

Tysons Community Circuit Update March 2026

MEMORANDUM

DATE: March 4, 2026
TO: Tysons Community Alliance (TCA)
FROM: TYLin
SUBJECT: Tysons Community Circuit Update

TABLES OF CONTENTS

- 1. Introduction 2**
- 2. Tysons Community Circuit Ultimate Alignment Map 4**
- 3. Existing Conditions and Interim Segments of the Tysons Community Circuit... 5**
- 4. Street Side Selection of the Tysons Community Circuit Ultimate Alignment 7**
- 5. Intersection/Crossing Selection of the Tysons Community Circuit Ultimate Alignment 9**
- APPENDIX A: Pull-Ahead Section Identification 14**

1. Introduction

The Tysons Community Circuit ("the Circuit") is a planned 4.75-mile urban loop designed to enhance mobility and connectivity across Tysons, linking transportation hubs, parks, and civic spaces.¹ The Circuit prioritizes accessibility and community engagement, supporting Fairfax County's One Fairfax policy on equitable access. As new developments arise, Tysons Community Alliance (TCA) is working with stakeholders in Fairfax County to advance additional segments, signage, branding, and social spaces to further expand this vibrant, walkable path.

The Tysons Community Circuit will be a transformative urban shared-use path loop. Outlined for the first time in the 2014 Tysons Park System Concept Plan,² the Circuit envisions a linear park that prioritizes walkability, accessibility, and community engagement for all who live, work, and visit Tysons. Currently, a small segment of about one mile of the Circuit has been completed and is open to the public, giving residents, workers, and visitors the chance to explore Tysons through safe, accessible routes for biking, walking, and jogging. The completion of the Circuit will occur over time as new development and public improvement projects get built. Interim enhancements such as pavement markings, decals, and signage are being planned to support connectivity and ensure that the Circuit continues to grow.

In 2022, the Fairfax County Department of Transportation (FCDOT) published the "Tysons Community Circuit Design Guidance," providing design implementation guidance based on current urban recreational trail best practices. As shown on **Figure 1**, some of the common Circuit design elements outlined in the design guidance include:

- A. Paving:** 8' minimum width concrete paving (standard color) with a 4' x 4' sawcut paving pattern and a 12" wide edge paving band on each side using a 4" x 12" or 6" x 12" charcoal gray soldier course of concrete unit pavers.
- B. Intersections:** depending on context, the Circuit should include enhanced design treatments at intersections, including pavement markings and texture changes, to improve visibility, calm traffic, and prioritize pedestrian and cyclist safety at conflict points.
- C. Crosswalks:** depending on context, crosswalks should incorporate bold, high-visibility crosswalk designs with distinctive pavement treatments to clearly signal trail continuity and increase user safety.
- D. Street Furniture and Amenities:** coordinated amenities (benches, bike racks, trash receptacles, shade elements) placed outside the clear travel zone to support comfort, usability, and placemaking.
- E. Wayfinding Signage:** cohesive system of signs and pavement markings to reinforce the Circuit branding, guide users to destinations, and clearly identify decision points along the Circuit.



Figure 1: From the Circuit Design Guidance Document – Illustrative of the Boro Blocks J, with the Conceptual Community Circuit overlaid on Top

¹ <https://www.fairfaxcounty.gov/news/tysons-community-circuit-creating-connections-and-enhancing-mobility-tysons>

² <https://www.fairfaxcounty.gov/parks/sites/parks/files/assets/documents/plandev/tysons-park-system-concept-plan-final.pdf>

Building on the draft alignment developed in 2014, TCA brought together a stakeholder group including FCDOT, the Fairfax County Parks Authority (FCPA), and TYLin to advance the Circuit alignment through desktop mapping, high-level feasibility assessments, and site visits to evaluate existing conditions, safety, and connectivity to key destinations. Multiple alternative or parallel routes (**Figure 2**) originally included in the Circuit alignment were narrowed down based on feasibility, safety, and long-term viability. This memo summarizes the proposed updates to the Circuit, including finalizing the Ultimate Alignment, identifying near-term and medium-term segments to advance in the interim, and recommending which side of the street and which crossings should be utilized. Finally, this memo provides recommendations on potential "pull-ahead" sections for short-term, quick build installations that can establish elements of the Circuit in advance of its development over time (**Appendix A**).

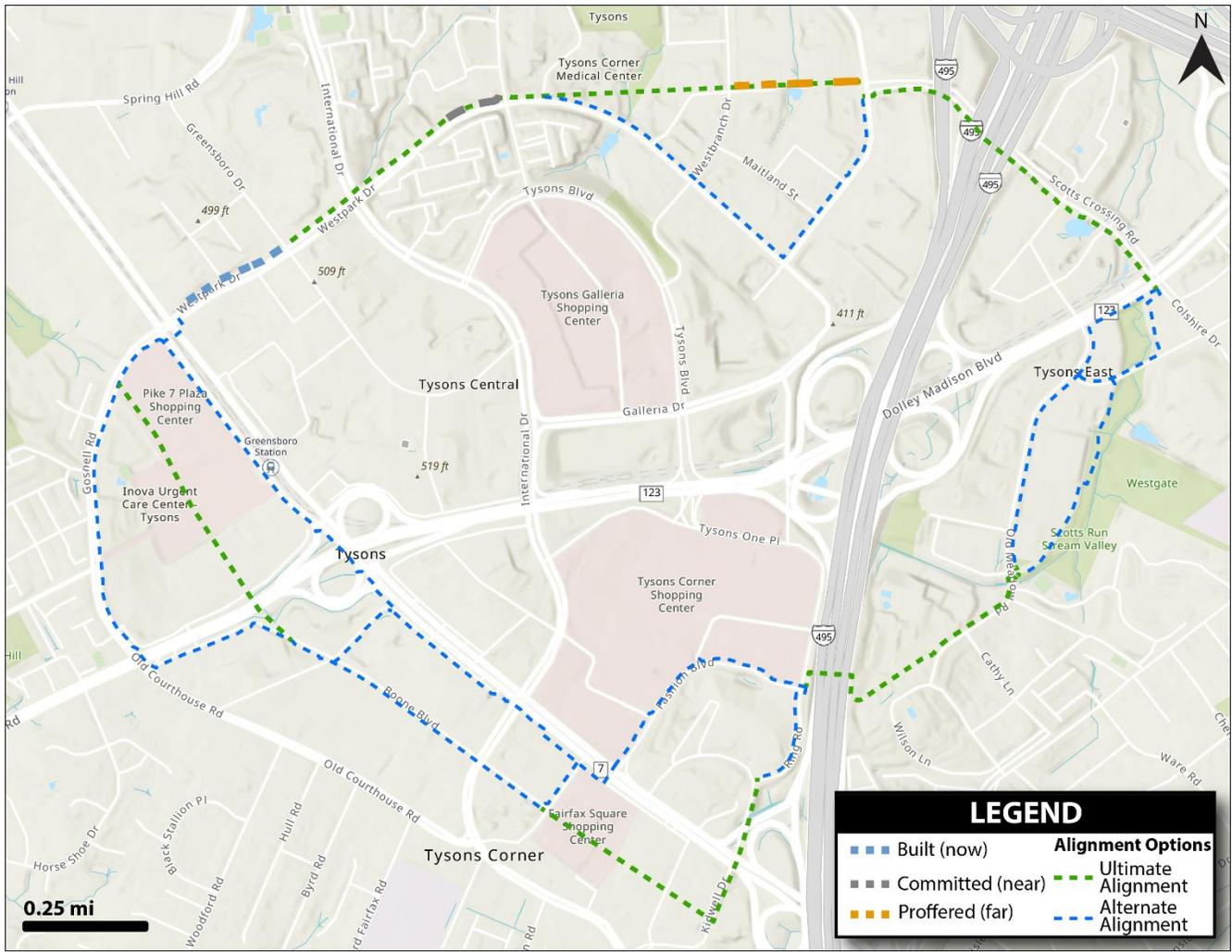


Figure 2: Original Circuit Alignment Map (as of 2024)

