



County of Fairfax, Virginia

Juniper Lane Connectivity Study

*Community Meeting #3
January 30, 2019*

Fairfax County Department of Transportation



Agenda

- Recap of project activities
- Assessment of preferred options
- Open discussion



RECAP OF PROJECT ACTIVITIES



Recap of Project Activities

- Community Meeting #1 – August 1, 2018
- Community Meeting #2 – September 26, 2018
- Community follow-up and surveys



Community Meeting #1 – August 1, 2018

- Study Background
- Work Plan & Schedule
- Concepts Developed by Citizen Working Group





Community Meeting #2 – September 26, 2018

- Recap of project purpose
- High level assessment of options
- Next steps

Comparison Criteria	Qualitative Performance of Options							
	1	2	3	4	5	6	7	8
Limits potential for cut-through traffic	○	○	◐	◐	◑	●	◑	●
Reduces traffic impacts associated with redevelopment	●	◑	◑	◑	●	○	◑	○
Improves neighborhood connectivity	●	●	◑	◑	◑	◑	◑	○
Enhances site circulation and traffic operations in the study area	●	◑	◑	●	◑	○	○	○
Minimizing bicycle and pedestrian conflict points	○	○	◑	○	◑	●	●	●

● More

◐ Moderate

○ Less



Community follow-up and surveys

- **Ravenwood**
 - Weighted: (1) Option 8, (2) Option 6, (3) Option 5
 - Unweighted: (1) Option 6, (2) Option 8, (3) Option 7
- **Ravenwood Park**
 - Retain all or parts of the service road from Patrick Henry Drive to Sears without adding other new roadways
 - Option 3
- **Sleepy Hollow Manor**
 - (1) Option 7, (2) Option 5, (3) Option 4



ASSESSMENT OF PREFERRED OPTIONS



Work Tasks

- Graphical renderings
- SimTraffic simulation analysis for additional MOEs (e.g., queuing, travel time)
- Direct comparison between options



Evaluation metrics

- Limiting cut-through traffic
- Reducing traffic impacts associated with redevelopment
- Improving neighborhood connectivity
- Enhancing traffic operations in the study area
- Providing bicycle and pedestrian connectivity



Observations

- Several evaluation metrics represent competing interests
- Study does not identify a single preferred option
- Intent is to provide information on how to balance interests



Option 3

Removes the Leesburg Pike Service Road and adds a circulation road around the site

- Some cut-through traffic
- Most efficient site circulation
- Lowest traffic impacts overall





Option 7

Maintains part of the Leesburg Pike Service Road and Juniper Lane roadway connection to site

- Some cut-through traffic
- Limited site circulation
- Highest delays and queues





Option 8

Removes the Leesburg Pike Service Road and Juniper Lane roadway connection to site

- Least cut-through traffic
- Limited site circulation
- Some increase of delays and queues





Qualitative Comparison Table

Comparison Criteria	Qualitative Performance of Options		
	3	7	8
Limits potential for cut-through traffic	◐	◐	●
Reduces traffic impacts associated with redevelopment	◐	◐	○
Improves neighborhood connectivity	◐	◐	○
Enhances site circulation and traffic operations in the study area	◐	○	○
Minimizing bicycle and pedestrian conflict points	◐	●	●

● More

◐ Moderate

○ Less



Questions and Discussion

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