January 8, 2008

To: Montgomery County Planning Board

Via: John Carter, Chief JHC
Community Based Planning Division

Mary Dolan, Acting Chief MD
Countywide Planning Division

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Transportation Planning

From: Tom Autrey, Supervisor (301-495-4533) TA
Transportation Planning

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Transportation Planning

Subject: Purple Line Functional Master Plan Purpose and Outreach Strategy Report and Update on Purple Line Draft Environmental Impact Statement / Alternatives Analysis (DEIS/AA)

STAFF RECOMMENDATION

1. Approve the Final Purple Line Functional Master Plan Purpose and Outreach Strategy Report.

2. Request that the Maryland Mass Transit Administration (MTA) provide a comment period for the Purple Line DEIS/AA of a minimum of 90 days from the date the DEIS/AA is made available by MTA.

BACKGROUND

One element of the Planning Department's FY 08 Work Program is the development of a Purple Line Functional Master Plan. The Plan will provide policy guidance for transit station area Sector Plans and other planning efforts (including development review) by formally establishing an alignment, mode, and station locations along a corridor within the County extending from Bethesda to the County boundary in the Takoma – Langley Park area.

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The Purple Line Functional Master Plan is being closely coordinated with the development of a Purple Line DEIS/AA by the MTA. As such, the plan schedule focuses on community outreach and staff analysis as a prelude to providing input to the Planning Board and County Council in advance of the selection of a Locally Preferred Alternative by MTA. Once a Locally Preferred Alternative is selected, it is anticipated that the Purple Line Functional Master Plan will either confirm that selection or provide a solid rationale for any variation from the selected alternative – as well as any variation from previously adopted plans.

PRIOR PLANNING BOARD ACTION

On May 17, 2007, the Planning Board approved the distribution of the Draft Purple Line Functional Master Plan Purpose and Outreach Strategy Report and authorized the staff to solicit expressions of interest from volunteers to serve on the Master Plan Advisory Group (MPAG).

On September 27, 2007, the Planning Board approved the appointment of a 30 member MPAG with equal representation from each of the three planning areas (Bethesda-Chevy Chase, Silver Spring, and Takoma) where the Purple Line potential alignments are located. Two orientation sessions were held in October for members of the MPAG and the general public. In addition, the MPAG has met once in October, once in November, and two times in December. The next scheduled meeting is January 22, 2008. It is anticipated that the MPAG will continue to meet once a month until the DEIS/AA is made available. More frequent meetings will likely be required during the DEIS/AA review period.

MAJOR CHANGES TO THE DRAFT PURPOSE AND OUTREACH REPORT

Major changes to the report since the distribution of the draft report include the following:

- MPAG members input on various issues related to the Purple Line are included on pages 15 through 19. The MPAG was not appointed at the time of the distribution of the draft report so this is information that was not in the draft report.

- The narrative description of the alternatives that begins on page 19 has been modified to reflect the changes made by the MTA project team since the distribution of the draft report. A simplified matrix summarizing the alternatives is attached as Exhibit 1for reference.[1]

[1] The first column of the matrix includes ridership and capital cost mid-point estimates presented at the MTA Open Houses. A more detailed discussion of these estimates is presented later in this memo.

- An updated schedule (see Exhibit 2) is included that assumes a 90 day review period for the DEIS/AA that is expected to be available sometime in the spring. Technically, the MTA is required by federal law to provide a minimum of 45 days for the "circulation period" that begins once the document is made available. The staff is recommending that we forward a request to the MTA to extend the period to 90 days to allow adequate time for review by the staff, MPAG, Planning Board, and County Council.

OUTREACH ACTIVITIES TO DATE

In addition to the orientation sessions and MPAG meetings noted above, the staff has established a project web site.[2] The web site includes meeting notices and agenda, meetings summaries, and related plans, reports, as well as links to other applicable web sites. The staff also participated in a leadership development session with Impact Silver Spring where course attendees were briefed on the specifics of the Purple Line. Additional outreach initiatives are planned in the near term with a focus on the Takoma – Langley Park Crossroads area.

INTERAGENCY COORDINATION

The staff is also participating in, and providing logistical support for, an Interagency (staff level) Coordinating Group that has been established for the purpose of enhancing communication and coordination among the various agencies involved in master planning activities related to the Purple Line. Particular focus is placed on the coordination of schedules and resources among staff directly or indirectly involved in the Purple Line Functional Master Plan, the Takoma / Langley Park Sector Plan, and Prince George's County (Functional) Master Plan of Transportation. Representatives from both county Planning Departments and Departments of Public Works and Transportation, as well as the MTA and the Washington Metropolitan Transit Authority (WMATA), serve on the group. The group has met two times to date and meets on an "as needed" basis.

MTA OPEN HOUSES

The MTA project team held a series of open houses in December where the public was invited to review study progress. Preliminary ridership, cost, and travel time information was presented at the open houses for the first time. A summary of this information follows. The attendance varied with an estimated 150-175 total attendees at each of the sessions in Bethesda – Chevy Chase and East Silver Spring open houses and an estimated 45 attendees at the session in the Takoma – Langley Park area. The open houses were conducted on weekday evenings in a "come and go" walk-around poster session type format of three and one-half hours in duration.

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[2] See http://www.mcparkandplanning.org/Transportation/projects/bicounty.shtm

PRELIMINARY RIDERSHIP AND COST ESTIMATES

The preliminary ridership and cost estimates presented by the MTA at the open houses is presented in Exhibit 3. Alternatives 3 through 8 in Exhibit 3 are the "build" alternatives that are described in Exhibit 1. The ridership and total cost estimates are in the range of similar projects that are under consideration by the Federal Transit Administration (FTA). An overview of the various steps in the FTA "New Starts" process is presented in Exhibit 4.

ISSUES

Many members of the MPAG have expressed strong support for the Purple Line. Several MPAG members have identified several issues and concerns related to the Purple Line, most often associated with specific impacts to a particular geographic area or resource of interest. As previously noted, a summary of the MPAG member concerns on ten separate issues is included in the Final Purpose and Outreach Strategy Report on pages 15 through 19. In addition, the Town of Chevy Chase has retained an independent consultant to review technical work associated with Purple Line planning.

NEXT STEPS

The staff and MPAG will be reviewing various technical elements of the DEIS/AA process and product in the coming months. As an example, this month we will be focusing on the methodology used in estimating ridership, obtaining station and segment ridership data, reviewing the MTA findings related to surface operation on Wayne Avenue and reviewing with the MTA the method in which decisions are reached that preclude the consideration of additional tunneling in areas of high ridership where there is the potential for additional time savings.

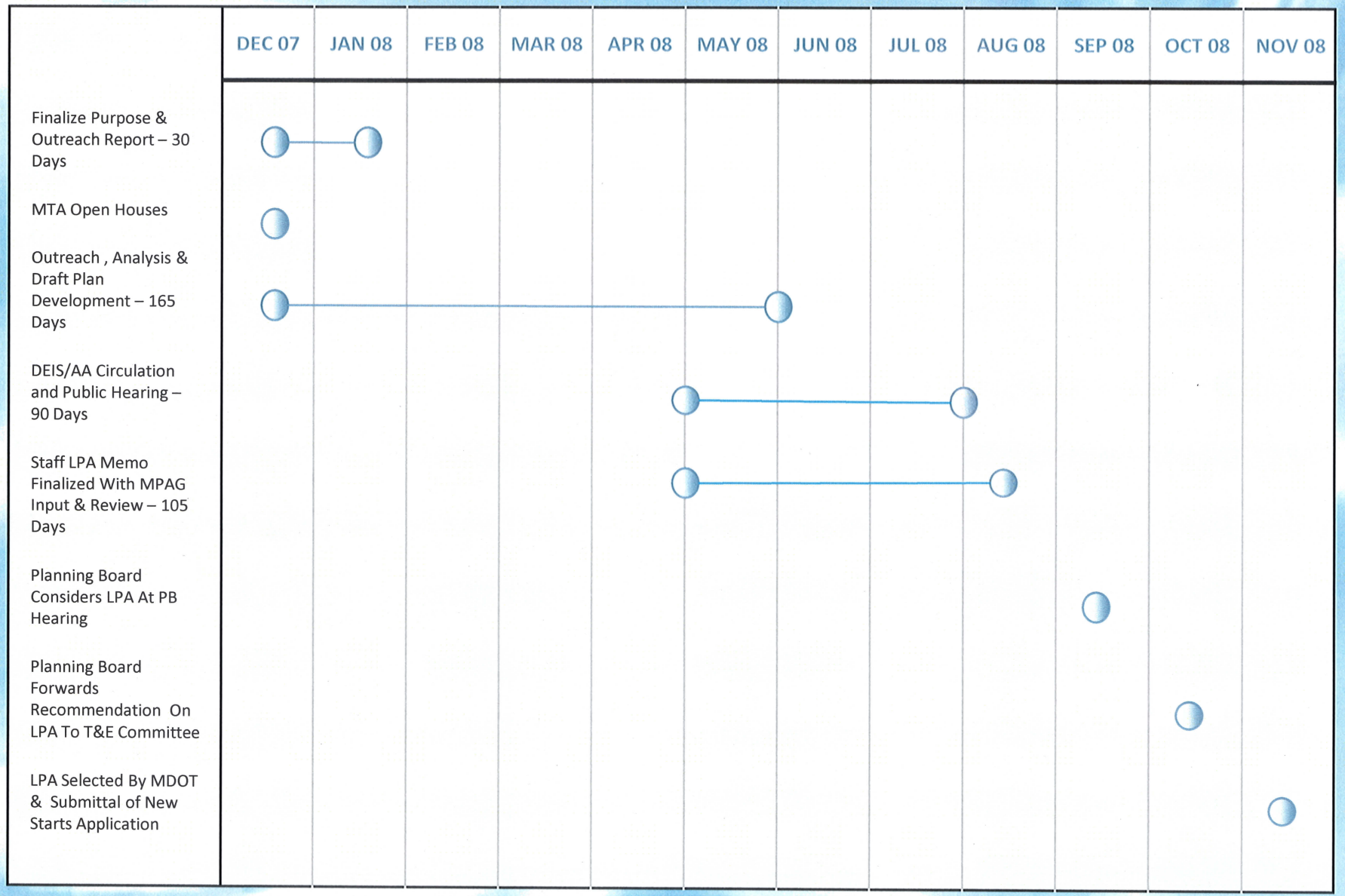
The following months (until the DEIS/AA is available) we will be reviewing project funding issues, design considerations, equipment options, Capital Crescent Trail alternatives and cost, among other issues. In addition to the technical items, we will be focusing on outreach activities with a particular emphasis on the Takoma – Langley Park area.

C: Mike Madden – MTA
Gary Erenrich - DPWT
Larry Cole
Judy Daniel
Chuck Kines
Wayne Koempel
Glenn Kreger
Robert Kronenberg
Tanya Schmieler

Exhibit 1 - Purple Line "Build" Alternatives – Summary – 01/02/08

Alt. – Wkdy. Pass. & Cost Mid.	Trail	Primary Alignment Bethesda To Silver Spring	At Grade Crossings – Major Streets Only	Grade Separated Crossings	CSX Crossing - South to North	Primary Alignment – East Silver Spring	Shared Lanes	Dedicated Lanes	Exclusive Lane
Low BRT - 32,000 $485 M	In Tunnel	Jones Bridge Road	Connecticut Ave. Jones Mill Rd. 16th & Spring St. Georgia Avenue	None	Spring Street	Second Ave./Wayne Ave.	Woodmont Ave., Jones Bridge Rd. Spring St , Wayne Ave., Piney Branch Rd.	None	None
Med. BRT - 39,500 $700 M	In Tunnel	Georgetown Branch	16th & Spring St.	Connecticut Ave., Jones Mill Rd , Georgia Ave.	Aerial –East or West of Falkland Apts.	Bonifant St. To Wayne Ave.	Bonifant St. & Wayne Ave.	Woodmont Ave & Piney Branch Rd	Georgetown Branch & CSX Corridor
High BRT - 43,500 $1,255 M	In Tunnel	Georgetown Branch		Same as above plus 16th & Spring St.	Aerial – East or West of Falkland Apt.	Tunnel To Wayne – Option of SS/Thayer Tunnel w/ Aerial Segment On Piney Branch Rd.	None	Woodmont Ave., Wayne Ave. & also Piney Branch Rd. if not aerial along with SS/Thayer tunnel	Georgetown Branch , CSX Corridor & Tunnel To Wayne Ave., Tunnel To Arliss St.
Low LRT 39,500 $1,245 M	Trail Thru Park	Georgetown Branch	Connecticut Ave. 16th & Spring St.	Jones Mill Rd., Georgia Ave.	Aerial – East or West of Falkland Apt.	Bonifant St. To Wayne Ave. Tunnel To Arliss St.	Bonifant St. & Wayne Ave.	None	Georgetown Branch & CSX Corridor, Tunnel To Arliss St.
Med LRT 43,500 $1,260 M	Trail Thru Park	Georgetown Branch		Connecticut Ave., Jones Mill Rd., Georgia Ave.	Aerial – East or West of Falkland Apt.	Bonifant St. To Wayne Ave.	Bonifant St. & Wayne Ave.	Piney Branch Rd.	Georgetown Branch & CSX Corridor, Tunnel To Arliss St.
High LRT 45,500 $1,685 M	In Tunnel	Georgetown Branch		Same as above plus 16th & Spring St.	Aerial – East or West of Falkland Apt.	Tunnel To Wayne – Option of SS/Thayer Tunnel w/ Aerial Segment On Piney Branch Rd.	None	Wayne Ave., Piney Branch Rd. if not aerial along with SS/Thayer tunnel	Georgetown Branch , CSX Corridor & Tunnel To Wayne Ave., Tunnel To Arliss St.

Exhibit 2 - Purple Line DEIS and Functional Master Plan Schedule



Note: The above schedule assumes the DEIS/AA is available on or before May 1, 2008.