2. Tysons Community Circuit Ultimate Alignment Map

Figure 3 shows the proposed Ultimate Alignment for the Tysons Community Circuit. This proposed alignment includes one area with parallel routes: on the East side of Tysons, the alignment splits between Old Meadow Rd and Scotts Run Stream Valley, connecting back together at Chain Bridge Road. A potential continuous stream valley connection under Chain Bridge Road is identified in the approved Scotts Run CDP (FDP 2015-PR-014, Grant development) and may be considered for future coordination when improvements associated with development of the Grant block are triggered, recognizing that conditions and design considerations may evolve over time. The stream valley section is dependent on private development and would provide an option for a more recreational, nature-oriented path of the Circuit, while the Old Meadow Rd to Chain Bridge Rd segment is a more street-oriented path for quicker connections.

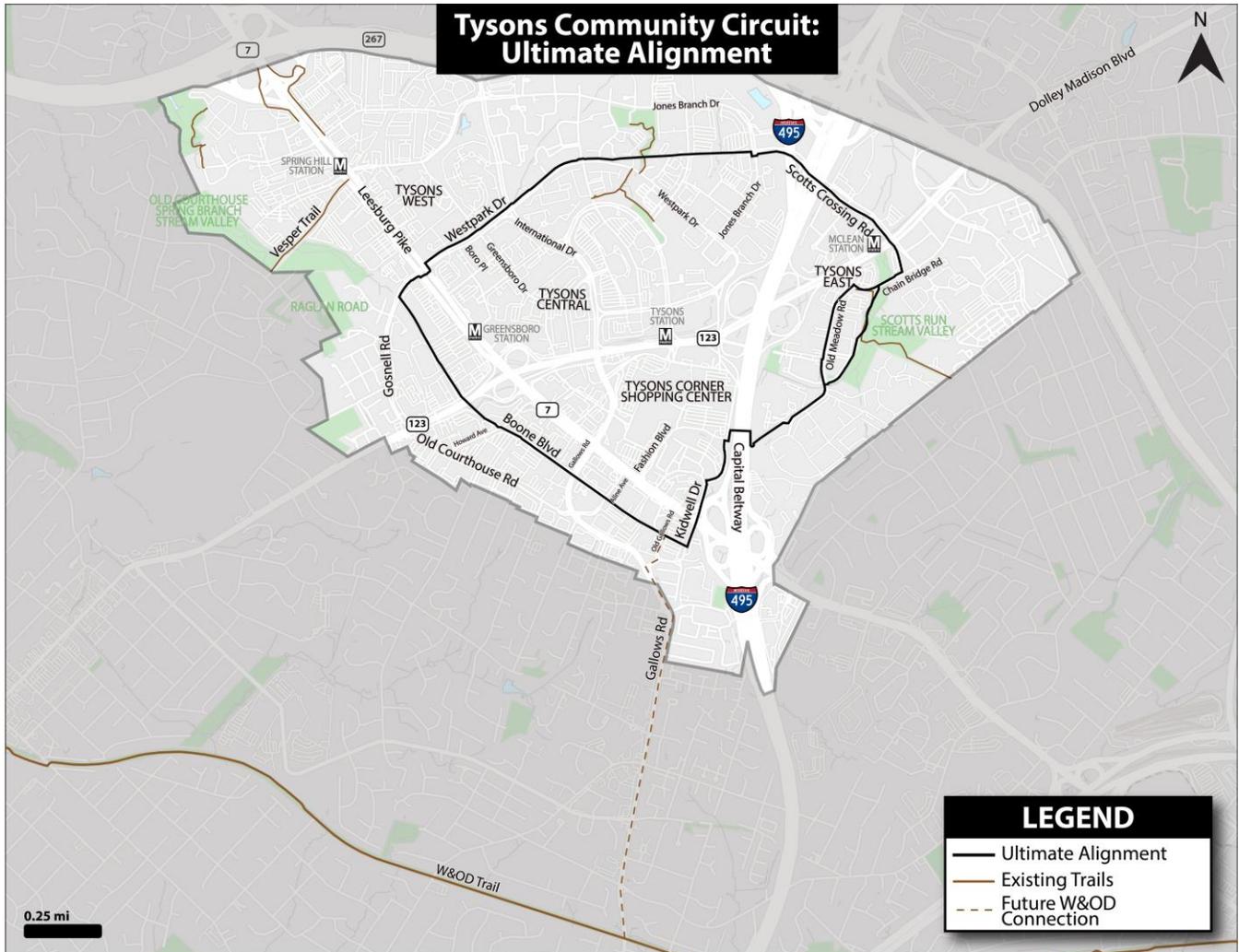


Figure 3: Tysons Community Circuit Proposed Ultimate Alignment

3. Existing Conditions and Interim Segments of the Tysons Community Circuit

Considering significant portions of the Tysons Community Circuit Ultimate Alignment are dependent on the build out of the future grid of streets, the Team also prepared a map identifying potential interim segments to advance on an earlier timeline. **Figure 4** shows built segments, proposed near-term segments, and proposed medium-term segments, defined as follows:

- **"Built Segment"** refers to any segment of the Tysons Community Circuit Alignment constructed per the Tysons Community Circuit Design Guidance.³ Currently, the only such segment is a 750-foot section on the west side of Westpark Drive north of Route 7.
- **"Near-Term Segment"** refers to any segment of the Tysons Community Circuit Alignment that meets the width requirements of the Design Guidance but does not currently include the appropriate material and branding. These include segments such as portions of Route 7 which consist of a wider sidewalk, the pedestrian bridge over I-495 and the segment of trail that follows it, and the segment of trail that goes through Scotts Run Stream Valley.
- **"Medium-Term Segment"** refers to all other segments of the Tysons Community Circuit Alignment which do not currently meet the width, materiality, or branding requirements, but are otherwise currently accessible by the public.

