

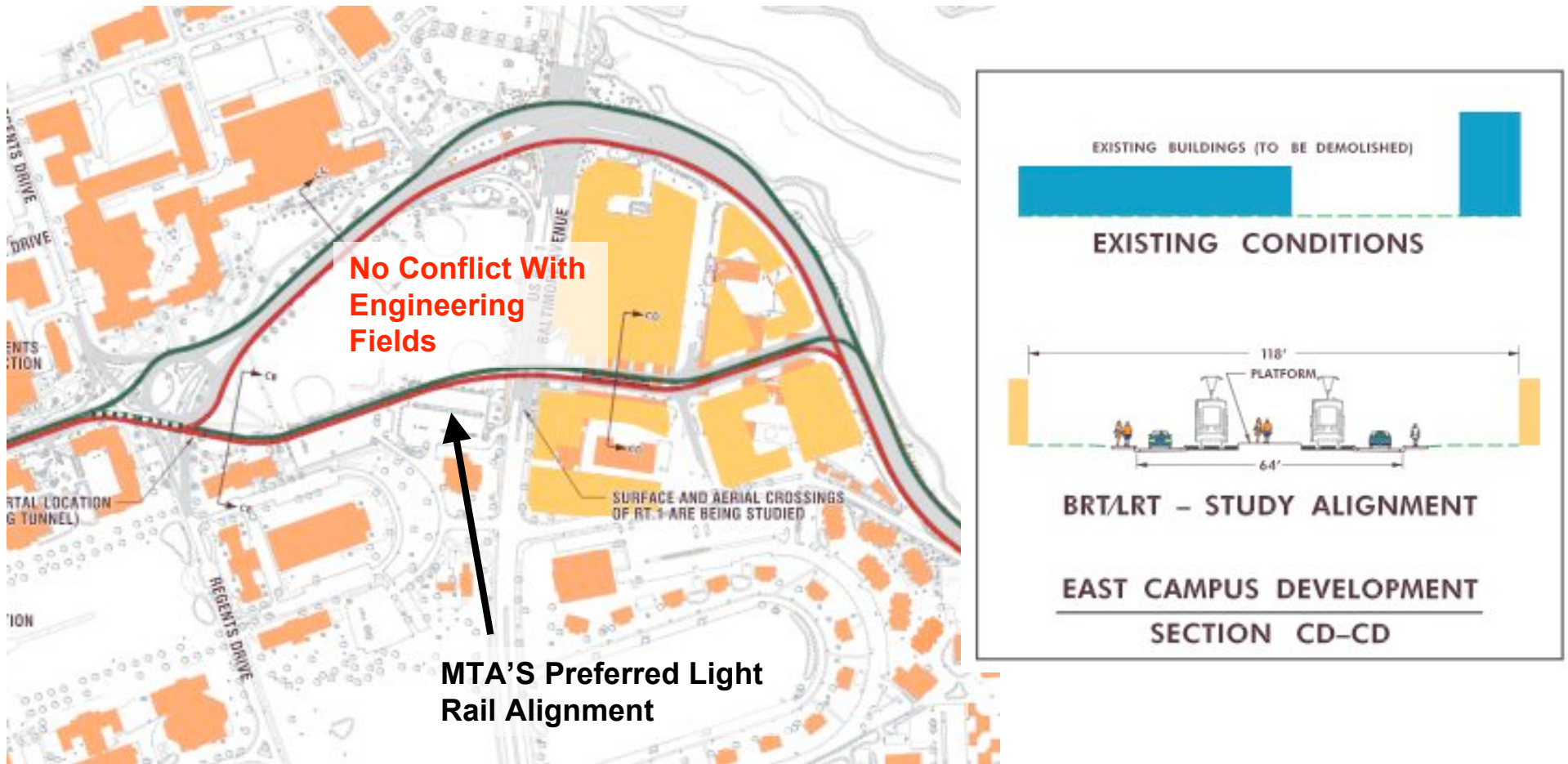
East Campus: Purple Line & Connections

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Purple Line

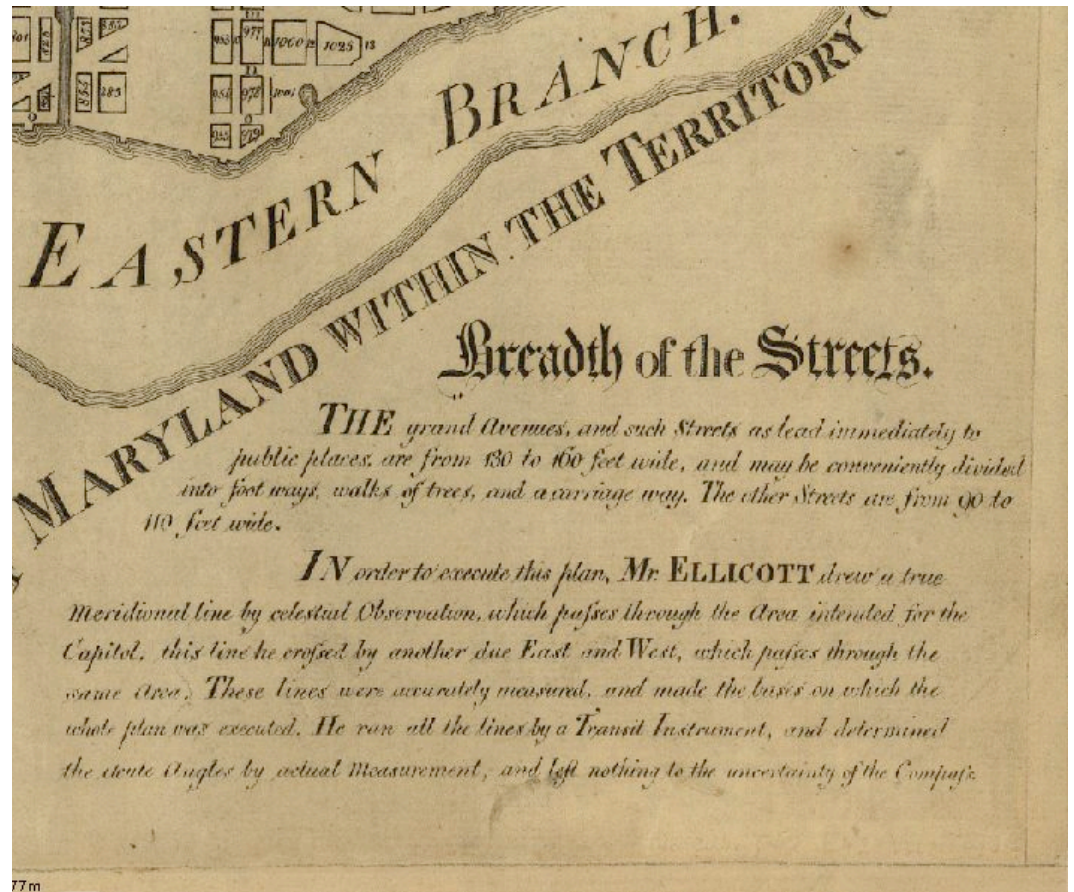
- College Park route has been selected through public process except for one segment: whether the line will run directly through East Campus or stay on Paint Branch Parkway
- On October 8th, we were told Foulger-Pratt had decided the East Campus project could not accommodate the system, saying it would require 130 feet between buildings
- **Questions: How much space is required for a Light Rail line? Where is the best location for the Purple Line in the East Campus project?**

Alignments



MTA's own study shows **118 feet** between buildings and a right of way of only 64 feet. Where did the extra 12 feet come from? Could the line be constructed even more compactly?

They're Fitting it in on D.C. Streets!



