

# Agenda Item 10

## Purple Line Functional Master Plan

### Purpose and Outreach Strategy Report

Montgomery County Planning Board

January 17, 2008



# Today's Agenda

- Action Items
  - Approve Final Purpose & Outreach Strategy Report
  - Request 90 Day Review Period For DEIS/AA
- Update Items
  - Where We Are In Process
  - Preliminary Ridership & Cost Estimates
  - Major Issues
- Coordination & Outreach Items
  - Plan Coordination
  - Master Plan Advisory Group Input – Some Members Here Today
  - Other Outreach Initiatives

## What Is New In Report

- **Updated Description of Alternatives (Examples)**

- Sligo Avenue Eliminated As Alignment Alternative
- Trail On North Side of Right of Way In Bethesda
- Deep Tunnel Used Instead of Cut & Cover In East Silver Spring
- Surface Alternative Along Ripley Street Eliminated
- Surface Alignment Along Bonifant Street Included
- No Light Rail Alignment On Wayne Avenue At Georgia Avenue

- **Master Plan Advisory Group Input**

- Support and Concerns Documented

- **Proposed 90 Day Review Period For DEIS/AA**

- Normal 45 Day Period Viewed As Too Short For Project Of This Scope
- Multi-Disciplinary In-House Team Established
- Interagency Technical Staff Group Established
- Coordination With Takoma / Langley Sector Plan & Prince George's County Master Plan of Transportation Effort

## Preliminary Ridership & Cost Estimates

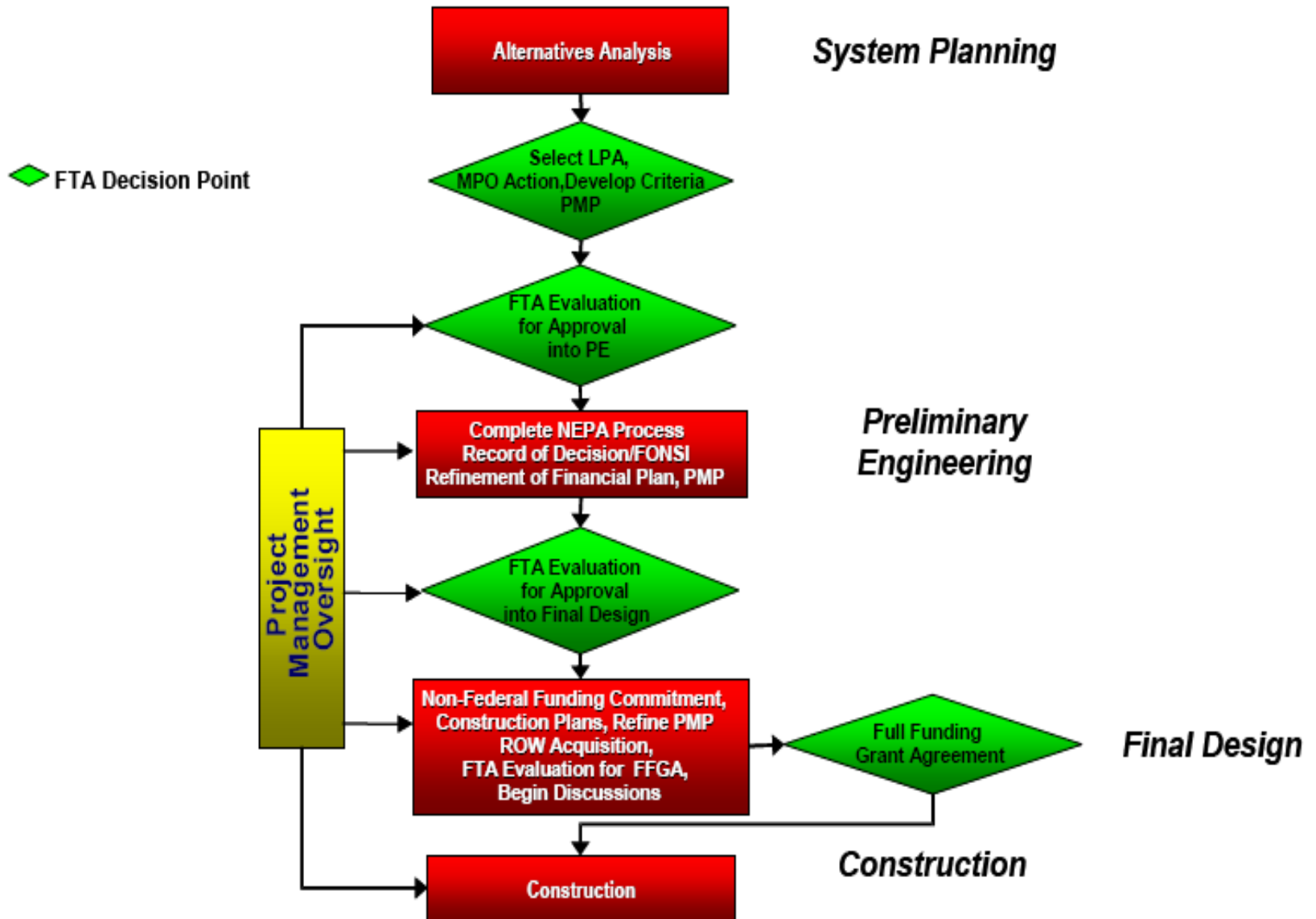
Alternative	End To End Peak Period Travel Time	Ridership (Average Weekday – 2030)	Capital Costs (Millions – 2007\$)	Operating & Maintenance Costs (Millions – 2007\$)
Alternative 2: TSM	108 Minutes	N/A	\$105	\$8
Alternative 3: Low Investment BRT	73 Minutes	29,000 – 35,000	\$450 - \$520	\$9
Alternative 4: Medium Investment BRT	64 Minutes	38,000 – 41,000	\$650 - \$750	\$9
Alternative 5: High Investment BRT	57 Minutes	42,000 – 45,000	\$1,170 - \$1,340	\$8
Alternative 6: Low Investment LRT	59 Minutes	38,000 – 41,000	\$1,160 - \$1,330	\$20
Alternative 7: Medium Investment LRT	52 Minutes	42,000 – 45,000	\$1,170 - \$1,350	\$18
Alternative 8: High Investment LRT	46 Minutes	44,000 – 47,000	\$1,580 - \$1,790	\$17