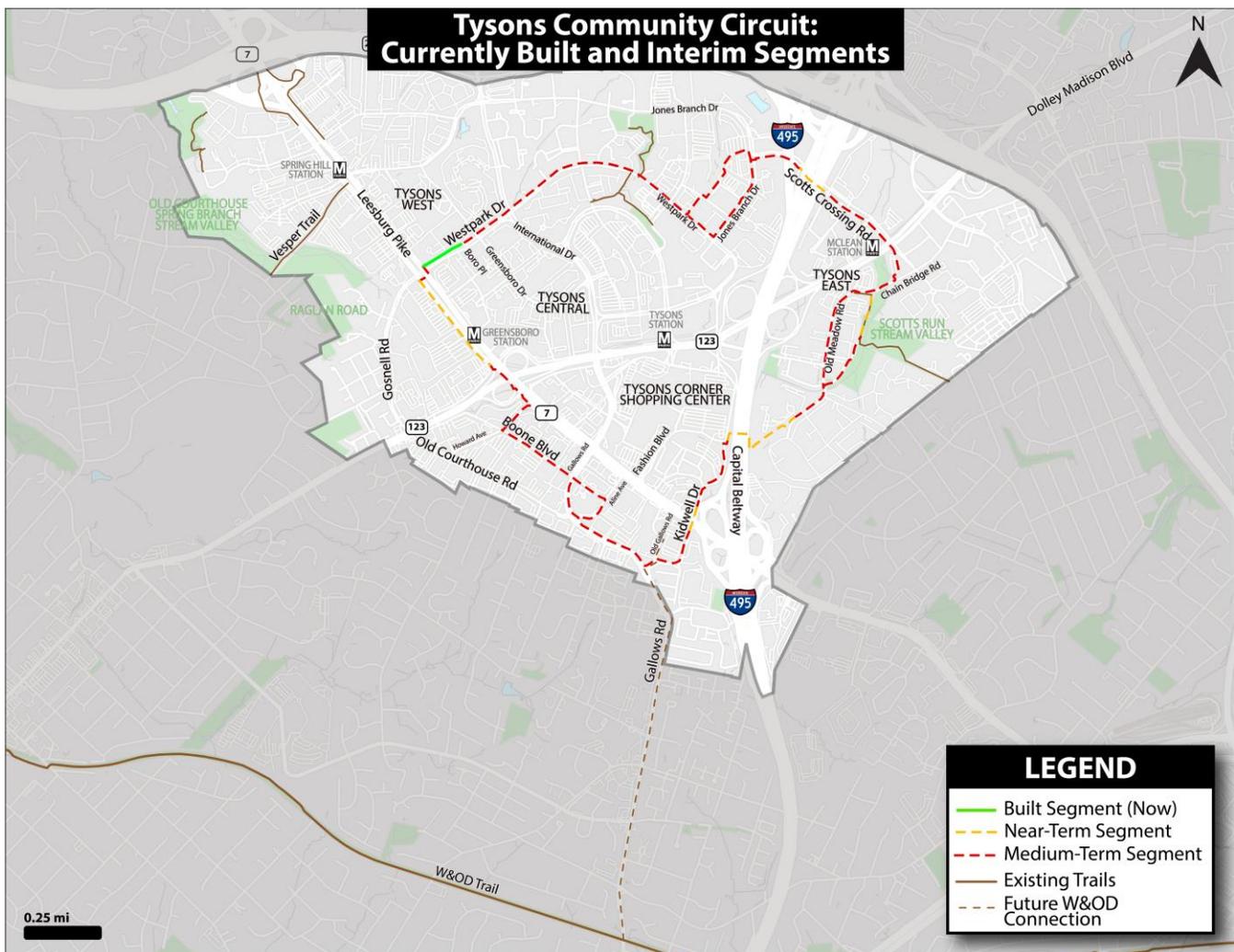


Figure 4: Currently Built and Interim Segments of the Tysons Community Circuit

³ <https://www.fairfaxcounty.gov/tysons/sites/tysons/files/assets/documents/pdf/parks/community-circuit-design.pdf>

Figure 5 illustrates the design status of the current and future Tysons Community Circuit. Only one section fully meets the Design Guidance, while another five sections have the sidewalk space to meet Design Guidance relating to width but do not have the correct paving materials and/or branding. The other segments have usable sidewalk space but do not meet the width, paving material, or branding requirements.

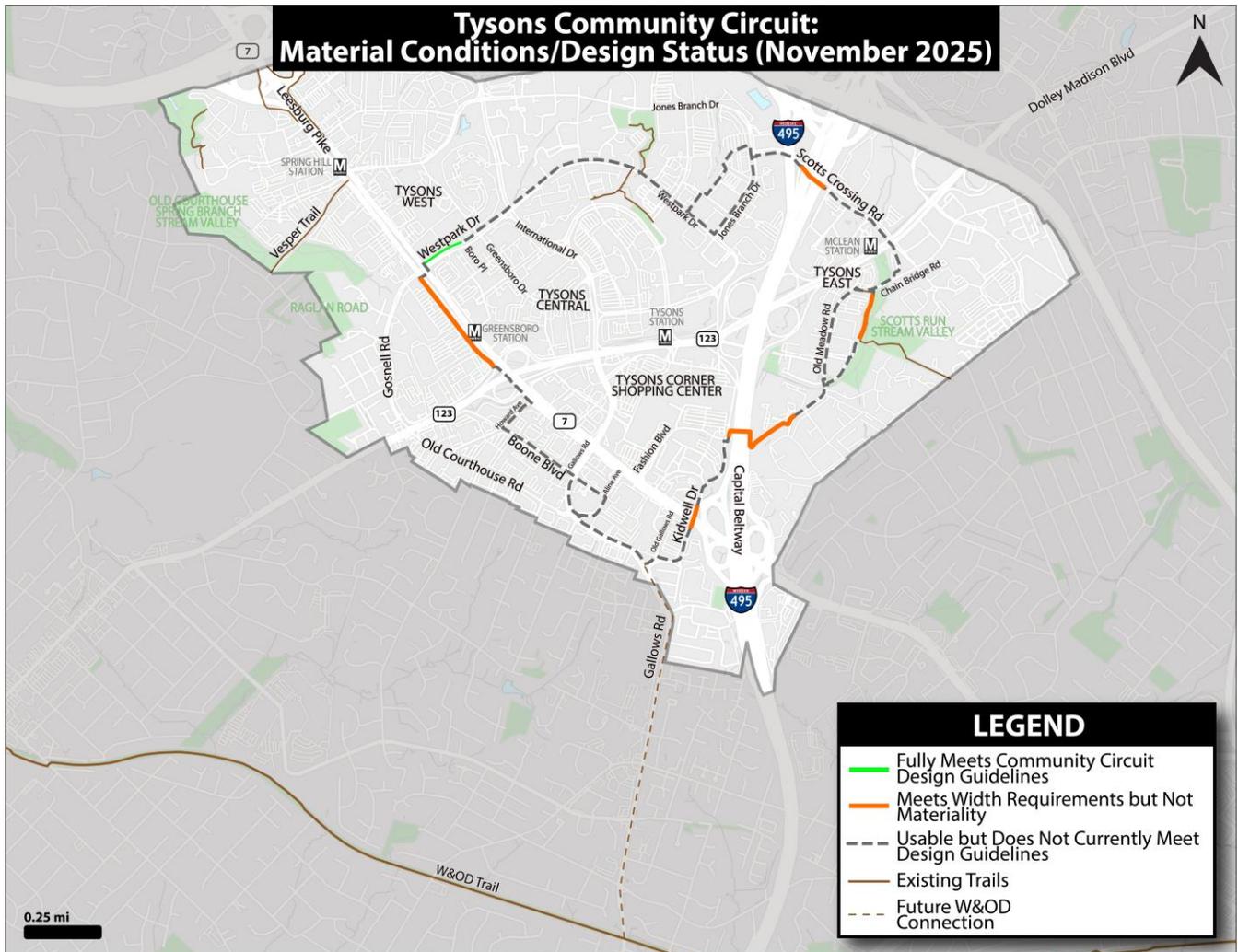


Figure 5: Design Status of the Tysons Community Circuit

4. Street Side Selection of the Tysons Community Circuit Ultimate Alignment

The Team also conducted a street-side analysis for each of the segments of the Ultimate Alignment of the Community Circuit to provide recommendations on which side of the street the Circuit should be built in the future. **Figure 6** shows the proposed street sides for each of the segments of the Ultimate Alignment of the Community Circuit. In addition, **Table 1** provides justifications for each of these recommendations. For segments dependent on future roads or parcels unlikely to develop in the foreseeable future, no street side recommendations have been made. The numbered segments on the map correspond to the numbers in the table.

