

YOUR RIDE IS HERE.



Benefits of the Purple Line Light Rail Transit



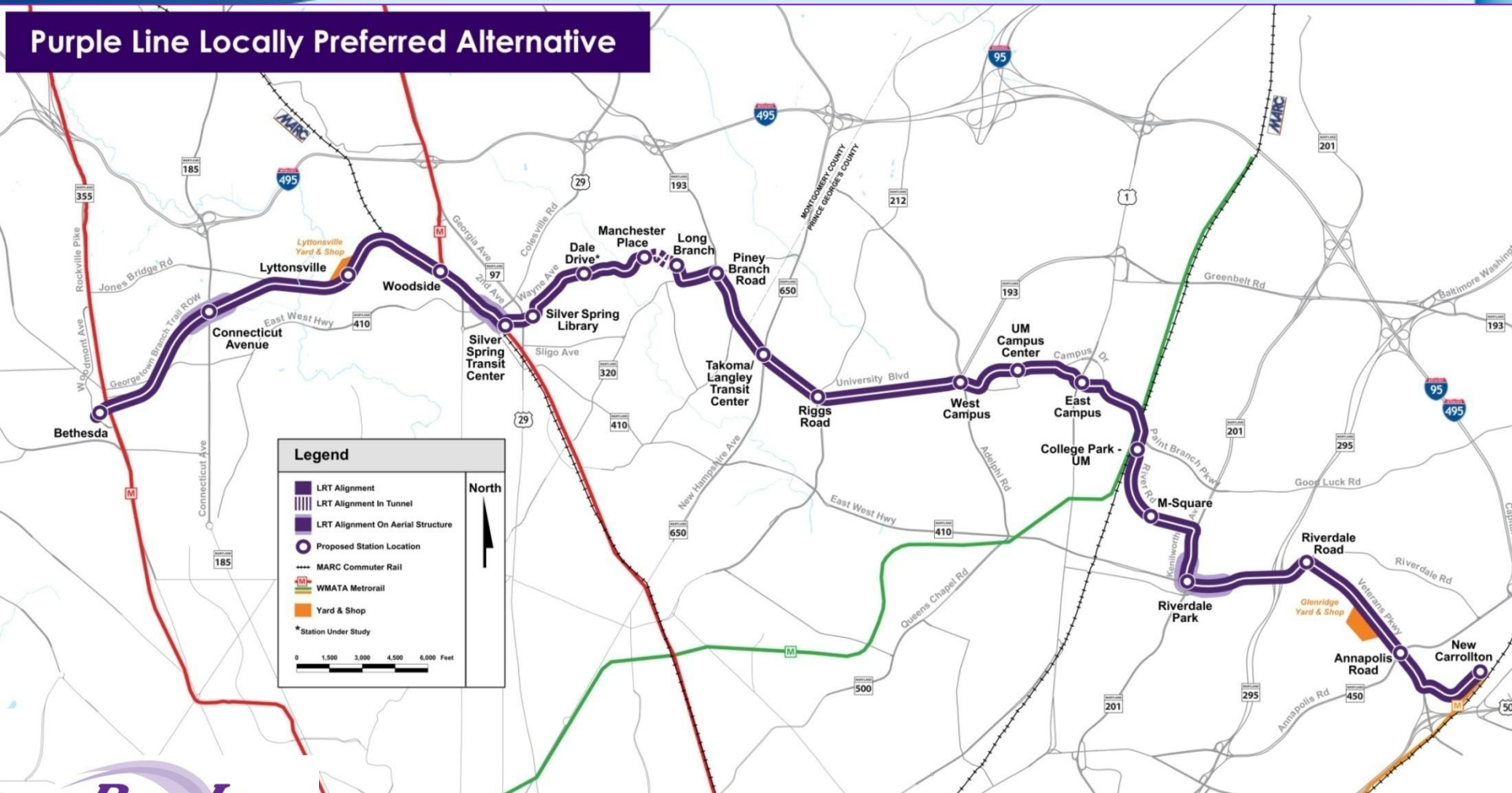
Project Overview

- 16-mile east-west rapid transit line
- Bethesda to New Carrollton
- Parallel to and inside the Capital Beltway
- Will operate mostly at street level



Locally Preferred Alternative

Purple Line Locally Preferred Alternative



*Purple
Line*

Locally Preferred Alternative

- Light rail: mostly in dedicated or exclusive lanes
- End to end travel time is 55 minutes
- Daily ridership in 2030: 60,000
 - Cars off the road: 20,000 daily
- Greatest ridership is between Bethesda and Silver Spring
- 30% will use Metro for part of their trip
- Capital cost: \$1.563 billion (2010 dollars)