Exhibit 2 Continued - Purple Line DEIS and Functional Master Plan Schedule

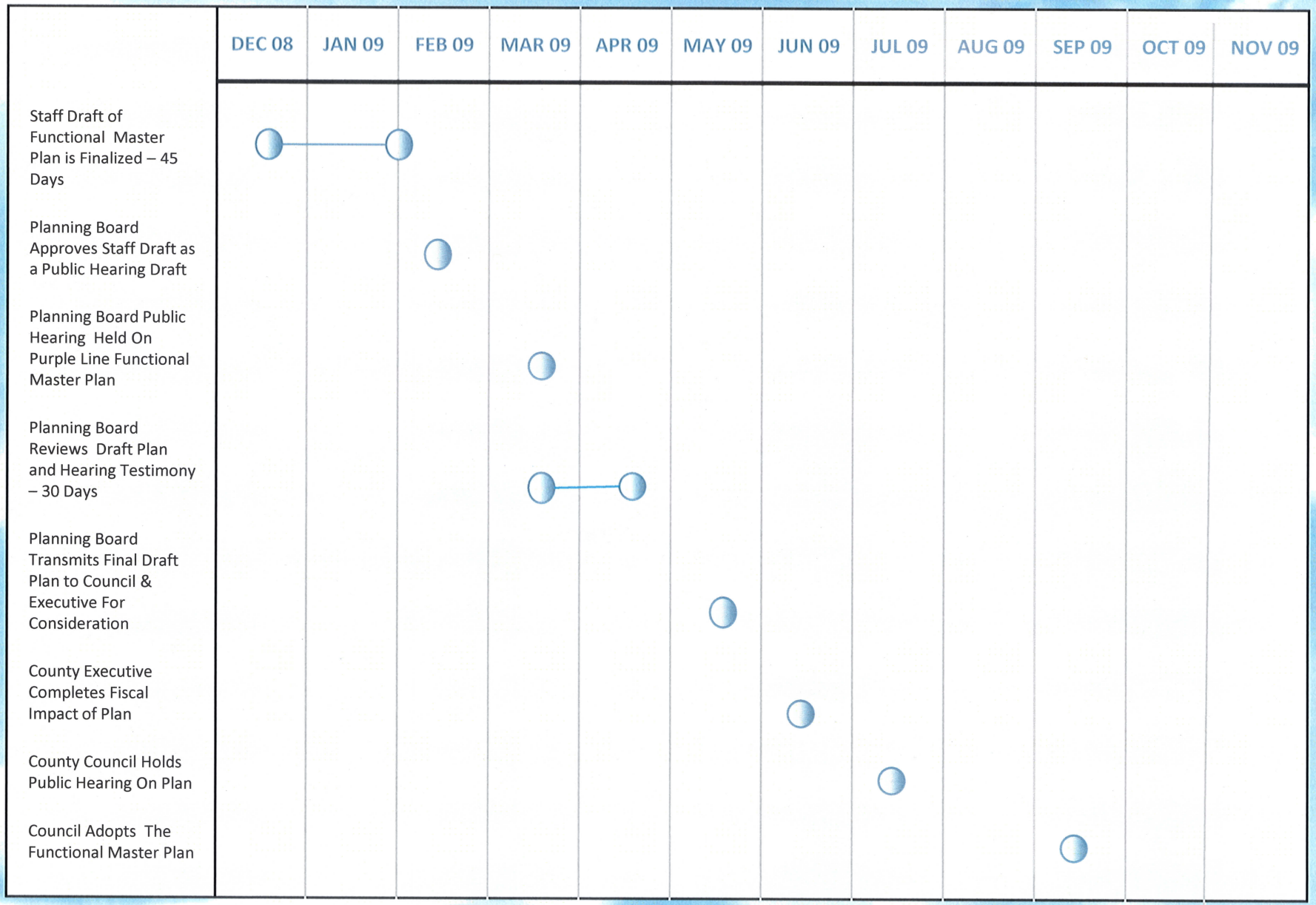


Exhibit 3 – Purple Line Alternatives – Preliminary Travel Demand Forecasts & Cost Estimates

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

Source: Maryland Transit Administration – December 2007

Notes: (1) "TSM" stands for Transportation Systems Management and is a low capital intensive alternative that must be evaluated under current Federal Transit Administration guidelines for conducting alternative analysis of this type.
(2) "BRT" stands for Bus Rapid Transit
(3) "LRT" stands for Light Rail Transit

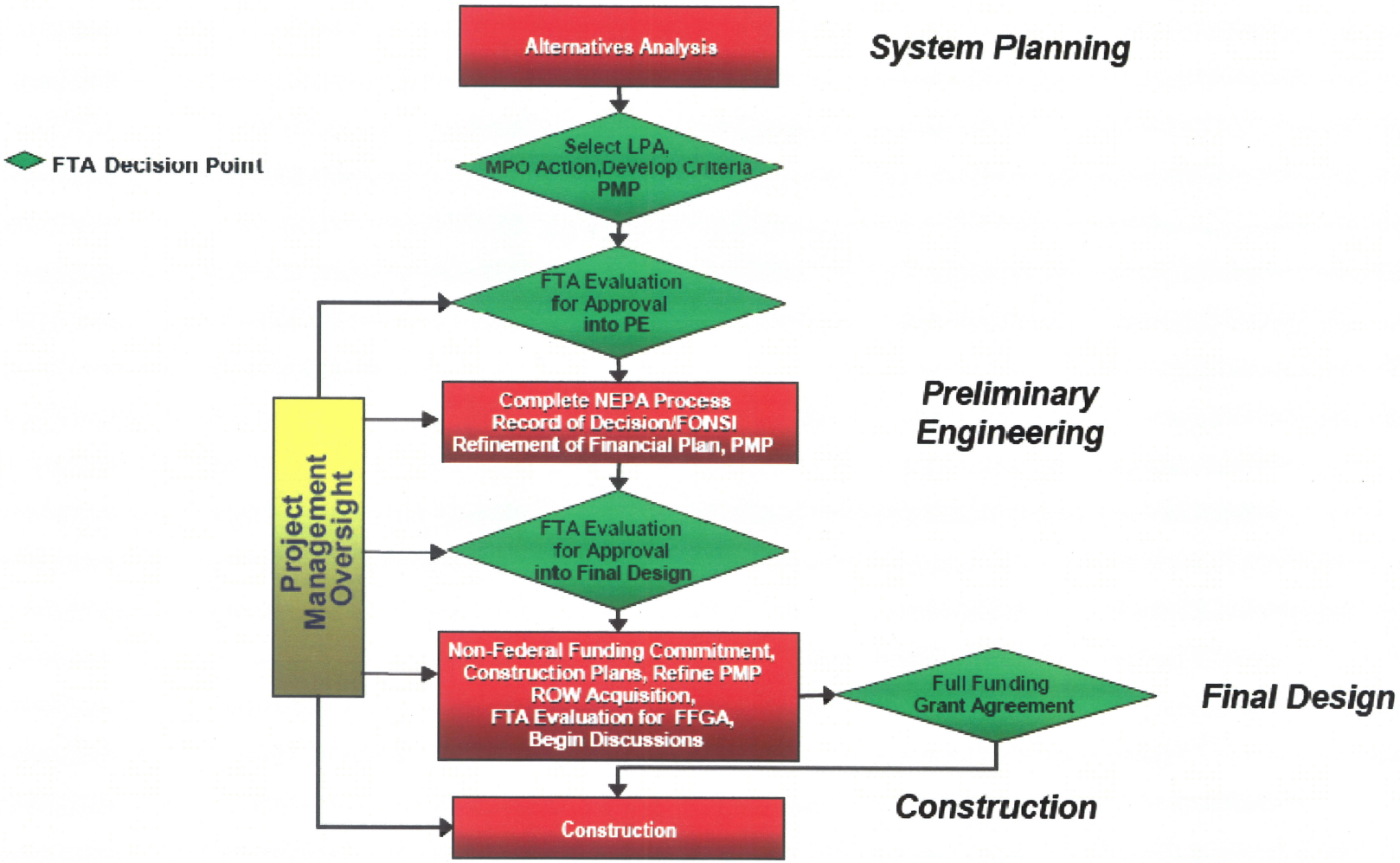


Exhibit 4 – The FTA New Starts Process

JANUARY 2008

PURPLE LINE FUNCTIONAL MASTER PLAN

PURPOSE AND OUTREACH STRATEGY REPORT

MONTGOMERY COUNTY PLANNING DEPARTMENT

THE MARYLAND–NATIONAL CAPITAL PARK AND PLANNING COMMISSION

PURPOSE AND OUTREACH REPORT

PURPLE LINE FUNCTIONAL MASTER PLAN

TABLE OF CONTENTS

PURPOSE AND OUTREACH REPORT
PURPLE LINE FUNCTIONAL MASTER PLAN

INTRODUCTION

This Purpose and Outreach Report for the Purple Line Functional Master Plan describes the rationale or need for the Plan, the geographical and demographic characteristics of the area covered by the Plan, an overview of current major issues related to the Purple Line alignment and mode (Light Rail or Bus Rapid Transit), and the proposed schedule and outreach strategy for the Plan.

PROJECT HISTORY

Related Adopted Plans

Adopted Plans that include the Purple Line in some form include:

Georgetown Branch Master Plan Amendment – Approved and Adopted January 1990

This Plan provides for the designation of the Georgetown Branch right of way as suitable for use as the Silver Spring and Bethesda Trolley and the Capital Crescent Trail between Silver Spring and Bethesda. The plan includes a single track (as opposed to a double track) over certain segments of the alignment.[1]

Bethesda – Chevy Chase Master Plan – Approved and Adopted April 1990

This Plan reconfirms a light rail and trail combination over the Georgetown Branch alignment between the Silver Spring and Bethesda Central Business Districts (CBDs) as described in the *Georgetown Branch Master Plan Amendment – January 1990.*

Bethesda Central Business District Sector Plan – Approved and Adopted July 1994

This Plan reconfirms the connection of light rail service to the Silver Spring CBD using the Georgetown Branch right of way, with a terminal located near the south entrance to Metro in the Bethesda CBD Metro Core.

[1] Additional detail on the extent of the single track configuration is presented on page 9 of this report.

Silver Spring CBD Sector Plan – Approved February 2000 and Adopted March 2000

This Plan reconfirms the Georgetown Branch Transitway as part of the design consideration for the new Transit Center in the Silver Spring CBD. The Plan does not preclude consideration of a Purple Line north or east of the Silver Spring Transit Center but does call for the Sector Plan to be revisited to consider any changes to right of way or easement acquisition, land use, design, and zoning recommendations, should it be determined that it would be desirable and feasible from a regional perspective.[2] This is important with respect to this Functional Master Plan in that one purpose of the Functional Master Plan is to provide more specific policy guidance on a Purple Line alignment east of the Silver Spring Transit Center. This policy guidance is expected to be adopted to a large extent in concurrence with the state and federal decision-making schedule and will therefore be in place to guide land use planning efforts and transportation decisions during Purple Line implementation.

East Silver Spring Master Plan – Approved and Adopted December 2000 and *Takoma Park Master Plan – Approved and Adopted December 2000*

Both of these plans include recommendations to provide rail transit stops along University Boulevard and at New Hampshire Avenue and at Piney Branch Road if a rail transit system is approved for the route along University Boulevard. Maps in both plans depict an alternative rail alignment connecting the Silver Spring Transit Center with a Takoma / Langley Transit Center.[3]

Prior Related Study Efforts

A number of prior studies focused on how to connect the east and west segments of the Metrorail Red Line. These studies include the following:

East - West Transitway Feasibility Study (Montgomery County Department of Transportation), April 1986

Georgetown Branch Corridor Study Final Report (Montgomery County Department of Transportation), May 1989

Georgetown Branch Major Investment Study / Draft Environmental Impact Statement, Maryland Transit Administration (MTA), 1996.

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[2] See *Silver Spring CBD Sector Plan*, February 2000, page 100, for full discussion.
[3] See *East Silver Spring Master Plan*, December 2000, page 83, and *Takoma Park Master Plan*, December 2000, page 103.

Georgetown Branch Transitway Terminal Stations Study (WMATA), June 2001

Metrorail Purple Line Loop from Silver Spring to Medical Center Metrorail Stations Review (M-NCPPC), January 2003

Purple Line (Bethesda to New Carrollton) – Transit Oriented Development Assessment, Maryland Department of Transportation (MDOT), January 2003.

Purple Line (Silver Spring to New Carrollton) Line and Grade Study, Washington Area Metropolitan Areas Transit Authority (WMATA), February 2003.

Capital Beltway / Purple Line Study – Findings and Recommendation Report, Maryland State Highway Administration (SHA) and MTA, March 2003.

Jones Bridge Road – Purple Line Busway Alternatives Analysis (M-NCPPC), June 2003

The above studies are important in that each addresses, in varying degrees, the feasibility of alternative alignments and modes for enhancing east - west travel by public transit, a key strategy set forth in the *General Plan Refinement.*[4] Of particular importance is the *Georgetown Branch Corridor Study Final Report* that was completed in May 1989. The *Georgetown Branch Master Plan Amendment* of January 1990 recommendations are based specifically on the recommendations and findings of the May 1989 study.

Current Study Effort

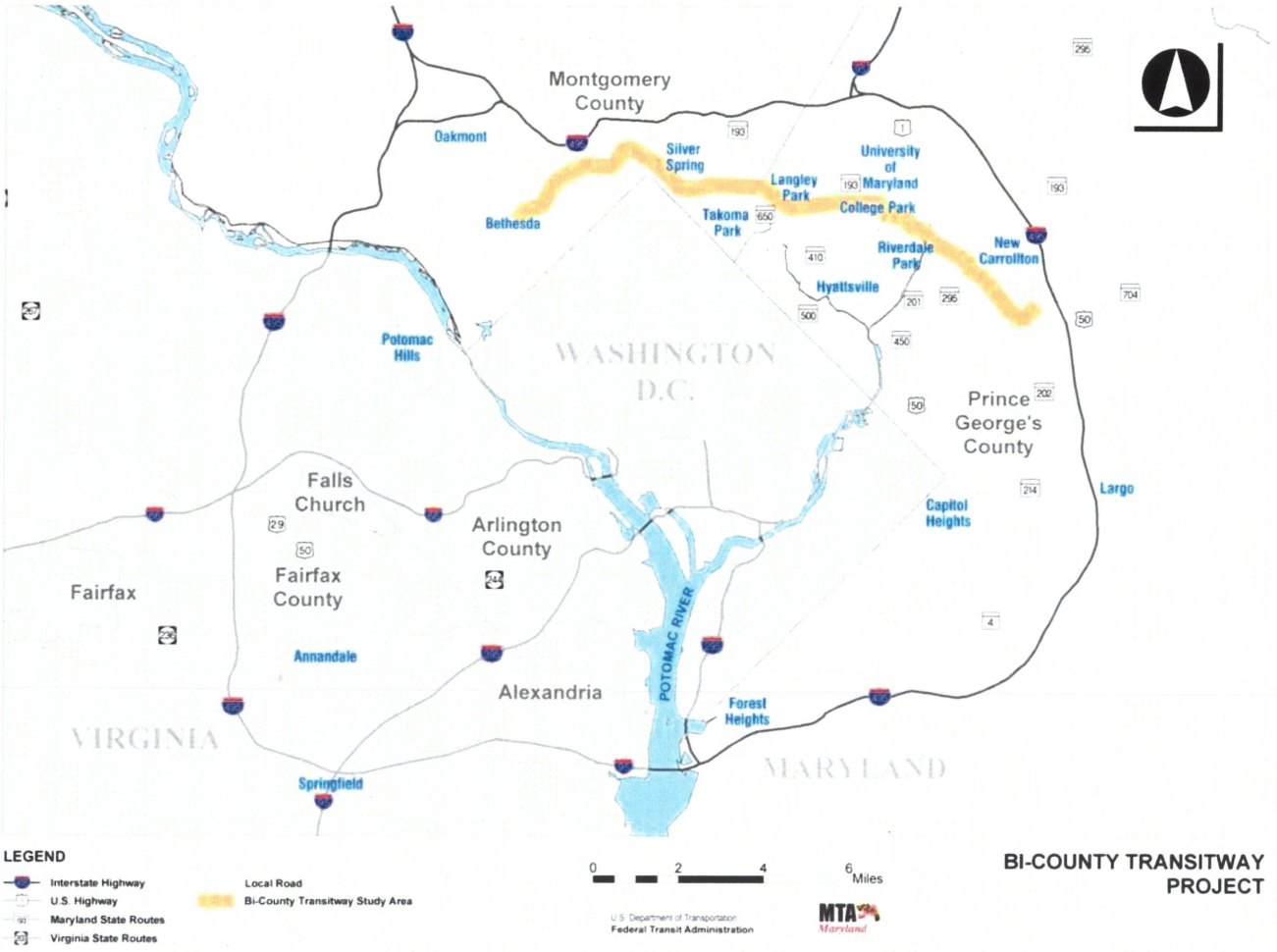
The current Purple Line Study is being conducted by the MTA under guidelines established by the Federal Transit Administration under its "New Starts" project planning program for fixed guideway facilities. The study is examining the relative merits of different alternative alignments for either Light Rail or Bus Rapid Transit between the Bethesda and New Carrolton Metrorail Stations. Exhibit 1 depicts the study area.

