

FAIRFAX COUNTY PUBLIC SCHOOLS

2025–2026 Traffic & Pedestrian Safety Initiative Report

Prepared for the Fairfax County School Board

June 30, 2026

Safe Routes to School (SRTS)

Annual School Based Traffic & Pedestrian Safety Assessment

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EXECUTIVE SUMMARY

The Safe Routes to School (SRTS) Program conducted a countywide traffic and pedestrian safety initiative during the 2025–2026 school year to identify schools with the highest operational and pedestrian safety risks.

This initiative combined:

- Annual School-Based Traffic & Pedestrian Safety Assessments
- Field observations
- Stakeholder coordination
- School operational reviews
- Pedestrian and bicycle volume analysis
- Historical SRTS data and trends

The purpose of the initiative was to identify high-priority schools requiring targeted support to improve:

- Student Pedestrian Safety
- Traffic circulation
- Bicycle safety
- Arrival and dismissal operations
- Active transportation opportunities
- Operational efficiency

The analysis determined that kiss-and-ride operations represent the most significant operational and safety concern districtwide, particularly at schools with high pedestrian volumes and limited infrastructure capacity.

Through a structured evaluation process, ten schools were selected for targeted support based on operational conditions, safety concerns, infrastructure deficiencies, and pedestrian activity levels.

This report outlines:

- How schools were selected
- Key observations and safety findings
- Metrics used to prioritize schools
- Pilot program outcomes
- Districtwide SRTS initiatives
- Strategic recommendations for long-term improvements

INTRODUCTION

The Annual School-Based Traffic and Pedestrian Safety Assessment is a School Board initiative established to create a consistent, data-driven process for identifying and addressing traffic and pedestrian safety concerns at Fairfax County Public Schools.

The initiative is managed by the Safe Routes to School (SRTS) Program within the Office of Safety and Security (OSS). SRTS is responsible for coordinating the annual assessment process, collecting and analyzing school data, conducting field observations, facilitating collaboration among departments and agencies, and providing support and resources to schools with identified safety concerns.

The initiative was developed to give school administrators a structured framework to evaluate critical areas around their campuses, including:

- Kiss-and-Ride operations
- Bus loops
- Walking and biking routes to school
- Pedestrian crossings
- Traffic circulation patterns
- Crossing guard operations
- Infrastructure deficiencies
- Community concerns related to traffic and pedestrian safety

Each year, school administrators conduct assessments of these areas and submit their findings to SRTS. The information is then reviewed and analyzed to identify trends, prioritize needs, and determine which schools may benefit from additional support.

Following the review process, SRTS selects ten schools annually that demonstrate the most significant traffic and pedestrian safety concerns. These schools receive targeted support, technical assistance, resources, and coordination with internal departments and external partners such as Transportation Services, Facilities Management, Design and Construction, VDOT, and FCDOT.

As student populations continue to grow and transportation patterns evolve, schools face increasing challenges related to traffic congestion, pedestrian safety, bicycle access, and arrival and dismissal operations. This initiative provides FCPS with a proactive approach to understanding these challenges and identifying opportunities to improve safety for students, staff, families, and the surrounding community.

The Annual School-Based Traffic and Pedestrian Safety Assessment Initiative reflect FCPS's commitment to creating safer, healthier, and more accessible school

environments while promoting active transportation, operational efficiency, and meaningful collaboration among schools, families, and community partners.

PURPOSE OF THE INITIATIVE

The goals of the initiative were to:

- Improve pedestrian and bicycle safety
- Reduce arrival and dismissal congestion
- Promote safe active transportation
- Improve traffic operations around schools
- Prioritize schools using measurable safety data
- Strengthen coordination among FCPS departments and partner agencies
- Support healthier lifestyles and student wellness

METHODOLOGY & SCHOOL SELECTION PROCESS

Data Sources

The following sources were used to support analysis and school prioritization:

- Annual School-Based Traffic & Pedestrian Safety Assessments
- SRTS field observations
- Principal and school staff input
- Transportation operational data
- Historical SRTS records and trends
- Pedestrians and bicyclist count
- Community concerns and feedback

Selection Criteria

Schools were evaluated using the following metrics:

Evaluation Metric	Purpose
Walker/Biker Volume	Identify schools with high pedestrian exposure

Evaluation Metric	Purpose
Kiss-and-Ride Congestion	Evaluate operational risk
Sidewalk Connectivity	Assess pedestrian accessibility
Crosswalk Visibility	Identify crossing deficiencies
Traffic Speeding & Congestion	Evaluate vehicle conflict risks
Crossing Guard Coverage	Assess supervision gaps
ADA Accessibility	Identify accessibility barriers
Site-Specific Safety Concerns	Address operational and infrastructure conditions

DATA REVIEW & STAKEHOLDER COORDINATION

Meeting 1 – Framework Development

The first coordination meeting focused on:

- Establishing evaluation criteria
- Identifying operational concerns
- Reviewing crossing guard challenges
- Improving mitigation planning strategies
- Defining expectations for teamwork and coordination

Meeting 2 – Stakeholder Coordination

Departments participating included:

- Office of Safety & Security (OSS)
- Transportation
- Facilities Management
- Design & Construction
- Safety/Traffic Specialists
- School Administration

The purpose of this meeting was to ensure alignment across departments and define implementation support roles.

Meeting 3 – Final School Selection

The final meeting resulted in:

- Selection of ten priority schools
- Identification of pilot schools for continued monitoring
- Development of implementation planning steps
- Identification of school-specific operational concerns

PILOT PROGRAM OVERVIEW

Pilot Schools

The pilot program consisted of six schools where school principals collaborated directly with:

- SRTS Staff
- Facilities Management
- Design & Construction
- Transportation
- Safety Traffic Specialists

Pilot Program Objectives

The pilot initiative was developed to:

- Test operational strategies
- Improve coordination across departments
- Evaluate implementation barriers
- Identify practical mitigation solutions
- Improve communication between schools and support departments

Pilot Program Challenges

While the pilot generated valuable insights, inconsistent participation from some partner agencies affected coordination and implementation timelines.

This highlighted the need for:

- Clear accountability structures

- Stronger communication processes
- More consistent interagency engagement
- Defined implementation timelines

DISTRICTWIDE SAFETY FINDINGS

Major Findings

The initiative identified several recurring districtwide concerns:

Kiss-and-Ride Congestion

- Most significant operational concern districtwide
- Unsafe vehicle maneuvering
- Traffic backups extending into neighborhoods
- Conflicts between pedestrians and vehicles
- Limited circulation space
- Illegal drop-off and pick-up activity near schools
- School sites originally designed for significantly fewer vehicles than current volumes

Kiss-and-ride operations were originally intended as a courtesy option for families and not as the primary transportation method for the majority of students. Over time, many schools have experienced a substantial increase in the number of parent vehicles using these areas, resulting in operational challenges and safety concerns.

