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Mount Vernon Council of Citizens' Associations

# Record

Volume LVII, No. 10, November 2024

## FROM THE CO-CHAIRS

- The cochairs have selected James Perkins as the new chair of the Budget and Finance Committee. The General Council will be asked to ratify our selection. (Resume on page 7)  
  
If your community has a volunteer for the budget and finance committee please let the co.chairs know who it is.
- Nominating Committee volunteers for the soon to be vacant cochair position are needed. If you would like to be on the committee, please contact the cochairs via email to discuss responsibilities and schedule. Thanks ahead of time.
- Have a great Thanksgiving holiday.

## MVCCA BOARD

Co-Chairs	Katherine Ward	co.chair1@mvcca.org
	Judy Harbeck	co.chair2@mvcca.org
	Scott Taylor	co.chair3@mvcca.org
Secretary	Tamera Srader	secretary@mvcca.org
Treasurer	Bill Kane	treasurer@mvcca.org
Membership	open	membership@mvcca.org
Editor	Karen Keefer	editor@mvcca.org
BUDG	open	chair.bf@mvcca.org
EDUC	Cathy Hosek	chair.edu@mvcca.org
E&R	Larry Zaragoza	chair.er@mvcca.org
PL/Z	Bindu Mathur	chair.pz@mvcca.org
PS	John Lincoski	chair.ps@mvcca.org
TRAN	Jason Zaragoza	chair.tran@mvcca.org
SFDC	Ellen Young	rep.sfdc@mvcca.org
FCFCA	Marty Lowery	rep.fairfaxfederation@mvcca.org
Stormwater	Leo Milanowski	specialcommittee@mvcca.org

## MVCCA General Council Meeting Minutes

### MVCCA GENERAL COUNCIL MEETING MINUTES

October 23, 2024 Virtual Meeting/ZOOM

**PRESIDING:** Co-Chair Katherine Ward

#### ATTENDING

- Co-Chair Judy Harbeck
- Co-Chair Scott Taylor
- Secretary – Tamara Srader
- Treasurer - William Kane

#### Committees

- Environment and Recreation - Larry Zaragoza
- Planning and Zoning - Bindu Mathur
- Transportation - Jason Zaragoza
- Southeast Fairfax Development Corporation - Ellen Young
- Storm Water Management Special Committee - Leo Milanowski
- Public Safety – John Lincoski
- Education – Cathy Hosek

#### Communities Attending

Huntington  
 Bell Haven Citizens Association  
 Collingwood Springs  
 Wellington Civic Assoc  
 Belle View Condo  
 Holland Court Property  
 Gum Springs Homeowners  
 HHV  
 Hollin Hills  
 Mt. Zephyr  
 Montebello  
 Mt Vernon Civic  
 Wellington Civic Association  
 Villamay  
 MVMCA  
 Waynewood  
 Westgrove Community

Mason Hill  
Riverwood HOA  
Huntington Club  
Wessynton

**Various Community Members**

Noah Simon - District Chief of Staff Cong. Don Beyer  
Beth Jarvis  
Chris Hershey - GWMP Chief of Staff  
Joan Darrah - NACA  
Jonathan Molineaux - NPS  
Kathleen  
Nandini Assar  
Tim Abrott  
Christine Smith - Acting Superintendent GWMP  
Lt Tim Wallace US Park Police  
Dan Storck, Fairfax County Staff  
Peyton Smith -Fairfax County Staff  
Erika Christ, Mt Vernon on the Move  
Claire Ernst, MGMA  
Steven Shanks  
Eric Butler  
Tom Rosania  
R Witajewski

The meeting was called to order at 7:02 PM

Guest Speakers presented comments about the safety on the GW Parkway. See transcript from their presentations in this RECORD starting on page 10.

September 2024 minutes - Minutes approved unanimously.

**Treasurer Report:** Income shortfall due to inability to convince previous members to renew their membership - 33 current members. Expenses were small - nothing out of the ordinary. Treasurer’s report accepted as published.

**Webmaster Report:** Issue with email from blacklisting and malware. Bluehost recommended solution is to buy a firewall application called SiteLock. \$320 software to protect files for 1 year. Expense approved.

**Education Committee:** Boundary issues will continue to be a topic and more updates will be provided in the coming months.

**E&R:** Meeting 3 Oct; will be bringing a resolution; please see more notes as published in the record.

**Transportation/Planning and Zoning;** Joint meeting - please see notes in the record.

**Public Safety:** committee is back and running; notes provided as printed in the record.

**Stormwater:** The county issued new storm water erosion and sediment control regulations. New infill development will require water detention devices installed. Other notes as printed in the record.

**SFDC:** Planning a retreat to focus on Richmond Hwy corridor considering all the construction happening; if anyone has any ideas about projects please reach out to Ellen.

**Fairfax Federation:** finished up their legislative package and it will be sent to Richmond.

**Co-chairs report:** Veterinarian hospital at North gateway no longer happening; looking for people to participate in helping rehabilitate the government center and have asked Leo to participate as our official representative ; Scott Surovell and Paul Krizek are hosting on the 26th a meeting over at the WISH Center in Franconia District to talk about 1940 Covenants that are in a lot of our communities that said you may not sell to anyone who is a non-white so some people have raised some issues about those covenants still being out there. It’s our understanding that those covenants were wiped out in the 50s with a federal law about racism and things like that. The meeting will teach you how to get rid of the covenants that might be on your personal property.

Supervisor Stork: See his comments as published in his monthly newsletter; he discussed illegal truck parking, neighborhood watch programs.

**Meeting Adjourned:** 8:36pm

Respectfully submitted  
Tamara Srader

----- **Committee Reports** -----

**Budget & Finance**

The cochairs have selected James Perkins as the new chair of the Budget and Finance Committee (resume on page 7). The General Council will be asked to ratify the selection.

**Education**

Our normal meeting schedule is the first Wednesday night of each month. This year, due to the activity in regards to updating the school boundaries, I am hoping you all will join me in attending the 2 upcoming school related meetings.

# ----- Committee Reports ----- Committee Reports -----

**Our November meeting will be to attend the Virtual Town Hall held by our Mount Vernon School Board member [Mateo Dunne](#).**

Information and link to attend:

Virtual Town Hall on November 11 @ 7:00-8:30 PM. Click [here](#) to register. Mateo will present on academic outcomes, cell phones, school boundaries, and other issues. There will be a Q&A, so you can ask any school-related concerns and questions.

**Our December Meeting will be to attend the Region 3 Community Boundary meeting at Mount Vernon High School.**

The Community Boundary meetings have been scheduled. Please see the list below. I have added the link to the Mount Vernon meeting in the list below.