Table 1: Justifications for Proposed Street Side for the Ultimate Alignment of the Tysons Community Circuit

Segment #	Segment Limits	Proposed Street Side	Justification/Comments
1	Westpark Dr (from Jones Branch Dr to Leesburg Pike)	North	<ul style="list-style-type: none"> The Tysons Community Circuit is proposed on the North side of the street on The Mile redevelopment plans. The North side aligns with the existing built segment of the Tysons Community Circuit at the Boro and will connect to the future intersection at Westpark Dr. A portion of this alignment depends on the redevelopment of the Kaiser Permanente site, which is not anticipated for the foreseeable future.
2	Gosnell Rd (from Leesburg Pike to future Boone Blvd)	South	<ul style="list-style-type: none"> Prefer to direct Circuit users towards the South side of Gosnell Rd where there is an existing sidewalk. It is unclear at this time what the intersection with Boone Blvd will look like ahead of the build out of the future grid of streets. Until the roadway design is finalized, it is better to keep the alignment on the south side to keep consistency.
3	Boone Blvd (from Gosnell Rd to Route 123)	TBD –	<ul style="list-style-type: none"> No redevelopment is anticipated for this section (through Pike 7 Plaza) for the foreseeable future.
4	Boone Blvd (from Route 123 to Aline Ave)	South	<ul style="list-style-type: none"> Preference for the alignment to remain on the same side as the proposed soccer field that will be built on that side of the street (Link development).
5	Boone Blvd (from Aline Ave to Kidwell Dr)	TBD	<ul style="list-style-type: none"> Road has not been built for this section of the Circuit. Redevelopment is starting to occur but timeline for full build-out is not anticipated for the foreseeable future.
6	Kidwell Dr (from Boone Blvd to Ring Rd)	East	<ul style="list-style-type: none"> East side aligns with the crosswalk over Ring Rd.
7	Ring Rd (from Kidwell Dr to Fashion Blvd)	West	<ul style="list-style-type: none"> There is an existing sidewalk on the west side of Ring Rd .
8	Old Meadow Rd (from pedestrian bridge over I-495 to Asbury Pk Rd)	West	<ul style="list-style-type: none"> Extending the existing trail on the West side of Old Meadow Rd.
9	Asbury Pk Rd (from Old Meadow Rd to parking lot/stream valley)	East	<ul style="list-style-type: none"> Leverages the existing sidewalk and limits the number of crossings.
10	Old Meadow Rd (from Asbury Pk Rd to Colshire Meadow Dr)	West	<ul style="list-style-type: none"> Continues on the same side of the street as the existing trail on Old Meadow Rd.
11	Scotts Run Stream Valley to McLean Metro Station	TBD – pending future development application	<ul style="list-style-type: none"> This segment is contingent on private development, which includes a trail segment through the stream valley going underneath Chain Bridge Rd.
12	Chain Bridge Rd (from Old Meadow Rd to Colshire Dr)	North	<ul style="list-style-type: none"> Easiest way to connect to the McLean Metro Station and limits number of crossings.

Segment #	Segment Limits	Proposed Street Side	Justification/Comments
13	Scotts Crossing Rd (from Route 123 to Jones Branch Dr)	South	<ul style="list-style-type: none"> Limits the number of crossings and leverages existing sidewalk on Scotts Crossing Rd.

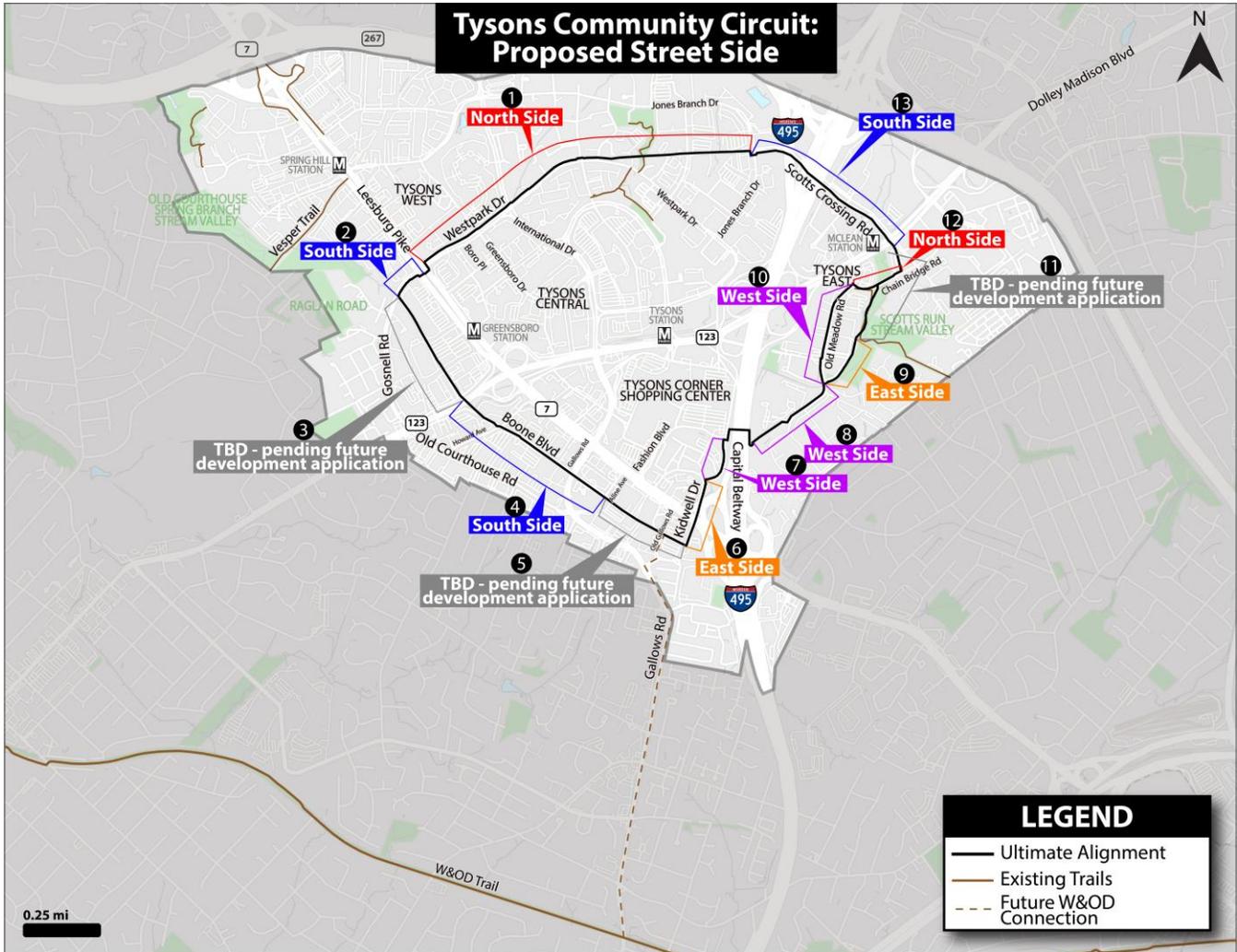


Figure 6: Proposed Street Sides for Each Segment of the Ultimate Alignment of the Tysons Community Circuit

5. Intersection/Crossing Selection of the Tysons Community Circuit Ultimate Alignment

This section discusses key intersections and roadway crossings along the Ultimate Alignment of the Tysons Community Circuit, offering recommendations based on existing conditions. **Figure 7** provides a map showing the locations of each of the intersections detailed below.

