



COMMONWEALTH OF VIRGINIA  
**COUNTY OF FAIRFAX**  
BOARD OF SUPERVISORS  
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**James N. Bierman, Jr.**  
**DRANESVILLE DISTRICT SUPERVISOR**

**BOARD MATTER**  
**Supervisor James N. Bierman, Jr.**  
**January 23, 2024**

**Residential Cut-Through Sticker Program**

**Background:** Mr. Chairman, the Virginia Department of Transportation (VDOT) and the Fairfax County Department of Transportation (FCDOT) Cut-Through Mitigation Program offers relief to residential communities negatively impacted by peak-hour cut-through traffic on neighborhood roads. In communities with an approved cut-through restriction program, access to roads is restricted during specific times of day, except for buses and emergency vehicles. The restrictions apply to residents with homes on the designated streets as well as non-residents. To be eligible for the cut-through restriction program, various VDOT criteria demonstrating the need for such a restriction must be met, such as a showing of excessive cut-through traffic during peak hours, and a reasonable alternative route must be available. In addition, at least two-thirds of the occupied residences on the streets to be affected must accept the cut-through plan.

Currently in Fairfax County, there are cut-through restrictions in place in two areas of Mason District and one area in the Dranesville district. Another four communities located in the Mason, Providence, and Dranesville districts have requests pending.

In 2019, at the unanimous request of the Board, the Virginia General Assembly enacted a law that gives localities the authority to adopt an ordinance that permits communities that qualify for cut-through restrictions to additionally request permits or stickers “that will allow such [local] residents to make turns into or out of the designated area during certain times of the day when such turns would otherwise be restricted.” If a community votes to enroll in the sticker program, the decision to purchase such a sticker remains entirely voluntary.

The problem of motorists using neighborhood streets to avoid bottlenecks on major roadways, such as Rt. 7 and I-495, has grown significantly since 2019 due to road

navigation guidance systems apps, such as WAZE. In Dranesville, constituents have reported that they have sat in a line of traffic within their own neighborhood for over 40 minutes to get to their home. In frustration, some people have resorted to parking their car a several blocks from their homes. Others have missed appointments because they cannot get out of their neighborhood.

The cut-through restriction program can help ameliorate these problems, but also limits how local residents are permitted to move through their own neighborhoods. A Residential Cut-Through Sticker Program providing exemptions would thus help ensure that cut-through restrictions do not themselves create additional problems for local residents.

Since 2019, FCDOT staff has drafted an ordinance enacting the sticker program and has presented information at Board of Supervisors Transportation Committee meetings on a resident sticker program, including providing draft program policies and procedures, and providing estimates regarding the program's start-up and recurring costs. In 2023, staff made presentations on January 31st and July 18th.

At the July 18th Transportation Committee meeting, various Board members made comments and asked questions of staff regarding the operation and costs of the program, the amount of the permit fee, revenue that a sticker program would generate, and how the program would be enforced. Among other things, various Board members expressed skepticism regarding how FCDOT estimated costs and revenues derived from the program.

**Motion:** Therefore, Mr. Chairman, to address those questions and determine whether to act on the enabling legislation that the Board requested, I move that FCDOT staff be asked to make a presentation at the February 13, 2024, Transportation Committee meeting. The presentation should include, but not be limited to, updated software development costs, operational costs including staffing requirements, a recommended permit fee, whether the Department of Tax Administration could process permit fee payments, and information regarding what experience other jurisdictions have had with their cut-through sticker programs.