

# Purple Line Functional Master Plan Advisory Group (MPAG)

## WELCOME BACK !

April 28, 2009



## ***New Starts Planning and Project Development Process***

Where We Are .... (Our Best Estimate of Dates)

April / May – MTA Work On White Papers

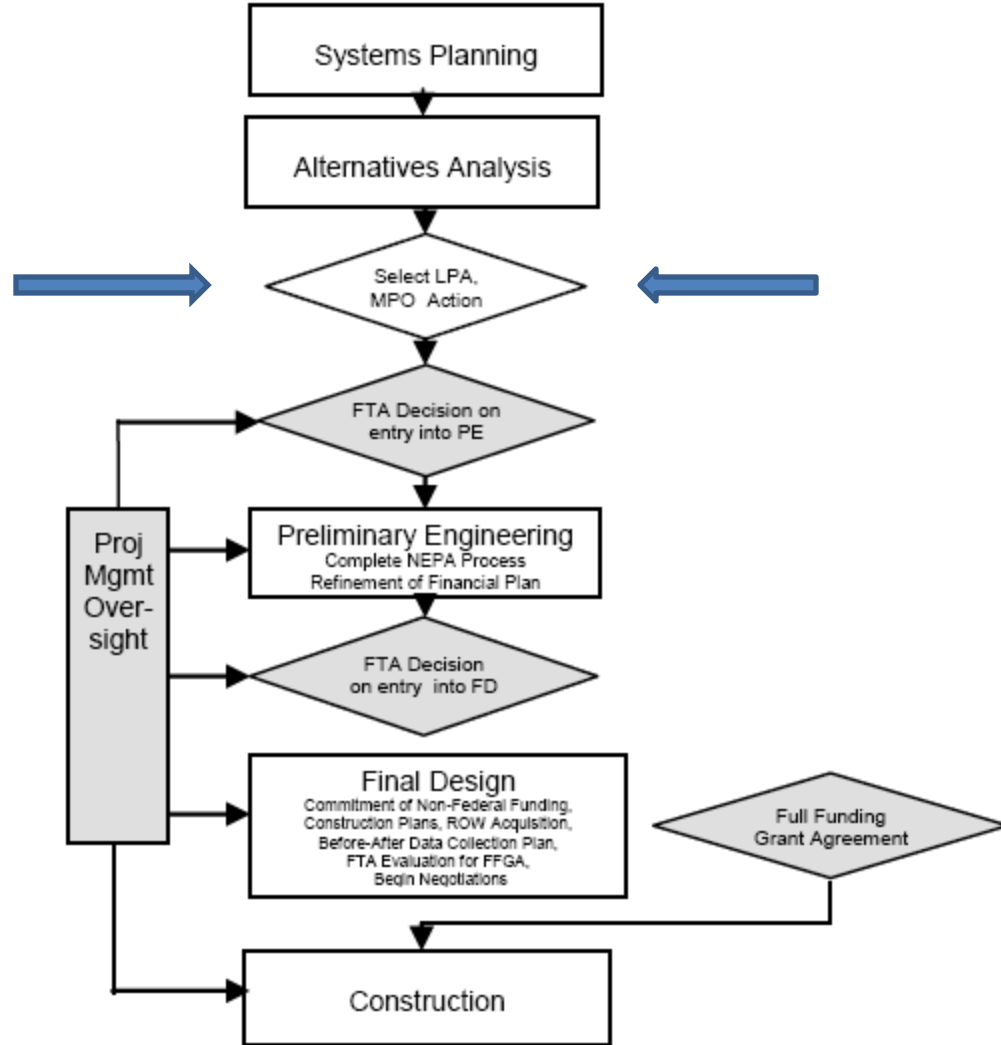
Single Tracking  
Vehicle Technology  
Use Of Guideway By Buses  
Wayne Avenue

June – Selection of LPA Anticipated

July – Draft Functional Plan Available

Fall 2009 – New Starts Submission

Spring 2011 – Complete PE & FEIS



## Planning Responsibility by Organization

Organization	Vision Planning	Long-range Plans	TIPSS	Project Planning
State DOT's	✓	✓	✓	✓
MPOs	✓	✓	✓	✓
Transit Agencies	✓		✓	✓
City/Local Trans. Dept.	✓		✓	✓

Source: University of Wisconsin - CEE 772 Power Point & FHWA (Vision Planning Modified By M-NCPPC Presenter)



**Maryland Department of Transportation**  
The Secretary's Office

**Martin O'Malley**  
Governor

**Anthony G. Brown**  
Lt. Governor

**John D. Porcari**  
Secretary

**Beverley K. Swaim-Staley**  
Deputy Secretary

April 23, 2009

The Honorable Charles A. Jenkins  
Chairman  
National Capital Region Transportation Planning Board  
Metropolitan Washington Council of Governments  
777 North Capitol Street, N.E. -- Suite 300  
Washington DC 20002

Dear Chairman Jenkins:

The Maryland Department of Transportation (MDOT) requests an amendment to the FY 2009 Constrained Long Range Plan (CLRP) to include the Purple Line Transit Project. The Purple Line is a future 16-mile transitway between New Carrollton and Bethesda Metrorail Stations. Please refer to the Maryland Transit Administration's April 23 memo describing the amendment in detail. This project is not air quality exempt, and a conformity analysis must be undertaken.

The MDOT requests that this amendment be placed on the Transportation Planning Board's (TPB) May 20 agenda as an informational item, including a conformity work scope for the conformity analysis.

