

Russell Branch Parkway Public Meeting July 11, 2022

Summary of Questions & Answers

Q1. Could the Russell Branch Parkway/Navajo Drive/Ashbrook Commons Plaza intersection box be widened to make the left turn easier for drivers?	
A1:	<p>DTCI recognizes the difficulty drivers are having in navigating the intersection as multiple public comments have been received and black marks from tires were evident during the study's site visits.</p> <p>With the proposed traffic signal, there will be improvement to that turning movement. The southbound lanes will reduce in width so that southbound left-turning vehicles will be encouraged to stop several feet west of where they stop today. This should make the southbound left turn easier. Further, the signalized intersection will provide a protected movement on a green arrow for the left turn movements, so that a driver can pay more attention to the path ahead of them instead of looking to the left or right to avoid vehicles on Russell Branch Parkway. As such, we expect that signalization will reduce the difficulty drivers have had in navigating the intersection. All of this will be considered again in future stages of design.</p> <p>Once the project goes into further design, there will be opportunity for further public input regarding the design of the median nose and specific locations of the crosswalks. The size of the intersection box can be reconsidered at that time.</p>
Q2. It would be really great if VDOT could time the lights correctly so that cars can progress through the signalized intersections.	
A2:	<p>The proximity of the signalized intersections was identified as a concern during the study process and in future design phases, we would work with VDOT to verify the appropriateness of those two signals as well as appropriateness of signal timing to ensure effective progression from one intersection to the next.</p>

Q3. What kind of buses will travel on the corridor? What other options are there after cars and taxis? Will the bus along Russell Branch Parkway (between Ashburn Village Boulevard and Ashbrook Place) travel to Strayer University Park and Ride?	
A3:	<p>Once the Silverline Metrorail Ashburn Station is open, the Russell Branch Parkway Study Corridor will be served by two routes. The Local Route service the corridor is Route 70: Leesburg – Sterling traverses the Russell Branch Parkway Corridor between Ashburn Village Boulevard and Loudoun County Parkway. It travels to the east of Loudoun County Parkway along Route 7 and does not service the Park and Ride on Pacific Boulevard. Note that while Route 72: Wiehle Express does service the Park and Ride on Pacific Boulevard, it does not service the study corridor.</p> <p>Further, as described in the June 22, 2022 Transportation and Land Use Committee Meeting Information Item #2, Access to Metrorail Stations, the Ashburn Village bus (Routes 341 and 342) will travel along the study corridor and will provide service to Ashburn Metrorail Station. Trips will take approximately 20 minutes with buses departing every 25-35 minutes. Just to the west of this corridor, the One Loudoun bus (Routes 331 and 332) will service the One Loudoun Park and Ride and will also service the Ashburn Metro. The trip will take approximately 20 minutes with buses departing approximately every 45 - 60 minutes in either direction.</p>