BRT – Bus Rapid Transit

LRT – Light Rail Transit

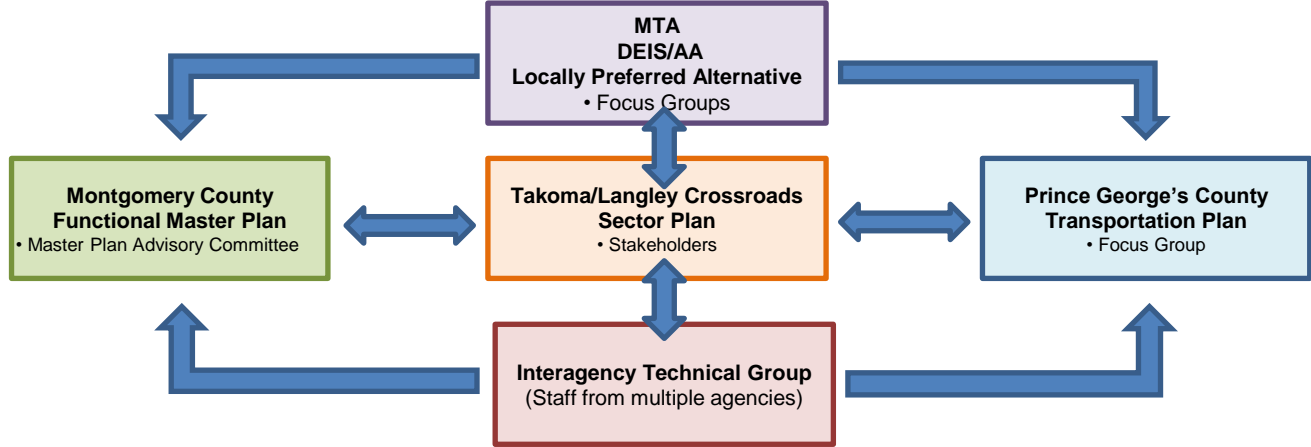
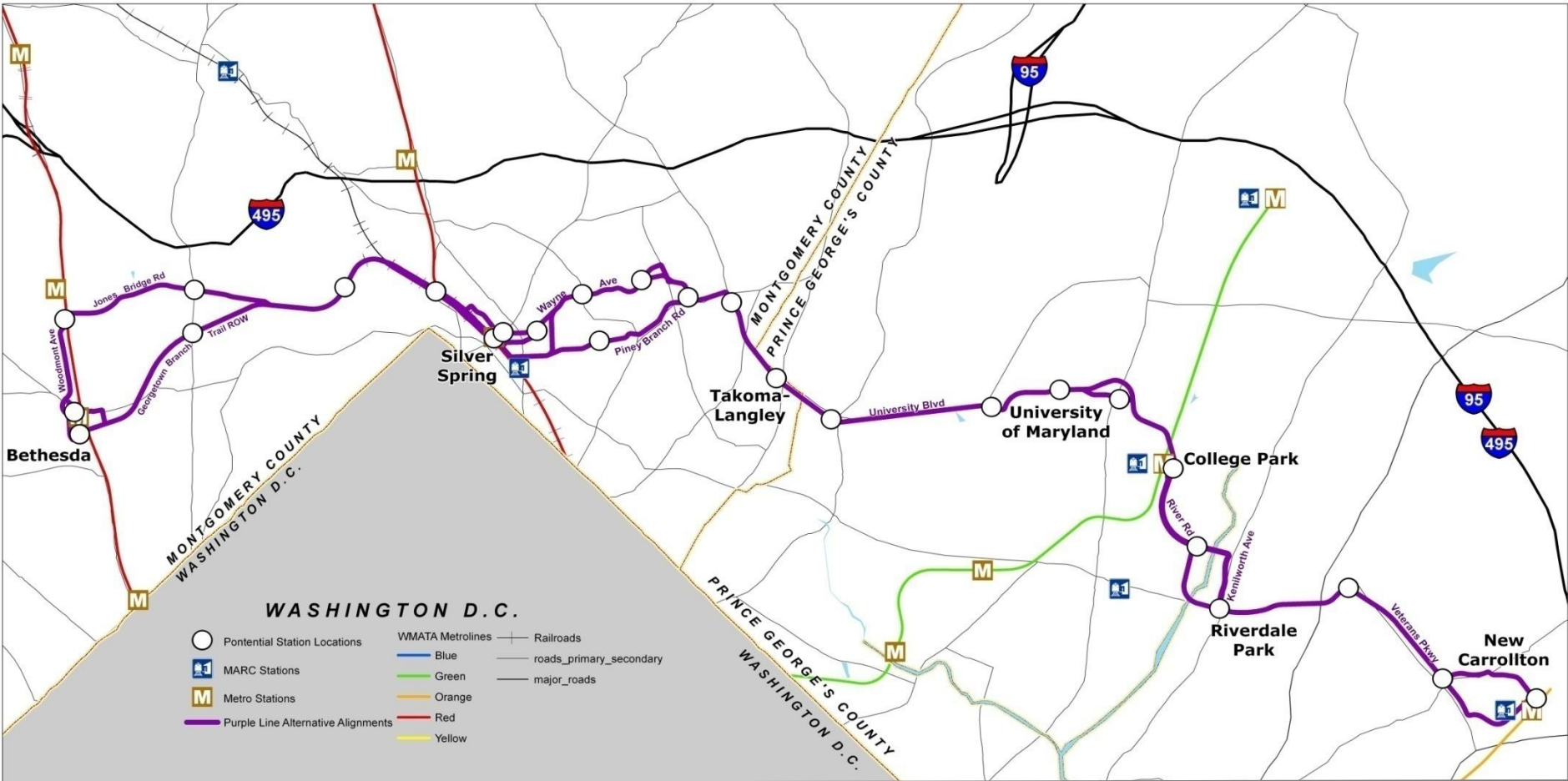
TSM – Transportation System Management