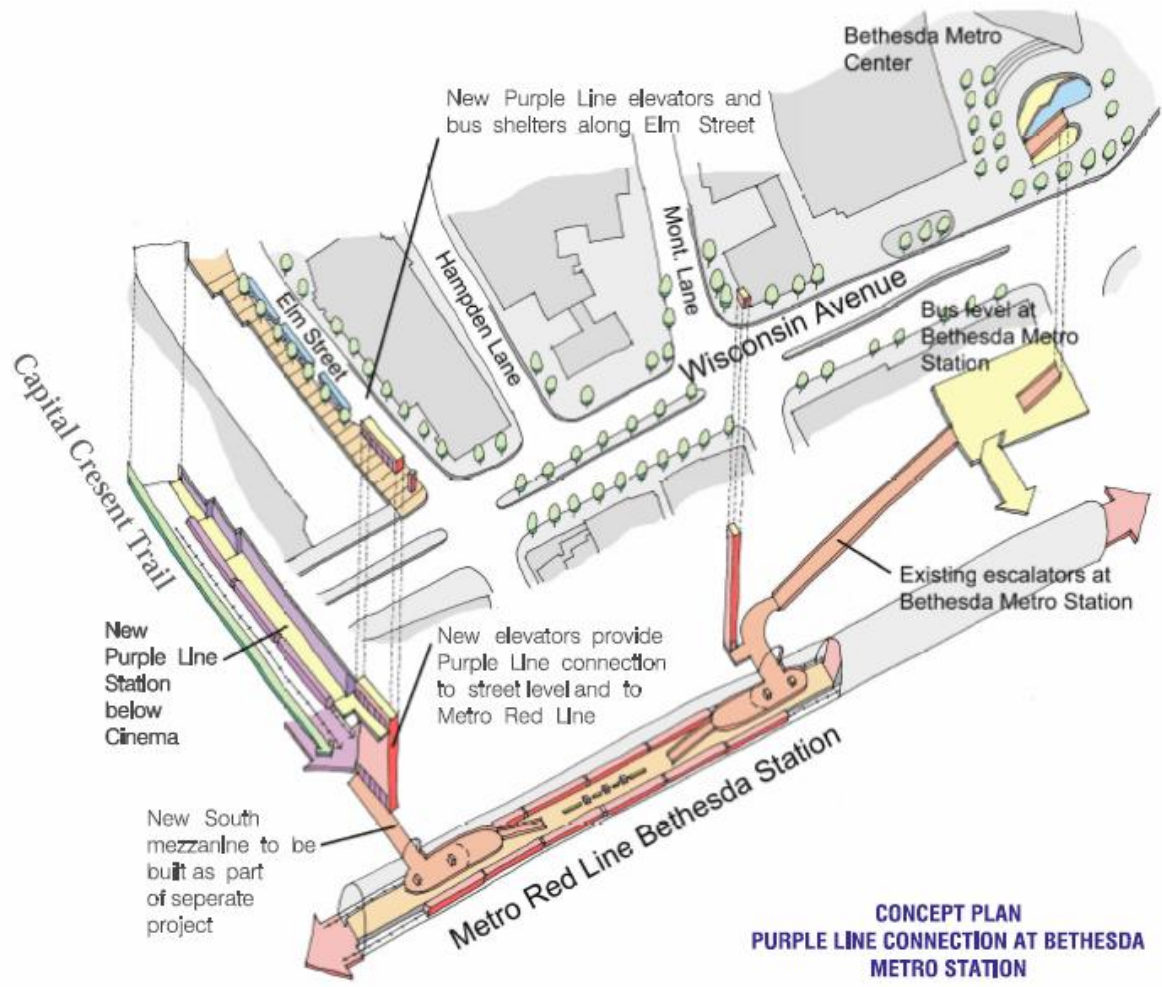
We appreciate your cooperation in this matter. If you have any questions or concerns, please do not hesitate to contact Ms. Lyn Erickson at 410-865-1279, toll-free at 888-713-1414 or via email at [lerickson@mdot.state.md.us](mailto:lerickson@mdot.state.md.us). Of course, please feel free to contact me directly.