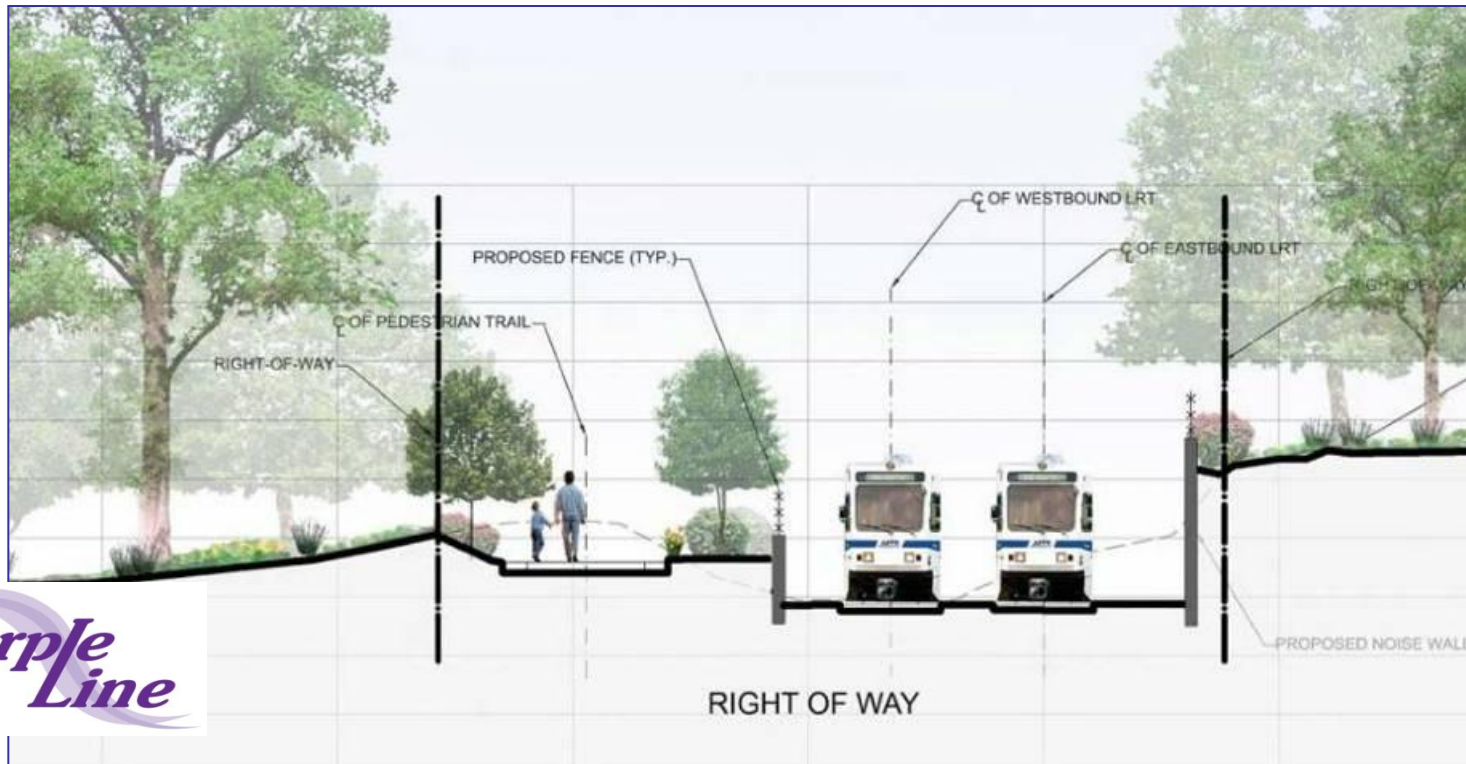
Design Concept: Trail at Bethesda

- Trail access above transitway



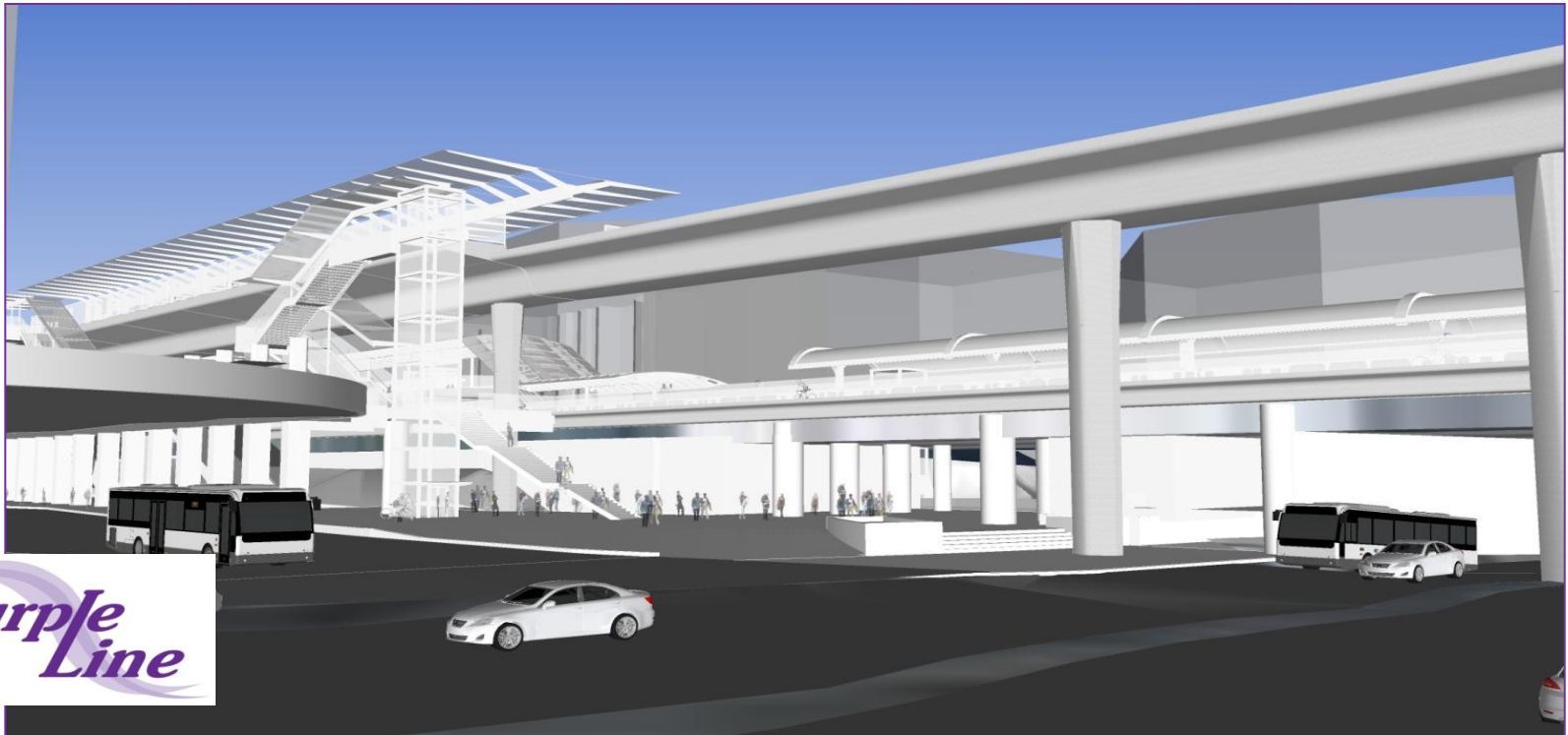
Design Concept: Georgetown Branch Trail

- Through Chevy Chase, trail next to transitway with vertical separation and landscaped buffer



Design Concept: Silver Spring

- Transitway on south side of CSX; trail crosses to north side east of Talbot Street bridge
- Station at SSTC one level above Metro and MARC trains