There are multiple stages to the "New Starts" process and the part that includes the analysis of the alternatives that is currently underway is the Draft Environmental Impact Statement / Alternatives Analysis (DEIS/AA). The initial definition of alternatives began in the fall of 2004. The current schedule calls for the completion of the DEIS/AA in the spring of 2008. Additional detail on the alternatives under consideration in the DEIS/AA is presented in the following section of this report and also on the study web site at: purplelinemd.com

It is important to note that this Purple Line Functional Master Plan will rely heavily on the data collection and analysis that is to be provided by the DEIS/AA. In that

[4] *General Plan Refinement of the Goals & Objectives for Montgomery County*, December 1993, page 63.

EXHIBIT 1 - PURPLE LINE (FORMERLY BI-COUNTY TRANSITWAY) STUDY AREA



regard, the Master Plan schedule that is presented in the last section of this report is dependent upon (in part) on the completion of certain elements of the DEIS/AA.

Other Ongoing Planning Efforts

Montgomery County and Prince George's County have begun joint pre-planning work for a Takoma / Langley Park Sector Plan that will address land uses in the vicinity of a future Purple Line station at University Boulevard and New Hampshire Avenue. All currently proposed alignments include a transit station at this location. In addition, Prince George's County is beginning to update its Master Plan of Transportation.

PURPOSE OF THE PURPLE LINE FUNCTIONAL MASTER PLAN

The purpose of the Purple Line Functional Master Plan is to identify the specific alignment and station locations within Montgomery County so that existing and future Master, Sector, Station Area and other plans will have adopted policy guidance as to the location, mode, function and general operational characteristics of the Purple Line.

Statutory Basis for Functional Plans

The statutory basis for Functional Master Plans is found in the Maryland Code. More specifically, Title 7 of Article 28 states:

> *"The Commission may make and adopt and from time to time amend, and the district councils may approve and amend, functional master plans for the various elements of the general plan, including but not limited to master plan of highways, mass transit that includes light rail and bus ways, hospitals and health centers, parks and other open spaces, police stations, fire stations, and utilities."*

The statue also notes:

> *"Each functional master plan or amendment thereto, shall be an amendment to the general plan if so designated by the appropriate district council."*

Master Plans Affected By the Purple Line Functional Master Plan

Once approved and adopted, the Purple Line Functional Master Plan would (if so designated by the District Council as noted above) stand as an amendment to the following plans in Montgomery County:

- *Georgetown Branch Master Plan Amendment – Approved and Adopted January 1990*
- *General Plan (On Wedges and Corridors) for the Physical Development of the Maryland – Washington Regional District within Montgomery County, as amended*
- *The Master Plan of Highways within Montgomery County, as amended*
- *Bethesda – Chevy Chase Master Plan – Approved and Adopted April 1990*
- *Silver Spring CBD Sector Plan – Approved February 2000 and Adopted March 2000*
- *Countywide Bikeways Functional Master Plan – Approved and Adopted March 2005*
- *East Silver Spring Master Plan – Approved and Adopted December 2000*
- *Takoma Park Master Plan – Approved and Adopted December 2000*
- *Bethesda CBD Sector Plan – Approved and Adopted July 1994*

Issues in the Context of Adopted Plans

There are a number of issues (alignment, mode, etc.) related to the Purple Line that are currently being examined in the DEIS/AA effort led by the MTA. It is important to note major issues that exist *in the context of adopted plans* and the MTA effort now underway. Of particular note are the following issues:

Study Area

The current adopted plans include a facility (the Georgetown Branch Trolley) that begins just west of the Bethesda Metrorail Station near Woodmont Avenue and Bethesda Avenue and ends near the Silver Spring Metrorail Station south of Ripley Street.

The DEIS/AA process that is currently underway includes a facility that begins just west of the Bethesda Metrorail Station near Woodmont Avenue and Bethesda Avenue and ends at the New Carrolton Metrorail Station in Prince George's County (see Exhibit 1). The last major station stop in Montgomery County is in the Takoma / Langley Park International Crossroads Area at University Boulevard and New Hampshire Avenue.[5]

This expansion of the study area is important for a number of reasons (land use, ridership, cost, etc.) but most importantly from a planning and policy perspective in that there is no adopted plan (including the regional Transportation Planning Board's Constrained Long Range Plan for 2030) that includes a specific Purple Line alignment east of the Silver Spring Transit Center.

[5] The ultimate station location in the Takoma / Langley Crossroads area could be in Prince George's County as the county boundary is in this area.

This Purple Line Functional Master Plan will therefore include an area and alignment that extends from Bethesda to the Takoma / Langley Park International Crossroad Area.

Double or Single Track

The Georgetown Branch Trolley track between Bethesda and Silver Spring is a distance of 4.4 miles (22,585 feet). Of the 4.4 miles (22,585 feet) of track, only 1.6 miles (8,320 linear feet) consisted of double track.

All of the light rail alternatives being examined in the DEIS/AA now underway include a double track corridor.

As a result, the Functional Master Plan will either confirm or modify what is currently a single-track alignment (going east) over the following (approximate) segments.

- Pearl Street through Columbia Country Club to a point just west of Connecticut Avenue (MD 185)
- Beginning just west of Jones Mill Road and extending over Rock Creek Park
- From Stewart Avenue south along the CSX right of way to Springwood Drive South
- Apple Avenue to just south (or east) of Colesville Road

Mode

The *Georgetown Branch Master Plan Amendment* includes a recommendation that the service be provided by trolley or light rail vehicles. The DEIS/AA being conducted by the MTA is examining both light rail transit (LRT) and bus rapid transit (BRT).

The Functional Master Plan will either confirm LRT as the preferred mode or introduce BRT as an option in some manner (e.g., phase and/or segment). The Functional Master Plan is not expected to consider heavy rail (Metrorail-type cars) or any other mode other than LRT or BRT. The ultimate decision as to the preferred mode will be based upon a number of factors, including the analysis provided in the DEIS/AA and the subsequent selection of a Locally Preferred Alternative by the State with input from local policy makers and extensive public input.

Alignment

The *Georgetown Branch Master Plan Amendment* includes an alignment that extends from Bethesda to Silver Spring using the Georgetown Branch and CSX

right of ways for both the Trolley and the Capital Crescent Trail. Conceptual working drawings of this alignment as currently included in the development of the DEIS/AA by the MTA are presented in Appendix A for reference.

The DEIS/AA process is considering one other major alternative alignment between Bethesda and Silver Spring. The alignment under consideration would use Jones Bridge Road instead of the Master Plan alignment for the segment between Bethesda and the point where Jones Bridge Road and Jones Mill Road intersect, after which the alignment would join the Master Plan alignment, continuing into Silver Spring.[6] The Planning Board and County Council reviewed this alignment in some detail in 2003.[7] Both the Planning Board and Council are on record as opposing the Jones Bridge Road segment of this alignment.[8]

As noted previously, the MTA analysis is considering alignment alternatives east of Silver Spring in areas where there is no Master Plan guidance for a specific alignment of the Purple Line. These alternative alignments are briefly reviewed in the next section of this report.

Technology

The light rail system recommended in the *Georgetown Branch Master Plan Amendment* is to be powered by electricity that is provided through an overhead catenary system.

As noted above, the DEIS/AA underway is considering both LRT and BRT modes. The LRT vehicles would be powered through an overhead catenary system. LRT vehicles can vary in size – widths vary from 8.5 feet to 9.5 feet and the length of a one piece car can vary from 50 feet to 67 feet. Articulated cars can vary in length from 70 to 95 feet.[9] The streetcars in service in Portland, Oregon are about eight feet wide, 66 feet long, and have a maximum operating speed of 31 mph.[10] BRT systems are in place that use any number of propulsion systems, including conventional internal combustion (using low-sulfur diesel fuel or compressed natural gas), electric trolley buses in single or dual modes (using the catenary system for electric power distribution), and hybrid – electric. While not currently available in standard production, buses powered by hydrogen fuel

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[6] This alignment is being considered for Bus Rapid Transit only.

[7] See staff report at: http://www.mc-mncppc.org/board/meetings_archive/03_meeting_archive/agenda_062603/item12_062603.pdf

[8] The decision opposing the Jones Bridge Road alignment in June 2003 and the decision to move ahead with project planning for the "Inner" Purple Line in January 2003 in lieu of the Purple Line Loop were made in advance of knowledge of the closure of Walter Reed Army Hospital. Some MPAG members believe that fact alone is reason to reconsider those positions. See page 15 for additional detail under the discussion about the Inner Purple Line vs. Purple Line Loop.

[9] This is Light Rail Transit, Transportation Research Board E-Circular Number E-C033, July 2001

[10] Tri Met, Portland Street Car specifications on lightrail.com

cells are seen as a potential promising technology.[11] The maximum operating speed would vary – likely between 35 to 45 mph.

There are also new features common to both the LRT and BRT applications under consideration in the DEIS/AA. Examples include low floor vehicles for ease and efficiency in boarding and alighting, electronic fare collection in advance of boarding, lower noise levels, greater distances between stops than conventional local bus service, and customer access to real time schedule information, among other features.

Advances in technology will continue and it will be imperative through project planning, preliminary engineering, and final design to keep abreast of the latest advances so that available cost effective features are given consideration in the design and operation of the system. Of particular applicability in the case of the Purple Line will be the need to employ the latest in design technology as a means of mitigating any potential impact upon established neighborhoods, existing parkland, and the interim Capital Crescent Trail.

Station Locations

The *Georgetown Branch Master Plan Amendment* includes the following stations along the alignment:

- Bethesda Terminal Station
- East – West Highway Station (Future or Second Phase Station)
- Chevy Chase Lake / Connecticut Avenue Station
- Jones Mill Station (Future or Second Phase Station)
- Lyttonsville Station
- Woodside (16th Street Station – Also a Future or Second Phase Station)
- Spring Street Station (Local Station – Non-Peak, Evening, and Weekend Service Only)
- Silver Spring Terminal Station

The DEIS/AA process has identified potential station locations along the Master Plan alignment that include:

- Bethesda Terminal Station
- Chevy Chase Lake / Connecticut Avenue Station
- Lyttonsville Station
- 16th Street Station (either north or south of 16th Street)
- Silver Spring Transit Center

[11] Characteristics for Bus Rapid Transit for Decision Making, USDOT, August 2004.

This Functional Master Plan will either confirm or modify the station locations noted in the Georgetown Branch Master Plan and will also recommend station location and characteristics east of Silver Spring to the County boundary near the intersection of New Hampshire Avenue (MD 650) and University Boulevard (MD 193).

Operations and Maintenance (Yard and Shop) Location

The *Georgetown Branch Master Plan Amendment* included a recommendation for an operations and maintenance facility adjacent to the Lyttonsville Station. This Functional Master Plan will either confirm or modify the location for this facility. At this point in the DEIS/AA process, there are no plans to locate an operations and maintenance facility within the County at any location other than the location in Lyttonsville. There is also a plan to locate a second operations and maintenance facility in Prince George's County. The likely allocation of equipment and activities between the two sites is unknown at this time.

Exclusive Right of Way and Grade Separation along the Alignment

The *Georgetown Branch Master Plan Amendment* envisions a trolley operating over a right of way shared with the Capital Crescent Trail from Woodmont Avenue to Talbot Avenue, just north of Rosemary Hills Elementary School. The trolley and trail would cross over Connecticut Avenue based upon the recommendations in the Plan. The DEIS/AA that is now underway includes alternatives that feature both at-grade and aerial crossings of Connecticut Avenue.

The *Georgetown Branch Master Plan Amendment* also recommends that the trolley and trail go across Jones Mill Road in a tunnel. The DEIS/AA includes one build alternative (Low Investment BRT via Jones Bridge Road) that assumes an at-grade crossing of Jones Bridge Road.

One of the most challenging design aspects of the plan involves how to access the CSX right of way to connect with the Silver Spring Transit Center. The *Georgetown Branch Master Plan Amendment* recommends an underpass to access the east (or north) side of the CSX right of way. The DEIS/AA is examining alternative concepts that include alignments on either the east (or north) or west (south) sides of the CSX right of way with the east side access provided by an aerial structure, either east or west of the Falklands Apartments (depending upon the option).

More generally, the adopted *Georgetown Branch Master Plan Amendment* recommends a trolley that operates over an exclusive right of way (excluding any consideration of the trail). The DEIS/AA includes some BRT and LRT alternatives that are either using a shared right of way in a dedicated lane or an exclusive right of way with at-grade crossings.

This Functional Master Plan will either confirm or modify the previous recommendations related to the issues of right of way exclusiveness and grade separation at conflict points.

Other Issues

In addition to the differences between the Georgetown Branch Master Plan and other adopted plans and the current DEIS/AA, there are additional issues related to alignment and mode that will be addressed along the entire segment – the segment between Bethesda and Takoma Park / Langley Park. These issues include:

Neighborhood Impact

A number of concerns have been raised about potential impacts upon established neighborhoods along the alignment alternatives. These concerns have been expressed through both the MTA's Community Focus Group outreach effort and by some members of the Master Plan Advisory Group (see following section for a more extensive discussion of issues raised by the Master Plan Advisory Group).

Residents in neighborhoods in East Silver Spring, in East Bethesda, the Town of Chevy Chase, and Chevy Chase Lake have expressed concern as have residences or businesses along Jones Bridge Road, Briely Road, Altimont and Susanna Lanes, Coquelin Terrace, Edgevale Court, Wayne Avenue, Silver Spring Avenue, Thayer Avenue, Sligo Avenue, and Bonifant Street, among other locations.

The outreach effort will need to continue and build upon the effort conducted by the MTA as it finalizes the DEIS/AA. Efforts will be made to insure that each neighborhood is afforded ample opportunities for input prior to all applicable study milestones. The identification of the need for mitigation of impacts is an important part of the DEIS/AA and National Environmental Policy Act (NEPA) process. The identification of mitigation measures and the extent or scope of the mitigation must be consistent with applicable federal, state, and local regulations.

Development Activity

While this plan (as a Functional Master Plan) will not recommend changes in existing zoning, it will result in adopted policy guidance for the protection of the selected alignment, something that does not currently exist east of the area where the Silver Spring Transit Center is located. Community outreach efforts need to include entities that have an interest in the alignment location and configuration – both in neighborhoods and in commercial and industrial areas.

Trail Compatibility and Connectivity

There are a number of stakeholders that are concerned that the Capital Crescent Trail will not function as well if the Purple Line is built in the same right of way. The MTA project team is currently addressing this important issue and those findings should be included as part of the outreach effort so that these individuals and groups can respond.

