

# Worksession

<b>Agenda Item #</b>	6
<b>Meeting Date</b>	November 3, 2008
<b>Prepared By</b>	Suzanne Ludlow, Deputy City Manager and Ilona Blanchard, Senior Planner
<b>Approved By</b>	Barbara B. Matthews, City Manager

<b>Discussion Item</b>	Update on the Purple Line
<b>Background</b>	<p>Plans for an east-west transit line in Montgomery County were first formalized in 1986, with the adoption of the Georgetown Branch Master Plan, which designated a former railroad right-of-way for use as a transit way and trail. In 1996, the Maryland Capital Beltway Study was begun, studying ways to ease congestion on the Beltway through Montgomery and Prince George’s Counties. Completed in 2002, the Study recommended establishing a transit line along corridor option P6, the “Inner Purple Line.” The transit line would connect Bethesda, Silver Spring, Takoma Park, College Park, and New Carrollton.</p> <p>The City of Takoma Park was actively involved in the Study, passing Resolution 2000-38 in July 2000, supporting light rail transit in the Takoma Park area and commenting on options for the P6 route. Council Resolutions 2003-4, 2003-53, and 2004-46 also supported light rail transit along the Inner Purple Line route. The City has continued to advocate strongly for the construction of the Purple Line due to its environmental, transportation, and economic development benefits for the Takoma Park community and larger region.</p> <p>The Maryland Transit Administration (MTA) has been studying a number of route and mode alternatives for the Purple Line and has now completed its Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS). Once the public comment period closes on January 14, 2009, Secretary of Transportation John Porcari will study the comments and make his decision on the alternative to submit to the Federal Transit Administration (FTA) for consideration for federal funding.</p> <p>City staff will brief the Takoma Park City Council at its worksession on November 3. The Council will consider a resolution setting forth its public comments on the AA/DEIS on November 10.</p>
<b>Policy</b>	<p>Two of the three Council goals affect this issue:</p> <p><i>Sustainability</i> - Work in partnership with City residents, community organizations, non-profits, the business community, and other governmental agencies to ensure a Takoma Park that is financially, environmentally, and commercially sustainable for the city and its residents.</p> <p><i>Livable Community</i> - Work in partnership with City residents, community organizations, non-profits, the business community, and other governmental</p>

Introduced By: Councilmember Elrich

**Resolution No. 2000-38**

**Resolution on Possible Light Rail Routes Through or Near Takoma Park**

- WHEREAS, since the early 1990's the Maryland Department of Transportation has been studying ways to reduce traffic congestion on the Capital Beltway; AND
- WHEREAS, as the investigation has proceeded, possible routes for light rail transit lines have been identified that roughly parallel the Beltway through Maryland; AND
- WHEREAS, "Corridor P6" is a possible light rail route that passes through or near the City of Takoma Park in connecting the Woodrow Wilson Bridge with the American Legion Bridge, and on that route would connect College Park, Silver Spring and Bethesda; AND
- WHEREAS, in investigating the feasibility of the P6 line, the consultant firm Parsons Brinckerhoff has twice prepared reports for the Maryland State Highway Administration and the Maryland Mass Transit Administration on options for the route in the Takoma Park area; AND
- WHEREAS, those reports are the "*Inner Loop*" *Transitway Assessment* of April, 1997 and the *Capital Beltway Corridor Transportation Study, Light Rail Transit Route Alignment Alternatives, Langley Park to Silver Spring* of February 25, 2000; AND
- WHEREAS, a field trip was sponsored by the Maryland Mass Transit Administration in April, 2000 to examine six of the alternative route options identified in the Parsons Brinckerhoff reports and was attended by transportation, community and park planners from a number of government agencies, including City staff; AND
- WHEREAS, field trip participants agreed with the conclusion of Parsons Brinckerhoff in its second report that three of the routes do not warrant further analysis due to negative community impact and difficult topography; AND
- WHEREAS, City staff briefed the City Council on May 30, 2000 on the six route options examined on the field trip; AND
- WHEREAS, the City Council held a public forum on July 3, 2000 on the options to receive public comment; AND
- WHEREAS, the Maryland Mass Transit Administration wishes to receive comments on the route options from the City of Takoma Park as it decides how to proceed in its

investigation of the P6 option; AND

WHEREAS, the City Council strongly supports mass transit and other efforts to minimize use of the automobile in, through and near Takoma Park; AND