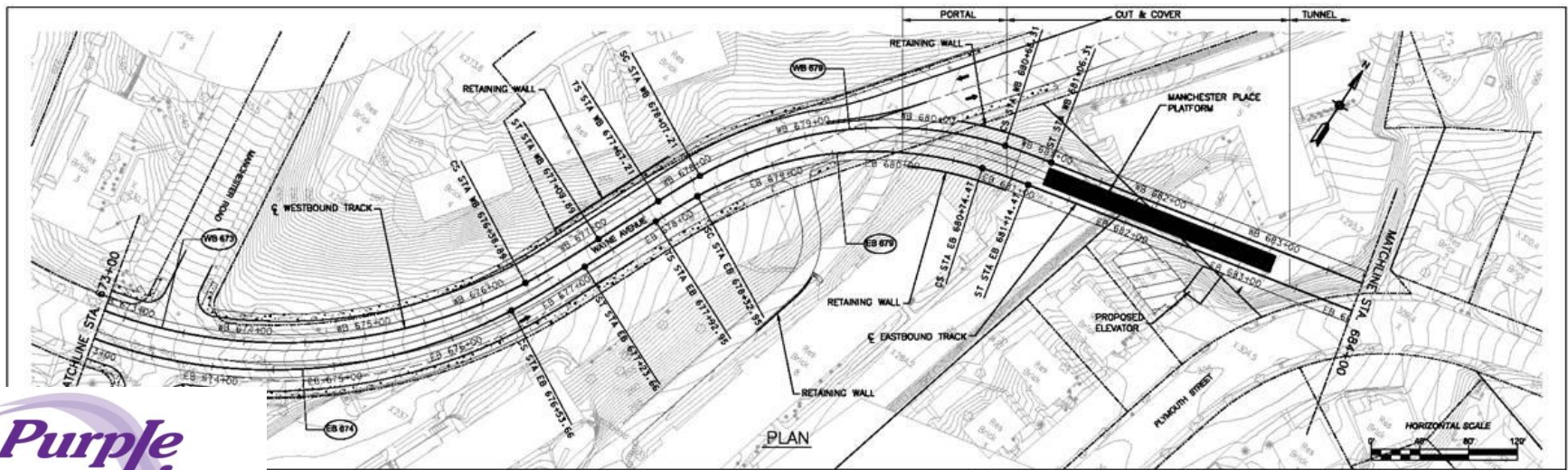
Design Concept: Silver Spring Library

- At-grade on Bonifant Street; station integrated into the new Silver Spring Library