Input On Alternatives Analysis Outside of Formal Hearing Process

The current schedule calls for the DEIS/AA to be completed sometime in spring 2008. Upon completion, data (e.g., travel time savings, environmental and neighborhood impacts, costs, etc.) will be made available. Once available, the outreach process for the Functional Master Plan will be used (in addition to the DEIS/AA public hearing process) to provide an informal setting for questions and input at a neighborhood or area level similar to the Focus Group sessions employed by the MTA throughout the DEIS/AA process. These sessions would take place after the publication of the DEIS/AA but before the selection of a Locally Preferred Alternative. The sessions could be held in conjunction with the MTA outreach effort or separately. The overall objective of the sessions would be to provide a mechanism for neighborhood input on the DEIS/AA in advance of formal hearings.

Environmental Protection and Park Impacts

The outreach process will need to include public, private, and non-profit stakeholders with a focus on environmental protection and limiting park impacts. The Purple Line under any option will involve construction activity in or near forested and park areas, stream valleys, residences, and other sensitive areas.

Community Facilities and Historic Sites

The outreach process will also include organizations with an interest in community facilities and historic sites that could be displaced or impacted by the Purple Line. The MTA project team includes consultants with experience in the documentation of historic sites and structures and the development of mitigation measures where applicable.

Funding, Schedule, and Phasing

While it is not anticipated that the Functional Master Plan will address funding specifically, the outreach effort should solicit input on phasing of the project. The DEIS/AA process has clearly established this issues as one of concern to stakeholders and given the known funding constraints, it is important to get more formal input on this issue from stakeholders and the public in general. At this

point, the MTA has indicated that under the most optimistic schedule, construction of the Purple Line could not commence before 2012 and would not be completed before 2015.[12]

Issues Raised by the Master Plan Advisory Group (MPAG)

Given the scope of the Purple Line project and planning effort, the staff recommended that a MPAG be appointed by the Planning Board. The MPAG consists of County residents and exists to advise and provide input to the Planning Board and staff on key issues throughout the review of the DEIS/AA and the development of the Functional Master Plan. The MPAG was appointed by the Planning Board on September 27, 2007. As of this writing, the MPAG has met four times. The staff also conducted two orientation sessions in advance of the first regular meeting. Issues identified to date by different members of the MPAG include the following (in no particular order or priority):

Inner Purple Line vs. Purple Line Loop

Some members of the MPAG and meeting attendees believe that the MTA should be evaluating the Purple Line Loop – a proposal that called for connecting the Silver Spring Metrorail station with the Medical Center Metrorail station using current Metrorail (i.e., heavy rail) technology. This alternative was considered by the Planning Board and County Council in January 2003 and was rejected in favor of continuing the project planning for the Inner Purple Line.[13]

The Inner Purple Line alignment is over the Georgetown Branch Trail and is referred to as the "Master Plan" alignment in the current DEIS/AA study.

Those in favor of evaluating the Purple Line Loop have cited (1) the need to avoid impacts to the trail, (2) the closing of Walter Reed Army Medical Center and associated increase in staff (2,500 employees) and patients and visitors (estimated 484,000 annually) to the National Naval Medical Center in Bethesda, and (3) better compatibility with the existing Metrorail system as some of the reasons to reconsider this alternative. Those supporting re-consideration of the Purple Line Loop note that the January 2003 decision not to proceed with any further analysis was made without knowledge of the planned closure of the Walter Reed Army Medical Center.

The MTA position on the Purple Line Loop and other alternatives considered at previous points in the study process is outlined on the MTA project website.[14]

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[12] Purple Line Project Briefing, Montgomery County Council Transportation and Environment Committee, July 12, 2007

[13] The staff report on this issue can be reviewed at: http://www.mc-mncppc.org/board/meetings_archive/03_meeting_archive/agenda_013003/agenda_013003.htm

[14] *See* http://www.purplelinemd.com/linked_files/2004-5%20Scoping%20Process%20Report%20.pdf (page 27).

The staff position on this issue is that any independent evaluation and consideration of alternatives outside of those under consideration by the MTA cannot be undertaken as part of the development of this Purple Line Functional Master Plan. It is outside the scope of our approved work program.

Interim Capital Crescent Trail (CCT)

Some MPAG members and meeting attendees can be described as against any transit facility that would use the Georgetown Branch right of way. Their primary concern is the potential from their perspective that the Purple Line would fundamentally change the character of the trail, result in a significant loss of trees and a general degradation of the natural environment, and is not compatible with adjacent residential development. They point out that more than 10,000 trail users have signed petitions asking that the Purple Line be in a tunnel similar to Metrorail or put somewhere else, such as the Purple Line Loop.

CCT Connection with Metropolitan Branch Trail

There is concern among some about the transition into and out of the Silver Spring Transit Center, including the ability to provide for a trail connection over Colesville Road.

The staff position with respect to the trail is that the Purple Line and the adjacent trail are master planned facilities and the purpose of the DEIS/AA is to document the impacts of the various alternatives – both positive and negative.

Single Track vs. Double Track

Some members of the MPAG believe that the DEIS/AA should be reviewing at least one alternative that includes a single track configuration over parts of the Master Plan alignment - consistent with the adopted Georgetown Branch Master Plan.

Other members of the MPAG believe that it is too early in the process to discount the potential to utilize innovative design along the segment that could lessen the impact on the surrounding environment while avoiding any appreciable reduction in service frequency or travel time.

The staff believes the MTA has made a case to date that a two track alignment and trail can be physically accommodated in all but the tunnel area at the end of the line in Bethesda. How the trail is accommodated in the tunnel area requires additional review. The current concept design provides for a vertical space of about eight feet to accommodate someone on the trail above the Purple Line vehicles. The staff believes that a single track alignment along selected segments would likely have less impact on the current trail than a double track

alignment but also would likely result in less frequent service and additional travel time.

Support for the Master Plan Alignment, and Light Rail Mode in a Double Track Configuration

Some members and organizations support the alternatives that include the Master Plan alignment and light rail mode with a double track configuration. They also have expressed the belief that the trail can be designed in a manner that is compatible with light rail operation over the Georgetown Branch right of way and note that the right of way was purchased for the purpose of providing a transit connection.

As noted above, the "Master Plan" alignment and light rail alternative is essentially the alignment designated in the adopted Georgetown Branch Master Plan. The staff evaluation of the build alternatives in the DEIS will take into account that fact and will also take into account other factors, including the DEIS/AA findings related to ridership, costs, and impacts, community input, and the ability to fund the respective alternatives.

Benefits of the Purple Line

Some members of the MPAG believe the benefits of the Purple Line are significant and include, among other things: (1) better east - west connectivity by providing improved travel time between major activity centers and the two segments of the Metrorail Red Line, (2) improved travel options for residents residing in areas of high transit dependency, (3) improved travel options within a corridor with a significant inventory of affordable housing – relative to other areas in the County, (4) improved access to job centers in Bethesda, Silver Spring, and White Oak (via shorter shuttle time) and (5) a viable way to support sustainable growth in the southern part of the County.

Recently released preliminary ridership estimates range from 29,000 to 47,000 daily boardings in 2030. Capital cost estimates in 2007 dollars range from $450 million to $1,790 million.

The staff has reviewed these initial estimates in the context of other projects in the FTA "pipeline" and believes that these preliminary estimates are generally similar with respect to capital cost and ridership at this point in the analysis.

Alignments through East Silver Spring

Some members and organizations remain concerned about potential impacts in East Silver Spring.

Bonifant Street and Wayne Avenue

There are concerns about an at-grade alignment along Wayne Avenue and the potential impact on traffic on Wayne Avenue itself, in the surrounding neighborhoods, and in accessing and moving through the Silver Spring CBD by the taking of two of two lanes of traffic on Wayne Avenue. Other concerns include potential takings, the loss of on-street parking, pedestrian safety, and potential adverse impacts to three schools, a church, an assisted living facility, and the proposed Old Blair auditorium renovation project, all of which are on Wayne Avenue. There is also concern that an at-grade alignment along Bonifant Street and Wayne Avenue will be too slow to offer any travel time savings. Some are concerned that a Purple Line will actually reduce access to transit as Ride-On buses are re-routed.

There is a concern about the impact on community traffic if Bonifant Street is one-way. The impact to businesses that have no rear access for deliveries and the loss of street parking are also of concern.

Silver Spring Avenue / Thayer Avenue

There are concerns about the Silver Spring/Thayer route and the loss of parkland, loss of on-street parking, a potential open tunnel on a residential street, and the potential impact on homes with tunnels proposed under them. There is considerable concern about the possibility of a station on Fenton Street and the potential of overlay zoning within 800 feet of a station impacting the adjacent neighborhood.

Some MPAG members also expressed concerns as to whether all efforts have been made, as stated in MTA goals, "to minimize and mitigate impacts to the natural and human environment" of East Silver Spring neighborhoods and small businesses.

With respect to East Silver Spring in general, there are some members of the MPAG that believe that every effort should be made to provide for a bored tunnel segment that would extend from the Transit Center to Long Branch. Finally, there is concern among some about the transition into and out of the Silver Spring Transit Center, including the ability to provide for a trail connection over Colesville Road.

The staff will evaluate the alternatives contained in the DEIS/AA in the context of the community's many concerns. The staff believes the MTA is aware of, and has been responsive to, many of these concerns as the alternatives have evolved. One issue of note is the need to review the analysis of the rail or bus operation (and interface with traffic) on Wayne Avenue using computer simulation. This technique has been used for the Purple Line alignment on Campus Drive on the University of Maryland campus and could prove beneficial in analyzing what is

now the longest remaining at-grade segment under consideration through East Silver Spring. The MTA has recently indicated that they will present these findings to two citizens' associations in East Silver Spring.

As for looking at the feasibility of a tunnel that would extend from the Transit Center to the Long Branch area, the MTA project team has indicated that it is "not feasible from a cost standpoint" – i.e., it would result in a costs high enough to result in a project that would not be able to compete for limited federal funds for construction. Some members of the MPAG take issue with the MTA position on this issue absent any formal evaluation or model run that would take into consideration the decrease in travel time that would be attributable to the longer tunnel segment. Travel time savings are an important part of the FTA rating process.

The Schedule for the Review of the DEIS/AA and the Development of the Staff Draft of the Purple Line Functional Master Plan.

Members of the MPAG expressed various concerns about the schedule – most often focusing on the question of the sequencing of any decision on the Locally Preferred Alternative (LPA) and the development of the Staff Draft of the Functional Master Plan. After considerable discussion, the recommended approach was to complete the review of the DEIS/AA and selection of the LPA and then move ahead with the development of the staff draft of the Functional Master Plan.

The staff has included in this Purpose and Outreach Strategy Report a schedule that is consistent with the sequencing described above – i.e., completion of the DEIS/AA review and LPA selection prior to development and review of the staff draft of the plan . The schedule also includes a DEIA/AA review period of 90 days. This is twice as long as the minimum 45 day "circulation" period required by federal regulations. The staff believes the additional time is required given the scope of the project.

<u>DEIS/AA Alternatives Retained For Detailed Study (ARDS)</u>

While the Purple Line Functional Master Plan will rely on prior studies in reaching recommendations on alignment and mode, it will be particularly reliant on data and analysis developed as part of the on-going DEIS/AA process.

This section summarizes the alternatives that have been retained for detailed study (sometimes referred to as "ARDS"). The descriptions include only the respective segments within the County – from Bethesda to Takoma Park / Langley Park via Silver Spring.[15]

[15] These alternatives are based upon a matrix provided to the Purple Line Combined Project Team by the MTA at a meeting on November 14, 2007.

Alternative 1 – No Build

This is the "baseline alternative" that assumes the status quo.

Alternative 2 – Transportation System Management (TSM) Alternative

This alternative features upgraded transit service with improvements that are not capital intensive. Examples include more frequent service with limited stops, signal prioritization, enhanced shelters and passenger information systems, queue jumpers to improve travel time, etc. The improvements would be for bus service that would operate over existing streets in outside lanes shared with other traffic.

Alternative 3 – Low Investment BRT via Jones Bridge Road

This alternative is characterized by BRT service operating from the Bethesda Medical Center Station in shared lanes via Woodmont Avenue (with a stop at or near the Medical Center Metrorail Station) and Jones Bridge Road until it crosses Jones Mill Road at grade and enters the Master Plan right of way. "Low Investment" in this case refers to the capital cost investment relative to other alternatives and for the most part is a reflection of the extent the alignment is separated from conflict points. In this alternative for instance, the crossings at Connecticut Avenue, Jones Mill Road, and Georgia Avenue (after exiting the Silver Spring Transit Center (SSTC) are all assumed to be at-grade. The alignment enters Silver Spring on the south side of the CSX corridor at grade with 16th and Spring Streets. Access to the SSTC is provided via Spring Street and Second Avenue in shared lanes to Wayne Avenue. All of the other "build" alternatives access the SSTC from the west via the CSX corridor. The primary alignment for this alternative east of the SSTC is along Wayne Avenue at grade to Flower Avenue, Piney Branch Road and then University Boulevard to the planned Takoma Park / Langley Park Transit Center.

Alternative 4 – Medium Investment BRT via Master Plan Alignment

This alignment consists of BRT service operating over the Master Plan alignment. Westbound buses would exit the Master Plan right of way at Pearl Street and operate over a counter-clockwise loop via the Bethesda Metrorail Station and Woodmont Avenue in order to re-enter the Master Plan right of way to proceed eastbound toward Silver Spring. This alternative includes an aerial crossing of Connecticut Avenue and a below grade crossing of Jones Mill Road. The alignment enters Silver Spring on the south side of the CSX corridor at grade with 16th and Spring Streets and then is on an aerial structure east of the Falkland Apartments that crosses over to the north side of the CSX tracks and into the SSTC. The buses would exit the SSTC on Bonifant Street and proceed at grade to Wayne Avenue where they would operate in shared lanes to Flower Avenue and Arliss Street. The buses would then operate in dedicated lanes on

Piney Branch Road and University Boulevard to the Takoma Langley Transit Center before continuing on to the University of Maryland and New Carrollton.

Alternative 5 – High Investment BRT via Master Plan Alignment

"High Investment" BRT consists of the alignment described above for Alternative Four until 16th and Spring Streets where the crossing is below grade. The vehicles would enter the SSTC from the west via an aerial structure east of the Falklands that crosses to the north side of the CSX tracks. Exiting the SSTC buses would access Wayne Avenue via a tunnel and surface just east of Cedar Street, operating in dedicated lanes. In the Long Branch area, the buses would reach Arliss Street from Wayne Avenue via a tunnel under Plymouth Street. West of the SSTC, there are design options for this alternative that include an alignment on the north side of the CSX right of way that is accomplished through an aerial crossing of the CSX right of way just west of the Falkland Apartments. There is another design option east of the SSTC that consists of a deep bore tunnel under Silver Spring and Thayer Avenues. This alignment would surface behind East Silver Spring Elementary School and cross Sligo Creek on an aerial structure before heading on to Flower Avenue and University Boulevard, eventually utilizing a grade separated crossing of New Hampshire Avenue (MD 650).

