

YOUR RIDE IS HERE.



# *Purple Line*

Montgomery County Pedestrian, Bicycle, Traffic  
and Safety Advisory Committee

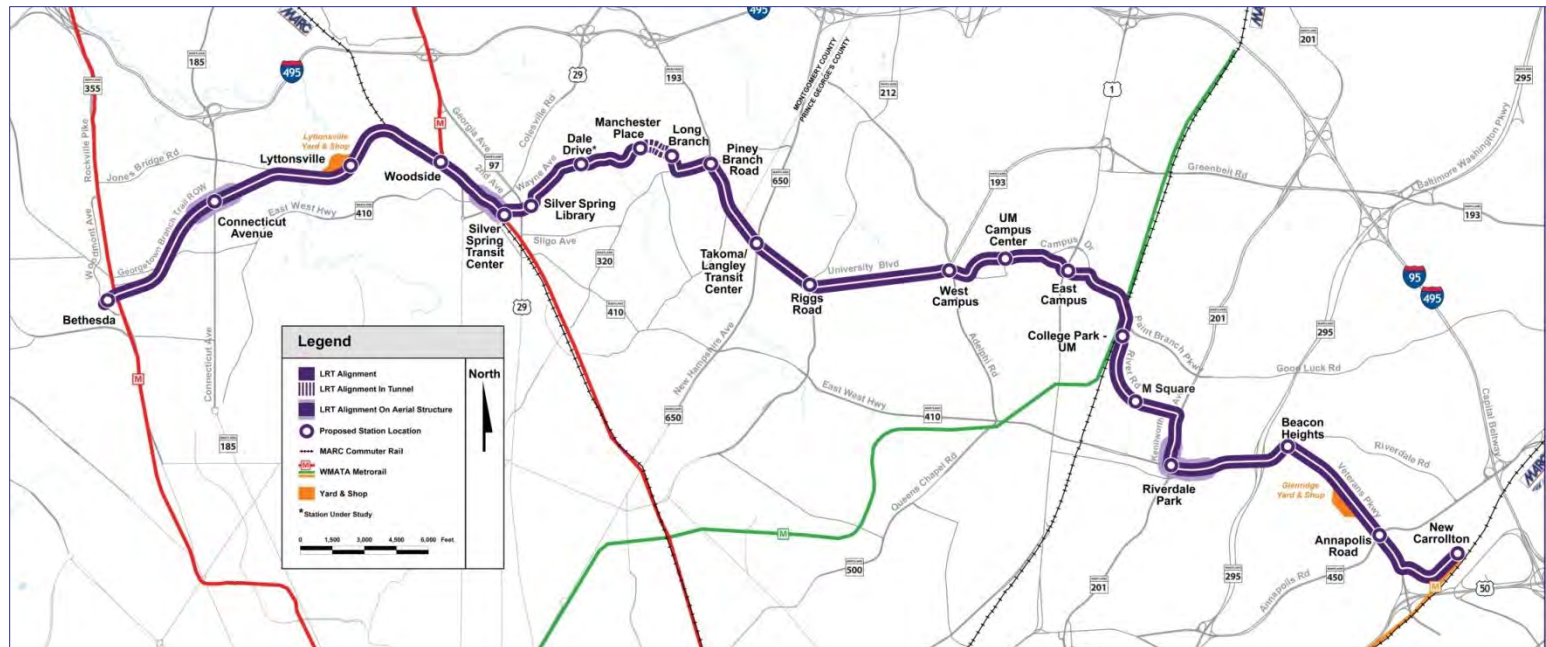
July 11, 2013



# Project Overview

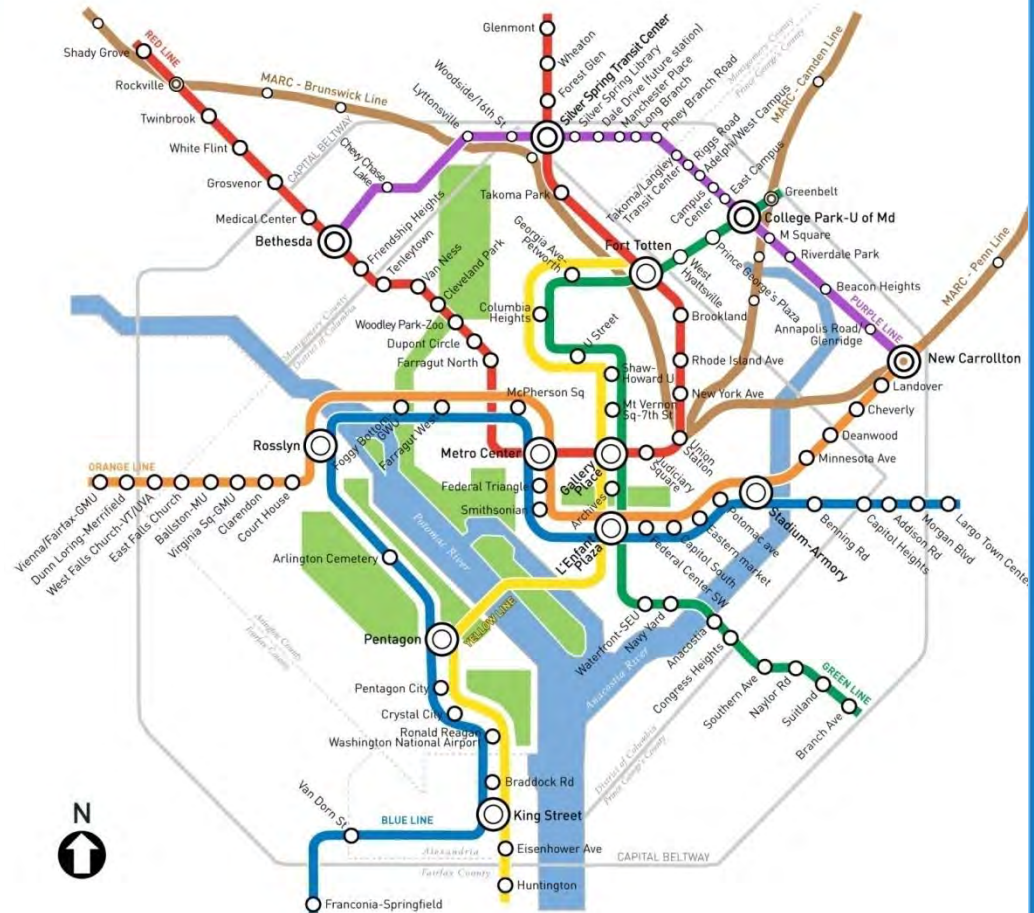
16 mile east-west light rail line between Bethesda (Montgomery County) and New Carrollton (Prince George's County) serving major activity centers:

- Bethesda
- Takoma/Langley Park
- New Carrollton
- Silver Spring
- UMD College Park Campus



# Project Overview

- Improved connectivity to major activity centers
  - Links 4 branches of the Metro
    - Red Line at Bethesda
    - Red Line at Silver Spring
    - Green Line at College Park
    - Orange Line at New Carrollton
  - Connects to all three MARC lines
    - Brunswick at Silver Spring
    - Camden Line at College Park
    - Penn Line at New Carrollton
  - Connects to Amtrak Northeast Corridor at New Carrollton
  - Connects to regional and local bus services





# Project Overview

## Transit Oriented Development (TOD)

- Provides a major stimulus to the local economy, while promoting Maryland's **Smart, Green and Growing** Initiative
  - Growth Management
    - Reduces sprawl, preserve open space and natural resources
  - Transportation Efficiency
    - Reduces fuel consumption, improves travel times
  - Economic and Environmental Sustainability
    - Access to jobs, homes and recreation
    - Helps reduce air and water pollution and greenhouse gas emissions related to climate change

