

Part 5: PUBLIC TRANSPORTATION NETWORK

“Guiding principles” promoted by creating a viable public transportation network:

1. Acknowledging alternate means of transportation as full partners in Leesburg’s transportation network.
2. Reducing reliance on automobile traffic; reducing impact of automobile traffic in residential neighborhoods by providing viable alternatives for access throughout town via public transportation, foot and bicycle.
3. Integrating various modes of transportation into a safe, efficient network providing access throughout Leesburg and through Leesburg.
4. Balancing demands of transportation with factors promoting residential quality of life; enhancing property values.

Role; potential of public transportation. Public transportation is an important element of a balanced transportation network. It may provide the sole means of travel for some--*e.g.*, the wheelchair bound--and an important means for others -- nondrivers -- accustomed to traveling by foot, skate or bicycle who seek access to remote recreational staging areas and who cannot always command transportation by automobile. Public transportation may offer the only means of getting to the doctor, to the pharmacy, or to the grocery store for a segment of our population. It *should* offer a convenient alternate means to these same destinations for our citizens with cars. The availability of public transportation also serves as a crucial support for parents who cannot deliver or pick up children participating in summer day camps and, if expanded through shorter and more frequent routes, would offer ongoing transportation throughout the year for children utilizing destinations such as the Rust Library and Ida Lee Park. For these users in particular, public transportation can serve as a crucial link in the pedestrian and bicycle trail network, by providing safe access to destinations not otherwise conveniently available by foot or bike.

Within the limits of the Town, public transportation is unlikely to immediately substitute for the automobile for people otherwise able to utilize one, except in those instances where the desired destination places the individual automobile operator at a disadvantage. (For example, if shuttle bus service were offered from reasonably convenient locations -- and promoted -- to and from the 4th of July fireworks celebration at Ida Lee Park, chances are good that it would be well-utilized if the buses were afforded priority access in and out.)

Specific measures for creating a viable public transportation network.

- a. Integrate local public transportation with emerging commuter transportation network. Provide local transportation option to access long-range commuter links.
- b. Support expansion of local bus service: increase frequency of runs, convenience of routes; reduction of fares; addition of bike racks on buses. To serve identified demands, provide shorter routes with convenient transfers. Improve access to areas of town within the By-pass from locations outside the By-pass. When Loudoun Transit lays out its new routes, care should be taken to locate stops in areas generating pedestrian and taxi traffic to commercial areas, such as along Edwards Ferry Road at Mayfair, Heritage Way and Fort Evans Road residents seeking access to the Battlefield Shopping Center facilities and planned Food Lion at the Home Depot center.
- c. Establish Park & Ride lot(s). Co-locate bus hub at (one) lot. Co-locate bicycle staging area(s).
- d. Make downtown more bike-friendly; integrate signage for public transportation and bike facilities in areas that encourage downtown as a destination.
- e. Make recreation and retail destinations more public transportation- and bike-friendly; integrate signage that encourages use of public transportation and bicycles to access recreation and retail destinations.
- f. Commercial uses in the vicinity of the By-pass north of Market Street should be encouraged to explore the feasibility of a shuttle bus system among their sites and to from neighboring apartment uses: the recurring foot traffic across the By-pass in the vicinity of Fort Evans Road, despite repeated repairs to fencing to discourage it, represents a need for access that cannot safely be provided for pedestrians and might be met by the locations generating the demand to their own commercial benefit.