

Loudoun County Transit Plan Workshop -- September 24, 2008
 Station 2: Who rides transit, where do they go and how can services be improved?
 Written Comment Card Summary & Flip chart notes

1. Where and when would you take the bus today if it were available?

Comment Cards	Flip Chart Comments
Occasional trips into DC on weekends	To shopping Centers (Leesburg, Cascades, Dulles, malls)
Brambleton, Broadlands to DC early in the morning 6 to 8 am; back from DC in the evening or West Falls Church metro/Hunter Mill Park & Ride	Make available to mothers with small kids
From Ashburn Village to Wegmans to Dulles Town Center to Leesburg	Medical offices for Dr. appt., access to Carver Recreation Center, Ashby Pond, Ericcson Property, Lovettsville to Purcellville
Ashburn Village Boulevard to Dulles North	Access to MARC Train (MD)
Ashburn Village (near Giant)	More trips to West Falls Church, greater frequency and weekend service
Non-commuter trips to DC (Mall/downtown)	Bus to Frederick via Point of Rocks?
Non-commuter trips to Amtrak/Dulles Airport	Will there ever be a park-n-ride in Ashburn
Already take LC commuter bus to Rosslyn from DNTC. Take "LINK" service 4 times a week	To shopping Centers (Leesburg, Cascades, Dulles, malls)
Cascades to Lansdowne Town Center & back	
Lansdowne Town Center to downtown Leesburg and back	
To the malls, Dr. appts.	
Reston & Tysons	
I wouldn't – not dependable; buses don't run or run substantially late	
From Exeter (Leesburg) to Dulles (AOL)	
Round Hill/Hillsboro to Udvar Hazy Museum at Dulles – one to two times a week	

2. For the current trips you make by transit, what are the reasons you use transit?

Comment Cards	Flip Chart Comments
Only have one car in family and that is needed to get my son to daycare within Broadlands, (no transit in Broadlands).	No flip chart comments received
Lack of sidewalks makes walking dangerous	
Work	
Long-haul bus to Rosslyn	
High parking fees	
Traffic volumes	
My stress level	
To go to DC only	
Extra sleep on commuter bus. LINK service because it's cheaper and just as time efficient as driving with less stress.	
I don't use transit now	
Don't have to drive; can work, read, or sleep	
I don't	
I don't use transit at this time	

3. What modes are best suited to your trip needs or destinations and why?

Comment Cards	Flip Chart Comments
I do not work consistent hours. Everyday is different so car, bike or bus is most convenient. I'd walk occasionally but sidewalks do not exist between Ashburn and Wegmans area	No flip chart comments received
Bus & Metro; Metro – to go to DC	
Long haul buses – Ashburn to Rosslyn/Pentagon	
Bus and train good for DC due to traffic, parking and can utilize time on bus/train	
Commute: bicycle/Non-commute: car – convenient, time-saving, not expensive for my usual trips around Leesburg and to Eastern Loudoun	
Bus	
Bus	
POV	
Bus, flexibility	
bus & carpool	
bus – no other public transportation available	

4. What are the obstacles to greater use of transit in Loudoun County?

Comment Cards	Flip Chart Comments
Frequency of service (2 hours to run a quick errand to the grocery store? Forget it)	Rt. 7/Rt. 9 Choke point
Service times: 7 a.m. to 7 p.m. with connection is not long enough to allow full work days. It eliminates the possibility of evening activities for those without cars.	Demographics make funding a challenge for West Loudoun rates
Ashburn Farms to AOL travel time (one-way) 1.5 to 2 hours by bus. Just to be clear: Parkhurst Plaza to Wegmans one way travel time is 1.5 hours (get on bus at Parkhurst @7:33 a.m., arrive at Wegmans @ 9:05 a.m. (assuming buses running on time).	VRT – undependable service - buses not running on time (even free)
Connections: 1 hour layover at Dulles Town Center if going to Ashburn Farm, 7 to 7 on 7 to Dulles South on AOL; only VRT connection between Loudoun local bus and Metrobus is a \$3 express bus; this is expensive. It's cheaper at Dranesville but that Fairfax Connector bus doesn't run all day; routes are too short in some cases, which necessitate stopovers.	Populations Missed: Frail, elderly and disabled adults who don't drive or can't use public transit. "Invisible" population - Loudoun Volunteer Caregivers will submit comments in writing. This all volunteer group serves all incomes, not just low income. This population is growing and needs to be captured in this study – <u>community collaboration</u> to provide these services.
No weekend or early morning/late evening services	Too many transfers/long rides
Dispersed population	Add more buses, pavement doesn't work
Local transit needs which might not have sufficient demand	Are there plans to build bus shelters/benches at transit stops? If not, please do.
Access to transit – limited/inflexible schedules i.e. limited service to Pentagon last evening pickup 5:15!	Leesburg is also a choke point – transit extending further west makes sense
Frequency of service	
Service to DC – if you get to DC in initial stops, time is saved, otherwise lots of times as bus stops @ 9 stops – 45 minutes to Rosslyn is great	
Convenient (frequency, times of day/night) to destinations	
I live in a small development, bus would not be close enough to walk to - it's about ¾ mile to 1 mile to main street	
Money (2 comments) and time	
Parking lots for commuter buses	
Not enough express lanes for buses and carpool on Route 7 and Route 50 and Greenway so buses go faster	
Need to get buses off Greenway on to Airport lanes	
Availability to work destinations	
I live 1.5 miles from Hillsboro – I need to drive to Purcellville to get a bus	