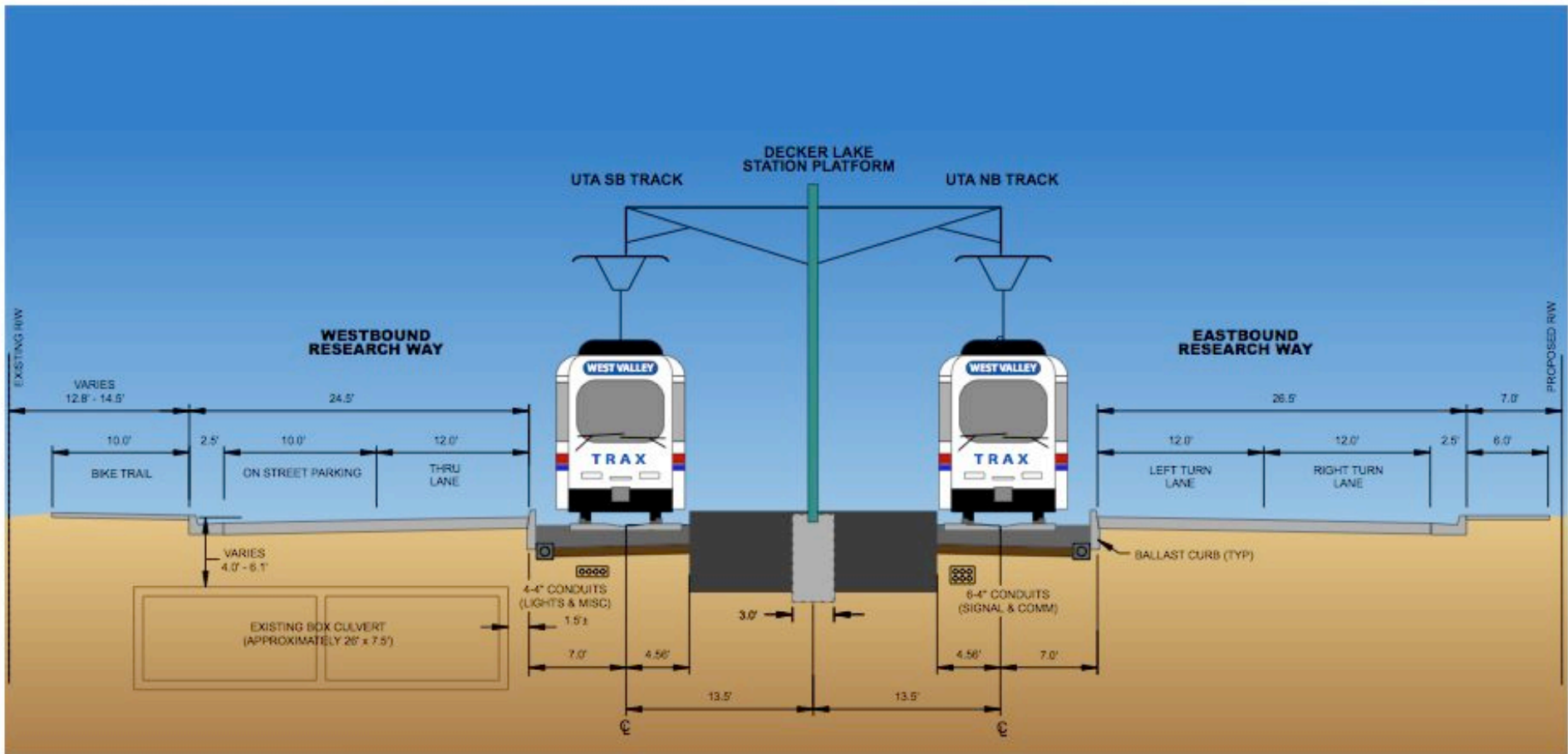
DC Planners are planning a system on streets laid out in the 1790s by L'Enfant, measuring 90 to 160 feet, in many cases including up to four travel lanes and wide sidewalks.

Sources: DC Department of Transportation, Ellicott version L'Enfant Plan, Library of Congress

Purple Line: How Wide Must it Be?

