

Meeting Agenda

- Introductions
- Schedule Review
- MTA Request Regarding Dale Avenue
- Draft Functional Plan – Review and Comments



Purple Line Master Plan Advisory Group



- Request Permission to Enter Preliminary Engineering - **Fall 2009**
- PE and Final Environmental Impact Statement Begin - **Winter 2009/10**
- PE and Final Environmental Impact Statement Completed - **Winter 2011/12**
- Begin Final Design - **Spring 2012**
- Final Design Completed - **2013**
- Construction Begins - **2013/2014**

Proposed Revised In-House Schedule		Proposed MP Schedule For Department Chart	
Action/Activity	Date	Action/Activity	Date
MTA Selection of LPA	August 2009		
MPAG Reviews Initial Complete Draft of Plan	09/22/09		
Draft Plan Published & PB Sets Public Hearing Date For Plan	10/15/09	Planning Board Review Of Plan	October 2009 – Jan 2010
Planning Board Hearing On Functional Plan	12/03/09		
Planning Board Work Session On Plan	12/17/09		
Planning Board Forwards Final Draft To Council & Executive	01/28/10	County Executive Fiscal Review of Plan	Feb 2009
		County Council Hearing Notice Period	March 2010
		Council Review Of Plan	April - May 2010



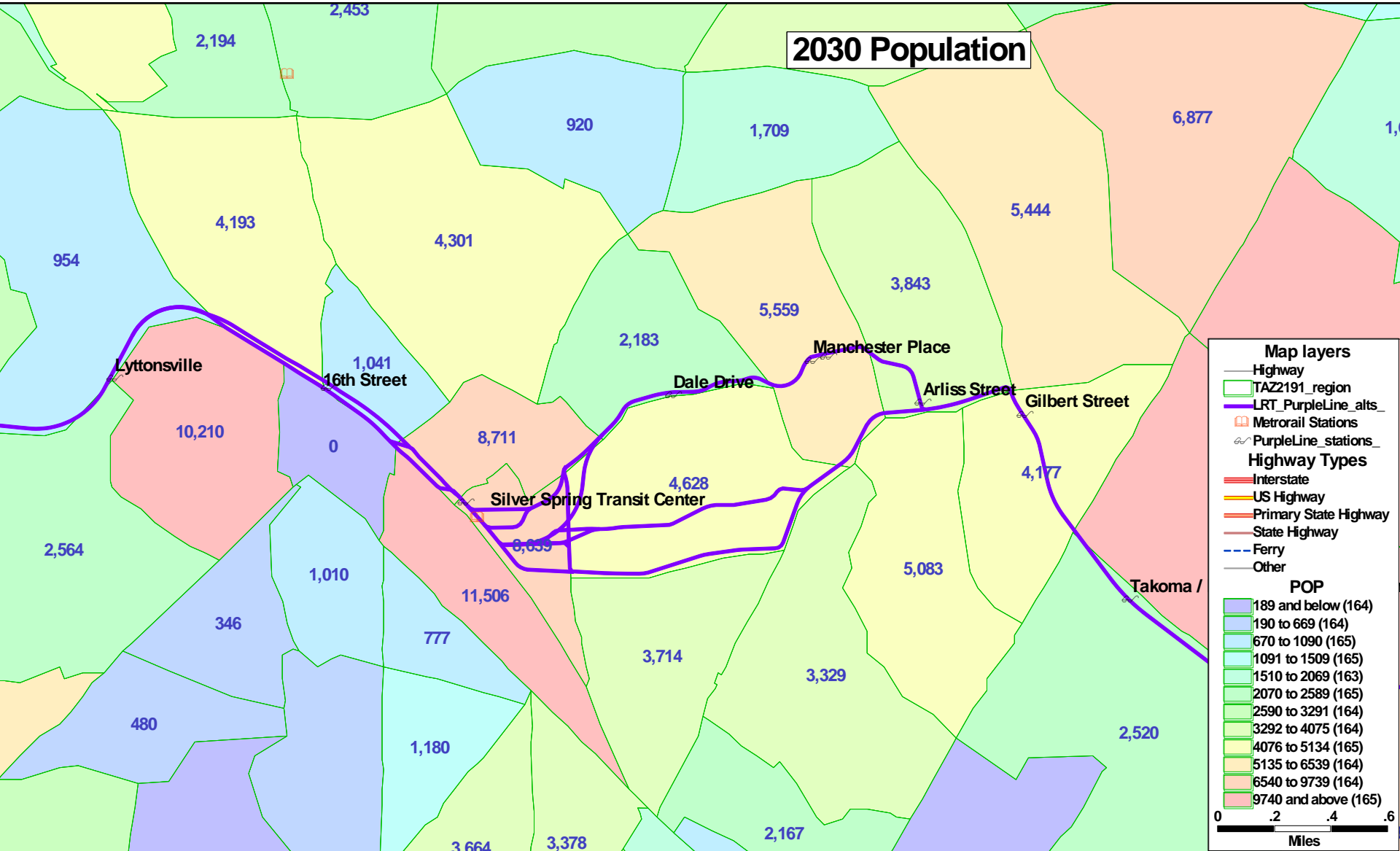
Dale Drive Station

Purple Line Functional Master Plan
Advisory Group
September 22, 2009

Development of LPA

- Montgomery County Council LPA recommendation
 - Defer Dale Drive Station in initial implementation
 - Plan for future station at Dale Drive
- In developing LPA, MTA tested
 - Without a Dale Drive Station
 - With a Dale Drive Station
- Findings reveal merits of keeping open the option for station at Dale Drive
 - Station usage
 - Accessibility/user benefits

2030 Population



Map layers

- Highway
- TAZ2191_region
- LRT_PurpleLine_alts
- MetroRail Stations
- PurpleLine_stations

Highway Types

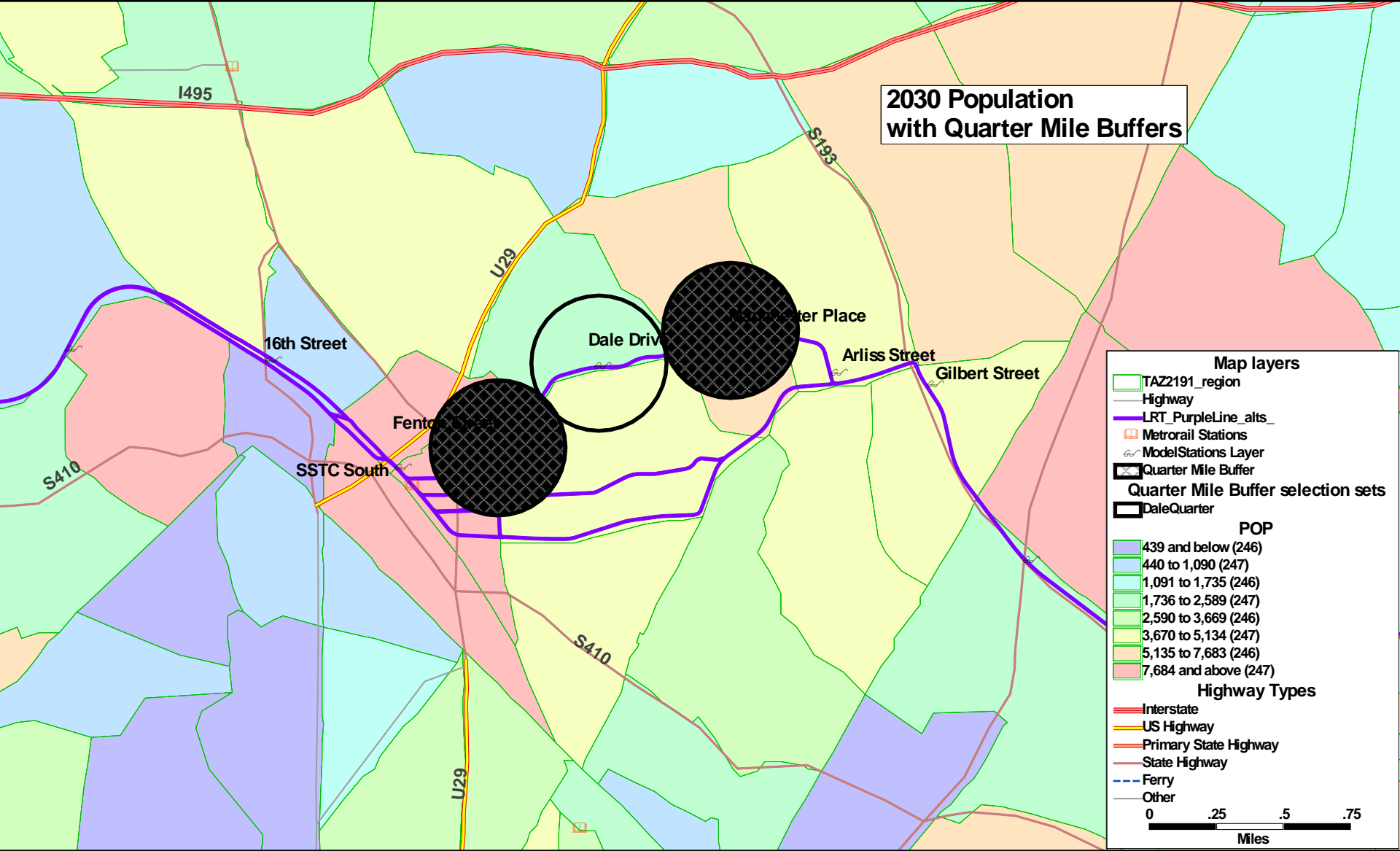
- Interstate
- US Highway
- Primary State Highway
- State Highway
- Ferry
- Other