WHEREAS, comments received on the six options are as follows:

**Piney Branch Road Route** - from the intersection of New Hampshire Avenue and University Boulevard, along University to Piney Branch Road, down Piney Branch Road to Sligo Avenue and/or Thayer Avenue

*Comments: The City Council believes that the Piney Branch Road Route is the most desirable of the possible routes in this area due to the potential ridership and economic development benefits. University Boulevard is an appropriate location for a light rail route given its use and right-of-way width. A portion of University Boulevard forms a boundary of the City of Takoma Park. Parts of Piney Branch Road also form the border of the City of Takoma Park, and, given that the width of its right-of-way is much narrower than that of University Boulevard, careful evaluation of design and impact alternatives of light rail on Piney Branch will need to be done jointly by Takoma Park and the adjacent Silver Spring neighborhoods. High residential density and the existence of several locations of commercial development on Piney Branch support increased transit development on this route. Stops at Piney Branch and University, and Piney Branch and Flower Avenue could take advantage of high residential density in those areas as well as spur economic revitalization at those intersection. While the City Council defers to the affected Silver Spring neighborhoods on the route between Piney Branch Road and the Silver Spring Metro Station, there are advantages to having a stop close to Sligo Avenue and Fenton Street for access to Montgomery College. There has been some suggestion of a below-ground line between Piney Branch and the west side of Georgia Avenue to minimize neighborhood impact and that option should be investigated. Alignment with the Georgetown Branch line is easiest by approaching the Silver Spring Metro Station from the south, as this route would.*

**Franklin Avenue Route** - from the intersection of New Hampshire Avenue and University Boulevard, along University to E. Wayne Avenue, then along Long Branch Parkway to Franklin Avenue, along Franklin and Colesville Road to the Silver Spring Metro Station

*Comments: University Boulevard is an appropriate location for a light rail route given its use and right-of-way width. Discussions as to configuration of light rail on University in this area would need to involve Takoma Park and adjacent unincorporated areas in Prince George's and Montgomery Counties. While the City Council defers to the affected Silver Spring neighborhoods regarding the remainder of this route, the option to route the line through Long Branch Park*

*rather than continue on University to Franklin seems unacceptably disruptive to parkland. In addition, transit ridership levels on the Franklin Avenue Route would be lower than other routes due to the low residential density of the area. The grade and angle of the line as it approaches the Silver Spring Metro Station would be a very difficult connection to the Georgetown Branch line to Bethesda.*

**Wayne Avenue Route** - from the intersection of New Hampshire Avenue and University Boulevard, along University to E. Wayne Avenue, across Long Branch stream and continuing down Wayne Avenue to the Silver Spring Metro Station

*Comments: University Boulevard is an appropriate location for a light rail route. While the City Council defers to the affected Silver Spring neighborhoods regarding this route, the option to route the line down Wayne Avenue may have some merit given the level of residential density along segments of this route, the planned Wayne Avenue "Green Trail" bikeway, and the new Silver Spring developments now under construction. However, the installation across Long Branch Park would be disruptive to parkland and the adjacent lower-density neighborhoods. The grade and angle of the line as it approaches the Silver Spring Metro Station would be a difficult connection to the Georgetown Branch line, but possibly not as difficult as the Colesville Road approach.*

**Houston Avenue/Sussex Road Route** - from the intersection of New Hampshire Avenue and University Boulevard, along University to Merrimac, cutting across the Takoma Academy property and along Houston Avenue, Sussex Road and Sligo Avenue to west of Georgia, and on to the Silver Spring Metro Station