# Project Overview

## Employment Opportunities

- The Purple Line would create a wide range of job opportunities including construction, engineering and administration
  - Thousands of direct jobs during construction
  - 400+ new jobs for operations and maintenance
- The Purple Line would improve accessibility to jobs and large employment centers

# Project Overview

- Operations
  - Fully grade-separated running way from Bethesda to Silver Spring
  - In-street running in median in separate right of way with protective ramped curbs and cobbled pavers
  - Almost entirely at-grade, one short tunnel
  - Traffic signal priority
  - Aerial structures over key intersections.

# Project Overview

## Status

- Began Preliminary Engineering/Final Environmental Impact Statement in October 2011
- PE plans moving toward completion by summer 2013
- FEIS and technical reports under development
- Ongoing coordination with resource and regulatory agencies

# Project Update

## Funding

- The project's cost is approximately \$2.2 billion.
- The project is proposed at 50/50 State - Federal funding.
- Passage of the 2013 transportation revenue measure will allow MDOT to address both system preservation and expansion projects.
- The additional State revenues will provide funds for the Purple Line to proceed through design and right-of-way.
- The State is currently studying various options to help finance and deliver the Purple Line , including a Public-Private Partnership.
- The additional State revenues also will support MTA's effort to secure Federal funding for construction.



