Transportation Project List

(as of 01/13/2026)

ActiveFairfax – Funded Active Transportation Projects (District list)
Amtrak – Lorton Road afternoon backups & lane closures
Backlick Bridge Replacement (Newington Area)
Belvoir North Area Gate Access Improvements
BRT – Richmond Highway Bus Rapid Transit (Huntington–Fort Belvoir)
Cinder Bed Bikeway & Newington Road active-transportation projects
Covanta Force Main / Lorton Road DPWES project
Cross Country Trail Gaps Lorton / Laurel Hill
CSX / Long Bridge / Third Track – VRE capacity and construction
E-ZPass Toll Revenues – use and clarification
Fairfax Connector Network Redesign (Better Bus Initiative)
Fairfax Connector Transit Strategic Plan
Fairfax County Parkway: I-95 to Telegraph spot improvements
Furnace Road – truck parking (incl. Silverbrook & Hooes)
Fort Belvoir Roadway & Access Study (Long-Term Planning)
Giles Run Bridge & Park access road / trail
Giles Run Tributary Bridge Replacement (Parks / Trails)
Gunston Cove Road walkway & no-thru-trucks at Lorton Market Street
Gunston Elementary School – afternoon pickup / Kiss & Ride safety
Gunston Plaza / Route 1 – Proposed No Left Turn Restriction
Gunston Road Speeding & Curve Safety Study (Community Concern)
Gunston Road walkway / Mason Neck Trail projects
Hassett Street – No Left Turn Restriction
Hooes Road / Silverbrook Road Curve Safety Review (Non-Widening)
Hooes Road Pedestrian Safety (Dudley / Laurel Crest / South Run Trail / RRFBs)
Hooes Road widening (Fairfax County Pkwy to Silverbrook)
Hooes Road walkway (Ox Road to Furnace Road)
I-95 Corridor Improvement Study – Springfield to Occoquan (Long-Term Planning)
I-95 SB backups at Occoquan / Route 123 and local roads
I-95 NB flyover and Fairfax County Parkway spot improvements
I-95 & Route 123 interchange improvements (Prince William County)
I-95 NB/SB Operational & Safety Projects (Corridor Summary)
I-95 Exit 163 – truck parking on exit ramp
Lorton as cut-through route for Prince William County traffic

Lorton Road / Amtrak track expansion – lane closures (19–22 months)
Lorton Road / Silverbrook Road – triple left turn & updated traffic study
Lorton Road / Silverbrook Road – Corridor Improvements & Operational Impacts
Lorton Station Boulevard – road diet & Potomac Bend crosswalk
Lee Chapel Road – alignment & safety improvements
Long Bridge Project – VRE third track (Springfield Metro → Auto Train)
Lorton Station Boulevard – Traffic Signal Timing Optimization
Mason Neck Trail North (Julia Taft Way → Pohick Bay Golf)
Mulligan Road / Telegraph Road Traffic Flow Review
Newington Road sidewalk / active transportation link (Telegraph → Ona)
Ox Road (Route 123) Multimodal Study (Long-Term Concept
Paving Map - link
Paving Schedule - link
Pohick Estates (Southrun Road) – 2026 repaving & bike lanes vs street parking
Pohick Road widening (Route 1 → I-95) – not advancing; path moving forward
Pohick Road walkway (Route 1 → I-95 / Lorton Station Boulevard)
Pothold Reporting - link
Richmond Highway corridor improvements & CSX underpass / widenings
Richmond Highway / Gunston Plaza – No left turn restrictions
Richmond Highway pedestrian fatalities & safety measures
Route 1 & Hassett Street – proposed no left turn to SB Route 1
Route 1 Transit-Oriented Development (TOD) Planning Zones)
Silverbrook Road & Plaskett Lane – intersection safety & RRFB
Silverbrook / Hooes Roundabout Feasibility (Community Concept)
Silverbrook Road – Crosspointe crosswalk & RRFB
Silverbrook Road speed cameras (Laurel Hill ES)
Snowden Ashford Walkway & Roadway Improvements (Giles Run / Laurel Hill)
South County Feeder Bus Service (Richmond Hwy / Kingstowne / Springfield)
South County High School / Laurel Crest – left-turn restrictions
South County Trail Network Connectivity (ActiveFairfax Priority)
Telegraph Road / Lorton Road Intersection Timing Review
Telegraph Road / Silverbrook Road Safety & Visibility Review
Telegraph Road Corridor Capacity Study (Long-Term Concept)
VDOT maintenance – vegetation, mowing, sign visibility
VDOT paving – Old Colchester, Harley, Springfield Dr, Park Rd, segments of I-95/I-395
VDOT pothole repairs – MyVDOT requests
VDOT speed limits – presentations & follow-up
Workhouse Arts Center Access & Multimodal Circulation Study

Workhouse Road – No Thru Trucks (Update & Monitoring)

Recent updates and additions:
Updates:

BRT

I-63 Exit

Additions:

Fairfax Connector Transit Strategic

Snowden Ashford Walkway and Roadway Improvements

ActiveFairfax – Funded Active Transportation Projects (District list)

Countywide Plan • District-Level Funding Summary • Direct Relevance to South Fairfax & Mount Vernon

Type: Countywide bicycle, pedestrian, and trail improvement program
Location: Multiple corridor segments across Mount Vernon, Franconia, Springfield, and Lee Districts
Lead Agencies:

- Fairfax County DOT (FCDOT) – Active Transportation Program
- VDOT – roadway authority & construction support
- Fairfax County Park Authority (FCPA) – trail & park integration
- Northern Virginia Transportation Authority (NVTA) – major funding partner
- Office of the Mt. Vernon District Supervisor
- SCF Transportation Committee

Summary

The ActiveFairfax Transportation Plan is Fairfax County's comprehensive approach to building a connected, safe, and accessible network of sidewalks, bikeways, trails, and crossings.
It consolidates the former Countywide Trails Plan and Bicycle Master Plan, establishing a modern mobility framework for all users.

The County maintains a public-facing map and database of *funded* active transportation projects by district.
For South Fairfax, these projects directly support:

- Safe neighborhood walking routes
- Multimodal commuting
- Parks and recreation access
- Safer crossings on major corridors

- School walking zones
- Trail-to-transit connections

This section summarizes the most relevant funded projects affecting the South County region.

Key Funded Active Transportation Projects in South Fairfax

Below is a district-level compilation of the major funded projects that directly impact Mount Vernon and surrounding South County corridors.

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1. Gunston Road / Mason Neck Trail System (Multiple TPP Projects)

Includes:

- Gunston Road Walkway (Route 1 → River)
- Mason Neck Trail North (Julia Taft Way → Pohick Bay Golf)

These projects expand one of the County's highest-priority trail corridors, improving safety for cyclists, pedestrians, school groups, and outdoor recreation users.

Benefits:

- Enhances access to Mason Neck State Park, wildlife refuges, and Gunston Hall
- Connects neighborhoods to major regional parks
- Builds continuous shared-use path network

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2. Gunston Cove Road Walkway (TPP #131)

Constructs a new walkway linking neighborhoods near Cranford St. and Amsterdam St. to Lorton Market Street, supporting safer local mobility.

Benefits:

- Fills a critical sidewalk gap
- Reduces pedestrian exposure on narrow shoulders
- Supports commercial and transit access

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3. Hooes Road Pedestrian Improvements

Includes:

- Hooes Road Walkway (TPP #132)
- South Run Stream Valley Trail RRFB & passive detection (TPP #23014)
- Hooes/Dudley/Laurel Crest ADA ramps & crosswalk (TPP #23015)

Benefits:

- Strengthens walkability in Newington Forest, Laurel Hill, South Run
- Provides safe trail crossings
- Addresses long-standing community safety concerns

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4. Newington Road Sidewalk (TPP #24019)

Builds a 2,200-foot sidewalk on the north side of Newington Road from Telegraph Road to Ona Drive.

Benefits:

- Critical missing link connection
- Supports bus riders, park users, and neighborhoods
- Connects to Cinder Bed Bikeway project

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5. Cinder Bed Bikeway (TPP #109)

A major shared-use trail corridor linking Barry Road → Newington Road with pedestrian bridges.

Benefits:

- Regional commuting corridor
- Trail link between Springfield, Newington, and Lorton
- Reduces conflicts with industrial truck traffic

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6. Pohick Road Walkway (TPP #57)

Builds a continuous pedestrian facility from Route 1 → I-95 / Lorton Station Blvd, independent of road-widening plans.

Benefits:

- Improves access to transit and Lorton Station
- Supports school walkers and bus riders
- Addresses insufficient shoulder conditions

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7. Lorton Station Boulevard Improvements (TPP #Z21)

Safety upgrades including a redesigned crosswalk at Potomac Bend and potential RRFB installation.

Benefits:

- Safer neighborhood and retail crossing
- Calms speeds in mixed-use district
- Supports VRE station access

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8. Silverbrook Road / Crosspointe Drive RRFB (TPP #23017)

Installation of a pedestrian refuge island and RRFB at a busy crossing.

Benefits:

- Improves visibility and yield compliance
- Supports school and recreational users
- Enhances suburban street walkability

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9. Terminal Road Pedestrian & Traffic Improvements (TPP #27)

Includes left-turn lane upgrades and pedestrian accommodations near a high-traffic industrial corridor.

Benefits:

- Improves safety for workers and truck drivers
- Reduces congestion spillback
- Provides safer walking routes in a commercial zone

Why ActiveFairfax Matters to South County

1. Safety First

Most pedestrian fatalities and serious injuries occur on major roads without adequate facilities — ActiveFairfax directly targets these gaps.

2. Connected Trail Network

The plan supports continuous east–west and north–south mobility across:

- Gunston Road
- Pohick Road
- Hooes Road
- Cinder Bed Road
- Southrun Road
- Lorton Market Street

3. Transit & School Access

Enables safer walking routes for:

- Gunston ES
- South County Middle & High
- Bus stops along Lorton, Silverbrook, Route 1

4. Recreation & Tourism

Improves trail access to:

- Mason Neck State Park
- Pohick Bay Regional Park
- Laurel Hill Greenway
- Cross County Trail

Status

Active – Multi-project implementation underway
The map is updated regularly with design, construction, and funding changes.

Last Updated

2025 ActiveFairfax public map, FCDOT briefings & SCF Transportation Committee analysis

Amtrak – Lorton Road afternoon backups & lane closures (*Back to Master List*)

Type: Rail operations / roadway impact
Location: Lorton Road near the Auto Train terminal
Lead Agencies:

- Amtrak
- Virginia Passenger Rail Authority (VPRA)
- VDOT (traffic operations)
- Fairfax County DOT (coordination)

Summary

Periodic backups occur on Lorton Road during afternoon hours due to train movements, gate closures, and staging activity associated with Amtrak's Auto Train terminal. These slowdowns can create short but impactful queues, especially during peak school dismissal times and PM commuter flows.

The issue is expected to be more frequent during the Long Bridge / Third Track expansion, which includes significant construction activity along the rail corridor in Lorton.

Recent Updates

- According to SCF reports and communications, the site experiences temporary backups when Auto Train departures coincide with peak vehicle traffic.
- VPRA and Amtrak have both confirmed that construction staging, equipment movement, and signal work related to the Third Track project will intermittently affect operations around Lorton Road.
- Lane closures are anticipated as part of nearby rail improvements; exact timing varies based on contractor schedule.
- During the SCF Transportation Committee meeting, it was noted that Amtrak afternoon departures can cause queue spillback, prompting a need for better signal coordination or mitigation.

Related Projects / Dependencies

- Long Bridge / Third Track Project
  Construction from Springfield Metro → south of Lorton Auto Train Station may constrain track availability and shift train timing patterns.
- Lorton Road / Silverbrook Road intersection improvements
  Ongoing traffic study and future construction may interact with Amtrak/rail impacts.
- I-95 / Lorton Road interchange timing
  Congestion here can amplify backup effects when gates activate.

Community Impacts

- Local drivers regularly report unexpected delays during school pickup hours and PM peak.
- Queue spillback can temporarily affect access to Lorton Market Street, Lorton Station Boulevard, and Gunston Cove Road corridors.
- Increased tractor-trailer and construction equipment traffic related to VPRA projects may introduce variable delays.

Possible Mitigation Approaches

(These can be shared with Supervisor's office, VDOT, or VPRA.)

- Review signal timing adjustments during anticipated Amtrak departure windows.
- Improved advance signage warning of intermittent rail-related delays.
- Encourage Amtrak coordination with Fairfax County for scheduled construction windows.
- Explore installation of dynamic message boards during the Third Track construction phase.

Status

Active Concern / Under Monitoring
No dedicated capital project exists for this issue, but it is tracked as part of SCF Transportation topics, and coordination continues with county agencies and VPRA.

Last Updated

December 2025 (SCF Transportation Committee discussions)

Backlick Road Bridge Replacement (Near Newington) (*Back to Master List*)

Aging Rail Overpass • Freight Corridor • Future VRE & VPRA Capacity Needs

Type: Bridge replacement planning, rail overpass modernization
Location: Backlick Road, near Newington Industrial Area, crossing the CSX / VRE rail corridor
Lead Agencies:

- Virginia Passenger Rail Authority (VPRA) – long-term corridor planning
- CSX Transportation – bridge owner/host railroad
- VDOT – roadway & structural oversight
- Fairfax County DOT (FCDOT) – coordination
- SCF Transportation Committee

Summary

The Backlick Road rail overpass, located just south of the Newington Road industrial zone, is an aging bridge serving heavy truck, industrial, and commuter traffic. It crosses the CSX rail corridor used by VRE, Amtrak, and freight trains, and is adjacent to the same right-of-way being expanded under the Long Bridge Program.

While no active construction is scheduled yet, the bridge has been flagged in planning documents due to:

- Age and structural condition
- Increasing freight and passenger rail activity
- High truck volumes
- Limited pedestrian accommodation

The structure is expected to require replacement or major rehabilitation in the coming decade.

Key Issues Identified

1. Structural Age & Condition

The bridge is decades old and carries:

- Industrial truck traffic
- Heavy daily vehicles to/from Newington area
- Local cut-through traffic from Telegraph Road

Emerging rail upgrades further highlight its need for modernization.

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2. Coordination with Third Track / VPRA Projects

As VRE and VPRA expand rail capacity:

- Track alignment may shift
- Vertical clearance requirements may change
- Future rail safety standards may require bridge redesign

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3. Limited Shoulder & Pedestrian Space

The current bridge does not include:

- Safe shoulder width
- Protected pedestrian/bicycle facilities
- Adequate railings for modern standards

Given future multimodal needs, improvements are likely necessary.

Purpose & Need

1. Safety

Aging bridges pose risks for:

- Concrete spalling
- Deck deterioration
- Weight limits

Replacement prevents long-term failures.

2. Rail Network Expansion

A modern bridge may be needed to:

- Accommodate VPRA's third-track geometry
- Support increased train frequencies
- Meet updated rail clearances

3. Industrial Access

The Newington warehouse and trucking district depends on Backlick Road for freight movement.

Community Benefits (Once Addressed)

- Improved safety for all users
- Better freight movement efficiency
- Potential addition of sidewalks or shared-use paths
- Long-term support for VRE reliability
- Reduced weight restrictions or detours

Status

Preliminary / Long-Term Planning
Bridge replacement is anticipated, but not yet funded or scheduled.
Monitoring continues through VPRA, CSX, and VDOT.

Last Updated

2025 regional rail planning documents; SCF Transportation Committee observations

Belvoir North Area Gate Access Improvements

(*Back to Master List*)

Base Access Congestion • Security-Driven Traffic Controls • Route 1 & Pohick Area Impacts

Type: Military installation access improvements, congestion management, security upgrades
Location: Fort Belvoir North Area, primarily affecting:

- Pohick Road
- Richmond Highway (US-1)
- Surrounding Lorton / Newington traffic flows
  Lead Agencies:
- U.S. Department of Defense / Fort Belvoir – gate operations & security

- VDOT – roadway interface
- FCDOT – county coordination
- Office of the Mt. Vernon District Supervisor
- SCF Transportation Committee

Summary

The Fort Belvoir North Area (FBNA) gate system frequently generates congestion on Pohick Road and adjacent corridors due to intensive morning and afternoon security screening requirements.

Growing employment at FBNA, changes in DoD security procedures, and commercial development along Route 1 have increased traffic volumes far beyond original design expectations.
This has spillover effects on:

- Pohick Road queueing
- Lorton Road & Silverbrook Rd connections
- Route 1 northbound traffic during AM peak
- School and commuter travel times in surrounding neighborhoods

While no single active capital project is underway, FBNA access improvements are repeatedly flagged in transportation planning discussions and community meetings.

Key Issues Identified

1. Queueing During Morning Security Checks

Lines often extend:

- Onto Pohick Road
- Through adjacent intersections
- Onto internal FBNA roadway loops

This impacts regional commuting flows into Fort Belvoir Main Post as well.

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2. Limited Staging Areas

Vehicles waiting for ID checks spill into public roads because:

- Internal holding areas are limited
- Gate processing is slow during peak hours
- Enhanced security protocols require more time per vehicle

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3. Growth of Fort Belvoir-Related Employment

The North Area includes:

- Offices for multiple federal agencies
- Defense contractors
- Specialized logistics facilities

Increased staffing has amplified peak congestion.

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4. Safety & Cut-Through Traffic

Drivers frequently:

- Make sudden U-turns when lines are long
- Divert into residential streets
- Cut through commercial plazas to avoid queues

This introduces crash and safety concerns.

Purpose & Need

1. Improve Gate Throughput

Potential long-term strategies include:

- Adding ID-check lanes
- Expanding pre-screening areas
- Using remote credential scanners
- Adjusting shift times to spread peak loads

2. Reduce Spillover Congestion

Enhances reliability on:

- Pohick Road

- Route 1
- Lorton Road & Silverbrook

3. Support Military Readiness

Efficient access improves daily operations on base.

Community Benefits (When Addressed)

- Shorter peak-hour delays
- Improved Route 1 northbound flow
- Reduced cut-through traffic into neighborhoods
- Safer merging at Pohick / Route 1

Status

Ongoing – Operational Management with Potential Future Capital Needs
Fort Belvoir leadership is aware of congestion issues and continues adjusting operational protocols.
Formal capital improvement planning may emerge in future DoD budgets.

Last Updated

2025 SCF Transportation Committee discussions; community reports; DoD briefings

BRT – Richmond Highway Bus Rapid Transit (Huntington–Fort Belvoir)

(*Back to Master List*)

Fairfax County DOT / VDOT / NVTA / FTA Major Transit Investment

Type: Premium transit system (Bus Rapid Transit) & multimodal corridor transformation
Length: ~7.4 miles (Huntington Metro Station → Fort Belvoir)

Lead Agencies:
· Fairfax County Department of Transportation (FCDOT) – Project owner

· VDOT – Coordination on roadway interfaces and prerequisite road widening
· NVTA – Major funding partner
· FTA – Federal oversight & funding eligibility
· WMATA – Integration with Metrobus & Metrorail
· Virginia DRPT – Foundational corridor study
· Office of the Mt. Vernon District Supervisor

Official Project Pages:
· https://www.fairfaxcounty.gov/transportation/richmond-hwy-BRT
· https://www.fairfaxcounty.gov/transportation/richmond-hwy-brt/faq

Summary
The Richmond Highway Bus Rapid Transit (BRT) system is the centerpiece of the Embark Richmond Highway initiative, a comprehensive approach to implementing transportation, land-use, and redevelopment recommendations from a Virginia Department of Rail and Public Transportation (DRPT) corridor study.

The BRT system is designed to:
· Provide fast, reliable, high-capacity transit
· Increase transit ridership along the Route 1 corridor
· Reduce congestion and improve corridor operations
· Support redevelopment and economic revitalization
· Improve pedestrian and bicycle safety
· Offer a modern, premium transit connection between Huntington Metro Station and Fort Belvoir
· Lay the groundwork for a potential future Metrorail extension to Hybla Valley

The BRT will operate primarily in dedicated center-running lanes, minimizing delays from mixed traffic and improving travel-time reliability.

Key Features

1. Center-Running Dedicated BRT Lanes
   · Median-aligned lanes reduce conflicts with turning vehicles
   · Improves schedule reliability and transit performance
   · Designed to support rail-like operations if future studies justify conversion
2. Nine BRT Stations Across Two Segments
   Stations will feature:
   · Level boarding platforms
   · Real-time arrival information
   · Weather protection and lighting
   · ADA-compliant access
   · Architectural station elements, including artist-designed windscreens

Note: In September 2025, Fairfax County closed submissions for artist qualifications and portfolios for BRT station windscreen designs, signaling advancement of station-area placemaking elements.

3. Transit Signal Priority (TSP)
   · Intelligent traffic signals will provide priority at key intersections
   · Reduces unnecessary stops and improves operational efficiency
4. Multimodal Safety Upgrades
   · Widened sidewalks
   · 10-foot shared-use paths
   · Enhanced crosswalks and pedestrian signals
   · Improved lighting
   · Median refuge improvements
   · Safer intersection geometry and turning movements
5. Support for Long-Term Economic Development
   BRT is foundational to Embark Richmond Highway, which promotes:
   · Mixed-use redevelopment
   · Affordable housing growth
   · Walkable, transit-oriented communities
   · New commercial and employment centers

Route Overview

Section I: Huntington Metro Station → Gum Springs
· Includes North Kings Highway and Richmond Highway
· Highest ridership potential
· Densest land-use transformation anticipated
· Station areas planned for mid- to high-density mixed-use development

Section II: Gum Springs → Fort Belvoir
· Serves military, civilian, and contractor commuters
· Connects residential, retail, and employment centers
· Supports planned redevelopment nodes

A future extension south of Fort Belvoir toward Woodbridge remains conceptually reserved, pending additional federal, state, and Department of Defense coordination.

Funding

As reflected in recent County updates:
· NVTA: Multiple Six-Year Program funding allocations
· Federal Transit Administration (FTA): Eligible for Small Starts
· County bond funding for right-of-way acquisition
· State funding for multimodal integration

Fairfax County has accepted $28.1 million for right-of-way acquisition to advance the project.

Estimated total cost:
$774 million (subject to refinement through final engineering)

Right-of-Way (ROW) Acquisition

ROW acquisition remains a critical path item:
· Property impacts to widen medians and construct stations
· Extensive utility relocation, often the longest project phase
· Coordination with VDOT roadway widening projects
· Negotiations with commercial and redevelopment parcels

ROW acquisition is actively underway, supported by dedicated County funding.

Project Timeline (as of Fall 2025)

· ROW Acquisition: Ongoing
· Utility Relocation: Next major phase
· Final Design: Continuing for stations, lanes, and corridor geometry
· Construction Start: Dependent on completion of ROW and utility relocation
· Opening / Completion: Target year updated to 2033

The 2033 completion target reflects changes to the VDOT Richmond Highway road-widening schedule, which must be completed prior to BRT construction in certain corridor segments.

Coordination with Related Projects

Richmond Highway Corridor Improvements (VDOT):
· Roadway widening
· Utility relocation
· Shared-use paths
· Intersection upgrades
· CSX underpass / bridge coordination
· Access management

BRT construction sequencing is directly dependent on completion of these roadway improvements.

Pedestrian Safety Initiatives

While BRT advances, interim safety improvements continue, including:
· Rectangular Rapid Flashing Beacons (RRFBs)
· Crosswalk upgrades
· Improved nighttime illumination
· Speed management strategies

Redevelopment & Land Use Integration

· BRT stations anchor planned “urban nodes”
· Mixed-use redevelopment is encouraged around stations
· Ongoing zoning and land-use coordination through Embark Richmond Highway

Community Impacts

Short-Term:
· ROW acquisition outreach and engagement
· Utility relocation impacts and temporary lane shifts
· Future construction-related disruptions

Long-Term:
· Faster, more reliable transit
· Reduced dependence on single-occupancy vehicles
· Improved pedestrian and bicycle safety
· Better access to jobs, services, and education
· Significant economic revitalization
· Reduction in serious pedestrian crashes

Status

Active Project – ROW Acquisition and Advanced Design Phase
Project schedule updated; station design elements and corridor coordination continue.

Last Updated

January 2026
Fairfax County BRT project pages, newsletters, and County / SCF Transportation Committee updates

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Cinder Bed Bikeway & Newington Road active-transportation projects

(*Back to Master List*)

Pedestrian & Bicycle Improvements – Barry Road → Newington Road

Type: Shared-use path, trail bridges, multimodal safety upgrade
Location: Cinder Bed Road corridor from Barry Road to Newington Road, connecting the Franconia–Springfield and Lorton/Newington areas
Lead Agencies:

- Fairfax County DOT (FCDOT) – planning & design lead
- VDOT – roadway authority and construction support

- DPWES – stormwater, utility, and structural coordination
- NVTA & County TPP – major funding partners
- Office of the Franconia & Mt. Vernon District Supervisors
- SCF Transportation Committee – regional monitoring

Summary

The Cinder Bed Bikeway is a major active-transportation project designed to provide a safe, continuous, and grade-separated bicyclist and pedestrian route through the Cinder Bed Road corridor. The project introduces a shared-use path and two pedestrian bridges, improving access between neighborhoods, employment centers, bus routes, and the broader county trail system.

This corridor is an increasingly important connection between Springfield, Newington, Lorton, and the industrial and logistics clusters near Backlick Road and the Fairfax County Parkway.

With a recommended funding level of $18.05 million, the Cinder Bed Bikeway is one of South County's larger active-transportation investments.

Key Project Features

1. Shared-Use Path (Barry Road → Newington Road)

- Multi-use trail for pedestrians and cyclists
- Built to modern standards for width, ADA compliance, and safety
- Provides comfortable separation from vehicle traffic on Cinder Bed Road

2. Two Pedestrian Bridges

These bridges are essential to:

- Cross difficult terrain
- Avoid high-speed traffic conflict points
- Ensure all-weather accessibility
- Complete a continuous trail alignment

Bridge placement improves safety by eliminating at-grade crossings in challenging segments.

3. Improved Access to Transit & Employment

The bikeway provides improved links to:

- Franconia-Springfield Metro Station (via connecting networks)
- Cinder Bed Road bus routes

- Industrial and commercial zones that employ thousands
- Newington Road sidewalk project (TPP #24019) for full corridor integration

4. Enhanced Trail & Multimodal Network

This project is a major link in:

- The ActiveFairfax Countywide Trails Plan
- The future Laurel Hill–Newington–Springfield trail loop
- Potential future regional trail spines parallel to I-95

Purpose & Need

Safety

- Cinder Bed Road currently has narrow shoulders and inconsistent pedestrian accommodations
- Industrial traffic (trucks and buses) creates unsafe conditions for cyclists
- The new bikeway provides a protected, off-road facility

Connectivity

- Fills a major gap between Springfield and Lorton/Newington
- Supports commuters using rail, bus, carpool, and bicycle routes
- Links neighborhoods to parks, trails, and commercial centers

Economic Access

- Improves access to jobs in the Cinder Bed, Backlick Road, and Newington industrial hubs
- Supports workforce mobility without dependence on vehicle ownership

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Community Impacts

Benefits

- Safer and more comfortable biking/walking route
- Encourages non-vehicular travel
- Reduces conflict between pedestrians/cyclists and heavy trucks
- Enhances long-term community livability and sustainability

Considerations During Construction

- Temporary lane shifts or shoulder closures
- Construction staging near Barry Road and Cinder Bed Road
- Bridge installation requiring heavy equipment and short-term detours

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Related Projects

- Newington Road Sidewalk (TPP #24019) – directly complementary
- Fairfax County Parkway Spot Improvements – regional flow effects
- Pohick Estates / Southrun Road Active Transportation Improvements
- Richmond Highway BRT (north of corridor)
- Countywide Trails Plan / ActiveFairfax

Funding & Timeline

- Recommended Funding: $18.05 million
- Project includes extensive structural work (bridges), affecting schedule
- Moving through design, environmental review, and engineering phases

Construction is expected to occur after design completion and utility coordination.

Status

Active – Design & Engineering Phase
This is a major corridor project with multimodal significance; updates expected as design advances.

Last Updated

2025 Fairfax County DOT briefings; SCF Transportation Committee notes

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Covanta Force Main / Lorton Road DPWES project (*Back to Master List*)

'DPWES Utility Replacement • Long-Distance Sewer Force Main • Traffic Impacts on Lorton Road

Type: Utility infrastructure replacement (force main), roadway impacts, long-term maintenance project
Location: Lorton Road corridor, adjacent to and east/west of the Covanta Energy/Resource Recovery Facility
Lead Agencies:

- Fairfax County DPWES – project owner and construction lead
- VDOT – traffic management & lane closure approvals
- Fairfax County DOT – coordination on roadway impacts
- Covanta – facility coordination
- Office of the Mt. Vernon District Supervisor
- SCF Transportation Committee

Summary

Fairfax County's Department of Public Works & Environmental Services (DPWES) is undertaking a major infrastructure project to replace the large-diameter sewer force main that serves the County's Noman M. Cole Jr. Pollution Control Plant and interacts with waste conveyance systems near the Covanta Energy/Resource Recovery Facility.

The project runs parallel to Lorton Road, requiring excavation, trenching, and installation of new pressurized wastewater pipeline segments. This work will result in periodic lane closures, flagging operations, traffic shifts, and shoulder restrictions on Lorton Road over an extended period.

This is not a transportation capacity project — it is a critical underground utility replacement, but its impacts on traffic are significant and must be coordinated with Lorton Road's numerous other active transportation, roadway, and rail projects.

Key Project Components

1. Replacement of Existing Sewer Force Main

- Upgrades aging wastewater infrastructure
- Ensures long-term reliability of the regional sewage conveyance system

- Supports growth in South Fairfax and Lorton area communities
- Reduces risk of pipe failures or emergency repairs

2. Trenching & Excavation Along Lorton Road

- Force main alignment requires extended construction zones
- Work may include open-cut trenching, boring, or pipe-jacking depending on soil conditions
- Temporary restoration of pavement until full resurfacing occurs

3. Traffic Management

Expect:

- Intermittent lane closures
- Flagger control
- Construction vehicles entering/exiting work areas
- Reduced speeds in work zones
- Possible night work depending on phase and traffic volumes

DPWES coordinates with VDOT to minimize overlap with other Lorton Road disruptions, especially VPRA/Amtrak third-track construction.

4. Environmental & Utility Coordination

- Significant stormwater and drainage management
- Coordination with adjacent utilities (water, power, telecom)
- Environmental controls near waterways and wetlands areas

Why This Project Is Needed

1. Aging Infrastructure

The existing force main is decades old and approaching the end of its service life.

2. Growth in South Fairfax

New development in:

- Lorton
- Laurel Hill
- Crosspointe
- Newington

… increases demand on sewer conveyance.

3. Risk Reduction

A major force main failure would cause:

- Environmental damage
- Major service disruptions
- Emergency road closures
  Replacing the system proactively prevents these risks.

Traffic & Community Impacts

Short-Term Impacts

- Construction noise and heavy equipment
- Daytime lane reductions on Lorton Road
- Temporary driveway or shoulder access constraints
- Slower travel times, especially near:
  - Silverbrook Rd
  - Furnace Rd
  - Gunston Cove Rd
  - Amtrak Auto Train area

Long-Term Benefits

- Improved reliability of wastewater infrastructure
- Reduced risk of emergency repairs that could shut down Lorton Road entirely
- Supports sustained community growth and environmental protection

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Coordination With Nearby Projects

This project overlaps geographically with:

Lorton Road / Amtrak VPRA Third Track Construction

19–22 month lane closures

Lorton Road / Silverbrook Intersection Improvements

Triple left-turn design pending updated traffic study

Gunston Cove Road Walkway Project

Sidewalk extensions into Lorton Market Street area

DPWES, VDOT, and FCDOT must synchronize work zones to avoid simultaneous full-lane closures affecting residents and schools.

Status

Active DPWES Capital Project
Construction is underway or entering major phases, with impacts occurring throughout the corridor.

Last Updated

2025 DPWES project website; SCF Transportation Committee notes

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Cross County Trail Gaps Near Lorton / Laurel Hill (*Back to Master List*)

ActiveFairfax Priority • Missing Links • Regional Trail Connectivity

Type: Trail gap closure, multimodal connectivity, pedestrian & bicycle network expansion
Location: South Fairfax segments of the Cross County Trail (CCT), including:

- South Run → Laurel Hill → Lorton / Giles Run
- Laurel Hill Greenway → Cinder Bed Road
- Connections toward Newington and Pohick
  Lead Agencies:
- Fairfax County DOT (FCDOT) – Active Transportation
- Fairfax County Park Authority (FCPA) – trail alignment & maintenance
- VDOT – where trail intersects state roads
- SCF Transportation Committee

Summary

The Cross County Trail (CCT) is a 40-mile north–south backbone trail that passes directly through the Laurel Hill and Lorton area.
While much of the trail is built, several critical missing links in South County prevent continuous multimodal travel between:

- Lorton

- Newington
- Springfield
- Pohick
- Laurel Hill
- Occoquan
- Mount Vernon

The County's ActiveFairfax Transportation Plan identifies these gap closures as high-priority projects, especially as redevelopment and transit improvements accelerate along Richmond Highway and Silverbrook Road.

Key Gap Locations Identified

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1. South Run → Laurel Hill → Lorton Link

A continuous, paved shared-use path between:

- South Run Recreation Center
- Laurel Hill trailhead areas
- Giles Run & Lorton Station
  …remains incomplete.

Existing trails weave through parkland but lack consistent surfacing, signage, and safe road crossings.

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2. Laurel Hill Greenway → Cinder Bed Road

This connection would provide access to:

- VRE rail corridor
- Industrial employment zones
- Newington area neighborhoods
- Future Cinder Bed Bikeway

This link would dramatically improve east–west bike access.

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3. Pohick → Laurel Hill Community Trail Routes

Several short gaps near:

- Pohick Road
- Hooes Road
- Laurel Crest

…prevent safe non-motorized travel.

Future school traffic improvements could be integrated here.

Purpose & Need

1. Regional Trail Continuity

Completing the CCT improves connectivity between:

- Lorton
- Burke
- Springfield
- Annandale
- Reston
- Great Falls

…and all communities in between.

2. Safe, Off-Road Travel

Missing segments force users onto high-speed roads lacking bike/ped infrastructure.

