



# 2025 Proposed Restriping Projects

Sully and Dranesville Districts

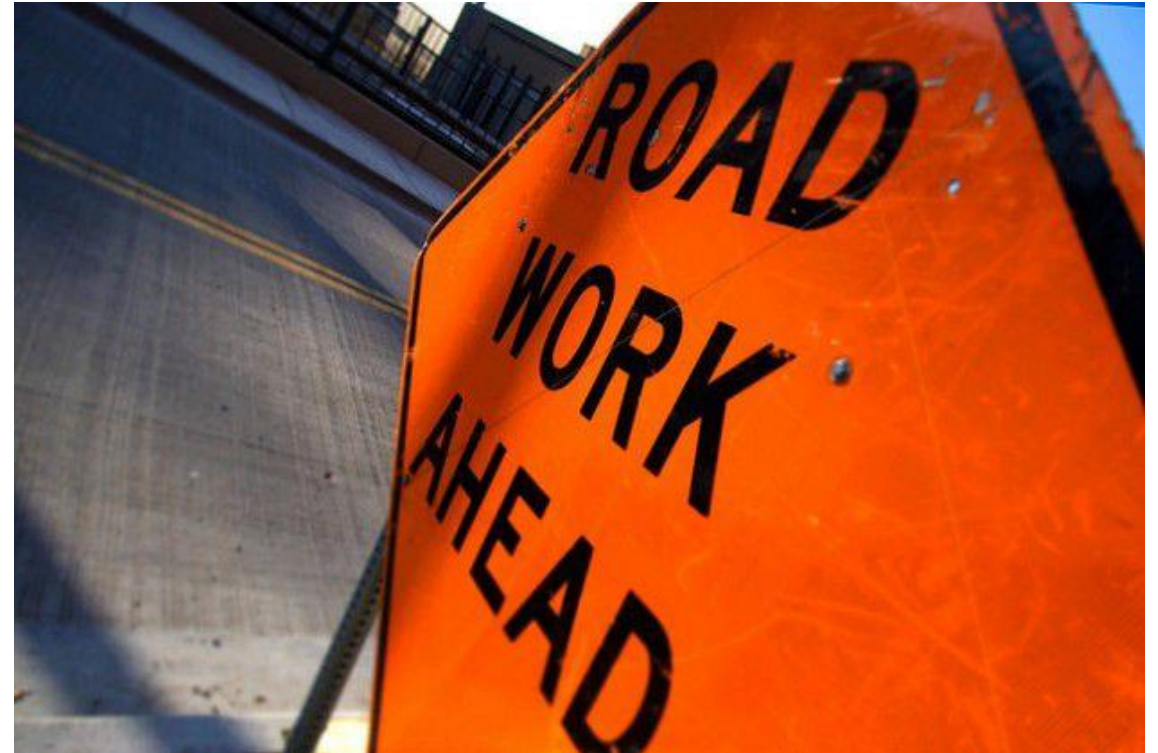
Hannah Cacner

Active Transportation Planner II

April 7th, 2025

# AGENDA

- VDOT: Repaving Program overview
- FCDOT: Proposed Striping Modifications
- Questions and Answers



# Proposed Striping Modifications



## A COLLABORATION BETWEEN VDOT & FCDOT

- VDOT & FCDOT collaborate on improving traffic safety for all users as part of the annual paving program:
  - FCDOT reviews draft paving plan and identifies opportunities for improvements – potential new crosswalk markings, widening shoulders and medians by shifting lane markings, need for bus stop relocations, and adding bike lanes and turn lanes where appropriate
  - VDOT develops striping and signing plans and coordinates implementation with contractors
  - FCDOT leads public engagement and coordination with District Supervisors
  - FCDOT installs bike lane and crosswalk signage

