



Purple Line

Project Briefing

October 2007

Agenda

- Project Overview
- Project Background
- Project Goals
- Service Markets
- Schedule
- Public Outreach
- Alternatives Under Evaluation
- Project Issues
- Alignment Issues
- Next Steps

Project Overview

- A 16-mile east-west rapid transit line extending from Bethesda in Montgomery County to New Carrollton in Prince George's County.
- The Purple Line will be either light rail or bus rapid transit and will operate largely at street level.
- A hiker biker trail is included along the Georgetown Branch and CSX/WMATA corridor as part of the Capital Crescent Trail.
- Twenty-one station locations are currently being planned, with additional stations under consideration.
- Provides direct connections to Metrorail at Bethesda, Silver Spring, College Park, and New Carrollton; linking the two branches of the Red Line, the Green Line and the Orange Line.

Project Background

- 1986 and 1989 Montgomery County studies Georgetown Branch right-of-way
- Montgomery County purchases Georgetown Branch ROW in 1988
- 1990 Montgomery County includes the Georgetown Branch ROW as a transportation corridor in Master Plans
- 1990's SHA initiates Capital Beltway HOV Study
- SHA/MTA reinitiates project as Purple Line/Capital Beltway Study
- 1996 - Major Investment Study/Draft EIS completed on Georgetown Branch

Project Background

- 1998 - Montgomery County and MTA select LRT and trail as preferred alternative from Bethesda to Silver Spring
- 2001- Governor Glendening announces State will move forward with Purple Line from Bethesda to New Carrollton
- 2001 - Western segment of Purple Line advanced into the planning process
- 2002 - Project renamed the Bi-County Transitway. Project planning / NEPA initiated for the entire 16-mile corridor
- 2007 – Purple Line name restored to reinforce connectivity with existing WMATA system.

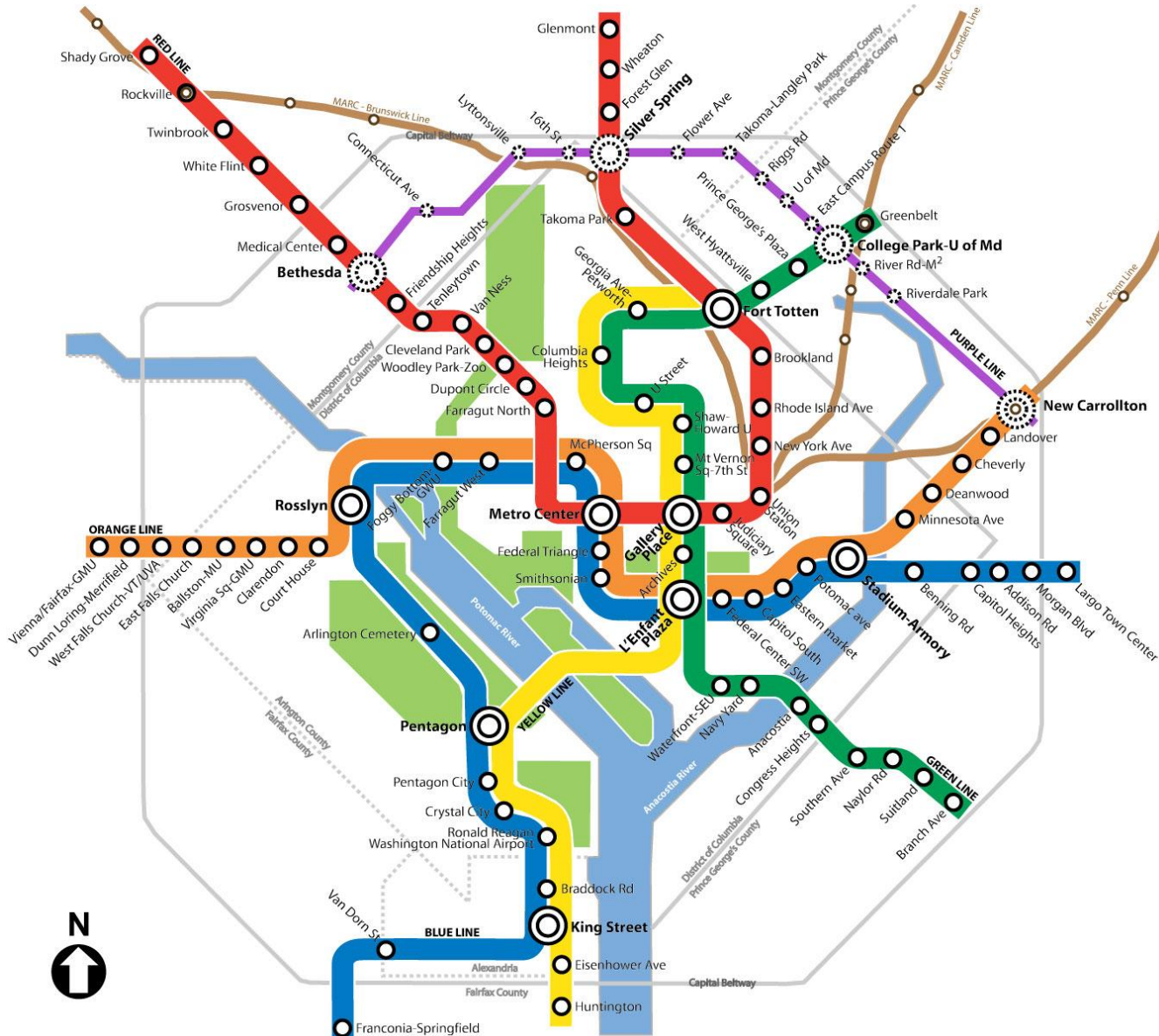
Purple Line Goals

- Provide faster and more reliable transit service in the corridor to serve growing east-west travel markets
- Improve access to and connectivity to Metrorail, MARC, AMTRAK, and bus services
- Serve transit-dependent populations
- Support local, regional and state policies and adopted Master Plans

Purple Line Goals

- Strengthen and revitalize communities in the corridor
- Increase potential for Transit Oriented Development at existing and proposed stations in the corridor
- Improve access to existing activity centers including and planned commercial, office, and residential development in Bethesda, Silver Spring, Takoma/Langley, University of Maryland/College Park, and New Carrollton

Purple Line Connectivity with Metro



Service Markets

- Access to major activity centers/ Metro stations
 - Primary markets
 - Easier to serve with surface-running transit
 - Walk-to stations, no Park and Ride facilities
 - More frequent stations
- Reduced emphasis on longer haul circumferential travel
 - Initial travel demand estimates show less demand for longer distance travel
 - Difficult to serve with largely surface-running service.
 - Additional station locations under study for high transit demand areas.