# Project Update

## Schedule

Neighborhood Work Group Meetings	Completed
Open Houses	Completed
Publication and Review of FEIS	Summer 2013
Record of Decision (ROD)	Fall 2013
Completion of PE Plans	Fall 2013
Start Right-of-Way Acquisition	Fall 2013
Further Design Development	Fall 2013
Begin Construction	2015
Open to Service	2020

# Project Update

- Ridership Estimates
  - Entry into PE
    - 2030 Daily Boardings 60,100
  - Completion of FEIS
    - 2030 Daily Boardings 69,300
    - 2040 Daily Boardings 74,160
  - Approximately 30% of riders will also use a portion of their trips on Metrorail

# Project Update

- Improved, reliable travel times

## Approximate Current Travel Times in Minutes

<u>Location</u>	<u>Bus</u>	<u>Purple Line</u>
Bethesda-Silver Spring	17	9
Silver Spring-College Park Metro	40	38
College Park Metro-New Carrollton	20	16

By 2040, bus travel times are expected to increase by 30-40% in the AM and PM peak-traffic times respectively.

# Project Update

## Recent Efforts

- Art-In-Transit

- Goal is to make the light rail station distinct in its design and artistic impact; encourage civic pride; and reinforce meaningful neighborhood identities
- Held a working session to identify and prioritize opportunities for artistic enhancement along the entire project
  - Stations, structures, walls and fences
- Developed an overall concept to tie together elements and system-wide approaches for art along the Purple Line
- Next steps:
  - MTA will review and determine which projects to pursue
  - Issue Calls for Artists

# Examples of Art-In-Transit



System-wide Bench Narrative



Station Pylons



# Examples of Art-In-Transit



Plaza/ground planes

# Project Update

## Workforce Development

- March 2013, MTA & Maryland Dept. of Labor Licensing and Regulation signed a partnership agreement to:
  - Tap the potential economic benefits the project can provide for the region
  - Create sustainable employment through training, apprenticeships and on-the-job training that lead to marketable skills
  - Obtain job forecasts to identify total number and types of jobs and required training

# Station Design & Elements

## Station Design

- Well lit, attractive safe area
- Pleasant patron experience
- Distinguishable from Metro
- Durable, low maintenance materials
- Center platform or side platform

## Station Elements

- Communications including next train information
- Ticket vending machines
- Safety & security coverage