POP

- 189 and below (164)
- 190 to 669 (164)
- 670 to 1090 (165)
- 1091 to 1509 (165)
- 1510 to 2069 (163)
- 2070 to 2589 (165)
- 2590 to 3291 (164)
- 3292 to 4075 (164)
- 4076 to 5134 (165)
- 5135 to 6539 (164)
- 6540 to 9739 (164)
- 9740 and above (165)

0 .2 .4 .6
Miles

**2030 Population
with Quarter Mile Buffers**



Map layers

- TAZ2191_region
- Highway
- LRT_PurpleLine_alts_
- Metrorail Stations
- ModelStations Layer
- Quarter Mile Buffer
- Quarter Mile Buffer selection sets
- DaleQuarter

POP

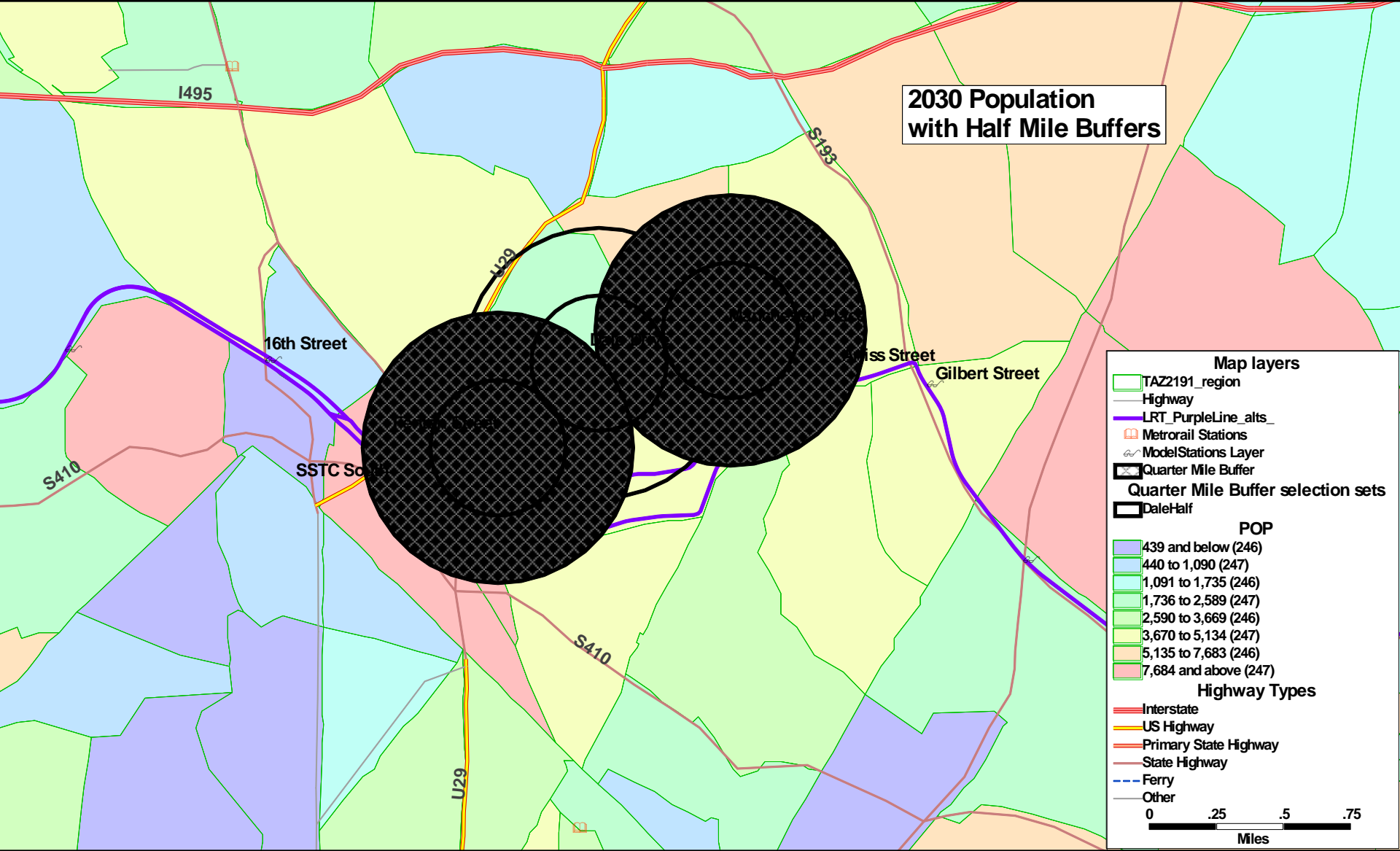
- 439 and below (246)
- 440 to 1,090 (247)
- 1,091 to 1,735 (246)
- 1,736 to 2,589 (247)
- 2,590 to 3,669 (246)
- 3,670 to 5,134 (247)
- 5,135 to 7,683 (246)
- 7,684 and above (247)