# REPURPOSING UNDERUTILIZED ROAD SPACE

- Many roads in Fairfax County were built with **wider than needed travel lanes or too many travel lanes**, leading to **road safety issues** such as speeding and inattentive driving
- Repaving provides opportunity to “**right size**” **travel lanes and roads** and provide new bike lanes and turn lanes **to improve safety for all users** at very little cost
- Traffic capacity at signals and legal on-street parking are usually maintained
- Aids implementation of [planned bicycle network](#)



Example of bike lanes implemented through Repaving Program

# THE TRAFFIC CALMING EFFECT

## Annandale Road

BEFORE



Speeding concerns

AFTER



Reduced lane widths discourage speeding

# TYPES OF BICYCLE FACILITIES IN FAIRFAX COUNTY



SHARED LANE MARKING (SHARROW)

Shared lane markings indicate a shared travel lane for bicycles and cars.

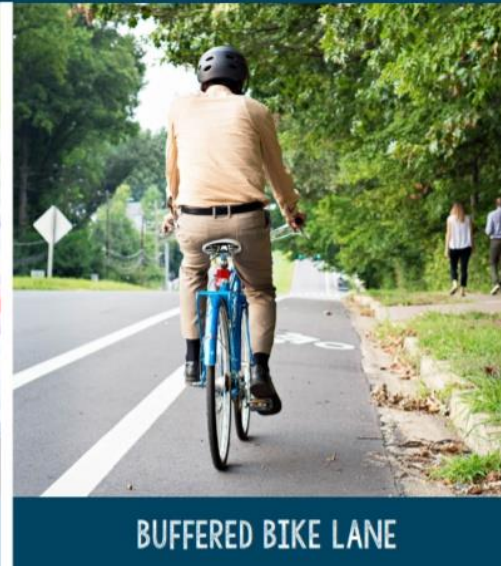


Motorists may legally cross the double yellow line in order to safely pass a person riding a bicycle, as long as the oncoming lane is clear.



STANDARD BIKE LANE

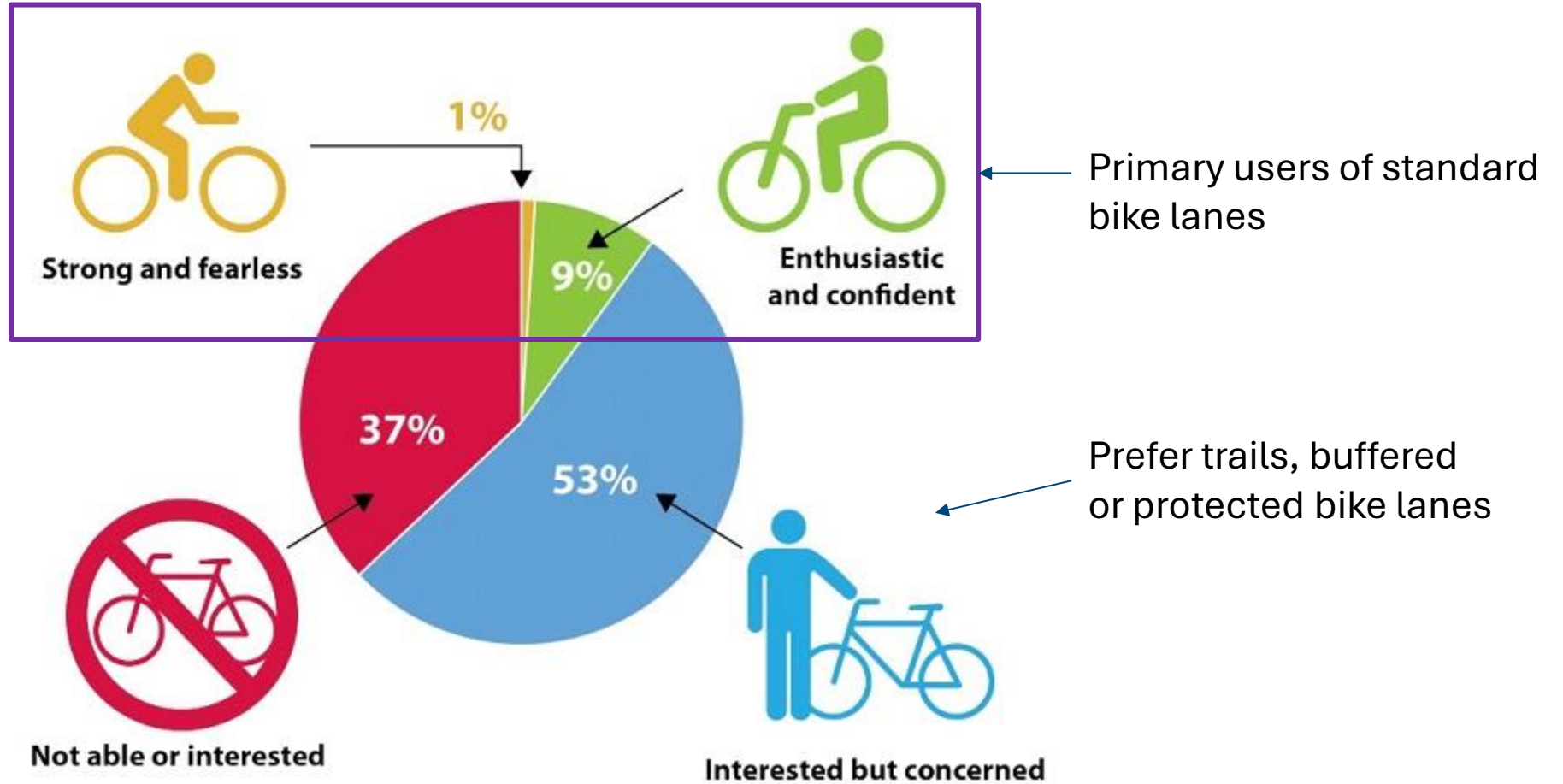
Bike lanes give bicycles and cars their own spaces, making it safer to pass legally.



