

Loudoun County Transit Plan Workshop -- September 24, 2008
Station 3 – What should the future of transit “look like” in Loudoun County?
 Written Comment Card and Flip Chart Summary

1. Future transit services in Western Loudoun County should...

Comment Cards	Flip Chart Comments
Be available from Round Hill & Hillsboro to Dulles Airport and the Smithsonian at Dulles, Leesburg, Sterling & Dulles Town Center – Reston & Tysons	Park & ride location on the East side of Hamilton should be relocated to west of Purcellville or between Purcellville and Hamilton; the current proposed location takes traffic through town on a 2-lane Route 7
Include more towns	Need park & ride at Rt. 287/Rt. 7 in Purcellville
Alleviate commuter car volumes to reduce pressure to widen roads	Get rid of shoulder on Route 7 to Route 9 to create new lane (general purpose or bus lane) and/or have reversible lane in median of Route 7
Connect Leesburg, Lucketts, Point of Rocks train, downtown Frederick	
Be cost effective	
Address needs of people to commute to Leesburg, Sterling and Tysons.	
How about folks from MD who commute to Loudoun County?	
Be better advertised, have extended hours	
Have more express bus service to Reston & Tysons	

2. Future transit service in Eastern Loudoun County should...

Comment Cards	Flip Chart Comments
Same as Western Loudoun box, also link to Fairfax County; have an express service to Tysons and Reston	Need more stops at employment centers on Routes 7, 28, 267
More reliable scheduling; minimize transfers; provide adequate parking	Need pre-emptive signal device to give to Route 7
Short routes tying into one or more long haul routes that would cross the county (or reasonable portions of it)	Need slip ramp(s) off Greenway to airport access road near Route 28 (Hunter Mill is too late from the west)
Service schools (high schools) to give alternative to school board supplied bus service.	
Include cross county trips	
Have instant bus availability info at main stops or via phone	
Don't forget Loudoun One	
Be developed with an eye toward accommodating increasing density	
Move passengers as quickly as possible from areas like Tysons, West Falls Church(?), DC	

3. Future regional transit service in Loudoun County should...

Comment Cards	Flip Chart Comments
Have more buses and run on-time. I have heard from commuter bus passengers that this is a problem.	Too much emphasis on rail need Express Bus Service <u>right now</u> to Reston, Tysons, along entire Rt. 7 corridor (maybe coordinate with Clarke County too)
Express routes to Reston & Tysons during rush hours	VRT should use more smaller buses for routes to Dulles Airport
Train would be great	Need better coordination between regional services
Be better advertised	More attention to routes to Maryland
Be designed around greatest needs	More frequent bus service
Better connection from Eastern Loudoun to Reston/Herndon & Tyson	Add regular service to Monroe Park & Ride from eastern Loudoun/Ashburn because you can catch regular service to D.C. or metro
Seamlessly connect to Fairfax County- Reston/Herndon & Tysons Corner	Have more options for employees at other major government centers like Leesburg, Fair Oaks and these should coincide with work day schedule
	Have express bus service with dedicated bus lanes along entire Route 267/Greenway corridor servicing airport, Herndon/Monroe Park and Ride – this revenue could help fund metro rail extension

4. All future transit service in Loudoun County should...

Comment Cards	Flip Chart Comments
Same as above	Work with employers to promote carpooling
Be required for all new development. If developers are adding cars to our roads (i.e. causing the problem), they can help provide support for the mass transit (i.e. be part of the solution)	Address needs of invisible elderly, fragile, disabled population who doesn't drive and can't use transit. These needs are not being met. Needed to go to medical appointments, etc. The Red Cross no longer provides this service, Yellow Cab doesn't work for on-demand needs even with vouchers; Loudoun Volunteer Caregivers is trying to fill need – will send written comments
Be controlled by computers	Too much emphasis on rail need Express Bus Service <u>right now</u>
Be funded in part by money "taken" from road widening projects	Have buses with more capacity like accordion style buses
Try express buses from one or two points in Sterling/Ashburn to one or two points in Leesburg	
Provide benches & bus shelter & trash cans at bus stops	
Expand weekend hours of Safe-T-Ride and Trolley	

Other comments:

Determine financial viability of commuter service to D.C. after the Metrorail extension – why get rid of it? Bus riders will probably still prefer bus. They can co-exist.

Phase II metro – where is the funding for the short commuter routes to Wiehle is at expense of the long haul commuter.

New development should provide for mass transit, pedestrian orientation, more interparcel access.