Sincerely,

Donald A. Halligan, Director  
Office of Planning and Capital Programming

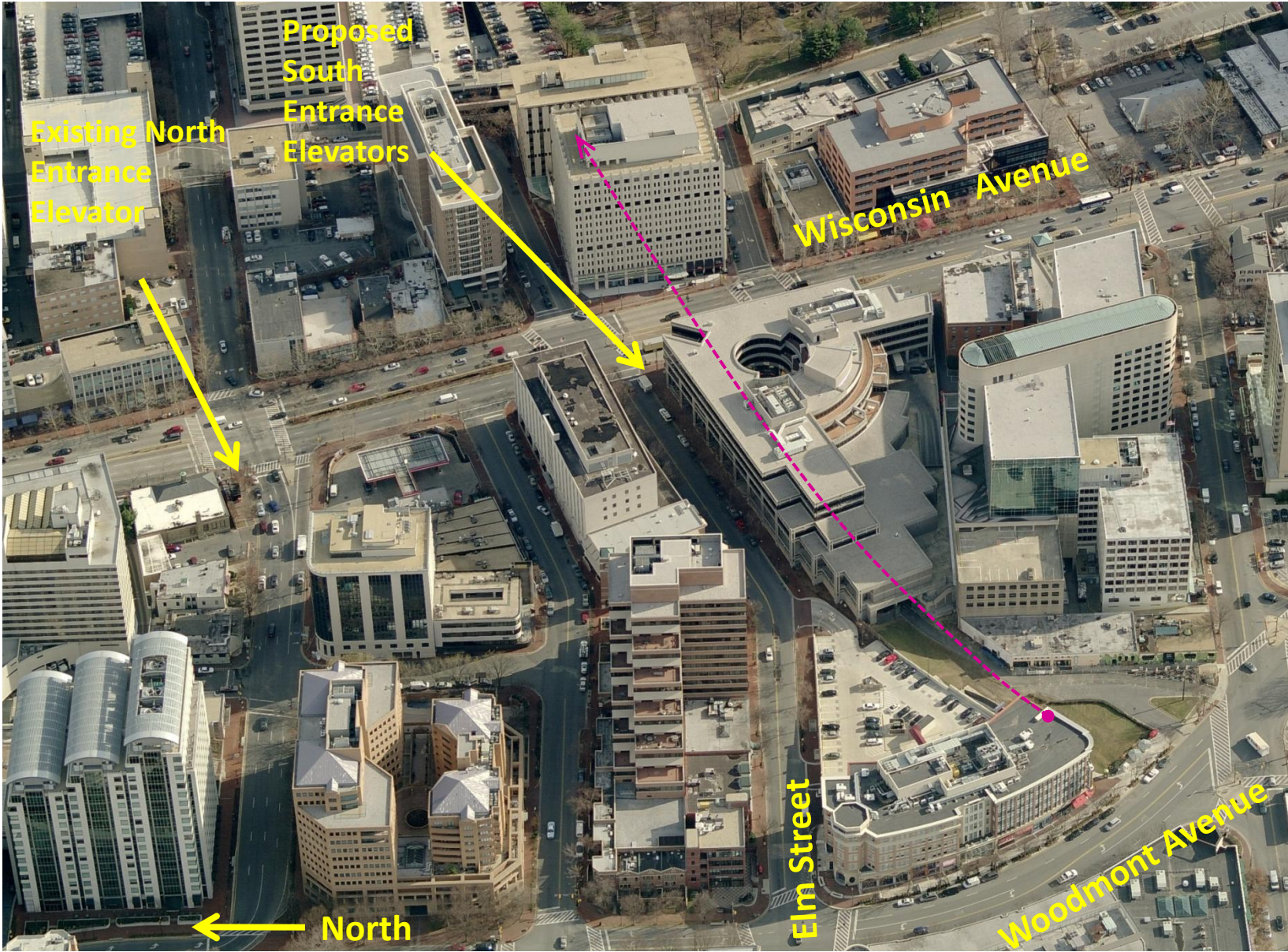
Attachments

cc: Ms. Lyn Erickson, Manager, Regional Planning, Office of Planning and Capital Programming, Maryland Department of Transportation  
Mr. Ronald Kirby, Director, Department of Transportation Planning, Metropolitan Washington Council of Governments  
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming, Maryland Department of Transportation  
Mr. Michael Nixon, MPO Manager, Regional Planning, Office of Planning and Capital Programming, Maryland Department of Transportation  
Ms. Diane Ratcliff, Director, Office of Planning, Maryland Transit Administration  
Mr. Greg Slater, Director, Office of Planning and Preliminary Engineering, State Highway Administration



CONCEPT PLAN  
PURPLE LINE CONNECTION AT BETHESDA  
METRO STATION

BETHESDA CONNECTION  
CFG-01-06



Existing North  
Entrance  
Elevator

Proposed  
South  
Entrance  
Elevators

Wisconsin Avenue

Elm Street

Woodmont Avenue

North









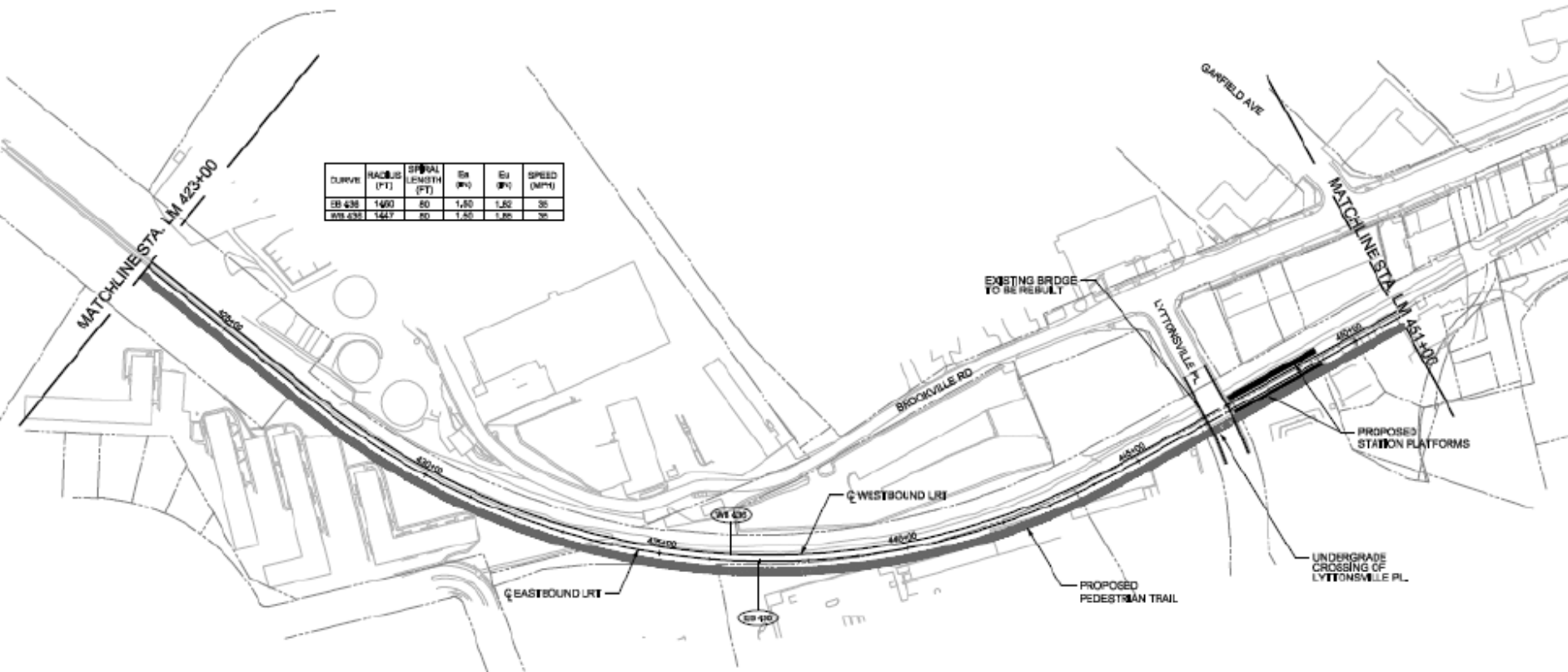








CURVE	RADIUS (FT)	SPIRAL LENGTH (FT)	Ea (IN)	Ei (IN)	SPEED (MPH)
EB 430	1400	50	1.80	1.82	35
WB 430	1447	50	1.82	1.85	35



**DRAFT WORK-IN-PROGRESS**

The Purple Line Transit Study Information shown shall be used for general planning information only. The locations of the proposed joint facilities and/or proposed roadway reconstruction locations are approximate and subject to change during subsequent stages of project development.

