

Dale Drive Station  
Final Questions  
June 2013

1. The current map of the Purple Line lists the Dale station as “future”. Can you please confirm that no decision has been finalized for constructing the Dale station in the initial phase?  
Assuming no decisions have been finalized:

- a. When will a decision be made about whether to build the station at Dale?

**Response: As indicated at the July 25, 2013 community meeting which Maryland Transit Administration (MTA) participated in to respond to a number of questions from Silver Spring residents, the Dale Drive station will be built, the only questions that remains is the timing of when. MTA expects to make a decision on the construction timing by fall 2013.**

- b. Who will be the principal decision makers?

**Response: The final decision is the responsibility of the MTA, who will consult with Montgomery County government (M-NCPPC and DOT) and locally elected officials in forming the decision.**

2. It has been stated that the decision to build the Dale Dr. station will be based on input from the impacted communities.

- a. What information is being sought from the community to inform this decision?

- b. **Response: We want feedback from residents within walking distance of the Dale Drive station (approximately one-half mile) on whether they support having the station built at the outset of construction for the Purple Line project (estimated to begin around 2015) so that this station is open for use with the rest of the project. We would also like to know their concerns, if any, regarding construction of the station.**

- c. What other information will be used to inform the decision making process?

**Response: Transportation planning considerations, accessibility and mobility benefits and impacts, ridership analysis, pedestrian safety and access, operational considerations, Montgomery County’s position on zoning for the Dale Drive community, etc.**

- d. What processes are being put in place to collect this information and inform these decisions and where can the community view these materials?

**Response: MTA has and will continue to share information with and receive input from the community and Montgomery County. Comments are received verbally at meetings, Open Houses, and community forums as well as in writing through the website, mail, e-mail, and comment sheets. We look forward to additional insight that may come from the community’s survey.**

- e. Is there anything we can do to help facilitate communication and coordination with the members of our communities?

**Response: MTA appreciates the efforts of the community in forming a working group of the various associations. This is a useful forum for sharing information and**

**continuing the discussion as the design of the Purple Line progresses. The suggestion of a community survey will also provide useful information relating to the Dale Drive station and associated issues.**

3. How many people are estimated to use the station daily (are there any updated statistics since the statistics presented in the 2009 feasibility study)?
  - a. How many people are expected to board the train going eastbound? Going westbound?

**Response: A total of 1,918 daily passengers are estimated for the Dale Drive station for year 2040. 762 people boarding to travel westbound, and 197 getting on the station to go eastbound.**

- b. How many people are expected to exit the train at the station coming from eastbound trains? From westbound trains?

**Response: 762 people getting off at the station from eastbound trains, and 197 getting off at the station from westbound trains.**

- c. How are the estimates calculated? Using what method and what sources?

**Response: The ridership estimates for the Purple Line are based on the approved regional MWCOG model, which is based on adopted zoning, employment, and population data as well as other factors including auto ownership, income, and use of transit. More information on the ridership estimates will be available in the Final Environmental Impact Statement to be published in the near future. This document and its supporting technical reports, such as the Travel Forecasting Technical report, will be available on the project website in September.**

4. Describe the pedestrian safety measures will be put in place especially around the station, school crossing and Dale Drive intersection.

**Response: ADA compliant sidewalks, Green Trail, clearly marked crosswalks, protected pedestrian phase of signal at Dale Drive, and an eastbound offset of traffic from the station platform will be part of the project as pedestrian safety measures. In addition, pedestrian safety is designed to be enhanced by providing a safe drop-off zone in front of the school entrance, moving pedestrian crossings to the intersection, refuge area in the median, railing along walkway to station platform, and various safety and security measures at the station. During school opening and closing hours a school crossing guard will be present, as is the case today.**

5. Would the addition of a station impact Ride On bus service along Wayne, e.g. will there be fewer buses once the Purple line opens?

**Response: Very few adjustments to the local Ride On bus services with the opening of the Purple Line are anticipated. It is possible that the level of service provided by the Ride On #15, which duplicates a portion of the Purple Line alignment in Montgomery County, could be reduced or eliminated. However, any adjustment in current bus service would be determined by Montgomery County.**

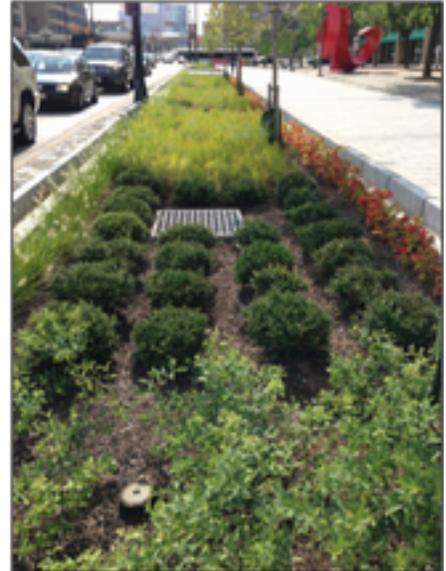
6. What will be the potential short term and long-term environmental impact of a station?