Many school campuses and surrounding roadways were not designed to accommodate the current volume of vehicles using kiss-and-ride operations daily. This has resulted in:

- Long traffic queues extending into surrounding neighborhoods
- Increased conflicts between vehicles and pedestrians
- Illegal parking and drop-off locations
- Blocked intersections and bus loops
- Delays to bus operations and emergency access
- Increased staff demands for traffic management

The SRTS initiative continues encouraging families to utilize available bus transportation and active transportation options such as walking, biking, and rolling to school whenever safely possible.

Potential Operational Solutions

To help reduce congestion and improve safety conditions, schools have explored or discussed potential solutions such as:

- Rotating kiss-and-ride schedules by grade level
- Redesigning traffic circulation patterns
- Increasing active transportation participation
- Encouraging greater use of bus transportation
- Expanding walking and biking initiatives
- Improving signage and traffic management procedures
- Reviewing illegal drop-off and pick-up locations
- Partnering with local agencies regarding roadway improvements

Pedestrian Safety Risks

- High pedestrian volumes at multiple schools
- Inadequate crossing infrastructure
- Sidewalk gaps and incomplete connectivity
- Limited traffic calming measures

Bicycle Safety Concerns

- Limited bike infrastructure
- Unregistered student bicyclists
- Lack of dedicated bicycle access points
- Limited bicycle storage capacity

Operational Constraints

- Limited staffing during dismissal
- Inconsistent traffic management procedures
- Infrastructure limitations at older campuses

PEDESTRIAN & BICYCLE VOLUME ANALYSIS

Top Schools by Walkers/Bikers

Rank	School	Estimated Walkers/Bikers
1	Hayfield SS	875–997
2	Justice HS	508
3	Cooper MS	70

Rank	School	Estimated Walkers/Bikers
4	Mark Twain MS	230
5	Bush Hill ES	90
6	Chesterbrook ES	50
7	Freedom Hill ES	30
8	Kings Park ES	100
9	Annandale Terrace ES	200
10	Cardinal Forest ES	319
11	McNair ES	300
12	McNair Upper ES	400
13	Ravensworth ES	269
14	Oakton ES	10
15	Mount Eagle ES	187
16	Lemon Road ES	100

KISS-AND-RIDE OPERATIONAL ANALYSIS

High-Volume Kiss-and-Ride Schools

School	AM Volume	PM Volume
Hayfield SS	265	N/A
Justice HS	100	70
Cooper MS	200	50
Mark Twain MS	160	100
Bush Hill ES	150	N/A
Chesterbrook ES	60	N/A
Freedom Hill ES	50	N/A
Kings Park ES	80	85
Annandale Terrace ES	75	N/A
Cardinal Forest ES	95	N/A
McNair ES	35	N/A
McNair Upper ES	50	N/A
Ravensworth ES	47	65
Oakton ES	50	75

School	AM Volume	PM Volume
Mount Eagle ES	30	N/A
Lemon Road ES	70	N/A

Kiss-and-Ride Operations: A Growing Districtwide Challenge

One of the most significant findings from the 2025–2026 Annual School-Based Traffic and Pedestrian Safety Assessments is the increasing impact of Kiss-and-Ride operations on school safety and daily operations across Fairfax County Public Schools.

Originally, Kiss-and-Ride areas were designed as a convenience for families who occasionally needed to transport their children to and from school. In most cases, these areas were intended to serve a relatively small number of vehicles and were designed to complement, not replace, school bus transportation and active transportation options such as walking, biking, and rolling to school.

Over time, however, the number of vehicles using Kiss-and-Ride facilities has increased substantially. Many schools now experience daily vehicle volumes that far exceed the capacity of their original site design. As a result, what was once intended as a supplemental transportation option has become the primary arrival and dismissal method for many families.

Contributing Factors

Several factors have contributed to the growth of Kiss-and-Ride usage throughout the division.

Changes Following the Pandemic

The COVID-19 pandemic significantly changed transportation habits for many families. Since that time, schools have experienced a noticeable increase in parent drop-off and pick-up activity. Many families who began driving their children during the pandemic continued doing so even after schools returned to normal operations.

This shift has placed additional pressure on school sites that were not designed to accommodate such large volumes of daily traffic.

Infrastructure Limitations

Many FCPS schools were built decades ago when transportation patterns were very different. At the time, school sites were designed with the expectation that the majority of students would arrive by bus, walk from nearby neighborhoods, or bike to school.

As a result:

- Many Kiss-and-Ride facilities are physically too small for current demand.
- Internal circulation patterns are limited.
- Vehicle stacking capacity is insufficient.
- Access roads become congested during arrival and dismissal.
- Bus loops and parent drop-off areas often compete for limited space.

In many cases, school infrastructure has simply not kept pace with current transportation demands.



Limited circulation patterns

Staffing Limitations

Many schools do not have sufficient staff available to effectively manage the volume of traffic generated during arrival and dismissal.

School administrators, teachers, security staff, and office personnel often assist with traffic management in addition to their primary responsibilities. Despite these efforts, the number of vehicles frequently exceeds what staff can safely manage on a daily basis.

This can result in:

- Traffic backups
- Driver frustration
- Unsafe vehicle maneuvers
- Delays to buses
- Increased safety concerns for students

Unsafe Parent Behaviors

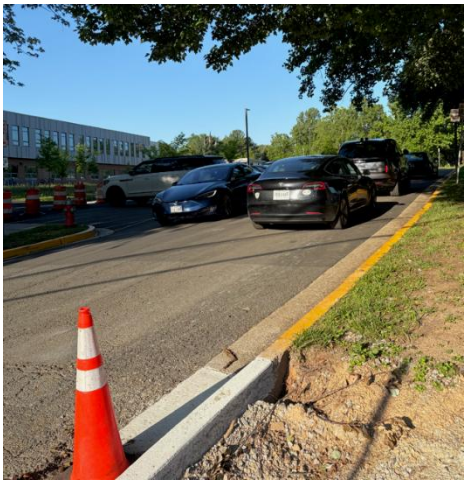
Another common issue identified during assessments is the growing number of parents choosing to drop off or pick up students outside of designated school areas.

While these actions are often intended to avoid traffic congestion, they frequently create additional safety concerns.

Examples observed throughout the division include:

- Students being dropped off across busy roadways
- Parents stopping in travel lanes
- Drop-offs occurring in nearby neighborhoods
- Use of private parking lots without authorization
- Students crossing between moving vehicles
- Pick-ups occurring at undesignated locations around school campuses

These practices often shift safety concerns away from monitored school areas and place students in locations where staff supervision is limited or nonexistent.



Unauthorized drop off location



Parents not using the designated crosswalks

Impact on Student Safety

The combination of increased vehicle volume, infrastructure limitations, staffing constraints, and unsafe drop-off practices creates significant challenges for schools.

Common impacts include:

- Vehicle and pedestrian conflicts

- Increased congestion
- Reduced visibility near crossings
- Delays to bus operations
- Increased risk of crashes
- Difficulty maintaining safe arrival and dismissal procedures

For many schools, these challenges have become one of the most significant traffic and pedestrian safety concerns identified through the assessment process.