Schedule

Detailed Definition of Alternatives	June 2007
Internal AA/DEIS Review	Late Fall 2007
Complete AA/DEIS Report	Spring 2008
DEIS Public Hearing	Spring 2008
Select Locally Preferred Alt.	Summer 2008
New Starts/Request to Initiate Preliminary Engineering	Summer 2008
Final Design	2011 - 2012
Construction	2012 – 2015

Public Outreach

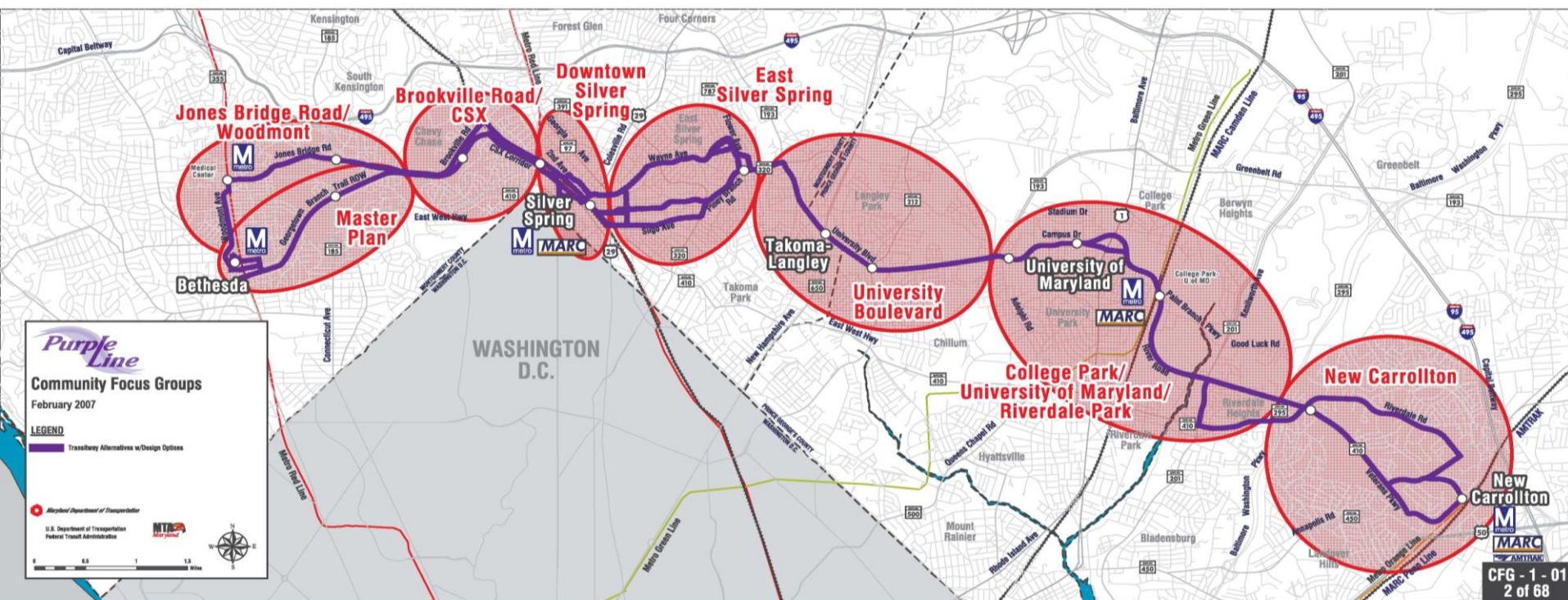
- Community Focus Groups
- Meetings with community organizations and civic groups
- Public Open Houses – December 2007
- Briefings for State elected officials
- Briefings to Prince George's and Montgomery County Council Transportation Committees and Council Members

Public Outreach

- Project team meetings (Montgomery and Prince George's Counties, M-NCPPC, WMATA, SHA, MWCOG, Takoma Park, College Park, and New Carrollton)
- Meetings with major employers and local developers
- Newsletters
- Website: www.purplelinemd.com

Community Focus Groups

- Fourth round of Focus Group meetings held September – October 2007
- Discussed specific concerns for each community
- Reviewed recommendations for alignment refinements
- Future focus group meetings held as needed



Modes Under Evaluation

Light Rail Transit



Bus Rapid Transit

Modal Alternatives Under Evaluation

- **Alternative 1: No-Build**

Existing transportation system and programmed transit and roadway improvements.

- **Alternative 2: TSM / Baseline**

Enhanced bus service and other lower cost improvements such as more frequent and additional service, and signal and intersection improvements.

Modal Alternatives Under Evaluation

BRT ALTERNATIVES

- **Alternative 3: Low Investment BRT**

Mostly at-grade and shared use on existing roadways

- **Alternative 4: Medium Investment BRT**

Generally at-grade, though often in dedicated lanes, with some grade-separated intersections and segments.

- **Alternative 5: High Investment BRT**

Largely dedicated, exclusive where possible, with grade separation in key areas.

Modal Alternatives Under Evaluation

LRT ALTERNATIVES

- **Alternative 6: Low Investment LRT**

Mostly at-grade with minimal tunneling or aerial structures, where steep grades require it.