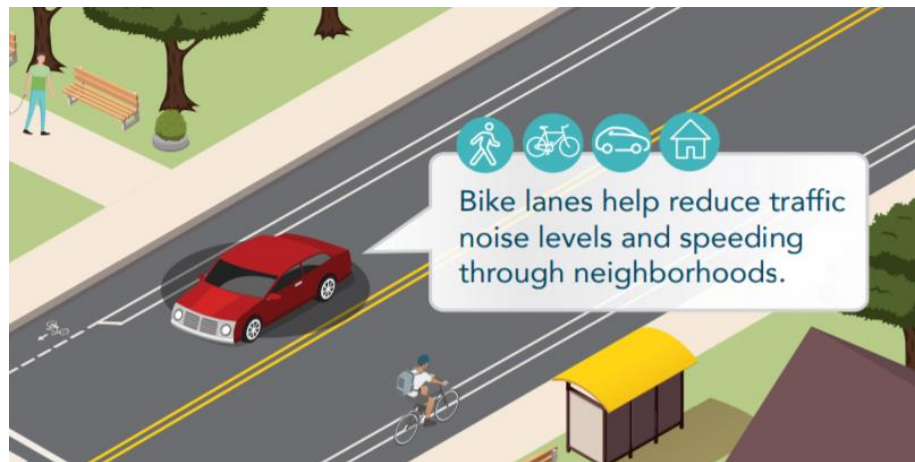
BUFFERED BIKE LANE

Buffered bike lanes provide additional space between bicycles and cars. The extra space makes both cycling and driving more comfortable.