3. Support for Local Neighborhoods

Trails serve:

- Students traveling to South County HS
- Families accessing parks
- Commuters biking to VRE or local jobs

4. Recreation & Public Health

Completing these links enhances:

- Walking
- Running
- Cycling
- Nature access

Community Benefits

- Fully connected north–south trail through South Fairfax
- Safer crossings at major roads
- Access to Laurel Hill, Giles Run, and Lorton trail networks
- High-value amenity supporting property values and local tourism
- Supports County's environmental and health goals

Related Projects

- Giles Run Bridge & Park Access Road (funded)
- Cinder Bed Bikeway (TPP #109)
- Mason Neck Trail expansion
- Lorton Road / Silverbrook Road improvements
- Pohick Estates bikeway concepts (2026 repaving)

Status

Active Planning Priority – Not Yet Funded
Included in ActiveFairfax as a *high-priority* multimodal gap.
Awaiting further design, funding identification, and alignment studies.

Last Updated

2025 ActiveFairfax planning documentation; FCPA coordination; SCF Transportation Committee input

CSX / Long Bridge / Third Track – VRE capacity and construction (*Back to Master List*)

Virginia Passenger Rail Authority (VPRA) – Multi-Year Rail Expansion
Corridor: Springfield → Lorton → Occoquan → Alexandria → D.C.

Type: Rail capacity expansion, third-track construction, major infrastructure project
Location: CSX/Amtrak rail corridor from Springfield southward past the Lorton Auto Train, eventually connecting to new Long Bridge infrastructure crossing the Potomac into D.C.
Lead Agencies:

- Virginia Passenger Rail Authority (VPRA) – project owner

- CSX Transportation – host railroad coordination
- Amtrak – service coordination, Auto Train operations
- Virginia Railway Express (VRE) – future service expansion beneficiary
- VDOT & FCDOT – roadway impacts along Lorton Road & bridges
- Office of the Mt. Vernon District Supervisor
- SCF Transportation Committee

Summary

The Long Bridge / Third Track Program is one of the largest rail infrastructure projects in the Eastern United States. The effort will double passenger rail capacity over the Potomac River and increase reliability and throughput for:

- VRE commuter trains
- Amtrak intercity trains
- CSX freight operations

The segment through Fairfax County (Springfield → Lorton) includes major track additions adjacent to Lorton Road and the Amtrak Auto Train station. Construction activity in this area is responsible for significant lane closures, staging areas, and operational impacts along Lorton Road.

Once completed, this expansion will enable:

- Additional VRE service frequency, including reverse-peak and weekend options
- Improved reliability and reduced bottlenecks near the Potomac
- More flexibility for Amtrak long-distance and regional trains
- Stronger rail mobility for South Fairfax commuters

Key Components

1. The Long Bridge Expansion (Washington, D.C.)

- Replacement of the 117-year-old two-track bridge with two parallel bridges
- Quadruples potential rail throughput across the Potomac
- Clears the single largest bottleneck to passenger rail in the Mid-Atlantic

2. The Third Track (Fairfax County Segment)

- Construction of a new third continuous rail track beginning north of Springfield, extending through Lorton, and continuing toward Occoquan
- Includes:
    - Grading and embankment building
    - Retaining walls

    - Track bed installation
    - Culvert and bridge replacements

3. Amtrak Auto Train Coordination

- Afternoon and evening departures require careful scheduling of construction activity
- Additional traffic control along Lorton Road during peak ridership periods

4. Structural & Environmental Improvements

- Replacement or widening of several rail bridges
- Drainage and stormwater improvements
- Track realignment in sensitive or constrained areas

Construction Impacts in South Fairfax

1. Lorton Road Lane Closures (19–22 Months)

- Intermittent single-lane closures
- Traffic shifts
- Flagging operations
- Heavy truck movements
- Reduced speeds near the rail corridor

2. Noise & Vibration

- Pile-driving, excavation, and grading operations
- Nighttime and weekend work permissible when track access windows require it

3. Restricted Access Near Auto Train

- Temporary detours or alternating traffic flow
- Higher congestion during Amtrak departure times

4. Coordination with Other Lorton Road Projects

Impacts overlap with:

- Lorton Road / Silverbrook Intersection Project
- Covanta Force Main DPWES project
- Gunston Cove Road Walkway Project

Combined effects require close monitoring to avoid compounding disruptions.

Regional Benefits Upon Completion

1. VRE Service Expansion

The third track and Long Bridge expansion will allow:

- Additional peak-direction trains
- Reverse-peak service for federal & private-sector workers
- Potential mid-day trains
- Future weekend service

2. Improved Reliability

Passenger trains will experience fewer delays due to freight interference.

3. Strengthened Interstate Rail Connectivity

Supports:

- East Coast rail mobility
- Virginia–D.C.–Maryland commuter integration
- Amtrak service growth (Northeast Regional, long-distance trains)

4. Economic Development

Improved mobility supports:

- Lorton redevelopment
- Workforce commuting efficiency
- Regional business connectivity

Related Local Projects

- Lorton Road / Amtrak Track Expansion (Traffic Impacts)
- Lorton Road / Silverbrook Road intersection improvements
- Richmond Highway BRT (long-term multimodal integration)

Status

Active – Multi-Year Construction (2025–2029)

- Fairfax County segment currently in heavy civil construction

- Long Bridge (Potomac crossing) under major development
- Entire corridor expected to see transformational operational upgrades by 2029

Last Updated

2025 VPRA briefings; VRE updates; SCF Transportation Committee notes

E-ZPass Toll Revenues – use and clarification (*Back to Master List*)

Understanding How Toll Revenue Is Collected, Distributed & Used in Virginia

Type: Policy clarification, toll system finance, statewide revenue management
Location: Applicable to all toll facilities operating within Fairfax County and across Virginia
Lead Agencies:

- Virginia Department of Transportation (VDOT)
- Virginia Department of Motor Vehicles (DMV) – E-ZPass administration
- Transurban – I-95/I-395 & I-495 Express Lanes operator
- Northern Virginia Transportation Commission (NVTC)
- Northern Virginia Transportation Authority (NVTA)
- Metropolitan Washington Airports Authority (MWAA) – Dulles Toll Road
- SCF Transportation Committee

Summary

Many residents believe that tolls collected from local Express Lanes or other facilities return directly to Fairfax County as a "local revenue stream." This is not the case.

The E-ZPass system itself collects no local revenue.

Instead, tolls flow to:

- Statewide administration of E-ZPass, and
- The operating entities of each toll facility, such as Transurban or MWAA.

Where revenue *does* support local projects, it occurs indirectly through regional transportation funding bodies — not as a county-level rebate or percentage.

This clarification was requested during SCF and Supervisor briefings due to recurring misconceptions in the public.

How E-ZPass Works

1. E-ZPass Is a *Payment System*, Not a Revenue Fund

Fees collected via E-ZPass:

- Pay for system maintenance and statewide operations
- Do not generate revenue earmarked for local jurisdictions
- Simply facilitate toll payment on behalf of the facility operator

2. Each Toll Road Has Its Own Operator & Revenue Structure

A. Transurban (I-95/I-395 Express Lanes & I-495 Express Lanes)

- Revenue is retained by Transurban under a public–private partnership (P3) agreement.
- Some funds *indirectly* benefit local jurisdictions through the I-95 Commuter Choice Program managed by NVTC.

B. VDOT-Operated Facilities

- Revenue supports state-maintained transportation infrastructure.
- Again, no local revenue rebate.

C. Dulles Toll Road (MWAA)

- Toll revenue is used primarily to finance the Silver Line Metrorail expansion, not local roads.

3. No Direct Payments to Fairfax County

VDOT explicitly confirmed:

"There is no direct local revenue stream from E-ZPass."

This is important for budgeting and local planning discussions, as it impacts expectations regarding road funding and cost recovery.

Where Toll Revenue *Does* Support Fairfax County (Indirectly)

Although the County receives no direct payment, several regional bodies reinvest toll revenue in local projects:

1. NVTC – I-95 & I-66 Commuter Choice Programs

Funds can be used for:

- Bus service expansions
- Park-and-ride improvements
- Transit operations
- Corridor-specific multimodal projects

2. NVTA (Northern Virginia Transportation Authority)

This body allocates toll-related revenues (from regional taxes and fees) to large capital projects in the County.

3. MWCOG / TPB Regional Programs

Occasional funding supports studies, transit integration, and safety initiatives.

4. DRPT / VRE

State rail investments (funded partly by transportation revenues) benefit Fairfax County riders.

Why This Matters for South Fairfax

Residents often ask:

- *"Why don't tolls fix our local congestion?"*
- *"Why don't we get a portion of Express Lane revenue?"*
- *"If I pay tolls daily, why don't I see improvements in Lorton or Mason Neck?"*

The answer is structural:

- Revenue distribution is not locally controlled.
- Funds go to the facility operator, statewide administration, or regional programs, not directly to local jurisdictions.

Understanding this prevents mismatched expectations in:

- Transportation project advocacy
- County budget discussions
- VDOT–community engagement
- Legislative outreach strategies

Common Misconceptions Addressed

❌ *My toll money goes to Fairfax County.*

No — counties do not receive direct toll revenue.

❌ *VDOT can use Express Lane tolls to widen local roads.*

No — toll operator contracts dictate where revenue can be used.

❌ *E-ZPass is a government revenue stream.*

No — it is a payment processing system.

✓ *Some toll revenue indirectly supports regional transit.*

Yes — through the NVTC Commuter Choice program.

Status

Complete – Clarification confirmed by VDOT
This entry forms part of SCF's transportation education and community outreach materials.

Last Updated

2025 Supervisor's Office briefing; VDOT response; SCF Transportation Committee notes

Fairfax Connector Network Redesign (Better Bus Initiative) (*Back to Master List*)

Countywide Transit Restructuring • Richmond Hwy Integration • South County Frequency Improvements

Type: Transit network redesign, feeder bus restructuring, frequency upgrades
Location: South Fairfax service areas including:

- Lorton
- Laurel Hill / Crosspointe
- Newington & Cinder Bed
- Richmond Highway Corridor
- Springfield–Franconia Metro Station area
  Lead Agencies:

- Fairfax County DOT (FCDOT) – system redesign lead
- WMATA (Metrobus / Better Bus Initiative) – coordination
- Northern Virginia Transportation Commission (NVTC)
- SCF Transportation Committee

Summary

Fairfax County is participating in the Better Bus Initiative, a complete redesign of the regional bus network led by WMATA.
For South County, this effort will significantly reshape Fairfax Connector service by:

- Improving bus frequency
- Creating faster, more direct routes
- Reducing duplication
- Supporting future Richmond Highway BRT infrastructure
- Aligning Connector routes with new travel patterns

This redesign is one of the largest updates to bus service in decades and will affect nearly every neighborhood in South Fairfax.

Key Objectives of the Redesign

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1. Improve Frequency and Reliability

Many South County routes currently operate:

- Infrequently
- Indirectly
- With long transfer times

The redesign introduces:

- Higher-frequency “trunk” routes
- More consistent 7-day service
- Shorter wait times

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2. Increase East–West Connectivity

Historically, South County has strong north–south routes (to Springfield Metro & Route 1), but poor east–west transit.

Proposed improvements include:

- Stronger connections between Laurel Hill → Newington → Springfield
- Better access to Cinder Bed employment areas
- New links between Lorton → Kingstowne

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3. Align with Richmond Highway BRT

Once the BRT opens, bus service will shift to:

- "Feeder" routes linking neighborhoods to BRT stations
- Eliminating duplicative north–south bus mileage
- Reducing Route 1 transit times significantly

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4. Modernize the System for Future Transit Demand

The redesign aims to build a more:

- Frequent
- Simple
- Reliable
- Accessible

system that can scale with future developments like:

- Embark Richmond Highway
- Lorton redevelopment
- VPRA rail expansions
- Growing employment centers

Impacts on South County

1. Route Consolidation & Streamlining

Some existing lines may be:

- Consolidated
- Renumbered
- Rerouted

2. Increased Frequency on Key Corridors

Areas likely to see benefits:

- Lorton → Springfield Metro
- Richmond Highway corridor
- Laurel Hill / Crosspointe hubs
- Kingstowne Town Center

3. Reduced Wait Times

Many buses that run every 30–60 minutes today may shift to 10–20 minutes.

4. Improved Weekend & Evening Service

Addresses needs of:

- Retail workers
- Students
- Low-income households
- Military personnel commuting to Fort Belvoir

Purpose & Need

1. Support equitable mobility for residents without cars
2. Increase access to jobs and education
3. Reduce congestion on I-95 and US-1
4. Prepare for future redevelopment in Lorton, Newington, and Richmond Hwy
5. Build a network that complements BRT & VRE improvements

Related Projects

- South County Feeder Bus Service (TPP #83)
- Richmond Highway BRT
- Cinder Bed Bikeway / Newington Road connections
- Fairfax County's ActiveFairfax Plan

Status

Active – Public Engagement & Draft Network Design Underway (2025)
Finalized network changes will roll out in phases over the next several years.

Last Updated

2025 WMATA Better Bus Initiative materials; FCDOT presentations; SCF Transportation Committee discussions

Fairfax Connector Transit Strategic Plan

(*Back to Master List*)

*****Fairfax Connector Transit Strategic Plan (TSP) – FY 2023–FY 2033
Fairfax County Bus Network Planning & Service Modernization

Countywide Transit Planning • Bus Network Optimization • Equity & Access

Type: Transit strategic plan, service planning, operations and capital coordination
Geography: Fairfax County (Countywide, including South County and Richmond Highway corridor)

Lead Agency:
· Fairfax County Department of Transportation (FCDOT) – Fairfax Connector system owner and operator
· Fairfax County Board of Supervisors – policy oversight
· Regional partners (WMATA, NVTA, VDOT) – coordination and funding alignment

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Summary

The Fairfax Connector Transit Strategic Plan (TSP) is a ten-year roadmap guiding the evolution of Fairfax County's bus system from Fiscal Year 2023 through Fiscal Year 2033. The plan evaluates existing Fairfax Connector service, incorporates extensive public outreach, and outlines a strategic vision to ensure the bus network remains responsive, equitable, and aligned with County growth, land-use policy, and major transit investments.

The TSP establishes a framework for:
· Improving bus reliability and frequency
· Better serving high-demand corridors and activity centers
· Expanding access to jobs, schools, healthcare, and transit hubs
· Coordinating local bus service with Metrorail, VRE, and future BRT investments
· Prioritizing investments based on performance, equity, and available funding

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System Overview & Strategic Vision

Fairfax Connector is the County's primary local bus system and plays a critical role in first-mile/last-mile connections to regional transit. The Strategic Plan envisions a bus network that:
· Is easier to understand and use
· Provides stronger all-day and off-peak service
· Focuses resources where ridership demand is strongest
· Adapts to changing travel patterns, including reverse-peak and non-commute trips
· Supports adopted land-use plans and redevelopment corridors

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System Performance & Operations Analysis

The TSP includes a systemwide evaluation of:
· Route productivity and ridership trends
· On-time performance and reliability
· Service duplication and gaps
· Operating efficiency
· Customer experience and accessibility

This analysis informs which routes should be expanded, modified, consolidated, or restructured over the next decade.

Planned Improvements & Modifications

The plan identifies a range of potential service changes, including:
· Route adjustments to better match current travel demand
· Frequency improvements on high-ridership corridors
· Enhanced connections to Metrorail, VRE, and activity centers
· Service restructuring to improve network legibility
· New or modified routes to serve growing communities

Service improvements are prioritized based on performance metrics, equity considerations, and community feedback.

Implementation Plan

The TSP is designed as a phased, flexible implementation framework, recognizing that:
· Not all improvements can be delivered at once
· Funding availability will drive timing
· Service changes must adapt to development patterns and major capital projects

Implementation is expected to occur incrementally through annual service planning and budget cycles.

Financial Plan

The plan includes:
· A fiscally constrained scenario aligned with anticipated funding
· A financially unconstrained vision illustrating the full potential system build-out
· Operating and capital cost estimates for proposed improvements

Funding sources include County operating funds, regional contributions, and state and federal transit programs.

Public Outreach & Community Input

Public engagement was a core component of the TSP development. Outreach included:
· Public surveys and feedback opportunities
· Stakeholder engagement
· Community input on service priorities, reliability, and accessibility

Results from this outreach are documented in Appendix F: Public Outreach Summary and directly informed service priorities.

Key Plan Components & Appendices

The full Transit Strategic Plan includes:
· System Overview and Strategic Vision
· System Performance and Operations Analysis
· Planned Improvements and Modifications
· Implementation Plan
· Financial Plan
· Appendix A: Agency Profile and System Overview
· Appendix B: Service Improvement Prioritization
· Appendix C: Financially Unconstrained Plan
· Appendix D: System Maps
· Appendix E: Route Sheets
· Appendix F: Public Outreach Summary

Relationship to Other TranspoFairfax Projects

The Fairfax Connector TSP provides the local bus planning foundation that supports:
· Richmond Highway BRT
· Metrorail access and station area planning
· VRE and Long Bridge capacity improvements
· Major redevelopment corridors and transit-oriented development
· First-mile/last-mile mobility solutions

Status

Adopted Planning Framework – Implementation Ongoing
Service adjustments and improvements are being considered and implemented through annual Fairfax Connector service planning cycles.

Last Updated

Fairfax County Department of Transportation
Transit Strategic Plan (FY 2023–FY 2033)

Fairfax County Parkway: I-95 to Telegraph spot improvements (*Back to Master List*)

Corridor Capacity • Merge Fixes • Bridge Constraints • Intersection Upgrades

Type: Operational improvements, spot widening, turn-lane extensions, merge enhancements
Location: Fairfax County Parkway (Route 286) from I-95 northward to Telegraph Road, including ramps, bridges, and adjacent intersections
Lead Agencies:

- VDOT – Northern Virginia District (primary implementation)
- Fairfax County DOT (FCDOT)
- Transurban – coordination with I-95/I-395 Express Lanes
- Office of the Mt. Vernon District Supervisor
- Office of the Lee District Supervisor
- SCF Transportation Committee

Summary

The segment of Fairfax County Parkway between I-95 and Telegraph Road is one of South Fairfax's most congested and complex roadway nodes. Traffic merges from:

- I-95 NB
- Fairfax County Parkway NB
- Telegraph Road WB
- Backlick Road & Terminal Road (industrial/employment center)

This creates recurring bottlenecks, weaving conflicts, and lane insufficiencies.

The Spot Improvements Project (TPP #27 in multiple County lists) proposes targeted, high-impact upgrades to reduce congestion without full-scale widening of the Parkway.

Key Project Components

1. Lengthen NB Auxiliary Lane (Parkway → I-95 NB Merge)

One of the biggest contributors to congestion is the short merge distance as vehicles transition from Fairfax County Parkway NB to I-95 NB.

The improvement includes:

- Extending the acceleration/auxiliary lane
- Reducing risky weaving behavior
- Improving throughput during peak AM periods

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2. Terminal Road Intersection Improvements

Terminal Road serves:

- Industrial centers
- Large distribution facilities
- Truck traffic and warehouse flow

Improvements may include:

- Longer EB left-turn lane
- Additional queue storage
- Revised signal timing
- New roadway striping
- Safer truck turning radii

This directly reduces spillback into Parkway through-lanes.

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3. Backlick Road Bridge Widening

The Backlick Road Bridge over the railroad tracks is a significant structural bottleneck.

Widening considerations include:

- Additional lanes
- Improved shoulders
- Better sight lines
- Enhanced safety for freight access

This is a complex element and may become a multi-phase project depending on funding.

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4. Intersection & Lane Configuration Adjustments

VDOT is evaluating:

- Lane reassignments
- Turn-lane striping revisions
- Signal timing optimization
- Improved signage approaching I-95
- Potential ramp geometry improvements

These refinements collectively reduce conflict points and increase roadway reliability.

Purpose & Need

1. Congestion Relief

The area experiences severe:

- AM peak backups toward Springfield
- PM congestion from I-95
- Heavy truck traffic from industrial areas

Hot spots include:

- Telegraph Road
- Backlick Road
- Terminal Road

- I-95 ramps

2. Safety Enhancements

Reducing weaving and short merges helps decrease:

- Sideswipe crashes
- Rear-end collisions
- Sudden braking near ramp terminals

3. Regional Mobility

This Parkway segment is a vital connector between:

- Fort Belvoir
- Springfield
- Lorton
- Route 1 corridor
- Newington
- Cross County Trail access (traffic interface)

4. Supports I-95 Corridor Improvements

These improvements mesh with:

- I-95 NB flyover (related operational fixes)
- I-95/395 Express Lanes traffic patterns
- Planned future Parkway corridor upgrades

Related Projects

- I-95 NB Flyover / Merge Fixes (major operational effort)
- Terminal Road Left Turn Lane Project (TPP #27)
- Backlick Road Bridge replacement/widening concepts
- I-95 SB Occoquan bottleneck monitoring
- Lorton Road / Amtrak construction impacts
- Newington Road sidewalk and Cinder Bed Bikeway

Funding & Timeline

- Partially funded through County and VDOT programs
- Some elements (e.g., Terminal Road improvements) are further along
- Bridge widening likely requires large-scale funding commitment

- No full construction timeline finalized — projects proceeding as modular spot improvements

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Community Impacts

Positive (When Completed)

- Reduced travel times for commuters
- Safer merges and intersections
- Better freight mobility
- More predictable morning and afternoon flow

Temporary Impacts

- Nighttime lane closures
- Periodic ramp restrictions
- Potential weekend shutdowns during bridge work
- Detours during structural upgrades

County coordination will focus on minimizing overlap with I-95 projects.

Status

Active – Design, Scoping & Early Engineering
Some components may advance sooner than others depending on funding and technical constraints.

Last Updated

2025 VDOT briefing; SCF Transportation Committee note

Fort Belvoir Roadway & Access Study (Long-Term Planning)

Furnace Road – truck parking (incl. Silverbrook & Hooes) (*Back to Master List*)

Update: 01/13/2026
New “No Parking” signs along the ramp have had their intended impact as truck parking along the ramp has subsided. Now we hope to suggest improved turn indicators to allow multiple turns from both existing lanes to turn both right and left. (draft).

A suggestion from a concerned citizen: "What does need to improve is the exit onto Lorton Road itself. The changes they made with striping recently were useless. They have the space, I think it would be great if they could create lanes all the way back so traffic gets quickly separated after exiting I-95 and then maybe add a 2nd right turn lane off the exit, one for those going straight down Lorton Road and the other to prioritize turning right on Silverbrook. "

***

Illegal / Unsafe Truck Staging • Industrial Traffic Pressure • Enforcement & Infrastructure Gaps

Type: Safety issue, enforcement concern, roadway operations, industrial traffic management
Location: Furnace Road, with spillover into Silverbrook Road and Hooes Road, near the I-95 corridor and the Lorton industrial zone
Lead Agencies:

- VDOT – Roadway authority
- FCPD – Enforcement
- Virginia State Police (VSP) – Truck and commercial vehicle enforcement
- Fairfax County DOT (FCDOT)
- DPWES (Solid Waste & Lorton operations coordination)
- Office of the Mt. Vernon District Supervisor
- SCF Transportation Committee

Summary

The Furnace Road corridor—serving Lorton's landfill, waste transfer operations, industrial yards, and access routes to I-95—has long experienced recurring issues with illegal truck parking, staging, idling, and shoulder encroachment.

These behaviors create:

- Sight distance hazards
- Shoulder degradation & road edge crumbling
- Blocked turning movements
- Conflicts with pedestrians, cyclists, and buses
- Queue formation near the landfill/transfer station

The problem does not remain confined to Furnace Road — vehicles often spill into:

- Silverbrook Road (between Lorton Rd → Hooes Rd)
- Hooes Road (especially near commercial and utility parcels)

This issue has intensified due to increased industrial activity, drivers avoiding I-95 restrictions, and the lack of designated commercial staging areas in South Fairfax.

Key Observations & Issues

1. Illegal Shoulder Parking

Trucks frequently park on:

- Unpaved shoulders
- Sight-restricted curves
- Narrow sections near Silverbrook/Hooes
- Approaches to DPWES entrances

This reduces travel lane width and poses major safety concerns.

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2. Lack of Designated Truck Staging Areas

Industrial operations generate heavy truck traffic, but:

- No formal staging or rest areas exist nearby
- Drivers resort to ad-hoc parking along roads
- Overflow occurs when landfill/transfer queues back up

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3. I-95 & Route 123 Congestion Effects

Delays on I-95 or ramp limits push trucks to:

- “Wait out” peak congestion
- Idle near Furnace/Silverbrook
- Stage before pickup or drop-off appointments

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4. Safety & Visibility Issues

- Trucks block sight distance for turning vehicles
- Create blind spots for buses leaving depots
- Reduce reaction time for through traffic
- Pose hazards at driveways and intersections

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5. Neighborhood Impacts

Communities near Silverbrook/Hooes report:

- Noise from idling

- Litter and diesel odor
- Early-morning staging
- Occasional roadway damage

Actions Taken / Under Review

1. Enforcement – FCPD & VSP

Increased patrols have periodically addressed:

- Illegal shoulder parking
- Trespassing on DPWES property
- Idling in no-parking zones

However, enforcement alone has not fully resolved the issue due to recurring demand.

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2. Signage Evaluation

VDOT & FCDOT reviewing:

- "No Parking / No Standing" signage expansion
- Clearer regulatory signs near Silverbrook Road
- Hours-of-operation restrictions near industrial entrances

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3. Coordination with DPWES (Solid Waste Operations)

DPWES is assessing:

- Queue management at landfill/transfer facilities
- Internal staging improvements
- Traffic flow modifications

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4. Long-Term Regional Solutions Considered

Because the issue is systemic, the following long-term ideas have been discussed:

A. Dedicated Truck Staging Facility (Regional)

A safe, legal location for drivers waiting for pickups/deliveries.

B. Enhanced Turn Lanes & Shoulders

Where feasible, shoulder reinforcement could reduce roadway edge failures.

C. Restricting Oversized Vehicles During Peak Hours

If studies justify it, time-based restrictions could be explored.

D. Collaboration with Private Industrial Operators

Encouraging businesses to:

- Provide on-site staging capacity
- Manage pickups/deliveries to avoid peak queueing
- Coordinate with waste management schedules

Related Nearby Issues

This corridor interacts with multiple other transportation concerns:

- I-95 Exit 163 – Illegal Truck Parking
- Lorton Road / Silverbrook Triple Left-Turn Project
- Hooes Road Walkway (Safety Concern)
- South Run Stream Valley Trail Crossing (RRFB)
- Lorton Road lane closures during VPRA rail construction

Together, these create a complex operational environment requiring cross-agency coordination.

Community Benefits From Resolution

- Safer shoulders and visibility
- Reduced road edge deterioration
- Less diesel exhaust and overnight idling
- Better flow for buses and commercial vehicles
- Improved quality of life for adjacent neighborhoods

Status

Active Issue – Enforcement & Study Phase
No capital project currently underway.
Issue is being addressed through enforcement, signage review, and coordination with DPWES and industrial operators.

Last Updated

2025 SCF Transportation Committee discussion; Supervisor's Office updates

Fort Belvoir Roadway & Access Study (Long-Term Planning) (*Back to Master List*)

Traffic Circulation • Gate Access • Regional Coordination with DoD & VDOT

Type: Access management, long-term roadway planning, military–civil coordination
Location: Fort Belvoir (Main Post & North Area) with impacts on:

- Gunston Road (VA-242)
- Richmond Highway (US-1)
- Pohick Road
- Backlick Road / Newington area
  Lead Agencies:
- U.S. Department of Defense / Fort Belvoir Garrison
- VDOT – roadway interface
- Fairfax County DOT (FCDOT) – regional transportation planning
- Northern Virginia Regional Commission (NVRC) – coordination
- SCF Transportation Committee

Summary

Fort Belvoir is one of the largest employment hubs in Northern Virginia.
Its roadway network, security gates, and external connections to local streets significantly influence traffic patterns across South Fairfax.

While no single major project has been formally launched, Fort Belvoir and regional partners have been evaluating long-term access and roadway needs, especially around:

- Gunston Road (Route 242)
- Pohick Road
- Richmond Highway realignments
- North Area congestion
- Base gate queuing impacts on County roads

This study is considered emerging planning, with potential future roadway upgrades, security lane expansions, and new circulation patterns.

Key Issues Identified

1. Gate Access Congestion

Security requirements often lead to:

- Long queues during AM and PM peak periods
- Delays on Pohick Road and Route 1
- Spillover congestion into Lorton and Newington

2. Gunston Road Capacity & Alignment

Gunston Road serves:

- Commuters
- Military personnel
- Mason Neck residents
- Park visitors

Potential future needs include:

- Roadway widening near the base boundary
- Sightline and curve safety adjustments
- Intersection improvements

3. Integration with Route 1 Improvements

As Richmond Highway Corridor Improvements and BRT move forward, Fort Belvoir's access needs will change.

Considerations include:

- Realigned intersections
- New access points
- Transit connections
- Pedestrian and bicycle facilities

4. Evacuation & Emergency Planning

Fort Belvoir requires reliable evacuation routes for:

- Mission-critical operations
- Emergency response
- Hazard mitigation

Coordination with County emergency planners may require roadway upgrades over time.

Purpose & Need

1. Improve Mobility for Military and Civilian Workers

Fort Belvoir hosts thousands of daily commuters whose travel patterns affect the entire Route 1 corridor.

2. Support Base Security Requirements

Traffic flow must align with:

- Evolving threat levels
- Physical security improvements
- Modern gate layouts

3. Enhance Safety on Public Roads

Gunston Road and Pohick Road see substantial mixed traffic, including:

- Commuters
- School buses
- Residents
- Recreational visitors

4. Regional Planning Integration

Any changes on base must be coordinated with:

- VDOT
- Fairfax County
- Federal agencies

Community Benefits (Long-Term)

- Reduced congestion at Fort Belvoir gates
- Safer travel along Gunston and Pohick Roads
- Improved military–community transportation coordination

- Preparedness for future redevelopment and growth
- Enhanced emergency response capabilities

Related Projects

- Belvoir North Area Gate Access Improvements
- Pohick Road widening study (pending)
- Gunston Road / Mason Neck Trail expansions
- Richmond Highway BRT & roadway improvements

Status

Long-Term Concept / Not Yet Funded
Study components are under internal review by DoD and County agencies.
No public schedule yet.

Last Updated

2025 SCF Transportation Committee discussions; County–DoD coordination; planning documents

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Giles Run Bridge & Park access road / trail (*Back to Master List*)

TPP #20006 – Access Road Upgrade & 1,500-Foot Trail Connection

Type: Park access improvement, shared-use trail expansion, roadway upgrade
Location: Lorton Road → Laurel Hill Adaptive Reuse Area → Giles Run Park
Lead Agencies:

- Fairfax County DOT (FCDOT) – transportation planning
- Fairfax County Park Authority (FCPA) – park access, trails
- Fairfax County DPWES – roadway construction & stormwater
- Office of the Mt. Vernon District Supervisor
- Laurel Hill Adaptive Reuse Master Plan partners
- SCF Transportation Committee

Summary

The Giles Run Bridge & Park Access Roadway Project improves vehicle, bicycle, and pedestrian access to Giles Run Park, a key recreational destination in the Laurel Hill area. The project modernizes the existing park access road and constructs 1,500 linear feet of new trail, improving connectivity from Lorton Road to Laurel Hill and the surrounding trail network.

This project enhances safe access to:

- Giles Run Disc Golf Course
- Laurel Hill Mountain Bike Trails
- Laurel Hill Adaptive Reuse Area
- Laurel Hill Greenway
- Future & existing residential developments

It represents a major investment in recreational and multimodal access for the Lorton community.

Key Project Components

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1. Improved Park Access Roadway

The existing narrow and aging access road will be upgraded to modern standards, including:

Roadway Enhancements

- Pavement reconstruction
- Shoulder stabilization
- Improved drainage
- Better sight-distance at curves
- Clear signage and delineation

Operational Benefits

- Safer entry for families, cyclists, and park users
- Improved access for maintenance and emergency vehicles
- Reduced wear from stormwater runoff and erosion

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2. 1,500 Linear Feet of New Shared-Use Trail

A core part of the project is a multi-use path connecting:

Lorton Road → Laurel Hill Adaptive Reuse Area → Giles Run Park

Trail Features

- ADA-compliant shared-use path
- Direct access for walkers, runners, cyclists
- Links to mountain biking and equestrian trail systems
- Supports non-vehicular access to park attractions

Connectivity Benefits

This trail links into:

- Laurel Hill Greenway
- Cinder Bed Bikeway (future regional tie-ins)
- Cross County Trail (broader network)
- Laurel Hill Park trail system

It strengthens the overall multimodal network in South Fairfax.

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3. Alignment With Laurel Hill Adaptive Reuse Master Plan

The surrounding area includes:

- Historic Lorton Prison redevelopment
- Arts, recreation, and cultural sites
- County facilities and future development parcels

The access improvements support long-term goals for:

- Increased visitation
- Safer circulation
- Balanced multimodal mobility
- Better integration between parks and redevelopment zones

Purpose & Need

1. Growing Park Usage

Giles Run Park and Lorton's trail network have become high-demand destinations, especially for:

- Disc golfers

- Mountain bikers
- Hikers and walkers
- Organized sports groups
- Youth and family recreation

2. Aging Infrastructure

Existing access road was not designed for today's volume of:

- Park traffic
- Service vehicles
- Event activity

3. Safety

Improved visibility, grading, and shoulders reduce:

- Crash potential
- Roadway edge failures
- Conflicts between vehicles and pedestrians

4. Multimodal Integration

Connecting Lorton Road to the interior park and trail system reduces dependence on vehicle access.

Community Benefits

- Safer, smoother access road
- Better support for recreational tourism
- High-quality trail connection
- Strengthening of Laurel Hill's role as a regional park hub
- Encouragement of walking, cycling, and non-vehicular travel
- Improved emergency vehicle access

Funding & Timeline

- Recommended Funding: $3.32 million
- Covers roadway improvement and trail construction
- Timeline aligned with Park Authority development phases

Related Projects

- Laurel Hill Adaptive Reuse traffic circulation study
- Cinder Bed Bikeway (regional trail integration)
- Lorton Road improvements (Silverbrook intersection & VPRA rail impacts)
- Giles Run Bridge structural maintenance (Park Authority)
- Laurel Hill Greenway enhancements

Status

Active – Design & Coordination Phase
Engineering, environmental review, and final design steps underway.