*Comments: This route is not appropriate as an at-grade light rail transit route. Significant negative impacts to the community would occur, with loss of apartment buildings and single family homes in Takoma Park and Silver Spring alike. Parkland would also be negatively impacted. Neither the right of way widths nor the topography could accommodate light rail installation. The City Council agrees with Parsons Brinckerhoff that this route does not warrant further analysis.*

**Jackson/Ethan Allen/Philadelphia Route** - from the intersection of New Hampshire Avenue and University Boulevard, down the three segments of Jackson Avenue, down Ethan Allen and Philadelphia Avenues to the rail lines and north to the Silver Spring Metro Station

*Comments: This route is not appropriate as a light rail transit route. Significant negative impacts to the community would occur, with loss of single family homes and historic residential and commercial properties. Parkland would also be negatively impacted. Neither the right of way widths nor the topography could accommodate light rail installation. The City Council agrees with Parsons Brinckerhoff that this route does not warrant further analysis.*

**Sligo Creek Route** - from the intersection of New Hampshire Avenue and University Boulevard, down New Hampshire Avenue to Sligo Creek, along Sligo Creek to Mississippi Avenue, along Mississippi to Sligo Avenue, to the rail lines and north to the Silver Spring Metro Station

*Comments: This route is not appropriate as a light rail transit route. Significant negative impacts to the community would occur, with significant negative impacts to parkland, as well as loss of single family homes. Right of way widths could not accommodate light rail installation. The City Council agrees with Parsons Brinckerhoff that this route does not warrant further analysis; AND*

WHEREAS, the City Council realizes that there is a great deal of additional information that must be gathered and studied regarding the need for, cost of and impacts of a light rail route through or near the City of Takoma Park; AND

WHEREAS, the City Council supports the efforts of the Maryland Department of Transportation to consider light rail routes as an alternative to further road expansion to address traffic congestion.

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF TAKOMA PARK, MARYLAND THAT the City Council hereby:**

**1) supports the Piney Branch Route as the preferred route for a light rail alignment between the University Boulevard/New Hampshire Avenue intersection to the Silver Spring Metro Station, due to both the high residential density and the potential for economic development at sites in Takoma Park and Silver Spring;**

**2) strongly urges that the Houston Avenue/Sussex Road Route, the Jackson/Ethan Allen/Philadelphia Route, and the Sligo Creek Route be removed from further consideration as possible light rail routes; and**

**3) requests that the Maryland Mass Transit Administration and Maryland State Highway Administration work with the City of Takoma Park community and staff and adjacent Silver Spring neighborhood organizations to further investigate the advantages and disadvantages of the other light rail routes proposed for the area, and to investigate the various types of light rail systems or other transit systems that may be most suitable for our community.**

**ADOPTED THIS 10<sup>TH</sup> DAY OF JULY, 2000.**

**Introduced By: Councilmember Elrich**

**RESOLUTION #2003-53**

**Resolution Providing Comments for the Scoping Phase  
Of the Bi-County Transitway Planning Project**

- WHEREAS, the City of Takoma Park has consistently requested and supported increases in mass transit services to the Takoma Park community; and
- WHEREAS, if properly designed, the Bi-County Transitway will promote the revitalization of the business and residential communities through which it passes, will help address traffic congestion in many of the most densely populated communities in Maryland, and will provide much improved access for lower-income residents, college students and others who have few alternative forms of transportation; and
- WHEREAS, the Maryland Transit Administration is now in the scoping phase of the Bi-County Transitway planning project and is requesting public comment on alternative routes and types of transit vehicles to be used in serving communities from Bethesda to New Carrollton; and
- WHEREAS, if properly routed, the Bi-County Transitway would provide a critical rail connection for Prince George's County and Montgomery County communities, and of the Red, Green and Orange lines of the Metrorail system; and
- WHEREAS, the Georgetown Branch route of the Bethesda to Silver Spring portion of the Bi-County Transitway has been studied and adopted as part of Montgomery County's Master Plan, and the route of the formerly proposed Inner Purple Line from Takoma-Langley to New Carrollton is consistent with the Prince George's County General Plan, as well as the plans and revitalization efforts of the jurisdictions through which it would pass, including Takoma Park; and
- WHEREAS, alternative route proposals suggested by the Maryland Transit Administration staff for the Takoma Park area include a route that could go from College Park west along University Boulevard, south on Piney Branch and west to the Silver Spring Metro Station; a route that could go from College Park west along University Boulevard to New Hampshire Avenue and then directly west to the Silver Spring Metro Station; and a route that could go from Prince George's Plaza west along Route 410 (East-West Highway/Ethan Allen Avenue/Philadelphia Avenue) to the Silver Spring Metro Station; and
- WHEREAS, such routes could be at-grade, below the surface, or a mixture of the two, and, when at-grade could be either on dedicated right-of-way or sharing traffic lanes, or a mixture of the two; and