Moving Forward

The purpose of the Annual School-Based Traffic and Pedestrian Safety Assessment Initiative is not to eliminate Kiss-and-Ride operations, but rather to identify opportunities to improve safety and efficiency.

Potential strategies include:

- Promoting increased use of school bus transportation
- Expanding active transportation programs
- Encouraging walking, biking, and rolling to school when safe and feasible
- Improving traffic circulation patterns
- Reviewing illegal drop-off and pick-up locations
- Enhancing parent education and communication
- Evaluating infrastructure improvements
- Partnering with Transportation Services, VDOT, FCDOT, and local communities

As FCPS continues to grow, balancing parent convenience with student safety will remain a critical challenge. Addressing Kiss-and-Ride operations through a combination of education, engineering, enforcement, and active transportation initiatives will be essential to creating safer school environments for all students.

PILOT PROGRAM SCHOOLS

Hayfield Secondary

Cooper Middle

Bush Hill ES

Chesterbrook ES

Freedom Hill ES

Kings Park ES

Hayfield Secondary School

Assessment Findings

The assessment focused on arrival operations, Kiss-and-Ride circulation, and pedestrian activity near the rear entrance of the school.

Key Concerns

- No staff were observed managing Kiss-and-Ride operations or assisting with student arrival.
- Vehicles frequently stopped or parked within the drop-off area, preventing traffic from moving forward efficiently and creating backups.
- Some parents utilized staff parking areas and adjacent parking lots as unofficial drop-off locations, resulting in students crossing through active traffic and parked vehicles.
- Many drivers did not pull forward to the designated drop-off area, reducing the efficiency of the Kiss-and-Ride operation.
- Existing directional signage and traffic control measures were not fully utilized.
- The parking lot gate closure near the end of arrival resulted in illegal U-turns on Old Telegraph Road and students being dropped off along the roadway.

Recommended Improvements

- Assign staff to actively manage Kiss-and-Ride operations during arrival.
- Utilize existing signage and reinforce expectations for vehicles to pull forward.
- Improve traffic circulation by reinforcing the existing one-way traffic pattern.
- Restrict unofficial drop-off activity within staff parking areas.
- Consider temporary traffic control measures, such as cones and directional signage, to improve vehicle movement and pedestrian safety.
- Review gate operations and traffic flow near the end of arrival to reduce unsafe vehicle maneuvers,

Positive Improvements Since the 2025 Pilot Assessment

- Transportation has modified bus staging operations by parking buses in angled positions rather than in two parallel rows as previously observed.
- This change has improved pedestrian safety by reducing the likelihood of students crossing between parked buses.
- Bus operations appeared to be more organized and efficient compared to the previous assessment.
- Bus drivers were observed operating cautiously and following established procedures during arrival.

These improvements demonstrate a positive response to concerns identified during the pilot assessment and have contributed to a safer environment for students arriving by bus.

Cooper Middle School

Assessment Findings

The assessment focused on arrival operations, Kiss-and-Ride circulation, bus operations, pedestrian activity, and traffic flow around the school campus.

Key Concerns

- Several parents continued to use teacher parking areas and other unauthorized locations for student drop-off, creating potential pedestrian safety concerns.
- Kiss-and-ride congestion
- Several walkers arriving from Georgetown Pike and nearby neighborhoods interacted with vehicles using these unofficial drop-off locations.
- Some drivers were observed speeding through the right side of the school property and dropping off students.
- No staff were observed directing traffic at the front of the school during arrival.

Recommended Improvements

- Assign staff to monitor and direct traffic at the front entrance during arrival.
- Consider temporary gate closures, cones, or signage to discourage unauthorized drop-off activity.
- Reinforce use of the designated Kiss-and-Ride route and improve compliance with traffic circulation patterns.
- Continue monitoring vehicle speeds and pedestrian conflicts along the right side of the school property.

Positive Improvements Since the 2025 Pilot Assessment

- Kiss-and-Ride traffic flowed smoothly with minimal delays.
- No significant drop-off activity was observed at neighboring properties as previously noted.
- Bus operations and overall traffic circulation showed noticeable improvement from the previous assessment.

Cooper Middle School demonstrated significant operational improvements since the pilot assessment. While Kiss-and-Ride and bus operations functioned efficiently, unauthorized drop-off activity and vehicle movements through staff parking areas continue to present pedestrian safety concerns. Addressing these issues through improved traffic control and supervision could further enhance student safety during arrival and dismissal.

Bush Hill ES

Assessment Findings

The assessment focused on arrival operations, Kiss-and-Ride circulation, pedestrian activity, and bus operations.

Key Concerns

- The Kiss-and-Ride operation functioned efficiently due to strong staff presence and active traffic management.
- A significant number of parents were observed by passing the designated Kiss-and-Ride area and dropping students off directly in front of the school or across the street.
- No crossing guard was assigned to assist students crossing near these unofficial drop-off areas.
- These unauthorized drop-off locations created pedestrian safety concerns as students crossed active traffic areas outside of designated crossing locations.
- Bus operations generally ran smoothly and were manageable despite sharing circulation space with exiting Kiss-and-Ride traffic.
- Crosswalk markings at the Kiss-and-Ride entrance and exit area were faded or missing and could reduce pedestrian visibility.

Recommended Improvements

- Reinforce use of the designated Kiss-and-Ride area and discourage drop-offs in unauthorized locations.
- Evaluate the need for a crossing guard or additional crossing assistance near common student crossing points.
- Refresh or replace faded crosswalk markings at the Kiss-and-Ride entrance and exit.
- Continue strong staff supervision during arrival and dismissal periods.

Positive Improvements Since the 2025 Pilot Assessment

- School staff were highly engaged and actively assisted with arrival operations.
- The Kiss-and-Ride line moved efficiently with minimal delays.
- Bus and vehicle operations functioned effectively despite limited circulation space.

Bush Hill Elementary School's arrival and dismissal operations are generally well managed and supported by strong staff involvement. The primary concern identified was the number of parents avoiding the designated Kiss-and-Ride area and dropping students off in locations that create unnecessary pedestrian safety risks.

Addressing these behaviors and improving crossing visibility would further enhance student safety.

Chesterbrook ES

Assessment Findings

The assessment focused on arrival operations, Kiss-and-Ride circulation, bus operations, active transportation, and site infrastructure.

Key Concerns

- Overall, the Kiss-and-Ride operation functioned efficiently, and traffic moved smoothly during most of the arrival period.
- Congestion occurred when vehicles exiting the site attempted to use the median on Kirby Road to make left turns onto Old Chesterbrook Road, creating temporary backups and slowing traffic leaving the school.
- As traffic volumes increased on Kirby Road, both Kiss-and-Ride vehicles and buses experienced delays exiting the site.
- A small number of parents were observed dropping students off directly in front of the school rather than using the designated Kiss-and-Ride area.
- Previous concerns identified during the pilot assessment remain present and continue to impact operations.