Highway Types

- Interstate
- US Highway
- Primary State Highway
- State Highway
- Ferry
- Other

0 .25 .5 .75
Miles

**2030 Population
with Half Mile Buffers**



Map layers

- TAZ2191_region
- Highway
- LRT_PurpleLine_alts_
- Metrorail Stations
- ModelStations Layer
- Quarter Mile Buffer
- Quarter Mile Buffer selection sets

POP

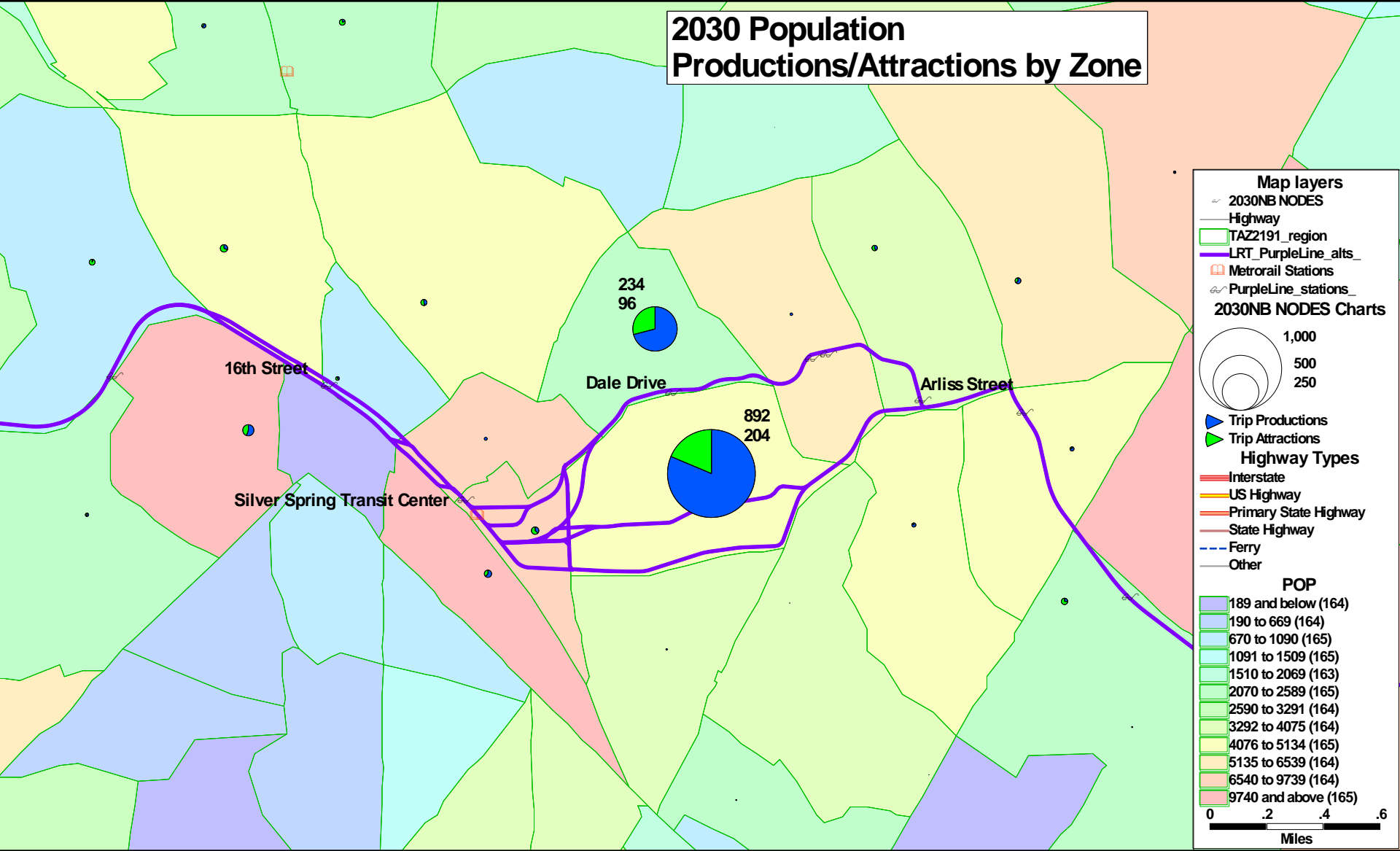
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- 7,684 and above (247)

Highway Types

- Interstate
- US Highway
- Primary State Highway
- State Highway
- Ferry
- Other

0 .25 .5 .75
Miles

2030 Population Productions/Attractions by Zone



Map layers

- 2030NB NODES
- Highway
- TAZ2191_region
- LRT_PurpleLine_alts_
- Metrarail Stations
- PurpleLine_stations_

2030NB NODES Charts

1,000
500
250

- Trip Productions
- Trip Attractions

Highway Types

- Interstate
- US Highway
- Primary State Highway
- State Highway
- Ferry
- Other

POP

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- 5135 to 6539 (164)
- 6540 to 9739 (164)
- 9740 and above (165)

0 .2 .4 .6
Miles

Ridership/User Benefits Results

	LPA without Dale Drive	LPA with Dale Drive	Change with Dale Drive
Daily Boardings			
Silver Spring Transit Center	12,371	12,756	+3%
Silver Spring Library (Fenton Street)	883	743	-16%
