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
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
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
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.
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

<table>
<thead>
<tr>
<th>Location</th>
<th>Bus</th>
<th>Purple Line</th>
</tr>
</thead>
<tbody>
<tr>
<td>Bethesda-Silver Spring</td>
<td>17</td>
<td>9</td>
</tr>
<tr>
<td>Silver Spring-College Park Metro</td>
<td>40</td>
<td>38</td>
</tr>
<tr>
<td>College Park Metro-New Carrollton</td>
<td>20</td>
<td>16</td>
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</tbody>
</table>

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

- 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

Wisconsin Avenue

Elevators at Elm Street

Stairs Down to Elevator Lobby

Elevator Lobby

Emergency Stairs

Red Line Mezzanine

Red Line Passageway

Red Line Lobby

Red Line Platform
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
Woodside Station
Woodside Station / 16th 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

Connection to MARC, Purple Line Mezzanine, and Silver Spring Transit Center

Connection to Capital Crescent Trail and Purple Line Mezzanine

Stair and Elevator from Purple Line Platform to Mezzanine

Escalators from Purple Line Platform to Mezzanine

Stair and Elevator from Purple Line Platform to Mezzanine

Purple Line Station Platform

Stair from Purple Line Platform to Mezzanine
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)
    - 15th 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
Questions?
Please contact Public Outreach at:
443-451-3706

outreach@purplelinemd.com

Línea telefónica en español:
443-451-3705