Alternative 6 – Low Investment LRT via Master Plan Alignment

From Bethesda to the SSTC, this alignment is essentially the same as Alternative Four except that the western terminal point station is in the tunnel under Wisconsin Avenue with the LRT tracks extending west toward Woodmont Avenue. Access to the Bethesda Metrorail Station is provided via high capacity elevators that would connect with the south end of the existing Bethesda Metrorail station platform. In this alternative, the adjacent trail does not extend through the tunnel – it is routed to Elm Street through the park. West of the SSTC, there are design options for this alternative that include an alignment on the north side of the CSX right of way that is accomplished through an aerial crossing of the CSX right of way west of the Falkland Apartments. The light rail vehicles would exit the SSTC on Bonifant Street using a shared lane and proceed at grade to Wayne Avenue where they would operate in a shared lane. In the Long Branch area, the vehicles would reach Arliss Street from Wayne Avenue via a tunnel under Plymouth Street and then at grade in dedicated lanes to the Takoma Langley Transit Center.

Alternative 7 – Medium Investment LRT via Master Plan Alignment

The primary alignment for this alternative is the same as Alternative Six except for an aerial crossing of Connecticut Avenue and the addition of dedicated left turn lanes on Wayne Avenue.

Alternative 8 – High Investment LRT via Master Plan Alignment

In Bethesda, this alternative features the adjacent trail extending through the tunnel (on an elevated path over the LRT vehicles). This alternative (as well as all other "build" alternatives) locates the trail on the north side of the alignment between Pearl Street and a point just west of Jones Mill Road, a change from prior concept plans. Between Bethesda and the SSTC the rest of the alignment is the same as Alternative Seven except that there is a design option to cross the CSX tracks west of the Falklands Apartments rather than east of the apartments (similar to Alternatives Five and Six). Exiting the SSTC, the primary alignment is via a deep tunnel to Wayne Avenue. The Silver Spring Avenue / Thayer Avenue tunnel is a design option for this alternative exiting the SSTC. The remainder of the alignment is the same as Alternative Six and Seven.

Potential Station Locations In the DEIS/AA

The DEIS/AA process at this point has identified the following potential station locations:

- Bethesda Terminal Station
- Connecticut Avenue / Chevy Chase Lake Drive / Newdale Road
- NIH/National Naval Medical Center (Alternative 3 Only)
- Lyttonsville Place / Brookville Road
- 16th Street (on either the north or south side of 16th Street)
- Paul S. Sarbanes Silver Spring Transit Center (SSTC)
- Fenton Street Area (concept location – no specific location identified)
- Wayne Avenue and Dale Drive
- Wayne Avenue and Plymouth Street Area (East of Sligo Creek Parkway)
- Flower Avenue and Arliss Street Area (location is alignment dependent)
- University Boulevard near Gilbert Street
- Takoma Langley Crossroads (the intersection of New Hampshire Avenue and University Boulevard)

At this point in the process, there has been no attempt to identify stations *by phase* as was done in the *Georgetown Branch Master Plan Amendment*.

Schedule for Completion of DEIS/AA

The MTA has indicated that they expect the DEIS/AA to be available for review in late spring 2008. A public hearing would be scheduled in June 2008. Ideally, the MTA would like to be in the position to have received input on the LPA and to have selected a LPA by the end of the summer. Staff has a concern that providing 45 days after the DEIS/AA is made available to complete the formal review and input from resident groups, the Planning Board and other public

bodies is too short of a time period.[16] We believe a more realistic schedule would provide for a 90 day review period. The schedule that is included in this report reflects that longer review period.

Coordination of Purple Line Functional Master Plan Effort and the Purple Line DEIS/AA and LPA

The alternatives development and analysis that will be used for this Purple Line Functional Master Plan is in large part being conducted through the Purple Line DEIA/AA process. There have been instances in the past (e.g., the analysis of the Jones Bridge Road alternative undertaken by M-NCPPC) where a potential alternative has been eliminated from further County consideration outside of the DEIS/AA process and there may possibly be future recommendations that develop as part of the Functional Master Plan process. In general, however, the alternative development and analysis is an activity that the MTA is conducting in close coordination with both the FTA (under its New Starts process) and local agencies.

Given the above, the following allocation of activities is expected between the two efforts:

- The MTA will continue to work toward completion of the DEIS/AA. This and the subsequent timely selection of a LPA are critical to providing guidance for policy and development activity along any selected alignment. Of particular concern is the absence of Master Plan guidance for a specific alignment east of the Silver Spring Transit Center.

- It is recommended that this Functional Master Plan effort include an outreach strategy that complements MTA's community participation process (see following section).

- The County Council should consider the Functional Master Plan for approval as soon as possible after the selection of a LPA – given the established review process for plan adoption. The schedule that is included in this report provides for the completion of a staff draft of the Functional Master Plan about four months after the Planning Board considers a recommendation on the LPA.

PROPOSED OUTREACH STRATEGY AND PROCESS

An effective outreach strategy takes into account the demographics and other characteristics of the area as well as known issues related to the area and plan.

[16] Federal law requires that the "circulation period" (i.e., the period beginning the day the DEIS/AA is first available) must be a minimum of 45 days and that a public hearing must be held. A minimum of 15 days notice must be given for the public hearing.

The study area of the Functional Master Plan falls within three planning areas – Bethesda/Chevy Chase, Silver Spring, and Takoma Park (see Exhibit 2). A brief profile of these areas in presented in this section of the report, along with a discussion of the outreach strategy.

Profile of Study Area

A summary of key demographic variables as well as selected work location and commuting characteristics is presented in Exhibit 3. This data reflects the following:

- The population density is significantly higher on the east side of the study area.
- The population in the east side of the study area is much more diverse.
- Almost half of the population in the study area works in the County.

- Transit mode share is higher than the County as a whole – and on the eastern side of the area is almost double the County average.
- Transit travel times for work trips are shorter and compare better (i.e. are shorter) with auto travel times in all three planning areas when compared to the County as a whole.
- Auto ownership rates and household income are lower on the east side of the study area.

With respect to the Outreach Strategy, the demographic profile indicates a need to be proactive in seeking input from residents, business, owners, and other stakeholders throughout the study area. The outreach effort should also be proactive in its efforts to reach population segments that may have found it difficult to participate in past planning process The area is more dependent upon public transit than the County as a whole and currently benefits from a transit network that is more competitive with the auto for work trips than the rest of the County. A relatively large percentage of the population will have an interest in the outcome.

Given the high mode share for transit, the outreach effort should be structured in a manner that solicits input on bus service adjustments that would be needed to serve the stations along the Purple Line as well as input on the Purple Line alignment and station locations.

Proposed Outreach Strategy and Process

Based on the demographic make-up of the community and technical complexity of this Plan, the proposed outreach strategy and process will include and engage as many stakeholders as possible, with particular attention to persons that currently rely on public transportation.

EXHIBIT 2 – BETHESDA/CHEVY CHASE, SILVER SPRING & TAKOMA PARK PLANNING AREAS

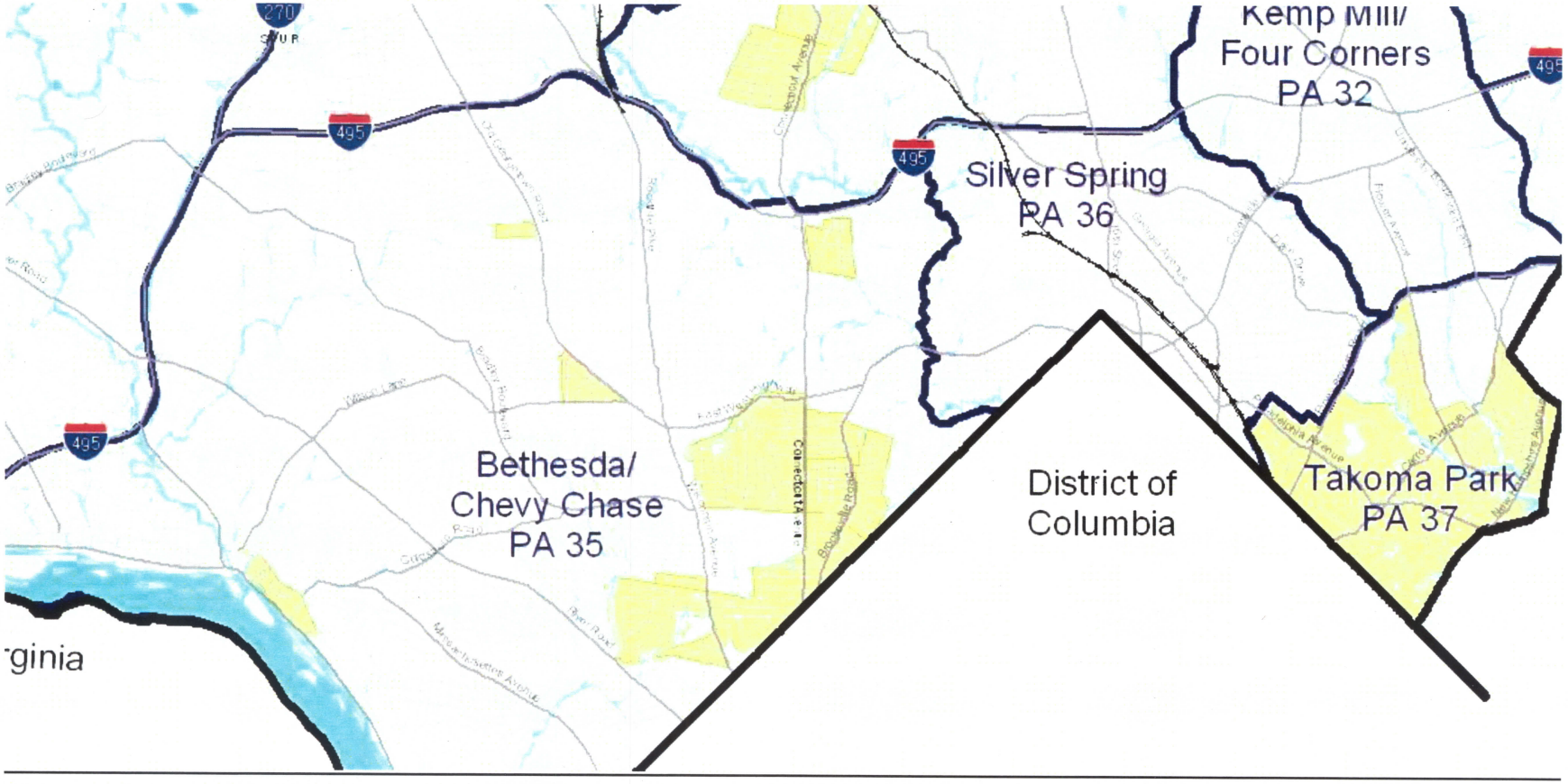


EXHIBIT 3 – STUDY AREA PROFILE AS COMPARED TO COUNTY OVERALL

Variable	County Overall	Bethesda – CC Planning Area	Silver Spring Planning Area	Takoma Park Planning Area
Population				
Total	931,000	92,600	35,860	29,655
Density / Sq. Mile	1,877	4,578	7,770	8,810
Population Age 65 Or Over	11.2%	18.4%	9.9%	9.9%
% Non-White	36.0%	12.4%	44.3%	54.2%
% Speak English Less Than "Very Well"	9.7%	3.8%	8.7%	11.3%
Labor Force Location & Work Trips				
% Working In Montgomery Co.	59.9%	44.9%	40.6%	42.8%
% Working In Prince George's County	5.1%	2.5%	6.7%	10.3%
% Driving To/From Work Alone	72.0%	61.4%	56.5%	56.8%
% Taking Public Transit To/From Work	15.5%	18.5%	29.2%	30.2%
Average Commute Time (Min.) To Work - Overall	31.0	28.5	30.3	30.8
Average Commute Time (Min.) To Work – By Car	29.4	26.8	27.3	27.6
Average Commute Time (Min.) To Work – By Public Transit	48.5	39.3	39.6	38.5
Housing				
% Households Speaking Spanish	12.5%	9.6%	10.8%	20.9%
% With Either One or Two Persons In Household	54.3%	63.7%	70.1%	52.8%
Average Number of Cars Per Household	1.9	1.7	1.5	1.5
Income				
% With 2004 Household Under $70,000	41.0%	24.5%	54.3%	64.1%
% Of Households Spending More Than 30% of Income On Housing	57.6%	52.3%	52.3%	57.8%

Source: 2005 Census Update Survey; Research and Technology Center. M-NCPPC April 2006

This Plan will not recommend zoning and/or land use changes, but will result in policy recommendations to protect the Purple Line transit alignment. The outreach strategy of this planning effort should therefore complement the ongoing outreach activities of the Purple Line Study, which include focus groups that are held for the communities surrounding each of the ten proposed Purple Line Stations.

MTA and M-NCPPC staff will work together on streamlining outreach activities to best fit the proposed goals of each project. In order to fully engage all community stakeholders the following outreach activities are suggested as part of this master plan process:

- **Continue the Focus Group Approach Established by MTA:** Work with and educate community organizations on each agency's planning process. Explain in the discussion that certain communities will also require the development of a Transit Station Sector Plan to guide land use and zoning (e.g. Takoma/Langley Crossroads Sector Plan). Communicate how each planning process specifically affects their communities. These activities would occur as directed by MTA's current schedule.

- **Establish an MPAG:** The Planning Board solicited membership during Spring/Summer of 2007, to create an official Master Plan Advisory Group (MPAG) for this planning process. The MPAG was appointed in September 2007 and consists of interested community leaders who are willing to communicate the activities of this planning process back to their respective communities and solicit their feedback. The responsibility of MPAG members is limited to the production of the Functional Master Plan. Specific responsibilities of the MPAG include the following:

    - Provide input to the Planning Board and staff throughout the evaluation of the DEIS/AA.
    - Develop consensus where possible on key issues in advance of the selection of the LPA.
    - Provide input during the development of the draft Functional Master Plan,

- **Establish a TWG:** Because of the technical nature of this planning effort, a specific group of representatives from state and local agencies has been asked to serve on a Technical Working Group (TWG). The following agencies are represented on this inter-agency working group: MTA, Department of Public Works and Transportation (DPWT), City of Takoma Park, Prince George's County Planning Department, Prince George's DPWT, Town of Chevy Chase, and WMATA. In addition to providing input on technical issues, this group also works to coordinate activities among

the this functional plan effort, the Takoma/ Langley Park Sector Plan, and the Prince George's County (Functional) Master Plan of Transportation.

- **Provision of additional outreach meetings and activities.** Many of the communities affected by this Plan are multi-lingual, multi-cultural and have significant income and auto-ownership disparities when compared to the balance of the county. The unique nature of these communities' demands unconventional planning approaches and dedicated resources to fully implement successful public outreach. M-NCPPC staff proposes, in addition to the proposed outreach activities suggested above, the following strategic activities to engage these communities:

    - **Canvassing**: M-NCPPC staff will distribute informational brochures and flyers describing this planning effort at grocery stores, existing bus stops and other suitable and highly visible locations.

    - **Translating Information:** All significant written information regarding this planning effort will be translated in Spanish and possibly other languages, as needed.

    - **Community Events and Meetings**: On-site community meetings and major community events provide opportunities to educate and engage the public. M-NCPPC staff will use these opportunities to further engage and educate the public on the activities of this Plan.