Last Updated

2025 FCDOT briefings; Park Authority coordination; SCF Transportation Committee notes

Giles Run Tributary Bridge Replacement (Parks / Trails) (*Back to Master List*)

Aging Trail Infrastructure • Safety & Accessibility • FCPA Long-Term Replacement Needs

Type: Trail bridge replacement, park infrastructure rehabilitation
Location: Giles Run Stream Valley, within:

- Laurel Hill Park
- Giles Run Disc Golf Course area
- Connection corridors between Lorton Road, Laurel Hill Greenway, and Mason Neck trails
  Lead Agencies:
- Fairfax County Park Authority (FCPA) – asset owner & maintenance
- Fairfax County DOT (FCDOT) – coordination where trails interface with roadways
- SCF Transportation Committee – monitoring of community concerns

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Summary

Giles Run Stream Valley includes several wooden and steel pedestrian bridges that support heavy year-round use by hikers, runners, cyclists, equestrians, and disc golfers. These bridges are aging, with some showing signs of structural wear, erosion at abutments, and deck deterioration.

FCPA has identified several of these structures as candidates for future rehabilitation or full replacement, especially where:

- Hydrologic flow undermines bridge supports
- Decking has reached the end of its lifespan
- Accessibility standards are not fully met
- High-use trails require more durable crossings

While not yet funded as an official capital project, these bridge replacements are considered emerging needs as part of the long-term Laurel Hill–Giles Run–Lorton trail network.

Key Issues Identified

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1. Structural Deterioration

Recurring issues include:

- Rotting or splintered deck boards
- Rusting steel components
- Erosion around footings and supports
- Narrow widths that no longer meet modern standards

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2. Increased Trail Usage

Giles Run and Laurel Hill have become major regional recreation destinations for:

- Mountain bikers
- Disc golfers
- Trail runners
- Families and hikers
- Equestrians

Higher usage accelerates wear and reduces safety margins.

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3. Flooding & Hydrology Impacts

The tributary experiences:

- Heavy runoff after storms
- Sediment movement
- High water levels under bridges

This can weaken foundations and wash out approaches.

4. ADA Accessibility Gaps

Some bridge approaches have:

- Steep slopes
- Uneven surfaces
- Noncompliant railings
- Limited passing space

Improvements would enhance inclusivity across the trail system.

Purpose & Need

1. Safety

Replacing aging bridges reduces:

- Slip and fall hazards
- Structural failures
- Trail closures after storms

2. Connectivity

Giles Run Trail serves as a major connector between:

- Laurel Hill
- Lorton Station
- South County High School area
- Mason Neck access routes

3. Support for Growing Recreation Demand

Upgraded bridges support:

- Heavier trail traffic
- Events
- Outdoor education programs

4. Long-Term Asset Management

FCPA's lifecycle replacement planning ensures sustainable infrastructure.

Community Benefits

- Safer and more reliable trail crossings
- Improved access for users with mobility limitations
- Reduced erosion and environmental impact
- Strengthened trail network linking multiple South County communities
- Enhanced recreation experience

Related Projects

- Giles Run Park Access Road & Trail Improvements (TPP #20006)
- Cross County Trail gap closures
- Laurel Hill Greenway enhancements
- Mason Neck Trail improvements
- Cinder Bed Bikeway extensions

Status

Future Need – Not Yet Funded
FCPA has noted bridge replacements as part of long-term capital planning, pending funding and prioritization.

Last Updated

2025 FCPA Asset Inventory; SCF recreation & trail committee feedback; Park Authority maintenance notes

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Gunston Cove Road walkway & no-thru-trucks at Lorton Market Street

(*Back to Master List*)

Type: Pedestrian safety, active transportation, truck restriction enforcement
Location: Gunston Cove Road between Lorton Market Street and Cranford St.; Lorton Market Street access points
Lead Agencies:

- Fairfax County DOT (FCDOT) – walkway design & planning
- VDOT – roadway authority for signage & restrictions
- Fairfax County Police Department (FCPD) – enforcement of truck restrictions
- Office of the Mt. Vernon District Supervisor

- DPWES – sidewalk construction coordination
- SCF Transportation Committee – monitoring and feedback

Summary

Gunston Cove Road is a key connector linking Lorton Road, Silverbrook Road, and the Lorton Market Street commercial area. Due to limited pedestrian facilities, residents have long requested better walkability and safer access along this corridor.

The County has proposed constructing a walkway on the north side of Gunston Cove Road (TPP #131), providing an essential missing active transportation link between local neighborhoods and commercial services.

Separately, No-Thru-Trucks restrictions have been implemented for Lorton Market Street and portions of Gunston Cove Road following community concerns about cut-through truck traffic. The policy aims to reduce safety conflicts, noise, and traffic pressure near homes and retail centers.

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1. Gunston Cove Road Walkway (TPP #131)

Project Scope

- Construct a walkway along the north side of Gunston Cove Road from Cranford Street to Amsterdam Street.
- Includes curb, drainage, and ADA upgrades as needed.
- Enhances pedestrian safety for residents accessing:
    - Lorton Market Street
    - Lorton Station
    - Fairfax County Government Center (South County)
    - Schools, parks, and bus stops

Benefits

- Provides a safe walking route where none currently exists
- Encourages multimodal travel in a corridor with rising pedestrian demand
- Reduces pedestrian conflict with motorists on a narrow shoulder
- Supports long-term walkability goals in South County

Status

Funded for design and construction
This project is part of Fairfax County's Transportation Priorities Plan (TPP).
Preliminary engineering and coordination with VDOT are underway.

2. No-Thru-Trucks Restriction at Lorton Market Street & Gunston Cove Road

Background

Residents and SCF members reported:

- Trucks cutting through the retail center to avoid congestion on Lorton Road
- Safety issues near crosswalks and retail entrances
- Overnight idling and noise concerns
- Conflicts with pedestrians accessing Lorton Market Street amenities

These concerns led to the County implementing No-Thru-Trucks signage and enforcement, coordinated with both VDOT and FCPD.

Purpose of Restriction

- Prevent large trucks from using neighborhood/commercial roads as bypass routes
- Improve safety at pedestrian-heavy retail areas
- Reduce cut-through traffic from I-95, Route 1, and industrial zones
- Support business district walkability

Enforcement

- FCPD conducts periodic enforcement
- Signage installed at key entry points to Lorton Market Street
- Fines may apply for violations depending on vehicle class and route

More consistent enforcement may be needed as community reports continue.

Community Impacts

Walkway Project Benefits

- Safer walking routes for families and school-age children
- Improved connections to Lorton Station and key commercial areas
- Encourages non-vehicular travel in a growing mixed-use district

Truck Restriction Benefits

- Reduced truck noise and vibration near homes
- Fewer conflicts at busy pedestrian crossings
- Improved safety for shoppers and residents

Ongoing Concerns

- Continued sightings of trucks ignoring the restrictions
- Need for updated signage or additional enforcement
- Desire for further streetscape improvements to slow traffic

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Related Projects

- Lorton Station Boulevard Road Diet & Crosswalk Improvements
- Gunston Road / Mason Neck Trail Projects
- Lorton Road / Silverbrook Road Intersection Improvements
- ActiveFairfax Transportation Projects (Districtwide)
- Pohick Road Walkway (another key missing-link project)

Status

Walkway: Funded TPP project – preliminary engineering underway
Truck Restrictions: Active enforcement & monitoring – signage in place

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Last Updated

2025 SCF Transportation Committee discussions; Supervisor's Office briefings

Gunston Elementary School – afternoon pickup / Kiss & Ride safety

(*Back to Master List*)

Type: School traffic operations / pedestrian & driver safety
Location: Gunston Road at Gunston Elementary School (GES)
Lead Entities:

- Fairfax County Public Schools (FCPS – Safety & Security, Transportation)
- Fairfax County Department of Transportation (FCDOT)
- VDOT (as roadway authority)
- South County Federation (SCF) Transportation Committee (monitoring)

Summary

Gunston Elementary continues to experience significant afternoon congestion, queuing, and safety conflicts during the PM "Kiss & Ride" pickup period. This congestion routinely spills onto Gunston Road, reducing sight distance, causing delays for through traffic, and creating potential safety hazards for both drivers and students.

Two prior studies — one prepared by FCPS Safety Specialists and another by community/SCF representatives — have identified:

- Insufficient on-site vehicle stacking capacity
- Inefficient circulation patterns during peak windows
- Queue spillback blocking driveways and side streets
- Potential conflicts between pedestrians and turning vehicles
- Situations where buses and parent vehicles overlap or interfere
- Delays affecting school staff, bus schedules, and adjacent residents

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Recent Updates

- At SCF meetings, residents have continued to express concerns about afternoon backups.
- FCPS provided a formal traffic operations review, which was forwarded by FCPS staff to MNCA and SCF.
- Suggested mitigation strategies include:
    - Modifying Kiss & Ride circulation
    - Adjusting staff-managed traffic control
    - Installing clearer signage
    - Evaluating potential staggered dismissal or scheduling adjustments
- Community members have submitted supplemental analyses highlighting potential roadway and operational adjustments.

Related Documents Available (from SCF transmission)

- FCPS Kiss & Ride Guide (PDF & Pages formats)
- FCPS Safety Specialist Traffic Study
- Community-developed supplemental study (Jonathan Kiell, South County Federation Public Safety Chair)

You may want to keep these attached to future SCF or MNCA packets.

Issues Identified

- Vehicle queues extend onto Gunston Road, reducing roadway capacity

- Periodic blockages at nearby intersections and driveways
- Limited pedestrian visibility during peak traffic
- Conflicts between Kiss & Ride vehicles and school buses
- Need for improved circulation flow and on-site queue management
- Absence of advanced warning or queue-length signage

Potential Mitigation Measures

(Approaches for FCPS, FCDOT, and VDOT to consider or pilot)

Operational Adjustments (School-managed)

- Reassigning staff during dismissal to streamline flow
- Improving lane delineation inside school property
- Evaluating staggered release schedules

Engineering / Infrastructure Options

- Enhanced signage ("School Queue Ahead")
- Re-striping or pavement marking adjustments at the school entrance
- Reviewing pedestrian access and crosswalk placement
- Consideration of small-scale roadway widening or dedicated turn pocket (requires VDOT review)

Traffic Engineering Evaluations Needed

- Queue-length study synchronized with school dismissal
- Sight-distance assessment along Gunston Road
- Pedestrian safety review along walk zones

Status

Active Concern — Multi-agency coordination needed

Gunston Elementary's PM congestion remains a top community concern.
Ongoing monitoring continues through SCF and MNCA, with FCPS evaluating operational adjustments and FCDOT/VDOT reviewing potential roadway improvements.

Last Updated

December 2025 (based on FCPS communications and SCF Transportation discussions)

Gunston Plaza / Route 1 – Proposed No Left Turn Restriction (*Back to Master List*)

Type: Safety / Access Management
Location: Commercial entrance to Gunston Plaza Shopping Center at Richmond Highway (US 1)
Lead Agencies:

- VDOT – Traffic Engineering
- Property Owners / Gunston Plaza Management
- Office of the Mt. Vernon District Supervisor
- FCDOT (coordination / data sharing)

Summary

VDOT strongly recommends prohibiting left turns from the Gunston Plaza shopping center onto southbound Route 1, citing a high number of crashes, side-impact collisions, and turning conflicts at this commercial driveway. The existing access point requires vehicles to cross multiple high-volume lanes from a stop-controlled exit—an inherently risky maneuver on this segment of Richmond Highway.

VDOT has supplied traffic and crash data to plaza representatives.
The property owners have requested time to review internal circulation impacts before providing official feedback.

Recent Updates

- During a July 1 coordination meeting, VDOT formally presented the crash data and recommended the turn restriction.
- Gunston Plaza's representatives asked for additional time and information to evaluate how internal traffic flow, tenant access, and delivery movements would be affected.
- The Supervisor's Office reports no formal response yet from the property owners, despite follow-up inquiries.
- VDOT maintains that this restriction is a priority safety measure and is aligned with other Route 1 access control strategies.

Safety Issues Identified

- High-speed through traffic on southbound Route 1
- Limited sight distance from the commercial exit
- Vehicles attempting left turns must cross multiple lanes

- Crash patterns consistent with unsafe left-turning movements
- Shopping center driveways generating unpredictable turning conflicts
- Pedestrian and bicycle safety concerns in a complex driveway environment

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Potential Engineering Modifications

If the property owners support the change, VDOT may implement:

- No Left Turn signage
- Pavement marking adjustments
- Raised median or channelization (if feasible)
- Possible modification of driveway geometry
- Coordination with nearby signal timing at Hassett St. and Gunston Plaza circulation

A formal design process would follow property-owner approval.

Relation to Nearby Projects

- Hassett Street Left Turn Restriction
  Both movements are being reviewed for similar safety reasons.
- Richmond Highway Corridor Improvements
  Long-term plans include restricted median access, consolidated driveways, and improved pedestrian crossings.
- Richmond Highway Pedestrian Safety Initiative
  Corridor-wide efforts may influence final configuration at this location.

Community Feedback & Stakeholder Interests

- Residents have noted consistent conflict points when vehicles attempt to turn left out of the plaza.
- Several SCF members support the restriction due to repeated close calls at the location.
- Some businesses in Gunston Plaza may have concerns about circulation changes or perceived access limitations.
- The property owner's response will determine whether VDOT can advance implementation.

Status

Pending property-owner response.
VDOT is ready to proceed with design and implementation once Gunston Plaza management completes its review and communicates a formal position.

The Supervisor's Office continues outreach and expects further updates when owner feedback is received.

Last Updated

Fall–Winter 2025 (per SCF Transportation Committee tracking and Supervisor's Office updates)

Gunston Road Speeding & Curve Safety Study (Community Concern)

(*Back to Master List*)

Speeding Issues • Curve Geometry • Pedestrian & Park Access Safety

Type: Roadway safety concern, potential VDOT study, community-reported issue
Location: Gunston Road (VA-242) from:

- Old Colchester Road → Gunston Hall
- Gunston Elementary School area
- Pohick Bay Regional Park to Mason Neck State Park corridor
  Lead Agencies:
- VDOT – roadway jurisdiction & potential study authority
- Fairfax County DOT (FCDOT) – coordination and traffic calming feasibility
- Office of the Mt. Vernon District Supervisor
- SCF Transportation Committee
- Gunston Hall, Mason Neck parks, and local civic groups (stakeholders)

Summary

Gunston Road is a two-lane rural-style state highway serving as the primary access route for:

- Mason Neck residents
- Gunston Elementary School
- Pohick Bay Regional Park
- Mason Neck State Park
- Gunston Hall historic site
- Recreational cyclists and pedestrians

The roadway includes multiple sharp curves, narrow shoulders, steep embankments, and limited sight distance, making speeding a major safety concern.
Residents and SCF members have repeatedly requested a formal speed/safety study.

This issue is not a funded project at this time, but increasing traffic volumes and school safety concerns make it a strong candidate for future VDOT evaluation.

Key Issues Identified

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1. Speeding on a Narrow Corridor

Despite a posted 35 mph limit in several areas, drivers frequently exceed speeds due to:

- Long straight segments
- Downhill grades
- Rural appearance of the roadway

This creates conflict with:

- School zone traffic
- Park visitors
- Cyclists
- Residential driveways

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2. Limited Sight Distance on Curves

Several curves near:

- Mason Neck
- Gunston Hall
- Pohick Bay Park

…have:

- Poor visibility
- Limited stopping distance
- Inconsistent shoulder width

This increases crash risk.

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3. Pedestrian & Bicycle Safety Issues

The corridor supports:

- Walkers and joggers
- Cyclists accessing parks
- School children near Gunston Elementary
  But lacks:
- Sidewalks
- Bike lanes
- Protective shoulders

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4. Seasonal Traffic Surges

Peak traffic occurs during:

- Spring/fall tourism
- Summer park season
- School events
- Holidays at Gunston Hall
- Weekend trail use

Significant increases in volume worsen speeding and passing behavior.

Potential Future Improvements (If Study Is Initiated)

1. Speed Study & Volume Counts

VDOT may evaluate:

- 85th-percentile speeds
- Crash history
- Morning/afternoon school zone patterns

2. Curve Safety Enhancements

Potential measures include:

- High-visibility chevrons
- Curve signs with advisory speeds
- Shoulder widening where possible
- Guardrail extensions

3. Pedestrian Enhancements

Possible long-term improvements:

- Trail segments
- Shoulder bikeways
- Crosswalk upgrades near Gunston Elementary

4. Enforcement Collaboration

FCPD may increase targeted enforcement if data supports it.

Purpose & Need

- Improve safety on a constrained, high-use rural corridor
- Protect vulnerable road users
- Support tourism and recreation access
- Enhance safety for school traffic
- Reduce crash frequency and severity

Community Benefits (If Addressed)

- Calmer traffic speeds
- Safer curves and approaches
- Reduced crash potential
- Improved school zone operations
- Better walking and cycling conditions

Status

Community-Identified Concern – No Formal Study Yet
Supervisor's Office and SCF may request a VDOT safety/speed study in the future.

Last Updated

2025 SCF Transportation Committee feedback; community reports; Gunston Elementary traffic observations

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Gunston Road walkway / Mason Neck Trail projects (*Back to Master List*)

Type: Pedestrian & bicycle infrastructure, multimodal connectivity
Location: Gunston Road corridor (Route 242) from Richmond Highway (US 1) through Mason Neck, including Gunston Cove Road to Pohick Bay Regional Park
Lead Agencies:

- Fairfax County DOT (FCDOT) – project planning & design
- VDOT – roadway authority and construction oversight
- Fairfax County Park Authority (FCPA) – trail coordination
- Office of the Mt. Vernon District Supervisor
- South County Federation (SCF) & Mason Neck Citizens Association (MNCA) – community feedback & monitoring
- National Park Service / Regional Parks (as applicable)

Summary

Gunston Road is the primary access route into Mason Neck, connecting multiple residential areas, Gunston Hall, Pohick Bay Regional Park, Mason Neck State Park, and the Wildlife Refuge Complex. Despite increasing pedestrian, bicyclist, and recreational traffic, large segments of the corridor lack sidewalks or shared-use paths, resulting in safety concerns.

Fairfax County's Transportation Priorities Plan (TPP) includes two significant projects on this corridor:

1. Gunston Road Walkway (Route 1 → Potomac River)
2. Mason Neck Trail North (Julia Taft Way → Pohick Bay Golf Driveway)

Together, these investments aim to create a continuous, ADA-accessible, multimodal corridor linking Route 1 to major trail and park systems on Mason Neck.

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1. Gunston Road Walkway (TPP #206)

Project Scope

- Construct missing links of walkway along Gunston Road from Richmond Highway (Route 1) to the Potomac River
- Includes:
  - Shared-use path sections (wider, for bikes & pedestrians)
  - ADA-compliant ramps
  - Crosswalk upgrades
  - Retaining walls in constrained areas

- Drainage improvements

Purpose

- Improves safety in a corridor with high-speed traffic and limited shoulder
- Supports recreational and local travel
- Connects Mason Neck residents to Route 1 transit, businesses, and schools
- Reduces pedestrian–vehicle conflicts, especially near curves and blindspots

Status

- Recommended Funding: $5.00 Million
- In design and coordination phases; expected to advance as a high-priority active transportation segment.

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2. Mason Neck Trail North (TPP #206 – Segment)

Project Scope

- Construct a shared-use path along Gunston Road from Pohick Bay Golf Course north to Julia Taft Way
- Includes significant engineering due to:
  - Drainage channels
  - Grading needs
  - Narrow roadway segments

Purpose

- Provides safe access for pedestrians, runners, and cyclists entering/exiting Mason Neck's park network
- Connects the community with:
  - Mason Neck State Park
  - Pohick Bay Regional Park
  - Gunston Hall
  - Existing FCPA trails

Status

- Recommended Funding: $9.47 Million
- Environmental and engineering assessments ongoing; construction sequencing will follow corridor-wide design progression.

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3. Gunston Road Walkway – South Segment & Community Notes

Community reports highlight:

- Pedestrians walking on narrow shoulders
- Limited visibility due to curves, tree lines, and elevation changes
- Increasing bike and pedestrian traffic related to:
    - Gunston Hall events
    - Osprey festival and park programming
    - Regional trail growth

Residents broadly support completing the corridor's shared-use path system, citing safety and recreational benefits.

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4. No-Thru-Trucks Enforcement (Related Safety Concern)

While not a formal part of the walkway project, truck-through traffic concerns have been raised on Gunston Road and its feeders.
Heavy vehicles contribute to shoulder degradation and create conflict with vulnerable road users.

VDOT and FCPD may consider increased enforcement and signage depending on future traffic studies.

Related Projects

- Gunston Cove Road Walkway (TPP #131) – connects to the northern end of Gunston Road
- Pohick Road Walkway – ties into broader active transportation networks
- Hooes Road & Silverbrook multimodal projects – regional trail connectivity
- Richmond Highway BRT – future access benefits for Mason Neck residents
- Countywide Trails Plan (ActiveFairfax) – supports Gunston corridor trail expansion

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Community Impacts

Benefits

- Significantly improved safety for pedestrians and cyclists
- Enhanced access to parks, schools, and recreation destinations
- Supports regional eco-tourism and outdoor activity growth
- Provides non-vehicular options for Mason Neck residents

Short-Term Concerns

- Construction-phase disruptions
- Possible temporary lane closures
- Vegetation and drainage management during build-out

Status

Active Project(s) — Preliminary Engineering & Design Phase
Funding is allocated for segments; additional phasing and utility coordination are ongoing.

Last Updated

2025 Fairfax County DOT briefings; SCF & MNCA meetings

Hassett Street – No Left Turn Restriction

Turning onto Richmond Hwy Southbound (proposal to block left turns from Hassett Street) due to high incidence of accidents and fatalities

Hooes Road / Silverbrook Road Curve Safety Review (Non-Widening)

(*Back to Master List*)

Curve Geometry Issues • Shoulder Limitations • Community Safety Requests

Type: Roadway safety evaluation, curve review, potential VDOT study
Location: Hooes Road & Silverbrook Road corridor, specifically:

- Sharp curves between Fairfax County Parkway → Silverbrook Road
- Curve segments near Laurel Hill
- Steep embankments and narrow shoulders approaching Newington Forest
  Lead Agencies:
- VDOT — roadway owner, safety study authority
- FCDOT — coordination with County multimodal plans
- Office of the Mt. Vernon & Springfield District Supervisors
- SCF Transportation Committee

Summary

Independent of the major Hooes Road widening project (2→4 lanes), residents and SCF members have identified specific curve segments on Hooes Road and Silverbrook Road that present ongoing safety issues.

Concerns include:

- Speeding through blind curves
- Narrow or nonexistent shoulders
- Ditches and steep drop-offs
- Inadequate signage
- Limited passing visibility
- High crash and near-miss frequency

These challenges exist regardless of whether full widening occurs, making a curve safety review a stand-alone priority.

While not yet formally studied by VDOT, the topic has surfaced repeatedly in community feedback and warrants inclusion as a "future safety review" project.

Key Issues Identified

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1. Narrow Shoulders & Drop-Offs

Much of Hooes Road has:

- No shoulder
- Drainage ditches immediately at pavement edge
- Trees and utility poles close to travel lanes

This increases severity of roadway departures.

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2. Curve Geometry & Visibility Problems

Sight-distance limitations exist at:

- The descending curve toward Newington Forest
- The forested bends between Silverbrook → FCP Parkway
- Approaches near Crosspointe

Drivers cannot see oncoming traffic until late in the curve.

3. Inconsistent Travel Speeds

The corridor experiences:

- High-speed commuter cut-through traffic
- Local residential traffic
- School buses
- Cyclists and pedestrians

Speed differentials contribute to conflict.

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4. Crash & Near-Miss Reports

While official crash rates vary by segment, locals frequently report:

- Run-off-road incidents
- Sideswipes
- Animal-related crashes worsened by poor lighting
- Abrupt braking on curves

Potential Future Improvements (If a VDOT Study Is Requested)

1. Enhanced Curve Signage

- Chevron signs
- Advisory speed plaques
- Reflective markers

2. Shoulder Stabilization

Where feasible:

- Minor widening
- Guardrails
- Drainage improvements

3. Vegetation Clearing

To improve:

- Sight distance
- Curve approach visibility

4. Speed Management Tools

- Speed feedback displays
- Increased enforcement
- Targeted speed studies

5. Lighting Enhancements (Targeted Locations)

Especially at intersections or known wildlife crossing zones.

Purpose & Need

- Improve safety on a constrained, high-speed commuter corridor
- Reduce crash frequency and severity
- Support safe travel for residents, buses, and cyclists
- Address long-standing community concerns
- Provide targeted fixes without requiring full widening

Community Benefits

- Safer navigation of blind curves
- Reduced risk of off-road crashes and rollovers
- Better safety for students and cyclists
- Enhanced visibility, particularly at dusk and dawn
- Improved driver confidence and roadway predictability

Related Projects

- Hooes Road widening project (TPP #55)
- Silverbrook Road safety/sidewalk projects
- Hooes Road Walkway & South Run Trail RRFB
- VDOT Speed Limits Presentation
- Pohick Estates 2026 repaving realignment possibilities

Status

Emerging Community Priority – Not Yet Scheduled
Potential to become a formal VDOT safety study upon Supervisor request.

Last Updated

2025 SCF Transportation Committee discussions; community reports; field observations

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Hooes Road Pedestrian Safety (Dudley / Laurel Crest / South Run Trail / RRFBs)

(*Back to Master List*)

TPP #23014 – Pedestrian Safety & Trail Crossing Improvements

Type: Pedestrian safety enhancement, trail crossing upgrades, speed mitigation
Location: Hooes Road at the South Run Stream Valley Trail crossing (Mount Vernon & Springfield Districts)
Lead Agencies:

- Fairfax County DOT (FCDOT) – design & implementation
- VDOT – roadway authority and approvals
- DPWES – signage, drainage, and right-of-way coordination
- Office of the Mt. Vernon & Springfield District Supervisors
- SCF Transportation Committee

Summary

The South Run Stream Valley Trail is one of South County's most heavily used recreational and commuting paths. It crosses Hooes Road, a corridor characterized by:

- Steep hills
- High vehicle speeds
- Limited visibility
- Heavy cut-through traffic during peak hours

This creates elevated safety risks for cyclists, walkers, runners, and families using the trail.

Project TPP #23014 introduces a package of pedestrian safety upgrades at the trail crossing, including:

- RRFBs (Rectangular Rapid Flashing Beacons)
- Passive detection systems
- No-parking signage near the crossing
- Crosswalk and visibility enhancements

These upgrades significantly improve safety at a crossing that has long been identified by residents and trail users as hazardous.

Key Project Features

1. Rectangular Rapid Flashing Beacons (RRFBs)

- High-visibility flashing lights that activate when a pedestrian is present
- Significantly increases driver yielding compliance
- Particularly important on roads with higher speeds and sight-line limitations
- Installed on both sides of Hooes Road to improve bilateral awareness

2. Passive Detection Technology

- Automatically detects approaching trail users (e.g., cyclists, runners)
- Eliminates the need to physically press a button
- Enhances safety for high-speed cyclists and users with mobility limitations
- Ensures beacon activation even when hands-free activation is needed

3. No-Parking Zones Near the Crossing

- Restricts parking near the crosswalk area
- Improves visibility for drivers approaching the crossing
- Prevents vehicles from blocking sight lines to pedestrians
- Addresses issues with shoulder encroachment along Hooes Road

4. Enhanced Pavement Markings & Signage

- High-visibility crosswalk striping
- Trail-user warning signage
- Roadway reflectors or yield lines (depending on final design)
- Improved advance-warning signs on approaches to the crossing

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Purpose & Need

Safety Risk Factors Identified

- Speeding vehicles with limited reaction time
- Poor visibility at curves and hill crests
- Narrow shoulders and lack of sidewalk buffers
- High trail usage by children, families, and cyclists
- Increased cut-through traffic from Ox Road, Silverbrook Road, and Fairfax County Parkway

The project delivers a direct response to these risks.

Benefits to the Community

Pedestrian & Cyclist Safety

- Dramatic improvement in driver awareness
- Protected crossing with active warning signals
- Safer conditions for recreational trail users and commuters

Trail Network Enhancement

- Strengthens the regional trail system feeding into:
    - South Run Stream Valley Park
    - Burke Lake Park
    - Cross County Trail (CCT)
    - Laurel Hill Greenway

Supports Non-Vehicular Mobility

- Encourages walking and cycling
- Provides a safer link between residential neighborhoods and parks

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Related Hooes Road Projects

- Hooes Road Walkway (TPP #132) – fills missing sidewalk segments north of this crossing
- Hooes / Dudley / Laurel Crest ADA Ramp & Crosswalk (TPP #23015) – addresses separate pedestrian safety need
- Hooes Road Widening (concept, not advancing)
- Silverbrook Road / Plaskett Lane RRFB request – regional safety concern

Together, these improvements create a safer multimodal corridor linking Ox Road, Silverbrook, Newington Forest, and Laurel Hill.

Funding & Timeline

- Recommended Funding: $0.34 million
- Design and engineering in progress
- Construction expected to align with VDOT and DPWES work coordination schedules

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Status

Active – Design & Implementation Phase
Beacon installation and signage are among the more rapidly deployable safety improvements.

Last Updated

2025 Fairfax County DOT briefings; SCF Transportation Committee discussions

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Hooes Road widening (Fairfax County Pkwy to Silverbrook) (*Back to Master List*)

TPP #55 – Conceptual Roadway Widening (2 → 4 Lanes) – Not Advancing at This Time

Type: Long-range roadway capacity proposal (not currently funded or advancing)
Location: Hooes Road from Fairfax County Parkway (Route 286) to Silverbrook Road
Lead Agencies:

- VDOT – roadway authority and long-range corridor studies
- Fairfax County DOT – transportation planning
- Office of the Mount Vernon & Springfield District Supervisors
- SCF Transportation Committee

Summary

Hooes Road is an important connector serving Newington Forest, South Run, and Laurel Hill, functioning as a secondary east–west alternative to Silverbrook Road. Historically, this segment was identified for potential widening from two lanes to four lanes, and remains listed in older transportation plans.

However, this widening is *not* currently advancing, and Fairfax County has placed priority on pedestrian safety, walkability improvements, RRFB installations, ADA-compliant ramps, and trail connectivity instead of major roadway expansions.

The widening concept is best considered a *long-term placeholder* that would require substantial engineering, environmental review, community support, and funding—none of which are presently in motion.

Original Widening Concept (TPP #55)

Proposed Scope:

- Expand from 2 lanes → 4 lanes
- Add pedestrian and bicycle facilities
- Upgrade intersection controls at key nodes
- Improve sight lines and shoulder conditions

Estimated Cost:

- $20.55 million (original estimate)
- $15 million recommended funding at the time of listing

These estimates are far below what would be required today if the project were revived.

Why Widening Is Not Advancing

1. Community Sensitivity & Residential Impacts

- Widening would substantially affect frontages, driveways, and landscaping
- Noise, speed, and neighborhood character impacts were major concerns
- Strong preference has emerged for safety-first multimodal solutions

2. Traffic Volumes Do Not Currently Justify Widening

Updated traffic studies indicate:

- Congestion concerns are real but localized
- Problems are more related to intersections, not the number of through lanes
- Targeted fixes (crosswalks, RRFBs, turn lanes) provide better short-term value

3. Cost and Environmental Constraints

- Significant grading and slope issues

- Drainage challenges along embankment segments
- Utility relocation costs would be high
- ROW impacts could be extensive

4. County Policy Trends

Fairfax County and VDOT are leaning toward:

- Safety improvements
- Active transportation (sidewalks, trails, crossings)
- Speed management
- Intersection enhancements
  rather than increasing lane capacity in suburban corridors.

Active Projects Proceeding Instead

The following projects are moving forward and directly improve safety on Hooes Road:

✓ Hooes Road Walkway (TPP #132)

Sidewalk on the north side between Ox Road and Furnace Road.

✓ Hooes Road South Run Stream Valley Trail Crossing (TPP #23014)

RRFBs, passive detection, and no-parking zones.

✓ Hooes / Dudley / Laurel Crest ADA Ramps & High-Visibility Crosswalk (TPP #23015)

ADA upgrades and enhanced pedestrian crossing.

These improvements collectively address many of the safety concerns without widening the roadway.

Community Impacts If Widening Were Pursued (Context Only)

These are not active issues but reflect why widening is not moving forward:

Potential Negative Impacts

- Increased speeds
- Higher traffic volumes and cut-through behavior

- Loss of trees and frontage
- Noise impacts
- Sidewalks closer to high-speed traffic
- Complex property acquisition

Potential Benefits (If Ever Reconsidered)

- More passing opportunities
- Reduced delay at peak periods
- Greater reliability for emergency vehicle operations

However, these benefits must be weighed against current safety and community priorities.

Status

Not advancing
Remains listed in historical planning documents but not funded, scoped, or scheduled.

The corridor focus is instead on safety, pedestrian facilities, ADA access, crossings, and speed management.

Last Updated

2025 SCF Transportation Committee notes; Supervisor's Office confirmations

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Hooes Road walkway (Ox Road to Furnace Road) (*Back to Master List*)

TPP #132 – Sidewalk Construction on the North Side of Hooes Road

Type: Pedestrian walkway, missing-link construction, safety enhancement
Location: North side of Hooes Road, between Ox Road (Route 123) and Furnace Road
Lead Agencies:

- Fairfax County DOT (FCDOT) – project planning & design
- VDOT – roadway authority, design review, and approvals
- DPWES – drainage, utility relocation, and construction coordination
- Office of the Mount Vernon & Springfield District Supervisors
- SCF Transportation Committee – community monitoring

Summary

Hooes Road is a critical east–west corridor serving residential communities, schools, parks, and regional travel between Ox Road, Fairfax County Parkway, Silverbrook Road, and Furnace Road. Despite steady pedestrian traffic, the corridor lacks continuous sidewalks, creating unsafe conditions for walkers, cyclists, and bus riders.

Project TPP #132 addresses this gap by constructing a new walkway on the north side of Hooes Road between Ox Road and Furnace Road. This improvement is part of a larger set of multimodal upgrades planned for the Hooes Road corridor.

Key Features

1. North-Side Walkway Construction

- Fills a significant missing pedestrian link
- Provides a consistent, ADA-compliant sidewalk
- Improves access to neighborhoods, trails, and transit stops

2. Safety Upgrades

The project is expected to include:

- Sidewalk buffers or curb separation (where feasible)
- ADA ramps at intersections and crossings
- Improved sight lines near curves and grades
- New crosswalk connections at key nodes

3. Serves Multiple High-Use Destinations

- Newington Forest & surrounding neighborhoods
- South Run Stream Valley Trail connections
- Parks and recreational areas
- Access to Ox Road/Route 123 and Furnace Road corridors

Hooes Road also serves as an alternative route when Silverbrook or Ox Road are congested, increasing the urgency for safe pedestrian accommodations.