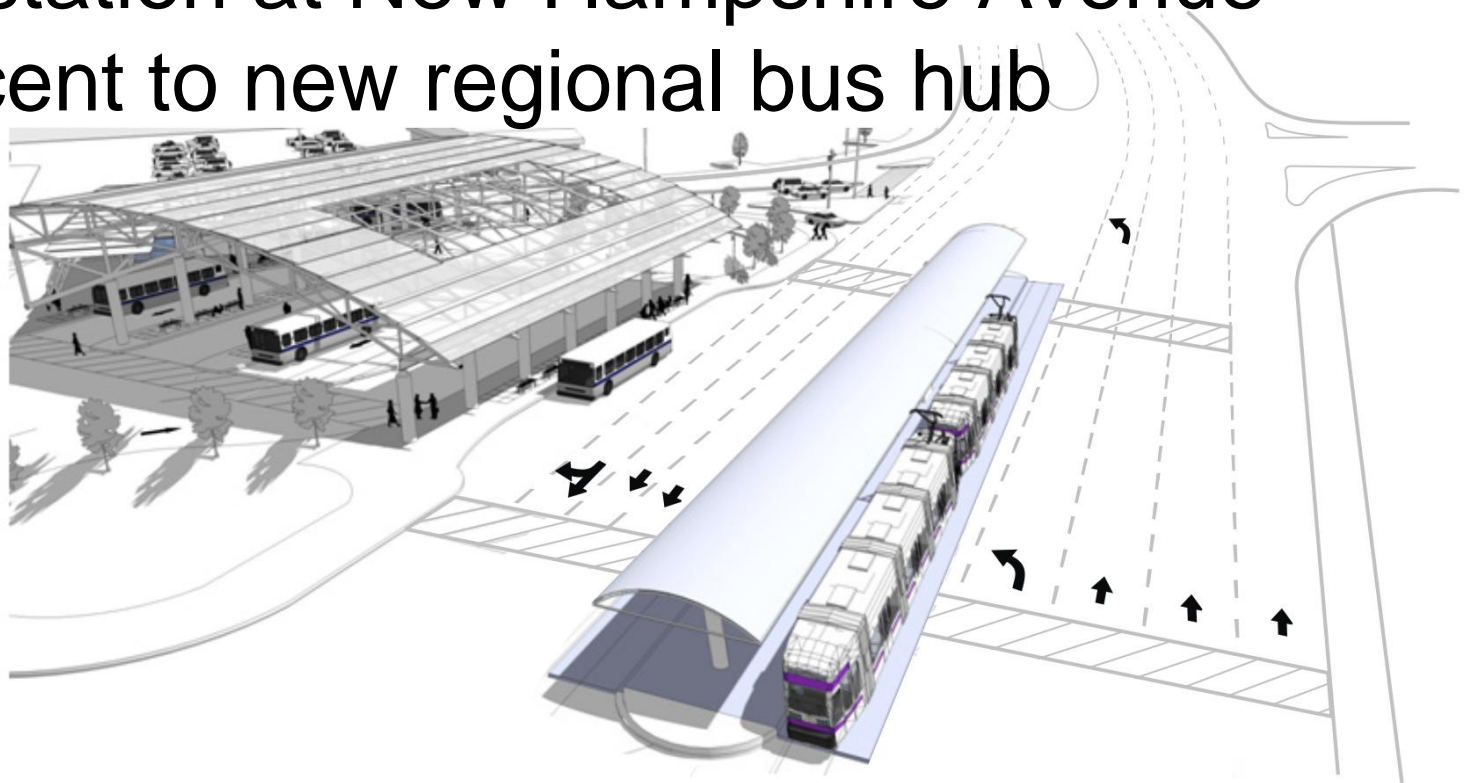
Locally Preferred Alternative

- Wayne Avenue: at-grade; shared lanes with new left turns
- Short tunnel between Wayne and Arliss
- Piney Branch: median operation



Design Concept: Takoma-Langley Park Transit Center

- Median operation on University Boulevard with station at New Hampshire Avenue adjacent to new regional bus hub



Design Concept: UM Campus

- At-grade along Campus Drive with open pedestrian plazas



Locally Preferred Alternative

- Paint Branch Parkway: shared lanes under CSX/Metro
- Integrated into the new development at the College Park Metrorail Station
- River Road: dedicated lanes on south side
- Kenilworth Avenue: elevated aerial structure, crossing over the MD 410 intersection

Locally Preferred Alternative

- Aerial station in Riverdale Park
- MD 410: returns to grade, dedicated right of way on south side
- Veterans Parkway: dedicated right of way on south side
- South side of Ellin Road into New Carrollton Station

Schedule

- Request Permission to Enter Preliminary Engineering Summer 2011
- PE and Final Environmental Impact Statement Completed Summer 2013
- Begin Final Design Summer 2013
- Begin Construction 2014/2015

Project Benefits

- Provide faster and more reliable transit for east-west travel market
- Improve access and connectivity to:
 - Metrorail Red, Green and Orange lines
 - All three MARC commuter rail lines
 - Local Ride-on and “The Bus” service
 - Amtrak
 - Intercity bus services

Project Benefits

- Increase service for transit-dependent populations
- Improve connectivity and 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

Project Benefits

- Support local, regional and state policies and adopted Master Plans
- Strengthen and revitalize communities in the corridor
- Increase potential for Transit Oriented Development at existing and proposed stations in the corridor as identified as identified in local land use plans

Land Use Planning Underway

- M-NCPPC – Montgomery County:
 - Chevy Chase Lake Sector Plan
 - Long Branch Sector Plan
 - Takoma Langley Sector Plan
- M-NCPPC – Prince George's County:
 - Takoma Langley Sector Plan
 - Annapolis Road Sector Plan

Light Rail and Economic Development

- Every \$1 spent on public transit projects generates on average \$6 in local economic activity. (Source: American Public Transportation Association (APTA))
- Every \$10 million in capital investment in public transportation can return up to \$30 million in business sales alone. (Source: APTA)

Light Rail and Economic Development

- Between 3,140 and 5,700 jobs are generally created for every \$100 million invested in public transit. (Source: Cambridge Systematics, Inc.)
- Research shows that businesses realize a gain in sales of three times the public sector investment in transit ; a \$100 million transit investments results in a \$300 million increase in business sales. (Source: Cambridge Systematics, Inc.)

Light Rail and Economic Development

Case Study: TriMet, Portland, OR

A **\$2.2 billion** investment in the MAX light rail lines since 1986 has generated:

- **\$6 billion** in total development along all lines

A **\$57 million** investment in Portland's Streetcar line has generated:

- **\$2.8 billion** in investments
- **7,200** new housing units
- **4.6 million** square feet of office and retail space