- Glasgow MS - Monday, Nov. 18 @ 6:30 - 8:00 PM
- Westfield HS - Monday, Dec. 2 @ 6:30 - 8:00 PM
- Lake Braddock HS - Tuesday, Dec. 3 @ 6:30 - 8:00 PM
- [Mount Vernon HS - Monday, Dec. 9 @ 6:30 - 8:00 PM](#)
- Annandale HS - Thursday, Dec. 12 @ 6:45 - 8:15 PM
- Madison HS - Wednesday, Dec. 18 @ 6:30 - 8:00 PM

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Mr. Dunne is also sending out a 3 part email series on the Boundary process which is full of important information:

[School Boundaries Part 1](#)

[School Boundaries Part 2](#)

[School Boundaries Part 3](#)

An FCPS website has been created for the [Boundary Process](#) which contains all this information and more history about this work.

## Environment & Recreation

### Environment and Recreation Committee Meeting (11/06/2024)

Attendance: Larry Zaragoza, Chair E&R, Katherine Ward, MVCCA Co-Chair, Huntington Community Association, Wellington Civic Association, Hollin Hall Village Citizens Association, Tauxemount Community Association, Inc, Potomac Valle-river Bend Civic Association, and Spring Bank Community Association. Guest: Elaine Kolish, Mount Vernon Tree Commissioner.

The committee discussed a resolution for Collingwood Park that was drafted by Anita Kerr and others. Glenda Booth suggested changes to the resolution that would have added other topics to the resolution. The committee wanted to retain the focus that we had discussed in multiple meetings. Kevin offered a motion to adopt the resolution circulated and Anita would incorporate edits as she saw fit from Glenda's recommendations that do not change the substance of the resolution. The motion was seconded by Dorothy. All agreed except Glenda, who opposed the motion.

Larry also described the effort to update the comprehensive plan and how multiple committees would be following this effort as it is important in the development process.

Larry also noted that the MVCCA is engaged on the HOV lane issue.

Kevin requested that the E&R request the county to provide an update on Quander Park and so Larry will try to arrange for an update from county staff in our December meeting.

A motion to adjourn was offered by Anita with a second from Alan and all voted yes.

The committee discussed a resolution that had been sent out late by Glenda Booth. Glenda wanted to present her version of the resolution, which she believed could improve the existing one. However, Dorothy and Anita, who had been working on the resolution for months, expressed frustration at the last-minute changes. Katherine emphasized that the resolution needed to move forward and that Glenda should have attended the conversations to get involved earlier. The committee agreed to review Glenda's version together, with a focus on Collingwood, and then proceed from there.

### Reviewing Glenda's Alternate Resolution

The committee discussed a resolution that has been under consideration for months. Glenda proposed an alternate resolution, which was not considered at the last meeting. The committee decided to review Glenda's proposal, which includes adding Colonel John Byers Park to the list of parks with invasive plant issues, opposing the county executive's proposal to cut parks funding by 10%, and urging the Park Authority to restore degraded parks. The committee agreed to spend a few minutes reviewing Glenda's proposal.

### Comprehensive Plan and Environmental Considerations

Glenda and MVCCA discussed the need for a comprehensive plan that includes environmental considerations. MVCCA highlighted that the current plan lacks specificity on green buildings and electric vehicle charging. MVCCA also mentioned that the county staff are expected to review their environmental efforts in December and provide a schedule for public review

# ----- Committee Reports ----- Committee Reports -----

and comment. MVCCA emphasized the importance of the boards, authorities, and commissions appointed by the supervisors to review and comment on the plan. Dorothy asked for clarification on the first step, but no further details were provided.

## Developer Contributions and I-495 Expansion

Dorothy and MVCCA discussed the possibility of developers contributing funds to support invasive vegetation work in parks, as the county is short-staffed and lacks resources. MVCCA confirmed that developers can contribute money or land to support park development, but there isn't a mechanism for developers to contribute to a fund for invasive work. Glenda raised concerns about VDOT's proposal to expand I-495 between Springfield and the Wilson Bridge, which could have serious implications for the community's transportation, environment, and other aspects. MVCCA confirmed that they had been active in discussions about this proposal and were coordinating with the Transportation Committee. Glenda suggested a joint meeting between the Transportation and Environment committees, and also proposed inviting the Coalition for Smarter Growth to brief the committee.

## County Bridge and Trail Project

Kevin discussed the progress of the county's plan for the construction of two small bridges and a dirt trail, which was approved in 2021 but only recently began. He expressed confusion over the high cost of the project, estimated at \$360,000, compared to his estimate of \$120,000. Katherine mentioned the delay in the second proffer coming from the Alexandria Crossing project due to issues with the road structure. MVCCA proposed inviting the county to their December meeting to discuss the plan and costs. MVCCA also shared her testimony about the county's resiliency guidance, highlighting an issue with bulkheads and sea level rise. The team agreed to coordinate with Jason and Bindu regarding the 395 issue and to invite the Park authority to discuss the Quandra Park activity in December.

## Adjournment and Park Authority Contacts

The conversation ended with a motion to adjourn, seconded by Alan. MVCCA thanked everyone for their participation and wished them a good evening. MVCCA then had a brief conversation with Kevin about the contact for the Park authority on the **quandor**. Kevin mentioned that his previous contact had gone silent and suggested that MVCCA's contacts with the Park authority would be the best way to proceed. MVCCA confirmed that they have plenty of contacts with the Park authority. The conversation ended with MVCCA promising to send an email to Anita with Glenda's changes.

## Frustration Over Quander Property Transfer

Kevin expresses frustration with the lack of communication from Fairfax County regarding the transfer of the Quander

property to the Park Authority. He feels there is an effort to control information flow and restrict public engagement. Larry suggests the Park Authority is being instructed not to share information due to potential backlash over budget issues. They agree finding a balance in communication is important, despite the lengthy delays with the Quander planning process. Kevin also advises handling difficult stakeholders like Glenda diplomatically by acknowledging their input while keeping discussions focused.

*AI-generated content may be inaccurate or misleading. Always check for accuracy.*

## Planning & Zoning

Planning and Zoning (P&Z) Monthly Meeting 11/4/2024

### Committee Attendees:

P&Z Committee Chair  
Belle View Condominium  
Belle Haven Terrace Civic Association  
Montebello Condominium Unit Owners Association  
Mount Vernon Civic Association  
Stratford Landing Citizens Association  
New Gum Springs CA  
Gum Springs Homeowners Organization  
CA of Hollin Hills

### Other Attendees:

Graham Owen – Fairfax County  
Katrina Newton – Fairfax County  
Erika Christ – Mount Vernon on the Move  
Scott Taylor - MVCCA Co-chair  
Evan Kaufman - SFDC

### Proceedings:

Mr. Graham Owen with Fairfax County Department of Planning & Development gave a presentation about the 2025 SSPA (Site-Specific Plan Amendment) Process.

