



### Study Purpose, Goals, and Objectives

To identify safety, pedestrian and bike access, and operational deficiencies and make recommendations along the Roberts Parkway, from Burke Centre Parkway to Fairfax County Parkway, with a focus on providing enhanced bicycle, pedestrian, and transit access, transportation demand management, safety improvements, and capacity preservation.

### VTrans Needs

|  |   |
|--|---|
|  | Capacity Preservation (Keep traffic flowing smoothly) |
|  | Safety Improvement                                    |
|  | Pedestrian Safety Improvement                         |
|  | Transportation Demand Management (TDM)                |
|  | Pedestrian Access                                     |
|  | Bicycle Access  |
|  | Transit Access  |

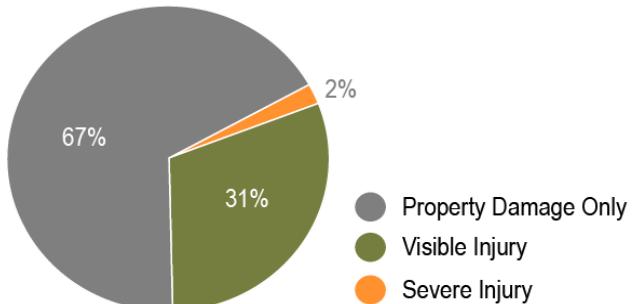
### Study Facts

|   |                |
|---|----------------|
| <b>Major Study Intersections</b>                | 4              |
| <b>Length of Study Area</b>                     | 0.50 mile(s)   |
| <b>Classification</b>                           | Minor Arterial |
| <b>2023 AADT (Average Annual Daily Traffic)</b> | 11,000         |
| <b>Speed Limit</b>                              | 40 mph         |

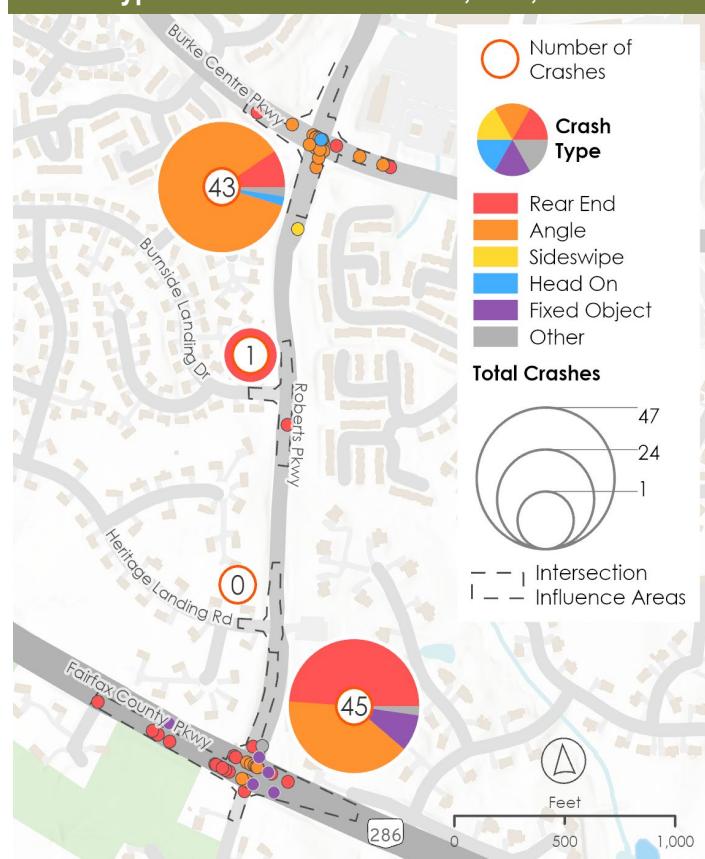
### Safety Needs

- 92 crashes were reported between 2018 and 2024 of which 30 were injury related crashes.
- Angle crashes (60%) and rear end crashes (29%) were the most common; no fatal crashes reported.
- Most angle crashes and injury related crashes occur at the intersection of Burke Centre Parkway and Roberts Parkway
- Segments of Fairfax County Parkway, Roberts Road, and Burke Centre Parkway are identified as priority corridors in VDOT's Pedestrian and Bicycle Safety Action Plan.

