

Park Enhancement Grant  
2012  
**Fort Scott Park**



**Arlington Ridge Community Association**

**The Arlington County  
Park and Recreation Commission and  
Department of Parks, Recreation and Cultural Resources**

**PEG APPLICATION FORM  
Fiscal Year 2012**

**I. Location of Proposed Project:**

Park Name (if applicable): Fort Scott Park

Street Address: 2800 S. Fort Scott Drive

Other County facilities or open space in proximity to the project (e.g. nearby park, school or other facility): N/A

**II. Sponsoring Group or Individual:**

Contact Person: Kit Whitely

Address: 2729 S. Grove St Zip 22202

Home Phone: 703-739-9515 Work/Cell Phone: 703-399-5432

**III. Community Support (where applicable, list groups from the community which support the project, e.g. citizens, associations, PTA, service clubs, etc. ; supply letters of support):**

- a) Arlington Ridge Civic Association –See Letter of Intent (**Attachment A**)  
ARCA is the sponsoring activity for this PEG
- b) Aurora Highlands Civic Association – See letter of support (**Attachment B**)
- c) Local Neighbors-- See letter of support (**Attachment C**)
- d) Pentagon Ridge Condominium Association—see letter of support (**Attachment D**)--to be supplied

**IV. Community Served and Neighborhood Conservation Area:**

The Neighborhood Conservation Area is Arlington Ridge. In addition, this park serves both the adjacent neighborhood association, Aurora Highlands, as well as residents of the entire county who come to use the baseball/soccer field, tennis courts, basketball court and covered picnic facilities

**V. Population Served (e.g. age group(s) served, approximate number served, etc):**

This park is busy year round. Residents countywide of all ages come to play and watch sports – tennis, basketball, T-ball, baseball, softball, volleyball, football and soccer including Arlington sponsored league games/matches. With restroom facilities available, local families as well as office groups hold events spanning longer timeframes including cookouts, picnics and other celebrations. Without a local dog park, this is the destination for many dog walkers. Mothers and child-care workers use playground facilities year round as do office workers on lunch breaks from Crystal City.

Thousands of residents use this facility each year and many of them drive their cars. **County estimate to be supplied.** Often, more than half of the 33 parking spaces are

filled, and on weekends and after work hours they are often completely filled. At the same time, the walkability of the neighborhood makes Fort Scott Drive a major thoroughfare for pedestrians.

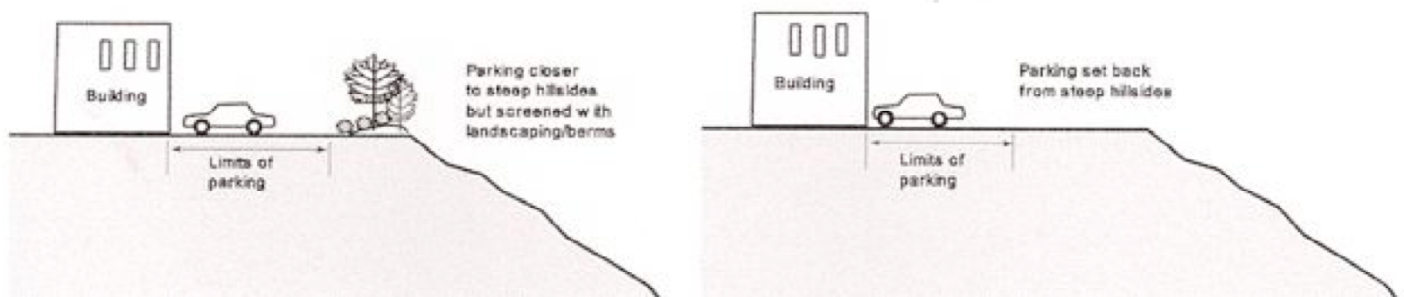
**VI. Project Specifics:**

**a. Describe the project and attach a simple sketch and site photos:**

Currently Arlington has no specific policy regarding parking lots atop or overlooking hillsides. Due to their topography, other jurisdictions including San Diego County have developed guidelines to help ensure safety. The picture below illustrates the requirement from the San Diego Municipal Code (Land Development Steep Hillside Guidelines dated August 2004) requiring either a setback or barrier structure between a vehicle and the hillside.