# Station Design - Prototypical Center Platform Station



# Station Design - Prototypical Side Platform Station





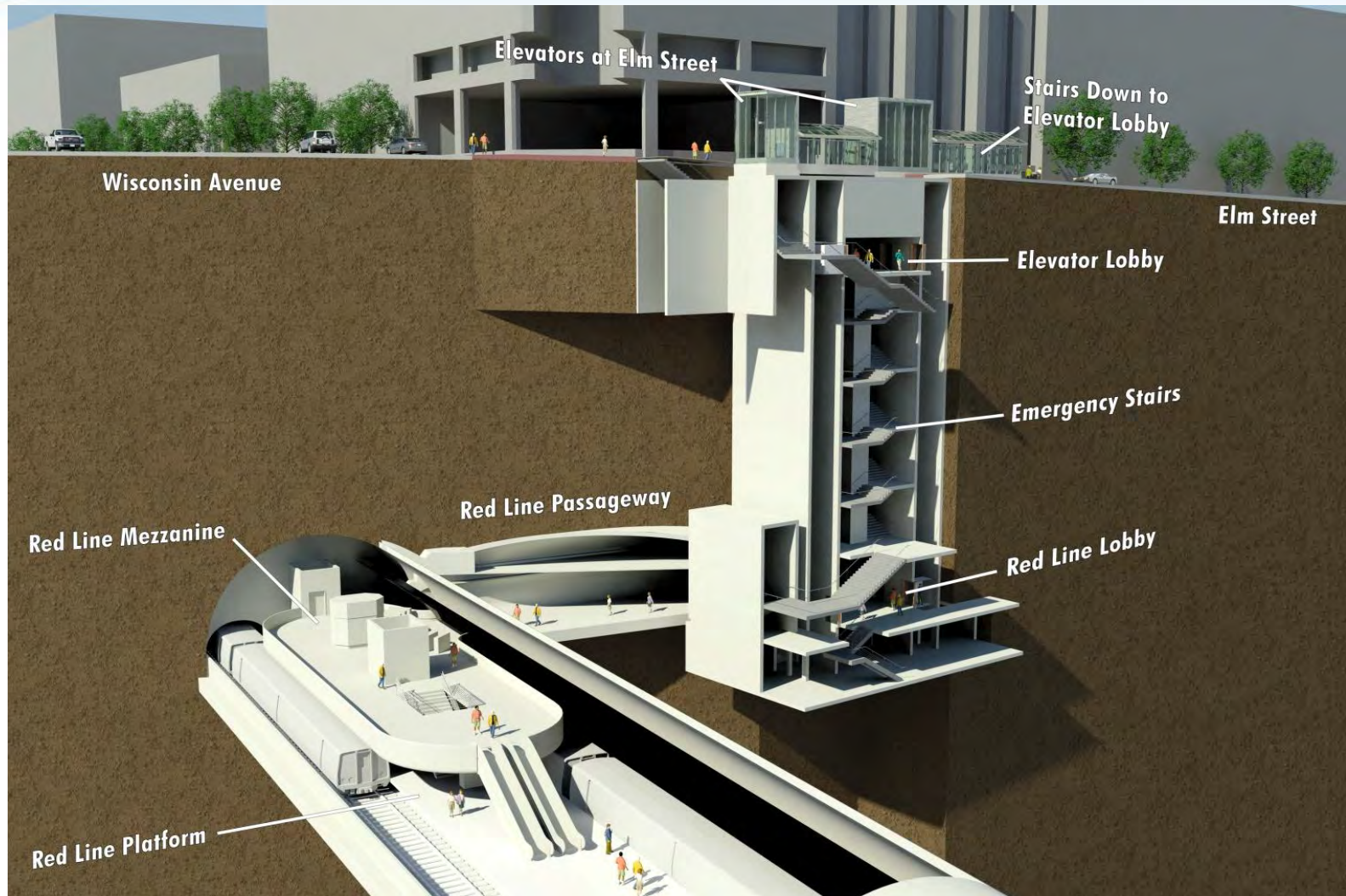
# Station Design – Bethesda

- Bethesda station will be one of the busiest stations along the Purple Line
- Montgomery County approved funding for the Capital Crescent Trail (CCT) including additional landscaping and lighting
- A surface trail was selected for the CCT through Bethesda due to physical constraints, cost and risk of carrying trail through tunnel
- A new 5 to 7-foot wide sidewalk is included through the tunnel to provide access from the east to the Purple Line station, Metro elevators, Elm Street, and Woodmont Plaza

# Station Design - Bethesda Metro South Entrance

- Separately funded Montgomery County project to be built concurrently with the Purple Line
- Would serve as a major transfer point for Metro and Purple Line passengers
- Would provide connections between the Red Line, Elm Street, and the Purple Line
- Includes:
  - Six high speed elevators
  - Stairs from the Purple Line to Elm Street
  - Stairs, elevators and escalators between Red Line mezzanine and platform

# Station Design - Bethesda Metro South Entrance





# Station Design - Bethesda



# Connecticut Avenue Station Area



- Separate bridges carry the Purple Line and trail over Connecticut Avenue
- Above-grade station
- Multiple trail and station access points



# Connecticut Avenue Station



# Rock Creek Bridge



- Current design provides for separate light rail and trail bridges
- Provides a switchback connection from CCT to Rock Creek Trail north of the transit way and east of Rock Creek
- Bridge design will be compatible with park setting



# Capital Crescent Trail

In conjunction with the Purple Line, Montgomery County will be building the permanent Capital Crescent Trail from Bethesda to Silver Spring.