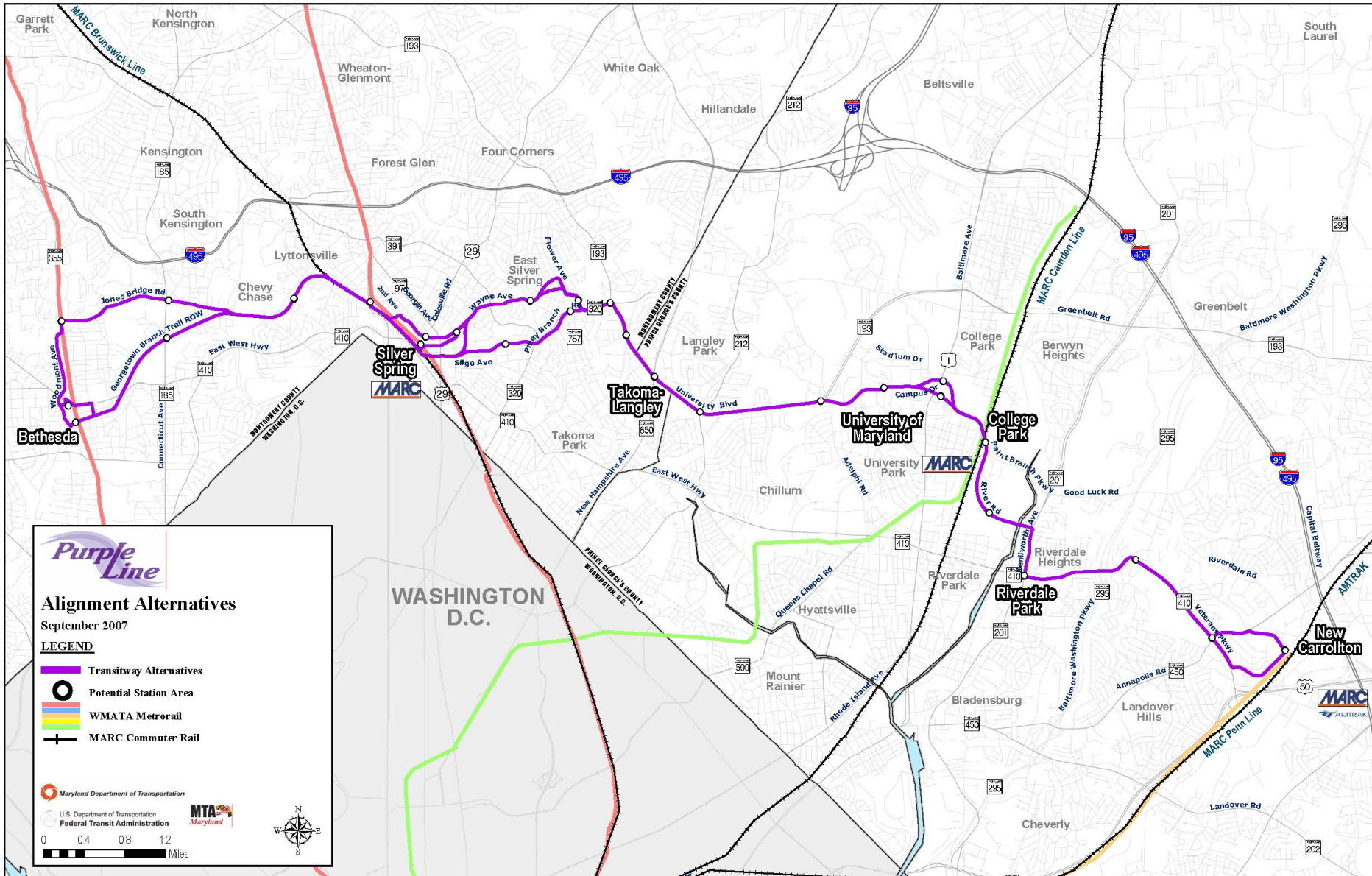
- **Alternative 7: Medium Investment LRT**

Mostly dedicated, with some intersections and key areas grade-separated.

- **Alternative 8: High Investment LRT**

Largely exclusive or dedicated, and grade-separated in key areas.

Alignment Alternatives Map



Project Issues

- Decisions on system implementer/operator and local funding participation are needed
 - MTA
 - WMATA
 - Counties
- Need for storage yard and/or maintenance facility in Prince George's County
- Additional funding required for final design, right-of-way, and construction
- Project phasing

Alignment Issues

- Chevy Chase only supports underground (tunneled) alignment to avoid impacts to trees and communities
- Opposition by Columbia Country Club due to perceived impacts to the golf course
- Jones Bridge Road (BRT only), an alternative to Master Plan alignment is opposed by Montgomery County, M-NCPPC, and surrounding community.
- Potential high costs and community impacts of alignment options along CSX corridor; need for CSX cooperation
- Topographic challenges of East Silver Spring surface alignments and high cost of tunnel options
- University of Maryland officials oppose at-grade alignment along Campus Drive in favor of Stadium Drive alignment.

Alignment Refinements

Refinement of alternatives to:

- Respond to community input
- Reach consensus with counties
- Reduce property and community impacts
- Respond to improved understanding of Purple Line transit market
- Improve service performance
- Reduce costs
- Improve cost-effectiveness

Alignment Refinements

Eliminated Alternatives:

- Riverdale Road near New Carrollton
- Sligo Avenue (deep tunnel and surface)
- Cut-and-cover tunnel along Silver Spring/Thayer
- 16th Street to East West Hwy
- Brookville Road
- Master Plan alignment – relocate trail to north side of transit from Pearl Street to Jones Mill Road
- “Ripley Street”

Alignment Refinements

New/Additional Alternatives

- Bonifant Street at-grade to Wayne Avenue
- Deep tunnel only – Thayer Avenue to Silver Spring Avenue Alignment
- Deep tunnel alignment from River Rd to MD 410 in Riverdale Park area.