Purpose & Need

Pedestrian Safety

Hooes Road currently forces walkers into the shoulder or grass margins, which is especially dangerous near:

- Curves
- Limited-visibility hills
- Drainage ditches
- Narrow shoulders

A protected walkway is essential for preventing pedestrian–vehicle conflicts.

Connectivity

The walkway serves as a key link connecting:

- Residential communities
- Transit routes
- Trails and parks
- Schools and bus stops

Regional Multimodal Network

The project supports the County's ActiveFairfax goals to create safer, continuous pedestrian and bicycle networks in South County.

Related Projects (Hooes Corridor Cluster)

Hooes Road South Run Stream Valley Trail (TPP #23014)

- Adds RRFBs, passive detection, and no-parking signage
- Improves trail crossings and safety for cyclists and walkers

Hooes / Dudley / Laurel Crest Crosswalk & ADA Ramps (TPP #23015)

- Installs a new high-visibility crosswalk
- Adds ADA-compliant ramps and safety features

Hooes Road Widening (Not advancing at this stage)

- Long-range concept to widen 2→4 lanes
- Not currently advancing as a funded project
- Walkways and safety improvements are proceeding first

The walkway project integrates with these improvements to create a safer, cohesive corridor.

Community Impacts

Benefits

- Increases safety for pedestrians, including children and seniors
- Expands access to parks, schools, and bus stops
- Reduces need for pedestrians to walk in the roadway
- Supports healthier, walkable neighborhoods

Construction Considerations

- Vegetation management in narrow areas
- Temporary lane or shoulder closures
- Potential drainage modifications

Residents will be notified prior to construction.

Funding & Timeline

- Recommended Funding: $0.40 million
- Funding allocated for initial design and construction components
- Timeline dependent on utility coordination, environmental review, and VDOT approvals

The walkway is moving forward as an active project.

Status

Active – Early Design / Preliminary Engineering Phase

Last Updated

2025 Fairfax County DOT updates; SCF Transportation Committee notes

I-95 Corridor Improvement Study – Springfield to Occoquan (Long-Term Planning)

(*Back to Master List*)

Capacity Needs • Auxiliary Lanes • Multimodal & Safety Upgrades • Regional Mobility

Type: Corridor-wide long-range planning, congestion mitigation, multimodal upgrades
Location: I-95 (Springfield Interchange → Occoquan River Bridge), affecting:

- Newington / Pohick area
- Lorton interchange zone
- Fairfax County Parkway interchange
- Occoquan bottleneck approaches

Lead Agencies:

- VDOT – Northern Virginia District
- Transurban (Express Lanes) – operations coordination
- MWCOG / TPB – regional modeling
- FCDOT – Fairfax County planning coordination
- SCF Transportation Committee

Summary

The I-95 corridor between Springfield and the Occoquan River is consistently one of the most congested highways in the eastern United States.
Traffic, crash rates, commuter demand, freight movement, and Express Lanes interactions all create persistent bottlenecks that spill over into:

- Route 123
- Lorton Road
- Fairfax County Parkway
- Backlick Road / Newington

VDOT and regional partners recognize the need for a comprehensive long-term improvement strategy, though no single construction project is currently funded.

Key Issues Identified

1. Occoquan Bottleneck & Shockwave Congestion

Southbound PM backups spread into:

- Newington
- Lorton
- Route 123 interchange
- Local arterials feeding I-95

Northbound AM congestion often begins before Occoquan.

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2. Insufficient Auxiliary Lanes

Weaving issues persist between:

- FCP Parkway → Lorton Road
- Lorton Road → Route 123
- Springfield Interchange → Newington

Short merge lengths cause abrupt braking and secondary crashes.

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3. Express Lanes Interface Friction

Operational challenges arise at:

- Lane drop points
- Express Lanes access ramps
- Merge areas without sufficient buffer space

Better synchronization is required for long-term reliability.

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4. Incident Management Limitations

Narrow shoulders restrict:

- Disabled vehicle clearance
- Emergency response
- Quick removal of crash vehicles

Resulting backups can last hours.

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5. Noise Wall Gaps Affecting Neighborhoods

Several segments lack modern noise mitigation for:

- Pohick
- Newington

- Lorton communities

Noise impacts worsen with increased volumes.

Potential Future Improvements (Conceptual)

1. Auxiliary Lane Additions

To reduce weaving and improve operational performance.

2. Ramp Extensions

At:

- Fairfax County Parkway
- Lorton Road
- Route 123 interchange

3. Incident Response Technology Upgrades

Including:

- Adaptive variable speed systems
- Enhanced camera coverage
- Hard shoulder running (study only)

4. Transit & Multimodal Enhancements

Possibilities include:

- Direct commuter bus access
- Improved park-and-ride integration
- Future high-capacity transit accommodations

5. Noise Mitigation Review

Evaluate expansion, height adjustments, and continuity.

Purpose & Need

- Reduce chronic regional congestion
- Enhance safety and reduce crash severity

- Improve travel-time reliability for commuters
- Support long-term population growth
- Improve operational synergy between Express and General Lanes
- Reduce impacts on local roads in Lorton and Newington

Community Benefits

- Shorter commute times
- Smoother merging behavior
- Fewer spillover backups into local communities
- Enhanced emergency response
- Potential noise reduction
- Increased reliability for Fort Belvoir and regional workers

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Related Projects

- I-95 & Route 123 Interchange Improvements (PWC)
- I-95 NB Flyover & FCP Parkway spot improvements
- Long Bridge / VPRA Third Track expansion
- Lorton Road signal timing & congestion management
- Richmond Highway Corridor Improvements

Status

Long-Term Regional Planning Concept – Not Yet Funded
Expected to be incorporated into future VDOT/MWCOG regional programs.

Last Updated

2025 MWCOG & VDOT corridor studies; SCF Transportation Committee observations

I-95 SB backups at Occoquan / Route 123 and local roads (*Back to Master List*)

Type: Congestion, safety, interstate operations
Location: I-95 Southbound approaching the Occoquan River, Route 123 interchange, and surrounding local roads
Lead Agencies:

- VDOT – Northern Virginia District (Interstate Operations)
- Transurban – I-95/395 Express Lanes
- Prince William County (PWC)
- Fairfax County Department of Transportation (FCDOT)
- Office of the Mt. Vernon District Supervisor

Summary

Southbound I-95 approaching the Occoquan River is one of the most persistent congestion chokepoints in Northern Virginia. Evening peak travel frequently results in heavy queueing that spills back across the bridge, through the Route 123 interchange area, and onto local Fairfax County roadways, including:

- Route 123 itself
- Old Bridge Road (in PWC)
- Lorton Road and portions of Gunston area routes (indirectly)

Residents report multi-mile backups that can extend from the Route 123 interchange well north toward Newington and Backlick Road, depending on the time of day, weather, or upstream incidents.

This congestion affects both interstate traffic and local mobility in South Fairfax.

Cause Factors

1. Physical Bottlenecks

- Lane merges and constrained geometry approaching the Occoquan River
- Limited acceleration space and heavy weaving between general and express lanes
- No practical widening available without major structural work

2. Express Lane Interactions

- Traffic merging out of the I-95 Express Lanes into general-purpose lanes
- Peak travel demand far exceeding corridor capacity
- Southbound volumes surging in the PM period

3. Prince William County Interchange Pressures

- High-volume movements at Route 123 (Gordon Blvd)
- Traffic originating from or destined for Old Bridge Road
- Limited downstream capacity toward Opitz Blvd and Dale City

4. Incident Sensitivity

Even minor crashes or disabled vehicles near the bridge can trigger significant spillback, affecting Fairfax County commuters.

Recent Updates

- At SCF Transportation Committee meetings, multiple residents reported extended evening delays affecting their commutes.
- Transurban and VDOT continue to evaluate operational adjustments, including ramp metering and improved lane merge signage.
- The I-95 & Route 123 Interchange Improvement Project (PWC) is advancing in phases but does not yet fully eliminate the choke point.

Related Projects

I-95 & Route 123 Interchange Improvements (PWC)

- Ongoing multi-phase improvements
- Expected to increase throughput but NOT eliminate the mainline bottleneck at Occoquan

Fairfax County Parkway / I-95 NB/SB Interchange Improvements

- Aims to address movements north of this segment
- Indirect but beneficial for overall corridor flow

I-95 Express Lanes (Transurban) Incident Response

- Enhanced tow and clearance operations
- Dedicated incident response units during peak periods

Community Impacts

- Lengthy PM commutes for South County residents
- Spillback influencing Route 123, Lorton Road, and portions of the Gunston Road corridor
- Increased driver frustration and risky merging behavior
- Impacts to carpools, vanpools, and DoD commuters
- Occasional delays for emergency response vehicles

Potential Mitigation Strategies

(Short-term / medium-term options under evaluation by agencies)

Operational Adjustments

- Ramp metering refinements
- Lane merge signage improvements
- Shoulder use under incident conditions (managed by VDOT/ISP)
- Express Lanes operational tweaks

Medium-Term Infrastructure Possibilities

- Occoquan River bridge expansion (conceptual only; unfunded)
- Managed lanes extensions or configuration changes
- Enhanced interchange redesigns in Richmond Highway corridor and I-95 ramps

While major physical changes require substantial funding and environmental work, operational enhancements remain more immediately feasible.

Status

Active operational concern – long-term structural improvements not yet funded

VDOT and Transurban continue managing the corridor through active traffic operations and limited infrastructure updates. Community feedback remains important for prioritizing future State and Federal funding.

Last Updated

Late 2025 (SCF Transportation discussions, VDOT briefings, Transurban updates)

I-95 NB flyover and Fairfax County Parkway spot improvements (*Back to Master List*)

(I-95 → Fairfax County Parkway / Route 286 Operational Upgrades)

Type: Interchange upgrades, congestion mitigation, safety improvements
Location: Northern terminus of Fairfax County Parkway (Route 286) at I-95, including Terminal Road and Backlick Road areas
Lead Agencies:

- VDOT – Northern Virginia District (project owner)
- Fairfax County DOT (coordination & long-range planning)
- Transurban (operational coordination with I-95 Express Lanes)
- FHWA (federal review where applicable)
- Office of the Springfield Supervisor & Mt. Vernon Supervisor

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Summary

The Fairfax County Parkway / I-95 interchange is one of the most complex and heavily used freeway nodes in Northern Virginia. Daily congestion, difficult merges, and multi-lane weaving have long created safety and operational issues.

VDOT's Spot Improvements Project proposes several targeted upgrades designed to improve traffic flow without requiring full interchange reconstruction. These improvements complement broader regional mobility goals and reduce delays at a location critical to commuters, freight operators, and Fort Belvoir personnel.

A key feature is the northbound I-95 flyover improvement, along with turn-lane extensions, auxiliary lanes, and bridge upgrades.

Key Improvements Included

1. I-95 NB Auxiliary Lane / Flyover Enhancements

- Extends and improves the northbound auxiliary lane feeding into I-95.
- Reduces dangerous weaving between Parkway traffic and I-95 general-purpose lanes.
- Enhances merging distance for vehicles entering I-95 from Fairfax County Parkway.

2. Extension of Turn Lanes at Terminal Road

- Additional turn-lane capacity reduces queueing onto Terminal Road.
- Reduces backups blocking commercial and industrial access points.

3. Backlick Road Bridge Widening

- Addresses a long-identified pinch point.
- Allows for improved traffic distribution and safer turning movements.
- Supports long-term interchange modernization efforts.

4. Intersection Upgrades Along Parkway Approaches

- Added capacity at key nodes approaching I-95.
- Potential realignment or re-timing of signals to manage peak-hour flows.

- Additional pedestrian improvements possible as part of design refinements.

Why This Project Matters

- Removes a significant bottleneck impacting south county residents, commuters, logistics operators, and DoD personnel.
- Improves safety: numerous crashes originate from short merge areas and tight weaving patterns.
- Supports regional growth: Parkway carries traffic between Loudoun, Reston, Fairfax, Lorton, and Fort Belvoir.
- Complements I-95 Express Lane operations by reducing conflict points.

Related Projects / Dependencies

Fairfax County Parkway Widening & Interchange Modernization

Longer-term County plans call for major upgrades, but these spot improvements serve as near-term relief.

I-95 / Route 123 Interchange Improvements

Improvements upstream/downstream influence flow through this interchange.

Transurban Express Lane Enhancements

Any operational changes to the I-95 Express Lanes may influence merge dynamics.

Terminal Road Left-Turn Lane Project (TPP #27)

This local project directly ties into interchange performance.

Community Impacts

Short-Term

- Construction-phase lane shifts
- Overnight closures or ramp work
- Potential detours around Terminal Road or Backlick Road

Long-Term

- Reduced delays for northbound I-95 merging

- Improved safety at one of the region's busiest nodes
- Faster peak-hour travel for residents of Lorton, Newington, and Springfield
- Better freight movement through the industrial zones off Terminal Road

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Funding & Timeline

- The "Spot Improvements" project is included in County and VDOT planning documents.
- Funding has been identified for several components; some remain in design or scoping phases.
- Timeline: dependent on final design, coordination with I-95 Express Lanes, and funding release.
- Expected to proceed ahead of any full Parkway interchange reconstruction.

Status

Active — Preliminary Engineering / Scoping Phase
VDOT is refining design options, with coordination from Fairfax County and Transurban.
Further schedule clarity is expected once funding packages are finalized.

Last Updated

Late 2025 (SCF Transportation Committee notes, VDOT briefings)

VDOT Major Project – Congestion Relief, Safety, and Operational Improvements

Type: Interstate interchange reconstruction / capacity expansion
Location: I-95 at Route 123 (Gordon Boulevard), Occoquan River area — Prince William County (adjacent impact on Fairfax County commuters)
Lead Agencies:

- VDOT – Northern Virginia District (project owner & design lead)
- Prince William County (PWC) – County coordination
- Transurban – Coordination regarding I-95 Express Lanes
- FHWA – Federal oversight for interchange modifications
- Fairfax County DOT (adjacent-corridor coordination)

Summary

The I-95/Route 123 interchange in Prince William County is a major congestion chokepoint affecting tens of thousands of daily commuters traveling between PWC, Fairfax County, and

beyond. Heavy weaving, short merge areas, and outdated ramp configurations create recurring delays, especially during PM peak periods.

VDOT's Interchange Improvement Project aims to reduce congestion, improve safety, and streamline movements across the Occoquan region. Although the project is physically in Prince William County, its effects directly impact South Fairfax commuters, particularly those using:

- Route 123
- Old Bridge Road
- I-95 southbound toward the Occoquan
- I-95 northbound entering Fairfax County

The project does not eliminate the mainline bottleneck at the Occoquan River but provides essential relief to interchange traffic patterns.

Key Design Components

1. Improved Ramps & Weaving Areas

- Reconstruction and extension of ramps to reduce merging conflicts
- Greater separation between entering/exiting vehicles
- Enhanced acceleration/deceleration lanes

2. Route 123 Capacity Enhancements

- Added turn lanes
- Intersection improvements
- Traffic signal optimization
- Better access into and out of Lake Ridge, Occoquan, and PWC neighborhoods

3. I-95 Interchange Modifications

- Ramp realignments to reduce crash-inducing movements
- Modified access patterns to improve flow between general-purpose and Express Lanes
- Potential auxiliary lane adjustments

4. Pedestrian & Bicycle Infrastructure

Where feasible, the project incorporates:

- Sidewalk upgrades
- Bike accommodations
- Better pedestrian access across or near the interchange area

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Why This Project Matters to Fairfax County

Even though the project is in PWC, benefits flow upstream into Fairfax County:

- Reduces backups that extend across the Occoquan into Fairfax
- Improves PM peak travel for residents of Lorton, Newington, Laurel Hill, Gunston, and Mount Vernon
- Helps minimize spillback onto Route 123 northbound
- Supports more reliable travel times for commuters heading toward I-95 north and Fairfax County Parkway
- Reduces incident sensitivity in the corridor — fewer delays from minor crashes

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Limitations

VDOT notes that:

- This interchange project does not remove the core bottleneck on I-95 southbound approaching the Occoquan River
- Mainline widening or bridge expansion would require separate, very large-scale funding
- Some benefits depend on future coordination with Transurban and I-95 Express Lanes operations

Thus, the project is major but not fully transformative for overall I-95 mainline flow.

Related Projects

- I-95 SB Backups at Occoquan (Fairfax County Concern)
  Interchange improvements help but do not fully resolve upstream queueing.
- Fairfax County Parkway / I-95 Spot Improvements
  These upgrades support northbound flow, while the 123 interchange affects southbound reliability.
- Route 1 / Richmond Highway Projects
  Some commuters shift to Route 1; improvements reduce load on the corridor.
- Occoquan Regional Mobility Studies
  Long-term planning includes potential river-crossing and ramp optimization efforts.

Community Feedback

- Fairfax County residents frequently cite this interchange as a major cause of unreliable evening commutes.
- Congestion at the 123 interchange often causes spillback across the Occoquan into Fairfax County.

- Many SCF members report that backups from this interchange impact access to Lorton Road, Route 123, and I-95 ramps.

Funding & Timeline

- Funded through a combination of state allocations and regional transportation revenues.
- Design phases are progressing; construction phasing continues based on available funding and property impacts.
- Project sequencing is expected to unfold over several years.

VDOT publishes periodic updates to its public-facing project page.

Status

Active – Multi-Phase Improvement Effort
Construction and design updates continue, but full completion is dependent on multi-year funding cycles and environmental reviews.

Last Updated

2025 VDOT project briefings; SCF Transportation Committee notes

I-95 & Route 123 interchange improvements (Prince William County) (*Back to Master List*)

VDOT Mega-Project • Occoquan Bottleneck Relief • South Fairfax Operational Impacts

Type: Interchange reconstruction, congestion relief, operational improvements
Location: I-95 at Route 123 (Gordon Boulevard) — immediately south of the Occoquan River Bridge, in Prince William County
Lead Agencies:

- VDOT – Northern Virginia District
- Prince William County DOT
- Transurban – Express Lanes coordination
- Fairfax County DOT (FCDOT) – upstream corridor coordination
- SCF Transportation Committee (monitoring impacts on South Fairfax)

Summary

The I-95 / Route 123 Interchange Improvements project is a major VDOT initiative aimed at reducing severe congestion at one of the most notorious choke points in Northern Virginia: the interchange just south of the Occoquan River.

Although the project is located in Prince William County, its operational effects directly influence South Fairfax, including:

- Southbound I-95 backups that spill across the bridge into Fairfax
- Route 123 delays that affect Lorton commuters
- Increased evening queueing onto local roads in the Mason Neck and Lorton areas

The project proposes ramp reconfigurations, added capacity, and improved weaving areas, which are expected to improve traffic flow for both counties.

Key Project Components

1. Reconstruction of Interchange Ramps

VDOT is redesigning multiple ramps to improve:

- Merge lengths
- Weaving conditions
- Access to and from Route 123
- Access to I-95 Express Lanes

This includes potential auxiliary lanes or ramp relocations depending on the final design.

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2. Enhanced Connection to Express Lanes

Changes are intended to:

- Expand access options
- Improve weaving between general-purpose and Express Lanes
- Reduce abrupt lane shifts

This helps reduce unpredictable traffic behavior just north of the interchange.

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3. Occoquan Bottleneck Relief

The interchange work is part of a broader effort to mitigate:

- PM peak southbound backups
- Weekend volume surges
- Travel-time unpredictability on both sides of the river

This segment of I-95 consistently ranks among the region's worst delay points.

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4. Pedestrian & Bicycle Considerations (Route 123 Corridor)

The project includes evaluation of:

- New or upgraded sidewalks
- Multiuse trail connections
- Safer crossings near the interchange area

These improvements support long-term multimodal goals in Prince William County's transportation plan.

Purpose & Need

1. Reduce Severe Congestion

Recurring backups routinely extend:

- Northbound: beyond Prince William into Springfield
- Southbound: into Fairfax County, affecting Route 123 and Lorton Road

2. Improve Weaving & Merging Safety

Short merges and heavy volume create:

- Sideswipe crashes
- Sudden braking
- Chain-reaction collisions

3. Support Regional Mobility

The interchange is a critical hub for:

- Commuters traveling to D.C. and Springfield
- Marine Corps Base Quantico commuters
- Prince William and Fairfax residents
- Express Lanes traffic

4. Prepare for Future Express Lanes Extensions

This interchange serves as a transitional node between future corridor expansions and existing infrastructure.

South Fairfax Impacts

Although outside Fairfax County, the interchange has direct operational effects on:

1. Route 123 (Fairfax Side)

- Increased evening congestion
- Delays accessing I-95 SB
- Occasional spillover into neighborhood streets

2. I-95 SB Through Lorton

The Occoquan bottleneck exacerbates:

- PM backups north of the bridge
- Queueing past the Lorton exit
- Delays on Lorton Road, Gunston Cove Road, and southbound ramps

3. I-95 NB

Weaving conditions at Route 123 influence upstream traffic entering Fairfax.

4. Mason Neck & Gunston Peninsula

When backups reach Route 123:

- School, church, and event traffic becomes significantly delayed
- Residents experience extended travel times
- Safety concerns arise at key intersections

The SCF Transportation Committee monitors these impacts closely.

Community Benefits When Completed

- Smoother SB evening travel through Fairfax
- Reduced spillback affecting Route 123, Lorton Road, and Gunston Cove Road
- More reliable Express Lanes and GP lanes

- Lower crash rates
- Improved access to VRE, Occoquan River recreation, and adjacent neighborhoods

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Status

Active – Planning & Early Design
VDOT continues to refine design alternatives. Construction timing will be coordinated with funding availability and long-term I-95 corridor improvements.

Last Updated

2025 VDOT Interchange Study Update; SCF Transportation Committee notes

I-95 NB/SB Operational & Safety Projects (Corridor Summary) (*Back to Master List*)

Includes: Occoquan SB Congestion • NB Flyover/FC Pkwy Spot Improvements • Exit 163 Truck Parking

Type: Corridor operations, safety, interchange performance
Location: I-95 between the Occoquan River and Fairfax County Parkway / Lorton Road
Lead Agencies:

- VDOT – Northern Virginia District
- Transurban – I-95/395 Express Lanes
- Fairfax County DOT
- Prince William County DOT (southbound issues)
- Virginia State Police (VSP)
- Fairfax County Police Department (FCPD)
- Office of the Mt. Vernon District Supervisor
- SCF Transportation Committee

Summary

The I-95 corridor through South Fairfax is one of the most congested and operationally complex freeway segments on the East Coast. Longstanding issues include:

- Severe SB backups at the Occoquan
- Weaving and merge conflicts near the Fairfax County Parkway (NB and SB)
- Unsafe truck parking at Exit 163 (Lorton Road)
- Chronic incident sensitivity in both directions

Three major project areas address these concerns, each targeting different operational challenges.

This consolidated section provides a “master overview” tying them together for the SCF Transportation Committee, Supervisor briefings, and your TranspoFairfax project.

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1. I-95 SB Backups at Occoquan / Route 123 and Local Roads

Problem Summary

Southbound I-95 routinely experiences severe PM peak congestion approaching the Occoquan River, with traffic spilling back:

- Across the bridge
- Through the Route 123 interchange
- Into Fairfax County local roads (Lorton Road, Route 123, some neighborhood access points)

Causes

- Physical bottleneck at the Occoquan
- Weaving between Express Lanes and GP lanes
- Route 123 interchange pressures
- Incident-prone area
- Surges in PWC commuter volume

Recent Actions

- Operational coordination between VDOT, Transurban & PWC
- Monitoring of backups and reporting through SCF
- No long-term structural widening is currently funded

Status

Active operational concern — no capital fix underway

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2. I-95 NB Flyover & Fairfax County Parkway Spot Improvements

Purpose

Improve operations at the northern terminus of Fairfax County Parkway, specifically:

- The NB I-95 merge/flyover area
- Terminal Road turn-lane deficiencies
- Backlick Road bridge constraints
- Weaving and short acceleration distances near the Express Lanes merge

Key Improvements Proposed

- Extended auxiliary lanes
- Lengthened turn lanes
- Bridge widening
- Intersection upgrades approaching the Parkway
- Improved NB merging safety

Benefits

- Reduces NB congestion
- Improves regional mobility for Springfield, Newington, Lorton
- Enhances safety at one of NOVA's most complex nodes

Status

In scoping / preliminary engineering — VDOT and Transurban coordination ongoing.

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3. I-95 Exit 163 – Illegal Truck Parking on Exit Ramp

Problem Summary

Tractor-trailers routinely park/stage on the SB Exit 163 ramp, creating:

- Sight-distance hazards
- Merging conflicts
- Obstruction of shoulders
- Nighttime safety risks

Root Causes

- Regional shortage of truck parking
- Proximity to logistics centers
- Convenient but unsafe staging location

Mitigation Measures Discussed

- Increased VSP/FCPD enforcement
- "No parking / No standing" signage

- Use of message boards during peak periods
- Coordination with Transurban for camera monitoring
- Long-term solutions tied to statewide truck-parking initiatives

Status

Active enforcement/safety concern — no capital project at this time

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Corridor-Wide Themes Identified

1. High Incident Sensitivity

Minor collisions create major delays due to limited shoulders, high volume, and merge dynamics.

2. Dependence on Operational Rather Than Structural Fixes

Large-scale widening or new bridges are not funded; operational management dominates the near-term strategy.

3. Multijurisdictional Complexity

Coordination required among:

- Fairfax County
- Prince William County
- VDOT
- VSP
- Transurban
- FHWA

4. Local Road Impacts

- Significant spillover onto Lorton Road, Route 123, and Gunston Cove Road
- School operations indirectly affected
- Increased cut-through behavior into Lorton neighborhoods

Status Summary (All Three Projects)

Project Area	Status	Type
SB Backups at Occoquan	Active operational monitoring	Congestion/Safety

Project Area	Status	Type
NB Flyover / Parkway Spot Improvements	Pre-engineering / Scoping	Capacity/Operations
Exit 163 Truck Parking	Enforcement issue	Safety / Operations

Last Updated

Winter 2025 — SCF Transportation Committee notes, Supervisor briefings, and VDOT/Transurban updates.

I-95 Exit 163 – truck parking on exit ramp (*Back to Master List*)

(Safety Concern & Ongoing Operational Issue)

Type: Safety, illegal parking / standing, interstate operations
Location: I-95 Southbound Exit 163 (Lorton / Lorton Road Interchange)
Lead Agencies:

- VDOT – Interstate Operations / Incident Management
- Virginia State Police (VSP) – enforcement
- Transurban – I-95/395 Express Lanes coordination
- Fairfax County Police Department (FCPD) – local coordination
- Office of the Mt. Vernon District Supervisor

Summary

The I-95 SB Exit 163 ramp into Lorton has become a persistent location for tractor-trailers and commercial trucks to park or queue illegally, especially during nighttime and early morning hours. This activity creates serious safety hazards, including:

- Reduced sight distance for exiting vehicles
- Trucks blocking shoulders or gore areas
- Difficulty merging onto Lorton Road due to obstructed lanes
- Potential collisions during heavy traffic or poor visibility

Truck parking at this location is not formally permitted. Drivers often stop there due to a regional shortage of legal overnight truck parking, rest requirement compliance, and proximity to nearby distribution centers and industrial uses.

Causes of the Problem

1. Regional Truck Parking Shortages

- Northern Virginia lacks sufficient overnight truck parking capacity
- Nearby industrial zones attract long-distance carriers seeking rest or staging areas

2. Ramp Geometry

- The exit ramp provides a long taper, creating a shoulder area trucks exploit
- Drivers view the location as convenient staging for early AM deliveries

3. Enforcement Difficulty

- Enforcement varies between VSP jurisdiction (interstate) and FCPD jurisdiction
- By the time law enforcement arrives, trucks often move on
- Limited signage explicitly prohibiting standing or parking contributes to confusion

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Recent Updates

- SCF Transportation Committee discussions have surfaced repeated community concerns about this behavior.
- Residents report safety issues during AM commutes, including difficulty merging when trucks partially block the ramp.
- Coordination with VDOT and VSP has been initiated in prior discussions, with requests to:
    - Increase enforcement during peak hours
    - Evaluate need for additional signage
    - Explore engineering countermeasures to discourage illegal staging
- The Supervisor's Office has been made aware and is monitoring complaints.

Safety Impacts

- Sudden lane changes by drivers avoiding stationary trucks
- Hazardous merging conditions, especially during darkness
- Risk of rear-end crashes due to unexpected stopped vehicles
- Reduced emergency shoulder access
- Visibility issues during fog, rain, and low-light conditions

This has become a significant corridor safety concern, particularly for commuters, buses, and local delivery vehicles.

Potential Mitigation Strategies

(Options VDOT, VSP, and the County may evaluate)

Short-Term

- Install "No Parking / No Standing on Ramp" signage
- Increase VSP enforcement patrols during known staging hours
- Use portable message boards during peak seasons
- Clarify jurisdiction between VSP and FCPD for enforcement consistency

Medium-Term

- Add physical deterrents such as rumble strips or separators
- Modify shoulder geometry to reduce wide staging space
- Partner with Transurban on corridor monitoring (Express Lanes cameras)

Long-Term (Regional)

- Support state-led efforts to expand truck parking availability
- Explore partnerships with private industrial facilities for overnight staging solutions
- Integrate Exit 163 concerns into broader I-95 corridor studies

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Related Projects / Issues

- I-95 SB Occoquan Backups – increased congestion amplifies safety challenges at this exit
- Lorton Industrial & Logistics Activity – contributes to demand for early arrival staging
- Lorton Road / Silverbrook Intersection Upgrades – improved flow here may affect ramp operations
- VDOT Maintenance Reports – debris and shoulder maintenance tied to truck activity

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Status

Active Concern — Enforcement & Engineering Review Needed

There is no dedicated capital project at this time, but ongoing coordination between VDOT, VSP, Supervisor's Office, and SCF is expected as safety concerns continue.

Last Updated

Late 2025 (per SCF Transportation Committee comments and resident reports)

Lorton as cut-through route for Prince William County traffic (*Back to Master List*)

Type: Regional traffic circulation / cut-through mitigation
Location: Lorton, Gunston, South County residential corridors; primary impact on Lorton Road, Route 1, and connecting neighborhood streets
Lead Agencies:

- VDOT – Traffic Engineering & Signal Operations
- Fairfax County Department of Transportation (FCDOT)
- Office of Delegate Henson
- Office of the Mt. Vernon District Supervisor
- Prince William County (coordination needed)
- South County Federation (SCF) – Monitoring & resident feedback

Summary

Increasingly, Prince William County (PWC) commuters traveling toward Fort Belvoir, Springfield, Alexandria, and other job centers are cutting through Lorton-area roads to bypass severe congestion on:

- I-95 Northbound,
- Old Bridge Road,
- Route 123 (Gordon Blvd), and
- The Occoquan bottleneck.

This has created elevated traffic volumes on key Lorton corridors not designed for interstate bypass demand.

Residents have reported significant increases in congestion during AM peak hours, particularly near:

- Lorton Road
- Silverbrook Road
- Gunston Cove Road
- Furnace Road
- Laurel Hill neighborhoods
- Connections to Route 1 and I-95

The impact includes slower travel times, reduced safety for pedestrians and cyclists, and increased stress on community roadways.

What's Driving the Cut-Through Behavior

1. I-95 Northbound Congestion

PWC commuters face long delays approaching the Occoquan and often divert into Lorton to re-enter I-95 later or use Route 1 as an alternative.

2. Route 123 & Old Bridge Road Bottlenecks

Traffic backing up toward Lake Ridge pushes drivers onto side routes in search of quicker paths.

3. Navigation Apps (Waze, Google Maps, Apple Maps)

Apps routinely route drivers through Lorton neighborhoods to save 3–15 minutes depending on conditions.

4. Lorton Road's Strategic Location

Lorton Road serves as a high-efficiency east–west connector, linking:

- I-95
- Route 1
- Silverbrook Road
- Gunston Cove Road

This makes it highly attractive for regional cut-through traffic.

Recent Updates

- At recent SCF Transportation Committee meetings, the Supervisor's Office confirmed coordination with Delegate Henson to explore solutions.
- Delegate Henson's office and Fairfax County are evaluating policy and operational tools to discourage interstate traffic from diverting onto local roads.
- Requests were made to VDOT for updated traffic counts and modeling that captures AM peak bypass patterns.
- The issue is being discussed alongside broader concerns about I-95 corridor reliability, Route 123 interchange performance, and Occoquan congestion.

Impact on South Fairfax Communities

- Increased AM congestion on local roads not intended for regional volume
- Queue spillback affecting school access, neighborhood entrances, and commercial areas
- Higher collision risk due to unfamiliar drivers navigating local streets

- Noise and quality-of-life impacts
- Safety concerns for pedestrians and cyclists—particularly near schools, parks, and neighborhoods

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Potential Mitigation Measures Under Consideration

(These tools often require VDOT approval and multi-jurisdictional coordination.)

Policy & Traffic Management

- Turn restrictions during peak hours (time-limited)
- Neighborhood traffic calming programs
- Evaluation of customary "Local Traffic Only" signage where warranted
- Enhanced signal timing along Lorton Road to improve local mobility

Regional Coordination

- Work with PWC and VDOT to:
    - Improve Route 123 interchange operations
    - Coordinate future improvements at Old Bridge Road
    - Promote accurate routing in navigation apps

Infrastructure Options

- Intersection upgrades where cut-through congestion creates conflicts
- New pedestrian safety elements in affected neighborhoods
- Future consideration of bypass corridors or capacity improvements

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Related Projects

- I-95 & Route 123 Interchange Improvements (PWC) – major driver of bypass patterns
- I-95 NB Flyover / Fairfax County Parkway Spot Improvements – improves reliability north of Lorton
- I-95 SB/NB Occoquan Bottleneck Concerns – root cause of diversion
- Lorton Road / Silverbrook Road Improvements – impacts circulation
- VDOT Speed & Enforcement Studies – connected to safety on impacted arterials

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Status

Active Concern — Inter-jurisdictional coordination in progress

The Supervisor's Office and Delegate Henson are in discussions with VDOT and PWC to explore feasible mitigation options. Monitoring continues through SCF as additional data is gathered.

Last Updated

December 2025 (SCF Transportation Committee reports, Supervisor briefings)

Lorton Road / Amtrak track expansion – lane closures (19–22 months)

(*Back to Master List*)

Type: Rail infrastructure construction (VPRA/Amtrak) and roadway impact mitigation
Location: Lorton Road at the Amtrak Auto Train facility and adjacent rail corridor
Lead Agencies:

- Virginia Passenger Rail Authority (VPRA) – Third Track project lead
- Amtrak – Coordination & Auto Train operations
- VDOT – Roadway operations & work-zone traffic management
- Fairfax County DOT – Local coordination
- Office of the Mt. Vernon District Supervisor

Summary

As part of the Long Bridge / Third Track expansion, major rail construction is occurring along the CSX/Amtrak rail corridor from the Springfield Interchange to south of the Auto Train terminal in Lorton. This includes substantial work in the vicinity of Lorton Road, requiring 19–22 months of intermittent lane closures, traffic shifts, and construction staging.

