoid the accidents they are now having. It's really hard to keep to that 35 limit just south of Alexandria, especially when you've just come off the Beltway, but that's not where the biggest problems are. The Parkway can't make up for BRAC flooding the area with even more commuting traffic. But, there's no reason to ruin the Parkway for the residents and tourists just so a bunch of commuters who don't live in the area can shave 10 minutes off their commutes.

Jack	Hurley	22308	There is no reason anyone should be making a left turn during morning or evening rush hours (0600-0900 and 1600-1900) at either Morningside Lane, Belle View, or Belle Haven Roads. Making a left turn across three to four lanes of fast moving oncoming North and Southbound traffic with a very small or no existing median at those three locations is a recipe for disaster and should not be authorized. Unfortunately, visitors to the area don't realize that the oncoming GW Parkway traffic is often traveling at 50-60 MPH. Traffic has also picked up significantly with Maryland and DC drivers who work at NGA or Belvoir using the Wilson Bridge and the GW Parkway to commute to work. There should also be regular (not just beginning and end of the month) US Park Police speed traps.
Stephen	Rezendes	22308	There is nothing separating northbound and southbound traffic for much of the Parkway. Cars and buses routinely cross the center line.
Michael	Berg	22309	There is virtually no traffic control south of Alexandria, so the area is like the Wild West - anything goes. I never see Park Police patrolling the parkway and using a "high profile" to induce correct behavior on the part of users.
Andree	Dumermuth	22309	There should be a median strip on all parts of GWPkwy, which would be much safer creating separation between north&southbound lanes. Also should consider adding turning lanes AND rumble stripes/broad speed tables across the road at the busiest intersections (Belle Haven, Morningside, e.g.). This would slow cars down at the most dangerous places. Finally, do NOT allow NoLeftTurn from MtV Hwy; that is SO wrong to local residents who live in this area. Traffic light is OK idea, but it only needs to be "on" during a.m. and p.m. rush hour plus any special events MtV Estate may be having. There could be flashing caution light at all other times. Silly to wait when few cars or pedestrians are there - which is most times of the day outside of rush hr or special events.
Doug	Allen	22307	This needs to remain a parkway and designs should be for a parkway, not a VDOT standard design. With some attention, the Parkway concept can be done better (safer) but going with VDOT standards will result in the loss of this Parkway as a asset.
David	Wiskochil	22310	This road should never have been allowed to develop as a major commuter route. It is unsafe, unproductive, and an environmental catastrophe as a highway. It was built as a park, and a park it should become again.
Jason	Jouet	22308	This survey presumes more reductions in speed are the answer and does not allow for increasing the speed limit to reduce speed disparity. How about merge lanes? How about eliminating morningside as an artery? How about a pedestrian bridge over the the pkwy at belle view? The parkway is an excellent artery that prevents tons of traffic on FtHunt rd and surrounding local roads. Reduce its efficiency and you'll increase traffic around schools.
Greg	Otto	22306	THIS WOULDNT BE A PROBLEM WITH A WELL RUN METRO SYSTEM.
Iainge	bailey	22308	though it is park authority Fairfax and Park police should be able to ticket speeders
Emma	Lopo-Sullivan	22309	Ticket speeders but don't ruin the parkway. Many of us invested in property to live near it.
Babara	Wyckoff	22308	Too many big trucks on the parkway. Surface conditions are bad. Dangerous speeding. Too many new commuters.
Sarah	Moore	22307	Too many fort belvoir commuters
Joyce	Corbin	22308	Too many Maryland cars!! If they live here then they should be registered here and change to Virginia plates or pay the tickets for failure to obtain Virginia and Fairfax registrations. Make it a hefty fine and it will reduce the numbers. People don't want to be hit in their bank accounts
Jennifer	Kosiak	22308	Too many people drift into oncoming traffic because there is no median barrier. Also the excessive tour buses and 11Y buses make people overcompensate and go into the center. Some bus is always crashing into the bridge!