Recommended Improvements

- Evaluate opportunities to improve traffic circulation at the Kirby Road exit, particularly for vehicles making turns left.
- Enhance Kiss-and-Ride pavement markings and directional signage.
- SRTS discussed the potential implementation of a Bike Bus program with the principal and PTA to encourage active transportation
- Continue coordination with Transportation to review walkability improvements and potential route adjustments.

Chesterbrook Elementary School continues to operate efficiently during arrival, with only minor congestion related to vehicles exiting onto Kirby Road. The primary opportunities for improvement involve supporting active transportation, enhancing parking lot wayfinding, and evaluating transportation routes based on improved pedestrian infrastructure and walkability conditions.

Freedom Hill ES

Assessment Findings

The assessment focused on arrival operations, Kiss-and-Ride circulation, bus operations, pedestrian safety, and site infrastructure.

Key Concerns

- The Kiss-and-Ride operation generally functioned well; however, directional pavement markings and additional signage are needed to better guide drivers. Currently, only one Kiss-and-Ride sign is present.
- Several parents were observed parking or stopping in designated no-parking areas to drop off students rather than using the Kiss-and-Ride Lane, despite available capacity.
- Special education buses currently load and unload at the rear of the school, requiring drivers to navigate through Kiss-and-Ride traffic and perform complex turning maneuvers in the basketball court area.
- The crossing guard was difficult for drivers to identify due to the lack of reflective safety equipment and signage. Additional concerns were noted regarding guard parking and departure time.
- Vegetation along portions of the sidewalk has become overgrown and limits visibility in some areas.

Recommended Improvements

- Install additional Kiss-and-Ride signage and directional pavement markings.
- Encourage greater use of the designated Kiss-and-Ride area and discourage drop-offs in no-parking zones.
- Evaluate relocating specialized bus loading and unloading operations to the front of the school where more space is available and conflicts with Kiss-and-Ride traffic can be reduced.
- Coordinate with the Fairfax County Police Department/contractor regarding crossing guard visibility, equipment, parking, and operational procedures.
- Continue routine maintenance of landscaping and vegetation along school walking routes.

Freedom Hill Elementary School operates efficiently during arrival; however, opportunities exist to improve wayfinding, pedestrian visibility, and traffic circulation. Relocating specialized bus operations and enhancing Kiss-and-Ride guidance would improve both safety and operational efficiency while reducing potential conflicts between vehicles and pedestrians.

Kings Park ES



Assessment Findings

The assessment focused on arrival operations, pedestrian safety, Kiss-and-Ride circulation, bus operations, parking capacity, and walking routes.

Key Concerns

- A marked crosswalk is still needed at the west parking lot entrance to improve pedestrian visibility and safety.
- Sidewalks on both sides of the school lead students into areas where they must cross active vehicle or bus traffic, creating potential pedestrian conflicts.
- Approximately 17 students were observed using a sidewalk that terminates within the bus loop area, requiring them to cross through bus traffic to reach the school.
- Limited parking capacity continues to result in staff parking along access roads, which can restrict visibility and affect traffic flow.
- The Kiss-and-Ride operation functioned efficiently during most of the arrival period; however, some parents parked within the travel lane after the bell to escort students into the building, creating temporary traffic and safety concerns
- Bus operations were observed to run smoothly with no significant delays or operational concerns.

Recommended Improvements

- Install a marked crosswalk at the west parking lot entrance.
- Evaluate sidewalk connections that currently direct students into bus circulation areas and identify safer pedestrian routes.
- Install additional bicycle racks to support active transportation.
- Add No Parking signage along the west entrance roadway in coordination with VDOT.
- Continue with planned Facilities Management improvements to restrict vehicle access to the teacher parking lot during arrival periods.
- Reinforce parking and drop-off expectations to prevent vehicles from stopping within travel lanes.

Kings Park Elementary School continues to operate efficiently during arrival, with both bus and Kiss-and-Ride operations functioning well. The primary concerns involve pedestrian safety, particularly where sidewalks lead students into active traffic and bus circulation areas. Addressing these infrastructure and parking-related issues would significantly improve safety for the large number of students who walk to school.

PRIORITY SCHOOLS FOR TARGETED SUPPORT

Annandale Terrace ES

Cardinal Forest ES

McNair Lower ES

McNair Upper ES

Justice HS

Ravensworth ES

Oakton ES

Mount Eagle ES

Lemon Road ES

Mark Twain Middle

Annandale Terrace ES

Assessment Findings

The assessment focused on arrival and dismissal operations, Kiss-and-Ride circulation, pedestrian safety, and bus operations.

Key Concerns

- Numerous parents bypassed the designated Kiss-and-Ride area by dropping students off before reaching the school entrance or parking along the front of the school.
- Students were observed crossing through active Kiss-and-Ride traffic instead of using designated crossing locations, creating significant pedestrian safety concerns.
- Illegal U-turns were observed directly in front of the school as drivers attempted to avoid the Kiss-and-Ride queue.
- Vehicle queues occasionally extended onto surrounding roadways, creating congestion and limiting bus movement on nearby narrow streets.
- Some parents were observed using handicapped parking areas and other unauthorized locations for student drop-off.
- Parent vehicles were observed cutting through the bus loop, creating conflicts between bus and passenger vehicle traffic.
- Limited Kiss-and-Ride signage and pavement markings contributed to driver confusion and inconsistent traffic patterns.

Recommended Improvements

- Install additional Kiss-and-Ride signage and directional pavement markings like those used successfully at Mason Crest Elementary School
- Paint designated Kiss-and-Ride lanes and directional arrows to improve driver compliance and circulation.
- Move the start of the Kiss-and-Ride queue closer to Door 1 to allow additional vehicles to queue on school property.
- Utilize Safety Patrol students to assist with unloading vehicles and improve Kiss-and-Ride efficiency.
- Install temporary cones and removable signage near the school entrance to discourage illegal U-turns, unauthorized parking, and vehicles bypassing the designated traffic pattern.
- Continue coordination with Transportation regarding bus staging locations and visibility concerns.

Annandale Terrace Elementary School continues to experience significant pedestrian and traffic conflicts primarily related to parents bypassing the designated Kiss-and-Ride

operation. The most pressing concerns involve illegal drop-off locations, unauthorized vehicle movements, and students crossing through active traffic areas. Improved signage, pavement markings, and traffic management measures would significantly enhance safety and operational efficiency during arrival and dismissal.

Cardinal Forest ES

Assessment Findings

The assessment focused on arrival and dismissal operations, Kiss-and-Ride circulation, pedestrian safety, community impacts, and active transportation opportunities.

Key Concerns

- High volumes of Kiss-and-Ride traffic continue to create congestion on Forrester Boulevard, particularly during dismissal.
- The single-lane roadway and surrounding residential street network limit the school's ability to efficiently accommodate the current number of parent vehicles.
- Parents were observed dropping students off in unauthorized locations, including across the street and within nearby neighborhoods, creating pedestrian safety concerns.
- Students and families were observed crossing at non-designated locations instead of using the designated crossing guard location.
- Community concerns continue regarding vehicles parking in private spaces, fire lanes, and neighborhood streets while waiting for students.
- School staff and safety patrols were highly engaged and effectively supported arrival and dismissal operations.
- Bus operations generally functioned well; however, staff were required to assist buses exiting while stopping vehicles entering the Kiss-and-Ride area.