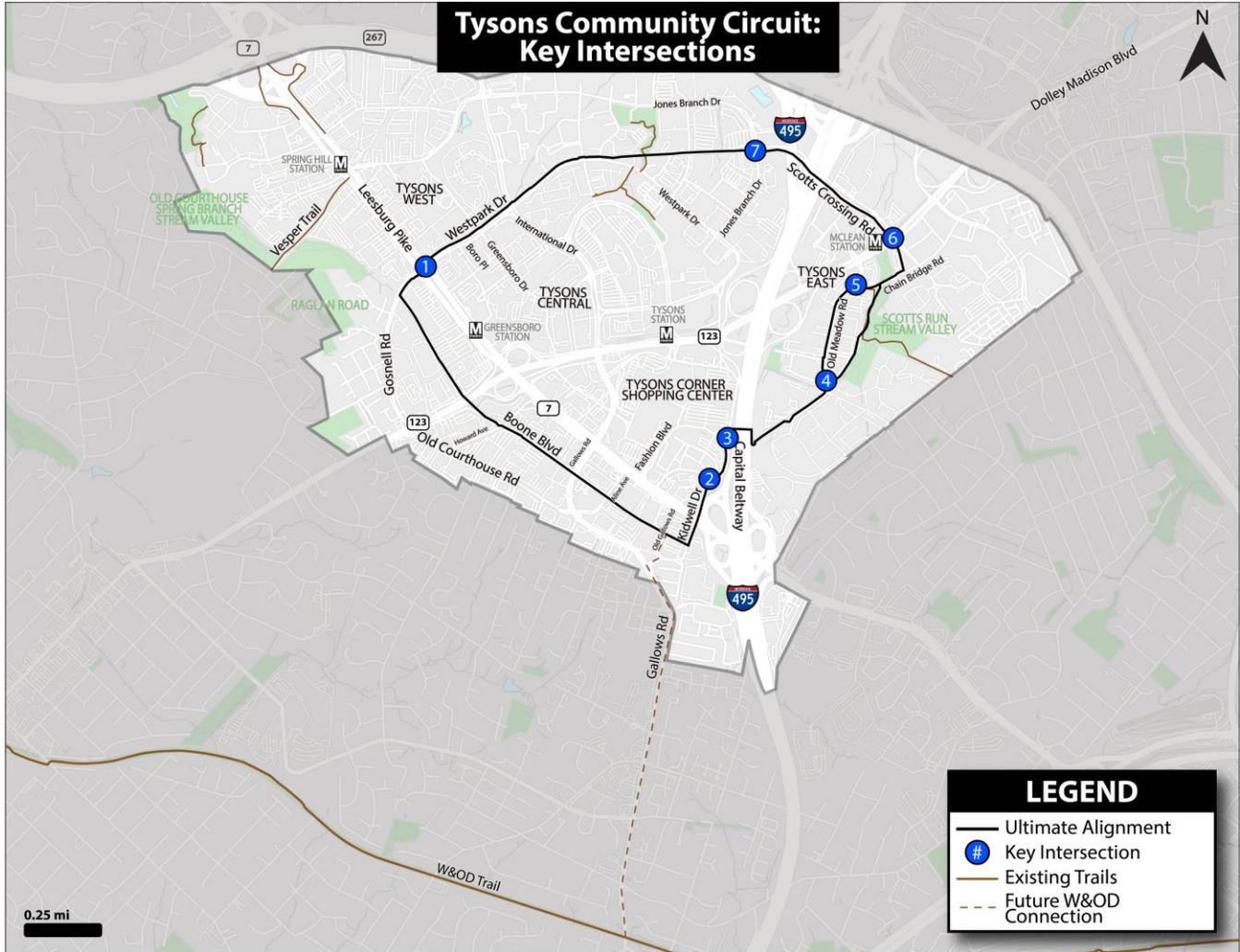


Figure 7: Key Intersection Map

To cross from the existing segment of the Circuit on Westpark Dr, the Ultimate Alignment proposes crossing southeast on Westpark Dr, and southwest across Leesburg Pike to connect with the sidewalk on Gosnell Rd (**Figure 8**).

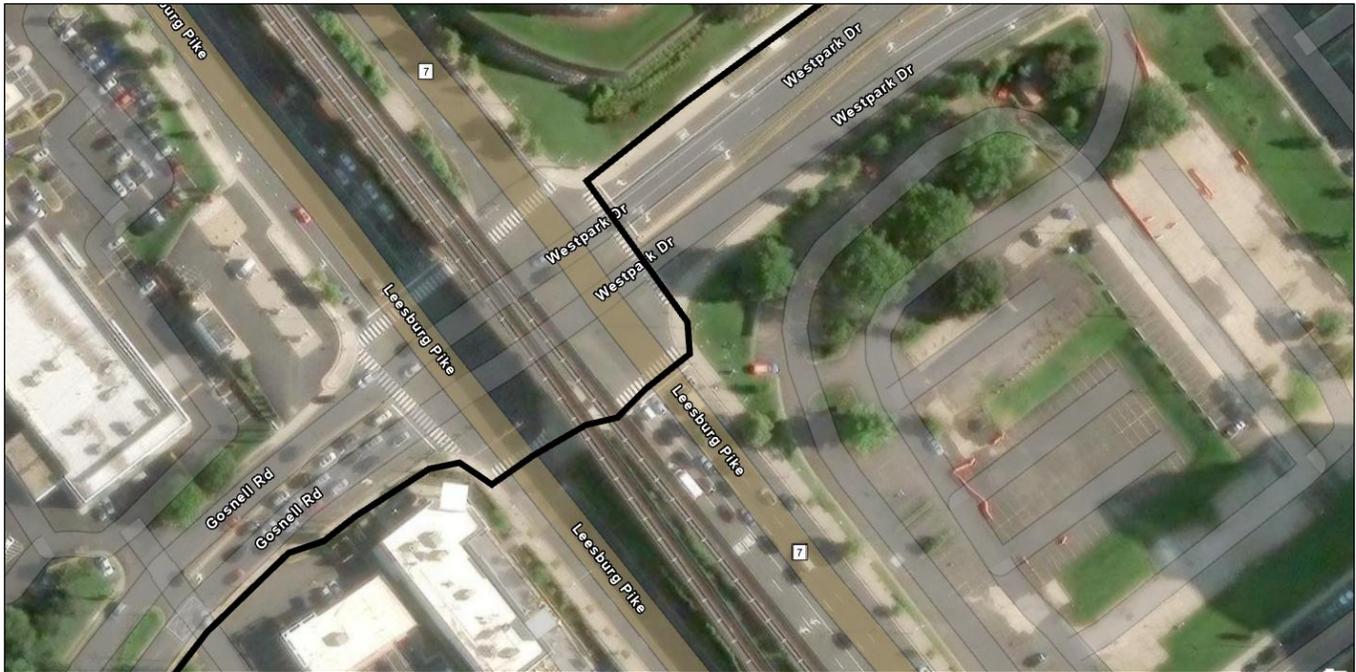


Figure 8: Intersection #1 - Leesburg Pike and Westpark Dr

At the intersection of Towers Crescent Rd and Ring Rd, the Ultimate Alignment proposes to utilize the existing crossing on the east side of the intersection to connect to the existing sidewalk on the North side of Ring Rd (**Figure 9**). There is currently no sidewalk on the south side.