With that safety guidance in mind, a number of alternatives were reviewed including stonewalls, dense vegetation, berms and landscape boulders. Stonewalls, the preferred architectural solution, were estimated as too expensive, and the others were deemed either maintenance intensive, not appropriate for this application or for the ambience of the park.

**DIAGRAM II-25  
PARKING LOTS NEAR STEEP HILLSIDES**



The proposed solution is to place appropriately spaced bollards (iron or cement) or National Park Service approved guardrails (with decorative planting) along the length of the North side of the parking lot (see blue line below). The barriers should be rated to restrain an accelerating vehicle (see red line below), be aesthetically pleasing and maintain the character of the historic landmark.





**b. Purpose/justification for project (e.g., does it fulfill unmet needs, provide improved services, etc):**

Enhanced pedestrian safety is the objective of this proposal. In October 2009, our neighbor, Mark Amoni, a long time APS volunteer, tutor and 2009 Honored Citizen, was killed while walking his dog on Fort Scott Drive in the early evening. The vehicle operator was engaged in a driving lesson in the parking lot when the car breached the curb, crossed Fort Scott Drive and was finally stopped upon impact with a house (see red line above).









The 5" inch curb on the north facing side of the parking lot was an ineffective barrier to the car's forward motion, and the moderate to steep slope below the parking lot contributed to the car's continued momentum. Our neighbor was walking on the north sidewalk (across the street from the park) when he was hit. Other incidents have been observed including another driving lesson, this time parallel parking practice on the North side of the parking lot (**see Attachment E**). Numerous incidents of car maintenance have also raised safety

concerns. The second district police force monitored the parking area for six 6 weeks following the second incident.

These types of pedestrian fatalities are more common than most think. In an article featured in the August 2011 International Parking Institute, "Preventing a Pain in the Glass", Mark Wright details 642 incidents from June 2010-May 2011— mainly storefront impacts from moving vehicles but the same principle seems to apply in this park setting. In talking with the author, he also noted that whereas this article was focused on "commercial" incidents his research had turned up an almost equal number of "residential" incidents (i.e. cars driving into homes). . At current time, a number of agencies including the National Highway Traffic Safety Administration (in its Fatality Analysis Reporting Database) are attempting to capture the relevant data so that detailed analysis can be accomplished (**See Attachment F**)

- c. **Estimate the cost (equipment, installation, shipping, warranty). Include specifications if applicable (e.g. manufacturer's name, catalog number, etc.):**  
*(Costs are planning estimates only—still awaiting input from County transportation staff and National Park Service)*

Quantity		Cost	Length	
Option 1	Dome Concrete Bollards	\$206 x 38=\$7228	194 linear feet	 <p>Charcoal</p>

Option 2	Security Bollards	38 x \$373= \$ 14174	194 linear feet	
				Black semi gloss
Option 3	Security Bollards	38 x \$348.00= \$13224	194 linear feet	
				Ductile Iron
Option 4	Guard Rails (tested)	TBS by US Park Service	194 linear feet	
	Drought Tolerant Planting	\$4000-\$6000		

TOTAL PROJECT COST: \$ 13000 - \$15000

TOTAL SMALL PARKS FUNDS REQUESTED: \$13000-\$ 15000

**d. Sources of matching funds (if applicable):**

N/A

**e. Sources of donated services, materials, labor (if applicable):**

N/A

**f. Suggestions for maintenance (e.g. adopt-a-park, etc.):**

N/A

**\*\*** If the project is located on Arlington Public School's property, please include a statement from the APS Facility Division approving installation of the equipment on school property and a commitment from APS to maintain the equipment once installed.