Recommended Improvements

- Increase Kiss-and-Ride directional signage and utilize temporary traffic control devices such as cones or barriers to better organize vehicle circulation.
- Continue parent education efforts regarding proper use of the designated Kiss-and-Ride area and the importance of using marked crosswalks.
- Discourage parking and student drop-offs within surrounding neighborhoods and unauthorized locations.
- Coordinate with VDOT regarding parking restrictions, signage, and potential roadway improvements near the commuter bus stop and surrounding neighborhood streets.
- Explore opportunities to increase walking, biking, and rolling to school through Safe Routes to School programs, including Walking School Bus initiatives.

Cardinal Forest Elementary School experiences significant traffic volumes during arrival and dismissal, largely driven by heavy reliance on Kiss-and-Ride operations. Despite these challenges, school staff, safety patrols, and the crossing guard have established effective procedures that help maintain safe and efficient operations. The primary opportunities for improvement involve reducing unauthorized drop-offs, increasing use of active transportation, improving traffic control measures, and strengthening community awareness regarding safe arrival and dismissal practices.

McNair Upper & Lower ES

Assessment Findings

The assessment focused on arrival and dismissal operations, pedestrian safety, bus operations, crossing guard effectiveness, and traffic circulation around both the Upper and Lower McNair campuses.

Key Concerns

- McNair experiences a very high volume of student walkers, particularly from nearby apartment communities, resulting in frequent pedestrian and vehicle interaction
- A significant number of students and parents were observed crossing outside designated crosswalks, particularly near the bus exit and along Thomas Jefferson Drive.
- Parents were observed stopping in the roadway and performing illegal U-turns, creating additional safety concerns during both arrival and dismissal.
- The shared entrance used by school buses, after-school buses, Kiss-and-Ride traffic, and walkers creates a major congestion point, particularly during dismissal.
- Dismissal operations were significantly more challenging than arrival, as traffic from the Upper School shifts toward the Lower School campus.

- The current crossing guard arrangement does not provide sufficient traffic management for the volume and complexity of movements occurring at the site.
- Bus operations are impacted by traffic queues, limiting maneuverability and creating delays entering and exiting the campus.
- Pedestrian conflicts during dismissal

Recommended Improvements

- Evaluate Transportation's recommendation to consolidate Kiss-and-Ride operations within the Upper School parking lot to better separate vehicles, buses, and pedestrians.
- Coordinate with FCPD regarding crossing guard training, placement, and potential additional crossing guard coverage.
- Install additional signage, cones, or barriers to better separate pedestrian and vehicle traffic and discourage illegal drop-offs and U-turns.
- Increase staff visibility during arrival and dismissal, including the use of reflective vests and traffic control equipment.
- Evaluate fencing, signage, or other physical improvements to discourage mid-block crossings and direct pedestrians toward designated crossing locations.
- Continue promoting active transportation while identifying opportunities to reduce vehicle congestion through carpooling and bus utilization.

McNair Upper and Lower Elementary Schools present some of the most complex traffic and pedestrian safety challenges observed during the assessment process. The combination of a large walking population, shared traffic access points, high vehicle volumes, and limited traffic control authority creates significant operational challenges, particularly during dismissal. Long-term improvements should focus on separating traffic movements, strengthening pedestrian controls, and improving circulation patterns while maintaining and encouraging the school's strong culture of walking and active transportation.

Justice High School

Assessment Findings

The assessment focused on arrival and dismissal operations, bus circulation, Kiss-and-Ride activity, pedestrian safety, and the longstanding concerns at the Mansfield Road and Peace Valley Lane intersection.

Key Concerns

- Vehicle congestion was observed during both arrival and dismissal, particularly around the bus lanes and Kiss-and-Ride areas.
- Parents and students were observed using bus lanes for drop-off and pick-up activities, creating conflicts between buses and passenger vehicles.
- Poor sight lines at the exit onto Peace Valley Lane, combined with heavy traffic volumes, create operational and safety concerns for drivers and pedestrians.
- During dismissal, buses often arrived before waiting vehicles had cleared the bus lanes, causing additional congestion and operational conflicts.
- The intersection of Mansfield Road and Peace Valley Lane continues to present significant pedestrian safety concerns due to limited visibility, driver compliance issues, heavy traffic volumes, and conflicts between vehicles and students crossing the roadway.
- Motorists frequently failed to make complete stops and often advanced beyond the stop bar and crosswalk area to gain visibility before turning, increasing the risk of pedestrian conflicts.
- School buses experience difficulty navigating the intersection due to constrained roadway geometry, limited turning space, and parked vehicles along Mansfield Road.
- Multiple near-miss incidents involving pedestrians have been reported or observed at this location

Recommended Improvements

- Install additional Kiss-and-Ride and bus lane signage to improve driver awareness and compliance.
- Paint stop bars, directional arrows, and lane markings to improve traffic circulation and reduce conflicts.
- Evaluate traffic calming measures at campus entrances to reduce vehicle speeds.
- Improve dismissal operations by preventing vehicles from waiting in bus lanes and restricting unauthorized access.
- Improve dismissal operations by preventing vehicles from waiting in bus lanes and restricting unauthorized access.
- Utilize staff presence strategically to discourage vehicles from entering bus lanes and blocking bus movements.
- Improve vegetation maintenance and pedestrian sight lines.

- Consider assignment of a school crossing guard during arrival and dismissal periods.
- Explore police officer presence during peak traffic periods to assist with traffic flow and pedestrian safety.
- Evaluate relocating the pedestrian crossing to a location along Peace Valley Lane with improved visibility and safer roadway conditions.
- Coordinate with FCPS, FCDOT, and VDOT to explore sidewalk connectivity improvements and alternative pedestrian treatments.
- Continue reviewing long-term solutions that balance pedestrian safety needs with the operational requirements of school buses.

Justice High School presents a complex combination of pedestrian safety concerns, traffic congestion, and bus operational challenges. While improvements to pedestrian visibility and crossing safety are needed, any future infrastructure modifications must carefully balance those goals with the significant operational demands created by heavy bus traffic and constrained roadway geometry. In the short term, enhanced traffic management, improved signage, and crossing assistance would provide meaningful safety benefits while longer-term solutions continue to be evaluated.

Ravensworth ES

Assessment Findings

The assessment focused on arrival and dismissal operations, Kiss-and-Ride circulation, pedestrian safety, active transportation, and traffic management improvements implemented during the school year.