### Crash Severity



### Crash Type





# PROJECT PIPELINE NEEDS AND EXISTING CONDITIONS SUMMARY

Roberts Parkway between Fairfax County Parkway and Burke Centre Parkway

NV-25-03

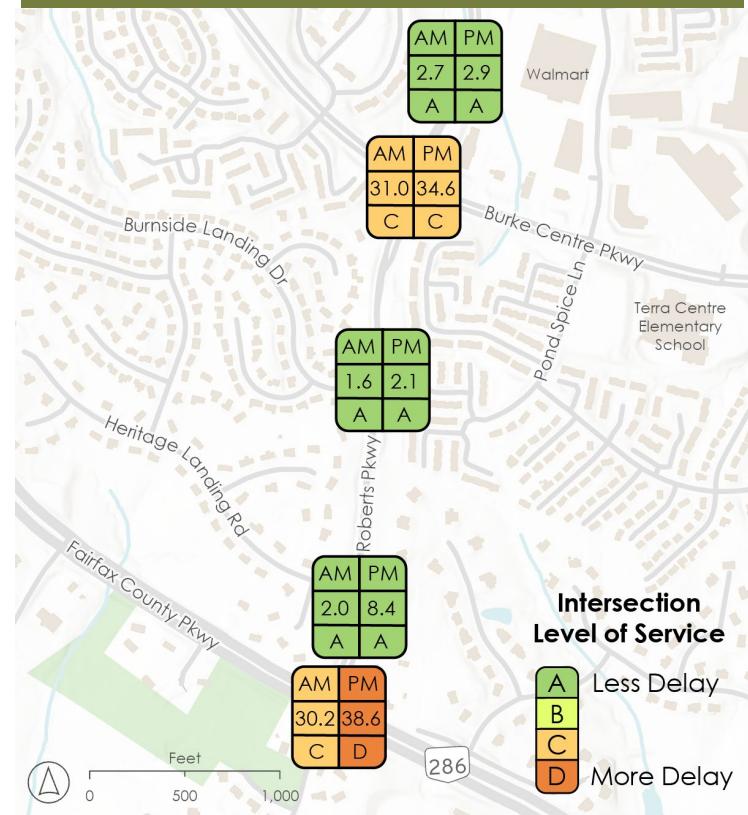
VDOT District: Northern Virginia / Locality: Fairfax County

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## Operations Summary

- The intersection of Roberts Parkway & Fairfax County Parkway operates at LOS C or better during AM and PM peak hours, with significant queues on southbound Roberts Parkway and westbound Fairfax County Parkway.
- The left-turns from Fairfax County Parkway onto Roberts Parkway is frequent and heavily utilized. During the PM peak hour, the eastbound Fairfax County Parkway traffic can sometimes block this left-turn lane.
- The intersection of Roberts Parkway & Burke Centre Parkway operates at LOS C during both peak periods, with minimal queuing on most approaches.
- The eastbound Burke Centre Parkway left-turns experience regular delays with occasionally long queues that block the inside through lane.
- The unsignalized intersections generally experience minimal delays or queueing during peak hours.