SSPA is the bi-annual, countywide cycle for reviewing site-specific proposals ("nominations") to change the Comprehensive Plan's land use recommendations. For 2025, the following phases are scheduled:

Nomination Phase: 1 month (Tentatively January 2025)

Screening Phase: 4 months (Tentatively February – May 2025)

Evaluation Phase: Timeline Varies (Tentatively May 2025 – TBD)

# ----- Committee Reports ----- Committee Reports -----

Owen pointed out that there were many lessons learned including using a 2-year cycle which is more in line with market changes. He noted that this helps with workforce planning. The nomination and screening period was reduced to 5 months from 9 months for 2025. Other lessons learned was that the screening phase community meetings were well attended and collaboration with NCS (Neighborhood and Community Services) was critical in increasing the attendance.

A few items that they are still working for the 2025 SSPA process on is that they still need more information from nominators post-Screening and that the expansion of individual nominations into small area plans often require County-funded transportation studies. For 2025, the nominator should acknowledge that transportation and environmental studies, affordable housing preservation, and concept revisions will be necessary. The staff will also request funding for transportation assessments.

Questions asked to the presenter included comments on what happens if a plan was resubmitted. Specifically, how will the public know what was changed. This question specifically related to the Gum Springs project from 2023 and Owens mentioned the project is on hold until the Heritage project is complete.

Owen mentioned that there will be an opportunity for community input during the screening process and that nominations can be done by a community; not just an individual. He mentioned that all nominations will have a community meeting but can do more focused meetings for groups if needed.

The P&Z Chair then gave an overview of project status.

2550/2560 Huntington Ave: 2550 Huntington Avenue was approved by the Board of Supervisors in September. A proposed outdoor space will hold at least 12 events per year. 2560 Huntington Ave. still has unresolved flood plain issues. This project is still on hold.

Alexandria Crossing: BHCA, county staff, developer and Supervisor Storck are scheduled to meet on November 6th to discuss this project.

Fire station: Construction for a new station, emergency shelter for those experiencing homelessness and 30 units of supportive housing is still planned. A meeting will be held soon with the community on more specific details. The Fire station has requested a quick completion time as the current fire station needs repairs.

Collingwood Chase project: Neighbors complained about the noise and vibrations they were feeling in their homes. Items in homes were breaking and shattering. Neighbors were given direct contact information for the developer.

IMP Building: Supervisor Storck responded to our letter stating that he is committed to the project since he sees this corner as the Mount Vernon District Cultural Corridor. He noted that he understands the benefits of revitalization and is currently in discussion with county staff and Woodlawn. His concern is to ensure projects follow the Woodlawn Historic District Overlay regulations.

Plan Forward: The multi-year update to the county's Policy Plan is called Plan Forward. The goals of Plan Forward are to:

1. Review, update, and streamline existing Policy Plan elements;
2. Add new Policy Plan elements as needed; and
3. Ensure the Policy Plan is in alignment with the Countywide Strategic Plan, the One Fairfax Policy, and other recently adopted policies and initiatives.

Community engagement meetings were held in November but have been put on hold. They will be rescheduled to include feedback already received.

Mount Vernon Steering Committee: Preliminary stage to begin discussion about the future of lands around the Mount Vernon Government Center, Police, Fire station and Sherwood library. A steering committee has been formed and Leo Milanowski will represent MVCCA.

The next planning and zoning meeting is scheduled for December 2, 2024 via zoom.

## Public Safety

The Public Safety Committee met jointly with the Transportation Committee. See minutes under Transportation.

## Transportation

MVCCA Transportation Committee Minutes  
held Jointly with Public Safety  
November 4, 2024

The Mount Vernon Council of Citizens' Association (MVCCA) Transportation Committee met jointly with MVCCA Public Safety (PS) at 7:00 p.m. on November 04, 2024 in a virtual gathering hosted on Zoom. Participating in the meeting were: Jason Zaragoza, MVCCA Transportation Committee Chair & Attendance-Taker for tonight's meeting; John Lincoski, MVCCA Public Safety Committee Chair; John Bioty, MVCCA

# ----- Committee Reports ----- Committee Reports -----

Transportation Committee Note-Taker for tonight's meeting, and Katherine Ward and Judy Harbeck, MVCCA Co-Chairs.

Transportation Committee representatives from the following MVCCA Associations were in attendance: Hollin Hall Village Citizens Association; Huntington Community Association; Mount Vernon Civic Association; Riverwood Homeowners' Association; Stratford Landing Citizens' Association; Villamay Community Association; Waynewood Citizens' Association; Wellington Civic Association; and Westgrove Citizens' Association.

Public Safety Committee representatives from the following MVCCA Associations were in attendance: Mason Hill Citizen's Association; Potomac Valley River Bend Civic Association; and Wellington Civic Association.

Total attendance, including several other interested individuals, was 14.

Jason Zaragoza, MVCCA Transportation Committee Chairman, called the meeting to order and introduced MVCCA PS Chair, John Lincoski who thanked Chairman Zaragoza for the opportunity to join the meeting and welcomed respective PS members.

## **Announcements:**

In the email Zoom meeting link, Chairman Zaragoza indicated there would not be a guest speaker. Instead, Committee members would receive a recap of the MVCCA General Council Meeting on the GWMP which took place on Oct. 23, 2024. Among others, the meeting was attended by Noah Simon, District Director for U.S. Representative Don Beyer; Christine Smith, Acting Superintendent for George Washington Memorial Parkway (GWMP) National Park Service (NPS); and Lt. Tim Wallace of the United States Park Police (USPP).

Chairman Zaragoza noted that tonight's meeting would be using a free Zoom account with a hard limit of 40 minutes. In addition, the meeting was being conducted on the Nov. 4<sup>th</sup> instead of the second Monday of the month due to Veterans' Day falling on the 11<sup>th</sup>.

## **GWMP (Background History):**

The George Washington Memorial Parkway was established by Congress on May 29, 1930, through Public Law 71-284, the Capper-Cramton Act. The Parkway runs along the Potomac River through two states, Virginia and Maryland, as well as the District of Columbia, protecting the landscape and natural shoreline of the river while offering scenic vistas of Washington, D.C., and the Great Falls of the Potomac. The Capper-Cramton Act prescribed the construction of two Parkway segments. The Maryland section would be built from Fort Washington to Great

Falls and, on the Virginia side, from George Washington's Mount Vernon Estate to Great Falls.

Already under construction in Virginia, (as part of an earlier planning effort for the George Washington Bicentennial Celebration in 1932), was the Mount Vernon Memorial Highway, running from Arlington Memorial Bridge in Washington, D.C., to Mount Vernon. The Capper-Cramton Act included this roadway, begun in 1928, under the authorization for the George Washington Memorial Parkway. This initial southern section, opened in 1932. The northern section of the Parkway, from Arlington Memorial Bridge to I-495, was constructed in stages starting in the 1940s and reaching completion in 1962.

## **Recap of the Oct. 23, 2024 MVCCA General Council Meeting:**

Transportation Chairman Zaragoza opened the conversation by stating that regardless who won the 2024 election, Congressman Beyer would be introducing a bill to allow speed cameras on the GWMP and that revenue generated from fines would be used to offset the cost of installing and operating the cameras instead of going to the Treasury's General Fund as is current practice. Chairman Zaragoza emphasized that Congressman Beyer is concerned about the speeding and resulting accidents that occur on the Parkway.