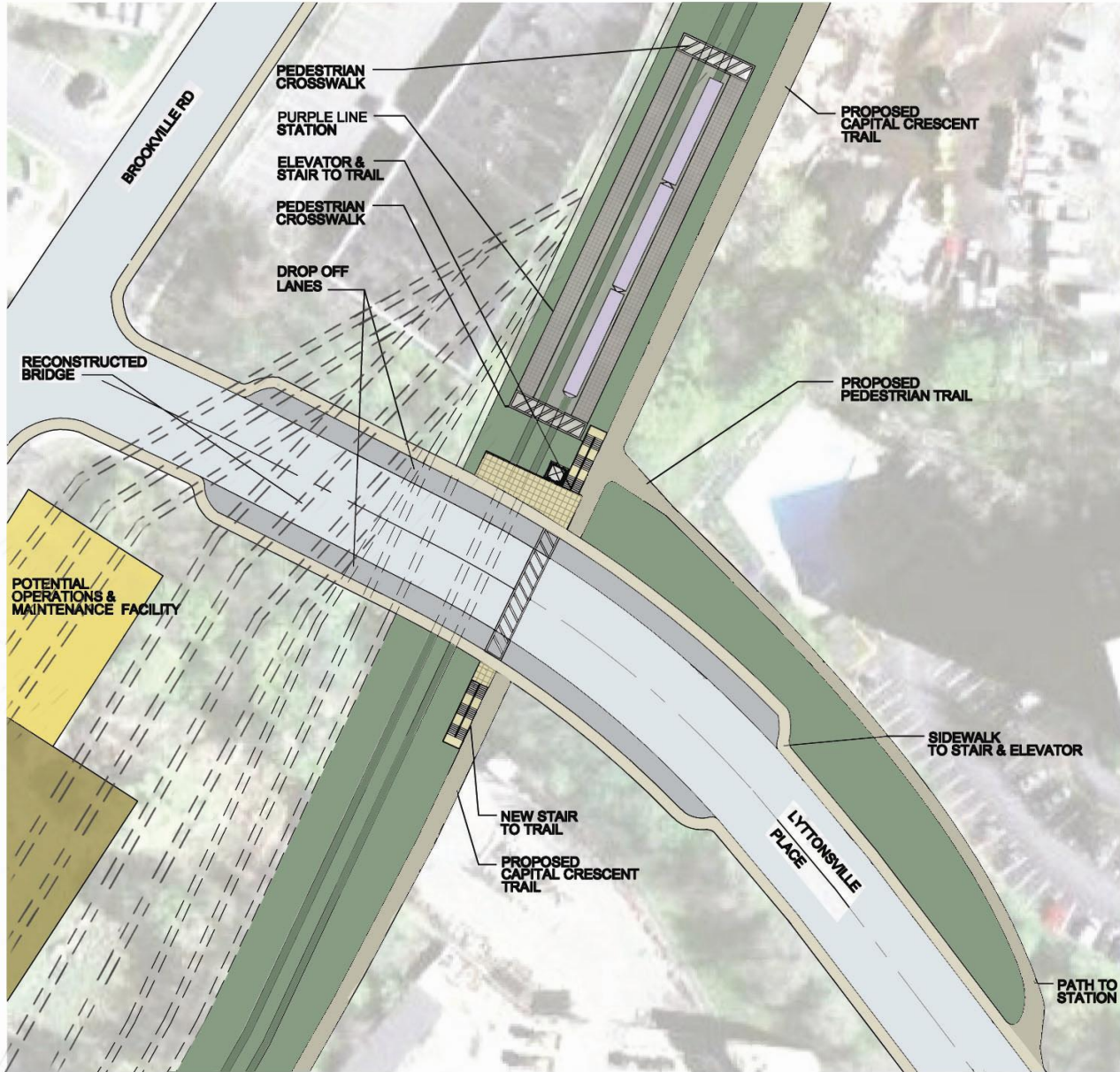
MARYLAND DEPARTMENT OF TRANSPORTATION

STV Incorporated  
127 Annapolis Road, Beltsville, MD 20814-2121 (301) 914-1800

100' 0 100' 200'  
 SCALE 1"=600'

PURPLE LINE  
 MEDIUM INVESTMENT LRT - PLAN  
 STA. LM423+00 TO STA. LM451+00  
 DATE: SEPTEMBER 2008 SCALE AS SHOWN

CONTRACT NO.  
 DRAWING NO. LM - 10  
 SHEET NO. 223 OF 334



**LYTTONSVILLE  
STATION AREA CONCEPT PLAN**

SCALE: 1"=60'  
2/23/09

The following slides are examples of possible formats for the Functional Master Plan, which contain lots of photos and bullet point information. However, the exact format of the Functional Master Plan is not set at this point.