The lane closures are necessary for:

- Track bed preparation
- Bridge/culvert replacement
- Drainage upgrades
- Utility relocations
- Construction access for heavy rail equipment and materials

These activities will have significant impacts on Lorton Road traffic, particularly during peak commuting periods and school travel windows.

Current Construction Activity

- VPRA has begun major construction mobilization along the corridor.
- Work near Lorton Road includes grading, excavation, track bed alignment, and structural improvements.
- Amtrak's Auto Train station area will experience periodic operational adjustments to maintain safe access.
- Intermittent single-lane closures are expected during daytime and overnight hours.
- Weekend work windows may be utilized for activities requiring extended closures or equipment staging.

Traffic Impacts

1. Intermittent Lane Closures

- Reduced throughput on Lorton Road
- Slower travel during school dismissal and PM peak periods
- Occasional flagger-controlled traffic patterns

2. Heavy Construction Vehicle Activity

- Increased truck and equipment traffic entering/exiting work zones
- Temporary staging areas near the Auto Train entrance
- Possible short-term restrictions on turning movements

3. Pedestrian & Cyclist Considerations

- Sidewalk or shoulder closures (temporary)
- Need for enhanced signage and safe detours
- Potential nighttime lighting impacts

4. Queueing & Travel-Time Delays

- Residents have already reported backups when lane reductions align with Amtrak operational periods
- Congestion may interact with:
    - Gunston Cove Road traffic
    - Silverbrook Road corridor
    - I-95 interchange activity

Related Projects / Dependencies

Long Bridge / Third Track Expansion

This is part of a larger rail capacity initiative adding a new third track between Springfield → Past Lorton Auto Train.
Completion expected mid–2029.

Amtrak Auto Train Operations

- Afternoon departures create periodic localized congestion
- Construction coordination required to maintain access

Lorton Road / Silverbrook Road Intersection Improvements

- The ongoing traffic study and eventual upgrades will influence overall corridor reliability during construction

I-95 Corridor Operations

- Regional congestion may amplify backup risks when lane closures occur simultaneously with incidents upstream

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Mitigation Measures

VPRA, VDOT, and Fairfax County may implement:

Operational

- Temporary traffic control plans (TTCP)
- Advance warning signage
- Signal timing adjustments
- Nighttime/overnight work to reduce daytime impacts

Communications

- Public notices through Supervisor's Office
- Coordination with schools and neighborhood associations
- Weekly or monthly construction updates

Safety

- Protective barriers in work zones
- Enhanced nighttime lighting

- Enforcement as needed

Community Concerns

- Increased delays during school dismissal at Gunston Elementary and South County schools
- Safety concerns for cyclists and pedestrians along Lorton Road
- Traffic weaving near Amtrak staging areas
- Desire for clearer, more consistent construction schedule updates from VPRA/Amtrak/VDOT

Status

Active Construction – 19–22 Month Impact Window

Rail construction is underway, and intermittent lane closures will continue through the duration of this multi-year infrastructure upgrade.

Last Updated

Fall–Winter 2025 (SCF Transportation Committee notes; VPRA & Amtrak briefings)

Lorton Road / Silverbrook Road – triple left turn & updated traffic study

(*Back to Master List*)

Type: Intersection capacity expansion, safety improvements, traffic operations
Location: Intersection of Lorton Road (VA 642) and Silverbrook Road, Mount Vernon District
Lead Agencies:

- VDOT – Northern Virginia District (Design & Construction)
- Fairfax County DOT (technical coordination)
- Office of the Mt. Vernon District Supervisor
- Federal earmark program (partial funding source)

Summary

The intersection of Lorton Road and Silverbrook Road is one of South County's most constrained and heavily used nodes. It serves east–west travel across Lorton and Laurel Hill, provides access to I-95, supports school and commuter traffic, and acts as a connector to neighborhoods, industrial areas, and Fort Belvoir.

To address recurring congestion and safety concerns, VDOT and Fairfax County have proposed constructing an additional (third) left-turn lane from southbound Silverbrook Road onto eastbound Lorton Road. This would significantly increase turning capacity during peak travel hours and reduce queue spillback onto Silverbrook Road.

The project is currently in the early pre-scoping phase while awaiting results from an updated traffic study.

Key Features of the Proposed Improvement

1. Triple Left-Turn Lanes (SB Silverbrook → EB Lorton)

- Expands from two left-turn lanes to three
- Intended to reduce severe PM congestion
- Reduces backups extending toward Crosspointe and Newington Forest

2. New or Modified Traffic Signal

- A new traffic signal configuration is included in the concept
- Updated signal timing would better manage left-turn flow and pedestrian crossings

3. Sidewalk Replacement & ADA Upgrades

- Replacement of sidewalk on the west side of Silverbrook Road
- Includes accessibility upgrades and refinements to pedestrian infrastructure

4. Intersection Geometry Enhancements

- Lane re-striping
- Potential curb modifications
- Improvements to sight distances and turning radii

Updated Traffic Study (Fall 2025)

VDOT and FCDOT are conducting a new traffic study—the previous one dates back to 2017. The new study will:

- Reassess current traffic volumes
- Evaluate PM peak queuing patterns
- Model future conditions, including growth in Laurel Hill and Silverbrook communities
- Include impacts of VPRA's Third Track construction near Lorton Road
- Guide final design decisions for lane additions and signal upgrades

VDOT has indicated it would prefer to wait for this study's results before moving forward with formal scoping and Request to Administer (RTA) steps.

Project Funding

- $500,000 in federal earmark funding has been allocated
- Funding must be obligated by September 2027 (entered into contract)
- Funds must be fully spent by September 2032
- Additional funding sources would be required to complete construction

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Challenges & Constraints

- Adjacent VPRA/Amtrak construction may limit staging options
- Potential ROW (right-of-way) impacts depending on final lane configuration
- Interaction with high-volume school traffic and commuter patterns
- Need to coordinate with Lorton Road's future cross-section and corridor design

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Community Impacts

Benefits

- Reduced PM peak congestion for thousands of commuters
- Increased reliability for Lorton Road eastbound travelers
- Better alignment with long-term growth in Laurel Hill and Crosspointe
- Shorter queues at one of the region's most frustrating intersections

Concerns

- Short-term construction disruptions
- Potential pedestrian conflicts during construction
- Need for clear communication from VDOT during design phases

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Related Projects

- Lorton Road / Amtrak Third Track Construction – lane closures and staging impacts

- I-95 Exit 163 – Truck Parking & Safety – upstream operational influence
- Hooes Road & Silverbrook Road safety concerns – parallel corridor issues
- Silverbrook Road / Plaskett Lane RRFB – pedestrian safety component
- Pohick Estates (Southrun Road) 2026 Paving & Bike Plan – coordinated corridor planning

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Status

Early Pre-Scoping Phase — Pending Updated Traffic Study

VDOT and Fairfax County will determine next steps after reviewing the study results.
The Supervisor's Office will continue providing updates to SCF as milestones occur.

Last Updated

Fall–Winter 2025 (VDOT project briefing, Supervisor's Office update)

Lorton Road / Silverbrook Road – Corridor Improvements & Operational Impacts

(*Back to Master List*)

Intersection Upgrades • New Traffic Study • Congestion Relief • Safety Enhancements

Type: Corridor and intersection improvement; safety and congestion management
Location: Intersection of Lorton Road & Silverbrook Road, with broader impacts on:

- South County High School area
- Lorton Road east–west movements
- I-95 exit traffic
- Laurel Hill & Crosspointe neighborhoods
  Lead Agencies:
- VDOT – roadway owner and project lead
- FCDOT – planning & coordination
- Fairfax County Supervisor Offices (Springfield & Mount Vernon)
- SCF Transportation Committee

Summary

The Lorton Road / Silverbrook Road intersection is a major east–west and north–south connector in South County, and is the subject of ongoing planning and preliminary engineering work. The project, supported by a $500,000 federal earmark, proposes:

- A triple left-turn lane from SB Silverbrook → EB Lorton Road
- A new/revised traffic signal
- Sidewalk replacement on the west side of Silverbrook
- Intersection geometry enhancements
- Updated signage & lane marking improvements

However, before construction can proceed, VDOT and FCDOT are conducting a new traffic study, as the last comprehensive study was done in 2017.

This review will guide final design and determine if additional improvements are needed based on 2025 travel patterns.

Key Issues Identified

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1. Heavy PM & School-Related Congestion

Traffic backups frequently:

- Extend south on Silverbrook Road
- Block neighborhood access points
- Impede travel toward I-95 or Lorton Road
- Affect school dismissal patterns

The triple left-turn proposal is intended to reduce long queues.

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2. Geometric Limitations

Current issues include:

- Limited storage length for left-turn lanes
- Tight curves approaching the intersection
- Conflicting traffic flows during peak hours
- Lack of adequate merge space after turns

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3. Pedestrian Safety Concerns

The west-side sidewalk requires:

- Replacement
- ADA upgrades
- Better crossing visibility

As South County High School, Laurel Hill, and library facilities attract walkers, a more consistent pedestrian environment is essential.

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4. I-95 Interchange Interactions

Traffic at this intersection is strongly influenced by:

- I-95 southbound off-ramp volumes
- Lorton Road congestion during PM peak
- Weekend Speeds & holiday traffic surges near Auto Train

Improvements must integrate with regional flow patterns.

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5. New 2025 Traffic Study Requirements

VDOT has stated:

- A new traffic study must be completed before proceeding to RTA (Request to Administer).
- Updated data will determine if the triple-left concept remains optimal.
- The earmark funding must be obligated by 2027 and spent by 2032.

This places the project on a tight timeline.

Purpose & Need

- Reduce PM peak congestion and queueing
- Improve reliability of east–west Lorton Road movements
- Create safer turning movements, especially SB Silverbrook → EB Lorton
- Enhance pedestrian safety and connectivity
- Improve access to I-95, SCHS, and neighborhood destinations
- Update designs based on modern traffic, which has increased since 2017

Community Benefits

- Reduced wait times for residents and commuters
- Safer intersection geometry
- More reliable travel to/from I-95
- Better pedestrian environment
- Improved access for school traffic and buses
- Supports broader Lorton / Laurel Hill mobility improvements

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Related Projects

- Lorton Road / I-95 Exit 163 restriping (VDOT)
- Lorton Road lane closures (Amtrak track expansion)
- Silverbrook Road / Plaskett Lane RRFB (unfunded request)
- Hooes Road safety and widening projects
- South County Trail Network improvements

Status

Early Pre-Scoping Phase (2025)

- New traffic study underway
- Design concepts under review
- Earmark funding in place; must be obligated by 2027
- Construction timeline pending outcome of analysis

Last Updated

Fall 2025 updates from VDOT, FCDOT, and SCF Transportation Committee

Lorton Station Boulevard – road diet & Potomac Bend crosswalk

(*Back to Master List*)

Type: Pedestrian safety, traffic calming, active transportation improvements
Location: Lorton Station Boulevard between Lorton Market Street, the VRE station area, and Potomac Bend (Mount Vernon District)
Lead Agencies:

- Fairfax County DOT – planning & design
- VDOT – roadway authority & approval
- Office of the Mt. Vernon District Supervisor
- Fairfax County Public Works (DPWES) – sidewalk/crosswalk coordination
- SCF Transportation Committee (community review)

Summary

Lorton Station Boulevard serves as the primary spine for the Lorton Station residential and commercial district, offering access to retail centers, neighborhoods, and the VRE station. Increasing pedestrian activity—including school children, transit riders, and residents—has prompted Fairfax County to review safety enhancements.

The County is evaluating a road diet and a redesigned crosswalk at Potomac Bend, including the possibility of adding a pedestrian refuge island and a Rectangular Rapid Flashing Beacon (RRFB) to improve crossing safety.

These upgrades aim to reduce vehicle speeds, shorten crossing distances, enhance visibility, and create a more walkable environment around Lorton Station.

Key Components of the Project

1. Road Diet (Lane Reallocation or Narrowing)

- Reduces excessive speeding common on wide suburban boulevards
- Reallocates pavement to support pedestrian or bicycle facilities
- Encourages a calmer, more neighborhood-friendly corridor
- Could include narrower travel lanes, extended medians, or buffered bike lanes depending on design

2. Potomac Bend Crosswalk Relocation / Redesign

- County proposes relocating the existing marked crosswalk closer to desire-path travel patterns
- Installation of a pedestrian refuge island is under evaluation
- Upgrades will meet ADA standards and ensure shorter crossing distances

3. RRFB (Rectangular Rapid Flashing Beacon) Potential

- Increases driver yielding compliance
- Enhances visibility during dawn, dusk, or low-light conditions
- Commonly implemented at multi-lane mid-block or near-mid-block crossings

4. Active Transportation Enhancements

Depending on final design, improvements may include:

- Better sidewalk connections
- Enhanced curb ramps
- Traffic-calming striping
- Improved pedestrian lighting

Why These Changes Are Being Considered

- High pedestrian volumes near residential and commercial nodes
- Frequent mid-day and PM peak crossings by families and children
- Reports of speeding vehicles and low driver-yield compliance
- Desire to improve walkability in a mixed-use community
- Safety concerns near VRE access routes and South County commuter flows

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Community Concerns & Feedback

- Residents have requested stronger pedestrian protections
- Desire for safer connection from Potomac Bend to Lorton Station retail
- Questions about potential impacts to on-street parking (if applicable)
- Feedback has shown support for road-calming measures, provided they do not significantly disrupt access

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Related Projects / Dependencies

- Fairfax County Active Transportation Plan – prioritizes safer local crossings
- Lorton Road / Silverbrook Road Intersection Project – impacts area circulation
- Lorton VRE Station Upgrades – ties into multimodal connectivity
- Gunston Cove Road Walkway – complements nearby pedestrian improvement priorities

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Project Benefits

- Improved pedestrian safety at a known crossing location
- Lower vehicle speeds through a mixed-use residential corridor
- Increased walkability and quality of life
- Enhanced access to transit, retail, and community amenities
- Potential reduction in minor collisions and speeding complaints

Status

Evaluation & Early Design
The project is on the County's radar, with a concept developed under TPP #Z21.
Further design development and funding decisions will determine next steps.

Last Updated

2025 Fairfax County DOT briefings; SCF Transportation Committee notes

Lee Chapel Road – alignment & safety improvements (*Back to Master List*)

TPP #Z32 – Roadway Realignment, Safety Upgrades & Corrective Geometry

Type: Roadway realignment, safety enhancement, crash mitigation
Location: Lee Chapel Road between Ox Road (Route 123) and Fairfax County Parkway (Route 286)
Lead Agencies:

- Fairfax County DOT (FCDOT) – planning & coordination
- VDOT – Northern Virginia District – design, safety engineering, construction
- Office of the Springfield District Supervisor
- SCF Transportation Committee (regional coordination)

Summary

Lee Chapel Road is a winding, hilly, two-lane corridor with a history of serious crashes, including fatal incidents involving young drivers. Poor sight lines, limited shoulders, sharp curves, and inconsistent roadway geometry create persistent safety challenges for motorists, cyclists, and pedestrians.

To address these hazards, Fairfax County and VDOT have advanced a roadway realignment and safety improvement project to straighten multiple curves, enhance shoulders, improve drainage, and install modern safety elements. The goal is to reduce crash frequency and severity, particularly in areas where roadway geometry contributes to loss-of-control incidents.

This project reflects strong community advocacy and countywide recognition of Lee Chapel Road's safety issues.

Key Project Features

1. Roadway Alignment Improvements

- Straightening or softening hazardous curves
- Correcting vertical alignment (hills/crests) that reduce sight distance
- Improving driver visibility of oncoming traffic and roadside conditions
- Reducing risk of lane departure crashes

2. Shoulder Widening & Safety Buffer

- New stabilized or paved shoulders (where feasible)
- Space for bicycles, emergency pull-off, and recovery
- Improved drainage management

3. Guardrails, Barriers & Roadside Safety Hardware

- Updated guardrails placed according to modern VDOT safety standards
- Impact attenuators or barriers where slopes or drop-offs exist
- Clear zone improvements (removal/reconfiguration of fixed hazards)

4. Intersection & Access Upgrades

Particular focus areas include:

- Ox Road connection (Route 123)
- Fairfax County Parkway approaches
- Neighborhood entrances along the corridor

Improvements may include better signage, turn-lane reevaluation, and revised lane markings.

5. Enhanced Signage & Roadway Markings

- High-visibility reflective markings
- Chevron alignment signs
- Advanced curve-warning beacons (if warranted)
- Speed advisory signage

Purpose & Need

1. Significant Crash History

Lee Chapel Road has had multiple serious and fatal crashes, including incidents involving young drivers. Variables contributing to collisions include:

- Excessive speed
- Limited visibility
- Tight curves
- Roadway departure
- Lack of shoulder recovery area

2. Substandard Geometry

The existing roadway was built decades ago without modern safety standards; curves and elevation changes no longer meet current expectations for roadway design.

3. Growth in Traffic Volumes

As South County continues to grow, Lee Chapel Road carries more daily traffic than it was originally designed for.

4. Community Advocacy

Residents, parents, schools, and community associations have consistently urged Fairfax County to prioritize major safety improvements.

Project Benefits

- Reduced severity and frequency of crashes
- Improved sight distance and driver reaction time
- Safer conditions during rain, snow, and nighttime travel
- Better emergency response access
- Overall risk reduction for young drivers and commuters
- Alignment with Countywide Vision Zero safety goals

Funding & Timeline

- Recommended Funding: $8.80 million
- Project in design and safety engineering phases
- Construction sequencing will follow environmental, utility, and ROW assessments
- Implementation expected in phases depending on funding allocation and complexity

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Related Projects

- Ox Road (Route 123) corridor improvements
- Fairfax County Parkway interchange upgrades
- South County school-zone safety initiatives
- Hooes Road corridor pedestrian improvements
- Cross County Trail & South Run Stream Valley trail network enhancements

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Community Impacts

Short-Term

- Temporary lane closures or traffic shifts during construction
- Vegetation clearing
- Noise and equipment staging

Long-Term

- Dramatically safer roadway
- More predictable driving environment
- Reduced crash rates
- Safer school-related travel patterns

Status

Active – Design & Safety Engineering Phase
Project moving forward with County and VDOT collaboration.

Last Updated

2025 Supervisor's Office briefings; SCF Transportation Committee notes

Long Bridge Project – VRE third track (Springfield Metro → Auto Train)

(*Back to Master List*)

VPRA Rail Expansion • Commuter Rail Reliability • Lorton Corridor Construction Impacts

Type: Passenger rail expansion, third-track construction, corridor modernization
Location: Springfield Metro rail junction → Lorton Auto Train → toward Occoquan

Lead Agencies:
• Virginia Passenger Rail Authority (VPRA) – project owner
• CSX Transportation – host railroad
• Amtrak – operational coordination
• Virginia Railway Express (VRE) – primary future user
• VDOT / FCDOT – roadway and coordination impacts
• Office of the Mt. Vernon District Supervisor
• SCF Transportation Committee

Summary

The Long Bridge Expansion is the most significant passenger rail investment in the Washington region in over a century. A critical Fairfax County component is construction of a new continuous third track running from Springfield Metro through Lorton and past the Auto Train facility.

This Fairfax County segment is essential because it:
• Removes a major choke point in the regional rail network
• Allows VRE to run more trains, more reliably
• Supports Amtrak growth
• Improves freight–passenger separation on the CSX mainline

The project continues to generate substantial construction impacts along the Lorton Road corridor, requiring close coordination with roadway operations, stormwater systems, and nearby residential and commercial activity.

A recent quarterly community meeting (31 attendees, all virtual) included increased participation from HOAs, particularly from the Kingstowne area, reflecting growing regional interest and concern as construction advances.

Key Project Components (Springfield → Auto Train Segment)

1. New Continuous Third Track

Construction includes:
• New rail bed parallel to existing tracks
• Grading and retaining walls where required
• Culvert extensions and stormwater channeling
• Updated signal and power systems
• Protective buffers between active trains and construction crews

The third track will extend beyond Lorton Road by approximately 1,000–2,000 feet, per engineering clarification during the meeting.

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2. Springfield Metro Junction Upgrades

At the northern end of the corridor, work includes:
• Switch and interlocking upgrades
• Signal modernization
• Capacity improvements to support increased VRE service during peak and reverse-peak periods

This reduces the long-standing bottleneck near the Springfield Metro rail junction.

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3. Lorton Auto Train Interface

Project representatives stated that no direct impacts are expected to Auto Train property or operations. This refers specifically to impacts *within* the Auto Train facility boundary.

However, traffic impacts on Lorton Road approaching the Auto Train entrance remain a significant concern:
• Extended lane closures (potentially 28+ months) could affect left-turn access from Lorton Road
• Auto Train traffic exiting I-95 southbound may require temporary traffic control measures
• Devices such as jersey barriers and channelization may be needed to safely manage traffic flow

During the meeting, project staff acknowledged that this traffic scenario may require additional coordination with VDOT and reassessment of assumptions regarding roadway access.

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4. Roadway Interface – Lorton Road

The rail corridor runs immediately adjacent to Lorton Road. Updated construction sequencing includes:
• Bridge abutment construction now delayed to Q4 2026
• No major Lorton Road obstructions related to abutments until that time
• Estimated completion of abutment work: Q1 2029

Other impacts include:
• Increased truck traffic along the full length of the railbed
• Employee transport via trucks (no on-site personal vehicle parking)
• Flagging operations and periodic lane shifts
• Nighttime work during rail outages

Benefits for VRE & Fairfax County

1. VRE Capacity Expansion

The third track enables:
• Additional peak-direction trains
• Reverse-peak service for Fort Belvoir and D.C. workers
• Future midday and weekend service opportunities
• Greater operational flexibility

2. Improved Reliability

• Reduces train delays caused by freight conflicts
• Limits cascading congestion south of Washington, D.C.
• Improves on-time performance across the system

3. Regional Transit Connectivity

• Supports access to Pentagon, Crystal City, and downtown D.C.
• Enhances Metro–VRE multimodal commuting
• Strengthens future transit-oriented development potential at Lorton and Springfield

4. Economic & Environmental Benefits

• Reduces pressure on I-95
• Supports federal workers, contractors, and military commuters
• Encourages mode shift from roadway to rail

Construction Impacts for South Fairfax

1. Lorton Road Congestion & Closures

• Major obstructions related to bridge work delayed until late 2026
• Long-duration impacts expected through 2029

2. Noise & Vibration

• Pile driving, compaction, and track alignment work near residential areas

3. Auto Train Traffic Effects

• Potential congestion during afternoon peak departures
• Access management remains an unresolved risk area

4. Stormwater Runoff Concerns

• Existing drainage near the Panera entrance on Lorton Road is already inadequate
• Ponding and backup observed during normal rain events
• Project plans currently propose tying into existing stormwater systems

Project engineers acknowledged these concerns and committed to reviewing stormwater mitigation plans to avoid overwhelming already stressed roadway infrastructure.

5. Coordination With Other Lorton Area Projects

• Covanta Force Main (DPWES)
• Silverbrook / Lorton Road intersection improvements
• Gunston Cove Road walkway

Sequencing remains critical to prevent overlapping closures.

VRE & Regional Rail Operations

• VRE schedules will be adjusted as needed during construction
• Riders are advised to regularly check the VRE website for service updates
• Additional work at Alexandria Station and Union Station may cause schedule changes independent of this project

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Funding & Risk Considerations

• Project funding includes federal, CSX, Amtrak, and VRE contributions
• Federal funding remains a key dependency
• Questions raised by HOA leadership regarding whether non-federal partners could advance the project independently were not definitively answered

This funding uncertainty may help explain why replacement of the CSX bridge remains unfunded at this time.

Status

Active – Major Construction Underway (2024–2029)
• Fairfax County segment in heavy civil construction
• Bridge abutment work delayed until Q4 2026
• Corridor completion targeted for 2029

Last Updated

January 2026

VPRA quarterly community meeting (2025)
VRE operations updates
SCF Transportation Committee notes

Lorton Station Boulevard – Traffic Signal Timing Optimization

(*Back to Master List*)

Auto Train Traffic Surges • PM Peak Delays • VDOT & FCDOT Timing Adjustments

Type: Operational traffic improvement (signal timing), congestion mitigation
Location: Lorton Station Boulevard, impacting:

- Lorton Road intersection
- Amtrak Auto Train station entrance
- Adjacent neighborhoods and retail access

Lead Agencies:

- VDOT – traffic signal operation & timing
- FCDOT – corridor monitoring & coordination
- Amtrak (Auto Train) – schedule patterns affecting PM surges
- SCF Transportation Committee

Summary

Lorton Station Boulevard experiences significant PM congestion, particularly during Auto Train departure times and evening commuter peaks.
Because traffic volumes fluctuate based on train schedules, coordination with VDOT for signal timing optimization has become an important operational need.

The corridor does not require a capital project at this time but does benefit from periodic adjustments to:

- Green time allocation
- Left-turn phasing
- Pedestrian signal cycles
- Coordination with Lorton Road signal patterns

These optimizations enhance traffic flow during peak demand and special event conditions.

Key Issues Identified

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1. Auto Train Departure Congestion

During afternoon departures, hundreds of cars funnel into:

- Auto Train loading lanes
- Lorton Station Boulevard
- Lorton Road approaching the tracks

This creates episodic but intense congestion.

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2. Inconsistent Peak-Hour Demand

Traffic varies day-to-day depending on:

- Auto Train ridership
- Seasonal travel patterns
- Local retail activity
- Commuter flows on Lorton Road and Silverbrook Road

A static timing plan does not fully meet needs.

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3. Queue Spillback Risk

Queues from the Lorton Road intersection sometimes:

- Block access to neighborhoods
- Impact bus service
- Hinder pedestrians crossing to/from retail areas

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4. Pedestrian Conflicts

Increased foot traffic between:

- Lorton Station retail
- VRE parking areas

- Bus stops
- Restaurants and convenience stores

…requires careful signal balancing.

Potential Operational Improvements

1. Adaptive Timing Adjustments (VDOT)

Adjusting:

- Cycle lengths
- Split timings
- Offset coordination with adjacent intersections

2. Adjusted Left-Turn Phases

Could reduce bottlenecks at:

- Lorton Road
- Auto Train entry driveway

3. Pedestrian Phase Optimization

High foot traffic locations may need:

- Protected crossing windows
- Shorter wait times
- Weekend timing changes

4. Peak-Event Timing Plans

Special timing deployed during:

- Thanksgiving
- Christmas/New Year travel
- Long weekends
- High Auto Train ridership days

Purpose & Need

- Mitigate short-duration but severe congestion
- Improve safety near Auto Train entrance

- Reduce spillover backups onto Lorton Road
- Enhance travel-time reliability for residents
- Support transit, pedestrian, and retail access

Community Benefits

- Faster clearing of peak Auto Train traffic
- Smoother PM commuting patterns
- Better access to retail & restaurants
- Less congestion felt by nearby neighborhoods
- Improved pedestrian safety

Related Projects

- Lorton Road / Amtrak Track Expansion (19–22 month lane impacts)
- Lorton Road / Silverbrook Road intersection improvements
- Lorton Station Boulevard road diet & crosswalk improvements
- VDOT signal timing corridor reviews

Status

Active Operational Monitoring – Adjustments Periodically Made
VDOT continues updating timing plans based on volume data and seasonal demands.

Last Updated

2025 SCF Transportation Committee notes; VDOT timing review updates; Auto Train coordination

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Mason Neck Trail North (Julia Taft Way → Pohick Bay Golf) (*Back to Master List*)

TPP #206 – Shared-Use Path Expansion on Gunston Road

Type: Shared-use path construction, pedestrian & bicycle safety, connectivity to parks and wildlife refuges
Location: Gunston Road (Route 242) from Julia Taft Way southward to the Pohick Bay Regional Park Golf Course driveway
Lead Agencies:

- Fairfax County DOT (FCDOT) – project planning & design
- VDOT – roadway authority & construction oversight
- Fairfax County Park Authority (FCPA) – recreational connectivity
- Northern Virginia Regional Park Authority (NOVA Parks)
- Office of the Mt. Vernon District Supervisor
- MNCA & SCF Transportation Committee

Summary

The Mason Neck Trail North project is a major step toward creating a continuous, safe, multimodal trail system throughout Mason Neck. This shared-use path will run along Gunston Road, connecting neighborhoods, nature centers, Gunston Hall, Pohick Bay Regional Park, and eventually Mason Neck State Park.

Gunston Road currently has narrow shoulders, high vehicular speeds, limited sight lines, and no protected pedestrian or bicycle space, making walking and cycling hazardous. The new trail segment provides a critical north–south spine for residents, park visitors, and recreational users.

This project is part of the County's broader commitment to complete the Gunston Road Walkway & Mason Neck Trail Network, providing safer outdoor mobility for the entire peninsula.

Key Project Features

1. New Shared-Use Path (10-foot wide)

- Constructed parallel to Gunston Road
- Accommodates pedestrians, runners, cyclists, and mobility-assist users
- Designed to modern safety and ADA standards

2. Structural Improvements

Due to challenging terrain along Gunston Road, the project includes:

- Retaining walls where slopes are steep
- Drainage improvements to manage runoff
- Grading and shoulder stabilization

3. Crosswalk & Trail Access Enhancements

- Improved visibility at driveway or road intersections
- Safer entry points for neighborhoods and park facilities
- Potential future trail tie-ins toward Gunston Hall and the wildlife refuges

4. Wildlife & Environmental Coordination

Mason Neck is an environmentally sensitive area.
Expect coordination with:

- FCPA
- NOVA Parks
- U.S. Fish & Wildlife Service (due to nearby refuges)

Design considerations will account for habitat preservation and stormwater management.

Purpose & Need

Safety

Gunston Road currently lacks safe space for:

- Walkers
- Cyclists
- Joggers
- Children and families accessing parks

High speeds and curves create elevated crash risk for vulnerable users.

Connectivity

The trail will ultimately link:

- Gunston Hall
- Pohick Bay Regional Park
- Mason Neck State Park
- Wildlife Refuge Complex
- Local neighborhoods (e.g., Hallowing Point, Gunston Manor, Arcturus On The Potomac)

Recreation & Tourism

Mason Neck is a regional outdoor recreation hub.
This trail supports:

- Birdwatchers
- Kayakers
- Cyclists
- School groups
- Historical tourism

Active Transportation

Improves mobility for residents who prefer or rely on walking and biking to reach Route 1 connections, bus stops, and community amenities.

Project Funding & Timeline

- Recommended Funding: $9.47 million (TPP allocation)
- Covers preliminary engineering, environmental permitting, and construction
- Timeline influenced by:
    - Environmental constraints
    - Utility relocation
    - Coordination with park authorities

This is a priority active-transportation project for the County.

Related Projects (Mason Neck Corridor Cluster)

Gunston Road Walkway (TPP #206 – North of Route 1 to River)

Completes the larger corridor north of Mason Neck.

Gunston Cove Road Walkway (TPP #131)

Serves the northern gateway to Mason Neck's trail networks.

Pohick Bay Park Trail Enhancements

Potential feeder connections to this shared-use path.

Richmond Highway BRT (future access improvements)

Improves long-range multimodal access to Mason Neck residents.

Community Impacts

Positive

- Safer, more enjoyable access to Mason Neck's parks
- Supports tourism & outdoor recreation
- Encourages healthy activity
- Reduces pedestrian–vehicle conflicts

During Construction

- Temporary lane shifts on Gunston Road
- Vegetation clearing where required
- Noise and equipment staging

The County will coordinate closely with MNCA and Supervisor's Office communication channels.

Status

Active – Preliminary Engineering & Environmental Review Phase
Trail design and environmental coordination are underway; construction sequencing will follow.

Last Updated

2025 Fairfax County DOT briefings; MNCA & SCF Transportation notes

Mulligan Road / Telegraph Road Traffic Flow Review (*Back to Master List*)

School Traffic • Sightline Limitations • Increasing Residential Volumes

Type: Traffic operations review, intersection visibility, potential VDOT/FCDOT study
Location: Mulligan Road → Telegraph Road corridor, affecting:

- Silverbrook Elementary School area
- South County Middle & High School circulation routes
- Neighborhoods east of Laurel Hill
- Telegraph Road commuter flows
  Lead Agencies:

- VDOT — roadway authority for Telegraph Road
- Fairfax County DOT (FCDOT) — Mulligan Road operations and school coordination
- Fairfax County Public Schools (FCPS) — school circulation patterns
- Office of the Mount Vernon District Supervisor
- SCF Transportation Committee

Summary

The stretch of Mulligan Road near Telegraph Road has experienced steadily increasing traffic volumes as new residential development, school enrollment growth, and regional commuting patterns evolve. Residents report:

- Congestion at the Telegraph Road intersection
- Visibility issues caused by curves, tree lines, and grades
- Challenging left-turn movements
- Safety risks during school arrival and dismissal times

Although no major capital project exists today, this corridor has been repeatedly flagged as needing operational review, improved signage, and potentially geometric adjustments to address future demand.

Key Issues Identified

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1. Rapid Growth in School Traffic

Silverbrook Elementary and South County HS/MS generate:

- Heavy morning and afternoon surges
- Large volumes of student drivers
- Parent drop-off queues
- Bus circulation at multiple access points

The result is inconsistent traffic flow along Mulligan Road.

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2. Sightline & Curve Challenges

Approach sight distance is limited because of:

- Roadway curvature
- Dense vegetation
- Vertical grade changes

- Setback constraints near intersections

These conditions can make left turns and merging risky.

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3. Increasing Residential Travel Demand

New housing in:

- Laurel Hill
- Crosspointe
- Newington area
  …has increased daily use of Mulligan and Telegraph Roads.

This corridor now functions as a significant connector, not just a neighborhood road.

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4. Interaction With Telegraph Road Commuters

Telegraph Road carries:

- Commuters toward the Springfield Interchange
- Fort Belvoir employees
- Local residents traveling north and south
- Bus traffic from regional routes

This creates delays and occasional backups that extend onto Mulligan Road.