## **Committee Discussion:**

Both Committees were in favor of placing speed cameras on the GWMP and supported that initiative. Several members asked whether Congressman Beyer's proposed bill, if approved, would return funds to NPS or the USPP. It was not known but Chairman Zaragoza did state that the initial purchase of speed cameras would come out of NPS' budget and that funds were tight. MVCCA Co-Chair Katherine Ward mentioned that Lt Wallace said there would be two enforcement patrols on the Parkway on a daily basis but budget constraints don't allow a depth of Park Policemen for enforcement actions. Another member commented that NPS Superintendent Cuvelier reported that the GWMP Safety Study, which began in the spring of 2019, highlighted categories of (1) Engineering, (2) Education, and (3) Enforcement. However, enforcement has been sorely lacking.

Several members asked about the proposal to allow Fairfax County Police to patrol the Parkway. Chairman Zaragoza mentioned that the Fairfax County Police are short of personnel as well and are shying away from endorsing that recommendation. Another member, from Riverwood Homeowners' Association, said he was not confident that the changes to the Belle Haven and Belle View Blvd Parkway intersections were sufficient for safety. He stated that accidents continue to happen and additional study by the NPS was needed. Chairman Zaragoza and Chairman Lincoski both

# ----- Committee Reports ----- Committee Reports -----

agreed to continue to monitor the situation. Another member discussed congestion problems with Fort Hunt Road due to recent changes in both the GWMP and Route 1. During rush hour, he stated, the roadway was grid-locked. Katherine Ward, MVCCA Co-Chair, mentioned that VDOT did a study of on how to widen Fort Hunt Road and that member should review it. When discussions concluded, the bottom line was that there was overwhelming support for Congressman Beyers' initiative to place speed cameras on the Parkway.

## **New Items:**

Chairman Zaragoza stated that Fairfax County has launched a new [online tool to report parking violations](#). Mt. Vernon District County Supervisor Stork's office has encouraged residents to report parking violators along Route 1, Richmond Highway – especially illegal truck parking. Chairman Zaragoza will send that out by separate correspondence to Committee members.

Public Safety Chairman John Lincoski asked for a copy of Transportation's Resolution on placing Speed Cameras on the GWMP. He wondered if it needed to be rewritten to convey a stronger recommendation. Katherine Ward mentioned that the resolution was available in the MVCCA Resolution Tracker. [The resolution can be found here](#).

Another member raised the issue of electric motor bikes becoming an increasing eye sore as they are left on the Mount Vernon Trail (MVT). Katherine Ward mentioned that the Committee proposed a resolution banning electric motor bikes on the MVT but it was rejected by the NPS.

## **Meeting Adjourned:**

Without further new business, Chairman Zaragoza asked for a motion to adjourn. A motion was granted and seconded. Chairman Zaragoza thanked all Committee members for sharing their thoughts, interests and concerns to MVCCA related items. The joint Transportation and PS Meeting concluded at 7:35 PM.

## **Future 2024 Transportation Committee Meetings:**

The final Transportation Committee Meeting for this year is scheduled for December 9, 2024. Note: Until further notice, all meetings will be held remotely.

## **Special Committee on Stormwater Management**

The Stormwater Committee did not meet in October.

## **Fairfax Federation**

Meeting minutes not available.

## **SFDC**

Our "Faces of One" art project along Richmond Highway (corner at Huntington Ave; North Hill, Mount Vernon Plaza...) will eventually include 10 sculptures. We're looking for funding that will keep some of these permanent. Look for uplighting that will showcase them better - coming soon.

We're also looking for better connectivity between the Mount Vernon and Franconia districts, and ways to keep the corridor vitality during the coming construction.

## **Resume for Chair Budget and Finance Committee**

I've recently rejoined the Mt Vernon Manor Citizens Association. I have an MBA, certified in DoD Program Management (level III/Advanced), have served in numerous government financial positions to include CFO, and currently manage a multi-billion dollar government program across the DoD and other federal agencies.

I believe I have the time and experience to be helpful. My board has voted and approved me to represent our association on this MVCCA committee.

James Perkins  
MVMCA Board Member

# Committee Resolutions

## Environment & Recreation

### MOUNT VERNON COUNCIL OF CITIZENS' ASSOCIATIONS (MVCCA) RESOLUTION ON INVASIVE PLANT MANAGEMENT IN COLLINGWOOD PARK (MVCCA E&R 2024-04)

1. Whereas, Collingwood Park is a neighborhood park in the Mount Vernon District of Fairfax County and borders the George Washington Memorial Parkway, a national park;
2. Whereas, users of the park come from neighborhoods throughout Mount Vernon District, as well as from other districts in the County to play various sports including soccer, softball, baseball and court games;
3. Whereas, the Fairfax County Park Authority's (FCPA) apparent prioritization of high ecological value parks, like Huntley Meadow, for invasive vegetation control is important, small neighborhood parks, like Collingwood Park, receive minimal if any invasive vegetation control;
4. Whereas, FCPA's volunteer Invasive Management Area (IMA) program is limited in the number of parks and the type of invasive plant control it can address, it leaves Collingwood Park and others unaddressed by IMA volunteers;
5. Whereas, while FCPA's funding for the IMA program, which comes from both the General Fund and an annual Environmental Incentive Program (EIP) grant, IMA volunteer numbers are dependent upon permanent staff positions funded by the General Fund, which limits the number of parks that can be addressed by IMA volunteers;
6. Whereas, the NOVA Tree Rescuers program is a promising program, it has not reached Collingwood Park and probably many other parks;
7. Whereas, both children and adults use the fields in this park and many of their balls become tangled in the invasive plants along the edges of the park and cannot be safely retrieved;
8. Whereas, trash also gets caught in these invasive plants, looks unsightly and can attract pests and harm wildlife;
9. Whereas, the native trees are being strangled by these invasive plants, many of which have already died and can be a hazard, on one recent occasion a very large dead tree fell near neighbors as they were walking by;
10. Whereas, invasive plants generally outcompete more valuable native plants and impair natural habitats;

11. Whereas, the Park Authority does not have the funding to care for neighborhood parks other than mowing the grass, this park is NOT maintained as it should be; and
12. Whereas, neither the Park Authority nor the Urban Forestry department have adequate permanent staff, both workers and management, or funding in their regular budget to manage invasive plants and restore the ecological integrity of neighborhood parks.
  - A. Therefore be it resolved that the Park Authority should aggressively pursue grants from both public and private foundations and other sources to combat invasives in Collingwood Park;
  - B. Be it further resolved that the Park Authority should take immediate action to preserve and restore the native environmental habitat of existing parks;
  - C. Be it further resolved that the Part Authority should analyze the advantages and disadvantages of using non-human, non-chemical approaches like sheep and goats to help with invasive plant control where appropriate;
  - D. Be it further resolved that the Park Authority should make neighborhood parks, like Collingwood Park, that are not receiving sufficient invasive vegetation management, open to trained volunteers and/or organizations to perform invasive vegetation control;
  - E. Be it further resolved that the BOS should increase funding and permanent staff positions to initiate, expand and manage invasive plant control, and the Park Authority should hire qualified staff to strengthen management of the ecological condition of neighborhood parks, such as Collingwood Park;
  - F. Be it finally resolved that the Park Authority should consider Collingwood Park, because of its high -volume usage and proximity to a national park, the George Washington Memorial Parkway, as a pilot program for invasive plant management and the removal and reestablishment of native plant species and use the results to expand invasive plant control in all county parks.