Gwen	Stanton	22308	Tour buses restrict the size, limit their use to non rush hour use. City bus reduce the number during rush hour and the must completely be in a bus pull off to load and unload.
Chris	Rupp	22309	Traffic cameras are criminal
Bernard	Kluskens	22308	Traffic circles at all intersections
Christopher	Schurman	22306	Traffic circles may be a better option than stoplights at problem intersections
Michael	Fortin	22309	Traffic from MD driver has clearly increased as a result of Ft Belvoir improvement and consolidation. Hate to generalize, and VA drivers do tend to go over the 45MPH limit, but many of the MD drivers coming south in the morning are flying - 65+MPH. I do not support speed cameras, but additional officer enforcement certainly helps. Also, I'd be curious if there has been a study of accidents at Morningside and Belle View, specifically one that looks at culpability? My sense is that blame lies with people turning left, trying to get between heavy traffic. Obviously, people speeding contribute to this problem, but have we exhausted creating more turn lanes or traffic circles? Traffic circles would require more land, but could go a long way toward slowing/facilitating turns. Finally, i would be interested in learning more about the last question on transferring responsibility to VDOT. Does that necessarily equal greater attention, safety, or resources? I understand that NPS can't afford to keep fixing concrete or posting NPS officers to patrol, but can VDOT? Seems like an important factor. I would also preserve the trail as NPS land separate from the road, but I guess this makes it difficult to determine responsibility for mowing and tree cleanup.
Ed	Cabic	22309	Tulane Drive, Belle View, and Belle Haven are heavily traveled by bike commuters, recreational riders, and pedestrians to access the trail. Right now those crossings are dangerous with no crosswalks or signals forcing users to cross 4 lanes of highway traffic. We really need to have a better way to protect the safety of the vulnerable users.
Logan	Davis	22306	Understanding that this survey is targeted to Federal areas, it is important that we consider how to enable human powered traffic to access the parkway and trail from surrounding neighborhoods without requiring motor vehicles. Accommodating foot and bike traffic in areas such as Morning side In, and making improvements to/extending the aging trails along FT Hunt road can go a long way to decrease reliance on motor vehicles for short trips, recreational access and commuting.
First	Last	22308	Was there an option to not allow left turns during rush hour at a few of the dangerous intersections? especially Morningside.
Chris	Paulitz	22308	We don't need more big brother traffic lights, which can't even be enforced in court in the state of Virginia. So just fine people who don't pay attention more, such as people reading their phones when they're driving, and fine people going to slow in the passing lanes.

Jenn	Scully	22308	We have to address the truck and tour bus usage. I understand being in the left lane for the bridge but I don't understand why they are not forced in the right lane. Can more enforcement happen on only using the left lane for passing. Not sure if some outreach or extra policing is needed after school for the high school students and excessive speeds. Thanks for doing this survey.
Rick	DiBella	22307	We need more patrol cars to crack down on speeding and unsafe driving. Tour buses are a HUGE issue. They stampede up and down the parkway at unsafe speeds. Because they are too wide for the lanes, they often drift into other lanes. Moreover, because they're too high to use the right lanes they move to the left lane. More than once I have experienced being alongside a bus that's in the right lane and starts to drift to leftward. On occasion I've had to accelerate to an unsafe speed to get ahead of the bus to avoid being pushed into the oncoming traffic lanes. Or I've had to jam on the brakes - making me susceptible to being rear-ended by a vehicle speeding and traveling too close to my bumper. If I made the rules, I would ban them from the parkway and make them take Richmond Highway. Another idea: post traffic signs ahead of every intersection that say: "Thru traffic stay right." It's very dangerous making a left onto the parkway, especially when cars are flying in the left lane. More than once I've come close to being rear-ended when taking a left when a car is speeding in the left lane. On one occasion, after checking to my right, I made my left into an open lane, and some guy who was in the right lane jumped into the left lane to pass slower moving traffic. It's as close as I've come to dying when the guy came within inches of my bumper.
Mary	Edwards	22308	We need patrols on the road.
