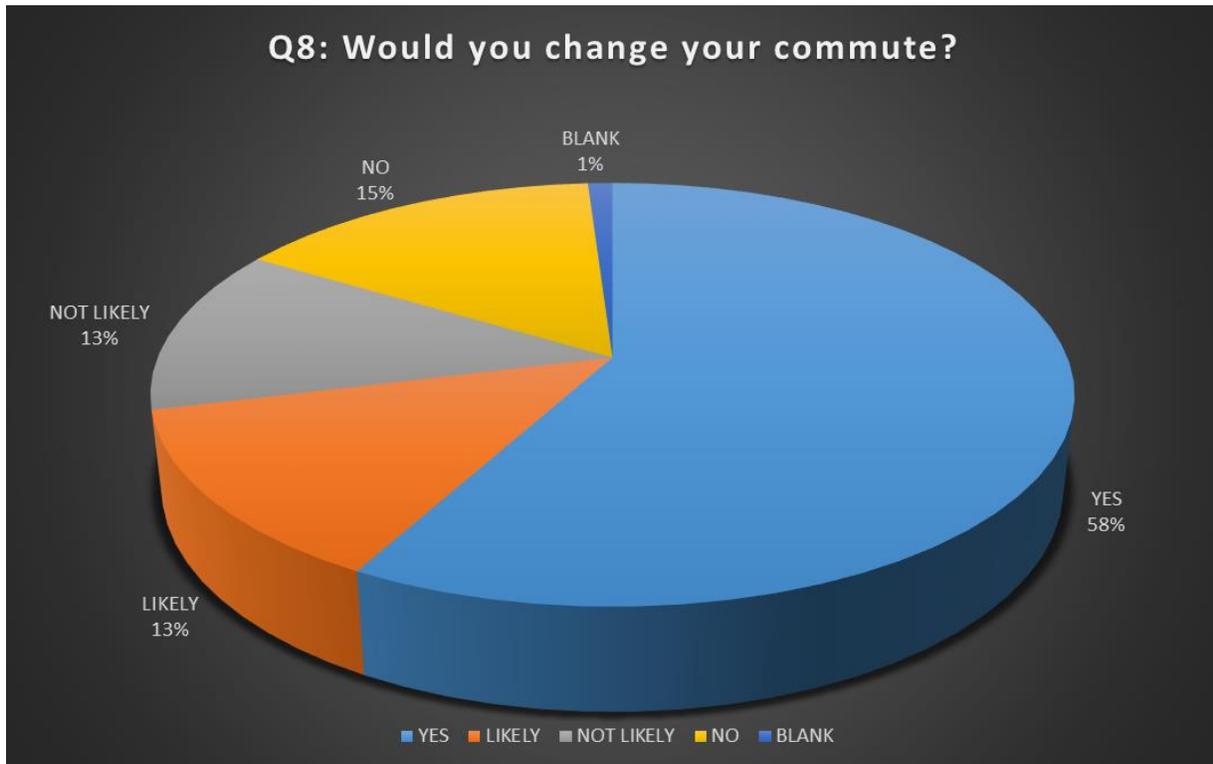


Gainesville/Pentagon Rider Survey Results

In June of 2016 PRTC staff distributed a survey to Manassas OmniRide and Linton Hall Metro Direct riders over two days at the Pentagon and the Tysons Corner Metro Station. The purpose of the surveys was to help define interest in a Gainesville to Pentagon route and to gather data that would assist in building effective schedules and routing. Previous surveys and general rider comments indicated the potential demand among Manassas OmniRide passengers for a direct service between Gainesville and Pentagon. PRTC staff determined that a survey was necessary to better understand the impacts of introducing the new route. Below you'll find an overview of the responses to several key questions.