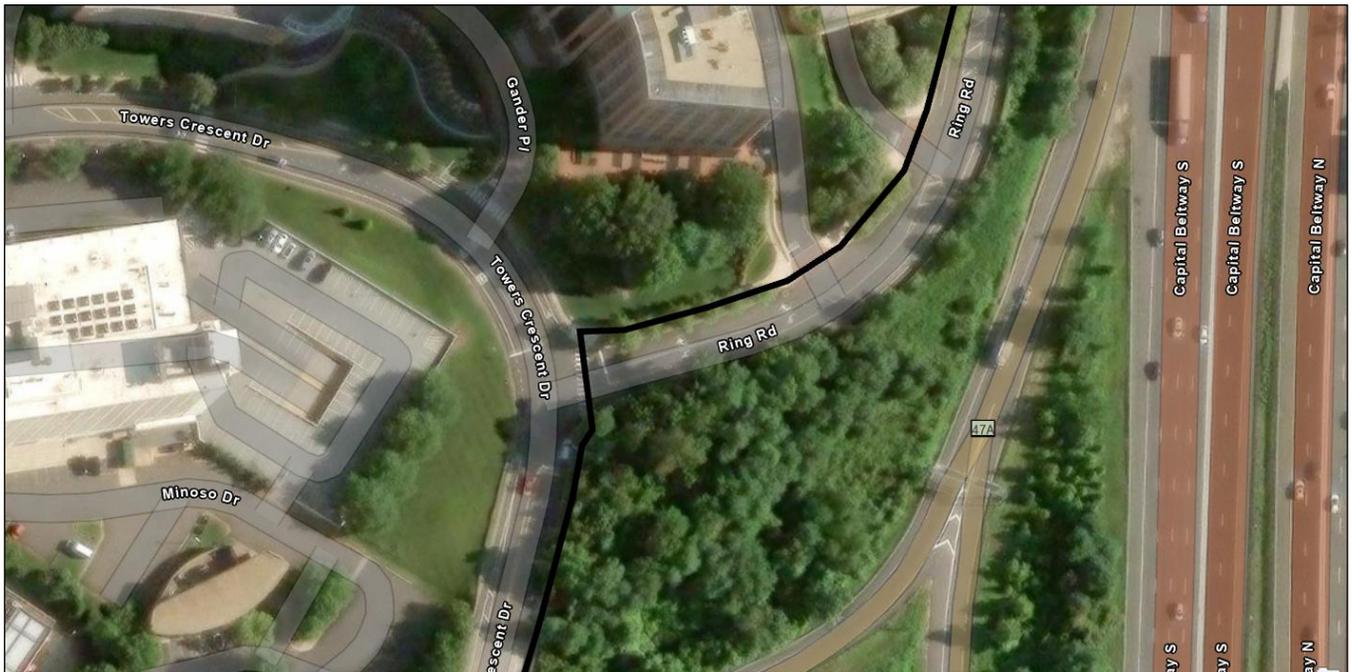


Figure 9: Intersection #2 - Towers Crescent Rd and Ring Rd

At the intersection of Ring Rd and Fashion Blvd, the Ultimate Alignment proposes utilizing the existing crosswalk on the south side to connect with the existing trail and pedestrian bridge over I-495 (**Figure 10**).

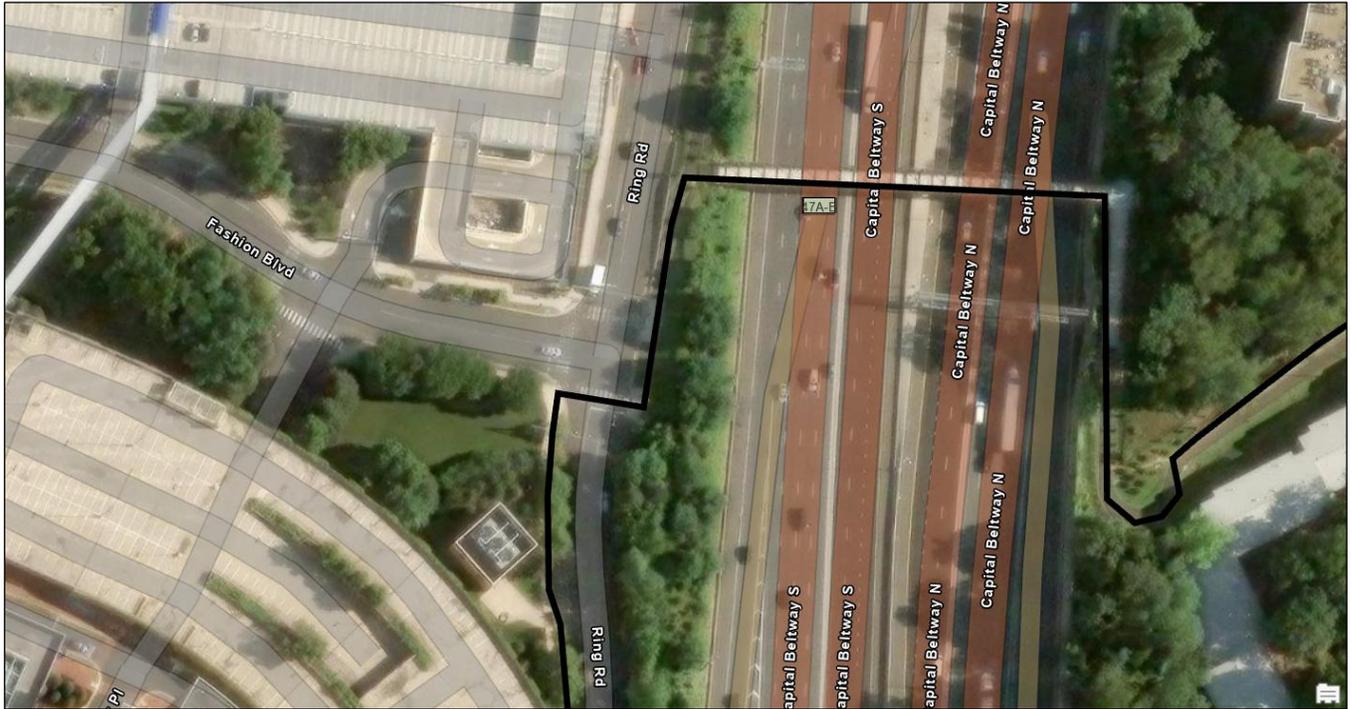


Figure 10: Intersection #3 – Fashion Blvd and Ring Rd

At the intersection of Old Meadow Rd and Asbury Pk Rd, the Ultimate Alignment proposes to utilize the existing crosswalk on the southern end of the intersection as well as the existing intersection on the west side (**Figure 11**).