WHEREAS, the Bi-County Transitway could operate with either a light rail system or bus rapid transit; and

WHEREAS, Takoma Park is a densely-built community with few wide roads, increasingly severe traffic congestion, many hills, many trees, two stream valley parks and a large historic district; and

WHEREAS, routes through Takoma Park must take these constraints into account in order to retain a livable, thriving community while preserving attractive travel times for transit riders; and

WHEREAS, the Takoma/Langley and Long Branch commercial districts are in need of revitalization and are areas of high numbers of transit riders so could strongly benefit from well-designed permanent transit stations near the intersections of University Boulevard and New Hampshire Avenue and Piney Branch Road and Flower Avenue; and

WHEREAS, given the needs and constraints of the Takoma Park area, the City Council offers the following comments on the three alternative routes currently under study:

- 1) The University Boulevard/Piney Branch Route would serve large numbers of riders, allow for the redevelopment of commercial areas at stops in Takoma/Langley and Long Branch, and provide the greatest amount of flexibility in at-grade or cut-and-cover tunneling for either light rail or bus rapid transit.
- 2) The University Boulevard and Directly West Route would also serve large numbers of riders and allow for the redevelopment of commercial areas in Takoma/Langley and Long Branch, but would likely require more expensive deep tunneling to avoid severe community and environmental impacts while crossing through Takoma Park and Silver Spring neighborhoods.
- 3) The Route 410 Route would not serve as many transit riders as the first two routes, would not connect with the University of Maryland, and would not connect commercial areas in need of redevelopment. Due to topography, historic resources, narrow roadways, and heavy traffic congestion, the only way to construct this route without significant community and environmental damage would be via deep tunneling. Given the cost of such construction with little economic benefit, this option should not be pursued.

WHEREAS, the Takoma Park City Council has previously supported a bi-county transit system, through Resolutions 2000-38 and 2003-4, due to its importance to the economic and transportation needs of the Takoma Park, Long Branch and Takoma-Langley residents and businesses,

**NOW, THEREFORE BE IT RESOLVED THAT the Takoma Park City Council strongly urges the Maryland Transit Administration to:**

- 1. Continue to pursue the Bi-County Transitway to provide badly needed transit services and redevelopment for the Takoma Park community and the other communities in Prince George's County and Montgomery County along the route.**
- 2. Eliminate the Route 410 alternative through Takoma Park from further consideration for the Bi-County Transitway.**
- 3. Support light rail along the grade separated route formerly identified as the Inner Purple Line that was to have run between Silver Spring and College Park along Piney Branch Road and University Boulevard. Such a route should be constructed in a manner that if it begins as bus rapid transit it can be converted to light rail should that option later become available.**
- 4. Include attractive, well-designed permanent transit stations in the Takoma/Langley and Long Branch areas to serve area residents and assist in revitalization efforts.**

**ADOPTED THIS 27<sup>th</sup> DAY OF OCTOBER, 2003.**

**ATTEST:**

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**Catherine E. Waters, CMC/AAE  
City Clerk**

**Introduced By: Councilmember Elrich**

**RESOLUTION #2004-46**

**Resolution Providing Additional Comments on Route and Stop Locations  
Near Takoma Park for the Bi-County Transitway (Purple Line)**

WHEREAS, the City of Takoma Park has consistently supported increased mass transit service for the Takoma Park community and has endorsed a bi-county light rail transit system for several years as evidenced by City Council Resolutions 2000-38, 2003-4, and 2003-53; and