    - **Planning Process Education:** Educating the public on planning concepts will be incorporated into meetings whenever possible.

- **Public meetings/hearings/work sessions:** The M-NCPPC staff will present findings and draft recommendations to the community and Planning Board following completion of the major milestones of this planning process. The public meetings/hearings are intended to provide opportunity to obtain community input. A minimum of two Planning Boards hearings are anticipated throughout this process – one in advance of the selection of the LPA and one on the staff draft of the Functional Master Plan.

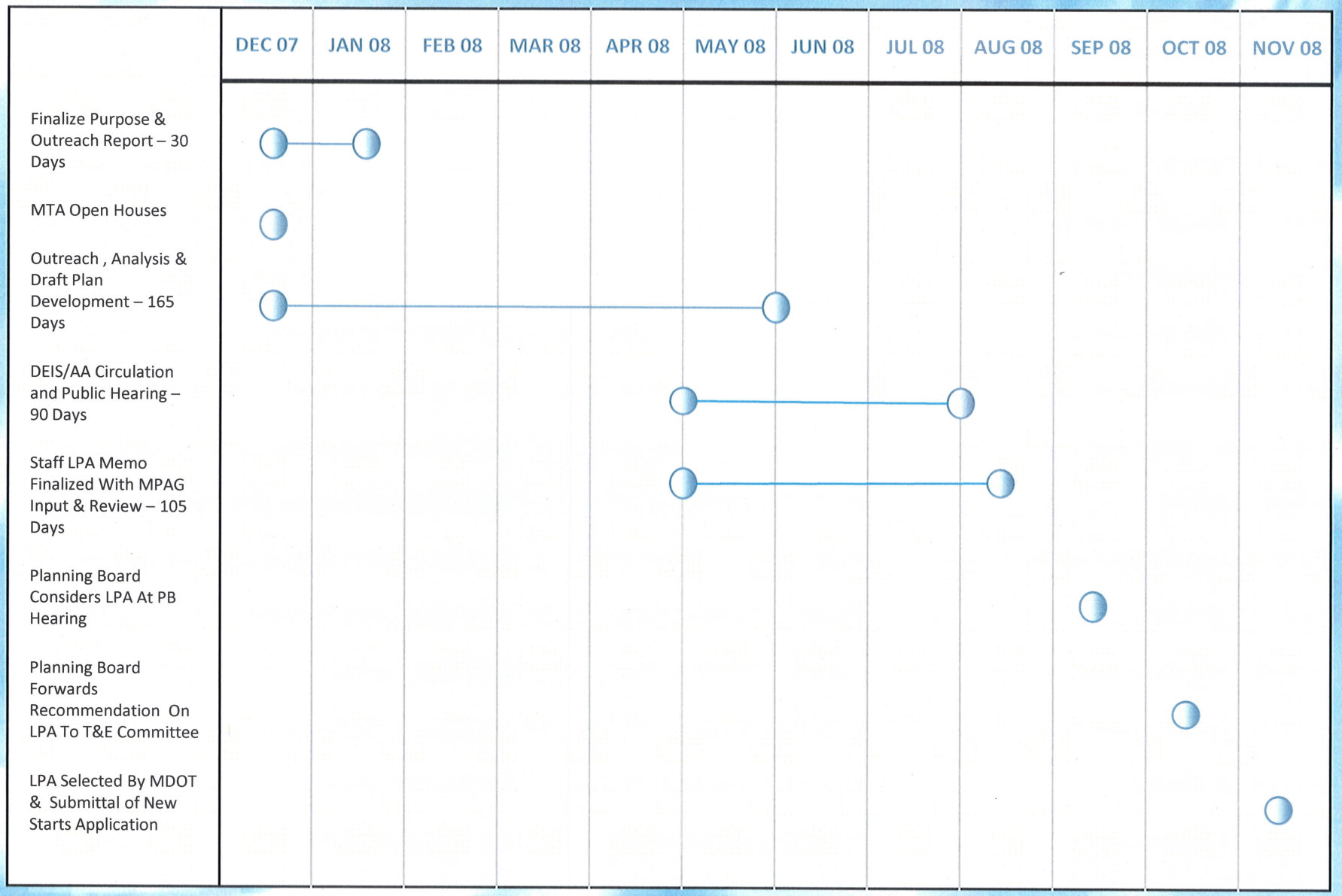
- **Use of Technology:** Particular attention to using a wide variety of techniques to communicate with the public should be implemented. Newer, as well as more traditional approaches will be used to disseminate information. Technology offers various ways to obtain public comment as well as a means to distribute information. A Website and Blog will be used to encourage an ongoing dialogue with the community, the MPAG and M-NCPPC staff. Additionally, all significant information will be available in Spanish as well as other languages as determined on an as needed basis.

A list of the organizations included as part of the current Focus Group exercises currently being conducted by the MTA is presented in Appendix B, along with additional groups that would be contacted as part of an expanded outreach effort.

PROPOSED SCHEDULE FOR THE PURPLE LINE FUNCTIONAL MASTER PLAN

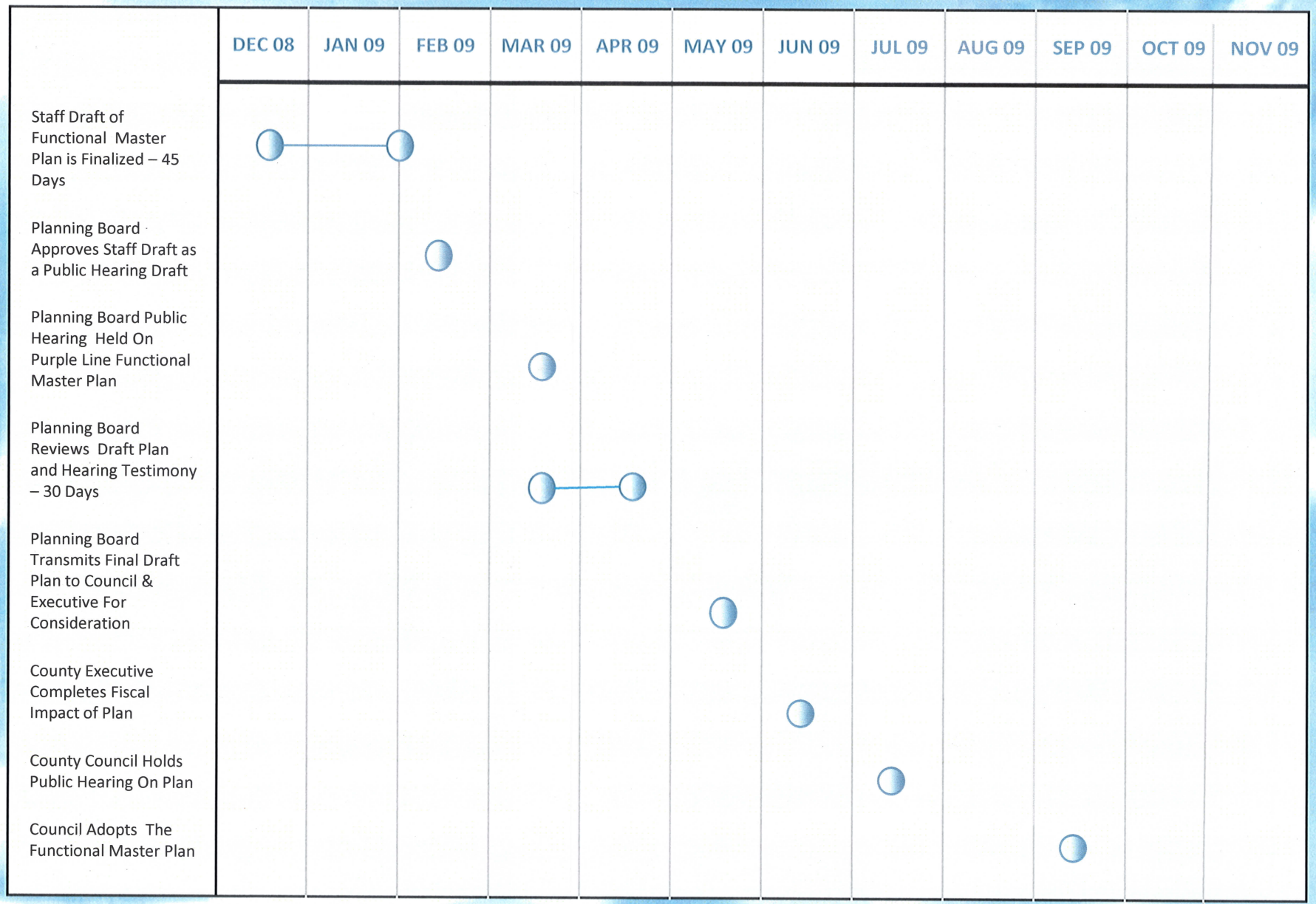
A preliminary schedule for the review if the DEIS/AA, the selection of the LPA, and the completion of the Purple Line Functional Master Plan is presented in the following table. It is important to note that this schedule assumes that DEIS/AA will be available by May 1, 2008 and that there is a 90 day circulation or comment period.

Exhibit 2 - Purple Line DEIS and Functional Master Plan Schedule



Note: The above schedule assumes the DEIS/AA is available on or before May 1, 2008.

