

STAT

Central Intelligence Agency



Washington, D.C. 20505

26 MAR 1984

Mrs. Lilla D. McC. Richards
8703 Brook Road
McLean, VA 22102

Dear Mrs. Richards:

This letter is in response to your letter of 9 March 1984 in which you requested an interim report on our study of a visitor center at the George Washington Memorial Parkway (GWMP) gate.

We have been attempting to design a secure and efficient visitor center for the Parkway gate since last fall. To date, we have managed to accommodate all security requirements in the design but have been continually frustrated in our attempts to provide efficient traffic operation. The problem is the short distance between our property line and the ring road within the compound. While the visitor center at the Route 123 gate requires about 800 feet, we have approximately 300 feet to provide the same function on the Parkway gate.

All design concepts we have developed so far result in creation of a major "T" intersection on the ring road. The disadvantage of this intersection is the disincentive it offers to peak hour employee traffic. While the community is interested in seeing more of our employees use the Parkway, creation of this intersection, which would require signaling for peak hour traffic management, is seen as a disincentive to employee use of the Parkway entrance.

The trade-off is that the design does allow processing of visitors arriving in private automobiles. However, the major visitor arrivals occur in the offpeak hours when traffic operation on the major arteries is not a problem.

As you recall, the proposed GWMP visitor center does not eliminate the need for the Route 123 visitor center. The Route 123 center is still required for commercial deliveries and public transportation. The Parkway Center would accommodate the private automobile traffic and was originally proposed by citizens immediately adjacent to our Route 123 entrance who perceived a potential noise problem with the Route 123 center.

Our perception has been that, over time, other citizens have begun to view the visitor center issue as a factor impacting the design of the offsite road improvements. As noted above, the peak visitor processing period occurs after our employees are on duty and after the peak traffic hour on the offsite roads.

OL 2035-84

Mrs. Lilla D. McC. Richards

While the nature of the final offsite roads design may affect the design and placement of our visitor facilities, the reverse is not true.

You have recently received a copy of a letter from the Ad Hoc Committee for Traffic to/from CIA containing a proposal to place a visitor center on Turkey Run Road. This proposal is unacceptable to the Agency. While there are a number of problems associated with the proposal, the basic problem is that the western portion of our compound is unsuitable as a major visitor entrance to a Federal Agency Headquarters.

I assure you that we continue to seek ways to encourage traffic on to the GWMP. The current frustration is that designs aimed at diverting visitor traffic to the Parkway work against our efforts to encourage greater peak hour usage of the Parkway by our employees.

Sincerely,

[Redacted Signature]

Chairman

CIA Traffic Advisory Committee

cc: Members, CIA Traffic Advisory Committee

[Redacted Box]

(26 Mar 84)

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