\*\* If the project is located on private property, please include a statement from the property owner stating willingness to provide a recordable plat and deed of temporary easement to the County for the life the improvements.

FOR STAFF USE ONLY:

Commission Member Assigned to the Project: \_\_\_\_\_

Date Completed Application Received: \_\_\_\_\_

Approved Funding Level: \_\_\_\_\_





ARLINGTON RIDGE CIVIC ASSOCIATION  
P.O. Box 2443  
ARLINGTON, VIRGINIA 22202-0443

June 23, 2011

Mr. Paul Holland, Parks and Recreation Commission Chair  
c/o PEG—Diane Probus  
Department of Parks, Recreation and Cultural Resources  
2100 Clarendon Blvd. Room 414  
Arlington, VA 22201

Mr. Holland:

This is a "letter of intent" from the Arlington Ridge Civic Association (ARCA) to notify you of our intention to submit a proposal for a FY2012 Park Enhancement Grant (PEG).

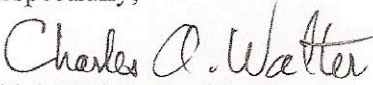
In October 2009, a neighbor was killed on Ft Scott Drive when the driver of a car engaged in a driving lesson in the Fort Scott Park parking lot, breached the curb, crossed Ft Scott Drive and was finally stopped upon impact with a home. The neighbor was walking his dog on the east sidewalk (across the street from the park) when he was hit. The 5" inch curb provided an ineffective barrier to the car's forward motion due to the geography of the hill at the edge of the parking lot.

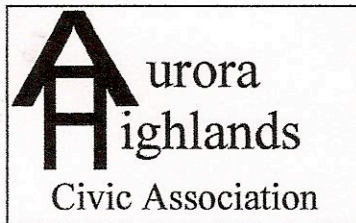
We would like to request that safety enhancements (boulders, bollards) be erected on the hill descending the park. These would serve as a barrier for any cars that broach the curb and help to preclude any other tragic accidents. Since our neighbor's death, we have noticed several other incidents that raised safety concerns including "parking lessons" in the parking lot as well as drivers performing car maintenance. While our Second District police unit conducts periodic monitoring of the park, they cannot act as a 24/7 deterrent.

Pedestrian safety is a primary concern in our neighborhood. We believe this project enhances pedestrian well-being in addition to meeting the PEG evaluation criteria of "community health and quality of life". We would appreciate your serious consideration of this issue.

Kit Whitely is our point of contact for this application. She can be reached at:  
Address: 2729 S. Grove Street Arlington, Va 22202  
Home Phone: 703-739-9515 Cell Phone: 703-399-5432  
Email: kitwhitely@comcast.net

Respectfully,

  
Chick Walter, President  
Arlington Ridge Civic Association



24 August 2011

Mr. Paul Holland, Parks and Recreation Commission Chair  
c/o PEG—Diane Probus  
Department of Parks, Recreation and Cultural Resources  
2100 Clarendon Blvd. Room 414  
Arlington, VA 22201

Mr. Holland:

This is a letter of support from the Aurora Highlands Civic Association (AHCA) for the three FY2012 Park Enhancement Grants (PEG) submitted to you by our sister organization Arlington Ridge Civic Association (ARCA)

The close proximity of our neighborhoods promotes sharing of our parks and roadways. Fort Scott Drive is a walking destination for many and its safety is paramount. Prospect Park provides a wonderful vista view for both DC and Arlington and is a destination spot for many. The Arlington Ridge Road entrance to ARCA from I395 provides the initial impression of Arlington to many and as such its upkeep is vital.

Attached for reference are the letters of intent for these three proposals.

We believe these improvements will be of value to our neighborhood and we support their approval.

Sincerely,

A handwritten signature in dark ink, appearing to read 'Michael Dowell'. The signature is fluid and cursive, with a large, stylized 'M' and 'D'.