Exhibit 2 Continued - Purple Line DEIS and Functional Master Plan Schedule



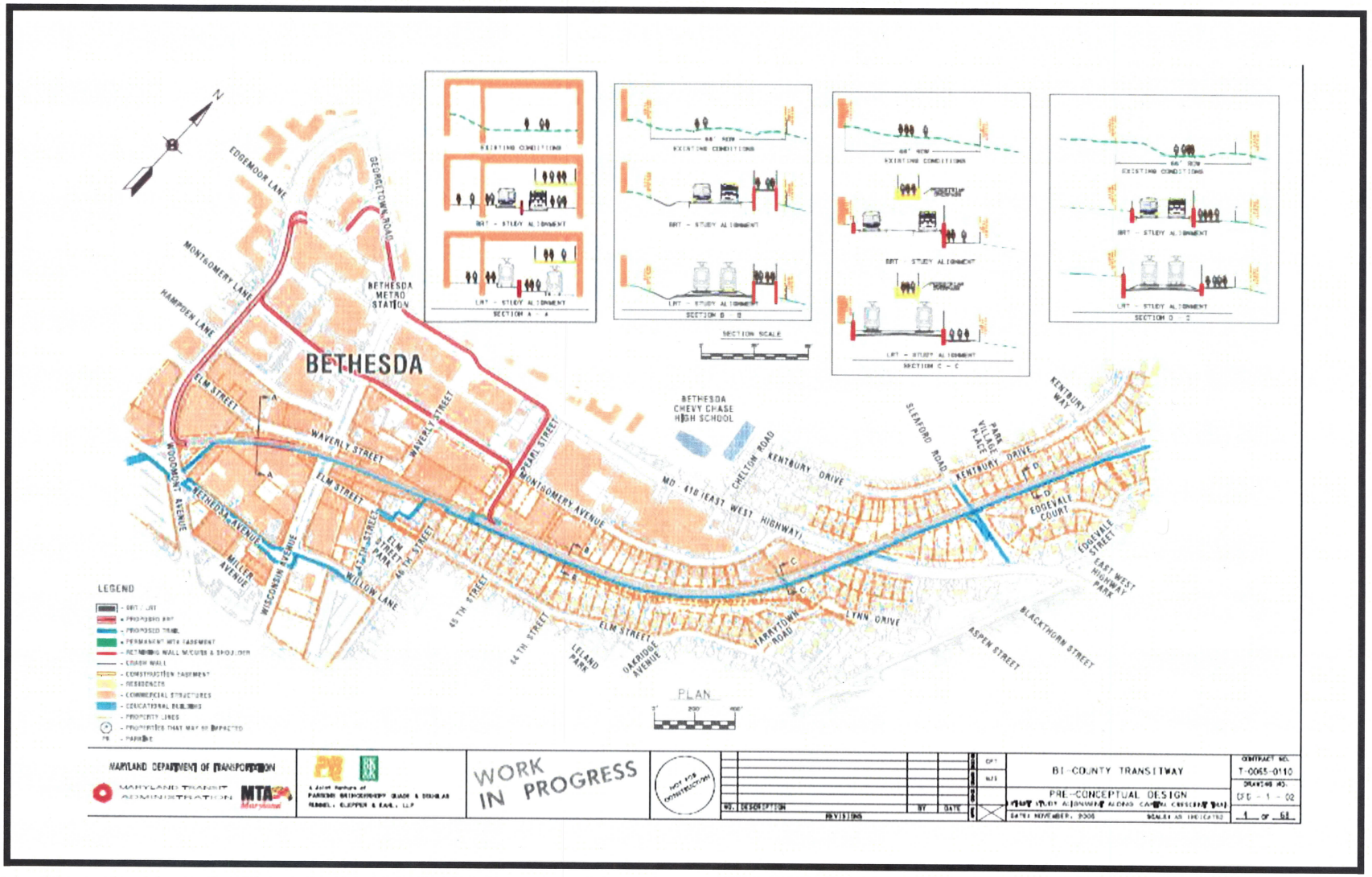
APPENDIX A

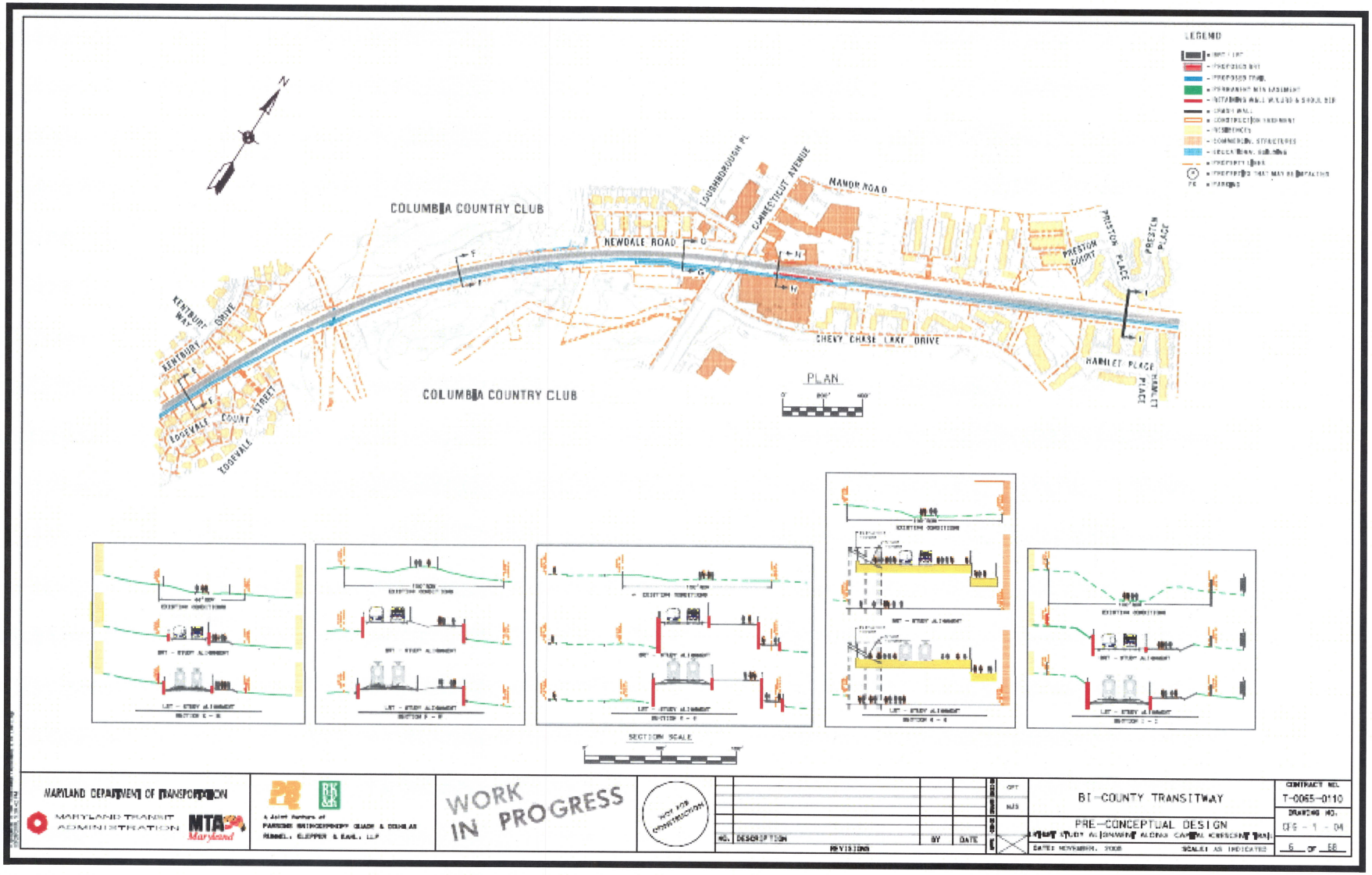
MASTER PLAN ALIGNMENT

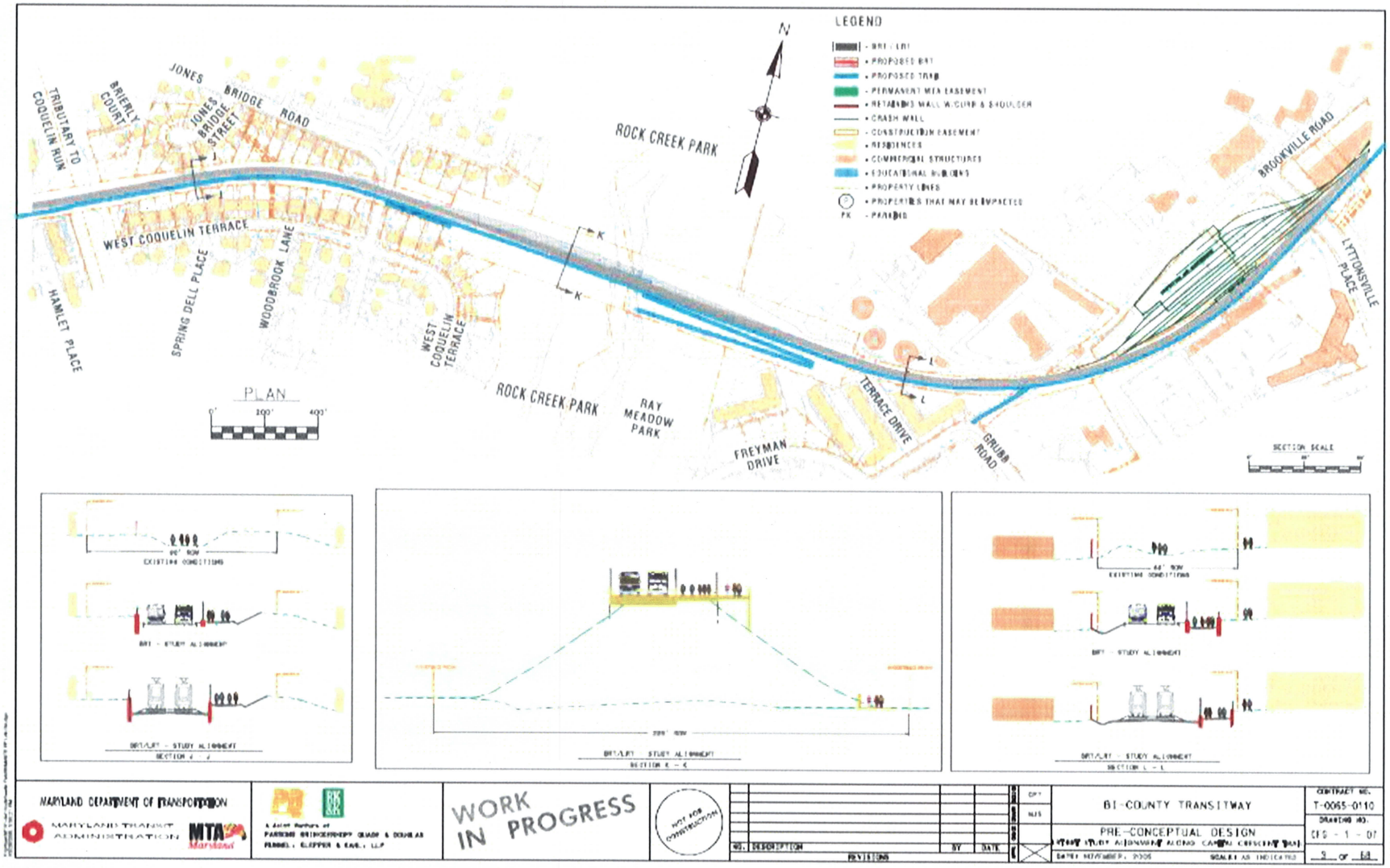
AS

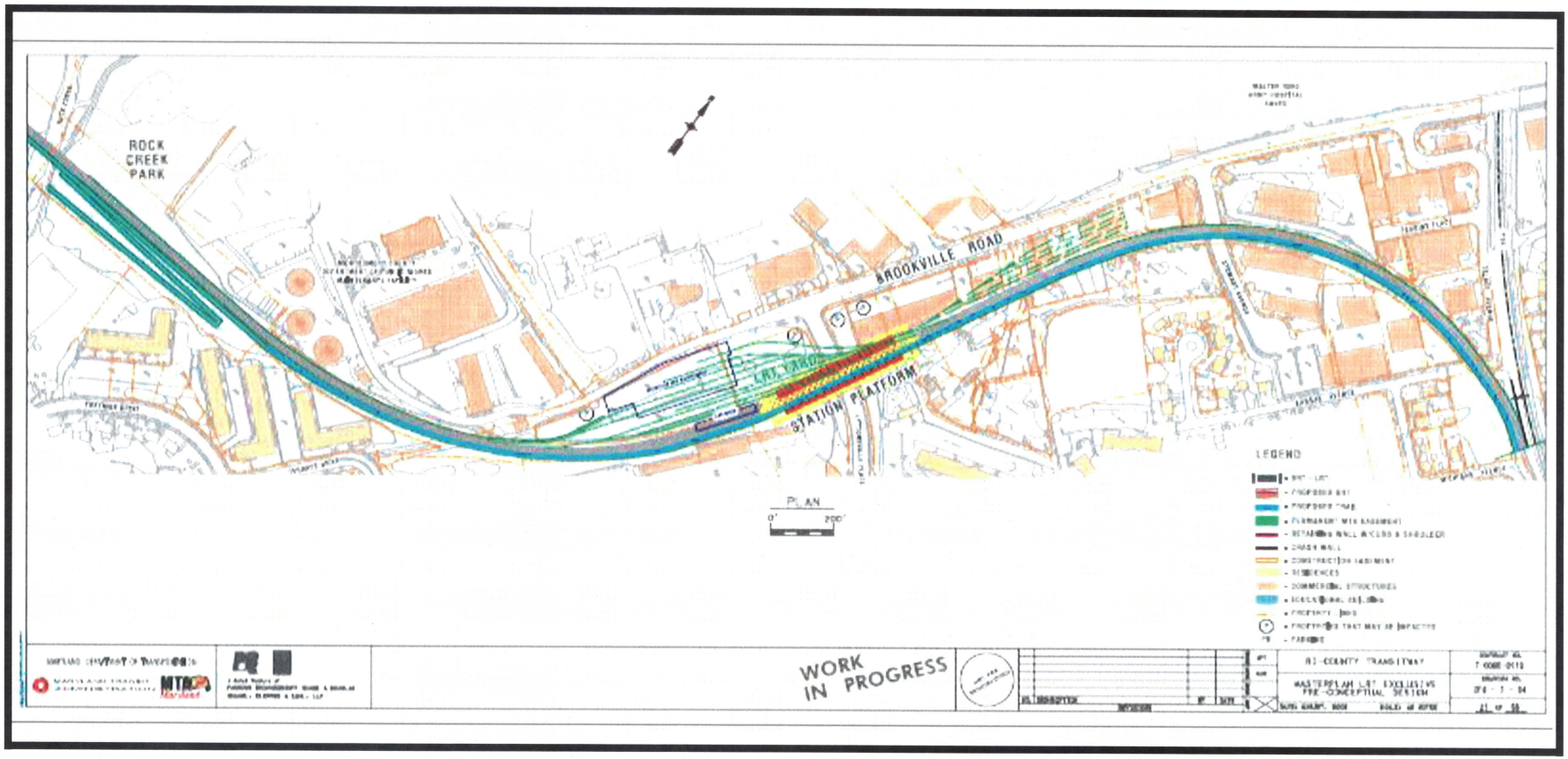
SHOWN IN CURRENT DEIS/AA

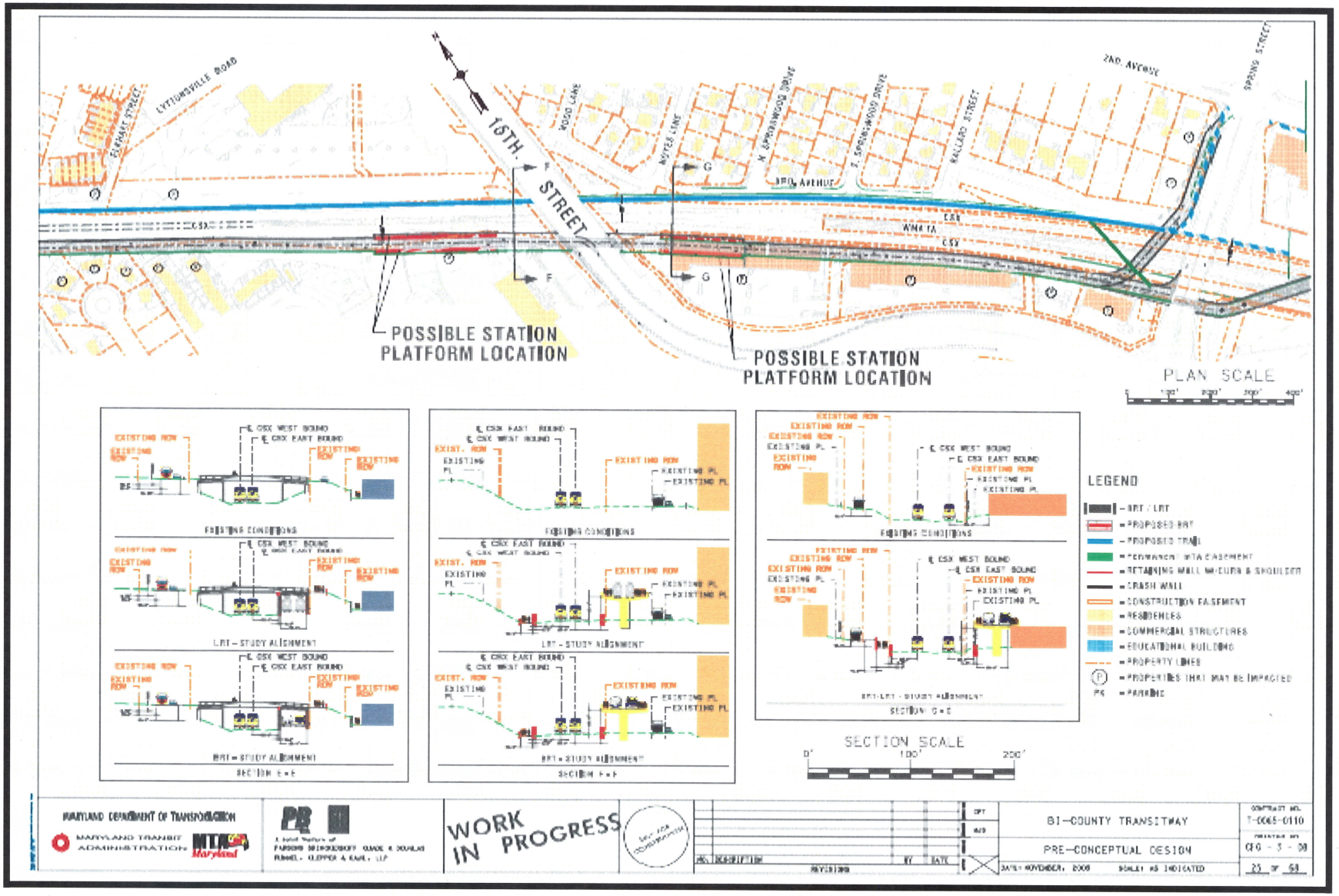
Note: With respect to the segment along the CSX right of way north or west of the Silver Spring Transit Center, the following drawings include alternative alignments (north and south) for accommodating the required separation within the CSX right of way into the Silver Spring Transit Center.