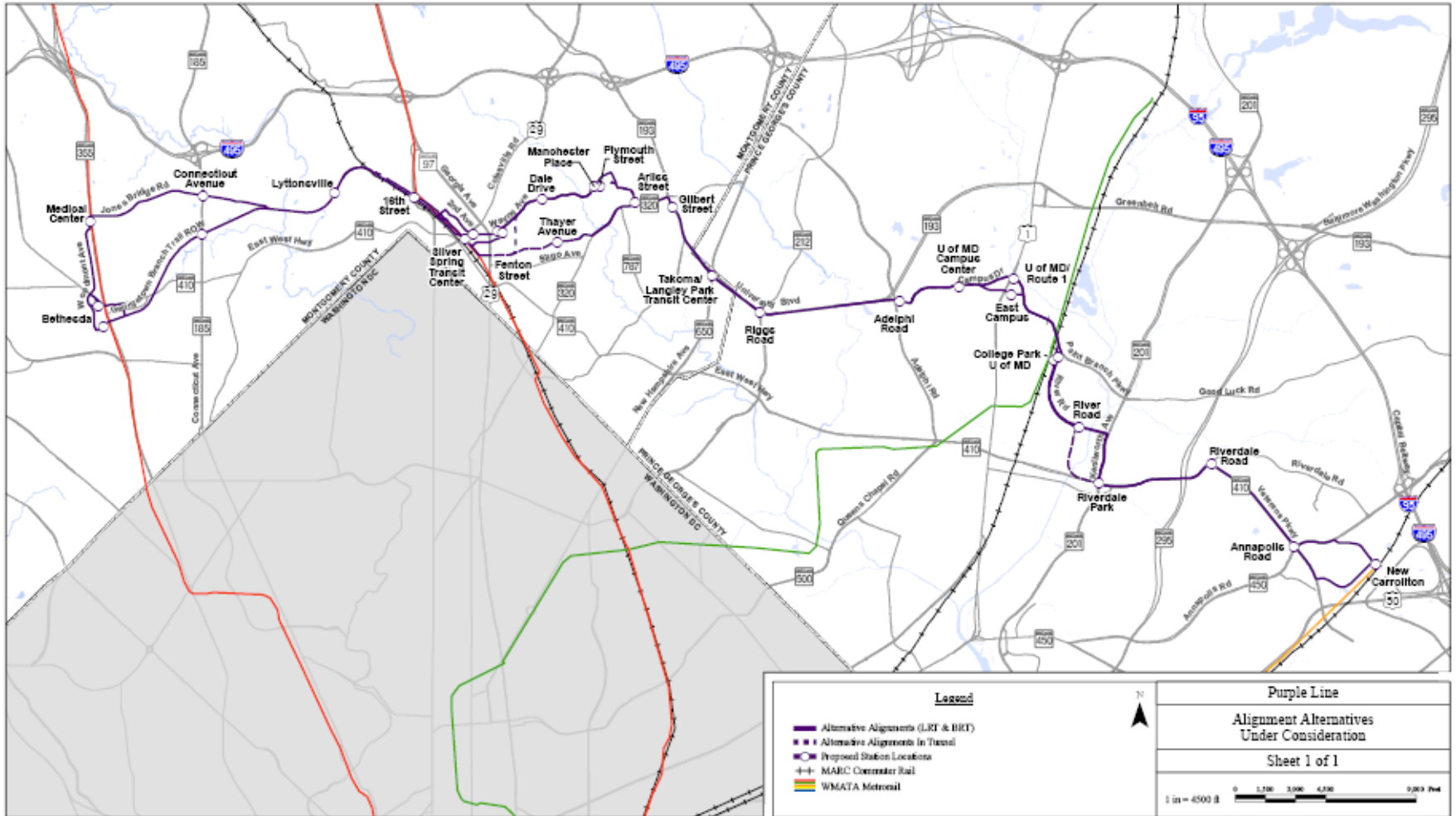
Next Steps

- Ridership forecasts being developed as Travel Demand Model is refined for corridor-level analysis
- Refine and Finalize definitions of alternatives
- Technical analyses
 - Ridership and Traffic Forecasts
 - Cost Estimates
 - Impact Analyses
- Evaluate Alternatives

Next Steps

- Document to Agencies and Public for Review
- Continue public outreach
 - Community focus groups for key areas this fall
 - Public Open Houses in late fall
 - Website – www.purplelinemd.com
 - Newsletters
 - Continue briefings and community meetings

Alignment Alternatives Map



Bethesda

Purple Line

- LEGEND
- PROPOSED LRT
 - PROPOSED BRT
 - ELEVATED ALIGNMENT
 - TUNNEL ALIGNMENT
 - PROPOSED TRAIL
 - PROPOSED STATION
 - PERMANENT RTA easement
 - EXISTING BUS STOPS
 - PROPOSED PARCELS
 - PROPERTY LINES & HIGHWAYS
 - CALCULATED 15-15-15 TRAILS
 - PROPERTIES THAT MAY BE REDEVELOPED

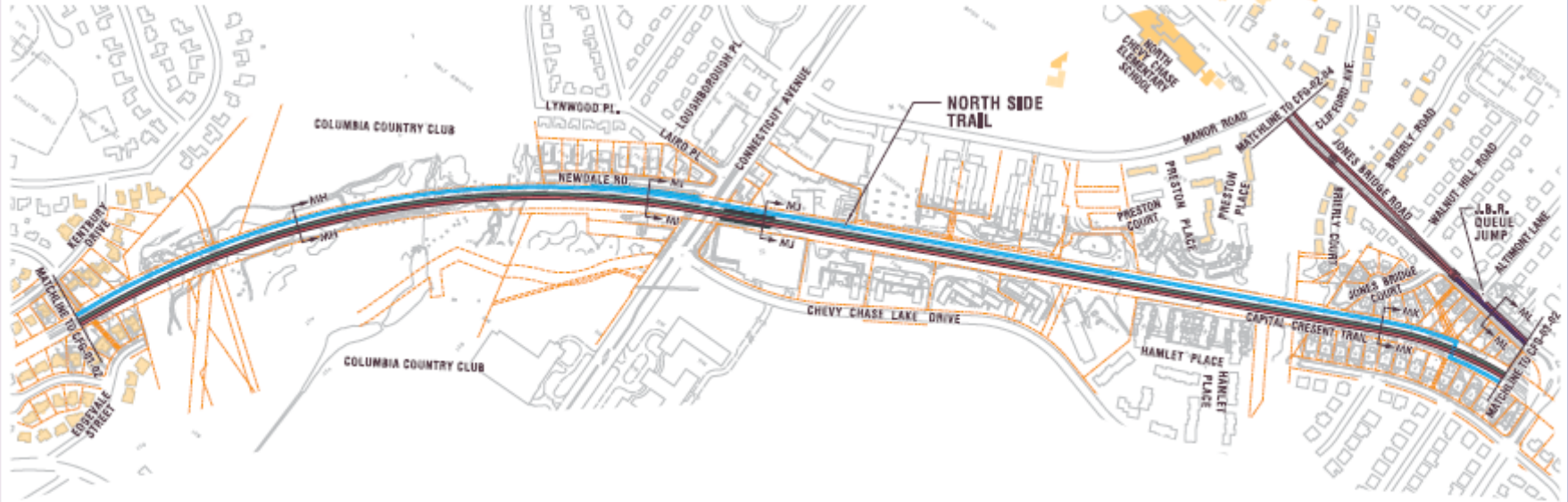


MASTER PLAN 1
TRAIL NORTH SIDE
CFG-01-02



Master Plan Alignment to Jones Mill Road

Purple Line



MASTER PLAN 2
TRAIL NORTH SIDE
CFG-01-05

- LEGEND
- PROPOSED LRT
 - PROPOSED BRT
 - ELEVATED ALIGNMENT
 - TUNNEL ALIGNMENT
 - PROPOSED TRAIL
 - PROPOSED STATION
 - PERMANENT WTA ALIGNMENT
 - EXISTING BUILDINGS
 - PROPOSED BUILDINGS
 - PROPERTY LINES & EASEMENTS
 - EASEMENTS / RIGHT-OF-WAY TAKES
 - PROPERTIES THAT MAY BE IMPACTED