West Valley Light Rail Transit Project

Figure 2.1-15 Typical Cross Section: Research Way at the Decker Lake Station



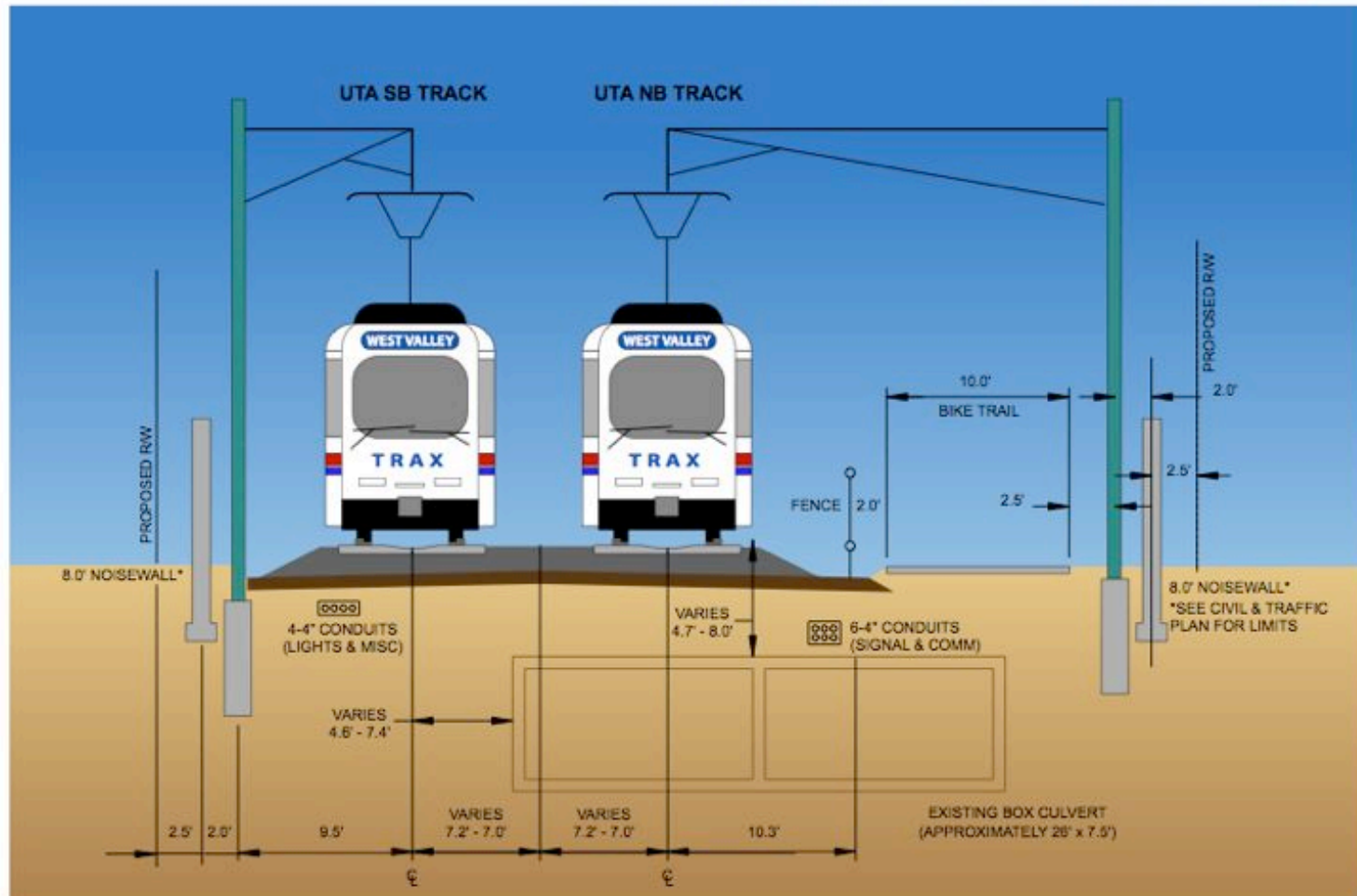
Salt Lake City TRAX station design: two 10 foot sidewalks, two 12 foot lanes in each direction, 40 foot station: **total width 108 feet**