WHEREAS, if properly designed, the Bi-County Transitway (Purple Line) will promote the revitalization of the business and residential communities through which it passes, will help address traffic congestion in many of the most densely populated communities in Maryland, and will provide much improved access for lower-income residents, college students and others who have few alternative forms of transportation; and

WHEREAS, the Takoma Park City Council specifically supports permanent transit stations in the Takoma/Langley Crossroads and Long Branch areas to serve area residents and assist in revitalization efforts; and

WHEREAS, such transit stations should be attractive and well-designed, provide adequate accommodations for waiting passengers and provide for safe and sufficient connections to and from the site for pedestrians, bike riders, and bus patrons; and

WHEREAS, the Maryland Transit Administration (MTA) is researching route and mode options for the Bi-County Transitway in order to identify the alternatives to be retained for detailed study this coming winter; and

WHEREAS, Montgomery County planning staff have been directed to identify light rail transit routes through Montgomery County which the Montgomery County Council may recommend to MTA to include in its Alternatives Retained for Detailed Study Technical Report; and

WHEREAS, two light rail routes east of the Silver Spring Transit Center, with stops in the Long Branch area and at the Takoma/Langley Crossroads, are being studied by MTA and Montgomery County planners:

- *Sligo Avenue Route.* From the Silver Spring Transit Station, east on Sligo Avenue (with a possible stop at Chesapeake Avenue), north on Piney Branch Road (with a possible stop at Dale Drive), north to a Long Branch station near Flower Avenue, north to University Boulevard
- *Wayne Avenue Route.* From the Silver Spring Transit Station, northeast

on Wayne Avenue (with possible stops at Fenton Street and near Sligo Creek), underground after Manchester Road to Arliss Street to a Long Branch station, north along Piney Branch Road to University Blvd

either route would turn southwest onto University Boulevard (with possible stops at Piney Branch and at Carroll Avenue) to a station at Takoma/Langley Crossroads and then continue west on University Boulevard into Prince George's County; and,

WHEREAS, either route will serve the Takoma Park and Long Branch communities; and

WHEREAS, while both routes could accommodate either a light rail or bus rapid transit vehicle, light rail is a preferred mode due to its greater economic development potential (installation of fixed rail assures investors of the permanence of transit service) and to its potential inter-connectivity and shared efficiencies with the District of Columbia's light rail system under development, for which a Georgia Avenue line is proposed to extend to the Silver Spring Transit Center; and

WHEREAS, as further study is done on the routes and possible station locations, priority should be given to routes that minimize the taking of residential buildings and best serve densely populated communities and area commercial districts; and

WHEREAS, master plan amendments are required for the Montgomery and Prince George's County communities along the bi-county transit route east of the Silver Spring Transit Center because neither the transit route nor land use implications of the transit route are detailed in current master plans; and

WHEREAS, a master plan process will allow thorough study and community outreach and participation regarding routes, stops and land uses near those routes and stops; and

WHEREAS, close coordination is needed between Montgomery and Prince George's Counties concerning planning for the Takoma/Langley Crossroads station and surrounding land uses on both sides of the county line.

**NOW, THEREFORE, BE IT RESOLVED THAT the Takoma Park City Council :**

- 1. Supports continued study of the Sligo Avenue and Wayne Avenue routes for a bi-county transit system.**
- 2. Strongly supports stations at both Long Branch and Takoma/Langley Crossroads.**
- 3. Urges, when choices between routes are possible, that priority be given to routes that minimize the taking of residential buildings and best serve densely populated communities and area commercial districts.**

4. **Recommends a light rail system, rather than bus rapid transit, because of its greater benefits in the areas of economic development, inter-connectivity and operating efficiencies.**
5. **Requests that the Montgomery County Council and the Prince George's County Council direct their respective Planning Boards to open the master plans along the proposed route(s) of the bi-county transit line so that thorough study of the routes, stops and land uses can be made through a process of significant community outreach and participation.**
6. **Urges that in identifying transit station locations, planners provide for adequate space for safe, attractive passenger waiting areas; and for safe access to and from the site by pedestrians, bike riders, bus patrons and users of other modes of transportation.**