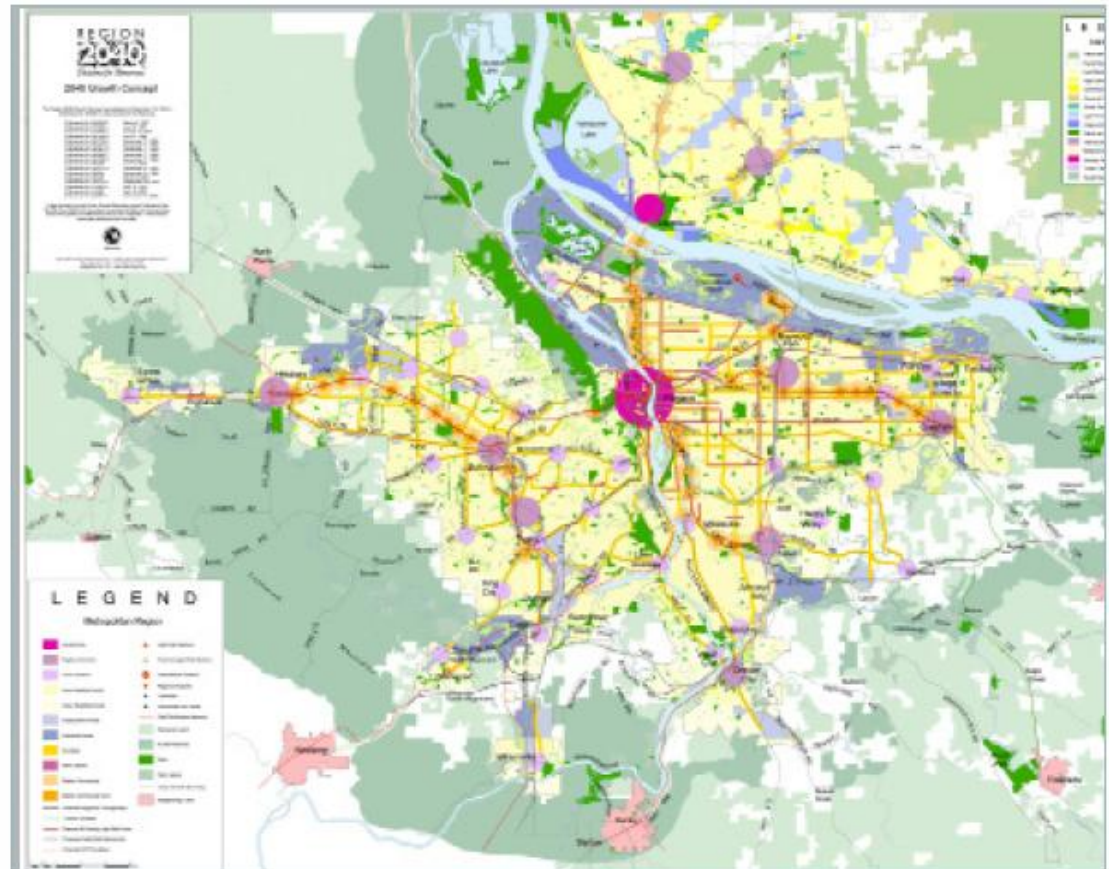
# THE METRO PICTURE

Whatever plans we come up with for the City of Portland, we know they will fit into long-term plans for the metro region as a whole, because planning is a regional effort here.

The Metro regional government coordinates actions and policies to direct projected population growth to certain geographic areas. The 2040 Growth Concept map is shown at right; it illustrates Metro regional policy, including these essential themes:

- **Urban Growth Boundary (UGB)**, which "separates urban land from rural land."
- **Allocation of numbers of jobs and housing units** that are in the Metro regional forecast, to provide an overall balance within the UGB.
- **Emphasis on centers and corridors** for more density and intensity of land uses, with Portland's Central City as the transportation hub and the most densely built-up part of the Portland metropolitan area (shown in the map as the dark pink circle in the center).
- **Location of a range of other community sizes and types**, for instance, regional centers such as Gateway, town centers, transit station communities, and main street areas. This variety offers choices, from single-family neighborhoods to commercialized urban areas with tall buildings.

The current Comp Plan predates the adoption of the 2040 Growth Concept in 1995, and as such is not fully consistent with the Metro Growth Concept. This lack of consistency is explained further in the section of this report titled "What is the Comp Plan Map?"



Portland and the region: we are all pieces of one big puzzle.

## An example of format

# OREGON PLANNING

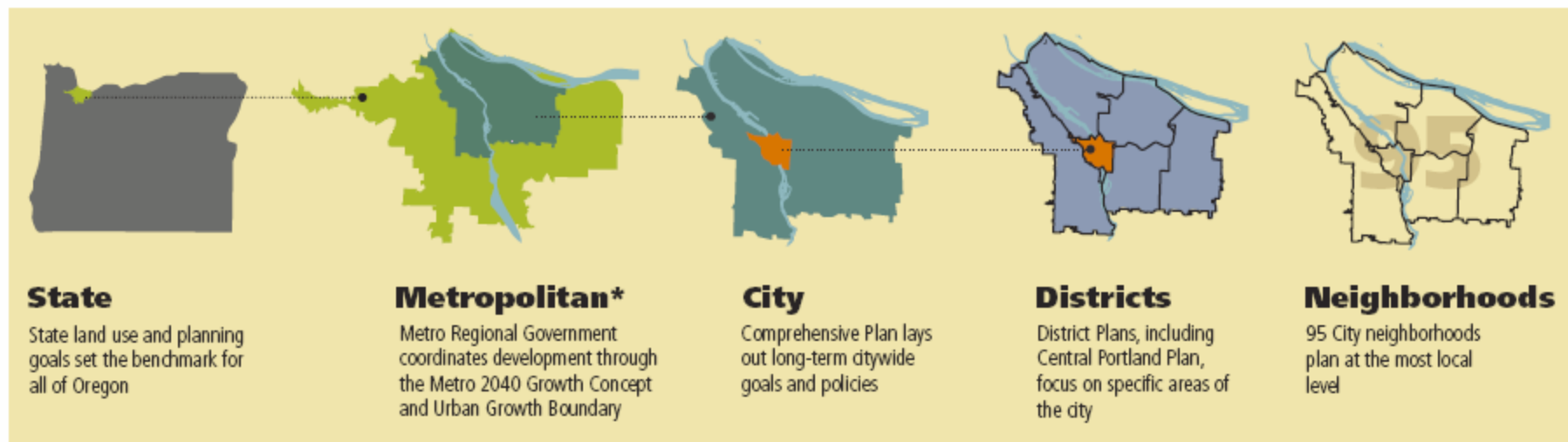
Oregon's statewide system of land use planning has been widely recognized as a national leader, and has helped to define and secure the state's quality of life. In 1973, the Oregon Legislature enacted Senate Bill 100 establishing Oregon's pioneering statewide land use system. Over the next several years, local governments and the state developed detailed goals and guidelines, rules, and comprehensive plans to implement this system. The new law provided:

- Strong provisions to preserve farm and forest land.
- Urban growth boundaries to guide new development.
- Policies for environmental protections and practices.
- Supportive plans for housing and transportation investment.