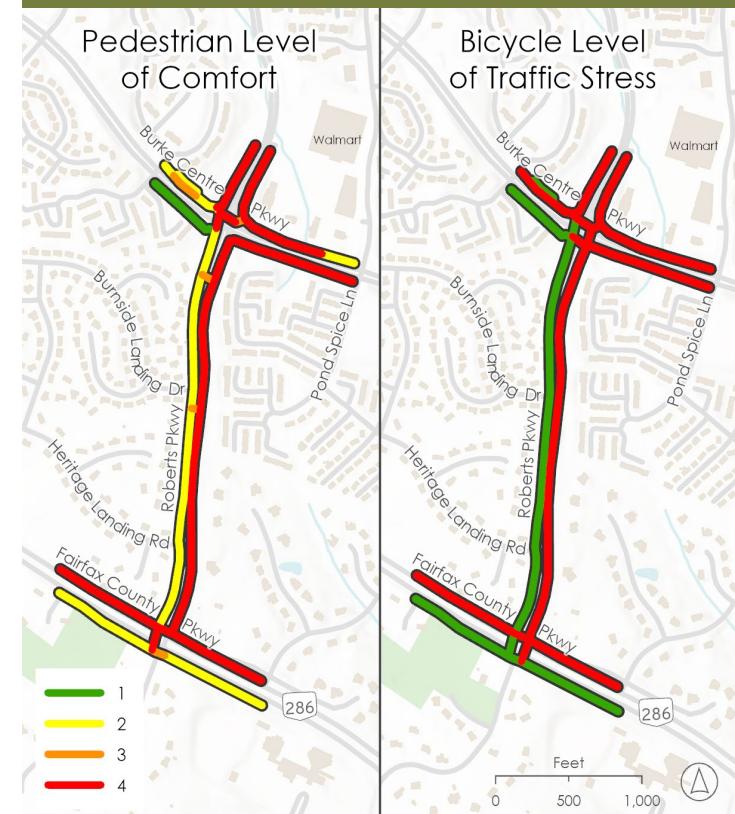
## Operations Summary



## Bike and Pedestrian Access Needs

- Two bike crashes have occurred within the intersection of Roberts Parkway and Burke Centre Parkway.
- Pedestrian crossings are infrequent, long and unconformable with drivers observed not yielding during right-turn maneuvers.
- Pedestrian crossings are especially uncomfortable at the northeast corner of Roberts Parkway with the slip lane and the northwest corner of Roberts Parkway due to higher right-turning volumes.
- Although a side path is provided between Burke Centre Parkway and Fairfax County Parkway, it is narrow (5'-6') and does not provide adequate space to share with pedestrians, cyclists, and scooters.
- The intersection of Roberts Parkway and Fairfax County Parkway connects to the Fairfax County Trail on the southside, however, the pedestrian refuge is narrow and dilapidated with substandard ADA approaches.
- Along with nearby activity centers like Walmart, the school, or Giant, the Virginia Railway Express (VRE) is nearby which connects commuters to Alexandria, Arlington, and DC.

## Bike and Pedestrian Level of Service





# PROJECT PIPELINE NEEDS AND EXISTING CONDITIONS SUMMARY

Roberts Parkway between Fairfax County Parkway and Burke Centre Parkway

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NV-25-03

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## Summary of Needs Identified Through Public Outreach

- Survey date: June 2, 2025 to June 16, 2025 Number of participants: 1,245
- Highest ranked needs: Corridor Safety, reducing traffic congestion, speeding, pedestrian safety, and accessibility.
- Mode(s) of travel: Personal vehicle (99%), walking (25%), cycling (15%)

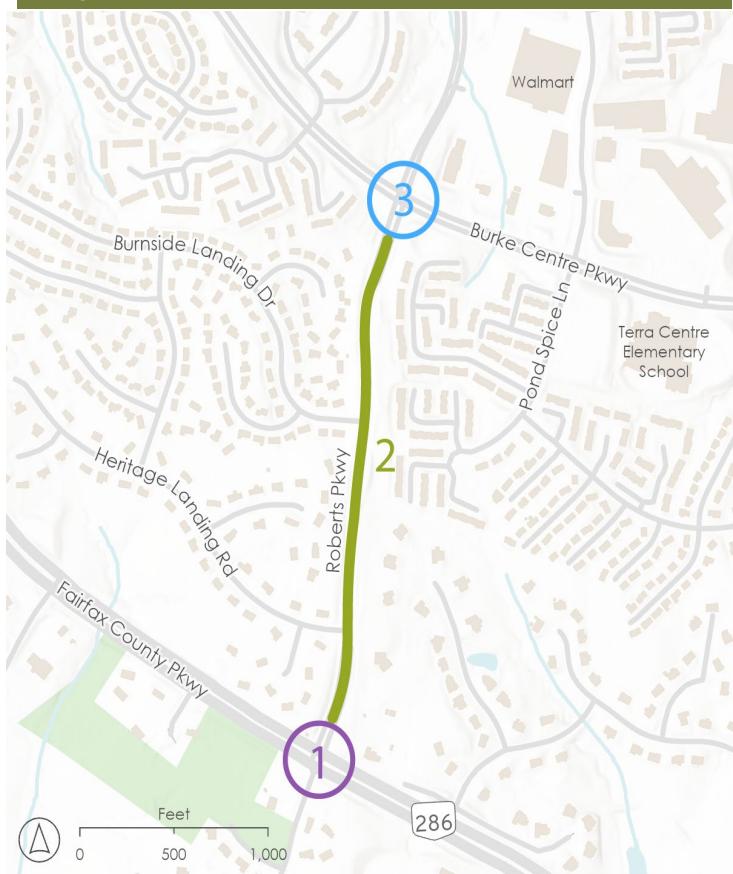
### Common Public Input Themes:

- Signalized Intersections – Long wait times with poor visibility of oncoming drivers.
- Pedestrian safety – crosswalks are often blocked by cars, pedestrian signals are too short, and unclear signage.
- Aggressive driving – excessive speeding near intersections and schools, and tailgating.
- Infrastructure – Poor lighting, poor drainage, narrow lanes, lack of shoulders and damaged sidewalks.
- Cyclist safety – Lack of facilities or narrow and uncomfortable spaces.

## Public Input on Safety Issues

|     |  |       |
|-----|--|-------|
| 65% | Speeding / aggressive driving                                  | 594 ✓ |
| 50% | Running red lights   | 453 ✓ |
| 40% | Lack of sidewalks / missing sidewalks                          | 360 ✓ |
| 38% | Insufficient / missing crosswalks and pedestrian signal timing | 343 ✓ |
| 35% | Inadequate lighting  | 321 ✓ |
| 33% | Sudden stopping / rear-end crashes                             | 304 ✓ |
| 33% | Side-impact / angle crashes                                    | 302 ✓ |
| 29% | Inadequate pavement marking and signage                        | 262 ✓ |
| 24% | Difficulty weaving / merging                                   | 220 ✓ |
| 18% | Inadequate bicycle facilities                                  | 165 ✓ |
| 7%  | Lack of ADA ramps and accessibility                            | 67 ✓  |
| 7%  | Inadequate transit / bus stops                                 | 63 ✓  |
| 5%  | Closely spaced driveways                                       | 46 ✓  |
| 3%  | Other  | 30 ✓  |

## Proposed Solutions to Evaluate in Phase 2



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### 1. Fairfax County Parkway (SR 286) & Roberts Parkway

- Restrict Flashing Yellow Arrow (FYA) on Fairfax County Parkway during weekday peak hours
- Offset left-turn lanes on Fairfax County Parkway
- Construct Eastbound dual left-turn lanes from Fairfax County Parkway to Roberts Parkway
- Reduce traffic signal phasing by reconfiguring the Northbound Karmich Street signal approach to a right-in/right-out with left in.
- Convert intersection to Thru-Cut to eliminate side street split-phasing
- Implement Lead Pedestrian Interval (LPI)

### 2. Roberts Parkway corridor

- Widening existing shared-use path
- Evaluate mid-block crosswalks for improvements such as Rectangular Rapid Flashing Beacons (RRFB's)

### 3. Roberts Parkway & Burke Centre Parkway

- Restrict Flashing Yellow Arrow (FYA) on Burke Centre Parkway during weekday peak hours
- Extend left-turn lanes along all approaches
- Convert intersection to a roundabout
- Construct eastbound dual left-turn lanes onto Roberts Parkway
- Offset left-turn lanes on Burke Centre Parkway
- Partial roadway reconfiguration on southbound Roberts Parkway
- Convert slip-lane to signalized right-turn lane on Burke Centre Parkway
- Implement Lead Pedestrian Interval (LPI)