- a. Would adding a station have any negative impact Sligo Creek?

**Response: Environmental impacts would be the same with and without a station at Dale Drive. Including a station at Dale Drive would have no negative impacts to Sligo Creek. Through coordination with the County Park staff, minor stream relocation in the area of the existing bridge at Sligo Creek has been agreed to by MTA and Montgomery County. This work will improve existing problems with stream erosion.**

- b. What ESD methods will be used to collect stormwater along the route?

**Response: Stormwater management associated with the Purple Line along Wayne Avenue will primarily be carried out by the use of “planter boxes” (see attached rendering). The stormwater management will be designed for all project related elements including the Silver Spring Green Trail, parking and relocated entrance for the SSIM School, roadway widening, and the station platform.**



- c. How many mature trees (24” diameter and greater) will be lost along the Wayne Ave corridor and what is the plan for replacing them with native tree canopy?

**Response: We would like to present this information to the group at a future meeting when the landscaping plans are more fully developed.**

- d. How will stormwater be managed on the additional flat surface parking lot that is replacing the canopied natural area next to the middle school near the intersection with Dale Drive?

**Response: Please see response above to Question 6b.**

7. Will a station have an impact on the traffic patterns along Dale or Wayne, other than what will already change as a result of the current design (e.g. changes to intersection signaling, left and right turn lanes, street parking)?

**Response: The area of work would be the same, the use of lanes would be different with and without the platform and the signal would be timed differently with and without a station.**



8. At a 2010 meeting the question was asked about how crime rates would be impacted if a Dale station were to go into service? Please provide any updated information.

**Response: At a previous community meeting, Montgomery County police representative shared that there was no evidence of increased in crime at transit stations.**

**We will be taking steps to employ crime prevention including environmental design measures, passenger assistance phones and pedestrian safety measures. In addition, we plan to establish a Safety Program Plan and System Security and Emergency Preparedness Plan in consultation with local emergency responders.**

9. Can you please provide details on the design elements of the station and how these would change if there were no station immediately built? E.g. would there just be a blank piece of concrete?

**Response: Regardless of timing, the initial construction would include the physical space and needed infrastructure (conduits, electric, etc.). Rather than a station platform, the physical space would be used for a turn lane. Extra pavement would be marked off with striping as shown in No. 7 above and at the Community Meeting.**

10. How would a station impact noise levels as compared to noise levels if no station existed at Dale and Wayne?

- a. What is the decibel level of the train bells, which they are required to ring as they approach the station.
- b. Are trains also required to ring as they leave the station? Are trains also required to ring as they leave the station?
- c. How many bell ringings per hour would there be?

**Response: We look forward to discussing the questions related to noise at a future community meeting.**

11. How would home property values change if they were 0.25, 0.5, .75, or 1 mile from the station (please provide specific data and references to support your answers)?

**Response: Since Americans generally will walk no more than ¼ to ½ mile to a transit station it is unlikely that houses more than ½ mile from a station would reflect any change in value. Studies of the effect of transit on property value using sales data typically have indicated increases in residential real estate values in close proximity to stations. A nearby transit station provides a benefit which can be reflected in property values. However, property values depend on many other factors, particularly the local real estate market, neighborhood characteristics (quality of local schools, crime levels), the general state of the economy, and adjacent land uses and policies.**

**Studies have shown that even in a down economy, properties near transit stations typically retain their value more than other surrounding areas.**

**The New Real Estate Mantra: Location Near Public Transportation ; <http://www.realtor.org/sites/default/files/smart-growth-Home-Values-Performed-Better-Near-Public-Transportation-2013-03.pdf>**

12. What does research show about the value of houses who lose right-of-way buffers in front of their houses which are on a light rail route?

**Response: We are not aware of any current research focused on potential impact to property values in the case of right-of-way being acquired and/or buffers being reduced for a transit project in the front of a residential property.**