Potential Improvements (If Study Is Initiated)

1. Intersection Visibility Enhancements

- Vegetation trimming
- Sightline clearing
- Upgraded signs and reflective markings

2. Turn Movement Adjustments

Potential options include:

- Dedicated turn lanes (where feasible)
- Modified signal phasing at Telegraph Road

3. School Traffic Coordination

- Adjusted drop-off/pick-up patterns
- New school signage
- Crossing guard placement review

4. Speed Management Tools

- Speed feedback signs
- Targeted enforcement
- Adjusted posted speeds (if supported by study data)

Purpose & Need

- Improve safety at a corridor experiencing sustained growth
- Support safe travel for student drivers
- Enhance commuter reliability
- Address long-standing visibility concerns
- Anticipate future traffic volumes

Community Benefits

- Safer travel for families and students
- Reduced crash risk at Telegraph Road approaches
- More predictable morning and PM peak conditions
- Better multimodal integration with walking and biking routes

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Related Projects

- South County HS / Laurel Crest Left-Turn Restrictions
- Silverbrook Road safety projects
- Hooes Road curve safety review
- Telegraph Road improvements near I-95
- Richmond Highway corridor operations

Status

Emerging Improvement Need – Not Yet a Formal Project
May evolve into a VDOT or FCDOT operational study as conditions continue to deteriorate.

Last Updated

2025 SCF Transportation Committee feedback; community reports; school traffic observations

Newington Road sidewalk / active transportation link (Telegraph → Ona)

(*Back to Master List*)

TPP #24019 – Missing Link Construction & Pedestrian Connectivity Project

Type: Sidewalk construction, missing-link completion, active transportation
Location: North side of Newington Road, between Telegraph Road and Ona Drive (Dupell Park area), Mount Vernon District
Lead Agencies:

- Fairfax County DOT (FCDOT) – project planning and design lead
- VDOT – roadway authority / design review / construction approvals
- DPWES – drainage, utility coordination, sidewalk construction
- Office of the Mt. Vernon District Supervisor
- SCF Transportation Committee – community feedback and monitoring

Summary

Newington Road is a well-traveled east–west connector between Telegraph Road and communities surrounding Dupell Park, Newington Forest, and Cinder Bed Road. Despite steady residential foot traffic, the corridor currently lacks a safe, continuous pedestrian facility on the north side, forcing walkers onto narrow shoulders or grass embankments.

Project TPP #24019 provides funding for preliminary engineering to design a long-needed sidewalk and active transportation link, filling a critical gap in the South County pedestrian network.

This connector will improve safety, walkability, and multimodal access to parks, neighborhoods, and transit stops.

Key Project Features

1. Construction of a New 2,200-Foot Sidewalk Segment

- Fills one of the last missing pedestrian segments along Newington Road

- Creates a continuous connection from Telegraph Road → Ona Drive
- Designed to meet all ADA accessibility requirements

2. Improved Pedestrian Safety

- Removes the need for pedestrians to walk in the roadway or along narrow shoulders
- Enhances visibility and reduces vulnerability at curves and hills
- Connects to existing crosswalks, bus stops, and neighborhood entrances

3. Active Transportation Enhancements

Potential design elements include:

- Grading and stabilization of shoulders
- Curb and gutter installation (where appropriate)
- Drainage improvements
- Tie-ins to existing trails around Dupell Park
- Improved pedestrian sight lines

4. Preliminary Engineering Funding

Fairfax County's Transportation Priorities Plan (TPP) allocates $0.75 million for:

- Surveying
- Environmental review
- Utility assessment
- Conceptual design of the pedestrian facility

Construction funding may follow once design and feasibility work are complete.

Why This Project Is Needed

- Pedestrian activity continues to increase due to nearby neighborhoods and park facilities
- Bus riders currently walk along the shoulder to reach stops
- Families accessing Dupell Park and Newington Forest amenities need a safe route
- School walkers and cyclists lack protected space
- Newington Road is used as a cut-through corridor, increasing traffic exposure

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Community Impacts

Positive Outcomes

- Greatly improved pedestrian safety and comfort

- Better walkability within Newington Forest and surrounding communities
- Enhanced access to parks, trails, and bus stops
- Supports the County's ActiveFairfax transportation and trail goals

During Design & Construction

- Potential temporary lane shifts
- Vegetation removal/management in narrow segments
- Utility relocations possible

Residents may be asked to provide input during the design process.

Related Projects

- Cinder Bed Bikeway (TPP #109) – connects to Newington Road area
- Fairfax County Parkway Spot Improvements – affects local network performance
- Pohick Estates (Southrun Rd) Active Transportation Enhancements – regional connectivity upgrades
- ActiveFairfax Transportation Plan – identifies additional future improvements

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Status

Preliminary Engineering Phase
TPP funding secured; FCDOT preparing for concept development, surveying, and feasibility evaluation.

Last Updated

2025 Fairfax County DOT updates; SCF Transportation Committee notes

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Ox Road (Route 123) Multimodal Study (Long-Term Concept)

(*Back to Master List*)

High-Speed Corridor • Future Transit Integration • Bike/Ped Gap Analysis

Type: Long-range multimodal corridor study (future need)
Location: Route 123 (Ox Road) through South Fairfax, including:

- Laurel Hill → Lorton → Occoquan approach
- Intersections with Hooes Rd, Silverbrook Rd, Lorton Rd, Pohick Rd

Lead Agencies:

- VDOT – principal road authority
- Fairfax County DOT (FCDOT) – multimodal & land-use integration
- Northern Virginia Transportation Authority (NVTA) – regional planning
- SCF Transportation Committee

Summary

Route 123 (Ox Road) is a critical north–south arterial for South County, carrying heavy commuter volumes, commercial traffic, bus service, and recreation-related travel. Yet it remains largely auto-oriented, with limited pedestrian and bicycle facilities, long distances between safe crossings, and no transit priority treatments.

Although no active project currently exists, Fairfax County and VDOT have identified Route 123 as a corridor that will eventually require a comprehensive multimodal reevaluation, especially as:

- South County population grows
- Redevelopment expands near Lorton and Laurel Hill
- Regional transit initiatives evolve
- Fort Belvoir access changes over time
- Safety priorities increasingly incorporate non-drivers

This study would align Route 123 with modern multimodal expectations and future transportation demand.

Key Issues Identified

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1. Lack of Continuous Sidewalks & Shared-Use Paths

Route 123 has discontinuous pedestrian infrastructure, especially near:

- Laurel Hill
- Lorton
- Occoquan area ramps

This creates unsafe conditions for pedestrians and joggers.

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2. Bicycle Facility Gaps

Cyclists often rely on:

- Narrow shoulders
- Steep embankments
- Discontinuous shared-use path segments

A full multimodal study would identify where protected lanes or parallel paths are feasible.

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3. High-Speed Vehicle Traffic

Speed limits (often 45–50 mph) combined with:

- Wide lanes
- Long straightaways
- School and park access points

…increase crash severity risks.

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4. Limited Safe Crossings

There are very long distances between signalized or marked crossings, especially near:

- Hooes Road
- Laurel Hill
- Workhouse Arts Center access areas

This discourages walking and creates unsafe midblock crossings.

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5. Transit Needs (Future Integration)

As bus service and BRT feeders evolve, Route 123 may require:

- Transit signal priority
- Express bus accommodations
- Improved stop locations
- Safe pedestrian access to transit

These elements form part of a corridor-wide multimodal vision.

Potential Multimodal Improvements (If Study is Initiated)

1. Continuous Shared-Use Path (SUP)

A full north–south SUP would connect:

- Pohick
- Laurel Hill
- Lorton
- Occoquan
  …and link to the Cross County Trail.

2. Better Transit Access

Including:

- Enhanced bus stops
- Shelters
- Pull-off pockets
- Pedestrian refuge islands

3. Intersection Safety Upgrades

Particularly at:

- Silverbrook Rd
- Lorton Rd
- Hooes Rd
- Fairfax County Parkway connector ramps

4. Sidewalk Continuity

Creating uninterrupted pedestrian access on both sides of Route 123.

5. Speed Management Strategies

Could include:

- Signal timing coordination
- Speed feedback signs
- Targeted geometric improvements

Purpose & Need

- Enhance safety for all road users
- Prepare for ongoing population growth
- Reduce dependence on I-95 for local mobility
- Support walking/biking access to parks, schools, and transit
- Reduce crash risk on a high-speed arterial
- Support future development and multimodal connectivity

Community Benefits (If Implemented)

- Safer travel for cyclists and pedestrians
- Better access to Fort Belvoir, Workhouse Arts Center, & Laurel Hill
- Improved transit reliability
- Enhanced recreation connectivity (CCT, Laurel Hill, Lorton)
- A modernized roadway more compatible with community needs

Related Projects

- Pohick Road Walkway / Widening
- Silverbrook & Hooes Road safety reviews
- Cross County Trail gap closures
- Lorton Road corridor improvements
- Richmond Highway BRT (feeder implications)

Status

Long-Term Planning Concept – No Active Study Yet
Identified as a corridor likely to undergo future multimodal evaluation as regional conditions evolve.

Last Updated

2025 FCDOT/VDOT planning coordination; ActiveFairfax multimodal gaps inventory; SCF meeting notes

Paving Map - https://vdot.maps.arcgis.com/apps/mapviewer/index.html?webmap=4f18292efb124590ac3139887ab1e752

Paving Schedule - https://www.fairfaxcounty.gov/transportation/2025-paving-and-restriping-program

Pothold Reporting - https://www.fairfaxcounty.gov/news/heres-how-report-those-pesky-potholes

Pohick Estates (Southrun Road) – 2026 repaving & bike lanes vs street parking

(*Back to Master List*)

Type: VDOT repaving program; restriping; pedestrian & bicycle safety
Location: Southrun Road through the Pohick Estates / Newington Forest area
Lead Agencies:

- VDOT – Statewide Repaving Program (primary authority)
- Fairfax County DOT – bike lane & pedestrian facility evaluation
- Office of the Mt. Vernon District Supervisor
- Community Associations – resident feedback & comment period
- SCF Transportation Committee – monitoring and analysis

Summary

Southrun Road is scheduled for VDOT repaving in 2026, creating an opportunity to evaluate new bike lanes, improved crosswalks, and potential reallocation of roadway space. Repaving years are one of the *only* times VDOT can easily modify pavement striping, making this a highly impactful and time-sensitive design decision for the community.

Fairfax County DOT will present formal proposals—including potential bike lane installation—in partnership with VDOT. These designs may require removal or reduction of on-street parking, depending on community feedback.

This corridor is a key segment in local east–west travel between Pohick Estates, Newington Forest, and Silverbrook Road, with meaningful safety implications for pedestrians, schoolchildren, and recreational cyclists.

What Will Be Evaluated

1. Addition of Bike Lanes

- Part of a larger effort to create a connected, safe, local bike network
- May involve narrowing driving lanes or repurposing excess roadway width

- Would support nearby parks, schools, and trails (including Newington Forest area)

2. On-Street Parking Adjustments

Because pavement width is fixed, adding bike lanes may require:

- Eliminating on-street parking on one or both sides OR
- Restricting parking to designated segments

Resident input will heavily influence these decisions.

3. Crosswalk & Visibility Enhancements

Repaving allows improvement of:

- High-visibility crosswalk markings
- Curb ramp alignments
- Painted stop bars
- Advance yield lines
- Traffic calming features where feasible

4. Intersection Upgrades

FCDOT and VDOT may evaluate opportunities to improve safety at intersections linking:

- Southrun Rd
- Pohick Estates Dr
- Newington Forest Ave
- Neighborhood courts and townhome clusters

Public Engagement Process

County Meeting (Completed or Upcoming)

- FCDOT will present preliminary designs to the community
- Residents evaluate striping options with visual alternatives
- Informal Q&A and formal comment period (typically 2 weeks)

Supervisor's Office Review

After the comment period:

- Supervisor's Office evaluates resident feedback
- Recommendations sent to VDOT for final repaving list consideration

Final Determination

- VDOT publishes its final statewide paving list by April of each year
- Only if included will bike lanes or modified crosswalks be installed during repaving season

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Why This Project Matters

Safety Benefits

- Bike lanes provide predictable space for cyclists
- Repaving offers rare chance to correct legacy striping
- Enhanced crossings improve visibility for pedestrians and drivers
- Narrower lanes can reduce speeding without enforcement

Community Trade-Offs

- Some areas rely on street parking
- Residents may be concerned about parking loss or shifting vehicular patterns
- Balance must be struck between multimodal safety and neighborhood needs

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Related Projects

- Silverbrook Road Speed Camera Zone (Laurel Hill ES)
- Hooes Road Pedestrian Safety Initiatives
- Newington Road Sidewalk Project (TPP #24019)
- Cinder Bed Bikeway (TPP #109)
- Southrun Road connections to Lorton Road & Silverbrook Road

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Timeline

- Fall 2025 – Early 2026: Design alternatives & community input
- Spring 2026: VDOT final paving schedule issued
- Summer–Fall 2026: Repaving and restriping completed
- 2027: Opportunity for follow-up improvements based on performance

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Status

Active — In community engagement & design review phase
Repaving is confirmed for 2026; striping decisions (bike lanes vs. parking) will be finalized after public input.

Last Updated

2025 SCF Transportation Committee & Supervisor's Office updates

Pohick Road widening (Route 1 → I-95) – not advancing; path moving forward

(*Back to Master List*)

(2 → 4 Lane Widening Removed from Active Consideration; Pedestrian Path Moving Forward Instead)

Type: Roadway capacity expansion (canceled / not advancing), safety & multimodal planning
Location: Pohick Road between Richmond Highway (US 1) and I-95 / Lorton Station Blvd
Lead Agencies:

- VDOT – roadway operations and traffic engineering
- Fairfax County DOT – planning review & coordination
- Office of the Mt. Vernon District Supervisor
- SCF Transportation Committee

Summary

Pohick Road has long been listed in earlier transportation plans for potential widening from two lanes to four lanes between Route 1 and I-95. However, Fairfax County—supported by updated traffic analysis and changing transportation priorities—has confirmed that the widening project is *not* advancing.

Instead, County and community priorities have shifted toward safety, pedestrian infrastructure, and multimodal upgrades, culminating in the fully funded Pohick Road Walkway (TPP #57) project. This reflects the broader regional trend: widening roads is increasingly viewed as costly, environmentally disruptive, and ineffective at solving congestion long-term.

The focus is now on creating a safer corridor for all users without expanding the roadway footprint.

Why the Widening Is Not Advancing

1. Updated Traffic Studies

- County and VDOT analyses show that widening Pohick Road would provide limited long-term congestion relief.

- Traffic patterns have shifted due to:
    - Growth in telework
    - Alternative routes (e.g., Silverbrook, Fairfax County Pkwy)
    - Changing land-use and commuting patterns

2. Environmental & Right-of-Way Impacts

- Widening would require substantial ROW acquisition
- Significant environmental features exist along Pohick Creek, slopes, and drainage corridors
- High cost-to-benefit ratio compared to safety-focused alternatives

3. Community Priorities Emphasize Safety

Residents consistently express that:

- Sidewalks must be added
- Pedestrian safety is a higher priority than vehicular throughput
- Maintaining community character is important
- Avoiding increased speeds is desirable

4. Shift Toward Multimodal Mobility

County policy now emphasizes:

- Completing pedestrian networks
- Improving transit access
- Focusing on bicycle and pedestrian safety
- Supporting walkable, connected neighborhoods

Replaced by: Pohick Road Walkway Project (TPP #57)

The walkway (sidewalk + shared-use path segments) is advancing in the design phase, and includes:

- Missing sidewalk/link installations
- Shared-use path for bikes/peds
- ADA-compliant upgrades
- Safer crossings
- Drainage and grading improvements

This project is fully funded at $13.54 million and will deliver far greater safety benefits than roadway widening.

Effects of the Decision

Positive Outcomes

- Preserves neighborhood scale and livability
- Allows targeted safety improvements without expanding traffic volumes
- Reduces risk of cut-through behavior from Route 1 or I-95
- Keeps traffic speeds lower
- Focuses public investment on pedestrian safety and transit access

Concerns Addressed

- Community fears of increased noise and speeding with widening
- Potential ecological impacts
- Property and frontage impacts along the corridor

Related Projects

- Pohick Road Walkway (Route 1 → I-95 / Lorton Station) – primary active project
- Lorton Road & Silverbrook Road Intersection Improvements – capacity and traffic flow updates
- Newington Road Sidewalk Project (TPP #24019) – parallel east–west connectivity
- ActiveFairfax Plan – identifies this corridor for multimodal improvements, not widening
- Richmond Highway BRT – future transit connectivity supporting non-SOV travel

Status

Not advancing
The widening project is no longer being pursued.
Focus has fully shifted to pedestrian infrastructure and safety improvements.

Last Updated

2025 SCF Transportation Committee notes; Supervisor's Office confirmation

Pohick Road walkway (Route 1 → I-95 / Lorton Station Boulevard)

(*Back to Master List*)

TPP #57 – Missing Pedestrian Links, Shared-Use Path Segments, and Facility Upgrades

Type: Sidewalk & shared-use path construction, pedestrian safety, missing-link completion
Location: Pohick Road between Richmond Highway (US 1) and I-95 / Lorton Station Blvd; Mount Vernon District
Lead Agencies:

- Fairfax County DOT (FCDOT) – planning & design
- VDOT – roadway authority and approvals
- DPWES – construction & stormwater management
- Office of the Mt. Vernon District Supervisor
- SCF Transportation Committee

Summary

Pohick Road is a critical east–west connection linking Route 1, Lorton Station, I-95, Pohick Estates, and residential communities. Despite its importance, this corridor lacks continuous pedestrian facilities on both sides of the roadway, creating safety concerns for walkers, bus riders, and schoolchildren.

The Pohick Road Walkway Project (TPP #57) aims to:

- Install missing sidewalk and shared-use path segments
- Improve outdated pedestrian facilities
- Create ADA-compliant crossings
- Connect multiple neighborhoods to Route 1 transit and retail

This project continues *even as road widening is no longer advancing* (VDOT and the Supervisor's Office have confirmed that the 2→4 lane widening is not moving forward). The walkway remains fully funded and active, making it one of the most important near-term pedestrian improvements in South County.

Key Project Features

1. Installation of Missing Links

- Adds sidewalks where currently absent
- Converts isolated segments into a continuous, walkable corridor
- Targets areas where pedestrians currently walk on narrow shoulders

2. Upgraded Pedestrian Facilities

- Shared-use path sections (multi-use for cyclists and pedestrians)
- ADA curb ramps
- Improved crosswalk designs
- Wider, safer walking surfaces near homes, bus stops, and retail areas

3. Enhanced Route 1 Connectivity

- Links directly with Richmond Highway (US 1) and its transit routes
- Supports future integration with Richmond Highway BRT stations
- Improves access to commercial areas at the Route 1 intersection

4. Improved Access to Lorton Station

- Safer walking and biking to:
    - Lorton VRE Station
    - Lorton Station retail
    - Bus stops along Lorton Market Street
- Supports multimodal travel habits in a growing community

5. Drainage, Grading, and Design Adjustments

- Corridor has multiple drainage challenges requiring structural improvements
- Some segments may require retaining walls or cut/fill work
- Ensures walkway durability and year-round usability

Why This Project Is Needed

Safety

- Lack of sidewalks forces pedestrians into travel lanes or grass shoulders
- Significant bus ridership along the corridor
- High speeds and insufficient pedestrian crossings create risk points

Connectivity

- Creates a direct link between Route 1 and I-95/Lorton Station
- Supports local commuting, recreation, school access, and errands

Equity & Community Access

- Provides safe travel for those without cars
- Essential for seniors, youth, and transit-dependent riders

Status & Funding

- Recommended Funding: $13.54 Million (TPP #57)
- Project is moving forward independently of roadway widening
- Currently in design review and engineering preparation
- Construction timeline dependent on:
    - Utility relocations
    - Final design approvals
    - Environmental clearances

Supervisor's Office has confirmed the walkway is advancing.

Related Projects

- Pohick Road Widening (2→4 lanes) – *not advancing*, but elements of the study inform walkway design
- Lorton Road & Silverbrook Road Improvements – corridor network connections
- Gunston Cove Road Walkway (TPP #131) – ties to northern pedestrian pathways
- Newington Road Sidewalk (TPP #24019) – complements east–west walkability
- ActiveFairfax Bicycle & Pedestrian Plan – identifies the corridor as a priority

Community Feedback

- Strong support for continuous sidewalks along Pohick Road
- Residents note unsafe conditions, especially during dusk, rain, and school travel periods
- Desire for safer crossings near neighborhood clusters
- Some concerns about construction impacts on narrow areas

Status

Active – Design & Engineering Phase
Walkway segments are advancing with full TPP funding in place.

Last Updated

2025 SCF Transportation Committee discussions; Supervisor's Office confirmation

If you'd like to continue the pedestrian/walkway theme, the next natural sections are:

Pothold Reporting – link - https://www.fairfaxcounty.gov/news/heres-how-report-those-pesky-potholes

Richmond Highway corridor improvements & CSX underpass / widenings

(*Back to Master List*)

Type: Roadway widening, multimodal reconstruction, safety, transit-preparation
Location: Richmond Highway (US 1), Mount Vernon District — from Telegraph Road/Mulligan Road northward and from Pohick Road to the Occoquan southward
Lead Agencies:

- VDOT – Northern Virginia District (project owner and construction lead)
- Fairfax County DOT (planning, coordination, right-of-way impacts)
- FHWA (federal oversight for environmental and funding components)
- Office of the Mt. Vernon District Supervisor
- Utility companies & WMATA (coordination)

Summary

The Richmond Highway Corridor Improvements are one of the largest roadway reconstruction efforts in Northern Virginia. The project aims to transform Richmond Highway into a safer, more multimodal corridor, preparing it for the future Bus Rapid Transit (BRT) system, improving congestion, and dramatically enhancing pedestrian and bicycle infrastructure.

The work includes widening segments of Route 1 from 4 to 6 lanes, installing continuous shared-use paths, reconstructing intersections for improved safety, and making major upgrades to the corridor's drainage, lighting, traffic signals, and utilities.

The project complements — and is partially coordinated with — the Richmond Highway BRT project.

Key Improvements

1. Roadway Widening

- Expands Route 1 from 4 lanes to 6 lanes in critical segments.
- Replaces bottlenecks, especially near the CSX railroad underpass and between Pohick Road → Occoquan.

2. Pedestrian & Bicycle Safety

- Continuous 10-foot shared-use paths on both sides of the road
- Upgraded sidewalks and ADA-compliant crossings
- Pedestrian refuge islands at major intersections
- New signalized crossings and tighter curb radii to reduce turning speeds

3. Intersection & Access Management

- Reconfigures multiple intersections to reduce crash risks
- Limits or modifies unsafe turning movements
- Implements improved signal phasing strategies
- Consolidates or realigns driveways to reduce conflict points

4. Transit Preparation

- Corridor geometry and median design support future center-running BRT
- Bus platforms, crossing locations, and queue jumps are pre-engineered
- Improvements will dovetail with BRT's dedicated stations and transit lanes

5. Drainage, Stormwater & Utility Upgrades

- Replacement/relocation of extensive underground utility networks
- Enhanced drainage infrastructure for flood-prone segments
- Installation of new lighting and traffic signal systems

Current Status

- Right-of-way acquisition is active and ongoing in several segments.
- Utility relocation coordination continues — one of the largest schedule drivers.
- Some elements remain unfunded, particularly the CSX underpass replacement and certain expansions north of Pohick Road.
- Environmental and engineering documentation remains active under FHWA review.

While the BRT project has a clearly defined funding package, the Richmond Highway Corridor Improvements are advancing in phases as funding is secured.

Major Constraints

- Complexity of utility relocations
- Railroad coordination (especially at CSX underpass)
- Need for property acquisitions
- Significant underground and environmental impacts
- Large-scale construction staging required in an active high-volume corridor

Community Impacts

- Temporary lane shifts and reduced capacity during construction
- Impacts to businesses and properties during right-of-way acquisition
- Long-term:
    - Safer pedestrian environment
    - Reduced crashes
    - Better corridor connectivity
    - Enhanced economic development potential
    - Direct support for Embark Richmond Highway vision

Relationship to Parallel Projects

- Richmond Highway BRT – integrated planning of lanes, crossings & station access
- Pedestrian Fatality Mitigation Initiatives – aligned with corridor-wide safety upgrades
- Hassett Street & Gunston Plaza Turn Restrictions – part of access management strategy
- Countywide Active Transportation Plan – improvements match county multimodal goals
- US 1 Widenings (Occoquan → CSX) – complementary bottleneck relief segments

Funding Status

Funding is partially secured, drawn from:

- NVTA regional funds
- Federal appropriations
- County bond funds
- State SMART SCALE and revenue sharing programs

However, the full corridor is not yet fully funded, which affects timeline sequencing.

Timeline

- Current Phase: Right-of-way acquisition, design refinements, utility coordination
- Construction: Dependent on full funding release; sequencing may begin in sections
- Completion: Multiple-year project once full construction starts, likely overlapping with BRT phasing

(Exact dates pending funding and utility clearance.)

Status

Active Design & Right-of-Way Phase — Construction Not Yet Scheduled

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Last Updated

2025 VDOT & Fairfax County briefings; SCF Transportation Committee Notes

Richmond Highway & Gunston Plaza – Proposed No Left Turn Restriction

(*Back to Master List*)

High-Crash Commercial Driveway • Access Management • VDOT Safety Recommendation

Type: Safety and access management
Location: Richmond Highway (US-1) at the Gunston Plaza commercial center entrance, Mount Vernon District
Lead Agencies:

- VDOT Traffic Engineering – crash analysis & recommendation
- Property owners / shopping center management – required coordination
- Office of the Mt. Vernon District Supervisor – community liaison
- SCF Transportation Committee
- FCPD – potential enforcement once implemented

Summary

VDOT has identified the Gunston Plaza entrance as a high-risk conflict point, particularly for vehicles attempting to turn left onto southbound Route 1.
Crash data over several years show recurring collisions caused by:

- Long left-turn wait times
- Limited visibility due to roadway curvature
- High-speed traffic in the southbound lanes
- Drivers darting across multiple lanes to merge

Because of this, VDOT strongly recommends prohibiting left turns out of Gunston Plaza onto southbound Richmond Highway.

The shopping center's management has requested additional time to review traffic rerouting inside the plaza before agreeing to the restriction.

Key Issues Identified

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1. High Crash Frequency

VDOT's review revealed:

- Multiple angle crashes
- Rear-end collisions as drivers queue for left turns
- Sudden merges into fast-moving traffic

This driveway is not signalized and is located near other access points, compounding risk.

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2. Visibility & Speed Challenges

Southbound Richmond Highway has:

- High vehicle speeds
- Limited reaction time for turning vehicles
- Multi-lane cross-traffic
- Sightline issues created by roadway alignment

Left turns are particularly hazardous in these conditions.

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3. Commercial Driveway Volume

Gunston Plaza hosts:

- A grocery store
- Restaurants
- Medical offices

- Daily retail traffic

Left exits create unpredictable patterns and congestion at peak times.

VDOT's Recommended Solution: "No Left Turn" Restriction

VDOT proposes restricting left turns from the plaza driveway onto southbound US-1.
This would require:

- Installing regulatory "No Left Turn" signs
- Adding lane markings or channelization if needed
- Monitoring for compliance once implemented

Customers leaving the plaza would use safer alternatives, such as:

- Turning right and making a U-turn at a signalized intersection
- Using internal plaza connections to safer exits, if available

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Status of Property Owner Coordination

VDOT and the Supervisor's Office met with Gunston Plaza representatives.

Plaza management requested:

- Time to review internal circulation
- Revised traffic volume datasets
- Additional analysis before agreeing

VDOT provided the requested crash and traffic data, and the County is awaiting follow-up.

This step is necessary because driveway changes on private property require owner consent.

Purpose & Need

1. Reduce Crash Frequency & Severity

Primary goal is to address a known hotspot.

2. Improve Predictability for Drivers

Removing left-turn conflicts simplifies traffic flow.

3. Support Vision Zero Principles

Prevents severe angle crashes that disproportionately lead to injuries.

4. Protect Pedestrians at Nearby Crossings

Fewer turning conflicts reduce risks in adjacent crosswalk areas.

Community Benefits

- Safer movement for shoppers and commuters
- Fewer crashes blocking Route 1 during peak hours
- Reduced insurance and repair costs for local residents
- Lower emergency response burden

Related Projects

- Route 1 & Hassett Street Left-Turn Restriction (similar VDOT action)
- Richmond Highway Corridor Improvements
- Richmond Highway BRT (future median modifications)
- Richmond Highway pedestrian safety projects

Status

Active – Awaiting Property Owner Follow-Up
Once plaza ownership agrees, VDOT can finalize design and implement restrictions.

Last Updated

2025 Supervisor’s Office briefing; SCF Transportation Committee notes

Richmond Highway pedestrian fatalities & safety measures

(*Back to Master List*)

Type: Corridor safety / pedestrian protection
Location: Richmond Highway (US 1), Mount Vernon District — multiple segments
Lead Agencies:

- VDOT (Northern Virginia District) – Roadway authority
- Fairfax County DOT – Planning & safety coordination
- Office of the Mt. Vernon District Supervisor
- Fairfax County Police Department (FCPD)
- FHWA (where federal safety funding applies)

Summary

Richmond Highway has a long-standing and well-documented pattern of pedestrian injuries and fatalities, particularly in high-speed, multi-lane segments where mid-block crossings are common and safe crossing opportunities are spaced far apart.

Multiple recent incidents — including several fatalities within the past few years — have elevated this issue to a top public safety priority. Both Fairfax County and VDOT recognize that the geometry, traffic speeds, and access patterns create a challenging environment for pedestrians.

The corridor is undergoing both short-term safety interventions and long-term redesign through the Richmond Highway Corridor Improvement Project and the BRT (Bus Rapid Transit) initiative.

Key Issues Identified

- High vehicular speeds, especially off-peak
- Wide crossing distances (5–7 lanes at many locations)
- Insufficient mid-block crossings or refuges
- Large number of unsignalized driveways
- Transit riders crossing mid-block to reach stops or destinations
- Poor nighttime visibility and lighting inconsistencies
- Crash patterns involving:
    - Mid-block crossings
    - Left-turn conflicts
    - High-speed impacts
    - Pedestrians emerging from behind stopped vehicles

Recent Actions & Safety Measures

VDOT, Fairfax County, and the Supervisor's Office have been implementing or evaluating several improvements:

1. Installation of Rectangular Rapid Flashing Beacons (RRFBs)

- Targeted at high-risk uncontrolled crossings
- Enhanced visibility, especially at night
- RFQ/RFP planning is underway at select corridor locations

2. Pedestrian Refuge Islands

- Shorten effective crossing distance
- Provide a protected midpoint for multi-lane segments
- Included in both standalone safety projects and long-term Richmond Highway redesigns

3. Lighting Enhancements

- Increased corridor lighting levels
- Focus on mid-block zones and transit-stop areas
- LED replacements and upgraded poles in select segments

4. Speed Management

- Enforcement coordination with FCPD
- Review of speed limits (VDOT speed study available)
- Possible geometric and signage adjustments to self-enforce lower speeds

5. Access Management

- Driveway consolidation where feasible
- Restrictions on unsafe turning movements (e.g., Hassett Street, Gunston Plaza)
- Preparatory work for BRT's future median alignment which will restructure access

Long-Term Measures in Design

These are integrated into the Richmond Highway Corridor Improvements, a major VDOT project:

- Wider sidewalks on both sides
- Continuous, separated shared-use paths
- Consolidated curb cuts

- Center-running BRT, which reduces vehicular weaving
- Median barriers to discourage mid-block dart-outs
- New pedestrian signals coordinated with BRT stations
- Improved spacing of safe crossing points

When fully implemented, these changes are expected to significantly reduce crash risk across the corridor.

Community Concerns & Feedback

- Frequent reports of pedestrians running across highway segments without signals
- Transit riders often forced into unsafe crossings due to bus-stop placement
- Residents cite inadequate nighttime visibility at several locations
- Desire for more near-term solutions while long-term corridor projects advance

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Related Projects / Dependencies

- Richmond Highway BRT – includes major pedestrian network upgrades
- Richmond Highway Corridor Improvements – multi-phase redesign
- Hassett Street & Gunston Plaza Left Turn Restrictions – part of corridor-wide safety enhancement strategy
- Countywide pedestrian safety initiatives (Vision Zero alignment)
- Future signal and crossing upgrades tied to BRT station areas

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Status

Ongoing safety priority with incremental improvements
Short-term upgrades (RRFBs, lighting, signage, enforcement) are progressing.
Long-term transformative improvements are tied to the VDOT and BRT capital projects, currently in design and early property acquisition phases.

Last Updated

2025 SCF Transportation discussions & VDOT corridor safety briefings

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Route 1 & Hassett Street – proposed no left turn to SB Route 1 (*Back to Master List*)

Type: Safety / Access Management
Location: Intersection of Hassett Street and Richmond Highway (US 1)
Lead Agencies:

- Virginia Department of Transportation (VDOT – Traffic Engineering)
- Office of Supervisor (Mt. Vernon District)
- Delegate Henson's Office
- Fairfax County Department of Transportation (coordination)

Summary

VDOT has recommended a full restriction on left turns from Hassett Street onto southbound Richmond Highway (Route 1) due to a documented pattern of crashes and near-miss conflicts. The intersection geometry, high traffic volumes on Route 1, and limited sight distance have created ongoing safety challenges for vehicles attempting to turn left.

Both the Mt. Vernon Supervisor's Office and Delegate Henson have formally expressed support for implementing the restriction.

A timeline from VDOT is pending.

Recent Updates

- At the July 1 meeting between VDOT, the Supervisor's Office, and Gunston Plaza representatives, VDOT presented crash data showing a significant safety risk.
- The Supervisor's Office reported to SCF that the left-turn restriction remains a recommended safety measure.
- Delegate Henson has indicated official support for prohibiting this movement.
- VDOT's Traffic Engineering team is currently reviewing project sequencing and expects to provide a schedule update.

Key Safety Considerations

- High crash incidence related to left-turn maneuvers
- Heavy traffic volumes on southbound Route 1 during peak hours
- Limited gaps for vehicles turning left from a stop-controlled side street
- Potential for queue formation on Hassett Street
- Conflict risk with pedestrians and cyclists using the Route 1 corridor

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Proposed Restriction

Prohibit left turns from Hassett Street onto southbound Route 1

VDOT is evaluating installation of:

- Standard “No Left Turn” signage
- Possible channelization or curb modifications
- Pavement marking adjustments
- Enforcement support through Fairfax County Police (if needed)

Related or Adjacent Projects

- Gunston Plaza Left Turn Restriction
  A similar safety-driven proposal at the nearby commercial access point.
- Richmond Highway Corridor Improvements
  Long-term plans may reconfigure access patterns throughout this section.
- Pedestrian Safety Enhancements on Route 1
  RRFBs, refuge islands, and crosswalk upgrades being explored across the corridor.