Dale Drive	0	1,427	n/a
Manchester Road	943	918	-3%
Total for East Silver Spring Stations	14,197	15,844	+12%
Total Daily Line Boardings	63,004	64,836	+3%
TSUB (daily minutes)	15,231	16,027	+5%
Cost/Effectiveness (\$/Hour)	\$23.27	\$22.12	-5%

Findings

- Analysis shows station would serve project purpose for local accessibility
- Attracts riders
- Improves user benefits
 - Additional riders
 - Reduce access times for other local riders
- Improves cost effectiveness

Recommendations

- Further examination using Phase II travel forecasting model
- Retain Dale Drive Station for further study

**The Locally Preferred
Alternative (LPA) in
Montgomery County**

Medium Investment LRT with ..

Trail through the tunnel in
Bethesda (part of High
Investment LRT alternative)

Reduced distance that tracks
extend into plaza at Woodmont
East

Design for possible eventual
inclusion of stop at Dale Drive
but do not include station in
LPA.

**The Locally Preferred
Alternative (LPA) in Prince
George's County**

Medium Investment LRT with ..

Elevated aerial structure on
west side of Kenilworth Avenue
– crossing over East West
Highway.

Lengthened overpass over
Baltimore Washington Parkway
to permit operation in
dedicated lanes.

Underpass at Annapolis Road.