Michael Dowell, President  
Aurora Highlands Civic Association



We the undersigned neighbors support the addition of safety enhancement to Ft Scott Park as proposed by the attached Parks Enhancement Grant Letter of Intent

Name	Address	Email	Phone #
Jane and Bob Munsey	2728 S. Hume St.	munsey@comcast.net	(703)684-8576
Thred + Nancy Taylor	2707 S. Grove	nancetop@aol.com	703-684-8828
Margaret Taylor	2700 S. Grove St	trhino@comcast.net	703-683-5695
Lisette Mondello	2707 S. Grovest.	lmmondello@yahoo.com	
Kit Whitely + Jack Whitely	2729 S. Grove St	kitwhitely@comcast.net	703-739-9515
Erin Ledford	2759 S. Grove St	erinedford@gmail.com	843.743.5533
Karen + Charlie Young	2724 S. Grove St	charleston2@comcast.net	703-836-7751
Frank + Joan Buerger	2716 S. Grove Street	joanbuerger@aol.com	703-664-0754
Melissa Stevenson	2747 S. Grove St	melissastevenson@gmail.com	
Allison McKee	2747 S. Grove St.	AllisonMcKee@gmail.com	(703)346-6257
ROBERT MROZCEK	2819 FORT SCOTT DR	mroczek@adcom	703-684-7524
MARK KUBIN	2788 F. Scott		703-838-1191
ROSEMARY + JACK McCREITS	2785 Ft Scott Dr	AUSA RET@MEN.com	703-683-9912
Don Guffey	2841 Fort Scott Dr	donald.guffey@sa.gov	703-739-9698
Nancy Buchholz	2823 Fort Scott	nancybatsf@comcast.net	703-836-1263
Mark Buchholz	" "	markbatsf@comcast.net	"
GRAHAM ROWELL	2708 S GROVE ST	grahamrowell@comcast.net	703-549-3300
LINDA ROWELL	2708 S GROVE ST	grahamrowell@comcast.net	703-549-3300
PAUL HAGAN	2791 F. Scott Drive	FRANKPAULHAGAN@msn.com	703-836-3533
ANDRES TREMOLS	2765 F. Scott DRIVE	ANDRES@VIVODESIGN.COM	7/683-7499
MICHAEL REAMY	2765 Ft Scott Dr	MAReamy3@comcast.net	7/683-7499
Chris Miklous	2601 FT. SCOTT DR	ACMIKLOUS@gmail.com	7/519-1790
Nicholas Giacobbe	818 25th St S	ngiacobbe@hotmail.com	703-842-5441



To be supplied

**Attachment D**

From: Kit Whitely <kitwhitely@comcast.net>  
Subject: Incident at Ft Scott Park  
Date: December 1, 2010 6:45:58 PM EST  
To: cpenn@arlingtonva.us

Captain Penn--I just witnessed an adhoc parallel parking lesson at Ft Scott Park that was disturbing. The lesson was in the same spot where last year a car went over the curb and killed my neighbor, Mark Amoni.

It was approximately 5:30pm and dark. A vehicle pulled into the park's parking lot, made a U turn and then pulled up to the curb on the N side parking area. He stopped and removed two orange cones from his trunk, placed them in front and behind his car. He then left the "parking space" made two more turns and then realigned himself with the space and began his parallel parking practice. When he pulled in front of the space and turned the wheel to back in, his car was aimed right at the house across the street where the fatality occurred. After several of these passes, he saw me watching him and got out of the car. I explained to him that a fatality had occurred last year during a driving lesson in this same spot and that it was not safe to be parking on the hill and I would prefer if he could conduct his parking practice somewhere else. He was very respectful and agreed to leave albeit a bit reluctantly. As he was picking up his cones I asked him if he was from the neighborhood and he said no. I asked him how he had learned of the park and he said he worked in Crystal City so knew of it.