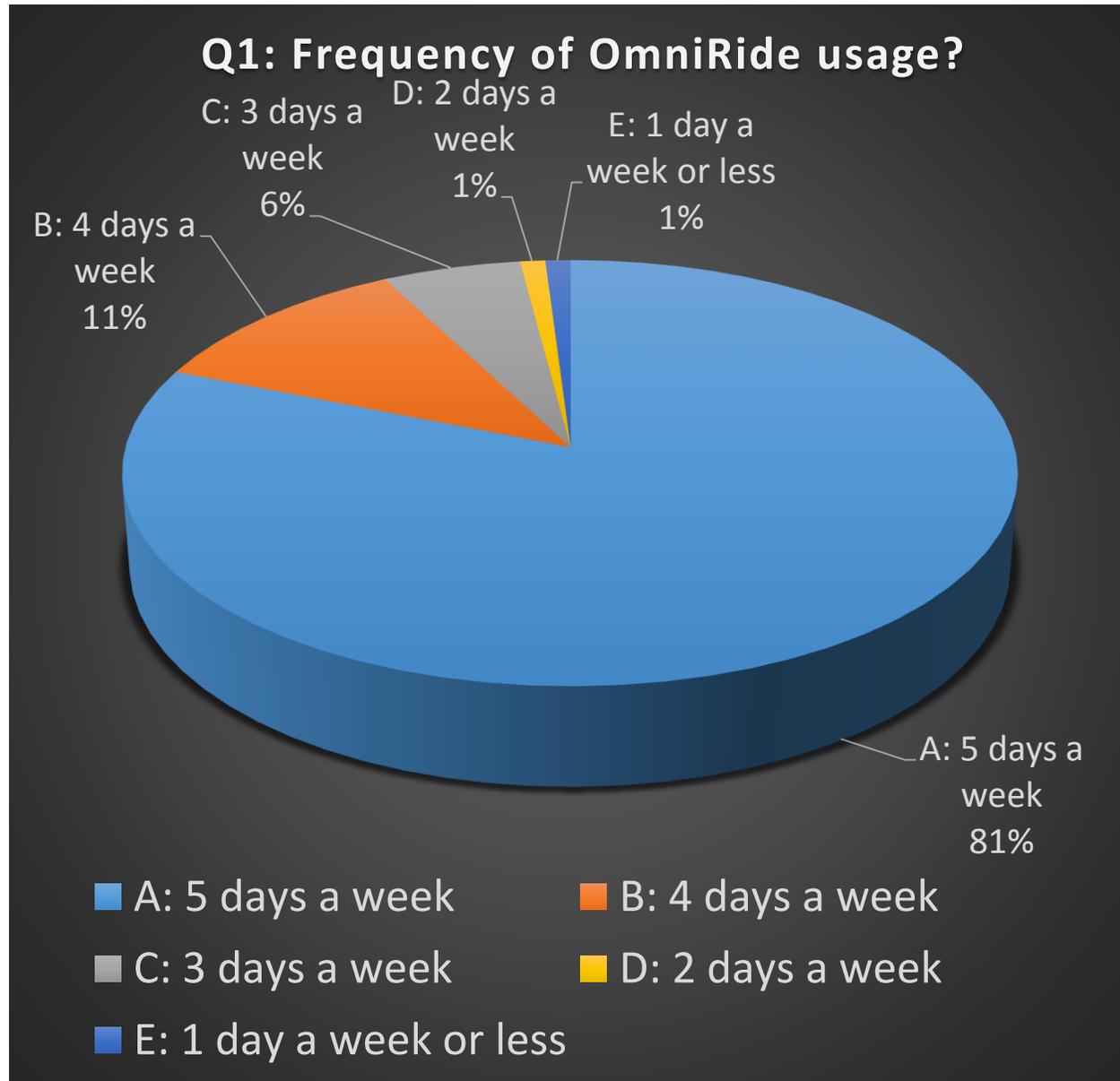
Question 8: If PRTC offered a direct service from Gainesville to Pentagon would you change your commute to use the new service out of Gainesville?

Of 195 responses to this question 71% stated they definitely would or would be likely to use the new service. This stands as proof that the proposed service is desired and warranted. This data (along with the answers to a question on the frequency of use of OmniRide service) formed the base of our ridership estimates.