The state requires that local plans be in agreement with the 15 statewide planning goals. In addition, our regional government, Metro, has goals and policies that apply to Portland. This means that our City planning efforts are informed by both state and Metro goals and policies – they form the foundation for our planning efforts.

The Comp Plan focuses on the citywide level while other plans such as district or neighborhood plans detail more localized conditions and issues. These smaller area plans put into action the Comp Plan Goals and Policies. The graphic below illustrates these relationships.

These diagrams indicate the legal jurisdictions within which our laws and policies must operate. For example, the Metro regional government incorporates three counties in its jurisdiction. However, when we think regionally, it may make sense to expand our map north to Vancouver, Washington or even Vancouver, BC. Issues such as transportation and environmental health don't follow legal boundaries. We need to be developing a new shared vocabulary around some of these concepts. The Portland Plan will work to do that.



\* See Metro map on next page.

Maps are for illustrative purposes only.

## An example of format

## SILVER SPRING



Silver Spring is the corridor's largest business district and employment center with highrise office and residential buildings, retail stores, and entertainment venues. The recent redevelopment of downtown Silver Spring into an attractive mixed-use center draws people of all ethnic and socioeconomic groups for shopping and recreation. New office and residential development continues and infill opportunities are being realized.



Allow adequate pedestrian crossing time at marked crosswalks. Currently the north crosswalk at Wayne Avenue intersection is timed at 4.06 feet per second (ideally, it should be 3 feet per second)



Georgia Avenue looking north at Wayne Avenue.

Medians should provide adequate pedestrian waiting areas with curb ramps, enough space for pedestrians and wheelchairs, and landscaping. A small green area at the curb facing the intersection provides appropriate separation from turning traffic



From the Silver Spring CBD Sector Plan:

Design standards should distinguish Georgia Avenue and Colesville Road as urban boulevards and create a pedestrian-friendly environment, including comprehensive streetscape and landscape treatment that includes:

- A new focus along Georgia Avenue at the Ripley District using open space and improved road access
- Street furniture and landscaping that emphasize public transportation with distinctive bus shelters and other transit support
- Specially paved crosswalks, and a tree-lined median on Georgia Avenue
- Improved visual quality in the public and private realms by encouraging compatible heights, setbacks, and street activating uses
- Focal points created by redevelopment projects at the intersection of Georgia Avenue and Colesville Road emphasizing bike, pedestrian and bus movement, linking across Georgia Avenue to connect the Transit Center and the Downtown Silver Spring project.

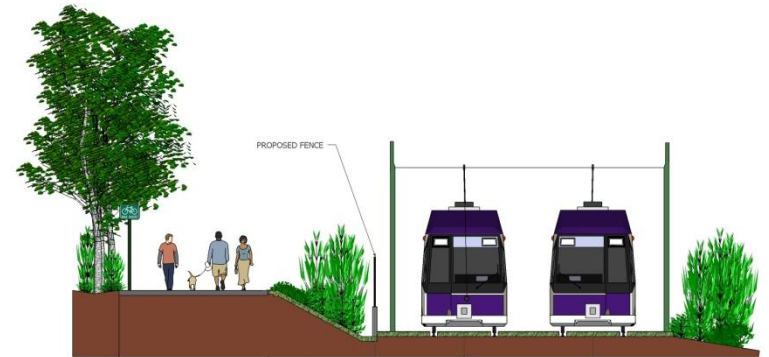
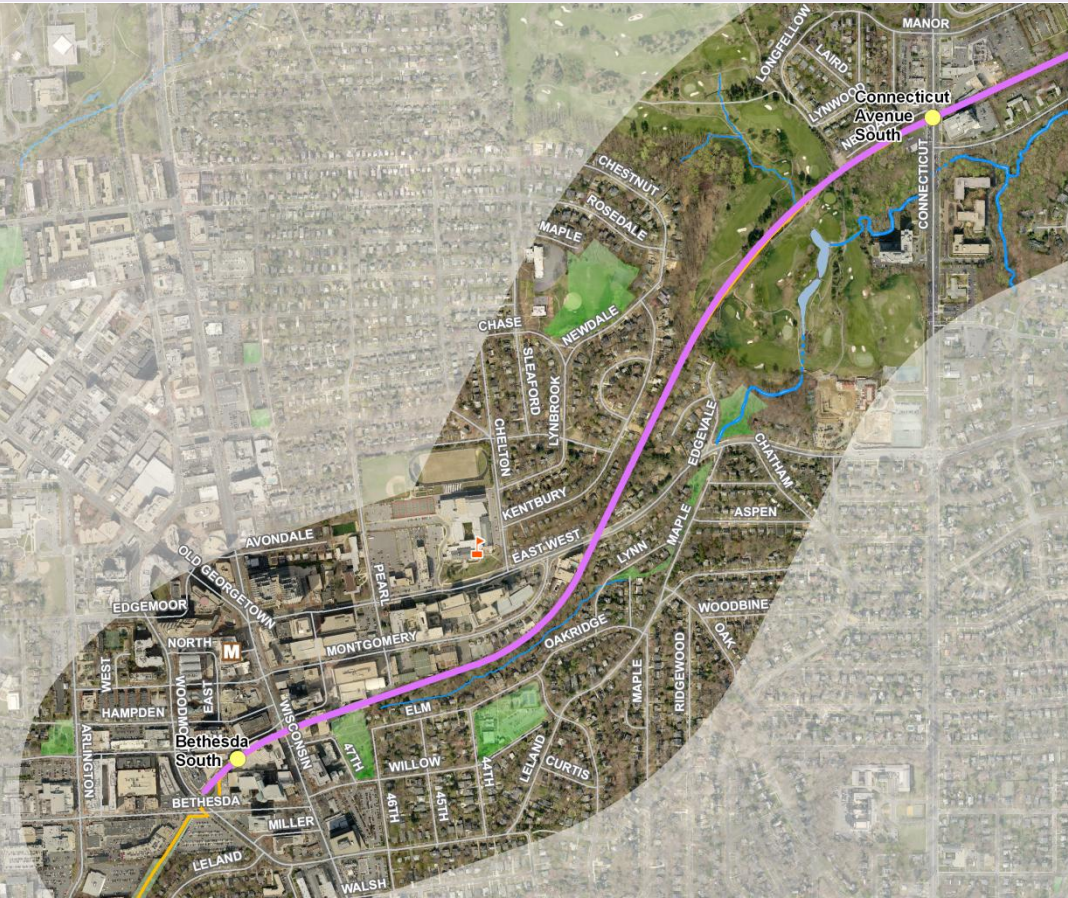
From the Silver Spring CBD Sector Plan: Along Georgia Avenue the [Jesup Blair] park would have a ceremonial character, which coupled with proposed street-facing College buildings and proposed special streetscape feature, would mark this gateway.