I do not mean to sound dramatic but it seemed fairly evident that he came to this park with the specific purpose of conducting parking practice (he had his cones with him). It was sure easy to see that with one mistake his car could have gone barreling down the hill and into the street with nothing but the short curb to stop him

I know you can't patrol 24-7 so we can't stop this behavior but I certainly had a horrible feeling of deja vu. This really is a matter of public safety -- there are lots of walkers on Ft Scott particularly this time of night and with low light no time to react. Perhaps you could support the neighborhood if we ask for some boulders or some other form of barrier

Appreciate your thoughts. I am available to discuss at your convenience

Kit Whitely  
2729 S. Grove St  
703-739-9515



# PREVENTING A PAIN IN THE GLASS

By Mark Wright

Avoiding vehicle-into-building crashes is all about parking lot use and design

**P**icture a red-smeared tile floor covered in broken shards of glass. Then, imagine me, sitting in the middle of it all, yelling like a two-year-old. It's not a pretty picture.

A driver pulled into a parking space in front of the convenience store I was about to walk out of, but her car didn't stop. It popped right over the shallow car stop and equally shallow curb that separated the parking area from the store's windows and glass doors, and then crashed into me at the moment I was pushing those doors open to leave.

That 2008 event changed my view of parking spaces and the vehicles they're supposed to contain. Now, when I see a row of parking spots in front of a building, my attitude is best expressed by a line from the late Allen Funt's "Candid Camera" television show sign-off: "Don't be surprised if sometime, somewhere, someplace when you least expect it..."

## Common Occurrences

Sadly, vehicle-into-building accidents happen all the time—often while drivers are navigating into or out of parking spots. From June 1, 2010 through May 16, 2011, I found online news media accounts of 642 such incidents, 58 of which were outside the U.S.—most commonly Canada, Australia, and the U.K. (with a couple of exceptions, that number does not include vehicle-into-residence crashes).

No central database exists into which all of these incidents are uniformly and reliably reported, which, unfortunately, prevents accurate tracking and quantification of their frequency and related details. The National Highway Traffic Safety Administration (NHTSA) collects coded data files from state police accident reports, but only 32 states participate. The online news reports I track down—sometimes weekly, sometimes monthly—to post on [www.storefrontcrashes.com](http://www.storefrontcrashes.com) represent just an anecdotal sample of the incidents that occur.

## Causes Vary

Each vehicle-into-building incident is unique and the causes vary, but certain patterns stand out. Drivers of all ages manage to mistake their gas pedals for their brakes. They confuse "drive" with "park" on their automatic transmissions. They get distracted or suffer medical emergencies and fail to brake in time—or at all—when entering parking areas.

Generally, accidental lapses appear to outnumber criminal causes (driving under the influence, fleeing from police pursuits, recreational speeding, or intentional smash-and-grab burglary attempts). The mix changes from month to month in the news accounts.

## No Place is Immune

Locations of these incidents range from small towns to major metro areas. The most common scenario involves a retail store or other storefront business in a strip center that positions its parking spaces so that drivers have to pull straight in toward the building.

The businesses on the receiving ends of these crashes are as varied as your local chamber of commerce membership list. They include real estate offices, insurance offices, salons, daycare centers, pet stores, florists, greeting card shops, electronics and cell phone purveyors, and dental and medical clinics. Name brand establishments, such as Starbucks, Dunkin' Donuts, or McDonald's, take it in the glass right alongside of little mom-and-pop independents. Larger retailers with their own dedicated parking, notably chain drugstores and grocery stores, see plenty of mishaps, too.

Commercial retail isn't the only type of environment affected. While storefronts seem to take the brunt of these



incidents, hospitals, long-term care facilities, and educational campuses are far from immune. From a driver crashing a truck into a campus medical building last October in Bellingham, Wash., for example, to the campus coffee shop at Biola University in La Mirada, Calif., that needed a new door after a driver hit the gas instead of her brake while attempting to pull out of a parking space in April, these accidents can happen anywhere.