Photos of invasives in Collingwood Park. Invasives are taking over the park so that natural areas that are being taken over by invasive plants can no long support the native wildlife and insects that are native to the area (Photos by Anita Kerr).



# ----- Treasurers Report -----

## Mount Vernon Council of Citizens' Associations, Inc.

Treasurer's Report, Current Month and Fiscal Year to Date Compared to Annual Budget  
Period Ending October 31, 2024

	October	Total July 1 to October 31	2024-2025 Annual Budget	Budget Variance To spend or Favorable (Unfavorable)
<b>Cash Receipts (including deposits in-transit):</b>				
Dues - Current Members	\$ 237	\$ 3,452	\$ 3,955	
Money Market Interest	0	0	2	
Total Cash Receipts	237	3,452	3,957	\$ (505)
<b>Cash Disbursements (including outstanding checks):</b>				
Administrative	168	387	540	153
Insurance Premium	-	-	707	707
Outreach/Town Hall Meets	-	-	-	-
"Record" Production	-	150	1,400	1,250
Web Site	324	354	800	446
Total Cash Disbursements	492	891	3,447	2,556
Net Budget - Receipts in Excess(less than) Disbursements:	(255)	2,561	510	\$ 2,051

**Other Sources/Changes in Cash:**

Cash at Beginning of Period	12,711	11,545	11,545	
<b>Total Cash at End of Period</b>	<b>\$ 12,457</b>	<b>\$ 12,457</b>	<b>\$ 12,055</b>	

**End of Period Cash Balances by Account (adjusted for outstanding items):**

Burke & Herbert - Checking	\$ 6,294			
Burke & Herbert - Money Market	6,162			
<b>Total Cash</b>	<b>\$ 12,457</b>			

Respectfully Submitted,  
William J Kane, Treasurer  
November 1, 2024

**Notes:**

- 1 This financial statement uses the cash basis of accounting except as noted on the face of the statement.
- 2 Amounts are rounded to the nearest dollar.

## NEXT COUNCIL MEETING

**Wednesday, November 20, 2024, 7:00 p.m.**  
**Virtual**

### AGENDA

- Call to order
- Minutes Approved
- Committee Reports
- Treasurer Report
- Resolutions
- GC Ratification of Budget-Finance Committee Selection
- Supervisor's Time
- Members Time
- Adjourn

## COMMITTEE CALENDAR

**MVCCA Council—November 20, 7:00 p.m., Virtual**  
**MVCCA Board—December 10, 7:00 p.m. Virtual**

Comm	Date	Time	Place	Chair
BUDG	TBD	7:00	Virtual	<i>open</i>
EDU	TBD	7:00	Virtual	Hosek
E&R	12/4	7:00	Virtual	L. Zaragoza
PL/Z	12/2	7:00	Virtual	Mathur
PS	12/3	7:00	Virtual	Lincoski
TRAN	12/9	7:00	Virtual	J. Zaragoza
MSCS	TBD	7:00	Virtual	Milanowski

*The Record is published monthly except August by the  
Mount Vernon Council of Citizens' Associations, P.O. Box 203,  
Mount Vernon, VA 22121-0203.*

## ----- Meeting Transcript -----

### **Comments from Special Guest Noah Simon Congressman Beyer's district chief of staff and Acting Superintendent of GW Parkway Christine Smith and Lt Wallace of the Park Police.**

Noah Simon: "You all are volunteers and certainly Congressman Beyer and I can't thank you enough for taking the time, the talent and the energy to spend on an evening and it shows that you care about your community. And my goal at the end of my remarks is to have you feel the same way about what Congressman Beyer is doing. The eighth congressional district, uh the backbone of the district is the George Washington Memorial Parkway. I spent an awful lot of time and energy focused on issues, whether it's north, with the construction and tree removal there or preventing tree removal, but a lot of the time on the south, trying to improve safety. We, of course, have airplane noise and helicopter noise, so all these things impact you all.

So, we are gearing up for the next congressional cycle and regardless of who wins, in November we're going to be putting forth some legislation, really to improve safety on the parkway. Here's as a little bit of a history lesson, the Parkway safety study came out in 2021 to Parkway's credit. They did some immediate things, the road diet restriping, we got an appropriation to replace some sewer grates to stop the flooding and things like that. And as we went along, it became clear that there needed to be additional changes, and our office worked hard with many of you who were on this call tonight to figure out how we can improve specifically Belhaven and Bellevue Intersections. It doesn't mean our attention didn't focus elsewhere on the parkway, but those seem to be some immediate concerns. and the results of your community input really, it came from the community to squeeze the lanes and have a dedicated through lane and a dedicated merge lane came from the community feedback. So, it's something that we really value, and we really appreciate. So, as we prepare for the next cycle, it's become clear that the intersections for some reason have become dangerous again. My phone stopped ringing, and I stopped getting texts at 9:40 at night about every accident and now those have started again. On top of the drag racing that we hear about, the road conditions, the trail conditions are things that we all must focus on as we move into this next congressional cycle.