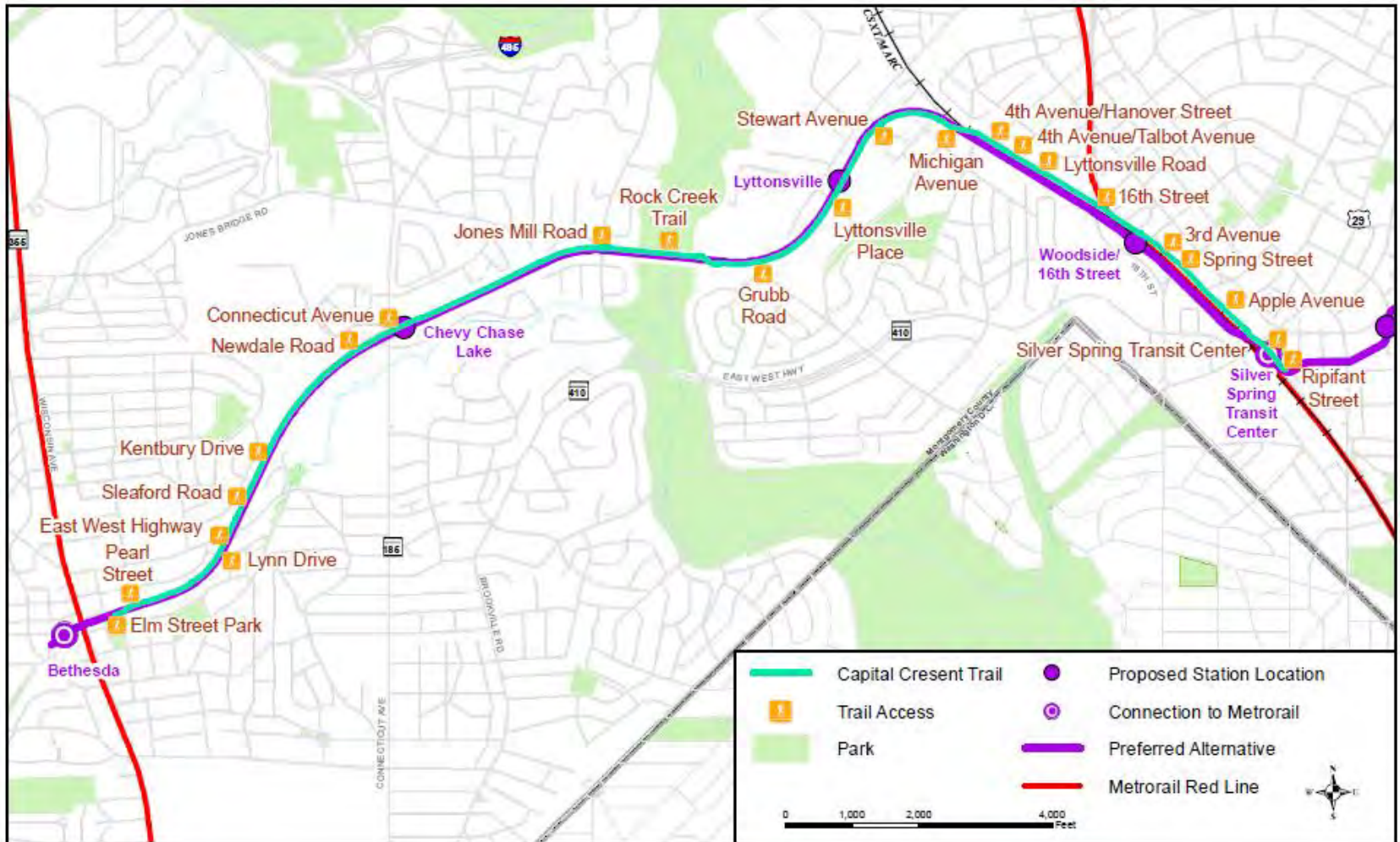
- There will be 23 formal access points on the trail including connections to the Rock Creek Trail and Metropolitan Branch Trail as well as enhanced access adjacent neighborhoods.
- The trail will be paved 12-feet wide (minimum), with 2-foot unpaved shoulders on either side (where space permits).
- Landscaping between the trail and the transitway will be used to capture and treat stormwater runoff.
- The trail will be on a bridge over Connecticut Avenue and will pass under Jones Mill Road.
- Montgomery County has budgeted funding for the trail including lighting in some areas, and landscaping.

