

Purple Line Functional Master Plan Advisory Group (MPAG)

Tonight's Agenda

- Schedule Update
- MTA Additional Studies
- Comments On Functional Plan Format
- County Zoning Code Re-Write
- Takoma Langley Crossroads Sector Plan Update
(Added To Agenda)
- Regional Transportation Plan (CLRP) Amendment
Update (Added To Agenda)



May 19, 2009



Functional Plan Schedule Update

Original In-House Schedule		MP Schedule Chart Of 03/23/09		Proposed Revised In-House Schedule		Proposed MP Schedule For Chart 05/06/09	
Action/Activity	Date	Action/Activity	Date	Action/Activity	Date	Action/Activity	Date
MTA Selection of LPA	Feb – Mar 2009						
MPAG Reviews Initial Draft of Plan	Mid April 2009						
Draft Plan Published & PB Sets Public Hearing Date For Plan	Mid May 2009	Planning Board Review Of Plan	March – June 2009				
Planning Board Hearing On Functional Plan	Mid June 2009			MTA Selection of LPA	Mid June 2009		
Planning Board Forwards Final Draft To Council & Executive	Mid July 2009	County Executive Fiscal Review of Plan	July – Aug 2009	MPAG Reviews Initial Complete Draft of Plan	Mid July 2009		
		County Council Hearing Notice Period	September 2009	Draft Plan Published & PB Sets Public Hearing Date For Plan	Mid September 2009	Planning Board Review Of Plan	July – October 2009
		Council Review Of Plan	Oct 2009 – Feb 2010	Planning Board Hearing On Functional Plan	Mid October 2009		
				Planning Board Forwards Final Draft To Council & Executive	Mid November 2009	County Executive Fiscal Review of Plan	November – December 2009
						County Council Hearing Notice Period	January 2010
						Council Review Of Plan	February – April 2010

Other Stuff ...

- I-270 / US 15 CCT Environmental Assessment / Alternative Analysis Available – May 29, 2009
- Takoma Langley Sector Plan – Draft Plan Published – May 28, 2009
- Gaithersburg West Master Plan Work Sessions

MTA Purple Line Additional Studies

Joint Letter (Feb. 2, 2009) To MTA ... “Before Selecting LPA “...

- evaluate costs, impacts, and operations implications of single tracking ...
- bring the evaluation of the tunnel option between SSTC and Wayne Ave. /Mansfield Rd. to the same level of detail as surface option

Opportunity For Use of Single Track Along Georgetown Branch ROW

- **Experience** of San Diego, Portland, Sacramento, and Baltimore
- **Segment examined** – 3,500 feet from Pearl Street to western edge of Country Club
- **Headway increases** to seven minutes with no margin for error and reduction in peak period capacity of 20%
- **Capacity** would be adequate for initial projection of ridership but not to accommodate growth beyond 2030

MTA Purple Line Additional Studies

Opportunity For Use of Single Track Along Georgetown Branch ROW

- **Service Reliability** or Margin for Error – Wayne Avenue / UMD / Paint Branch Park way (to lesser extent than other two)
- **Maintenance Impacts** – Single track complicates maintenance scheduling and drives up maintenance costs
- **Copycat requests** – multiple single track segments would pose even more operational and maintenance issues systemwide
- **Reduction in tree loss** – single tracking would still require clearing most of 66 foot width for transitway and trail
- **Conclusion** – recommend against single tracking any portion

Comparison of Diesel vs. Electric Light Rail Vehicles

- **Question** posed - Use diesel vehicles in order to avoid overhead wire system ?
- **MTA not opposed to consideration** – reduce visual effects and issues related to overhanging tree branches
- **Diesel electric most common form of diesel type** – on-board power source and as a result have higher floor and less capacity
- **MTA researched three systems** in North America where diesel units are being used – Camden NJ, San Diego CA, and Ottawa Canada.
- **MTA also looked at electric light rail vehicles** in use in Houston, Charlotte, and San Diego.

Comparison of Diesel vs. Electric Light Rail Vehicles

- **Turning Radius** – electric vehicles have smaller turning radius more applicable to streetcar environment of some Purple line segments
- **Acceleration** – electric vehicles accelerate at 3 mph / second – 50% faster than diesel electric vehicles.
- **Capacity** – the NJ diesel electric vehicle has a capacity of 184 (including standees) and the Houston vehicle has a capacity of 241.
- **Low Floor** – Diesel vehicles have a floor height of 24” causing problems with pedestrian facility compatibility.
- **Cost savings** – Diesel light rail system capital cost savings – no overhead wire system and traction power substations. Diesel vehicles tend to cost 30-50% more than electric, maintenance costs are potentially higher, and the slower travel times may result in the need for additional vehicles.

Comparison of Diesel vs. Electric Light Rail Vehicles

- **Emissions** – exact comparison not possible without knowing identifying specific vehicles.
- **Other issues** – noise and potential pollution from fuel spill and leakage would need to be examined.
- **Visual effects** of overhead wire system – MTA proposes trolley wire – one wire over each track .
- **Conclusion** – **diesel electric vehicles not appropriate** because of need to make tight turns, slower acceleration, lower capacity, no true low floor and the fact that the visual effects of the wire system can be mitigated.