So as we put our legislative agenda together while we're focused on the intersections, we just had another community meeting in the backyard of a neighbor who lives very close to the parkway a couple of nights ago, it lasted about two hours and some of the folks here were at that meeting and Dan Storck, Scott Surovell I, and I spoke and got some ideas from the community. One is the idea of speed cameras. I think it's important to note when people come to me and say solve the problem on the parkway, I can't think of a road in America where speeding is solved frankly. I think we all need to sort of adjust and what can we do to mitigate speed, increase safety, reduce accidents. If I were trying to solve every problem on the parkway, it wouldn't be done. So, what can we do to get this thoughtful way? Speed cameras one issue in one solution of many. We found that redundancy in the system is beneficial, meaning if Scott Surovell is doing something at the state level, and we're doing something at the federal level and perhaps as those efforts overlap, that's a good thing. Many of you who have worked in government know you're never getting the perfect solution, right? So why don't we get at this from a number of different angles? Congressman Beyer believes strongly that speed cameras can make a difference. It's not the panacea, but it's something that perhaps in high-speed areas and high accident areas, where if there were the threat of speed cameras and actually the fines of speed cameras, it would change behavior. It would reduce speed, which is the number one issue that people talk about closely by enforcement. So, you know, we don't know exactly where those would go, but very quickly if I could, speed cameras are permitted on the George Washington Memorial Parkway. There are some problems, though, in that any revenue generated from a to a ticket goes to the general treasury of the United States. We think it's irresponsible to put that on the parkway to fund it when they barely have money to clear trees. I got feedback that speed cameras shouldn't be meant to fund affordable housing for example. That's not what this would be. What we're looking for is a legislative change at the federal level that would allow that money to go back to the parkway to specifically fund a speed camera program. Nothing more, nothing less. Heard a lot about big Brother. I like to say to folks, if you're not speeding the speed cameras aren't going to bother you. This is a very sophisticated group here. You know the parkway well and you know there's not just one solution. So, what else can we look at? Uh, the parkway and their EA, their environmental assessment of last year, last September disqualified roundabouts at the two intersections, but said that it's good to look at roundabouts for three other intersections along the parkway, so that's something the Congressman has a lot of interest in. What is the effectiveness of a roundabout, how much do they cost? We've been told between 1 million and a half and two and half million dollars. And what would it look like in our area to have those? We know that in other areas with eight congressional districts, we have those, but the parkway is very unique. We've heard about traffic lights. That's something Congressman Beyers does not have interest in because it's inconsistent with the founding of the parkway and the idea of backing it up, backing traffic up. If I could give one example, we had some interest in looking at what it would look like if we did a road diet from Old Town to the initial intersection at Belhaven? So that's a point 91-mile stretch. It's downhill, so there's some sitting, which is good, and the parkway to their credit told us that it would be 124 cars back up with the 300 second delay between 4:45 PM and 7:00 PM. I'm not sure Don Beyer wants to be responsible for a five minute backup, but much to my surprise at the community meeting that I participated in a couple of nights ago, the residents there said if that change alters behavior, that's something that we

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should still consider, don't take that off the table. So, our idea is really looking at all of these things through congressional legislation, really through the earmark process. These are very specific earmarks with usually a cap of 1 million five, but what would it look like to study some of these solutions to put those in? Nobody likes to hear about studies. We're not interested in studies sitting on a shelf and to the parkways' credit, as I said before, the last study, they took action. And the final piece of this if I could, one of the ideas that was generated the other night, something that I hadn't thought of, I'm not a traffic professional, so a lot of our great ideas have come from the community. This idea was to look at what's happened on Morningside Rd where there's some prohibitions turning left at certain times a day. What would it look like just at these two intersections- Belhaven and Bellevue? Because that was the focus of this meeting? If there was a prohibition about cars turning left onto Belhaven, for example, because there's such great confusion which causes a tremendous number of accidents, the other is what would it look like if you couldn't turn left out of Bellevue? Those are things that I'm looking forward to working with this group on. I know we can't dig too deep on it tonight, but I know Catherine and I will be in touch because we want as much community feedback as possible on this thing.

My final piece is enforcement. I don't know if we have our friends on here yet from the park police, but we find it irresponsible, the lack of enforcement on the South Parkway. We like law enforcement; we've had a strained relationship frankly with the park police after the murder of a civilian a number of years ago. They're not a big fan of my boss and we've had a relationship that seems not to be very productive at times. which is unfortunate, but we'll be writing a letter with Senator Warner and with Senator Kane and sending it to the park police, looking for greater enforcement. At any given time were told by the Park police, they have two officers on the entirety of the parkway. That seems a little light for us. So, we know that the resources are strained and things like that, and none of these is meant to be personal, but we believe that there's a benefit in that.

I'm thrilled to be working closely with Christine Smith and her staff, the interim superintendent who's on this call. I'm here to tell you that her responsiveness is outstanding. She doesn't need my endorsement. That's a really hard job. Charles Cuvelier, we had a great relationship with him. Christine has been responsive. I'm very excited that she's the interim in the backbone of our district. We've worked on issues both south and north and her limited time here. It's a very good and productive relationship. “

Comments Christine Smith, interim Parkway Superintendent: thank you very much for inviting me to this meeting and giving me the opportunity to meet you, and introduce myself. , and since this is our first time meeting, I thought I would take just a little bit of time and kind of give you a little bit of introduction to myself before I dive into the three questions that had been asked previously. My name is Christine Smith. previously I was a deputy superintendent for the George Washington Memorial Parkway and I'm thrilled to be here as the acting superintendent for the parkway. When I was thinking of what might be interesting to share with you about myself I kind of went back to my family and the fact that I really come from a history of service. My dad immigrated to the United States from Canada in the early 1960s to join the American Air Force. My mother was a teacher and so I grew up in a family where dedicating themselves to public services what we did we moved all around the country and when I finished college, I joined the national park service and continued moving around the country working with the park service for I hate to say it now over three decades; it's been a privilege to be able to work in over 400 locations where our mission is preservation, conservation, education, and recreation. It's hard to think of a federal government agency that has such a really great mission. And as I have gotten to work in places from Virginia and Maryland, across the Western United States in Utah, Wyoming, Montana and California. One of the things that I really find consistent is how engaged the American public is with their parks and I have found that to be exemplified here in Virginia, with the George Washington Memorial Parkway. We have a park that is as diverse as I could ever want it to be. We have forests, we have waterfalls, we have roadways, we have presidential monuments, we have cultural landscapes, we have monuments to the military. We have a women's history with Clara Barton National historic site. There is almost not a topic that can't be embraced along this parkway and for every single location that we have, we have groups that are intensely interested in making the park the best it can be, whether that is from sharing opportunities for improvements or volunteering in the park and I kind of see in the questions that I was asked, you know, a real reflection of that.

The very first question that I'll go into out of the three that we were talked about was, what's the status of speed cameras? What I can say is that everything that Noah said was kind of what I was going to say because we really do need to work closely with our legislative bodies to be able to get to a place where we can fund and maintain those cameras. I could install them today, but I don't necessarily have the funds to be able to operate them and being able to work with you and other people could legislative offices like Noah, maybe some things can change to make that more permanent. I do want to be able to share some statistics. in 2023, we averaged along roadways in the park over 63 collisions per month. In 2024, those were reduced down to an average of 41 per month, so we have had a reduction of 22 accidents per year, over the past year, which is something that I'm really proud of.

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And I also just kind of want to point out that the safety plan that initially happened on the South Parkway has actually inspired the national capital region, which oversees national park circus areas around the greater Washington, DC area in Virginia, DC and Maryland. We are doing a national park service and a regionwide transportation safety action plan. of which South Parkway is going to be part with the goal of eliminating fatalities and minimizing serious injuries along all roadways and National Park areas. There were kickoff meetings for that happening just within the past couple of weeks. So, we're really excited about that start and as products from that program come forward, we will be sharing those publicly.

The second question that I got was asked to comment on was around grass and vegetation growing up along the parkway south of Collingwood. I am happy to say that our roots manager reported that those areas were sprayed on the week of October 7th to be able to kill back those plants. He is focusing right now on making sure that potholes are filled, and snow equipment is ready and water fountains at Fort Hunt Park are repaired. Dealing with the vegetation and the roadways is on his list of work to accomplish.