# Capital Crescent Trail



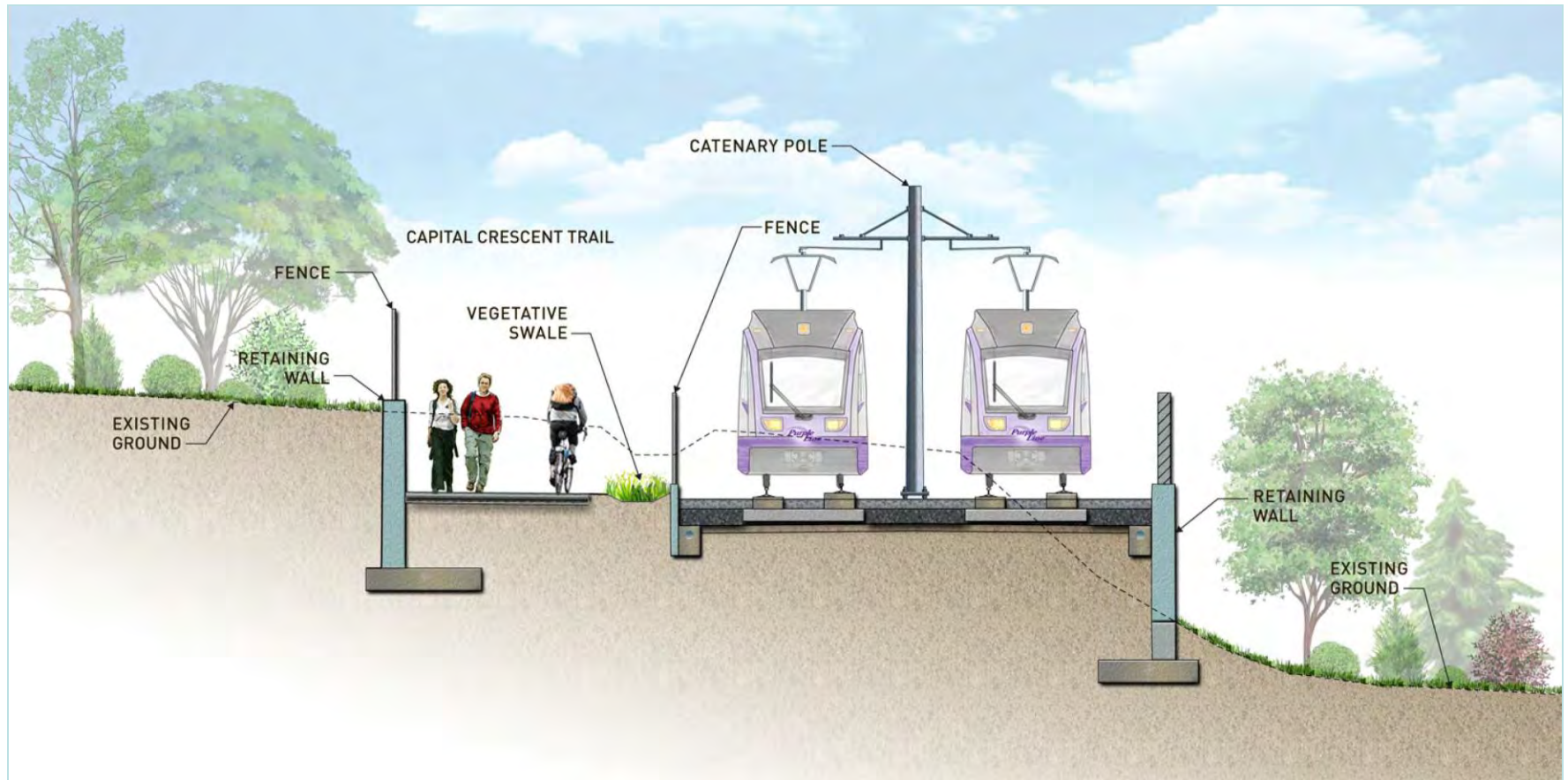


# Capital Crescent Trail access points





# Cross Section along Georgetown Branch



# Design - Lyttonsville Yard

- Reprogramming of yard results in further reduction in impacts and avoidance of potential displacements on the north side of Brookville Road
- Train Storage Only
- Office building fronting on Lyttonsville Place
- Parking deck for MTA and County staff
- Capital Crescent Trail located closest to residential area will provide convenient access to station



# Lyttonsville Yard / Operations Building

Looking from Brookville Road



Looking from Lyttonsville Place





# Lyttonsville Station





# Woodside Station





# Woodside Station / 16<sup>th</sup> Street



# Silver Spring Transit Center Station

- Vertical circulation connecting Purple Line to street, WMATA, MARC, and Transit Center
- Trail connection to transit, Metropolitan Branch Trail, and street
- Integrated canopy and wind screen