Woodmont Ave/Jones Bridge Road

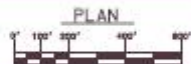
Purple Line



WISCONSIN AVENUE / JONES BRIDGE ROAD INTERSECTION DETAIL

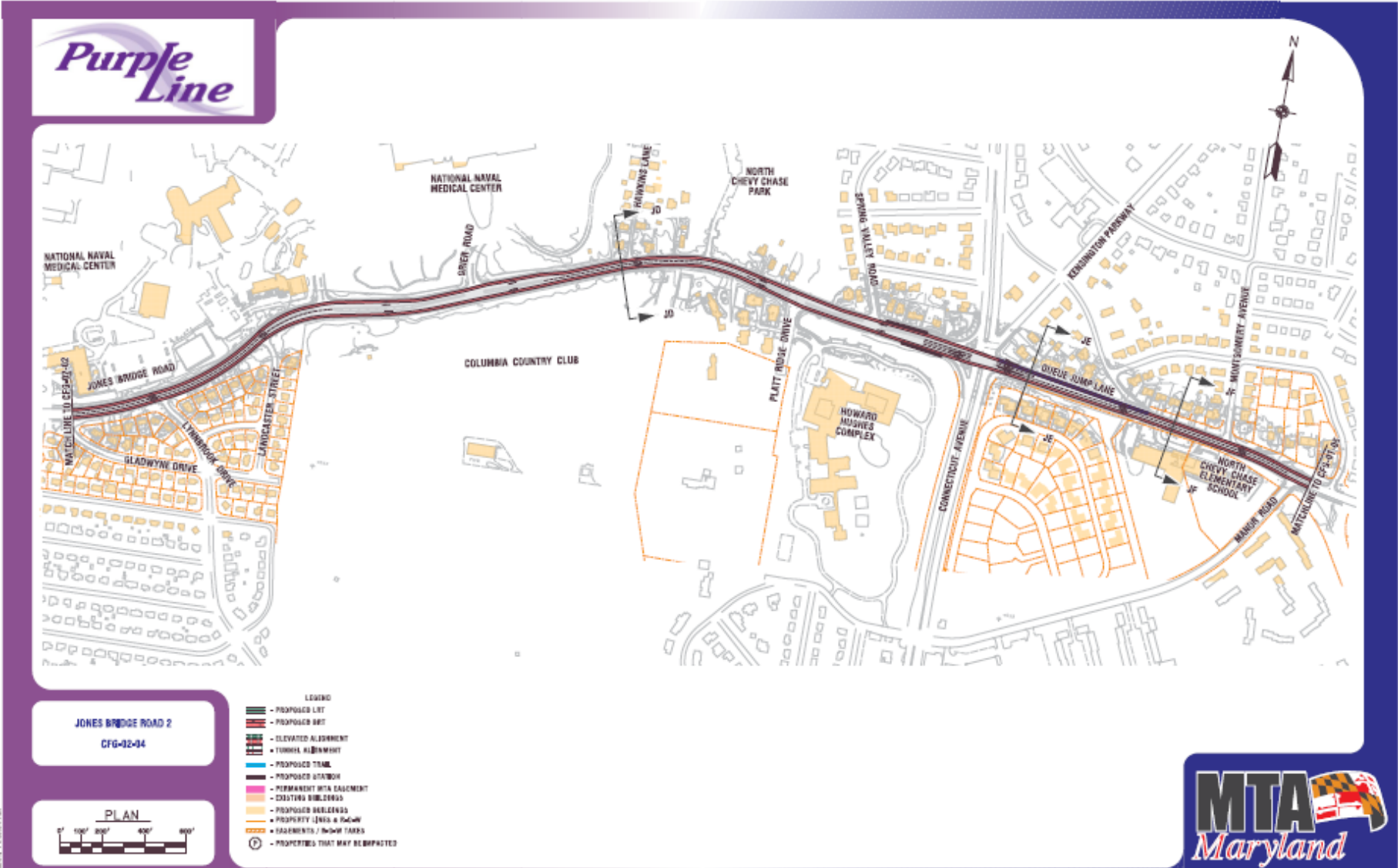
1"=100'

JONES BRIDGE ROAD 1
CF9-02-02



- LEGEND
- PROPOSED LRT
 - PROPOSED BRT
 - ELEVATED ALIGNMENT
 - TUNNEL ALIGNMENT
 - PROPOSED TRAIL
 - PROPOSED STATION
 - PERMANENT MTA EASEMENT
 - EXISTING BUILDINGS
 - PROPOSED BUILDINGS
 - PROPERTY (GIS & Parcel)
 - EASEMENTS / RIGHT-OF-WAY
 - PROPERTIES THAT MAY BE IMPACTED

Jones Bridge Road to Manor Road

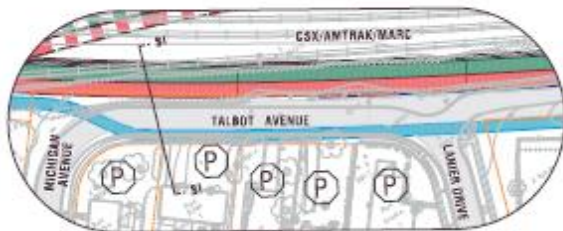
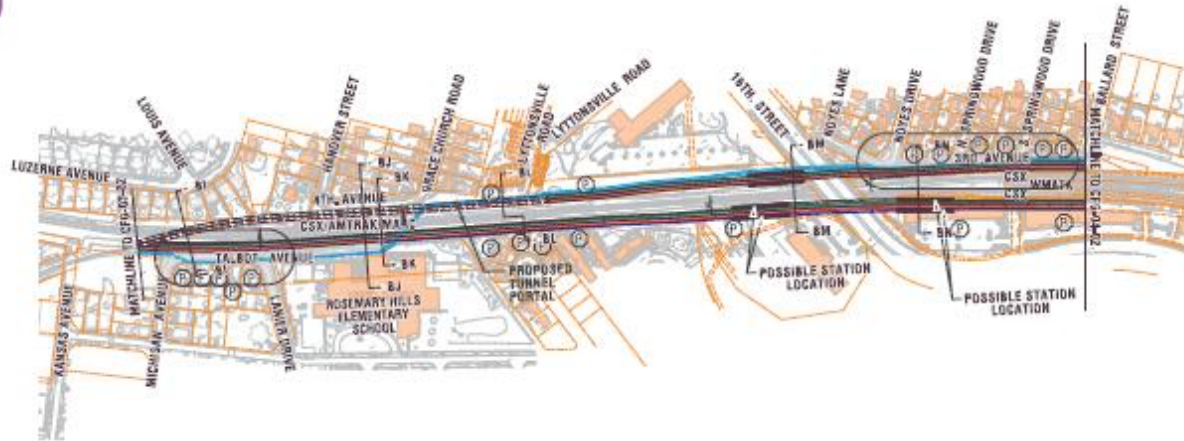


Jones Mill Road to CSX



CSX

Purple Line



TALBOT AVENUE DETAIL
1" = 50'