Getting to the point around volunteerism, there was a question that I got about how people who are working along the parkway and along the trails should properly dispose of vegetation that when they're working to be remove invasive plants, how to actually remove it and there was some kind of question on whether or not it needed to be bagged and picked up or whether or not the way they had observed some other groups, working along the Mount Vernon Trail were doing it appropriately. And I went to our invasive plant management specialist, Mariaurzek. If you happened to be a weed warrior, you know her name. and she mentioned that the way that we want to dispose of invasive plants is to place them appropriately off the side of the trail, kind of away from where they're visible. so that they have the chance to decompose and re-enrich the soil. There are some things that she did note that, anything that re-root should be hung up on a branch or laid out on a fallen log so it can desiccate and die naturally. The goal is always to try to cut out the invasive plant before it has a chance to fruit. So earlier in the year, but if you happen to be going after plants that are invasive that have fruited, and it's okay if it's not bagged instead what they'd like us to do is place it in small piles in the woods and that way if it re-seeds, it'll be much smaller than the previous year. It's under shade and so it doesn't have as much of a chance to grow.

And just some additional information, if you happen to be a fan of the forest, you might have heard about the park paying for a forest plan. in response to a recent tree inventory research, and ongoing challenges within our tree care program, we have pursued a plan to really look at our current urban forestry management practices. It struck me in the scope of work was just the description of all the different forest types that we have. We have commemorative landscapes, designed for two United States presidents. We have the natural area in the Potomac gorge, and then we have landscapes that range from prehistoric native American agricultural residential report, historic town, community, transportation corridor, urban parkland, and the monumental corps along monumental Avenue and Arlington Ridge. So, when you think about forest management and plant management, we're trying to do a heck of a lot of things along a lot of different landscapes, and we're hoping that this report helps us evaluate some achievable things and it'll be an interesting product to be able to see. We just got the report at the end of September, and we finished reviewing it yesterday. They are consolidating comments, so we don't have a final plan yet, but we're hoping to be able to finalize that in the next couple months and be able to use that to help manage our diverse landscape.

Questions in the Chat for our guests: Is there any discussion taking place about having the Fairfax County police help out with the issues on the parkway, especially speeders and things of that nature?

Response from Noah- That is a great question. So, State Senator Scott Surovell has a bill that he's drafting right now to help with something like that, and also working with Fairfax County and Dan Storck's office for an MOU. So, for example, right now, our understanding is, I'm not an attorney, but I'll play one for the next 30 seconds, because there are federal road signs on the parkway, state police and local police are not allowed to enforce, for example, minor issues like speeding. Now, if it's criminal speeding, that's different, or if there's a crime being committed, that's different. So, we're working on legislation right now. The issue becomes and Dan Storck was outlined this effectively the other night at the community meeting, which was Fairfax County is already short staffed with police officers and they're struggling to get up to what their numbers are for their current jurisdictions. So, there'd be a bit of an issue there, but that would be a good problem. Getting them the authority to be able to help is something that we're very supportive of. And I know that Supervisor Stork and State Senator Surovell are working on it. And just one side comment that was put in the chat, make the parkway a toll road, just a comment if nobody needs to respond to it.

Jan, you had a question. I personally am very excited about Congressman Beyer introducing legislation about the speed camera around the Belhaven and Bellevue intersections. I think that's a win-win, hope, you know, it won't affect any of us. We're all going to know it's theirs, so, uh, but I think it will slow down traffic. As a lot of you know, I live right off the parkway by Stone Bridge and I can hear it, especially in the. ask you a question, please. What was the question? The question is, I like the idea of the speed camera idea, and the no left turns on Morningside and Bellevue and Belhaven at certain times. And I also think that we need to change the

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current signage that it faces the people that are coming off of Belhaven and Bellevue, turning on a left, turning north onto the parkway because they don't understand that they're supposed to be merging to the people turning on to Belhaven and Bellevue and they take off when they're not supposed to. There needs to be some articles in like the ALX now and online paper and all the other local resources that we have. NPS has never done any of that.

The other question I have is for Christine, I'm excited to hear about the vegetation spraying that was done on the parkway. There used to be a street cleaner that came up and down the GW Parkway down here, at least once a week, I think. I haven't seen that in a few years since COVID. Does it still exist? I'll look into it.

Roger, you have a question. Roger My question is for superintendent, Smith, which is in the traffic report from a few years ago, the report identified about 500 MV vehicles a day, which includes the tour buses. Which has been an issue of mine since I've had some incidents on the on the parkway with buses. I recently got a FOIA report back from Park service which listed all the heavy vehicle permits for the parkway that have been issued since 2019, and it is the list of only about 28 permits, which seems out of sync with the 500 vehicles a day. All those tour buses should have permits at \$150 a bus. It's like \$75,000 a day that the parkway is missing out on, so I was wondering if you could let me know if that FOIA response is accurate that and if not, what you guys are going to do to enforce, it seems somewhat easy to enforce since they're really all heading for Mount Vernon and then are stationary.

Christine response: Okay, thank you for that, Roger. I have a partial response to that one, so that they're two different types of permits. One, that we issue for commercial vehicles are related to commercial vehicles coming down there for business, like a moving truck or work happening along the parkway. The vehicles that are doing commercial services like buses get permits through a different type of authorization, which is more of a commercial use, which is more of like a concession type authorization, so it's a different type of permit. I don't have information about that, but I do know just in the general Washington, DC area, being able to permit buses and tour buses has been a longstanding question not only for the parkway, but for the national mall and other locations that tour buses go.

Okay, Paul, what is your question, please? One of the problems is when you're heading south, and the parkway turns into one lane, and if you maintain 40 miles or 45 miles, you practically get run off the road because they want to push you. So, I'm very concerned about the part by losing its historic essence from people who want to enjoy it and such. And I was wondering if I understood it correctly, the speed cameras would only go until the narrowing, is it possible or feasible to put the speed cameras through all the intersections so that you would have a more controllable element, and the second thing is, I incur with you that the parkway has been utterly neglected in the budgetary process throughout all these years, and it is a problem. But one of the things is that studies emphasized that speed cameras is not sufficient. There needs to be enforcement. And that is the total Achilles heel of this entire process. So, working with Fairfax, I would encourage that and also the no left turns at certain times is that I have been an advocate for that for a long time. Thank you. Thanks, sir.