# Silver Spring Transit Center Station

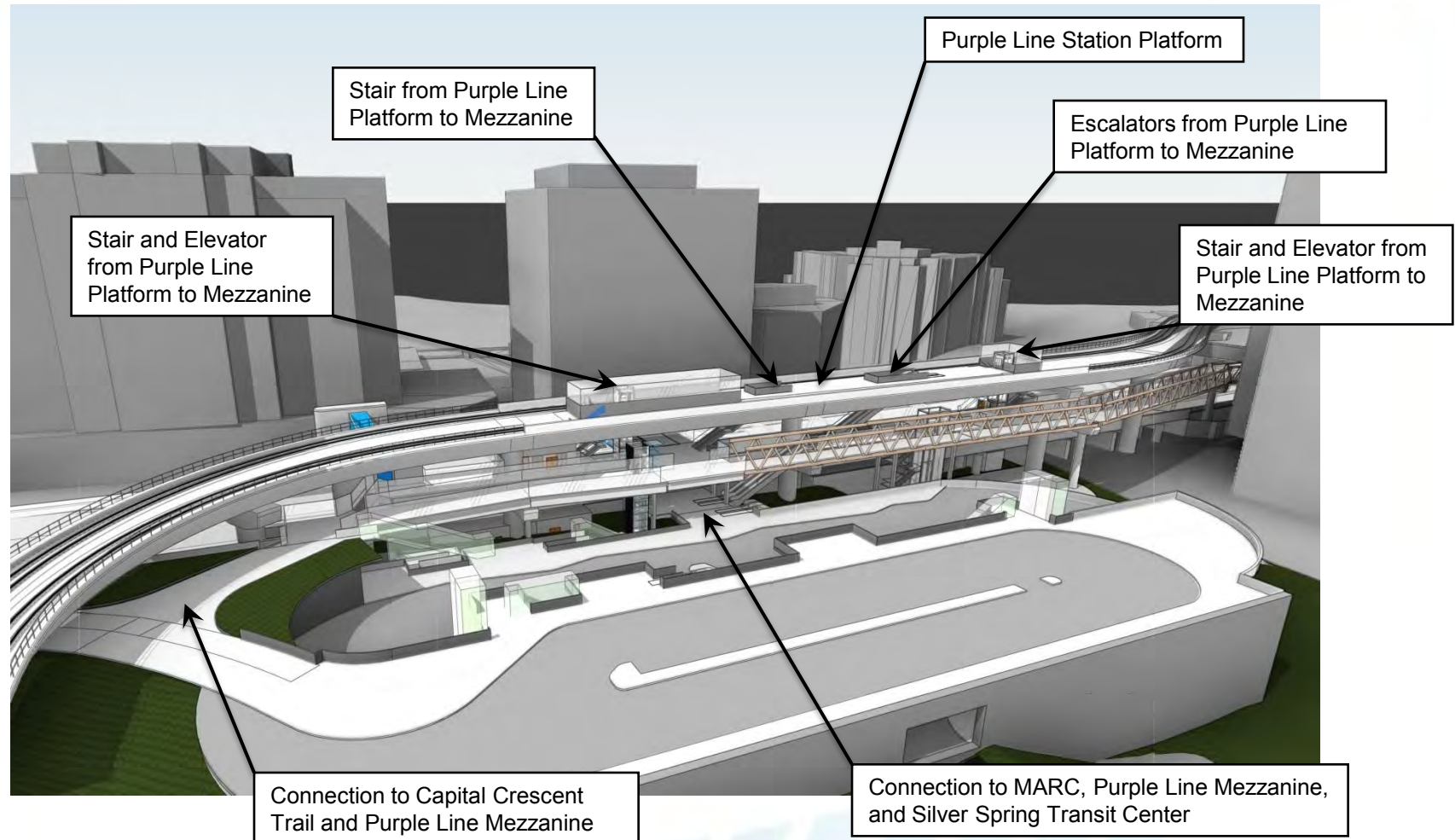


# Silver Spring Transit Center Station





# Silver Spring Transit Center Station



# Silver Spring Library Station

- Coordinating with Montgomery County
  - Library
  - Residential Building
- Side Platform Station integrated into plaza within library

# Silver Spring Library Station





# Dale Drive Station





# Manchester Place Station



West Plaza from Wayne Avenue

# Manchester Place Station



East Plaza from Plymouth Street



# Arliss Street





# Arliss Street





# Piney Branch Road





# Takoma Langley Transit Center

## Project description

- The Transit Center will serve 11 buses routes and will have capacity for more than 60 buses during the peak hours.
- Prince George's County, Montgomery County, WMATA and University of Maryland will be running buses into the Transit Center
- Existing bus stops will be relocated into the Transit Center
- The Transit Center will include a ticket sales office, an indoor waiting area and public restrooms.
- Solar panels will generate all the energy needed for the building. A rainwater harvesting system will irrigate the landscaping.
- **The transit center would be directly across from the proposed Purple Line light rail station.**