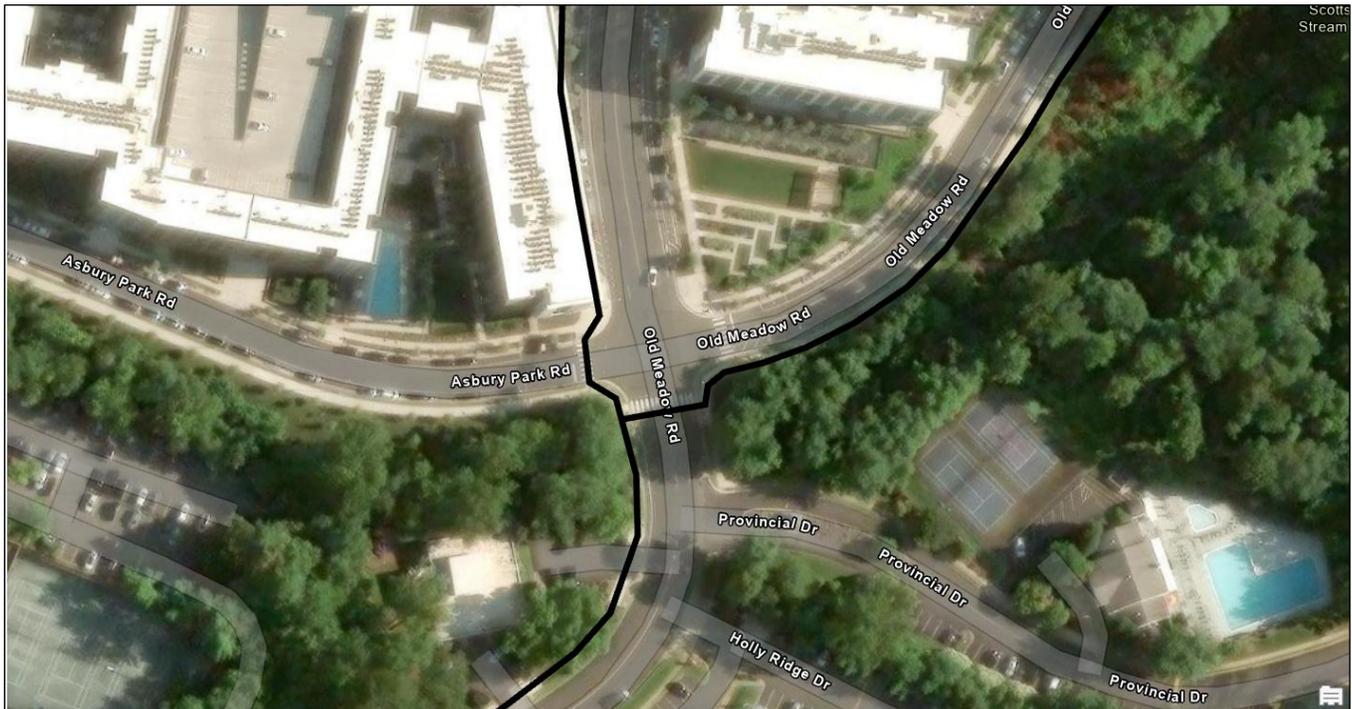


Figure 11: Intersection #4 – Old Meadow Rd and Asbury Pk Rd

When the intersection is redesigned, the crosswalk connecting Old Meadow Road to Chain Bridge Road will serve as the Tysons Community Circuit crossing at this location (**Figure 12**).



Figure 12: Intersection #5 - Old Meadow Rd and Chain Bridge Rd

At the intersection of Dolley Madison Blvd and Colshire Dr, the Ultimate Alignment proposes utilizing the existing crosswalk on the west side of the intersection (**Figure 13**).

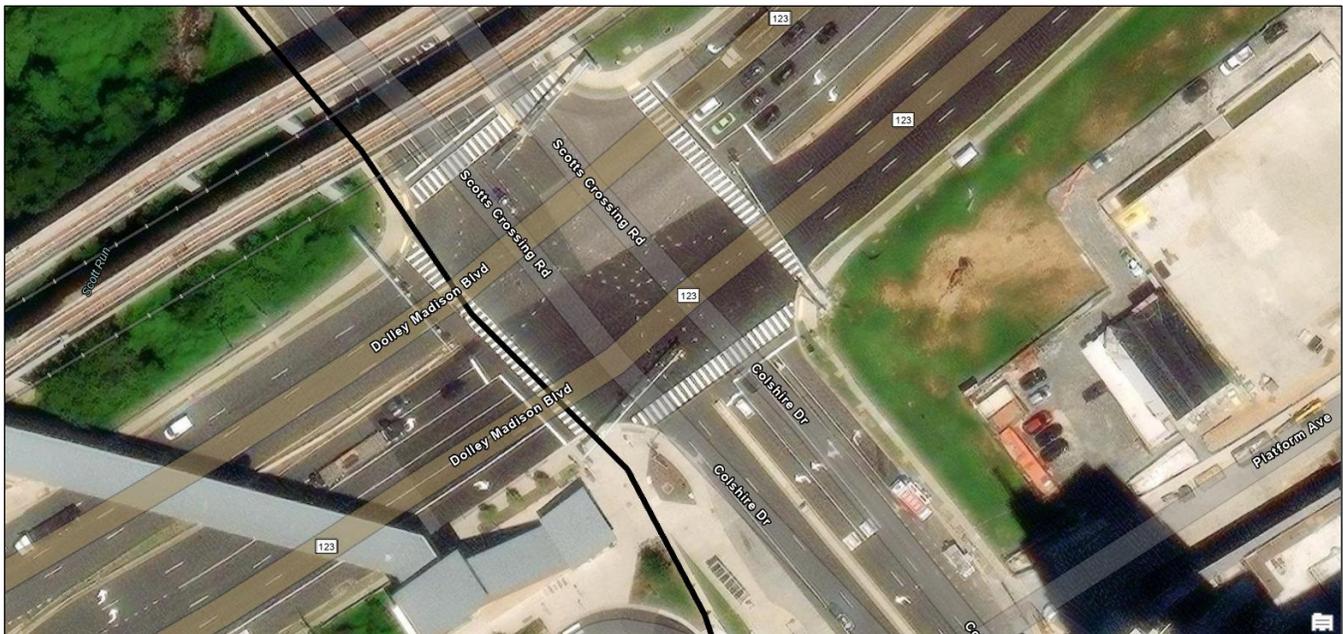


Figure 13: Intersection #6 - Colshire Dr and Dolley Madison Blvd

At the intersection of Jones Branch Dr and Scotts Crossing Rd, the Ultimate Alignment proposes to utilize the existing southside crosswalk to later connect to a future street that will be built through private development (**Figure 14**).



Figure 14: Intersection #7 - Jones Branch Dr and Scotts Crossing Rd

APPENDIX A: Pull-Ahead Section Identification

In addition to revising the Ultimate Alignment, the Team has also identified potential pull-ahead sections that can be considered for quick-build installations to advance segments of the Tysons Community Circuit in the short term. **Figure 15** shows the identified potential pull-ahead section, and **Table 2** describes the options and provides advantages and disadvantages for each of them.

1. Repurposing the north curb lane west of Greensboro Dr.
2. Boone Blvd (Howard Ave to Aline Ave).
3. Kidwell Dr Bridge to Gallows Rd.
4. Cut-through section at Jones Branch Dr to connect to the Mile dog park.