Source: Utah Transit Authority West Valley LRT Project Final Environmental Study Report, May 2007

Purple Line Width Con't

Typical Section Research Way at the Decker Lake Station

Figure 2.1-16 Typical Cross Section: Canal Right of Way East of Redwood Road



Salt Lake City total station right of way: **50 feet**

Rome: Even Smaller



Source: Trastevere #8 Line, Rome, Italy, Photo: David Daddio

Rome, Con't.



Total right-of-way: 10 foot platform, two 12 foot tracks: **34 feet?**

Source: Trastevere #8 Line, Rome, Italy, Photo: David Daddio

What About the Engineering Fields?

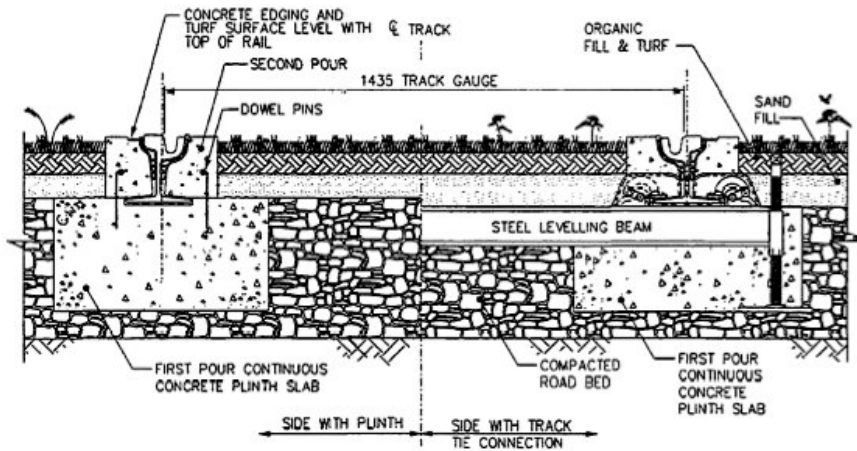


Figure 4.6.16 Turf Track—Another Type of Embedded Track



- Won't cross Engineering Fields on MTA document alignment
- UMD owns thousands of acres
- Will be mitigated in construction process
- Can be pretty

Sources: Transit Cooperative Research Program Report 57: Track Design Handbook Light Rail Transit. (Washington, D.C.: National Academy Press, 2000), photo of Bilbao, Spain system by Flickr user imagonovus. [<http://www.flickr.com/photos/imagonovus/178506711/in/photostream/>]

