

Action items following the presentation of the Purple Line project July 11, 2013

It is not evident from available information that the Purple line has a clear vision to shift the County's mode share from single occupancy motor vehicle to transit, walking and bicycling. In many locations with dense development and population, wide multi-lane roads are illustrated on both sides of the light rail which doesn't further the TOD goals of the project (slide 4) or match successful light rail systems in other cities. In many instances, additional travel or turn lanes are being constructed which is lengthening crossing distances, reducing safety for pedestrians, and is detrimental to the pedestrian environment. In order to create vibrant retail hubs in key centers along the Purple Line's path, the transit system needs to be effective and efficient, but also enticing to pedestrians with a street cross section that prioritizes transit, pedestrian and bicycle travel over motor vehicle travel. We don't see any illustrations that reflect successful light rail and TOD development in other cities like Portland (shown below).

MOTION 1

Voted, that the PBTSAC recommend to the County Executive and County Council that in central business districts, locations with other high capacity transit services (metro stations, bus hubs), locations with high pedestrian volumes and planned pedestrian generators, that **no additional lane capacity be provided for motor vehicles**, including no additional turn lanes. Instead, right of way should be dedicated to bicycle facilities, promenades with wide planting strips and street trees. Every opportunity should be examined to provide only one lane of through travel in each direction adjacent to the light rail line.

MOTION 2

Voted, that the PBTSAC recommend to the County Executive and County Council that anywhere the Purple Line travels through central business districts, locations with other transit services (metro stations, bus hubs), locations with high pedestrian volumes and planned pedestrian generators, **crossings should include raised pedestrian refuge islands (that cross over the striped crosswalk), tight turning radii, and planting strips with street trees.**