# Takoma/Langley Transit Center



# University Boulevard

- **Previous Alternative**

- 6-lane roadway plus transitway
- In-street bike lanes
- Median and service roads eliminated
- Wide transportation corridor
  - Challenging pedestrian crossings
  - Limited refuge areas
- 11 building displacements affecting 25 individual businesses
- Loss of residential and commercial parking
- Limited space for wider sidewalks, landscaping, or future Sector Plan recommendations



# University Boulevard

- Stakeholder Input
  - Concerns with regard to pedestrian safety
  - Desire for narrower roadway
  - Desire for more walkable corridor
  - Concerns about local business displacements
  - Concerns about extent of right-of-way impact (with the Purple Line and then with the Sector Plans)

***Challenge: Reevaluate corridor to balance the needs of all users.***

# University Boulevard

- **New Alternative**

- Convert 2 lanes to transit
- 4-Lane roadway section
- Additional signal timing changes, turn lane additions or lengthening, and access management
- Intersection Improvements:
  - MD 320 (Piney Branch Road)
  - MD 650 (New Hampshire Avenue)
  - 15<sup>th</sup> Avenue
  - MD 212 (Riggs Road)
  - I-495/MD 650 (Inner Loop to SB MD 650)

# University Boulevard

## **Benefits of the new alternative**

- Narrower transportation corridor
  - 22' narrower compared to LPA
  - Improves pedestrian facilities/safety
  - Provides opportunities for wider sidewalks and green buffers in some areas
  - Significantly reduces right-of-way impacts
    - Reduces building displacements from 11 to six – (down to 8 businesses)
    - Less impact on adjacent properties
    - Maintains a portion of several service drives and residential and commercial parking lots (120 fewer residential spaces lost)
- Provides more space for future sector plan improvements such as cycle tracks and/or wider sidewalks



# University Boulevard



# University Boulevard

- Bike and Pedestrian Facilities
  - Wider sidewalks near stations
  - Green buffer between curb and sidewalk, where practical
  - Larger pedestrian waiting area at intersection crosswalks
  - Additional crosswalks at signalized intersections
  - Refuge areas for most crosswalks
  - Fencing to control mid-block crossings in sensitive areas
  - In-road bike lanes
  - Bicycle storage racks adjacent to station areas

# Outreach Efforts

## Business Outreach Plan

- Develop and sustain relationships with the business communities:
  - Short-Term
    - Identify and engage community business leaders and business advocates
    - Door to door business canvassing
    - Continually update business database



# Outreach Efforts

## Business Outreach Plan

### – Long-Term

- Implement best practices as appropriate based on other projects
- Distribute FOCUS-ON Business brochure throughout life of the project
- Economic Benefits brochure in development
- Mitigation strategies during construction
- Schedule business outreach meetings throughout the corridor
- Continue to identify and assist potentially impacted businesses
- Continue to engage County, State, business and economic development agencies and other stakeholders

# Outreach Efforts

## NWG – Montgomery County

- Completed:
  - Bethesda
  - Lyttonsville/Woodside
  - Silver Spring Transit Center/Library
  - Chevy Chase Lake
  - Dale Dr./Manchester/Silver Spring Library
  - Long Branch/Piney Branch/  
Takoma Langley/Riggs Road

## Open House Events– Montgomery County

- Completed:
  - Bethesda / Chevy Chase Lake
  - Silver Spring
  - Langley Park

# Outreach Efforts

## Community Outreach

- Maintain visibility in communities along the alignment
  - Neighborhood Work Groups (NWGs)
  - Stakeholder Events and Meetings
  - Open Houses





# Outreach Efforts

- Newsletter/e-Blasts:
  - Project highlights
  - Community events
  - Businesses within the corridor
  - Distributed quarterly
  - Available in English and Spanish
- FOCUS ON brochures:
  - Specific (focused) topics
  - Social Media
    - facebook.com/marylandpurpleline
    - @PurpleLineMD



# Outreach Efforts

- Focused Hispanic-Community Outreach
  - Bi-lingual staff members
  - Newsletter articles featuring Hispanic businesses
  - Dedicated phone line
  - Translated website and publications
  - Neighborhood events located in Hispanic communities
  - Coordinating with special interest groups



# Outreach Efforts

## Construction Phase Outreach

- Transportation Management Plan Involvement
- Field Offices
- Best practices from other construction project experiences
- Media & community outreach
- Business assistance





# Contact Us

## Questions?

Please contact Public Outreach at:  
443-451-3706

[outreach@purplelinemd.com](mailto:outreach@purplelinemd.com)

Línea telefónica en español:  
443-451-3705