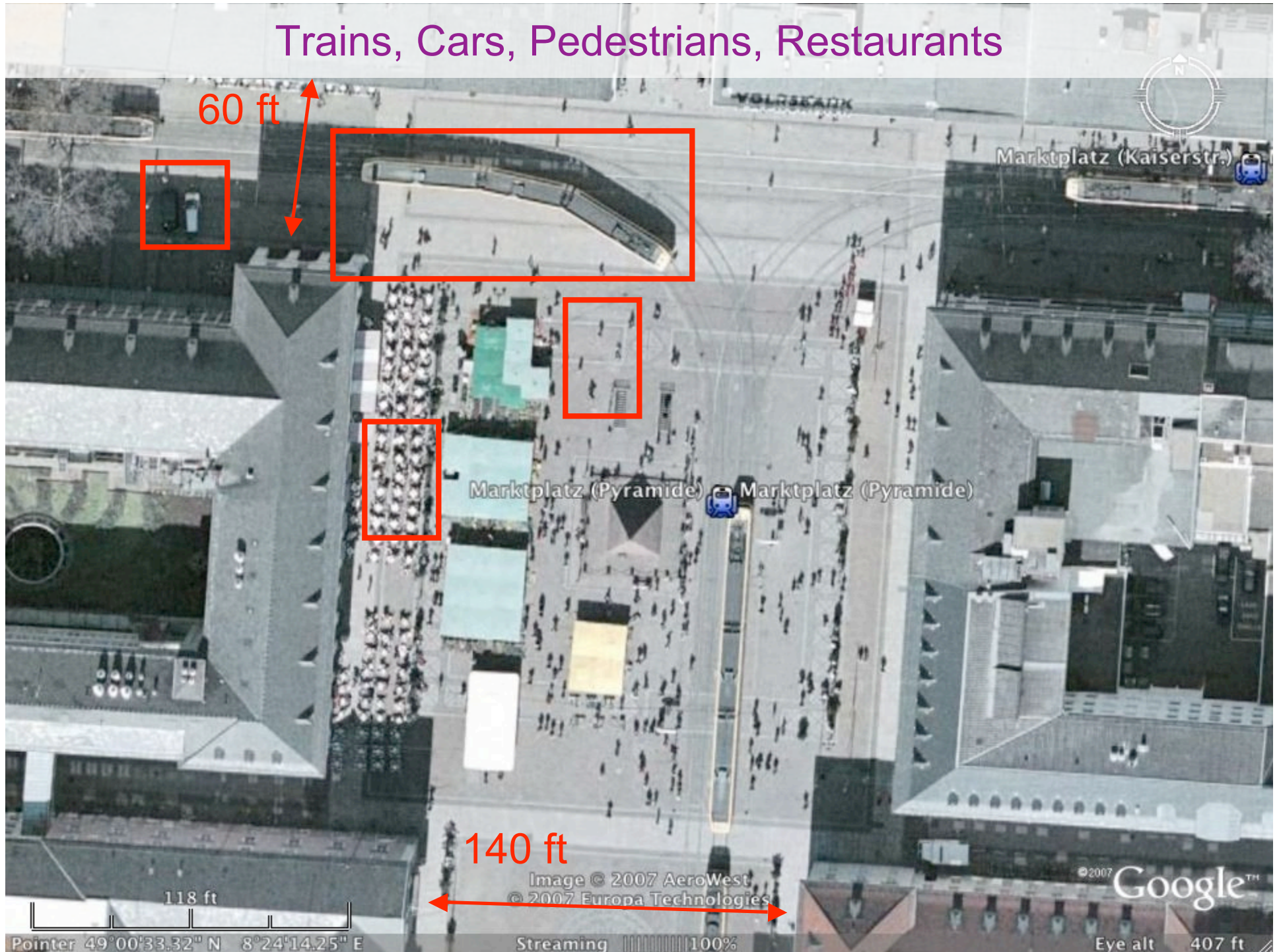
College Park Tomorrow = 1970s Germany?



Has Pres. Mote been to
Karlsruhe, Germany?

Photo Credit: K. Du Puy

Trains, Cars, Pedestrians, Restaurants



What's the Point?

- East Campus should be world-class project
- Purple Line route through project best choice from planning perspective
- Transit engineers tell us what is possible, not developers or university presidents
- Engineering fields won't be impacted, not important enough to sacrifice project's accessibility

Connections to Old Town

Benefits:

- Provide enhanced access to project from Old Town and Downtown
- Increase choices for residents
- Reduces “looping around” traffic
- Encourages spillover commercial traffic Downtown
- Ease pressure on Route One
- Encourage biking and walking by keeping all streets narrow

Finding the Balance:

- Narrow streets
- On-street parking
- Time restrictions
- One-way streets
- No trucks/commercial vehicles rules
- Adjusting rules is easy, building roads is hard