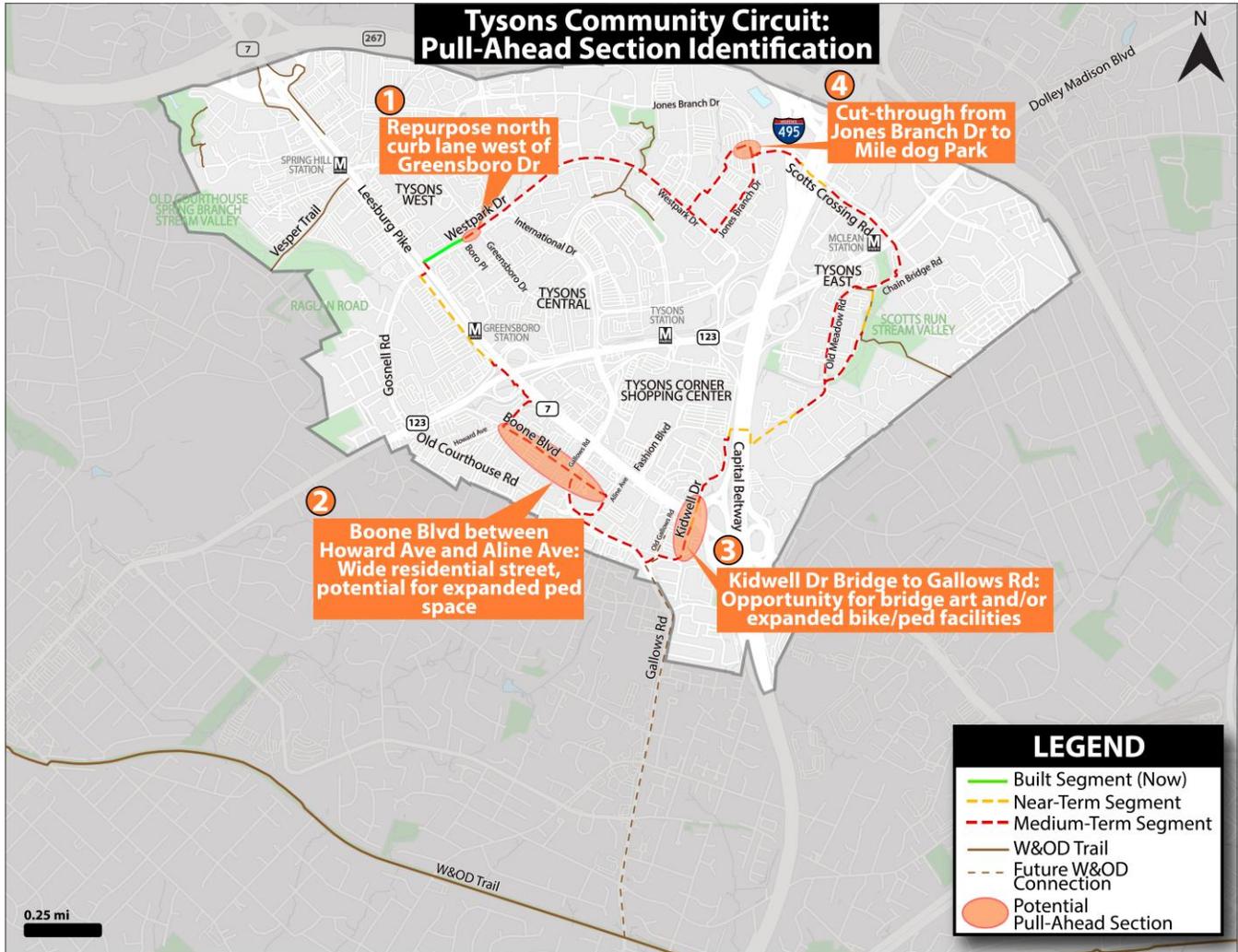


Figure 15: Potential Pull-Ahead Sections of the Tysons Community Circuit

Table 2: Advantages and Disadvantages of Potential Pull-Ahead Segments of the Tysons Community Circuit

#	Pull-Ahead Option	Description	Advantages	Disadvantages	Potential Installations ⁴
1	Westpark Dr (immediately west of Greensboro Drive)	This option would repurpose the north curb lane immediately west of International Dr to Boro Pl, where an existing HAWK signal has been implemented. As of January 2026, the site plan for this block is in the bonding stage.	A. Would extend/leverage the existing two-block segment of the Tysons Community Circuit on Westpark Dr, expanding the footprint of the existing Tysons Community Circuit and increasing community awareness.	A. Keeps the main section of the existing Tysons Community Circuit in Tysons West, as opposed to expanding it to other areas of Tysons.	Repurpose curbside lane (currently signed for no parking but used for long-term parking) and add parallel protected bike lane with flex posts.
			B. Leverages the mid-block crossing and HAWK signal at Boro Pl.	B. Requires VDOT approvals.	
			C. This area of Tysons includes a high concentration of retail/commercial businesses and already has high ped/bike traffic as a result.	C. Leads people to missing sidewalks on International Dr	
			D. This section is within the proposed extent of the FCDOT Westpark Dr cycle track project.		
2	Boone Blvd (from Howard Ave to Aline Ave)	Boone Blvd (between Howard Ave and Aline Ave) is a quiet, wide street which provides an opportunity to expand pedestrian space.	A. Existing roadway configuration (over 35-ft of Right-of-Way + 5-ft sidewalks on both sides) provides ample space to extend sidewalks/install temporary infrastructure to expand pedestrian space.	A. As it is located in a neighborhood behind Route 7, there are fewer connections to high number of businesses located on Route 7 corridor.	Install quick-build bicycle/pedestrian facility, shaded parklet, small curb ramp/sidewalk upgrades. Adding this on-street would require removing some parking but should be relatively straightforward through coordination between VDOT and the Providence District Supervisor's office. If Boone Blvd is repaved in the coming years, FCDOT could also implement bike lanes or other striping improvements through its repaving coordination program.
			B. Boone Blvd is well shaded, tree-lined, and has low traffic. Good location for a recreational trail option for walkers/bikers.	B. Requires VDOT approvals.	
			C. Given the roadway conditions, temporary installations (flex-posts/paint) could more easily be converted to permanent infrastructure/protection for pedestrians and cyclists.		

⁴ The Virginia Department of Transportation (VDOT) requires a minimum 2' buffer space adjacent to a bike lane in order to add flex post protection. This guidance applies to all potential quick-build installations of the Circuit if they include flex posts.

#	Pull-Ahead Option	Description	Advantages	Disadvantages	Potential Installations ⁴
3	Kidwell Dr Bridge over Route 7 to Gallows Rd	This section of Kidwell Dr includes a bridge over Leesburg Pike with bike lanes, a buffer lane, and wide two-way traffic lanes.	A. Existing roadway configuration (5-ft bike lane + 6-ft buffer lane on both sides) provides opportunity to expand bike lane space and add protection.	A. Current conditions are unsafe for pedestrians/bicyclists, so any temporary installation would require ensure proper protection from vehicles. The existing sidewalks are narrow.	Add flex-posts and wheel stops for a wider sidewalk and protected bike lanes.
			B. Connects to Ring Rd, which currently is a comfortable bike/ped experience, and allows for connection to the Tysons Mall and the existing pedestrian bridge and trail over I-495 at Fashion Blvd.	B. Requires VDOT approvals.	Opportunity for paint, art, planters, Circuit branding and signage.
			C. Connects to Gallows Branch Rd/Gallows Rd which allows for a future connection to the W&OD trail and other points of interest outside of Tysons.		
4	"Cut-through section" at Jones Branch Dr to connect to the Mile dog park	This segment would consist of building a short trail or share-use path alongside a parking lot at Jones Branch Dr to connect to the Mile dog park.	A. Would provide a more direct route through North Tysons.	A. Uses private Right-of-Way so would require developer approval (as opposed to VDOT approvals).	Build small trail following the fence of the parking lot.
			B. Would allow for connection to the Mile dog park and the park at Maitland St and Hornby St.	B. Presence of retention pond may complicate construction.	Adding pavement markings through the parking lot.
				C. Presence of electrical boxes at NW corner of Scotts Crossing and Jones Branch Dr. D. Requires routing through newly built, landscaped parking lot/access roads with limited width.	