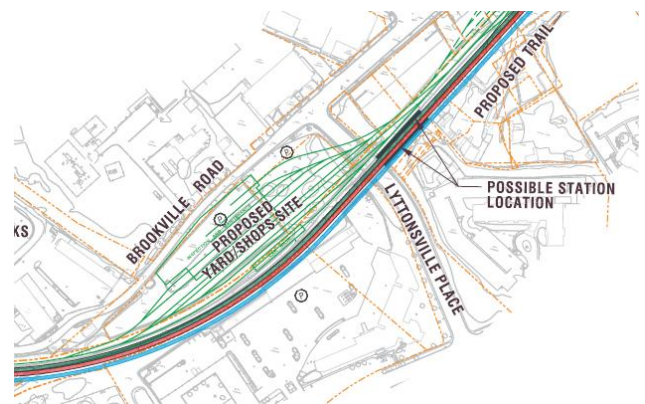
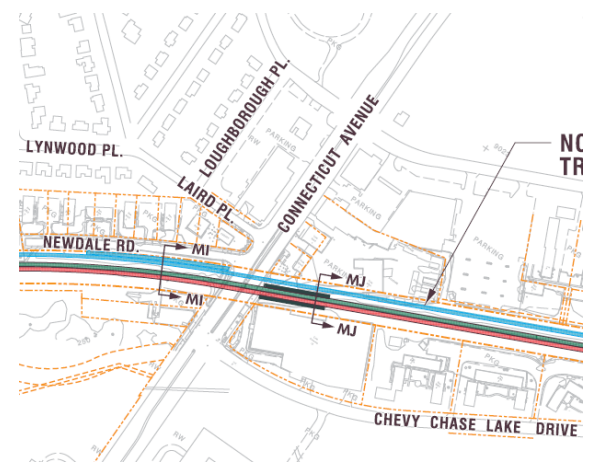
**An example of format**

# Bethesda to Connecticut Avenue

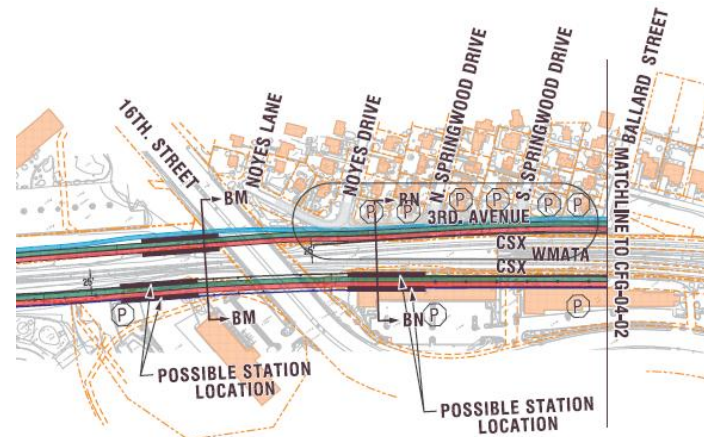
Text for this section of the alignment could be located here as three columns and the information could be over several pages. The titles for each section of the alignment can be seen above and on the following slides.