# Where We Are In The Process



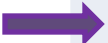
## Purple Line Planning Focus / Issues

- Job Access
- Transit Dependent Areas
- Shorter Trip Time
- Connects Lines, Trails, & Places
- Complements Redevelopment Initiatives
- Supports Smart Growth
- Trail Compatibility
- Traffic Impacts
- Neighborhood Compatibility
- Ridership Estimates
- Environmental Impact
- BRAC Not Addressed
- Historic Preservation



## Relative Cost Comparison – Estimated Capital Costs

Project	Terminal Points	Type or Alternative	Cost Per Mile	\$ Year
WMATA Largo Extension	Addison Road to Largo Town Center	Heavy Rail	\$140.0	2004
WMATA Dulles Extension	East Falls Church to Wiehle Avenue	Heavy Rail	\$178.0	2008
Purple Line Loop	Silver Spring to Medical Center	Heavy Rail	\$143.3	2002
Miami Metro Extension	MLK Station to Broward County Line	Heavy Rail	\$144.4	2009
Inner Purple Line	Bethesda to Silver Spring	Light Rail	\$84.3	2002
Purple Line	Bethesda to New Carrollton	Light Rail - Medium	\$78.8	2007
Corridor Cities Transitway	Shady Grove to COMSAT	Light Rail	\$64.0	2007



January 17, 2008

To: Montgomery County Planning Board

From: Patricia Baptiste

Had today's agenda been adhered to I would have been pleased to participate in the discussion about the Purple Line Purpose and Needs Study for the Functional Master Plan.

I have three points:

1. The schedule set out in the staff report cedes to the State the important decisions about the mode, alignment and route of the transitway and leaves little for this MPAG and you to decide. The criteria important to the State are riders and cost as they are most interested in chasing Federal dollars and will twist the project to maximize those aspects. You, on the other hand, are charged with different and more important decisions such as the orderly development of the district, the impact of the project on the urban fiber of the down-county and the impact on established residential communities. None of these aspects will inform the State's decision, and little will be left for you to decide after the State has its way.
2. The only reason for the haste present today, indeed for the haste which has cast a shadow over reasonable alternatives for the past 20+ years, is the need to chase an illusory pot of gold at the end of a phantom rainbow. Four years ago this Board refused to study the Purple Line Loop, promoted by WAMATA and supported for study by some on the Board as well as the County Executive and a wide part of the community. The refusal was based on the need for haste in getting in line for Federal money. Similarly today, the haste is pressed by the notion that the State needs to get in line for Federal New Start earmarks—indeed that is the only basis on which the governor has for his budget proposal to fund engineering for the project—but not until 2011 will significant money be allocated.
3. This Board, and the Council and likely the Executive will shortly inform the Navy that the impact of the BRAC is staggering and beyond the capacity of the County or State to absorb. Bigger than anything in recent memory to hit the County. Yet, at the same time it is said that there is not enough of an impact to warrant a second look at a proposed BRT going directly to the Navy Hospital. What will congressional appropriators make of the County's unwillingness even to consider this important transit remedy for the congestion coming as a result of the base consolidation?
4. Finally, while all of us on the MPAG greatly appreciate the work of the two staff members assigned to this plan, some wonder why it is only transportation staff who are guiding this effort. Where are the planners from the affected communities, where are the county-wide planners. I have participated on many