**ADOPTED THIS 27<sup>th</sup> DAY OF SEPTEMBER, 2004**

**ATTEST:**

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**Catherine E. Waters, CMC/AAE  
City Clerk/Treasurer**

Introduced By:

Resolution No. 2008 - XX

**Resolution Recommending Funding the Purple Line Medium Investment Light Rail Alternative**

WHEREAS, the State of Maryland has completed studying the alignment and mode alternatives for the Purple Line and has written the Alternatives Analysis/Draft Environmental Impact Statement; and

WHEREAS, the State of Maryland, with input from the community, city and county governments, and elected officials, will be deciding which mode and alignment and phasing of three projects the State may request funding for: the Purple Line, the Corridor City Transitway and/or the Baltimore Red Line; and

WHEREAS, fiscal, environmental, and economic sustainability are goals of the City of Takoma Park; and

WHEREAS, a livable community that is vibrant, healthy, and safe with convenient transportation for all of its residents is also a goal of the City; and

WHEREAS, the Purple Line, as proposed, would have three stops near Takoma Park that will serve residents, improve access to local businesses and provide an incentive for transit-oriented development: one at Arliss Street and Piney Branch Road (“Arliss Street”), one at University Boulevard and Gilbert Street (“Gilbert Street”), and one at University Boulevard and New Hampshire Avenue (“Takoma/Langley Crossroads”); and

WHEREAS, the population living in the vicinity of the proposed Purple Line is more transit dependent than other areas in Montgomery County; and

WHEREAS, the Purple Line connects many transit dependent residents in Montgomery County and Prince George’s County with important regional employment centers including New Carrollton, the University of Maryland, Silver Spring and Bethesda; and

WHEREAS, there are many bus riders along the proposed Purple Line route whose commute time will become shorter, increasing their quality of life and expanding their employment opportunities; and

WHEREAS, the proposed Purple Line will spur redevelopment of deteriorating commercial properties in Takoma Park’s priority redevelopment areas; and

- WHEREAS, the Takoma Park Master Plan, approved and adopted in December 2000, recommends “tree-lined sidewalks, landscaped medians, and street trees in wide panels separating sidewalks from traffic” and “on-road bikeways and ‘shared use paths’ (8-foot to 10-foot wide sidewalks) on both sides” of streets; and
- WHEREAS, the Planning Boards from Montgomery County and Prince George’s County have initiated work on a Sector Plan to recommend changes and rezone the area around the New Hampshire Avenue stop in preparation for transit oriented development; and
- WHEREAS, the Sector Plan community workshops also supported the recommendation that wide sidewalks with street trees and bicycle lanes be provided on University Boulevard; and
- WHEREAS, ample, shaded sidewalks separated from fast moving traffic by street trees will substantially improve transit rider access to the proposed Purple Line; and
- WHEREAS, bicycle lanes will substantially improve the multi-modal connectivity of Takoma Park residents and businesses with other centers in our region; and
- WHEREAS, the existing right-of-way and State Highway streetscape requirements only allow for a limited width of sidewalk with no trees or buffer and the plans for the Purple Line rely on the State Highway requirements; and
- WHEREAS, greater right-of-way should be provided for so that there is enough room that sidewalks may be safe, comfortable, and inviting; and
- WHEREAS, the addition of the proposed Purple Line will widen University Boulevard and Piney Branch Road roadbed by an additional minimum 20 feet of paved surface; and
- WHEREAS, one of the recommendations at community workshops for the ongoing Sector Plan has been to require a right-right-right vehicle turn design, rather than a direct left turn, at the University Boulevard and New Hampshire Avenue intersection; and
- WHEREAS, the right-right-right turn proposal would increase commercial visibility and viability in Takoma Langley Crossroads; and
- WHEREAS, the right-right-right turn proposal allows for a narrower right-of-way on University Boulevard and New Hampshire Avenue and therefore reduces the amount of pavement to be crossed by pedestrians accessing the transit stop and businesses; and