Community Input

- Residents and SCF members have expressed concern over crash frequency and near misses.
- Businesses along Route 1 (including those within the Gunston Plaza area) have requested additional data and analysis to understand how turn restrictions may affect circulation.

Status

Awaiting VDOT timeline
The restriction is supported by elected officials and recommended by VDOT but is not yet implemented. A schedule update is forthcoming from VDOT’s Traffic Engineering division.

Last Updated

Fall–Winter 2025 (per Supervisor’s Office communications and SCF Transportation updates)

Route 1 Transit-Oriented Development (TOD) Planning Zones (*Back to Master List*)

Embark Richmond Highway • Land Use Transformation • Multimodal Corridor Planning

Type: Long-term land use and transportation integration, redevelopment strategy
Location: Richmond Highway (US-1) Corridor, including:

- Hybla Valley
- South County (Mount Vernon District)
- Lorton area redevelopment zones
- TOD-nodes planned around future BRT stations
  Lead Agencies:
- Fairfax County Office of Community Revitalization (OCR)
- Fairfax County DOT (FCDOT)
- VDOT – roadway coordination
- Northern Virginia Regional Commission (NVRC)
- SCF Transportation Committee

Summary

Fairfax County's Embark Richmond Highway plan establishes a long-term vision for Transit-Oriented Development (TOD) along the U.S. 1 corridor, aligned with:

- Future Bus Rapid Transit (BRT)
- Widening and multimodal improvements
- Redevelopment of aging commercial properties
- Creation of walkable, mixed-use activity centers

Although TOD is fundamentally a land-use initiative, it has major transportation implications:

- New street grids
- Multimodal access points
- Improved pedestrian and bicycle facilities
- Transit-supportive densities
- Reduced vehicle dependency for corridor residents

The Lorton area is a key component of this future-build scenario.

Key TOD Zones Identified in South County

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1. Lorton Area Station Zones (Future BRT Stop Vicinity)

Potential redevelopment areas include:

- Aging strip retail
- Underutilized parcels
- Properties adjacent to mixed-use anchors

Transportation features may include:

- New local street networks
- Shared-use path grids
- Improved bus connectivity
- Parking management strategies

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2. Pohick Road / Gunston Plaza TOD Influence Zone

Although not a core TOD node, the area will experience:

- Reduced left-turn conflicts
- Improved pedestrian facilities
- Stronger transit access to BRT
- Potential for redevelopment incentives

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3. Accotink Village / South County Activity Centers

Planned for:

- Mixed-income housing
- Neighborhood retail
- Mobility hubs
- Enhanced pedestrian circulation

TOD requires robust crosswalks, transit shelters, and multimodal corridors.

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4. Future BRT Stations Serving South County

TOD zones form around future BRT stations located:

- Near Pohick
- Near Lorton
- Near Woodlawn

- Near Penn Daw

These nodes are designed to support:

- Higher-intensity development
- Reduced parking requirements
- “15-minute community” goals

Transportation Features Enabled by TOD

1. New Local Street Grids

Break up long, high-speed blocks into safer, human-scale networks.

2. Dense Multimodal Networks

Designed to support:

- Sidewalks
- SUPs
- Transit shelters
- Bikeshare / scooter hubs
- Traffic-calmed streets

3. Transit Priority Measures

TOD zones justify:

- Expanded bus service
- Dedicated bus lanes
- Microtransit integration

4. Reduced Vehicle Dependence

Residents have viable alternatives to car travel, reducing:

- Congestion
- Crash exposure
- Corridor travel times

Purpose & Need

- Support the enormous capital investments of the BRT system

- Replace aging commercial strips with modern mixed-use development
- Improve walkability, safety, and multimodal accessibility
- Strengthen economic vitality along the Route 1 corridor
- Create predictable development patterns aligned with transit

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Community Benefits (Over Time)

- Walkable neighborhood centers
- Greater housing variety
- Enhanced local business opportunities
- Safer pedestrian environment
- Reduced reliance on Route 1 for all daily travel
- Improved overall livability

Related Projects

- Richmond Highway BRT
- Richmond Highway Corridor Improvements
- Route 1 & Hassett Street / Gunston Plaza left-turn management
- ActiveFairfax trail & bike network improvements
- South County Feeder Bus Service (TPP #83)

Status

Long-Term Implementation – 10+ Year Horizon
TOD elements will build out gradually as BRT stations are constructed and surrounding properties redevelop.

Last Updated

Embark Richmond Highway Plan (Fairfax County); 2025 SCF Planning & Transportation Committee notes

Silverbrook Road & Plaskett Lane – intersection safety & RRFB (*Back to Master List*)

Community Safety Concern • RRFB Added to Unfunded List • New Signal Study Requested

Type: Pedestrian safety improvement, traffic control evaluation, RRFB request, signal warrant study
Location: Silverbrook Road at Plaskett Lane / Plasett Lane, Mount Vernon District
Lead Agencies:

- VDOT – Traffic Engineering Division
- Fairfax County DOT (FCDOT)
- Office of the Mt. Vernon District Supervisor
- Office of Delegate Tran
- SCF Transportation Committee
- Community Petition (492+ residents)

Summary

The intersection of Silverbrook Road and Plaskett Lane is one of South County's highest-profile pedestrian safety concerns. The area sees:

- High vehicle speeds
- Significant peak-hour congestion
- Limited sight distance
- Heavy pedestrian crossing demand, especially from nearby neighborhoods

A petition signed by 492 residents called for improved safety measures, prompting County and State engagement.

VDOT and FCDOT jointly reviewed the location and have taken several actions:

1. Requested a new traffic signal warrant study (previous study last done in 2012).
2. Added a pedestrian RRFB (Rectangular Rapid Flashing Beacon) to the County's unfunded project list for future consideration.
3. Launched additional outreach through the Supervisor's Office and Delegate Tran's office.

Until funding and final design decisions are made, visibility and operational challenges remain.

Key Safety Concerns

1. High Vehicle Speeds

Silverbrook Road is a high-speed corridor used for both local and cut-through traffic, creating hazard conditions at mid-block or near-mid-block pedestrian crossings.

2. Limited Sight Distance

Curves, elevation changes, and turning movements reduce drivers' ability to see pedestrians entering the roadway.

3. Growing Pedestrian Activity

Residents cross between:

- Neighborhood clusters
- Trails
- School bus stops
- Park and recreation areas

4. Lack of Protected Crossing

There is currently no traffic signal, no RRFB, and limited refuge space for pedestrians.

Recent Actions & Agency Responses

1. New Traffic Signal Study Requested

The Supervisor's Office, in coordination with Delegate Tran, formally requested a new VDOT traffic signal warrant study.

This study will determine whether a full traffic signal is justified based on:

- Vehicular volumes
- Pedestrian volumes
- Crash history
- Sight distance
- Gaps in traffic
- School-related travel patterns

VDOT last evaluated the location in 2012, so data is outdated.

2. RRFB Added to Unfunded List

FCDOT added a Rectangular Rapid Flashing Beacon (RRFB) at this location to the County's unfunded project list.

This positions the project for:

- Future TPP cycles

- Potential NVTA or local bond funding
- Community-driven prioritization

3. Coordination With Petition Organizer

The County is waiting to receive the official Residential Traffic Administration Program (RTAP) request from the petition's organizer to evaluate additional safety measures, including:

- Traffic calming
- Parking restrictions
- Advance warning signage
- Pavement markings

Potential Improvements Being Evaluated

1. RRFB Installation (Pending Funding)

Would significantly improve pedestrian visibility and driver compliance.

2. High-Visibility Crosswalks

Ladder-style striping with reflective thermoplastic markings.

3. Median Refuge Island (Concept Only)

Where geometry allows, to reduce crossing distance.

4. Speed Management Tools

- Flashing speed feedback signs
- Enhanced curve warning signs
- Police enforcement coordination

5. Full Traffic Signal (If Warranted)

If the warrant study justifies it, the location could become a candidate for:

- A standard three-phase signal
- A pedestrian hybrid signal (HAWK), depending on design feasibility

---

Community Impacts

Benefits (If Improvements Adopted)

- Much safer crossing environment
- Reduced vehicle–pedestrian conflict points
- Better predictability for both pedestrians and drivers

Current Limitations

- No temporary safety measures implemented yet
- Funding and design are pending future review
- Construction timing uncertain until project enters a funded phase

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Related Projects

- Hooes Road RRFB (TPP #23014) — similar pedestrian safety concept
- Hooes / Dudley / Laurel Crest ADA Ramps (TPP #23015) — adjacent corridor safety project
- Silverbrook Road Speed Camera Zone (Laurel Hill ES)
- Lorton Road / Silverbrook Road Intersection Improvements
- Southrun Road 2026 Repaving & Bike Lane Options

Status

Active Community Safety Concern — Under Study

- RRFB: Added to County's unfunded list
- Signal Study: Requested and pending
- RTAP request: Awaiting formal submission from community organizer

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Last Updated

2025 Supervisor's Office briefing, SCF Transportation Committee notes

Silverbrook / Hooes Roundabout Feasibility (Community Concept)

(*Back to Master List*)

Intersection Efficiency • Safety Enhancements • Community-Proposed Concept

Type: Conceptual operational improvement (roundabout feasibility)
Location: Intersection of Silverbrook Road & Hooes Road, serving:

- Laurel Hill neighborhood
- South County High School traffic patterns
- Newington Forest area
- Hooes Road commuter corridor
  Lead Agencies (if ever pursued):
- VDOT — roadway owner & engineering authority
- FCDOT — safety and multimodal planning
- Office of the Mt. Vernon & Springfield District Supervisors
- SCF Transportation Committee

Summary

The intersection of Silverbrook Road and Hooes Road is a significant traffic node in South Fairfax, carrying daily volumes from:

- School traffic (South County HS & MS)
- Commuters using Hooes Road as an alternative to Route 1 or I-95
- Local residential traffic
- Laurel Hill & Crosspointe community movements

Residents have periodically raised the idea of a modern roundabout at this intersection to address:

- Congestion during peak periods
- High-speed approaches
- Delay for left turns
- Safety concerns in low-visibility conditions

This idea has not been formally studied or funded, but appears frequently in community feedback, making it appropriate to include as an emerging concept in South County's transportation landscape.

Key Issues Identified

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1. Peak-Hour Congestion

Morning and afternoon peaks produce long delays, especially for:

- Left turns from Hooes Road

- Merging school traffic
- Drivers attempting to access Silverbrook Road from neighborhoods

A roundabout could reduce queuing by enabling continuous movement.

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2. High-Speed Approaches

Silverbrook Road, particularly east of the intersection, encourages:

- Higher vehicle speeds
- Quick acceleration after signals
- Reduced stopping compliance

Roundabouts naturally calm speeds.

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3. Crash Patterns

While not a crash hotspot, typical issues include:

- Rear-end collisions at stop conditions
- Turning conflicts
- Close calls involving school buses or student drivers

Roundabouts tend to reduce severe crashes due to lower speeds and fewer conflict points.

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4. Limited Sight Distance

Approach geometry and topography create:

- Reduced visibility on Hooes Road approaches
- Challenges for older drivers and student drivers
- Difficult left-turn judgments

A properly designed single-lane roundabout can mitigate these issues.

Potential Benefits of a Roundabout (If Studied)

1. Improved Traffic Flow

Roundabouts eliminate:

- Long red light waits
- Start–stop movement
- Delay for left turns

2. Safety Enhancements

Roundabouts reduce:

- High-speed T-bone crashes
- Rear-end collisions
- Injury severity

3. Traffic Calming

Lower speeds benefit:

- School traffic
- Pedestrians
- Cyclists

4. Reduced Maintenance Costs

Signals require:

- Electricity
- Maintenance
- Replacement
  Roundabouts operate without signalization.

Challenges and Considerations

1. Right-of-Way Constraints

A modern single-lane roundabout may require:

- Additional land
- Reconfiguration of approaches
- Drainage modifications

2. Pedestrian and Cyclist Accommodations

Crossings require:

- Refuge islands

- Setback pedestrian paths
- High-visibility markings

3. Cost & Feasibility

Construction costs must be weighed against:

- Intersection crash data
- Traffic volume projections
- Competing priorities

Purpose & Need

- Improve intersection operations
- Enhance safety for student drivers and buses
- Provide long-term, low-maintenance traffic control
- Support growing residential and school traffic demand

Community Benefits (If Implemented)

- Shorter delays during peak times
- Smoother traffic patterns
- Safer entry for side-street traffic
- Better speed management on Silverbrook Road
- Improved safety for pedestrians and cyclists

Related Projects

- Hooes Road / Silverbrook Curve Safety Review
- South County HS / Laurel Crest left-turn restrictions
- Pohick Estates 2026 repaving concepts
- Route 123 multimodal considerations

Status

Community Concept – Not in Formal Planning
Potential for future evaluation if requested by Supervisor's Office or SCF.

Last Updated

2025 SCF Transportation Committee discussions; community input from Laurel Hill / Crosspointe residents

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Silverbrook Road – Crosspointe crosswalk & RRFB (*Back to Master List*)

TPP #23017 – Pedestrian Safety Improvements at Crosspointe Drive

Type: Pedestrian crossing safety, RRFB installation, refuge island
Location: Silverbrook Road at Crosspointe Drive, Springfield District
Lead Agencies:

- Fairfax County DOT (FCDOT) – project development
- VDOT – roadway authority & design review
- Office of the Springfield District Supervisor
- South County Federation Transportation Committee

Summary

This project delivers essential safety improvements at the Crosspointe Drive crossing of Silverbrook Road, a location where high vehicle speeds, limited crossing opportunities, and strong pedestrian demand create elevated safety risks.

Silverbrook Road serves as a busy north–south corridor connecting:

- Laurel Hill
- Crosspointe
- South County High School
- Route 123
- Lorton Road

Residents frequently cross to reach:

- Bus stops
- Trails and recreation facilities
- Community centers
- School routes

Project TPP #23017 adds a Rectangular Rapid Flashing Beacon (RRFB) system and supporting safety infrastructure to make this crossing significantly safer.

Key Project Features

1. RRFB Installation (Rectangular Rapid Flashing Beacons)

RRFBs will be placed on both sides of the crossing to:

- Alert approaching drivers
- Increase yielding compliance
- Improve visibility during dusk, dawn, and overcast conditions

RRFBs are especially effective on 35–45 mph suburban arterials like Silverbrook Road.

2. Pedestrian Refuge Island

Where feasible, the design includes a central refuge island with:

- Raised median
- Bollards or curbing
- Cut-through accessible to wheelchairs, strollers, bikes

This allows pedestrians to cross safely in two stages, reducing exposure time.

3. High-Visibility Crosswalk Markings

Crosswalk improvements include:

- Ladder-style markings
- Reflective thermoplastic materials
- Stop bars moved back from the crossing

These markings reinforce the pedestrian priority zone.

4. ADA Upgrades

Pedestrian ramps will be updated to meet:

- ADA slope standards
- Detectable warning surfaces
- Proper alignment toward the crosswalk

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5. Signage Enhancements

Includes:

- Advanced pedestrian warning signs
- Yield-to-pedestrian signage
- Supplemental RRFB signage packages

Purpose & Need

1. Safety

Residents have long reported difficulty crossing Silverbrook Road due to:

- High speeds
- Limited gaps in traffic
- Visibility challenges
- Rapid acceleration from upstream intersections

2. Connectivity

This project improves access to:

- Community centers
- Schools and bus stops
- Trails and parks
- Neighborhood amenities

3. Equity & Accessibility

Enhances mobility for:

- Seniors
- Students
- Families with strollers
- Mobility-impaired pedestrians

Community Benefits

- Dramatically safer pedestrian experience
- Predictable stopping behavior from vehicles
- Reduced pedestrian risk on a wide, high-speed arterial
- Encourages walking for short neighborhood trips
- Supports multimodal priorities in South County's long-range plans

---

Related Projects

- Silverbrook Road & Plaskett Lane RRFB (unfunded request)
- Southrun Road 2026 repaving & bike lane concept
- Lorton Road / Silverbrook triple-left-turn project
- Hooes Road / South Run Stream Valley Trail RRFB
- Newington Road sidewalk project

Funding & Timeline

- Recommended TPP Funding: $0.42 million
- Design & engineering underway
- Construction pending final design and utility clearance

Status

Active – Funded Safety Improvement
Proceeding through design and pre-construction coordination.

Last Updated

2025 FCDOT briefings; SCF Transportation Committee notes

Silverbrook Road speed cameras (Laurel Hill ES) (*Back to Master List*)

Automated Enforcement • School Safety • High-Speed Arterial Traffic Control

Type: Automated speed enforcement, school-zone safety
Location: Silverbrook Road, specifically the Laurel Hill Elementary School school zone
Lead Agencies:

- Fairfax County Police Department (FCPD) – enforcement & camera operation
- Fairfax County Public Schools (FCPS) – school zone coordination
- VDOT – roadway authority and speed-zone approvals
- Office of the Mt. Vernon and Springfield District Supervisors
- SCF Transportation Committee

Summary

In response to persistent community concerns about excessive speeding on Silverbrook Road, especially adjacent to Laurel Hill Elementary School, Fairfax County implemented automated speed cameras within the designated school zone.

Silverbrook Road is a wide, high-speed arterial connecting much of South County (Laurel Hill, Crosspointe, Newington, Lorton, Hooes Rd, and Route 123). Its geometry encourages higher speeds, and despite school-zone signage, drivers frequently exceeded posted limits during school arrival/dismissal times—including by significant margins.

The camera installation is part of Fairfax County's Vision Zero strategy to reduce serious injuries and protect children in school zones.

Key Features of the Speed Camera Program

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1. Automated Speed Enforcement

The camera system:

- Activates during school arrival and dismissal hours
- Issues automated civil citations for vehicles exceeding the posted limit
- Records speed, lane position, and vehicle plate number

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2. School Zone Speed Limit Enforcement

During active school zone periods:

- Speed limit is reduced
- Flashing beacons indicate enforcement window
- Automated camera ensures consistent and non-discretionary enforcement

3. Data-Driven Crash & Speed Monitoring

FCPD and FCPS analyze:

- Speed patterns
- Violations before/after camera installation
- Safety outcomes
- Potential need for additional engineering measures

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4. Supports Vision Zero Goals

The program is integrated with Fairfax County's commitment to:

- Reduce traffic-related fatalities and serious injuries
- Protect children walking to and from school
- Improve roadway behavior on major arterials

Purpose & Need

1. Persistent Speeding

Community reports and FCPS safety assessments documented:

- Vehicles frequently exceeding 45–50 mph
- Challenges for school buses entering/exiting the driveway
- Parents and walkers reporting unsafe conditions

2. High Volume Arterial

Silverbrook Road carries:

- Commuter traffic
- School traffic
- Regional cut-through volumes
- Higher-speed travelers connecting to Route 123 and Lorton Road

3. Vulnerable Road Users

The area includes:

- Elementary school walkers
- Parents crossing during drop-off

- School buses merging into traffic
- Teachers and staff walking from parking lots

Automated enforcement significantly reduces risk.

Community Benefits

1. Reduced Vehicle Speeds

National data show school-zone cameras reduce speeding by 70–90% within months.

Local observations suggest:

- Fewer extreme speeders
- More consistent compliance
- Safer merging for buses and parents

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2. Predictable Enforcement

No need for constant police presence — cameras operate reliably with:

- No bias
- No warnings ignored
- Clear operational hours

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3. Improved Safety Culture

Many parents report feeling safer during:

- Morning drop-off
- Afternoon pick-up
- Extracurricular traffic periods

Complementary Safety Measures Being Monitored

The County continues to review:

- Crosswalk enhancements
- Curb extensions
- Flashing school-zone beacons
- Radar speed feedback signs

- Roadway markings & visibility upgrades

These may be added if data suggest continued risk.

Related Projects

- Silverbrook & Plaskett Lane – Safety & RRFB request
- Silverbrook Road – Crosspointe RRFB installation
- Lorton Road / Silverbrook Road intersection upgrades
- Southrun Road 2026 paving & bike lane evaluation

Status

Completed – Active Automated Enforcement in Operation
Monitoring for performance and potential expansion continues.

Last Updated

2025 FCPD & FCPS school-zone enforcement briefing; SCF Transportation Committee notes

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Snowden Ashford Walkway & Roadway Improvements

(Giles Run / Laurel Hill Project) (*Back to Master List*)

Type: Roadway improvements & shared-use trail
Location: Snowden Ashford Road – Lorton (Mount Vernon District)
Lead Agencies: Fairfax County / VDOT

Summary

The Snowden Ashford Walkway and Roadway Improvements project upgrades the former access road serving the historic DC Workhouse and Reformatory area. The project improves safety, multimodal access, and roadway conditions while preserving the corridor's rural character.

Scope of Work

• New pavement for existing two-lane roadway
• Widened gravel shoulders
• New guardrail installation
• Construction of an 8-foot wide asphalt trail (approx. 1,500 linear feet)
• Trail runs along the east side of Snowden Ashford Road
• Direct connection from Lorton Road to Laurel Hill Adaptive Reuse Area

Construction & Traffic Management

• One lane of traffic will remain open during construction
• Design intentionally preserves the rural roadway character

Operations & Maintenance

• Roadway maintenance transferred to VDOT upon completion
• Trail maintained by Fairfax County

Schedule

Construction Start: January 2026
Estimated Completion: Summer 2026

Community Benefits

• Safer roadway conditions
• New pedestrian & bicycle connectivity
• Improved access to Laurel Hill redevelopment and park amenities
• Supports recreation, tourism, and active transportation
• Enhances multimodal network linking Lorton corridors

Status

Active – Under Construction

Last Updated

January 2026
(Fairfax County project documentation)

South County Feeder Bus Service (Richmond Hwy / Kingstowne / Springfield)

(*Back to Master List*)

TPP #83 – Expanded Bus Routes, New Vehicles, and Enhanced Transit Connectivity

Type: Transit expansion, feeder bus service, multimodal corridor improvement
Location: Service areas along Richmond Highway, Kingstowne, Springfield, and connecting neighborhoods throughout Braddock, Lee, Mason, and Mount Vernon Districts
Lead Agencies:

- Fairfax County DOT (FCDOT)
- Washington Metropolitan Area Transit Authority (WMATA / Metrobus)
- Fairfax Connector (County-operated transit)
- Northern Virginia Transportation Authority (NVTA) – potential funding
- Office of the Mt. Vernon, Lee, and Springfield District Supervisors
- SCF Transportation Committee

Summary

The South County Feeder Bus Service project (TPP #83) is a significant transit investment aimed at strengthening bus connections between South Fairfax communities and major regional hubs, including:

- The Richmond Highway corridor
- Kingstowne Town Center
- Springfield Franconia Metro Station
- Richmond Highway BRT (future)

This project supports more frequent local bus service, new bus routes, improved reliability, and increased access to employment, shopping, schools, and transit hubs.

It is one of the largest transit-focused items in the Transportation Priorities Plan (TPP) and includes both capital and three years of operating funding, enabling rapid deployment once buses are procured.

Key Project Components

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1. Purchase of New Buses

The project funds new fleet vehicles to expand local transit capacity.
This includes:

- Environmentally friendly buses
- ADA-compliant accessibility upgrades
- Branding integration with Fairfax Connector

Additional buses allow:

- More routes
- Higher frequency
- Less crowding during peak periods

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2. Route-Level Planning & Service Expansion

The project aims to improve feeder service to major destinations:

- Springfield–Franconia Metro Station
- Kingstowne Town Center
- Richmond Highway transit spine
- Neighborhoods east and west of Route 1
- Future BRT stations

Planning elements include:

- Route restructuring to reduce travel times
- Cross-county coverage (Braddock, Lee, Mason, Mount Vernon)
- Improved weekend/evening service

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3. Supports Richmond Highway BRT

The feeder system is designed to connect neighborhoods to the future Bus Rapid Transit (BRT) along Richmond Highway.

Benefits include:

- High-speed BRT trunk line
- Local bus routes feeding major stations
- Reduced parking demand at stops
- Improved ridership for the BRT network

4. Operational Enhancements

Project includes three years of operating funds to allow:

- Piloting of new route patterns
- Data collection on ridership
- Adjustment of schedules and stop spacing
- Early years of service without burdening County operating budgets

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Purpose & Need

1. Increase East-West Connectivity

South Fairfax has strong north–south corridors, but weaker east–west transit coverage.
This project bridges that gap.

2. Reduce Congestion

Reliable bus service provides alternatives to:

- Congested I-95
- Crowded Route 1
- Springfield Interchange bottlenecks

3. Support Equity & Access

Transit is essential for:

- Workers
- Seniors
- Students
- Residents without cars
- Low-income communities

Improved bus frequency reduces travel time and increases job access.

4. Integrate Future Transit Projects

The feeder system is a critical part of:

- The Richmond Highway BRT launch
- WMATA's regional bus network redesign
- Longer-term Fairfax County transit modernization

Community Benefits

For Transit Riders

- Faster and more frequent service
- Shorter transfer times
- Better reliability
- Greater access to shopping, jobs, schools

For Drivers

- Reduced roadway congestion
- More parking availability at Metro stations
- Additional alternatives during weather or I-95 incidents

For the County

- Supports environmental goals via reduced vehicle miles traveled
- Encourages multimodal mobility

Funding & Timeline

- Recommended Funding: $106.50 million
  (includes capital + three years of operating support)
- Route-level planning underway
- Bus procurement and route deployment expected in phased timelines
- Service may be revised based on BRT progress and WMATA coordination

Related Projects

- Richmond Highway BRT – major trunk line
- Richmond Highway corridor safety projects
- South County High School & Laurel Crest left-turn restrictions
- Fairfax Connector service modernization
- WMATA Better Bus Network redesign
- I-95 corridor operational improvements

Status

Active – Multi-Phase Planning & Implementation
The scale of investment suggests phased deployment with near-term and long-term components.

Last Updated

2025 TPP documentation; FCDOT transit briefings; SCF Transportation Committee notes

South County High School / Laurel Crest – left-turn restrictions

(*Back to Master List*)

School Traffic Safety • MOU for Enforcement • VDOT & FCPS Coordination

Type: School-zone traffic control, left-turn restrictions, enforcement authority
Location: South County High School campus entrances and the Laurel Crest Drive intersection area, adjacent to Silverbrook Road
Lead Agencies:

- Fairfax County Public Schools (FCPS) – property owner & operational adjustments
- Fairfax County Police Department (FCPD) – enforcement
- Fairfax County Attorney's Office – Memorandum of Understanding (MOU)
- Office of Delegate Tran – legislative support & enforcement authority clarification
- VDOT – roadway authority where applicable
- Office of the Springfield & Mt. Vernon District Supervisors
- SCF Transportation Committee

Summary

Safety concerns around South County High School (SCHS) intensified due to heavy student-driver traffic, parent drop-offs, bus operations, and conflicts at campus access points—especially involving left-turn movements that created collision risks and congestion.

Two specific left-turn restrictions were identified as necessary to improve school-zone safety and reduce conflicts:

1. Left-turn restrictions within SCHS property
2. Left-turn restrictions affecting Laurel Crest Drive movements

To enforce these restrictions, a formal MOU between FCPS and FCPD is required, since enforcement on school property is not automatically authorized without an agreement.

Delegate Tran helped initiate this process through legislative inquiry and formal communication to Fairfax County.

Key Project Elements

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1. Identification of Hazardous Left-Turn Movements

The school zone experiences:

- Students making risky left turns
- Congestion during morning bell and afternoon dismissal
- Sight-distance limitations
- Multiple conflict points between cars, buses, and pedestrians

Restricting certain left turns improves predictability and reduces crash potential.

---

2. Drafting of an Enforcement MOU (FCPS + County Attorney + FCPD)

Because FCPS property is not a public roadway:

- FCPD cannot enforce traffic restrictions without a formal agreement.
- The County Attorney's office is drafting the needed MOU.
- Enforcement will begin only once the agreement is finalized.

This is an essential step for any durable improvement to school-zone safety.

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3. VDOT Coordination for Public Street Intersections

Where school access intersects VDOT-maintained roads (e.g., Silverbrook Rd), VDOT must approve:

- Traffic control signage
- Roadway striping
- Restriction signage placement
- Sight-line evaluation

VDOT has been engaged as part of the multi-agency review.

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4. County & Delegate Support

- Delegate Kathy Tran sent a formal request to Fairfax County seeking action.
- Supervisor offices have coordinated details with FCPS and FCPD.
- Community concerns raised through SCF were included in the review process.

Purpose & Need

1. Student Safety

Left-turn conflicts put:

- Student drivers
- Buses
- Parents
- Pedestrians

at heightened risk during peak periods.

2. Congestion Reduction

Restricting risky turns prevents:

- Backups on Laurel Crest Drive
- Gridlock at the school driveway
- Delays impacting Silverbrook Road and surrounding neighborhoods

3. Enforcement Authority

Without the MOU, restrictions cannot be meaningfully enforced.

Community Benefits

Short-Term

- Clearer turning patterns
- Reduced confusion at peak periods
- Fewer abrupt stops and near-misses

Long-Term

- Safer school-zone environment
- More reliable morning and afternoon operations
- Stronger partnerships between FCPS, County, and law enforcement

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Related Projects

This project aligns with several nearby transportation initiatives:

- Silverbrook Road & Plaskett Lane Safety Study
- Silverbrook Road Speed Cameras (Laurel Hill ES)
- South County Feeder Bus Service (TPP #83)
- Lorton Road / Silverbrook Intersection Improvements
- Hooes Road pedestrian safety projects

Status

Active – MOU Drafting & Implementation Pending

- FCPS and County Attorney reviewing language
- FCPD to assume enforcement once agreement is finalized
- VDOT coordination ongoing where applicable

Last Updated

2025 Supervisor's Office briefing; SCF Transportation Committee notes; Delegate Tran correspondence

South County Trail Network Connectivity (ActiveFairfax Priority) (*Back to Master List*)

Multimodal Gaps • Regional Trail Links • Safe Routes to Schools & Parks

Type: Countywide active-transportation initiative; multimodal gap analysis & planning
Location: South Fairfax trail corridors including:

- Laurel Hill / Lorton
- Giles Run & Cross County Trail (CCT)
- Pohick / South Run / Newington Forest
- Mason Neck area
- Richmond Highway corridor (BRT feeder paths)
  Lead Agencies:
- Fairfax County DOT (FCDOT) – Active Transportation
- Fairfax County Park Authority (FCPA) – trail infrastructure
- Office of the Mt. Vernon & Springfield District Supervisors
- Northern Virginia Regional Park Authority (NOVA Parks)

- SCF Transportation Committee

Summary

The South County Trail Network is one of the most extensive in Fairfax County, but it contains numerous gaps, discontinuities, and missing connections.
Fairfax County's ActiveFairfax Transportation Plan identifies completing these gaps as a *top priority*, especially where trail segments support:

- School access
- Neighborhood mobility
- Transit/BRT connections
- Parks and recreation
- Regional trail continuity (CCT, Laurel Hill, Pohick, Mason Neck)

South County is expected to see major multimodal investment in the coming decade as BRT construction, redevelopment, and population growth accelerate.

Key Trail Gaps & Connectivity Needs Identified

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1. Laurel Hill → Lorton → Mason Neck Regional Link

The County envisions a continuous network connecting:

- Laurel Hill Park
- Giles Run Trail
- Lorton Station
- Gunston Road walkway / Mason Neck Trail
- Mason Neck State Park & Pohick Bay

Several segments remain incomplete or require upgrades.

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2. Cross County Trail (CCT) Continuity

CCT gaps near:

- South Run → Laurel Hill
- Newington / Cinder Bed
  …impede a seamless north–south route across all of Fairfax County.

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3. BRT Feeder Trail Network

BRT station areas will need:

- Sidewalk upgrades
- Shared-use paths
- New connections from neighborhoods to stations
- Safe road crossings

South County's BRT segments will rely heavily on non-motorized access.

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4. Safe Routes to School Gaps

Schools affected include:

- South County HS & MS
- Laurel Ridge ES feeder areas
- Gunston Elementary

Routes often lack:

- Sidewalk continuity
- Trail access points
- Safe crossings on major roads

---

5. Missing Segments Along Key Roadways

Important corridors lacking full trail continuity include:

- Hooes Road
- Pohick Road
- Silverbrook Road
- Gunston Road (Mason Neck Trail North)
- Lorton Road (east and west of the tracks)
- Newington Road (north segment)

Potential Improvements (ActiveFairfax Priorities)

1. New Shared-Use Paths (SUPs)

Particularly along:

- Hooes
- Pohick
- Silverbrook
- Telegraph (near Mulligan)
- Gunston Road extensions

2. Crossing Enhancements

Including:

- Pedestrian refuge islands
- RRFBs
- Raised crosswalks
- Re-timed pedestrian signals

3. Trail Modernization

Upgrades to:

- Pavement quality
- Lighting in certain areas
- Drainage improvements
- ADA accessibility

4. Connecting Neighborhoods to Transit

Station areas require:

- Direct walking routes
- Bike parking
- Wayfinding signage

Purpose & Need

- Reduce vehicle dependency for short local trips
- Enhance safety for all users
- Improve connectivity to parks, schools, and transit
- Support BRT and redevelopment initiatives
- Strengthen regional trail systems
- Promote health, recreation, and environmental sustainability

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Community Benefits

- Safer and more convenient walking and biking options
- Improved access to parks and recreation
- Stronger neighborhood connectivity
- Reduced congestion around schools and major corridors
- Enhanced quality of life and physical activity

Related Projects

- Cinder Bed Bikeway (TPP #109)
- Giles Run Bridge & Access Road improvements
- Mason Neck Trail expansion
- Pohick Estates bike lane concepts (2026)
- Gunston Road walkway
- Newington Road Link (Ona Drive → Telegraph)
- Richmond Highway BRT multimodal improvements

Status

Active Planning Priority – Under ActiveFairfax Initiative
Gap closures will be added to future capital programs as funding becomes available.