Noah's response: If I could respond quickly to the first one, yeah, I think, you know, in my opening remarks, I talked about redundancy, meaning Dan Storck, Scott Surovell, and Don Beyer are all in for the cameras. Should I say we are all working on solutions and some will be repetitive, but we think that that's a good approach, cause not one thing is going to solve this. The other piece is, I'm not a traffic expert, so I don't know where the cameras would go, but I think it's safe to say there are three specific zones where we could see it. One where there are the most accidents, so that's clearly the two um intersections right now. One is where there's the most speeding, particularly the drag racing that we all hear. And the third is, at the end of road diets, what we've seen is cars gunning it or trying to get around even right before the road diets starts. and we know that that is dangerous. The parkway can't put pylons up there to keep people, you know, in the non-lane road. It gets a little tricky for emergency response vehicles and things like that. But we suspect that that's a really good place to do it, particularly, you know, we don't want tailgaters, but we also don't want people zooming up and in, you getting in front of somebody because they don't want to be behind somebody going 40 miles an hour. So, it would be a big public process, and we would get the traffic experts involved to figure out what is most advantageous to putting these cameras? Right. Thank you, Noah.

Question: there is one other comment in the chat, and I don't which one of you would like to respond to it, but the council itself has always recommended lowering the speed limit on the parkway. The chat says it lower it to 25 in certain areas because if they go more than that, it then becomes a federal offense as far as the speed goes. And let's see how did they put this? Make it 25 between Alexandria and south of Bellevue, this would make it much more dangerous speeding statutorily reckless driving and local law enforcement could then start ticketing as well. Any thoughts on that? Noah - I've been asked about this so many times and it's been suggested without enforcement, a lower speed limit really is not useful. So, enforcement could be two different ways, one through the speed cameras and the other. about greater police enforcement. When we seek community input here's what we get and when we

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did the initial speed safety study in, the first is reduce speed somehow. The second is enforcement and the third is to prevent Maryland drivers from getting on the parkway and I like to tell people I think we fought a war over that one. So, the third one I can't do much about. But the idea of enforcement to reduce speed goes hand in hand, we believe, so reducing speed limits without that enforcement mechanism really isn't a good solution. So, we're looking at perhaps doing all, you know, all of those 25 miles an hour on some parts of the parkway doesn't seem feasible, but what can we do to reduce it in the high accident areas? That's a little bit better around those intersections and the three other intersections that have been identified as treacherous. So, all the ideas are good and we're at that point now where we're taking all the feedback.

Question: Laura, you have a question. Very quickly understanding that over the history of the GW Parkway, it has become increasingly a commuter, a heavily used commuter road Is there any way to do your poles and get input. Are you aware of people who are giving input as commuters who are on the parkway at peak times versus people who only use the parkway infrequently because that to me is very important and I wonder if Don Beyer's office has ever considered the fact that maybe the updates that need to happen are to enable a safer commuter Parkway, not the scenic Parkway that it was created to be 100 years ago. All that's really what caused the big bump in some regards to what's on the parkway now. The other piece that we really grapple with is while we all live along the parkway, it is a national parkway, it's not just ours. It's a little bit different than some say county roads or the city of Alexandria Washington Street, for example, or King Street. So, it's something that we think about.

Response: I will tell you when we put our initial feelers out, if we sent an email about three weeks ago, with some of his ideas about the relaying constriction and speed cameras, I got over 200 emails back. I think a lot of those were because somebody was kind enough to put my email next door, which was fun. But I would say that eighty-five percent of the people that responded put their address on their signature to sort of show where they were. Some were on Fort Hunt Road, some, you know, 10th street, somewhere Jan lives, so it was really all over the place. There were very few, there were none that signed it with an address that was like Old Town or Arlington or certainly Maryland or Fort Belvoir. So, I can't say for sure, but we're trying to get, you know, to your point, 1926 compared to 2004. what can be done. And I think we're trying to nibble away at some of those roundabouts, for example, seem like a better solution than traffic lights, which don't seem like a good solution. Nobody could have thought in 1926 about speed cameras. Well, those are appropriate for today. Those types of things. Left-hand turn. What does that look like now? And I should say really quickly, we understand that every action there's an equal and opposite reaction. So, if we prevent a left-hand turn somewhere, we don't want people then going through back streets and people's neighborhoods. So, what does that look like? So we want to have a responsive approach to it. Thank you, Noah,

Comments Lt Wallace NPS Police: I noticed that Lieutenant Wallace has joined us. Hi Lieutenant Wallace, for those of you who do not know him, he is with the US Park police, and he oversees our area, and we appreciate you being here. Would you mind making a few comments about enforcement and before you do that, I want to tell you about the last time we had a conversation about this. I saw an awful lot of your police officers down the parkway and that was wonderful, but now they're gone again. So, if you could bring them back, we'd sure appreciate it.

Lt Wallace: Yes, certainly appreciate community acknowledgement of the efforts previously. We do have a new crop of officers that just transferred to our district. That's exciting for me. So, I will absolutely make focused enforcement efforts south of Old Town in your guys' area and I expect you'll see another increase in officers patrolling that area. So, like I said, thank you for acknowledging and I understand that it has dropped off. We have new officers. I'm excited about that. They're younger officers with a lot of careers ahead of them, and they're excited to be working on GWNP.

Question: Drag racers are out at night- so could you put some cops out there at night and maybe we could cut down on some of that nonsense it'd be greatly appreciated? Answer: Yeah, I just shared emails with Alex PD and let us know some other problem areas like Joan's point Park that popped up on the radar for us. We just exchanged emails, you know, getting that kind of information from the community, from the local partner of police agencies is helpful. So yes, we're going to definitely look at that.

Leo, you have a question and then I'm going to make that the last question. If anybody has any future ones, throw them in the chat or email me and I will make sure that they get the right person to answer them for you. Go ahead, Leo.

Question: Thank you for all of you for being here tonight. I appreciate the information. Has there been an analysis of the accidents that have occurred at Bellevue and Belhaven? Do we know, or have we had, is it, I guess anecdotal evidence of what caused those accidents and how many accidents have there been at those two intersections versus, Morningside or Waynewood Boulevard or Collingwood?

Answer: Yeah, just a quick background, acting superintendent Christine Smith asking me to pull that information for this meeting. I've had technology issues that was frustrating, so I don't have all those statistics right now. uh, but looking at this calendar year, from January through September, we're seeing a significant decrease in overall motor vehicle collisions on the parkway. We were

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averaging 63 a month through 2023 and around 65 a month or 2022 however this year we're trending towards 41 a month now that is the entire length of the GW Parkway. when I looked at the comparisons **we saw like 10% of total Motor vehicle collisions occurred south of Old Town and I was standing at this before however, 25% of all injury accidents occurred south of Old Town, so that is a concern that it definitely skews higher towards more serious and injury type accidents.** So that's something that we're looking at in terms of causation for some of these motor vehicle coalition specifically in intersections, speed's always a concern any type of traffic statistic that you look at speed's almost always a factor and then when you're crossing lanes of traffic, it creates a T-bone type situation. fortunately, most of those injury collisions have been not non-life threatening. We have had an increase in fatality collisions along the GWMP, for the last several years. So that's encouraging, but you know, net zero is always a goal when we consider injury accidents. So, as you guys are aware living in the area, it's the intersection that create the most concern and it's driving behavior it probably has something to do with lighting. Lighting is always an important factor. Speed's always a factor. it seems, and then impairment.