WHEREAS, the right-right-right turn proposal would preserve land for complementary commercial and pedestrian land uses adjacent to the Purple Line transit stop; and

WHEREAS, the areas around the proposed stops at Arliss, Gilbert Street, and Takoma Langley Crossroads, are the foci of intensive revitalization efforts; and

WHEREAS, the tens of thousands of residents living near the proposed stops at Arliss, Gilbert Street and Takoma Langley Crossroads are sorely in need of beautification, streetscape amenities, and facilities to improve public space and to allow people to walk to public transit in comfort; and

WHEREAS, these existing and new residents, shoppers, and businesses would greatly benefit from the beautification option of grass along the transit line tracks (“grass tracks”); and

WHEREAS, grass tracks will reduce storm water run-off into sensitive waterways, including Long Branch and Sligo Creek; and

WHEREAS, the land uses along the proposed Purple Line route include many amenities such as housing, employment, services, and retail and entertainment outlets, and the area has a substantial capacity for higher density mixed-use development near the proposed transit stops; and

WHEREAS, even with transit improvements, there is a need for more parking in the Takoma Langley Crossroads shopping and residential areas; and

WHEREAS, on-street parking is extremely important to the viability of street-facing commercial enterprises in transit-oriented mixed-use shopping districts; and

WHEREAS, in some of the Purple Line alternatives, parking will be lost in side lanes along University Boulevard; and

WHEREAS, the proposed Purple Line route along University Boulevard is a key east-west route linking residential areas with employment centers and transit stations in Montgomery and Prince George’s County; and

WHEREAS, University Boulevard is already substantially congested and is destined to become even more congested over time as the region grows; and

WHEREAS, the low-investment Purple Line alternatives would not provide exclusive transit lanes and would have slower service and little incentive for residents to choose transit over a car; and

WHEREAS, the high-investment Purple Line alternatives would elevate the train or bus, creating walls that would divide communities on either side of University Boulevard without providing substantial travel time savings; and

WHEREAS, the medium investment bus rapid transit Purple Line alternative would not run in an exclusive lane, but would share the outside lane of University Boulevard with local buses, requiring the bus rapid transit vehicle to move into the adjoining traffic to pass the local buses picking up passengers at local stops; and

WHEREAS, the medium investment bus rapid transit alignment's use of the outside lane would preclude the use of this lane for future off-peak parking; and

WHEREAS, the medium investment light rail transit Purple Line alternative would operate in an exclusive lane, so that even when vehicle lanes are congested, the light rail vehicles would not be delayed, providing a substantial incentive for transit use; and

WHEREAS, the medium investment light rail transit alignment is in the center lanes of University Boulevard, allowing the outside lane to be used for off-peak parking; and

WHEREAS, of the six alternatives presented, the light rail transit medium-investment alternative will provide the most efficient, convenient, safe, and healthy transportation and will do the best job of improving the fiscal, environmental and economic health of Takoma Park and our inner beltway region of the State of Maryland.

NOW, THEREFORE, BE IT RESOLVED THAT the City Council of the City of Takoma Park

1. Expresses appreciation to the State of Maryland and the Maryland Transit Administration for their continued, thorough and high-quality work planning the Purple Line transit way.
2. Expresses appreciation to Montgomery County and Prince George's County for their strong support of the Purple Line transit way.
3. Supports the acquisition of sufficient right-of-way along University Boulevard to enable future installation of wide sidewalks shaded by trees and buffered from traffic.
4. Supports the use of grass tracks in areas such as Takoma Langley Crossroads and Long Branch.

5. Supports investigation of the right-right-right turn intersection design to minimize the width of University Boulevard and New Hampshire Avenue in the Takoma Langley Crossroads area.
6. Supports a request for federal funding that will result in the construction of the Purple Line as a light rail system.
7. Supports the selection of the medium investment light rail transit alternative.

Adopted this \_\_\_\_ day of \_\_\_\_\_ 2008.

Attest:

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Jessie Carpenter  
City Clerk