Last Updated

2025 ActiveFairfax Plan updates; FCPA & FCDOT coordination; SCF Transportation Committee feedback

Telegraph Road / Lorton Road Intersection Timing Review (*Back to Master List*)

Signal Coordination • Cut-Through Traffic • Congestion During Peak Hours

Type: Operational improvement (signal timing), congestion management study
Location: Intersection of Telegraph Road & Lorton Road, influencing:

- Fort Belvoir North Area traffic
- Newington residents
- Lorton Road east–west movements

- Commuter flows toward I-95 / Springfield / Woodbridge
  Lead Agencies:
- VDOT – traffic signal authority
- FCDOT – corridor operations monitoring & recommendations
- SCF Transportation Committee
- Fairfax County Supervisor Offices

Summary

The Telegraph Road / Lorton Road intersection serves as a major east–west and north–south connector for South County residents. Congestion occurs during:

- AM commute hours (northbound Telegraph heading toward Springfield)
- PM commute hours (westbound Lorton Road leaving Newington and Fort Belvoir)
- Fort Belvoir North Area shift changes
- Weekend retail and recreation traffic

Residents frequently report:

- Long delays
- Difficulty making left turns
- Disrupted progression due to inconsistent signal timing
- Increased cut-through traffic into nearby neighborhoods

A periodic signal timing review helps address these conditions without requiring a physical capital improvement.

Key Issues Identified

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1. Telegraph Road Peak-Hour Congestion

Northbound traffic toward:

- Springfield Interchange
- Fairfax County Parkway
- Backlick Road

…creates queues that spill back into the Lorton Road intersection.

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2. Lorton Road Queueing & Delay

Lorton Road carries traffic from:

- Laurel Hill / Pohick
- Gunston / Workhouse / Lorton
- Amtrak & VRE riders
- Newington Forest commuters

When timing is suboptimal, queues extend:

- To Silverbrook Road
- Toward Hooes Road
- Occasionally to the Auto Train area

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3. Inconsistent Signal Progression

Traffic flow is disrupted when:

- Telegraph Road signals aren't well synchronized
- Left-turn phases receive insufficient green time
- Pedestrian phases activate frequently

Residents note periodic improvements followed by recurring delays.

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4. Fort Belvoir North Area Traffic Influence

Shift changes cause surges in:

- Southbound Telegraph traffic
- Eastbound traffic leaving the base
  These pulses overwhelm current signal phasing.

Potential Timing Improvements (If Pursued by VDOT)

1. Adjusted Green Time Allocation

Increase or rebalance green time for:

- Northbound Telegraph (AM peak)
- Westbound Lorton (PM peak)

2. Improved Signal Progression Along Telegraph

Coordinate with:

- Backlick Road intersections
- Telegraph & Beulah Street corridors

3. Time-of-Day Specific Plans

Create distinct timing plans for:

- AM peak
- PM peak
- Weekend retail traffic
- Fort Belvoir shift changes

4. Protected / Permitted Left Turn Optimization

Especially for:

- Eastbound Lorton → Northbound Telegraph
- Southbound Telegraph → Eastbound Lorton

5. Pedestrian Phase Review

Optimizing walk intervals can reduce unnecessary cycle delays.

Purpose & Need

- Reduce commuter congestion
- Improve east–west reliability on Lorton Road
- Enhance access to regional job centers
- Reduce spillover into neighborhood streets
- Support safe and predictable intersection operation

Community Benefits

- Shorter travel times
- Better coordination with Fort Belvoir traffic
- Reduced neighborhood cut-through
- Enhanced safety for pedestrians and cyclists
- More consistent intersection performance

Related Projects

- Telegraph Road corridor improvements (I-95 vicinity)
- Lorton Station Boulevard timing review
- Fort Belvoir Access Studies
- Newington area traffic management plans
- Pohick Road walkway and congestion improvements

Status

Active Operational Interest – Periodic Review Advised
VDOT conducts timing adjustments as needed based on travel patterns and community feedback.

Last Updated

2025 SCF Transportation Committee discussions; VDOT timing review cycles; public feedback from Newington and Lorton residents

Telegraph Road / Silverbrook Road Safety & Visibility Review

(*Back to Master List*)

High-Speed Approaches • Limited Sight Distance • Increasing Regional Traffic

Type: Intersection safety review, visibility improvements, potential VDOT/FCDOT study
Location: Telegraph Road & Silverbrook Road, affecting:

- Laurel Hill / Crosspointe communities
- Newington traffic patterns
- Telegraph Road north–south commuters
- Access to Fort Belvoir and I-95
  Lead Agencies:
- VDOT — primary roadway owner and safety evaluator
- Fairfax County DOT (FCDOT) — multimodal and planning coordination
- Office of the Mt. Vernon & Springfield District Supervisors
- SCF Transportation Committee

Summary

The Telegraph Road / Silverbrook Road intersection is heavily traveled and features challenging geometry, high speeds, and frequent congestion during peak hours. Residents have raised concerns about:

- Limited visibility at certain approaches
- High-speed merging conflicts
- Difficulty making left turns
- Increasing cut-through traffic
- Safety for pedestrians and cyclists

Although not currently a funded project, this location is widely regarded as a candidate for a future safety and visibility study by VDOT.

Key Issues Identified

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1. Limited Sight Distance

Drivers report that:

- Telegraph Road curves and elevation changes reduce visibility
- Large vehicles obstruct view of oncoming traffic
- Vegetation growth seasonally impacts sightlines

Left turns are especially challenging during peak periods.

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2. High Travel Speeds

Telegraph Road carries:

- Commuters heading toward the Springfield Interchange
- Fort Belvoir personnel
- Regional through-traffic

Speed differentials with entering/exiting vehicles contribute to conflict points.

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3. Increasing Residential & School Traffic

Rapid growth in:

- Laurel Hill
- Crosspointe
- Lorton Valley
- Newington Forest

…has increased volumes beyond original design assumptions.

Student driver traffic from South County High School adds complexity.

---

4. Pedestrian & Cyclist Safety Gaps

Despite trail and sidewalk connections nearby, the intersection:

- Lacks clearly defined crossing facilities
- Has no pedestrian refuge islands
- Offers poor bicycle connectivity

Multimodal safety remains a priority for residents.

Potential Future Improvements (If Study Is Conducted)

1. Vegetation Management & Sightline Clearing

Improves visibility for turning drivers.

2. Enhanced Signage & Pavement Markings

Options include:

- High-visibility reflective signs
- Advance warning flashers
- Lane-use reinforcement markings

3. Speed Management Measures

Could include:

- Speed feedback displays
- Adjusted posted speeds (if warranted by study data)

4. Turn Lane Adjustments

Possible additions or extensions:

- Dedicated left-turn lane improvements
- Protected/permissive turn phasing where feasible

5. Potential Signal Timing Adjustments

If volumes justify enhanced timing coordination.

6. Pedestrian Infrastructure Upgrades

- Improved crosswalks
- Shorter crossing distances
- Raised refuge islands

Purpose & Need

- Improve visibility and reaction time for turning vehicles
- Enhance safety for all road users
- Mitigate congestion and reduce high-risk conflicts
- Support regional traffic flow between Lorton, Springfield, and Fort Belvoir
- Prepare corridor for growth in housing and employment

Community Benefits

- Safer, more predictable left turns
- Reduced crash potential
- Enhanced pedestrian and cyclist safety
- Improved intersection performance during peak hours
- Better travel reliability for commuters

Related Projects

- Telegraph / Lorton Road signal timing review
- Hooes / Silverbrook curve safety review
- South County Trail Network connectivity
- Fort Belvoir access and roadway studies
- Pohick Road walkway safety improvements

Status

Emerging Safety Concern – Not Yet Funded or Studied
Likely to become a priority for future VDOT or FCDOT evaluation in response to growing community concerns.

Last Updated

2025 SCF Transportation Committee discussions; resident feedback; visibility observations

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Telegraph Road Corridor Capacity Study (Long-Term Concept)

(*Back to Master List*)

Regional Commuter Route • Growing Residential Demand • Future Multimodal Planning

Type: Corridor-wide long-term planning, capacity and operational analysis
Location: Telegraph Road, from:

- Beulah Street / Kingstowne area → South County / Lorton
  Including key intersections with:
- Newington Road
- Lorton Road
- Silverbrook Road
- Fairfax County Parkway vicinity
  Lead Agencies:
- VDOT — roadway owner & capacity study authority
- FCDOT — multimodal and planning integration
- MWCOG / NVTA — regional traffic modeling support
- SCF Transportation Committee

Summary

Telegraph Road has evolved into a major regional commuter corridor, carrying significant traffic between:

- Fort Belvoir
- Springfield Interchange & I-95
- Newington industrial areas

- Laurel Hill / Lorton residential areas
- Kingstowne / Franconia

Despite its importance, Telegraph Road has not undergone a modern corridor-wide capacity, safety, and multimodal study in many years.

As residential development increases and the area becomes more transit- and trail-connected through ActiveFairfax and BRT networks, a long-term reassessment of Telegraph Road is increasingly needed.

This is not a funded project, but rather a forward-looking planning concept.

Key Issues Identified

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1. Peak-Hour Congestion and Bottlenecks

Recurring hot spots include:

- Telegraph & Lorton Road
- Telegraph & Silverbrook Road
- Telegraph merge area approaching I-95
  Queues during AM and PM peaks routinely affect side streets.

---

2. Growing Residential Development

New communities in:

- Laurel Hill
- Newington / Cinder Bed
- South County subdivisions
  …increase local origin–destination travel along Telegraph Road.

---

3. Fort Belvoir Traffic Influence

Shift changes generate:

- Northbound congestion (AM peak)
- Southbound congestion (PM peak)
  The road serves as a critical military workforce artery.

---

4. Limited Multimodal Infrastructure

The corridor lacks:

- Continuous sidewalks
- Protected bicycle facilities
- Transit priority treatments
- Safe crossings at major intersections

ActiveFairfax identifies Telegraph as a priority corridor for future multimodal upgrades.

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5. Safety Concerns at Multiple Intersections

Intersection reviews indicate:

- Visibility challenges
- High-speed approaches
- Turning conflict points
- Rear-end and angle crash patterns

This supports the need for a corridor-wide evaluation.

Potential Future Improvements (If Study Is Initiated)

1. Targeted Roadway Widening (Selective Segments)

Possible additions:

- Auxiliary lanes
- Turn lane extensions
- Merge length improvements

2. Intersection Modernization

Including:

- Signal timing upgrades
- Protected turn phases
- Roundabout feasibility review (selected locations)

3. Continuous Sidewalk & Shared-Use Path

Closing multimodal gaps from:

- Beulah → Newington → Lorton → Laurel Hill

4. Transit Improvements

- Potential express bus lanes
- Queue jump lanes
- Enhanced bus shelter network

5. Smart Traffic Technology Integration

Such as:

- Adaptive signals
- Integrated corridor management systems
- Real-time travel information

Purpose & Need

- Improve corridor reliability & reduce delays
- Enhance multimodal access (walking, biking, transit)
- Support regional job centers and military installations
- Prepare for future population growth
- Improve safety and reduce crash risks
- Integrate roadway operations with future transportation systems

---

Community Benefits

- Shorter travel times
- Safer intersections and corridors
- Better access to transit, trails, and schools
- Reduced cut-through traffic on neighborhood roads
- More consistent and predictable peak-hour performance

Related Projects

- Telegraph & Lorton Road timing review
- Telegraph & Silverbrook visibility review
- Cinder Bed Bikeway (TPP #109)
- South County Trail Connectivity
- Fort Belvoir access studies

Status

Long-Term Concept – Not Yet Funded or Scheduled
Could advance into a formal study during future County/VDOT planning cycles.

Last Updated

2025 SCF Transportation Committee discussions; ActiveFairfax analysis; regional modeling insights

VDOT maintenance – vegetation, mowing, sign visibility (*Back to Master List*)

Routine Maintenance • Safety Visibility Issues • Community-Requested Service Orders

Type: Roadway maintenance, vegetation management, mowing, sign clearance
Location: Various locations throughout South Fairfax, including:

- Silverbrook Road
- Lorton Road
- Hooes Road
- Gunston Road
- Old Colchester Road
- I-95 entrance/exit ramps
- Areas reported through SCF & Supervisor's Office

Lead Agencies:

- Virginia Department of Transportation (VDOT) – primary maintenance responsibility
- Office of the Mt. Vernon District Supervisor – community intake & follow-up
- Fairfax County DOT (FCDOT) – coordination/support
- SCF Transportation Committee – issue escalation & monitoring

Summary

Community members and Supervisor offices recently raised concerns about overgrown vegetation, inadequate mowing, and obscured roadway signage along several state-maintained roads in South Fairfax. These conditions reduce sight distance for drivers, obscure warning and regulatory signs, block sidewalks or shoulders, and contribute to unsafe conditions on high-speed corridors.

VDOT has been notified of the specific maintenance issues, and work orders have been submitted for clearance, mowing, and vegetation control in the affected areas.

The SCF Transportation Committee will continue monitoring progress and relaying community reports.

Key Issues Identified

1. Overgrown Vegetation

Residents and SCF committee members observed:

- Vegetation encroaching into travel lanes
- Brush blocking views of intersecting traffic
- Trees and shrubs overgrowing the shoulders
- Foliage obstructing sidewalks and pedestrian paths

These concerns are most common during spring and summer growth cycles.

---

2. Inadequate or Delayed Mowing

Mowing cycles sometimes lag due to:

- Contractor capacity
- Weather delays
- High regional maintenance demand

Overgrowth can cause:

- Reduced visibility around curves and hills
- Shoulder encroachment
- Impaired drainage flow
- Accumulation of debris

---

3. Obstructed Signage

A major safety concern is sign visibility.
Reports include:

- Speed limit signs obscured by branches
- Warning signs blocked (curve, deer crossing, school zone)
- Stop or yield signs partially hidden

- Lane control and merge signage not fully legible

Obstructed signage directly increases crash risk and reduces roadway compliance.

Supervisor's Office staff recorded and submitted multiple examples for VDOT review.

---

4. Ramp & Interchange Visibility Issues

Particularly near:

- I-95 on- and off-ramps
- Fairfax County Parkway interchanges
- Lorton Road and Silverbrook Road intersections

Tall grass or brush can impair merging visibility.

Actions Taken

1. Supervisor's Office Submitted Service Requests

Christine Morin and the Supervisor's Office compiled photos and location notes and submitted the requests to VDOT Maintenance.

2. VDOT Logged Work Orders

VDOT acknowledged receipt and began scheduling:

- Vegetation cutback
- Mowing
- Sign clearance
- Safety sightline improvements

3. Follow-Up Communication in Progress

Updates will be shared as VDOT completes each maintenance item.

Purpose & Need

1. Improve Public Safety

Clear visibility reduces:

- Angle and rear-end crashes
- Pedestrian conflicts
- Speed variability due to late sign recognition

2. Maintain Roadway Standards

Regular maintenance ensures:

- Shoulders function correctly
- Drainage systems remain open
- Pedestrian paths remain passable

3. Support School, Transit, & Commuter Operations

Safe travel for:

- School buses
- Fairfax Connector buses
- Teen drivers from South County HS
- Commuters on Route 1, Silverbrook, and Lorton corridors

Community Benefits

- Better sign visibility improves driver compliance
- Improved roadside clearance enhances safety
- More predictable driving conditions
- Fewer encroachments on sidewalks and bikeable shoulders

Status

Active – Requests Submitted to VDOT; Work Orders Pending or Underway
Updates expected through ongoing communication with the Supervisor's Office and SCF.

Last Updated

2025 SCF Transportation Committee notes; Supervisor's Office communication with VDOT

VDOT paving – Old Colchester, Harley, Springfield Dr, Park Rd, segments of I-95/I-395 (*Back to Master List*)

Annual Repaving Schedule • Safety & Surface Restoration • Community Notifications

Type: Roadway resurfacing, restriping, shoulder repair
Location: Multiple state-maintained roads in South Fairfax, including:

- Old Colchester Road → Furnace Road
- Harley Road (segment off Gunston Road)
- Springfield Drive & Park Road (off Gunston Road)
- Segments of I-95 / I-395 Express Lanes near the Occoquan River
- Other areas indicated on VDOT's statewide paving map

Lead Agencies:

- Virginia Department of Transportation (VDOT) – primary responsibility
- Transurban – Express Lanes resurfacing coordination
- Office of the Mt. Vernon District Supervisor – communication, field reports
- SCF Transportation Committee

Summary

VDOT's annual paving program resurfaces hundreds of lane-miles across Fairfax County.
For South Fairfax, this includes local neighborhood roads, collector roads, and major arterials.

Paving ensures:

- Safe, smooth road surfaces
- Restoration of worn pavement markings
- Improved water drainage
- Reduced crash risk

The Supervisor's Office provided updates confirming that several local roads in Mason Neck and Lorton are *already scheduled* for resurfacing during the 2025 cycle.

Residents are encouraged to monitor paving status using VDOT's interactive statewide paving map.

Key Paving Locations Identified for 2025

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1. Old Colchester Road → Furnace Road

This corridor is used by:

- Local residents
- Cyclists
- Park visitors
- Tour buses

Repaving will address:

- Edge deterioration
- Potholes
- Narrow shoulder wear

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2. Harley Road (Segment off Gunston Road)

This winding section experiences:

- Drainage issues
- Loose gravel accumulation
- High wear from residential and park traffic

Repaving improves safety on a road with limited shoulders and curves.

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3. Springfield Drive & Park Road (Off Gunston Road)

Neighborhood streets serving:

- Gunston Elementary School walkers
- Local residential access

Repaving restores clear markings and improves surface quality.

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4. I-95 & I-395 Express Lanes Segment (Occoquan → Turkeycock Interchange)

Transurban is resurfacing sections of the Express Lanes.

Work includes:

- Pavement milling
- Overnight paving
- Toll-lane closures
- Updated lane markings

This is part of routine long-term maintenance for the concession-operated corridor.

Community Feedback & Concerns

1. Debris Cleanup

SCF and residents noted the need for thorough cleanup of repaving debris along ramps and mainlines.
Supervisor's Office formally reminded VDOT project managers to ensure:

- Rock/debris removal
- Sweeping of loose asphalt
- Final cleanup at completion

2. Traffic Impacts

- Single-lane closures
- Alternating traffic control on two-lane roads
- Night work on major corridors

VDOT provides advance notifications when possible.

3. Striping & Marking Restoration

Residents often request:

- High-visibility lane markings
- Updated crosswalks
- Clear stop bars
- Better pedestrian symbols in school zones

These items are bundled into the final paving completion.

Purpose & Need

1. Improved Safety

Repaving reduces:

- Hydroplaning risk
- Pothole-related crashes
- Edge failures near shoulders

2. Better Drainage

Freshly milled/paved surfaces restore proper water runoff.

3. Support for Active Transportation

Clear markings help:

- Cyclists identify shoulder areas
- Pedestrians move safely along walkable edges
- Motorists navigate curves and hills

Community Tools for Monitoring Paving

Residents may view real-time updates at:

VDOT Statewide Paving Map:
Publicly accessible via VDOT's website.

This provides:

- Scheduled routes
- Completed paving
- In-progress milling
- Status updates by location

Related Projects

- VDOT Maintenance – Vegetation & Sign Visibility
- VDOT Pothole Repairs (MyVDOT portal)
- Pohick Estates / Southrun Road 2026 repaving planning
- Silverbrook Road restriping considerations
- Lorton Road & Silverbrook Road corridor projects

Status

Active – 2025 Paving Cycle Underway
Some projects completed; others in progress or scheduled later in the season.

Last Updated

2025 Supervisor's Office briefing; VDOT paving map data; SCF Transportation Committee notes

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VDOT pothole repairs – MyVDOT requests (*Back to Master List*)

Routine Maintenance • Safety Hazard Removal • Community Reporting Portal

Type: Roadway maintenance, pothole patching, pavement hazard mitigation
Location: All state-maintained roads in South Fairfax, including:

- Lorton Road
- Silverbrook Road
- Gunston Road
- Hooes Road
- Old Colchester Road
- Furnace Road
- Richmond Highway segments
- I-95 ramps, shoulders, and approaches

Lead Agencies:

- Virginia Department of Transportation (VDOT) – maintenance crews & contractors
- Office of the Mt. Vernon District Supervisor – supports escalation as needed
- SCF Transportation Committee – collects community reports

Summary

Potholes form due to winter freeze–thaw cycles, high truck volumes, aging pavement, and drainage issues. They pose risks to:

- Personal vehicles

- School buses
- Cyclists
- Motorcyclists
- Emergency vehicles

Fairfax County relies on VDOT's MyVDOT system to receive, track, and close pothole service requests. Community reporting is crucial, especially along high-speed corridors like Silverbrook Road, Route 1, and Lorton Road.

The Supervisor's Office regularly encourages residents to report potholes directly to improve turnaround time.

Key Components of the Pothole Repair Program

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1. MyVDOT Reporting Portal

Residents can report potholes at:
https://my.vdot.virginia.gov/

The system allows users to:

- Pinpoint the pothole on a map
- Upload photos
- Describe the size/severity
- Receive a service request number
- Track repair status

This is the fastest and most efficient way to ensure VDOT receives the report.

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2. Patching & Repair Operations

VDOT uses:

- Cold patch (temporary fix; winter)
- Hot mix asphalt (durable fix; warm weather)
- Mill-and-fill (more serious cases)
- Shoulder rebuilds where pavement has crumbled

Emergency hazards may receive same-day temporary patching.

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3. Common Local Hotspots

Areas frequently reported by residents include:

- Lorton Road (near VPRA rail construction zones)
- Silverbrook Road (heavy commuter volumes)
- Gunston Road (freeze–thaw damage)
- Hooes Road curves and embankment edges
- Old Colchester Road (rural pavement wear)
- Furnace Road (truck traffic)

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4. Supervisor's Office Coordination

Residents sometimes send pothole concerns to the Supervisor's Office. Staff may:

- Submit requests on a resident's behalf
- Escalate repeat issues to VDOT
- Monitor areas where large potholes reappear regularly
- Track seasonal problem zones

This is especially helpful during:

- Winter thaw
- Heavy construction years
- Major repaving cycles

Purpose & Need

1. Reduce Vehicle Damage

Potholes cause:

- Tire blowouts
- Suspension damage
- Wheel alignment issues

2. Improve Roadway Safety

Potholes can cause:

- Sudden braking
- Swerving collisions
- Motorcycle and bicycle hazards

3. Protect School Buses & Emergency Vehicles

Maintaining smooth pavement helps ensure:

- Safe school transportation
- Reliable EMS and fire response times

Community Benefits

- Faster repair turnaround with MyVDOT reporting
- Reduced long-term maintenance costs
- Smooth, safe driving surfaces
- Fewer roadside breakdowns or crashes

Tips for Accurate Pothole Reporting

To speed repairs:

1. Provide closest cross-street or mile marker
2. Include photos if possible
3. Note if the pothole is near:
    - A curve
    - A bus stop
    - An active construction area
    - A lane line
4. Submit a follow-up if the pothole expands

Related Projects

- VDOT Paving Program (long-term resurfacing reduces potholes)
- VDOT Vegetation/Mowing Maintenance
- Drainage improvement projects
- Major utility work (DPWES) and VPRA rail construction, which sometimes contribute to pavement wear

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Status

Ongoing – Community-Driven Maintenance Program
Repairs conducted year-round; fastest during warm weather seasons.

Last Updated

2025 SCF Transportation Committee briefing; Supervisor's Office updates; VDOT MyVDOT Portal

VDOT speed limits – presentations & follow-up (*Back to Master List*)

VDOT Technical Briefing • Speed Study Process • Community Engagement with SCF

Type: Traffic engineering presentation, speed limit evaluation, community education
Location: South Fairfax corridors under VDOT jurisdiction (e.g., Silverbrook Rd, Lorton Rd, Pohick Rd, Ox Rd, Gunston Rd, Hooes Rd)
Lead Agencies:

- Virginia Department of Transportation (VDOT) – Traffic Engineering Division
- Houda Ali (VDOT Traffic Engineering) – point of contact and presenter
- Office of the Mt. Vernon District Supervisor – coordination
- SCF Transportation Committee

Summary

VDOT's Traffic Engineering Division agreed to present to the South County Federation (SCF) on how speed limits are determined, evaluated, updated, and enforced in Virginia.
The presentation, coordinated by Houda Ali, will explain:

- The scientific and engineering principles behind speed limit setting
- The criteria for when speed limits may be raised or lowered
- The difference between enforcement, engineering, education, and roadway design
- How residents can request evaluations or studies

This briefing is intended to improve public understanding of *why* certain roads seem too fast, too slow, or unsafe—and what processes must occur before changes can be made.

Key Topics Expected in the VDOT Presentation

1. How VDOT Sets & Evaluates Speed Limits

Houda Ali will explain:

- Engineering studies
- The 85th percentile speed rule
- Crash history analysis
- Roadway geometry (curves, sight distance, lane width)
- Pedestrian activity and land use
- Traffic volumes and patterns
- Safety performance comparisons

These factors determine whether a posted limit remains appropriate.

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2. Difference Between Speed Limits & Speed Enforcement

VDOT sets limits, but police enforce them.
This section clarifies:

- VDOT cannot cite speeders
- FCPD & VSP handle enforcement
- Engineering adjustments may reduce violations more than ticketing alone

---

3. When Speed Limits Can Be Changed

A speed zone change requires:

- A formal engineering study
- Traffic volume and spot speed data
- Crash reports and severity analysis
- Sightline and roadside safety audits
- Supervisor's Office and community input

This ensures changes are data-driven and defensible statewide.

---

4. Tools Used to Manage Speed (Beyond Changing the Limit)

Houda Ali may also review:

- Flashing speed feedback signs
- RRFBs at pedestrian crossings
- Lane narrowing (striping changes)
- Shoulder improvements
- Traffic calming requests
- Road diet feasibility
- School zone adjustments

Often, adjusting the posted limit is not the most effective tool.

---

5. How Residents Can Request Speed Studies

VDOT will outline the process and timeline when communities request evaluations:

Step 1: Resident or SCF submits a concern to Supervisor's Office
Step 2: Office forwards request to VDOT
Step 3: VDOT conducts preliminary review
Step 4: Engineering study scheduled (as capacity allows)
Step 5: Study results shared with community

SCF or neighborhood associations may submit consolidated requests for multiple corridors.

Purpose & Need for the Presentation

1. Clearer Understanding of VDOT Roles

Residents often assume VDOT can:

- Install speed cameras
- Write tickets
- Change posted limits quickly

The presentation clarifies these misconceptions.

2. Improve Safety Outcomes

Education helps communities understand:

- Which measures reduce speeding most effectively
- Why some measures are rejected
- How design influences driver behavior more than signs

3. Support SCF & TAC Advocacy

Better understanding of engineering standards strengthens:

- Letters of support
- Project prioritization
- Policy recommendations to Fairfax County

Community Benefits

- Improved trust between VDOT and residents
- Transparent understanding of speed decision-making
- Better-informed advocacy for roadway changes
- Safer travel patterns when community expectations align with engineering constraints

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Related Issues & Projects

- Silverbrook Road speed cameras (Laurel Hill ES)
- Silverbrook & Plaskett Lane RRFB request
- Hooes Road and Gunston Road speeding complaints
- South County HS / Laurel Crest turn restrictions
- I-95 SB and NB operational congestion (spillover speeding)
- Pohick Road and Lorton Road corridor concerns

Status

Upcoming / Pending Scheduling
VDOT confirmed availability for a post-November SCF meeting.
Topic will be placed on a future agenda once SCF calendar is set.

Last Updated

2025 SCF Transportation Committee notes; correspondence with Houda Ali (VDOT Traffic Engineering)

Workhouse Arts Center Access & Multimodal Circulation Study (*Back to Master List*)

Tourism Growth • Event Traffic • Pedestrian & Bike Access • Redevelopment Planning

Type: Access management study, multimodal planning, event traffic operations
Location: Workhouse Arts Center (Lorton) and surrounding corridors:

- Ox Road (Route 123)
- Lorton Road
- Workhouse Road
- Laurel Hill & Giles Run area connections
  Lead Agencies:

- Fairfax County DOT (FCDOT) – transportation and multimodal planning
- Fairfax County Park Authority (FCPA) – trail connectivity
- Office of the Mt. Vernon District Supervisor
- Workhouse Arts Foundation
- SCF Transportation Committee

Summary

The Workhouse Arts Center is undergoing significant repositioning as a cultural, recreational, and community destination. With expanding uses—including arts programming, festivals, seasonal events, studios, classes, and the potential for future redevelopment—the transportation network around the Workhouse increasingly requires:

- Improved roadway access
- Pedestrian and bike-safe connections
- Event traffic management strategies
- Parking management coordination
- Integration into the broader South County trail and transit network

While not yet a funded project, a multimodal circulation study is likely needed to support the Workhouse's long-term growth and community role.

Key Issues Identified

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1. Limited Access Points

Primary access is via:

- Workhouse Road
- Ox Road (Route 123)

During large events, these corridors can experience:

- Queueing
- Parking overflow
- Delays for residents and emergency vehicles

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2. Lack of Pedestrian Connectivity

The Workhouse lacks safe and continuous pedestrian connections to:

- Nearby neighborhoods
- Laurel Hill trails
- Lorton Road sidewalks
- Mason Neck / Gunston Road trails
- Bus stops on Route 123

Better walkability is essential for becoming a true cultural and civic hub.

---

3. Bicycle Access Gaps

Cyclists face challenges including:

- High-speed Route 123 traffic
- Limited shoulder space
- Disconnected bike routes
- No dedicated bicycle infrastructure leading into the campus

A future study can identify safe approach routes.

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4. Event Traffic Management

Major events (10,000+ annual visitors) regularly require:

- Temporary traffic control
- Law enforcement coordination
- Overflow parking at adjacent lots
- Shuttle or transit options

A formal operations plan would streamline these efforts.

---

5. Future Redevelopment Potential

The site's Master Plan envisions:

- New buildings
- Reuse of historic structures
- Public plaza spaces
- Performance venues
- Community-serving facilities

These will all require improved circulation networks.

Potential Future Improvements (If Study Is Initiated)

1. Pedestrian & Bike Network Expansion

- Shared-use paths connecting to Lorton Road & CCT
- Safe crossings at Route 123
- Trail link to Laurel Hill & Giles Run

2. Enhanced Workhouse Road Access

Possible upgrades:

- Roadway widening
- Turn-lane improvements
- Traffic calming
- New alignment concepts

3. Transit Integration

Potential features:

- Shuttle service during major events
- Bus stop enhancements
- Microtransit trial zones

4. Event Management Plan

Standardized procedures for:

- Parking
- Traffic control
- Signage
- Shuttle operations

5. Multimodal Hub Concept

Future features could include:

- Bike racks / bike-share stations
- EV charging
- Visitor wayfinding

Purpose & Need

- Support the Workhouse's growing role as a major civic and cultural destination
- Improve multimodal safety and mobility
- Reduce congestion during events
- Encourage walking, biking, and transit use
- Align transport access with redevelopment vision

Community Benefits

- Safer pedestrian and cyclist access
- Reduced congestion impact on nearby neighborhoods
- Enhanced visitor experience
- Better integration with Lorton's parks, arts, and recreation network
- Increased economic vitality

Related Projects

- Pohick Road walkway expansions
- Route 123 multimodal study
- South County Trail Network connectivity
- Gunston Road/Mason Neck trail improvements
- Lorton Road operational enhancements

Status

Emerging Planning Need – Not Yet Initiated
Likely to be developed as the Workhouse campus grows and transportation demands increase.

Last Updated

2025 Workhouse Foundation materials; FCDOT planning discussions; SCF Transportation Committee feedback

Workhouse Road – No Thru Trucks (Update & Monitoring) (*Back to Master List*)

Cut-Through Prevention • Residential Safety • Enforcement & Signage Review

Type: Safety enforcement measure; signage & compliance monitoring
Location: Workhouse Road, connecting:

- Lorton Road → Route 123 (Ox Road)
- Adjacent to the Workhouse Arts Center
- Laurel Hill residential areas
  Lead Agencies:
- VDOT — signage authority
- Fairfax County DOT (FCDOT) — coordination, analysis
- Fairfax County Police Department (FCPD) — enforcement
- SCF Transportation Committee

Summary

Workhouse Road is a local neighborhood-serving roadway that provides access to:

- The Workhouse Arts Center
- Several residential communities
- Parkland and trail areas
- Lorton Road and Route 123

Despite restrictions, heavy trucks occasionally use Workhouse Road as a cut-through route, creating safety and noise issues for residents. Fairfax County and VDOT have implemented a "No Thru Trucks" designation, but community reports indicate:

- Inconsistent compliance
- Gaps in enforcement
- Confusion among commercial drivers
- Occasional GPS guidance errors

Regular monitoring helps ensure the restriction remains effective.

Key Issues Identified

1. Non-Compliance by Commercial Vehicles

Some large trucks continue to access Workhouse Road due to:

- GPS navigation misrouting
- Drivers attempting to bypass congestion
- Lack of awareness of truck restrictions

This increases risks for:

- Pedestrians
- Cyclists
- Park visitors
- School buses during circulation peaks

2. Noise & Vibration Impacts

Workhouse Road is narrow and close to homes. Truck traffic causes:

- Noise pollution
- Vibration affecting residences
- Increased wear on pavement

3. Event Traffic Overlap

Large events at the Workhouse sometimes increase temporary traffic volumes, complicating enforcement of truck restrictions.

4. Safety Concerns

Heavy vehicles navigating tight curves and narrow lanes create:

- Higher crash risk
- Reduced sight distances for turning vehicles
- Conflicts with visitors entering/exiting the arts center

Potential Improvements (If Issues Persist)

1. Enhanced Signage

VDOT may install:

- Larger “No Thru Trucks” signs
- Advance signage at Lorton Road and Route 123
- Reflective or LED-enhanced signage if needed

2. GPS Vendor Coordination

County staff can request updates from major routing vendors:

- Google Maps
- Waze
- Apple Maps
- Commercial truck GPS systems

3. FCPD Enforcement Efforts

Targeted enforcement can:

- Reinforce compliance
- Deter habitual violators

4. Traffic Calming Options

If needed:

- Speed humps
- Narrowed travel lanes
- Raised crosswalks
  …could physically discourage truck entry.

Purpose & Need

- Protect residential communities from heavy vehicle intrusion
- Improve safety near pedestrian-heavy destinations
- Reduce roadway wear and maintenance costs
- Align roadway use with original design intent
- Support Workhouse Arts Center visitor experience

Community Benefits

- Quieter, safer neighborhood streets
- Enhanced pedestrian and cyclist safety
- Reduced traffic stress during events
- Improved quality of life for Laurel Hill and Lorton residents

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Related Projects

- Workhouse Arts Center Access & Circulation Study
- Route 123 multimodal improvements
- Lorton Road corridor operations
- South County Trail Network connectivity

Status

Active Monitoring – No Current Capital Work
Restriction is in place; enforcement and signage adjustments occur as needed.

Last Updated

2025 SCF Transportation Committee feedback; resident reports; enforcement updates