Key Concerns

- Significant improvements were observed in Kiss-and-Ride operations following changes implemented by the school based on SRTS recommendations.
- The school successfully implemented a numbered student pick-up system, which improved efficiency and reduced waiting times during dismissal.
- Bus and Kiss-and-Ride operations were effectively separated, allowing both systems to function smoothly with minimal conflicts.
- Despite improvements, some queueing continued onto Nutting Drive during dismissal; however, traffic was generally cleared within approximately ten minutes after dismissal.
- A crosswalk is still needed at the bus entrance from Nutting Drive, and additional crosswalk markings would improve pedestrian visibility near the school entrance.
- Additional bicycle racks are needed to support active transportation.
- Staff continue to use temporary traffic cones to reinforce traffic circulation and discourage improper vehicle movements.

Recommended Improvements

- Install additional bicycle racks to accommodate student cyclists.
- Paint crosswalk markings at the bus entrance and near the main school entrance.
- Add directional pavement markings within the parking lot to further guide Kiss-and-Ride traffic.
- Provide staff assisting with traffic operations with reflective safety gear and handheld stop signs.
- Continue utilizing the numbered student pick-up system and current traffic circulation plan.

Positive Improvements

- Previous concerns regarding parents stopping in the roadway and making illegal U-turns have been significantly reduced.
- The revised traffic circulation plan and dual-drop-off approach greatly improved traffic flow and parent compliance.
- School administration reported overwhelmingly positive feedback from families regarding the new system.
- Bus access and overall traffic improved substantially following implementation of SRTS recommendations.

- School staff demonstrated a strong commitment to maintaining and improving arrival and dismissal operations.

Ravensworth Elementary School serves as a strong example of how operational changes, staff involvement, and collaboration between the school and SRTS can significantly improve traffic flow and pedestrian safety. The implementation of revised Kiss-and-Ride procedures has resulted in measurable improvements, reduced unsafe driving behaviors, and increased satisfaction among families. Remaining recommendations are primarily focused on enhancing pedestrian visibility, active transportation infrastructure, and supporting staff responsible for traffic management.

Oakton ES

Assessment Findings

The assessment focused on arrival and dismissal operations, Kiss-and-Ride circulation, bus operations, pedestrian safety, and traffic flow along Miller Road and Chain Bridge Road.

Key Concerns

- Arrival and dismissal operations were generally well managed and operated efficiently.
- School staff provided outstanding support during both arrival and dismissal, contributing significantly to the smooth operation of traffic and pedestrian movements.
- A high volume of parent vehicles continues to utilize the Kiss-and-Ride operation, creating periodic backups along Miller Road, particularly during dismissal.
- During dismissal, some vehicles utilized both the designated Kiss-and-Ride lane and the adjacent travel lane on Miller Road, contributing to congestion.
- Bus operations functioned effectively; however, opportunities may exist to optimize bus staging within the bus loop.
- VDOT was observed installing pedestrian push-button equipment at the Chain Bridge Road crosswalk, which will enhance pedestrian accessibility and safety.
- The bus exit turning radius is somewhat constrained, although buses were able to navigate the area successfully during the assessment.

Positive Improvements

- Arrival and dismissal operations were organized and efficient.
- School staff were highly visible and actively assisted with traffic management.
- The presence of a police officer during dismissal helped maintain traffic flow
- Pedestrian improvements are currently being implemented through VDOT upgrades

Recommended Improvements

- Continue exploring strategies to reduce Kiss-and-Ride congestion along Miller Road.
- Evaluate potential opportunities to optimize bus staging within the existing bus loop.
- Review long-term options for expanding vehicle queueing capacity if traffic volumes continue to increase.
- Continue coordination with VDOT regarding pedestrian improvements and crosswalk enhancements.

- Maintain the strong staff presence that has contributed to the success of current arrival and dismissal operations.

Oakton Elementary School demonstrated well-managed arrival and dismissal operations supported by strong staff involvement and effective traffic management. The primary challenge remains the high volume of parent vehicles using the Kiss-and-Ride system, which occasionally creates congestion along Miller Road. Overall, the school operates efficiently, and continued operational adjustments and infrastructure improvements will help maintain safe and effective traffic flow.

Mount Eagle ES



Assessment Findings

The assessment focused on arrival and dismissal operations, pedestrian safety, traffic circulation, crossing guard operations, and access to the school from surrounding neighborhoods

Key Concerns

- Mount Eagle is one of the few schools that continues to utilize a Fairfax County Police Department officer for crossing duties. Due to the complexity of the intersection and traffic movements, active traffic direction appears to be beneficial at this location.
- Several line-of-sight concerns were identified due to vegetation and landscaping. Facilities Management has committed to trimming the area and placing the site on a recurring maintenance schedule.
- The school operates with a single entrance and exit for all vehicles, creating congestion and limiting traffic circulation options during peak periods.
- Kitchen and service deliveries occasionally occur during arrival times, creating conflicts with Kiss-and-Ride operations and reducing traffic flow.
- A large portion of the surrounding community has access to the rear of the school through existing walking paths; however, these connections are not well defined or promoted.
- During dismissal, some parents arrive early and occupy parking spaces before the lot closure, creating unofficial Kiss-and-Ride queues and additional congestion.
- Parents were observed parking along nearby side streets and utilizing a front gate to access the school, bypassing the designated crossing guard location and creating additional pedestrian safety concerns.

Positive Improvements

- The assigned FCPD officer effectively managed student crossings and traffic.
- Existing walking paths provide strong opportunities to encourage walking and active transportation.
- Facilities Management has committed to addressing vegetation and visibility concerns.

Recommended Improvements

- Improve parking lot circulation through additional directional arrows and consideration of a one-way traffic pattern.
- Evaluate right-turn-only exit operations during peak periods to improve traffic flow and reduce delays.
- Coordinate delivery schedules to avoid arrival and dismissal times.

- Enhance and promote rear school walking connections to encourage greater use of active transportation.
- Consider closing the front pedestrian gate during dismissal or directing pedestrians to use the designated crossing guard location.
- Evaluate dismissal procedures to better separate walkers, bus riders, and Kiss-and-Ride traffic.
- Continue coordination with VDOT regarding potential turn restrictions like those used at Rocky Run Middle School.
- Conduct a follow-up assessment once the contract crossing guard returns to evaluate long-term operational needs.

Mount Eagle Elementary School operates reasonably well despite having a single point of vehicle access. The most significant concerns involve pedestrian safety, traffic circulation, and the interaction between vehicles and students outside designated crossing locations. The continued presence of active traffic control, combined with improved wayfinding, traffic management, and promotion of walking routes, would significantly enhance safety and operational efficiency at the site.

Lemon Road ES

Assessment Findings

The assessment focused on arrival and dismissal operations, Kiss-and-Ride circulation, bus operations, pedestrian safety, bicycle accommodations, and traffic conditions along Idylwood Road.