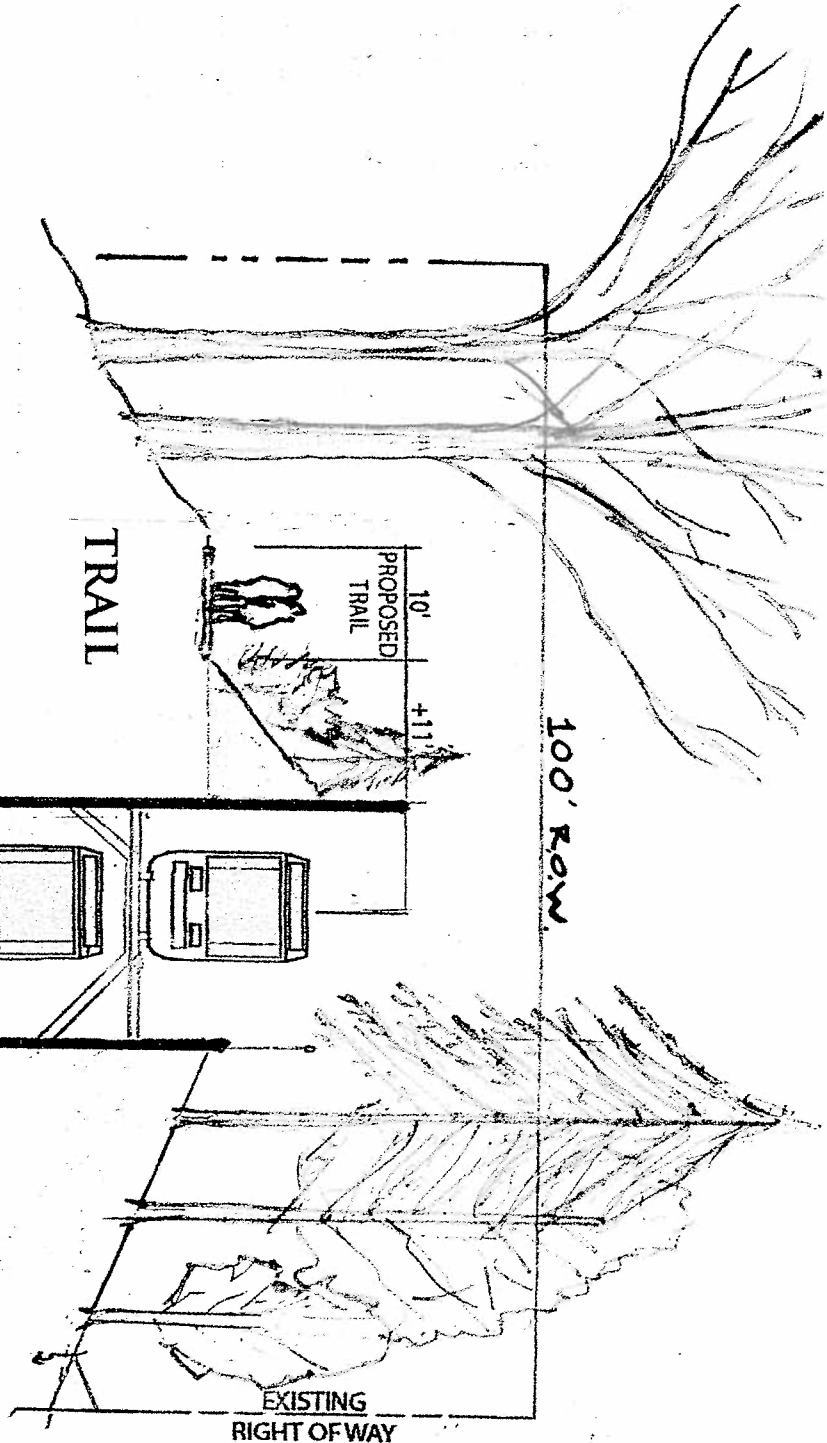
Advisory Boards over many, many years, but I have never seen one so thinly staffed. If this effort is a serious one, and not a deferral to State decision, please assign additional staff to the effort.

Thank you for your attention to this matter, I regret not being able to present these comments in person.

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SINGLE  
TRACK  
DOUBLE  
STACK

CONCEPT  
FOR THE  
GEORGETOWN BRANCH

*Purple  
Line*