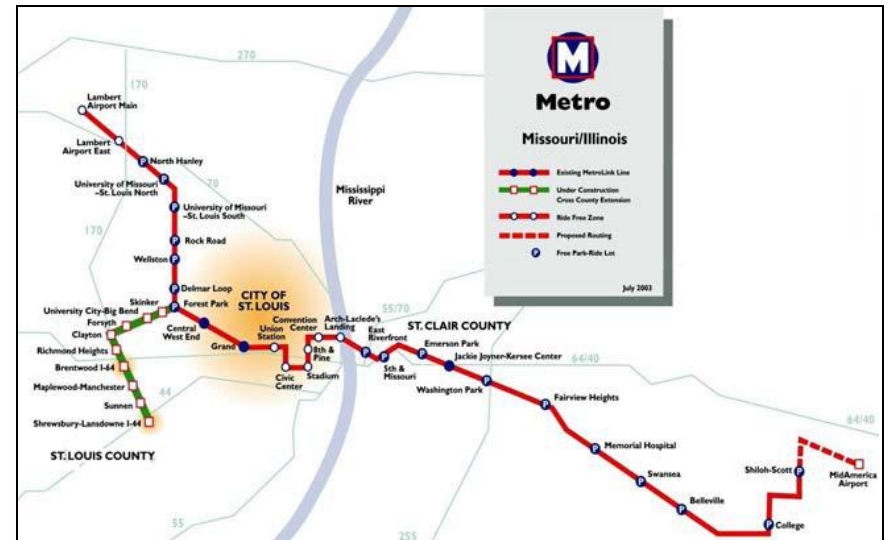
Light Rail and Economic Development

Case Study: Metrolink, St. Louis, MO

Initial investment

in 1993: **\$465 million**

- **Two** additional lines
- **\$4.3 B** development
- **6,025** new residences
- **8,432** new hotel rooms



Light Rail and Economic Development

Case Study: LYNX, Charlotte, NC

Since 1998 the **9.6 mile LRT** line has generated the following:

- **\$1.87 B** investment & development
- **50** new developments
- **3,350** condos/apts
- **7** office complexes
- **3** new hotels and
- **2** new retail projects



Light Rail and Economic Development

Case Study: Metro Transit , Minnesota

\$715M 12-mile LRT line:

- **\$700 M** development
- **5,000** new jobs
- **1.25 M sq ft** office
- **12,000** housing units
- **+1M sq ft** commercial space built, planned, or under construction within a ½ mile before line opened

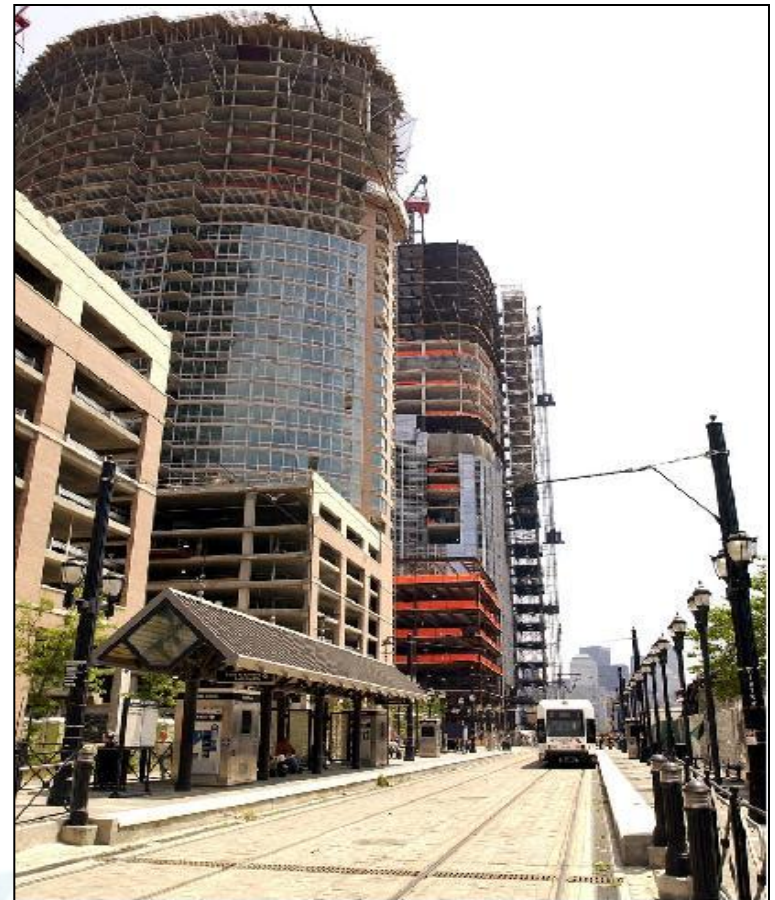


Light Rail and Economic Development

Case Study: NJ Transit, Hudson-Bergen, NJ

20 mile **\$2.2 billion LRT** line
since 2000 has generated:

- **\$5.3 B** in housing
 - **20,000** new housing units
 - **+18 M sq ft** office space
- constructed along the
alignment in Jersey City to
support **60,000** potential
jobs



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