Jake	Jakubek	22304	We need to calm traffic across the parkway to make it more enjoyable for all of the people who choose to use this facility, instead of just catering to people driving.
John	Pickett	22308	We need to deal with the roadway and trail conditions that we have, not some antiquated concept of a park. People are dying on the roadway. This should take priority. The MVT has been and increases to be a major commuter route. It needs the same level of maintenance as the roadway. Not allowing bike commuters to park in Belle Haven Park is bad policy. It forces bike commuters to cross the roadway at rush hour. Giving pedestrians and cyclists a safe way to cross the roadway at Belle Haven and Belle View should be a top priority. Guardrails were installed on the roadway center islands near DC decades ago. They are ugly but they have saved lives. Make saving lives the top priority. I've lived in MV for 30 years. I commend the Park Service on this outreach effort. Outreach is not enough. Start making changes.
Doug	Kinkennon	22309	We need to face the current reality which is that the Parkway is a commuter route now and not a scenic drive. That isn't going to change in the future. Ever. Keep the trail and surrounding areas as public park spaces but the parkway itself should be for commuting. Yes, I'm biased as a commuter but trying to slow or limit Parkway traffic will just make it that much worse elsewhere
Jeff	Damrow	22309	We overlook the point that Fairfax. County residents abuse the parkway on a daily basis to commute, out of convenience. Fort Hunt rd is just as accessible as GWP. Responsible residents of the neighborhoods between Fort Hunt Rd and GWP should be using an improved Fairfax county road for their commute. The GWP is not the problem. The problem is all our neighbors using it as a commuter route, which it was never intended to be. Work with Fairfax county to widen Fort Hunt road, to the point where it's no longer the second option home for all the neighborhoods from Belleview to Stratford.
John	Hannon	22306	What about a formal agreement between VDOT and the federal government for concurrent jurisdiction over the GW parkway in lieu of a total handover. VDOT and the counties have greater resources for such mundane tasks as pothole repair and routine traffic patrols. Is it really necessary to have "Park Police" as a separate federal law enforcement entity? Seems totally redundant and wasteful. Just using local law enforcement would improve coverage.
Patti	Heck	22307	While we consider what to do to slow down traffic on the Parkway, please keep in mind those of us living on parallel roads that are used for cut-throughs. Park Terrace Drive is used consistently between Morning Side and Tulane and commuters treat it like the Parkway -- driving well above the 25 mph. There are no sidewalks along Park Terrace so if one is walking, jogging, etc, it is a perilous trip. My worry is that any traffic calming on the Parkway will only push commuters to cut through on Park Terrace.
Tim	Wagner	22308	Why hasn't the military (Fort Belvoir) been tapped for upgrades to the parkway for putting more commuters on the road. Why isn't there an option to close the Parkway to local traffic?
Wade	Stuarr	22306	Widening/adding lanes
Carly	Katz	22308	YES-- the lane markers need to be repainted and made reflective. It's extremely dangerous to drive the parkway at night, especially when it's raining. In those conditions, I struggle to see the lane markers. This is made worse because, going southbound, the right lane often floods, but I don't feel safe driving in the left lane because I can't see the markers. It means I need to choose between driving through water and the risk of drifting into the wrong lane.
Geoffrey	Deas	22308	Your questions about traffic lights did not allow for a "not in favor" or a zero" for number recommended. Is it implied that no answer means none and zero for those questions? What's missing from this simplistic survey is lighting, improved pavement markings, improved drainage, addition of shoulders and turn-lanes (supporting both left and right turns), lengthen 11Y bus cutouts to make bus merge back onto GWMP safer, improved marking of intersections for night driving, repair the road surface, cut back growth that blocks sightlines at intersections and road signs, bicycle traffic should be directed off the Mount Vernon Trail between Alexandria Ave and Waynewood Road where it's safer for them to use West Boulevard, road expansion at key intersections should be considered to allow for medians and dedicated left turn lanes. Proceeds from speed cameras should be directed back to support the maintenance of the southern GWMP.