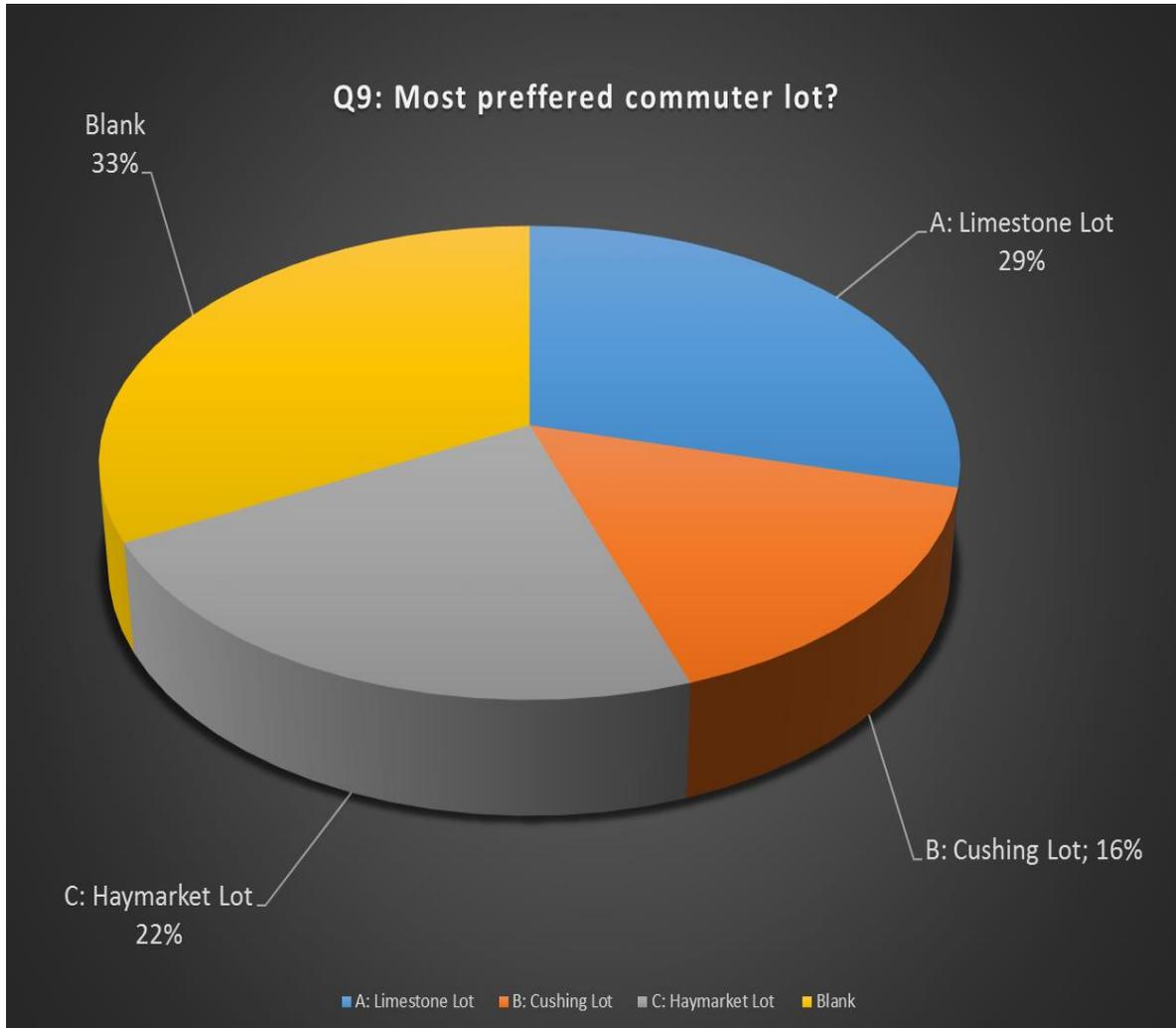
Question 1: On average, how OFTEN do you use OmniRide?

As noted above, the responses to this question were key to developing ridership estimates. The percentage of respondents stating that they rode five days per week (81%) was slightly surprising given the expansion of telework and the increased popularity of alternate work schedules. PRTC's Spring 2013 On-board Survey - our last detailed survey – showed that 72.6% of OmniRide riders used the system five days per week. This serves as an excellent indicator of strong ridership potential for the proposed route.



Question 9: If you answered “Definitely would” or “Likely” to Question #8, which commuter lot would you most likely park at to catch the Gainesville - Pentagon bus?

This was an important question given the short supply of commuter parking in the Gainesville area. In considering the routing the lack of capacity at the Cushing Road lot surfaced as the most important factor. This coupled with an expressed preference to use the Limestone Drive lot led to the routing design for the proposed route. The Haymarket lot was included as an option to give an indication of demand for a lot being built early in the construction of the Express Lanes project.



Question 10: If a shuttle was available between a stop in your neighborhood and the nearest commuter lot how frequently would you use it?

This question was asked to help define interest in a service that has been proposed as part of the traffic management plan during the construction of the I-66 Express Lanes. The strategy seeks arrangements with HOAs and large developments establishing a shuttle between residential areas and area commuter lots. These results were provided to the consultants designing the traffic management plan as an indication of potential demand for this type of service.