# TYPES OF BICYCLE RIDERS IN FAIRFAX COUNTY



# BENEFITS OF BICYCLE INFRASTRUCTURE



# PLANNED ROAD DIET

## Metrotech Dr

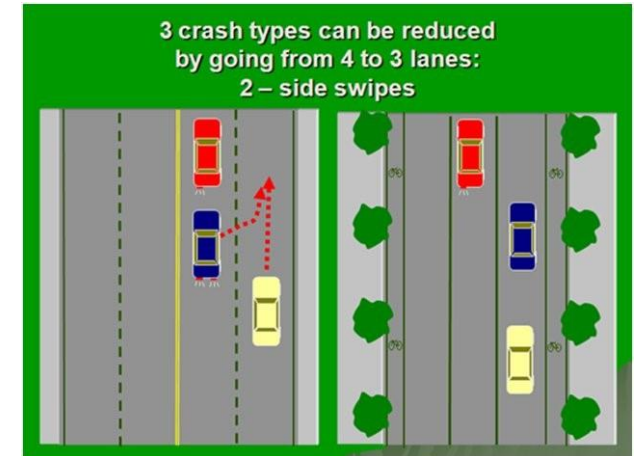
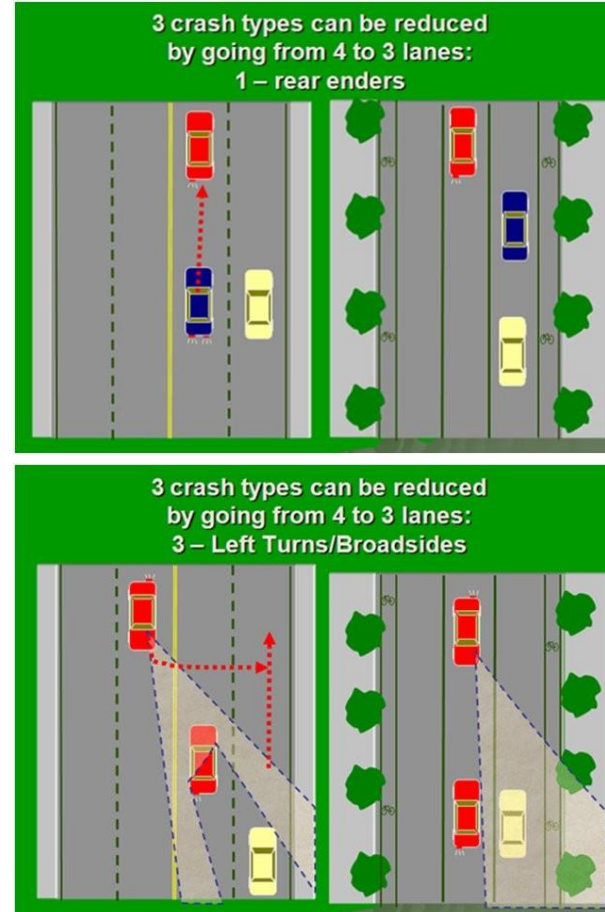


### Proposed configuration

- Two travel lanes converted into bike lanes with center turn lane or left turn lane
- Buffered bike lanes proposed where space allows
- Double left turn from Route 50 to Metrotech Dr remain
  - Lane merge before dropping to two lanes
- VDOT required bike lanes to stop before signalized intersections
  - Reduces delay at intersections for drivers
- Originally proposed and presented at 2023 public meeting
  - 2023 presentation [link](#) and [video](#)

# IMPROVEMENTS FOR PEOPLE WHO DRIVE

- Center left turn lanes improve safety for drivers by reducing three crashes types
  - Rear end crash: providing a safe space to wait for gap to turn
  - Angled crash: turn across one lane instead of two
  - Side swipe crash: Eliminate passing around stopped left turning drivers
- Center left turn lanes keep traffic flowing by removing left turning drivers from the travel lane
- Reduces speeding as slower drivers will set the limit