3RD AVENUE DETAIL
1" = 50'

LEGEND

- PROPOSED LRT
- PROPOSED HRT
- ELEVATED ALIGNMENT
- TUNNEL ALIGNMENT
- PROPOSED TRAIL
- PROPOSED STATION
- PERMANENT WTA ALIGNMENT
- EXISTING BUILDINGS
- PROPOSED BUILDINGS
- PROSPECTIVE (40% & 60%)
- FACILITIES / BUFFER ZONES
- PROPERTIES THAT MAY BE IMPACTED

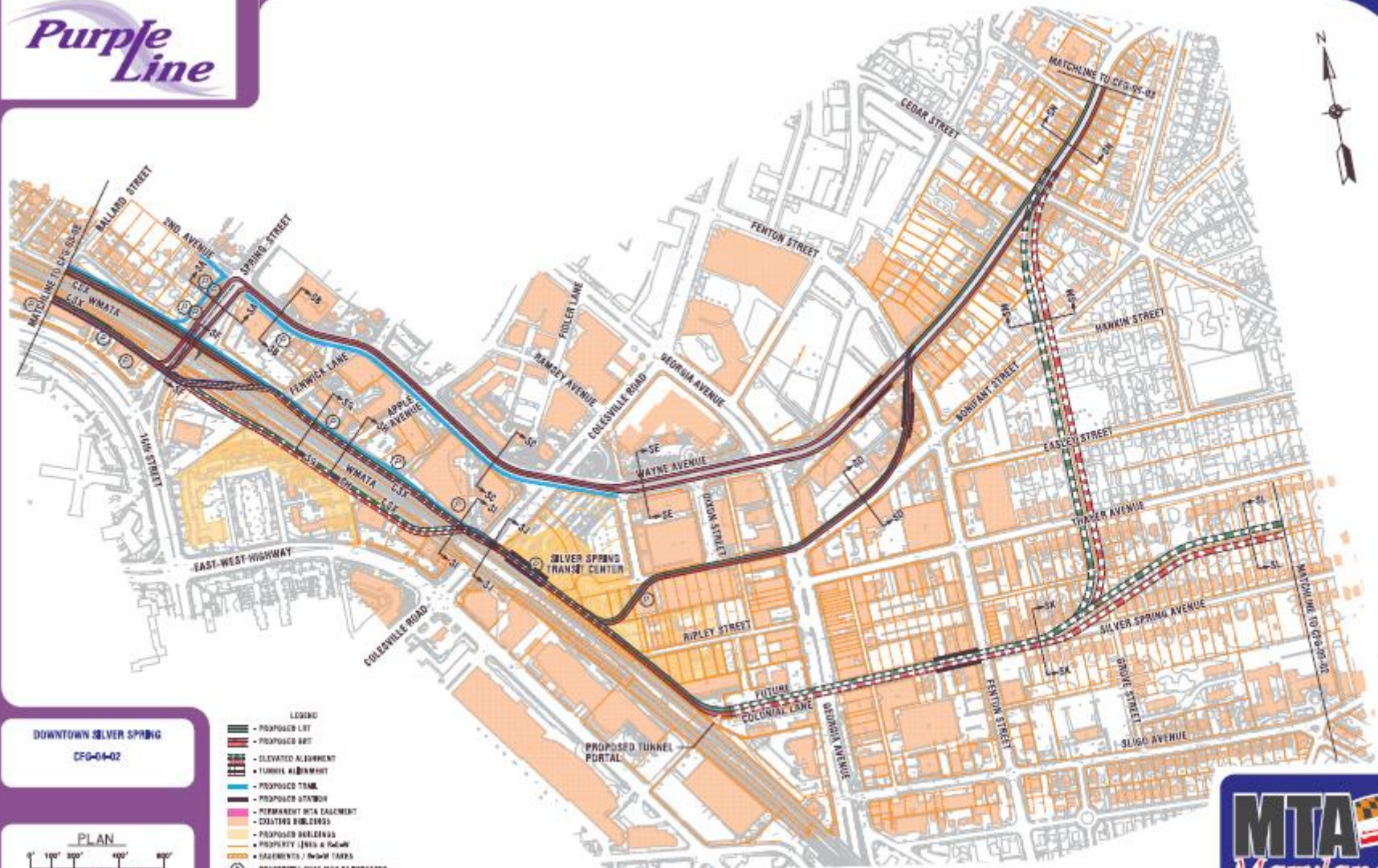
LYTTONSVILLE/BROOKVILLE 2

CF0-05-03



Downtown Silver Spring

Purple Line



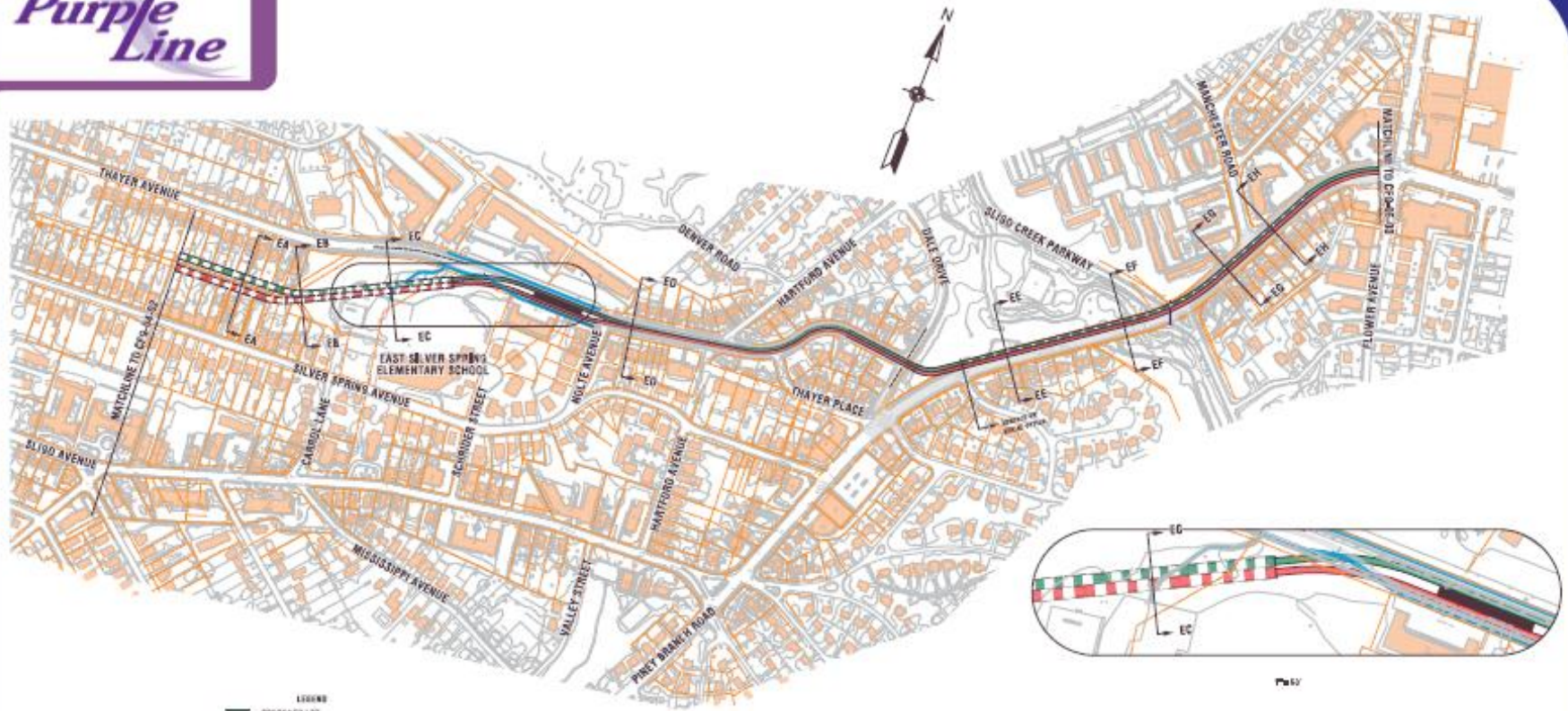
DOWNTOWN SILVER SPRING
CFG-04-02

- LEGEND
- Proposed Rail
 - Proposed RTD
 - Elevated Alignment
 - Tunnel Alignment
 - Proposed Trail
 - Proposed Station
 - Permanent MTA Easement
 - Existing Buildings
 - Proposed Buildings
 - Property Lines & Paving
 - Easements / Right of Ways
 - Properties that may be impacted

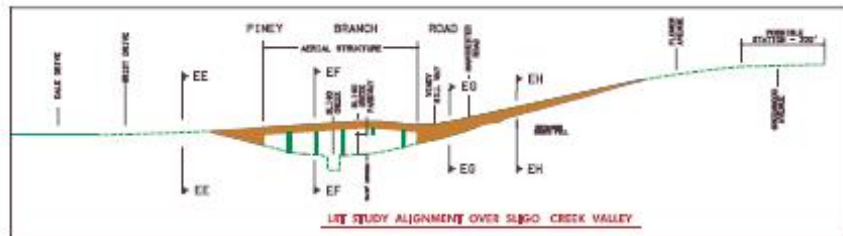