### Serious Consequences

While I made a good recovery from the injuries sustained in my own accident, others are not always so fortunate. The results of these crashes range from miraculously minor to mind-numbingly tragic. Best-case scenarios leave the people involved mildly shaken and their property slightly stirred. But rarely does a vehicle intrusion into a building leave no damage in its wake. Simply replacing plate glass windows or doors can run into the thousands of dollars.

On the other end of the spectrum are worst-case scenarios, which kill people and destroy businesses. Due to the lack of official stats on these crashes, there is no way to determine a trustworthy percentage of injuries and fatalities, but they appear with alarming frequency in news accounts.

The fatalities are, obviously, heartbreaking. Two mothers on opposite sides of the U.S. died within days of one another last November. One was killed in Chicopee, Mass., when an 81-year-old driver came crashing into the convenience store where she was buying coffee for her morning commute. The other was killed in Highland Park, Calif., eating hamburgers with her husband and son when a 19-year-old driver slammed through the wall of a restaurant and into their booth.

In Garretson, S.D., an 18-year-old driver was revving her engine outside a nursing home last June. According to news source KSFY, "She thought she was in park, but then accidentally shifted into reverse, causing her to slam right through the wall." On the other side of that wall was a 101-year-old resident who later died as a result of her injuries. Another nursing home, this one in Sioux City, Iowa, faced a similar tragedy this past April, when an 84-year-old visitor lost control of his car, crashed through the entrance, and struck a resident. The victim died three days later in the hospital, on her 92nd birthday.

As terrible as these crashes can be for the individuals involved, they also create significant costs and survival challenges for the owners and employees of the places that are hit. The owner of a deli in Cortlandt, N.Y., finally threw in the towel after the fifth crash into his store. A salon in Kingston, Tenn., was virtually destroyed when a driver with a medical condition plowed inside, injuring 10 people—including the owner—and threatening the livelihoods of the shop's employees. And the owner of a restaurant near Los Angeles told me the cost of repairing his place after a crash was close to \$100,000, not including lost business during the entire month he was closed.

### Recognizing Reality

Putting moving vehicles and pedestrians together creates a combustible mix for parking professionals. My own local government, Montgomery County, Md., found that 22 percent of pedestrian-related collisions in the county over the past few years occurred in parking lots. And as just about any pedestrian safety expert will say, the pedestrian always loses in a car-versus-human collision. So the stakes are high.

Some readers might shout, "Don't blame parking lots! Blame the drivers who mess up!" Good point. Drivers are responsible for their actions. That's the law. Unfortunately, drivers will never be perfect. Failing to recognize that fact dooms anyone who happens to be in the way at the wrong time to injury or worse.

Parking spaces in close proximity to buildings are like primitive cannons. Roll in a big chunk of steel, insert a driver possessing average human fallibility, and stand back. Maybe it goes off. Maybe it doesn't. Either way, why would anyone point a row of them at people and multi-million-dollar buildings?

Michelle Wendler, principal/architect at Watry Design, Inc., Redwood City, Calif., explains that owner preference guides architects and civil engineers who design parking patterns. Lines of sight, tenant agreements, zoning requirements, building codes, and cost versus leasability issues all affect parking design and traffic flow.

"There are some tenants who say, 'We want an open view of our building so we can display through our window,'" she says. "For the most part, they're designing for the pedestrian experience," which is what people perceive as they proceed on foot through a development.

### Prevention Strategies

What can be done to prevent vehicle-into-building crashes, particularly those involving parking areas? Just as importantly, what can be done to prevent, or at least mitigate, their ability to harm people and property? Here are five steps to consider:

**Channelize Pedestrians.** Keeping pedestrians and moving vehicles separated is vital, says Jerry Marcus, executive director for parking at Houston-based Walter P. Moore. "We try to 'channelize' those two activities as part of the functional design—where you direct vehicles to go, flow patterns, but also with devices. For example, U-bollards are used a lot at airports. That channelizes people to walk in predictable areas. It helps drivers and pedestrians alike," he says.