MTA Purple Line Additional Studies

Evaluation of Tunnel Between The SSTC and Mansfield Road

- Community Meeting tomorrow @ Oak View Elementary – 400 East Wayne Avenue – 7:00 PM

Estimate of Total Property Requirements (Outside of Right of Way) Shown In Table 2 of White Paper

Alternative	Average Width (feet)	Fenton St. To Cedar St. - Length (feet)	Average Width (feet)	Cedar St. To Greenbriar Dr. - Length (Feet)	Average Width (feet)	Greenbriar Dr. To Dale Dr. - Length (feet)	Average Width (feet)	Dale Dr. To Mansfield Rd. - Length (feet)	Average Width (feet)	Mansfield Rd. To Sligo Creek Parkway - Length (feet)	Average Width (feet)	Sligo Creek Parkway To Plymouth Portal - Length (feet)	Total (square Feet)
Low LRT	2	900	0	900	0	700	1	1,200	8	800	5	1,000	14,400
Med LRT	11	900	2	900	2	700	7	1,200	12	800	5	1,000	36,100
High LRT	0	900	22	900	14	700	7	1,200	12	800	5	1,000	52,600
Tunnel To Mansfield	0	900	0	900	0	700	0	1,200	20	800	5	1,000	21,000

Primary Factors In Favor of Surface Alternative (Setting Cost Aside For A Minute)

- Feasible alternative may exist to mitigate additional impact on parkland
- Station at library site and Fenton Village area is County priority
- Traffic flow overall is improved relative to the other alternatives
- Impacts are somewhat greater in that “takes” are involved with tunnel alternative – impacts are not mitigated with tunnel but rather transferred.

Comments On Functional Plan Format

- Graphics need to reflect community landmarks
- Ground level images are needed – too much reliance on aerial images
- Narrative on how land use around station areas is to be handled in future plans is needed
- Inclusion of statements related to impact do not belong in plan
- Any discussion on land use needs to acknowledge Zoning Code re-write that is underway
- **Other Comments?**

The Zoning Code Re-Write Underway

59-C-15.263. Automatic Increments.

Transit access encourages greater transit use and reduces vehicle miles travelled.

For the purposes of this section, transit access is defined as a site with ADA-conforming access to an existing or master-plan approved MetroRail, MARC, Purple Line, Corridor Cities Transitway, or a bus-rapid transit station.

Optional Method Density Incentives			
Public Benefit, Facility, or Amenity	Percent of Incentive Density		Section Reference / Notes
	Minimum	Maximum	
<i>Automatic Increments</i>			
Adjacent or Confronting Transit Access	n/a	25	15.263
Transit Access within ¼ Mile		20	
Transit Access between ¼ and ½ Mile		15	
Transit Access between ½ and 1 Mile		10	
<i>Connectivity & Mobility</i>			
Community Garden	10	20	15.264(a)
Community Connectivity	10	20	15.264(b)
Parking	15	25	15.264(c)
Pedestrian Walkway	5	10	15.264(d)
Transit Access Improvement	10	20	15.264(e)
<i>Diversity</i>			
Affordable Housing: MPDUs	n/a	Up to 1 FAR excluded from GFA	15.265(a)
Affordable Housing: WFHUs	n/a	Up to 1 FAR excluded from GFA	
Care Center	5	10	15.265(b)
Community Facility	10	20	15.265(c)
Local Retail Preservation	n/a	Area excluded from the GFA.	15.265(d)
Unit Mix and Size	5	10	15.265(e)
<i>Design</i>			
Floor Plate Size	10	20	15.266(a)
Historic Resource Protection	10	20	15.266(b)
Podium/Tower Setback	5	10	15.266(c)
Public Art	10	20	15.266(d)
Public Plaza/Open Space	5	10	15.266(e)
Streetscape, Off-Site	5	10	15.266(f)
Wow Factor	10	20	15.266(g)

Zoning Coding Re-Write

- Simplify and Update
- Multi-Year Process

CR Zone

- Part of Process
- Draft Zoning Text Amendment
- Could Potentially Be Used In Plans Now Underway
- Staff Update In June or July

Purpose Of CR Zone

The CR zones permit a mix of commercial and residential uses at varying densities. It promotes more sustainable development patterns where people can live, work, and find services and amenities while minimizing automobile use. CR zones are appropriate where impacts on the environment can be reduced by co-locating housing, jobs, and services.

Takoma Langley Crossroads Sector Plan Update

- Draft Plan On Web Later This Week or Early Next Week
- Public Hearing Draft To Planning Board On May 28th



One Concept For Traffic Circulation In The Area

Amending The Region's Constrained Long Range Plan

Purple Line From Bethesda To New Carrollton

Key Dates

- May 20, 2009 – TPB Meeting Where Notice Of Proposal To Amend CLRP is Given^[1]
- June 13, 2009 – End of Public Comment Period
- June 17, 2009 – TPB Meeting Where Board Is Asked To Approve Scope of Work for Air Quality Conformity Analysis For The CLRP Amendment
- September 10, 2009 – Draft Conformity Analysis For The Amendment Released For Public Comment
- October 21, 2009 – TBP Meeting Where Board Is Asked To Adopt The CLRP Amendment and Conformity Analysis.

Amending The Region's Constrained Long Range Plan

Road Projects Identified For Delay In Funding

- Widening of MD 3 Robert Crain Highway from U.S. 50 to the Anne Arundel County Line in Prince George's County
- Widening of MD 28/198 Norbeck Road / Spencerville Road from MD 97 (Georgia Avenue) to I-95 in Montgomery County

Thank you again for your help with our
Purple Line Planning !

Next MPAG Meeting Is Tentatively
Scheduled For Tuesday June 16, 2009