East Silver Spring - Thayer/Piney Branch

Purple Line



- LEGEND
- PROPOSED LRT
 - PROPOSED RT
 - ELEVATED ALIGNMENT
 - TUNNEL ALIGNMENT
 - PROPOSED TRAIL
 - PROPOSED STATION
 - PERMANENT MTA EASEMENT
 - PROPOSED RIGHT-OF-WAY
 - PROPOSED B-B & P&B
 - PROPOSED B-B & P&B
 - EASEMENTS / 75-0-01 TAKES
 - PROPERTIES THAT MAY BE IMPACTED



EAST SILVER SPRING SOUTH
CFG-01-02



East Silver Spring – Wayne Avenue

Purple Line



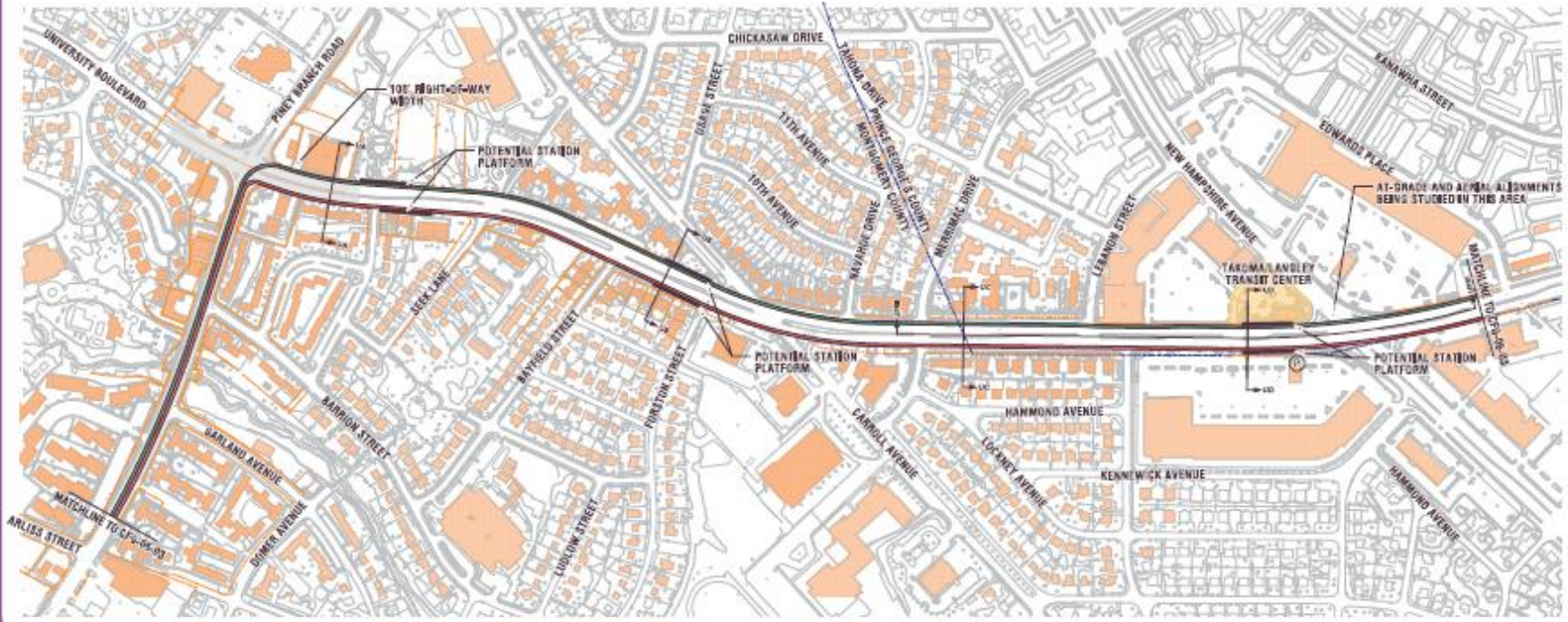
EAST SILVER SPRING NORTH
CFG-05-03

- LEGEND
- PROPOSED LRT
 - PROPOSED BIT
 - ELEVATED ALIGNMENT
 - TUNNEL ALIGNMENT
 - PROPOSED TRAIL
 - PROPOSED STATION
 - PERMANENT WITH ALIGNMENT
 - EXISTING BUILDINGS
 - PROPOSED DEVELOPMENT
 - PROPERTY (W/O & IN/O)
 - EXISTING / BEING TAKEN
 - PROPERTIES THAT MAY BE REPAVEMENT