**Reduce Vehicle Speeds.** Slowing vehicles down serves everyone's interests. Drivers have more time to see and react to pedestrians, other vehicles, and signage. Pedestrians have more time to get out of the way. And when a crash is unavoidable, the slower a vehicle's speed, the better the chances of minimizing damage.

"If people can get up their speed, they will," says Wendler. She suggests shortening the distances drivers







Decorative planting boxes along storefronts and lots that turn parked cars away from buildings can help prevent crashes.

can travel on service lanes and using other traffic-calming techniques to keep vehicle speeds down.

**Shield People and Property.** “The types of barriers that can be erected to prevent these accidents include bollard posts, large planters, or other architectural items that actually enhance appearance while offering a layer of protection,” says Erica Eischeid, marketing coordinator for Detroit, Mich.-based Ideal Group. Her company manufactures bollards, guardrails, and related products.

Bollards and other barrier technologies have been around for a long time, but the range of available types and variations has expanded significantly in recent years, driven in part by post-9/11 perimeter security concerns. Today’s bollards may be removable, retractable, or fixed. It’s critical to use only those that really will stop a vehicle, however. They also need to be tall and obvious enough for drivers to see, adds Eischeid. Optional lighting, a range of colors and finishes, and customized slipcovers can help design-sensitive customers achieve the look they prefer.

“Designing bollards into a construction project is the holy grail of what we want architects to do,” says Joe Pederson, vice president of marketing and sales at Downey, Calif.-based Calpipe Security Bollards. “But we get calls all the time saying, ‘We forgot about the bollards!’”

Matthew J. Jobin, A.I.A., associate/project manager with Rich & Associates, Southfield, Mich., likes planters “because you can green them up. With bollards you have to space them right” to make sure vehicles can’t fit between them.

The Whole Building Design Guide, a program of the National Institute of Building Sciences, offers a helpful primer on bollards written and updated by Charles G. Oakes, Ph.D. ([www.wbdg.org/resources/bollard.php](http://www.wbdg.org/resources/bollard.php)).

**Point Cars into Safety Zones.** Orient parking spaces

so they’re pointed away from people and buildings. Arrange parking so vehicles pull in toward a planted berm or other pedestrian-free zone.

**Avoid False Solutions.** Avoiding the wrong thing might sound like an odd strategy, but a lack of safety measures is alarmingly prevalent. Instead of bollards or aesthetic planter security barriers, many parking areas offer a simple car stop at the head of each space. Bad idea.

“We never recommend car stops for any reason,” warns Marcus. “They’re a trip hazard. And they make really good launching pads for cars to go into buildings.”

The same can be said for just depending on a curb to stop a vehicle. Once the wheels roll up over the curb’s edge, there’s nothing to impede the vehicle’s momentum. That makes sitting ducks out of people, windows, walls, and furnishings.

Nevertheless, says Jobin, some developers, especially in retail projects, stick with six- or eight-inch raised curbs because they don’t want to impede the flow of people.

## Be Prepared

It’s easy to believe that this kind of accident would never happen to us or to someone we know. The chances must be somewhere below whatever the odds are for, say, getting hit by lightning—just a freak occurrence, right?

According to the National Weather Service, 241 people in the U.S. report being injured by lightning strikes every year (based on 2001-2010 averages). On the other hand, as I explained earlier, I managed to identify 584 vehicle-into-building crashes that occurred in the U.S. over the course of about a year, simply by using the admittedly-Mickey Mouse process of searching through online news reports until my patience ran out.

You do the math. And be careful out there.



**MARK WRIGHT** is a freelance writer based in Rockville, Md., who maintains a blog on vehicle-into-building accident prevention at [www.storefrontcrashes.com](http://www.storefrontcrashes.com). He can be reached at [mark@wrightscontent.com](mailto:mark@wrightscontent.com).