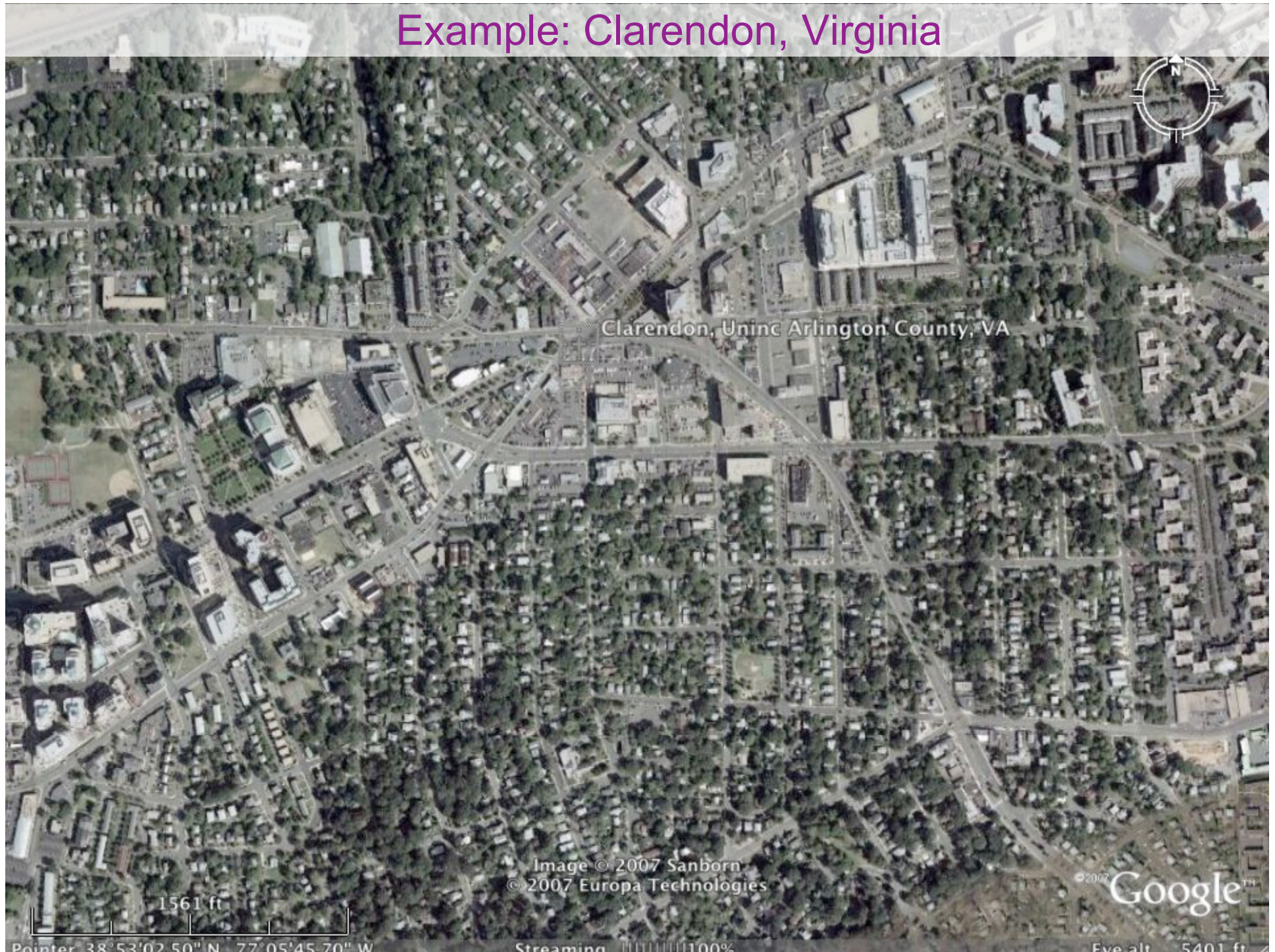
Example - Ann Arbor, Michigan



Example: Bethesda, Maryland



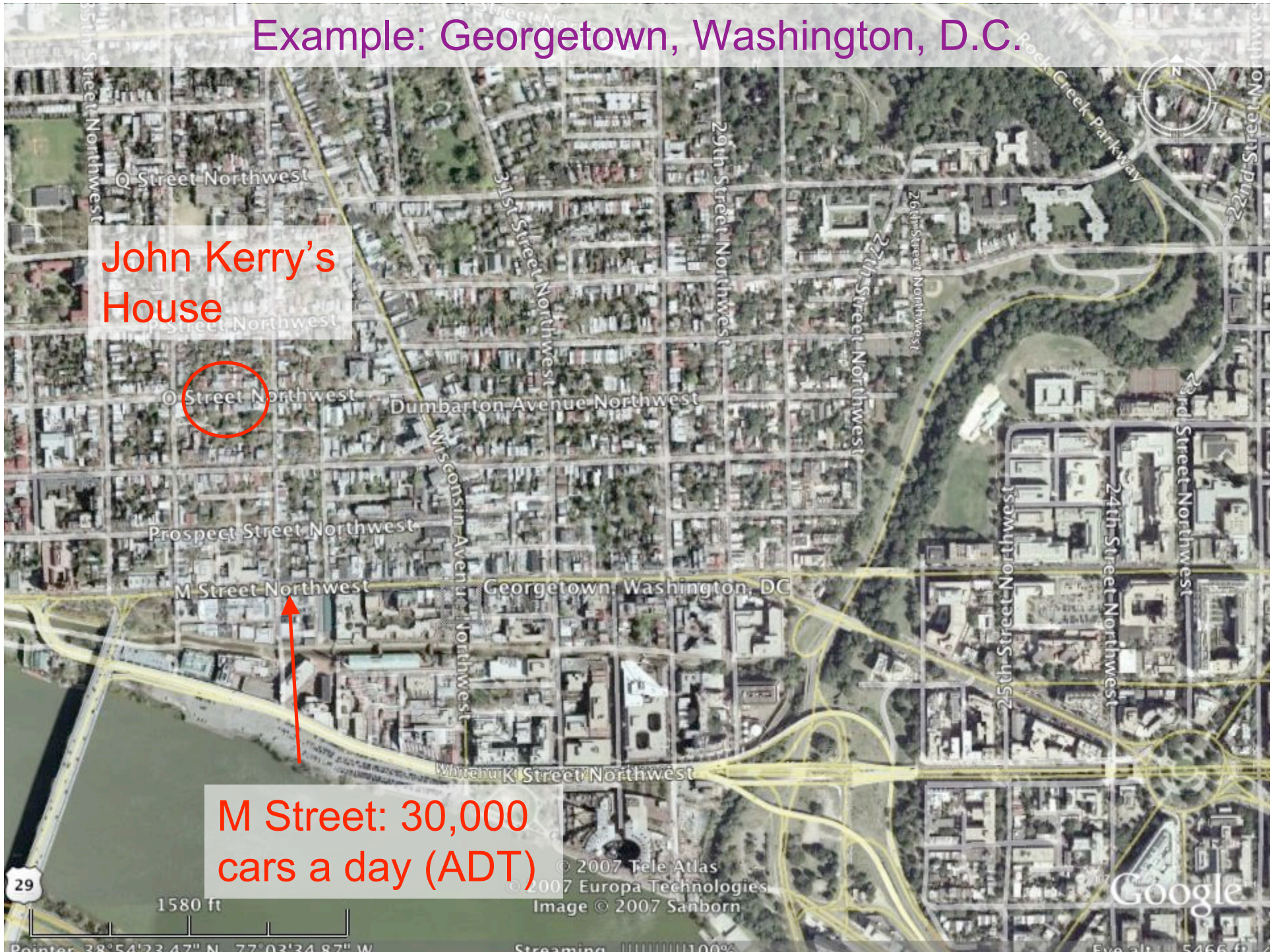
Example: Clarendon, Virginia



Example: Georgetown, Washington, D.C.

John Kerry's
House

M Street: 30,000
cars a day (ADT)



Example: Portland, Maine



Example: Ballston, Virginia

Single family homes

Street Closure