Key Concerns

- Overall, Kiss-and-Ride and bus operations functioned efficiently during both arrival and dismissal despite sharing the same entrance and exit.
- A recurring issue involved parents dropping students off in front of the school rather than using the designated Kiss-and-Ride area, creating pedestrian conflicts within the parking lot and school entrance area.
- Multiple illegal U-turns were observed near the school entrance, creating safety concerns for students, pedestrians, and exiting vehicles.
- Morning congestion occurred along Idylwood Road, particularly for vehicles attempting to make left turns into the school.
- A small number of parents parked along the roadway and walked students into the school, temporarily blocking traffic and interfering with Kiss-and-Ride circulation.
- Existing "No Parking" signage was partially obscured by vegetation, reducing visibility and compliance.
- Bicycle parking demand exceeds current capacity, as the existing bike rack was full and additional bicycles were observed without adequate storage space.
- Traffic circulation limitations

Recommended Improvements

- Install additional "No U-Turn" and "No Drop-Off" signage near the school entrance.
- Improve visibility of existing parking restrictions and continue vegetation maintenance around traffic signs.
- Utilize cones, temporary barriers, or additional signage to discourage illegal U-turns and unauthorized drop-off activity.
- Evaluate operational changes that encourage right-turn-only entry and exit movements where feasible.
- Review dismissal traffic routing to further improve vehicle circulation and reduce conflicts.
- Add additional bicycle racks to support active transportation and increasing bicycle usage.
- Continuing coordination with Transportation regarding start time adjustments and long-term operational efficiencies.

- Transportation staff noted that future adjustments to school start times may improve bus routing efficiency and systemwide operations.
- School and Facilities staff were proactive in discussing potential solutions, including vegetation management and site improvements.

Lemon Road Elementary School operates efficiently during arrival and dismissal, with both bus and Kiss-and-Ride operations functioning effectively despite site constraints. The primary concerns involve unauthorized drop-off activity, illegal U-turns, and limited bicycle parking capacity. Addressing these issues through improved signage, traffic management measures, and additional bicycle infrastructure would further enhance safety and operational efficiency.

Mark Twain Middle School

Assessment Findings

The assessment focused on arrival operations, pedestrian safety, crossing guard operations, parent drop-off behavior, and traffic circulation near the school.

Key Concerns

- Parents were observed dropping students off along Franconia Road and across the street from the school to avoid entering the designated Kiss-and-Ride area, creating pedestrian safety concerns as students crossed active traffic lanes.
- The crossing guard was observed leaving the assigned post prior to the scheduled end of duty, reducing supervision during a critical portion of student arrival.
- The crossing guard's vehicle was parked in a location that created sight-line issues for motorists entering and exiting nearby roadways.
- A small number of parents were observed utilizing the bus loop as a personal drop-off area rather than using the designated Kiss-and-Ride operation.

Positive Improvements

- The school site is generally well marked, and most drivers followed the established traffic circulation patterns and signage.
- School zone flashing lights are operational during arrival and dismissal periods in accordance with VDOT requirements
- The school administration has remained engaged in communicating traffic and pedestrian safety expectations to families.

Recommended Improvements

- Coordinate with FCPD regarding crossing guard attendance, post coverage, and vehicle parking location.
- Continue parent communication discouraging drop-offs along Franconia Road and outside designated school drop-off areas.
- Install or request additional "No Pick-Up / No Drop-Off" signage along Franconia Road near common unauthorized drop-off locations.
- Communicate directly with families utilizing the bus loop for drop-off and reinforce proper use of the designated Kiss-and-Ride area.
- Continue monitoring arrival operations following the start of the school year and conduct a follow-up assessment to evaluate traffic patterns and compliance.

Mark Twain Middle School generally operates efficiently during student arrival; however, unauthorized drop-off activity outside the designated Kiss-and-Ride area remains the primary safety concern. The combination of students crossing active roadways, crossing guard operational issues, and occasional misuse of the bus loop creates avoidable pedestrian safety risks. Continued parent education, enhanced signage, and coordination with FCPD will help improve safety and reinforce established traffic procedures.

SRTS INITIATIVES 2025–2026

Walking & Biking School Buses

Program Overview

A supervised group of students walking or biking to school along a designated route with trained adult volunteers or staff.

Benefits

Students

- Encourages physical activity
- Promote social interaction
- Improves classroom readiness and focus

Families

- Provides supervised transportation alternatives
- Creates “safety in numbers”

FCPS

- Reduces drop-off congestion
- Lowers operational traffic burden

AI-Powered School Walking and Biking Route Maps

Safe Routes to School (SRTS) is partnering with students from Thomas Jefferson High School for Science and Technology to develop AI-powered interactive walking and biking route maps for Fairfax County Public Schools. Using artificial intelligence students are creating customized maps that identify recommended walking and bicycling routes, crossing locations, trails, sidewalks, and other safety features to support active transportation.

Upon completion, each school's interactive map will be available on its website, providing students, families, and community members with an accessible resource for planning safe routes to and from school. This initiative combines student innovation with technology to enhance transportation safety, improve access to reliable route information, and encourage walking and bicycling as safe, healthy, and sustainable transportation options throughout the FCPS community.

Travel Tallies

Program Overview

A districtwide data collection effort measuring how students travel to and from school.

Benefits

Students

- Integrates real-world data into learning

Families

- Supports infrastructure advocacy

FCPS

- Provides grant-required evidence and impact data

Storybook Walks

Program Overview

StoryWalks are an innovative initiative that combines literacy, physical activity, and active transportation into a single engaging experience. Implemented in communities around the world, StoryWalks transform traditional walking routes into interactive learning opportunities by placing pages of a story along a designated path. As children and families walk, bike, or roll from one page to the next, they simultaneously engage in reading, movement, and outdoor exploration.

Fairfax County Public Schools, through the Safe Routes to School (SRTS) program, has embraced StoryWalks as part of its commitment to student wellness, literacy, and active transportation. By integrating reading into walking and biking routes, StoryWalks encourage students and families to be physically active while reinforcing the importance of literacy and lifelong learning.

SRTS currently maintains four StoryWalk installations and is working toward the development of a lending library of stories that can be shared among schools throughout the county. The long-term vision is to provide schools with flexible resources that can be installed along designated walking routes and adapted to meet the needs of individual school communities

Annandale Terrace Elementary School StoryWalk

The first FCPS StoryWalk was installed at Annandale Terrace Elementary School and quickly became a successful and highly engaging experience for students and families.

To support the school's diverse community, SRTS selected a bilingual story presented in both English and Spanish. The StoryWalk was strategically installed along the school's primary walking route, beginning at the sidewalk entrance near the roadway and continuing to the school's main entrance. This allowed students, walkers, bicyclists, and families to experience the story as part of their daily journey to school.

The installation consisted of 17 story panels placed throughout the route. In addition to reading the story, students were encouraged to participate in interactive activities and movement prompts included on each page. These activities promoted physical activity, increased student engagement, and transformed the walk to school into an enjoyable educational experience.

The response from the school community was overwhelmingly positive. Annandale Terrace Elementary School Principal Ingrid Badia praised the initiative for creating a meaningful connection between literacy and movement and expressed enthusiasm for introducing new stories during future school years.