University Boulevard

Purple Line



UNIVERSITY BOULEVARD 1
CFG-06-02

- LEGEND
- PROPOSED LRT
 - PROPOSED BRT
 - ELEVATED ALIGNMENT
 - TUNNEL ALIGNMENT
 - PROPOSED TRAIL
 - PROPOSED STATION
 - PERMANENT WITH ALIGNMENT
 - EXISTING BUILDINGS
 - PROPOSED BUILDINGS
 - PROPERTY LINES & FENCE
 - ALIGNMENTS / BOUNDARY MARKS
 - Ⓢ - PROPERTIES THAT MAY BE IMPACTED



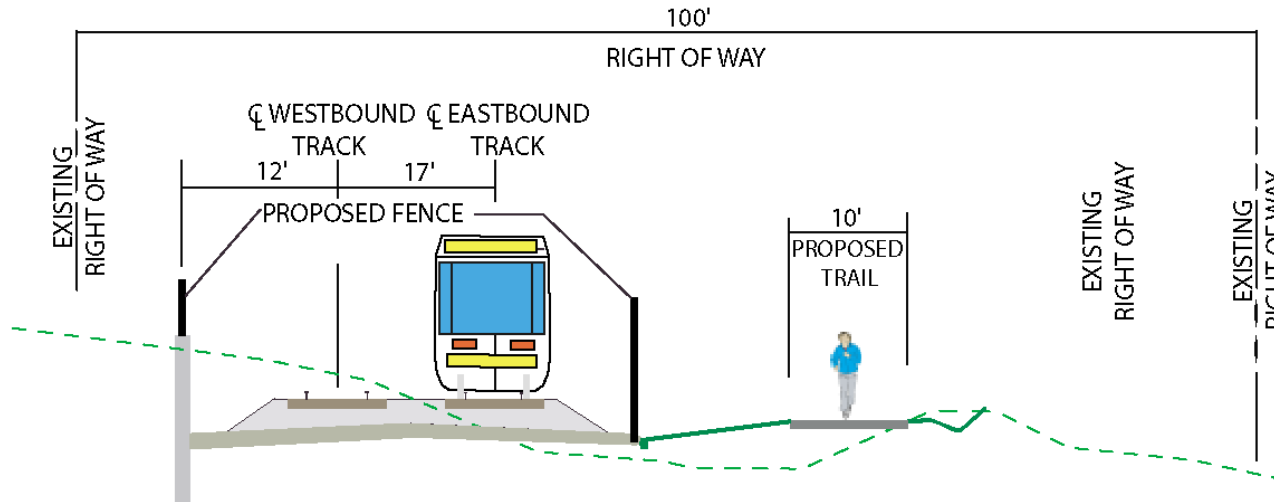
*THERE ARE POTENTIAL PROPERTY IMPACTS
ALONG UNIVERSITY BOULEVARD



Trail Analysis

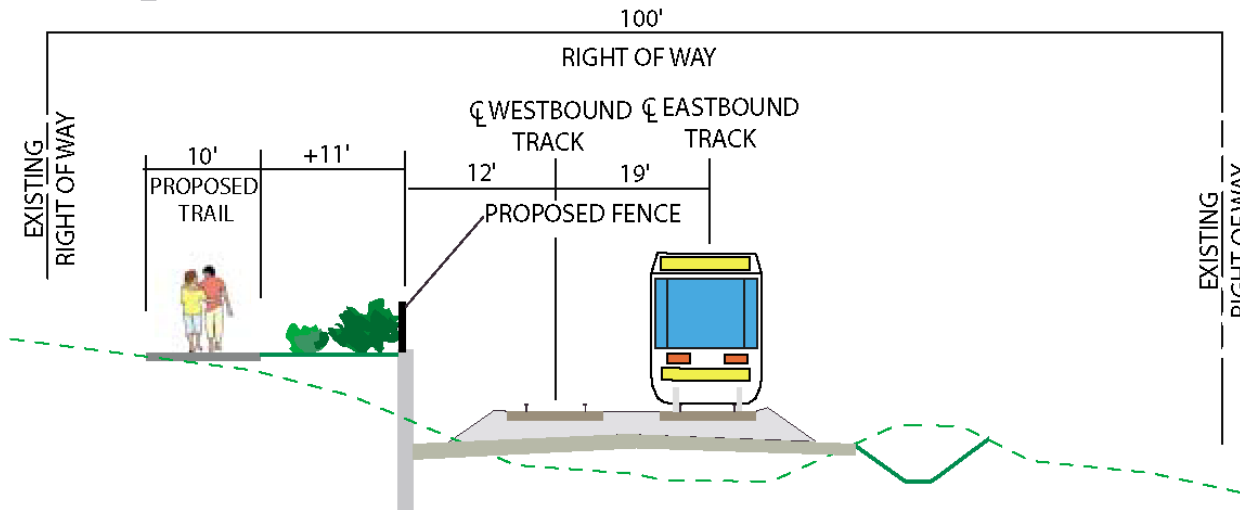
- Objectives:
 - Evaluate the trail location on the north versus the south side of transitway
 - Maintain the trail 3-4' above the trackbed to provide vertical separation, while trying to follow existing topography of the land
 - Increase the separation between the trail and the trackbed resulting in about a 10' wide planting area

Trail Analysis



Previous Design

- Trail on south side
- Trail lower than track
- 12' planting area btwn track and trail



Proposed Design

- Trail on north side
- Trail higher than track
- 12' planting area btwn track and trail

Trail Analysis

- Advantages:
 - A more naturalistic environment
 - A buffer/screen between the trail and track
 - Minimizes retaining wall heights resulting in reduced construction costs
 - Creates greater comfort level for trail users
 - Increases safety by preventing trail users from crossing trackbed except at designated crossings
 - Improves trail experience

Trail Analysis

- Disadvantages:
 - Residences on the south side of the trackbed would lose their current direct access to the trail
 - The transitway would be closer to the residences on the south side

Grass Tracks - Germany



Freiburg

Grass Tracks - France



Le Mans



Silver Spring Library