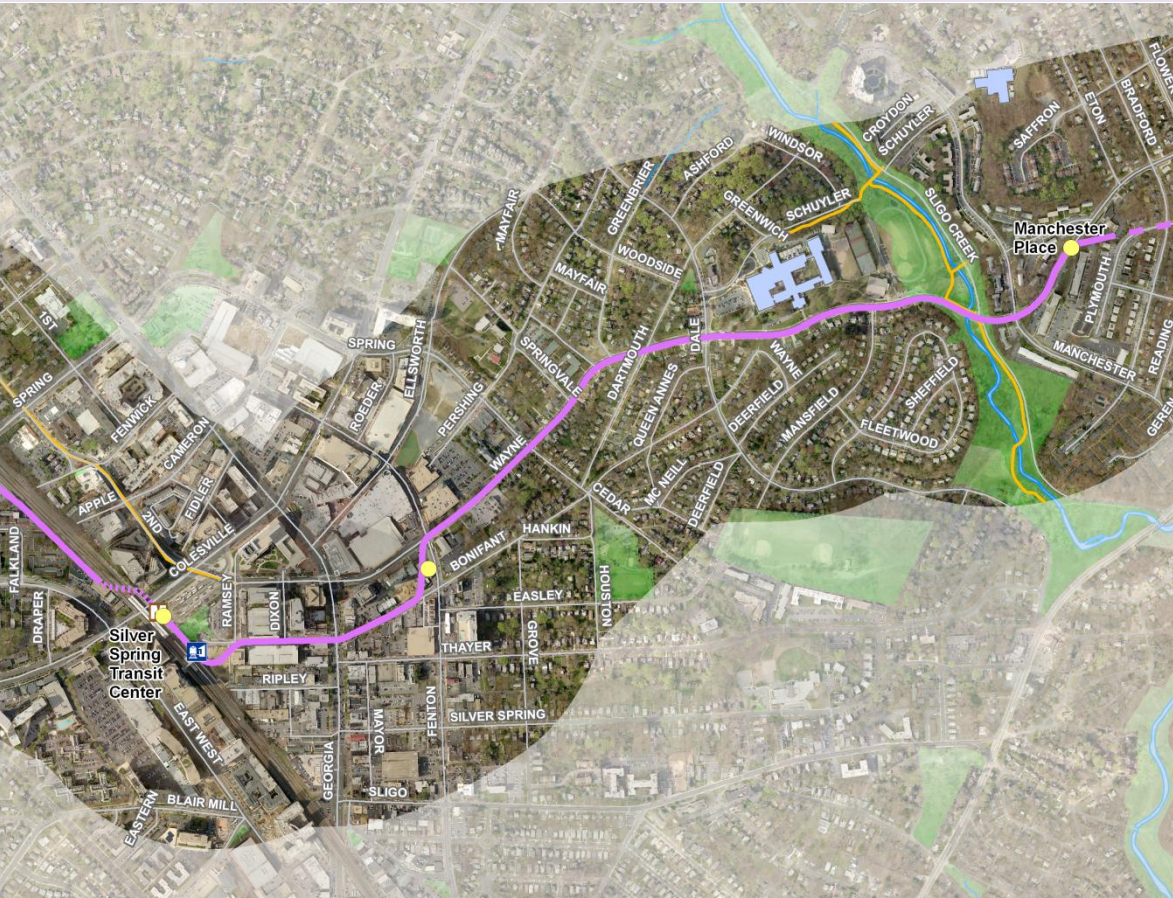
# Connecticut Avenue to Lyttonsville



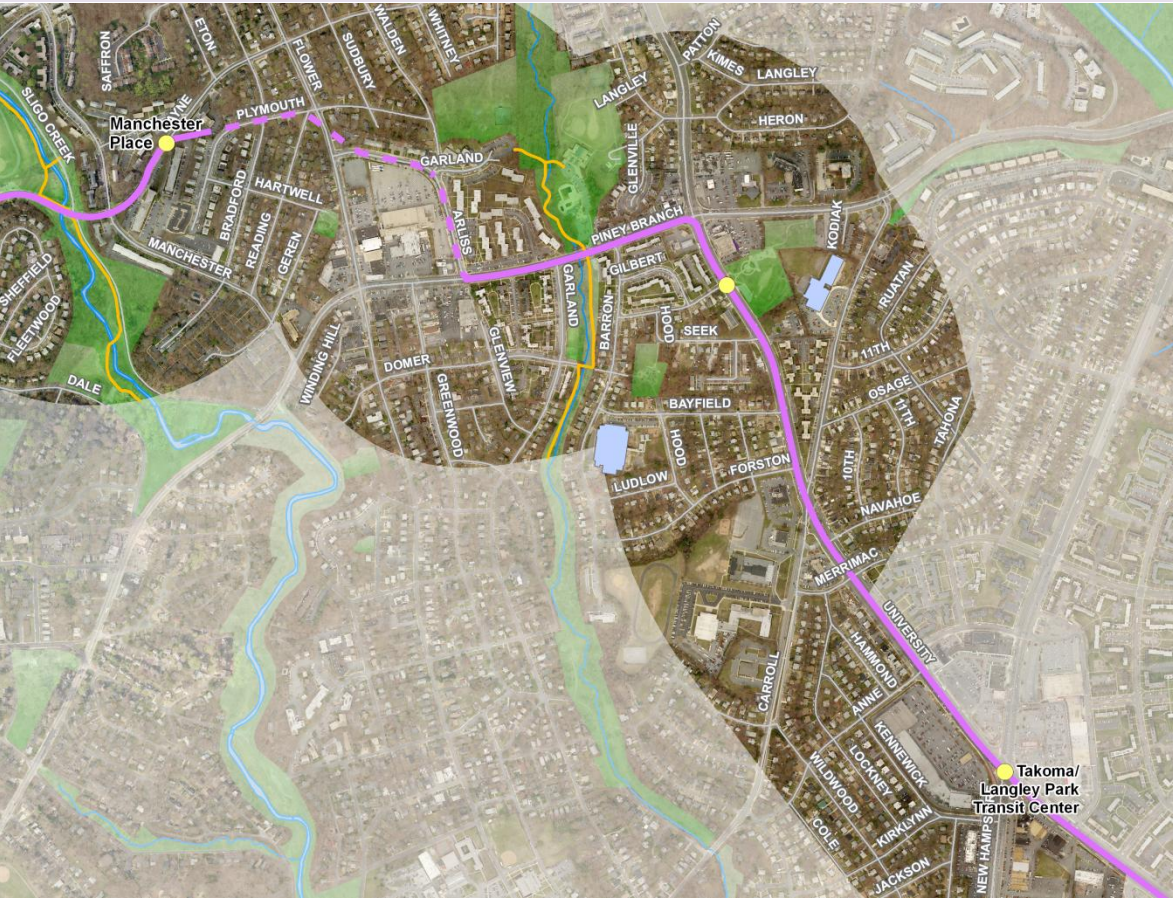
# Lyttonsville to Silver Spring Transit Center



# Silver Spring Transit Center to Manchester



# Manchester to Takoma-Langley



## Other Items For Tonight

### Functional Plan Draft Format

Sample Draft Narrative  
Graphics

### Master Plan and Development Review Activity

Takoma Langley Sector Plan Draft Recommendations – April 9<sup>th</sup> Planning Board Meeting  
Woodmont East – April 30<sup>th</sup> (Thursday)  
Studio Plaza - May 14<sup>th</sup>

Next MPAG Meeting (Tentative) – May 19<sup>th</sup>