Benefits of StoryWalks

Students

- Encourages reading and literacy development
- Promotes physical activity and active transportation
- Creates interactive learning opportunities outside the classroom
- Increasing student engagement through movement-based activities

Families

- Encourages family participation and outdoor activity
- Creates positive school-community engagement
- Supports bilingual and inclusive learning opportunities

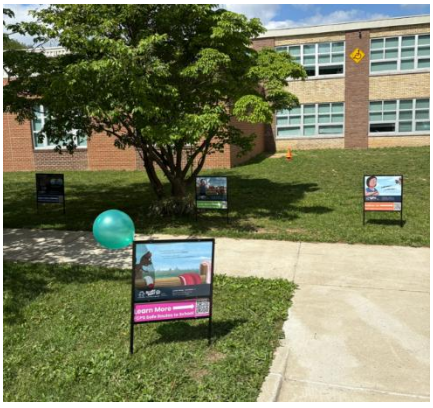
Schools

- Supports literacy and wellness goals
- Encourages walking and biking to school
- Strengthens school-community connections
- Expands learning beyond the classroom environment

Planning and Forecasting

As SRTS continues exploring creative ways to encourage active transportation, StoryWalks have proven to be an effective strategy that benefits students, families, and schools simultaneously. By transforming the walk to school into an interactive learning experience, StoryWalks promote literacy, physical activity, and family engagement while supporting healthier routines and stronger school-community connections.

StoryWalks demonstrate that the route to school can be more than a pathway, it can become an extension of the classroom, creating opportunities for learning, movement, and community engagement long before students reach the school building.





Eco-Counters

Program Overview

Automated pedestrian and bicycle counters supporting data-driven planning.

Benefits

- Supplies accurate pedestrian data
- Supports infrastructure planning
- Strengthens grant applications and transportation advocacy

Bike Fairy Gifts

Program Overview

Positive reinforcement initiative encouraging bicycle safety compliance.

Benefits

- Encourages bicycle safety compliance
- Provides safety equipment to students
- Creating positive safety culture

Baileys Upper Traffic Garden

Program Overview

Miniature transportation network providing hands-on pedestrian and bicycle safety education.

Benefits

Students

- Hands-on safety education
- Confidence and skill development
- Inclusive play and learning

Families

- Greater peace of mind
- Encourages active family lifestyles

FCPS

- Supports SRTS goals
- Promotes sustainability and safety

- Serves as an outdoor learning environment

3rd Annual FCPS Puzzle Hunt

Program Overview

Countywide summer initiative promotes safety, critical thinking, and physical activity.

Strategic Objectives

Safety Education

- Reinforces pedestrian and bicycle safety

Academic Continuity

- Supports critical thinking and summer learning

Community Engagement

- Encourages multi-generational participation
- Provides equitable access for families

CHALLENGES & CONSTRAINTS

Partner Engagement

Some partner agencies demonstrated inconsistent participation, affecting implementation timelines and coordination efforts.

Funding Constraints

Limited dedicated funding restricted the scale and speed of infrastructure improvements.

Infrastructure Limitations

Older campuses continue to face:

- Sidewalk deficiencies
- Limited traffic circulation space
- ADA accessibility challenges

STRATEGIC RECOMMENDATIONS

1. Prioritize Kiss-and-Ride Redesign

- Standardized procedures
- Improve circulation patterns
- Enhance supervision

2. Expand Infrastructure Investments

- Sidewalk construction
- Crosswalk upgrades
- Bicycle infrastructure improvements

3. Increase Dedicated SRTS Funding

- Support long-term implementation efforts
- Expand districtwide safety initiatives

4. Strengthen Interagency Coordination

- Clarify responsibilities
- Improve accountability
- Standardize communication processes

5. Improve Data Collection

- Expand pedestrian and bicycle tracking
- Standardized reporting methods
- Improve long-term trend analysis

NEXT STEPS

- Conduct additional school-specific assessments
- Develop implementation timelines
- Coordinate future infrastructure improvements
- Expand active transportation initiatives
- Continuing stakeholder coordination meetings

CONCLUSION

The Annual School-Based Traffic and Pedestrian Safety Assessment Initiative represent FCPS's commitment to creating safer, healthier, and more accessible school communities.

Through collaboration with school administrators, county agencies, transportation professionals, and community stakeholders, FCPS continues to build a data-driven framework that identifies concerns, prioritizes resources, and supports sustainable improvements.

As the program evolves, it will serve as a valuable tool for enhancing student safety, promoting active transportation, supporting operational efficiency, and strengthening connections between schools and the communities they serve.

APPENDIX

Appendix A – Schools Evaluated

The following schools were reviewed through the 2025–2026 Annual School-Based Traffic & Pedestrian Safety Assessments, field observations, and operational analysis:

Pilot Schools

Hayfield Secondary School

Cooper Middle School

Bush Hill Elementary School

Freedom Hill Elementary School

Kings Park Elementary School

Chesterbrook Elementary School

Selected Schools

Annandale Terrace Elementary School

Cardinal Forest Elementary School

McNair Upper Elementary School

McNair Lower Elementary School

Justice High School

Ravensworth Elementary School

Oakton Elementary School

Mount Eagle Elementary School

Lemon Road Elementary School

Twain Middle School

Appendix B – Walker/Biker Data

School	Enrollment	Estimated Walkers/Bikers
Hayfield SS	3748	875–997
Justice HS	2196	480–508
Mark Twain MS	1050	230
Cooper MS	1016	69
Ravensworth ES	547	269
Annandale Terrace ES	700	200
Cardinal Forest ES	731	319
Bush Hill ES	711	90
Lemon Road ES	605	100
Mount Eagle ES	352	187
McNair Upper ES	592	400
McNair ES	554	300+
Oakton ES	775	10
Freedom Hill ES	500	30
Chesterbrook ES	585	55
Kings Park ES	702	100

Appendix C – Kiss-and-Ride Data

School	AM Volume	PM Volume
Hayfield SS	225	280
Justice HS	100	100
Mark Twain MS	160	100
Cooper MS	200	200
Ravensworth ES	47	65
Annandale Terrace ES	75	75
Cardinal Forest ES	95	95
Bush Hill ES	75	75
Lemon Road ES	70	70
Mount Eagle ES	100	100
McNair Upper ES	98	50

School	AM Volume	PM Volume
McNair ES	265	265
Oakton ES	200	200
Freedom Hill ES	70	90
Chesterbrook ES	130	130
Kings Park ES	80	85

Appendix D – Maps & Visuals

Geographic Distribution of Priority Schools

Priority schools selected for targeted support are distributed across multiple FCPS regions, demonstrating that pedestrian and traffic safety concerns are countywide issues affecting elementary, middle, and high schools.

Region 1

- Oakton ES
- Cooper MS

Region 2

- Justice High School
- Chesterbrook ES

Region 3

- Mount Eagle ES
- Bush Hill ES
- Mark Twain MS

Region 4

- Cardinal Forest ES
- Kings Park ES
- Ravensworth ES

Region 5

- Freedom Hill ES
- Lemon Road ES
- McNair ES

- McNair Upper ES

Region 6

- Annandale Terrace ES
- Hayfield SS