# IMPROVEMENTS FOR PEOPLE WHO RIDE BIKES

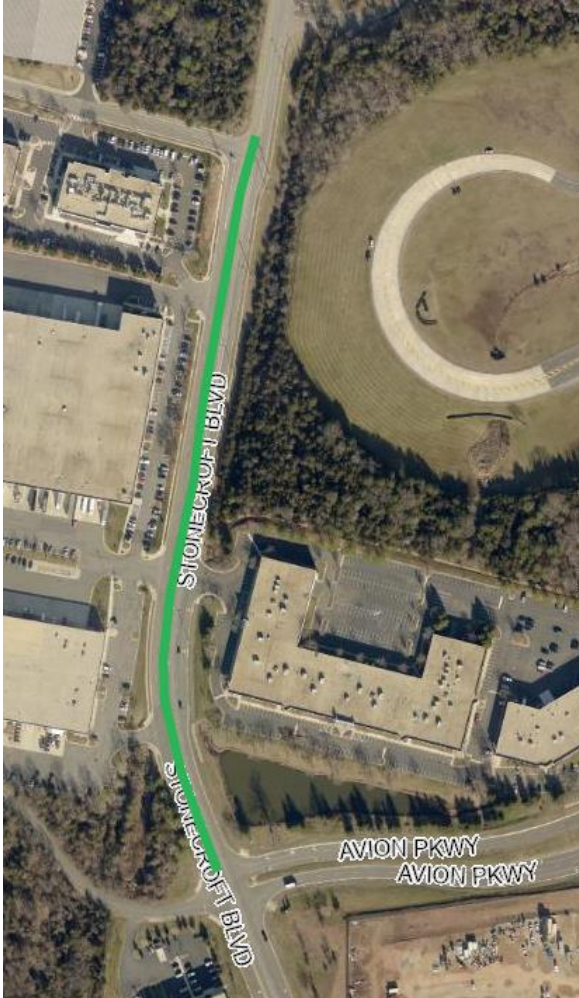
- Bike lanes delineate space for riders
- Will reduce level of traffic stress for people bicycling which will attract more riders of varying ages and abilities
- Connection to shared-use paths on Centreville Rd and Route 50
- Connection to Sully Plaza businesses



Nearby bicycle connections—on- and off-street

# PROPOSED ROAD DIET

## Stonecroft Blvd



### Proposed configuration

- Traffic calming
- Between Avion Parkway and Murdock St
- Bike lanes stop short of signalized intersections
- Two outer travel lanes converted into buffered bike lanes
  - Similar configuration to Centreville Farms Rd



# CROSSWALK ENHANCEMENTS

- FCDOT studies **pedestrian crossing locations** without crosswalk markings to determine if crossing meets VDOT warrants for marked crosswalks and if minor parking restrictions are needed to improve crossing safety
  - Requires existing ramps to meet current ADA standards
- VDOT **upgrades existing crosswalk striping** from standard to high visibility, near schools and near transit stations
- **No new crosswalks are proposed for Dranesville and Sully Districts this year**



# COMMUNITY FEEDBACK

- **Paving-related comments** (e.g., drainage issues, missing signage, signal repair, walkway repair and sight distance issues due to vegetation overgrowth) should be submitted through the myVDOT portal: <https://my.vdot.virginia.gov/>. If you would like to request road repairs, please follow the "I need a road repaired" link on the VDOT portal or call 1-800-FOR-ROAD (1-800-367-7623).
- **Will not be collecting public feedback on Metrotech Dr because road diet feedback collected in April 2023**
- **Project webpage:**  
<https://www.fairfaxcounty.gov/transportation/2025-paving-and-restriping-program>

# QUESTIONS

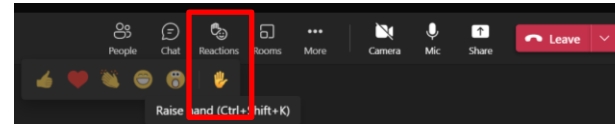
- **Feedback form for Sully District**
  - <https://publicinput.com/j88716>
- **Phone Comments:**
  - **703-890-5898, project code: 11363**
- **Mailing Address:**

ATTN: Zachary DesJardins  
4050 Legato Road, Suite 400  
22033 Fairfax, VA

***Comments due by April 21, 2025***

## To ask a Question:

Please use the “Reactions” > “Raise your Hand” feature at the top of the screen:



## **If calling via telephone:**

- Press \*5 to “raise your hand”
- Press \*6 to unmute and speak