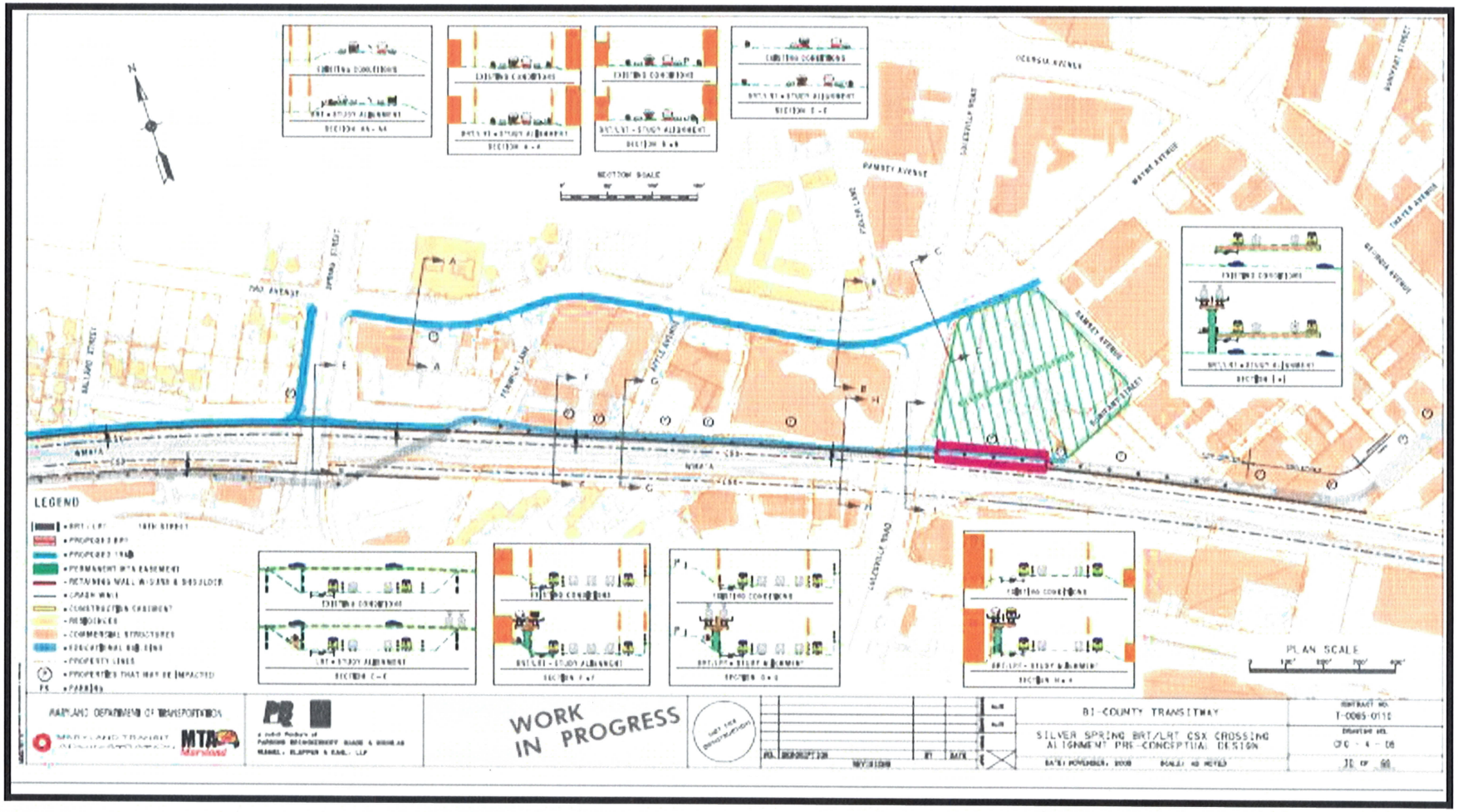

BETHESDA
EDGEMOOR LANE
GEORGETOWN ROAD
MONTGOMERY LANE
HAMPDEN LANE
BETHESDA METRO STATION
ELM STREET
WAVERLY STREET
MONTGOMERY AVENUE
WOODMONT AVENUE
WISCONSIN AVENUE
MILLER AVENUE
WILLOW LANE
45TH STREET
44TH STREET
LELAND PARK
OAKRIDGE AVENUE
TARRYTOWN ROAD
LYNN DRIVE
ASPEN STREET
BLACKTHORN STREET
EAST WEST HIGHWAY PARK
EDGEVALE STREET
EDGEVALE COURT
KENTBURY DRIVE
KENTBURY WAY
PARK VILLAGE PLACE
SLEAFORD ROAD
CHELTON ROAD
BETHESDA CHEVY CHASE HIGH SCHOOL
MD 410 (EAST WEST HIGHWAY)
EXISTING CONDITIONS
BRT - STUDY ALIGNMENT
LRT - STUDY ALIGNMENT
SECTION A - A
SECTION B - B
SECTION C - C
SECTION D - D
SECTION SCALE
PLAN
LEGEND
MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland
WORK IN PROGRESS
NOT FOR CONSTRUCTION
BI-COUNTY TRANSITWAY
PRE-CONCEPTUAL DESIGN
CONTRACT NO. T-0065-0110
DRAWING NO. CPE - 1 - 02
DATE: NOVEMBER, 2008
SCALE: AS INDICATED
1 OF 61
NO. DESCRIPTION
BY
DATE
REVISIONS

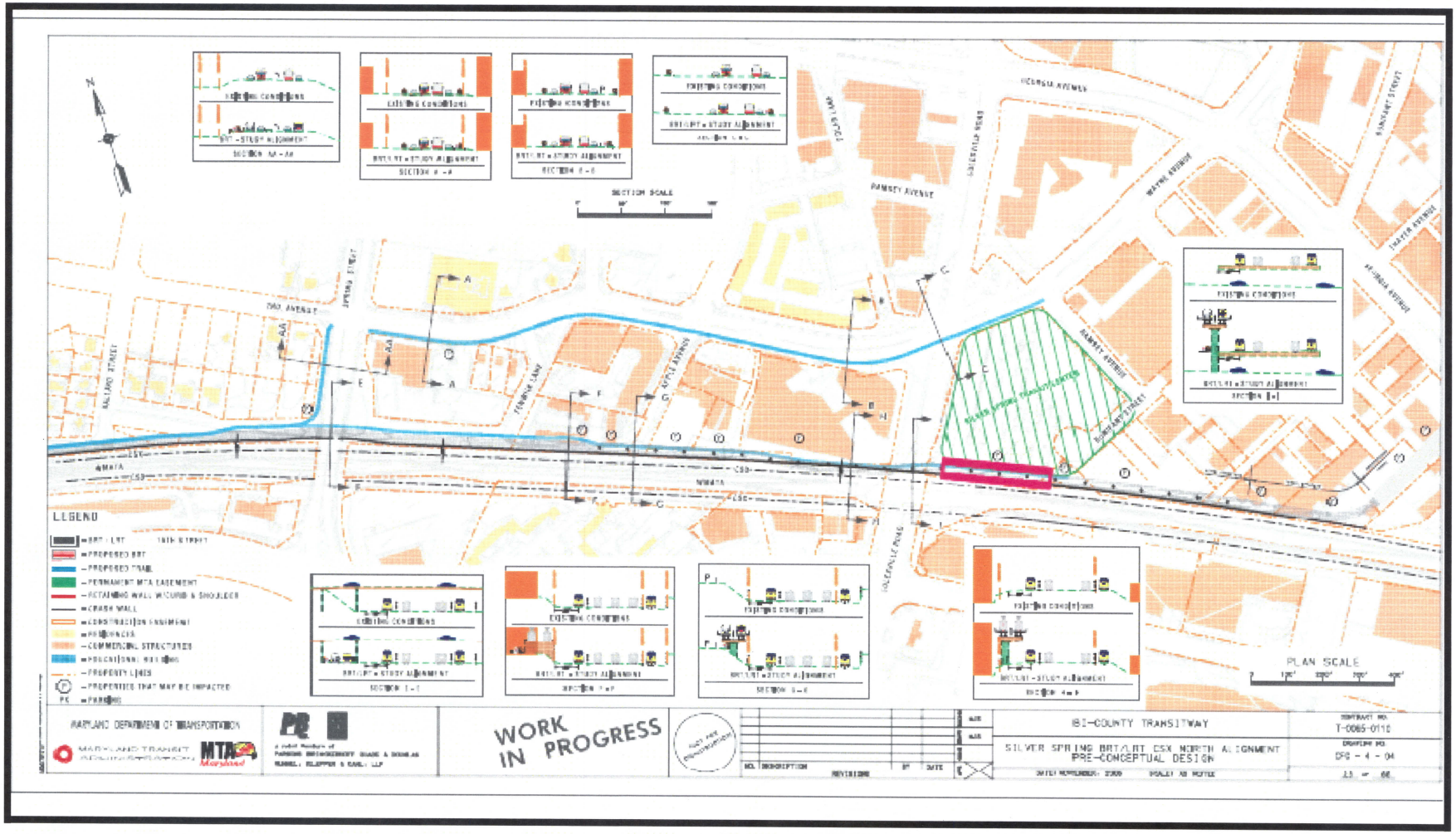

LEGEND
COLUMBIA COUNTRY CLUB
NEWDALE ROAD
LOUGHBOROUGH PL.
CONNECTICUT AVENUE
MANOR ROAD
PRESTON COURT
PRESTON PLACE
KENTBURY DRIVE
CHEVY CHASE LAKE DRIVE
HAMLET PLACE
EDGEVALE COURT
EDGEVALE STREET
COLUMBIA COUNTRY CLUB
PLAN
SECTION SCALE
MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland
WORK IN PROGRESS
NOT FOR CONSTRUCTION
NO. DESCRIPTION BY DATE
REVISIONS
BI-COUNTY TRANSITWAY
PRE-CONCEPTUAL DESIGN
CONTRACT NO. T-0065-0110
DRAWING NO. DFS - 1 - 04
SCALE: AS INDICATED
6 OF 68


LEGEND
N
TRIBUTARY TO COQUELIN RUN
BRIERLY COURT
JONES BRIDGE ROAD
JONES BRIDGE STREET
ROCK CREEK PARK
BROOKVILLE ROAD
LYTTONSVILLE PLACE
WEST COQUELIN TERRACE
HAMLET PLACE
SPRING DELL PLACE
WOODBROOK LANE
WEST COQUELIN TERRACE
ROCK CREEK PARK
RAY MEADOW PARK
FREYMAN DRIVE
TERRACE DRIVE
GRUBB ROAD
PLAN
SECTION SCALE
MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland
WORK IN PROGRESS
NOT FOR CONSTRUCTION
BI-COUNTY TRANSITWAY
PRE-CONCEPTUAL DESIGN
CONTRACT NO. T-0065-0110
DRAWING NO. CFS - 1 - 07
9 OF 58


ROCK CREEK PARK
BROOKVILLE ROAD
STATION PLATFORM
PLAN
0'
200'
LEGEND
WORK IN PROGRESS
MD-COUNTY TRANSITWAY
MASTERPLAN LRT EXCLUSIVE PRE-CONCEPTUAL SYSTEM


16TH STREET
POSSIBLE STATION PLATFORM LOCATION
POSSIBLE STATION PLATFORM LOCATION
PLAN SCALE
SECTION SCALE
LEGEND
WORK IN PROGRESS
BI-COUNTY TRANSITWAY
PRE-CONCEPTUAL DESIGN


LEGEND
WORK IN PROGRESS
BI-COUNTY TRANSITWAY
SILVER SPRING BRT/LRT CSX CROSSING ALIGNMENT PRE-CONCEPTUAL DESIGN
PLAN SCALE


LEGEND
PROPOSED BRT
PROPOSED TRAIL
PERMANENT MTA EASEMENT
RETAINING WALL W/GUIDE & SHOULDER
CRASH WALL
CONSTRUCTION EASEMENT
PROPERTY LINES
PROPERTIES THAT MAY BE IMPACTED
SECTION SCALE
PLAN SCALE
WORK IN PROGRESS
NOT FOR CONSTRUCTION
MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION
MTA Maryland
I-95 - COUNTY TRANSITWAY
SILVER SPRING BRT/LRT CSX NORTH ALIGNMENT
PRE-CONCEPTUAL DESIGN
CONTRACT NO.
T-0065-0110
DRAWING NO.
DPS - 4 - 04
DATE: NOVEMBER, 2009
SCALE: AS NOTED
SILVER SPRING TRANSITCENTER
RAMSEY AVENUE
WAYNE AVENUE
FENTON STREET
GEORGIA AVENUE
NEWTA
CSX

APPENDIX B

FOCUS GROUP ORGANIZATION USED BY MTA IN DEIS/AA

PROCESS

Master Plan Community Focus Group

Chevy Chase Hills Civic Association
Chevy Chase Lake Apartments
Chevy Chase Land Company
Chevy Chase Valley Citizens Association
Coalition for the Capital Crescent Trail
Columbia Country Club
Coquelin Run Citizens Association
East Bethesda Citizens Association
Eight One Zero One
Elm Street-Oakridge-Lynn Civic Association
Greater Bethesda Chevy Chase Coalition
Hamlet Citizens Association of Chevy Chase
Hamlet House Condo
Hamlet Place Owners, Inc.
Jones Mill Road Citizens Association
League of Women Voters Montgomery County
Northern Chevy Chase Citizens Association
Preston Place T.H./C.C.L.
Riviera of Chevy Chase Condo
Rock Creek Forest Citizens Association
Rollingwood Citizens Association
Town of Chevy Chase
Western Montgomery County Citizens Advisory Board

Jones Bridge Road Community Focus Group

Battery Park Citizens Association
B-CC Chamber of Commerce
Bethesda Urban Partnership, Inc.
Christopher Condominium
City Homes of Edgemoor HOA
East Edgemoor Property Owners
Greater Bethesda Chevy Chase Coalition
Hamlet House Condo
Hamlet Place Owners, Inc.
Hawkins Lane Hist. Dist. Local Advisory Panel
Hawkins Lane Historic District
Howard Hughes Medical Institute
Jones Mill Road Citizens Association
Manor Care – Chevy Chase
National Naval Medical Center
Nat'l. Inst. Health, Office of Community Liaison
North Chevy Chase Elementary School
North Chevy Chase Elementary School, PTA
Northern Chevy Chase Citizens Association
Preston Place T.H./C.C.L.
Rock Creek Forest Citizens Association
Rosemary Hills PTA
The Chevy Chase Land Company
The North Chevy Chase Swimming Pool Assn. (NCCSPA)
Town of North Chevy Chase
Uniformed Services University of the Health Sciences
Village of North Chevy Chase
Western Montgomery County Citizens Advisory Board

CSX / Lyttonsville Road Community Focus Group

Action Committee for Transit
Barrington Apartments
Claridge House Apartments
Coalition for the Capital Crescent Trail
Friendly Gardens
Lyttonsville Citizens Association
Maisel Hollins Development Company
North Woodside
Park Sutton Condo
Rock Creek Forest Citizens Association
Rosemary Hills Primary School Principal
Rosemary Hills Primary School PTA
Round Hill Apartments
Silver Spring Citizens Advisory Board
Silver Spring Regional Center
Walter Reed Army Medical Center, Directorate of Public Works
Woodlin Elementary School Principal
Woodlin Elementary School PTA
Woodside Civic Association
Woodside Mews HOA
Woodside Mews Homeowners Associations
Woodside Way Community HOA

Downtown Silver Spring Community Focus Group

Alexander House
Cameron Hills HOA
Discovery Communications
Elizabeth House Residents Association
Falklands Chase
Foulger-Pratt – NOAA
Greater Silver Spring Chamber of Commerce
Hollins Partners, LLC
Lee Development Group
Lofts 24
Metro Plaza
Montgomery Preservation, Inc
Silver Spring Advisory Board
Silver Spring Historic Society
Silver Spring Regional Center
Silver Spring Traffic Coalition

East Silver Spring Community Focus Group

Alexander House
Between the Creeks Neighborhood Association
Bonaire Homes Association
Carolyn Homes Association
Department of Housing & Community Affairs
District Courthouse
DPWT/DTS/Commuter Services
East Silver Spring Citizens Association
East Silver Spring Elementary School
First Baptist Church
Friends of Sligo Creek
Greater Silver Spring Chamber of Commerce
Hartford-Thayer Condo
Historic Takoma
Hodges Heights Citizens Association
Indian Springs Citizens Association
Linden Civic Association
Montgomery Preservation, Inc.
North Takoma Citizens Association
North Woodside-Montgomery Hills Community Association
Park Hills Civic Association
Parkside Plaza Condo Association
Pineway Towers Condo, Inc.
Save Our Sligo
Seven Oaks-Evanswood Citizens Association
Silver Spring Advisory Board
Silver Spring Carroll Neighborhood Association
Silver Spring Historic Society
Silver Spring In'l Middle School

East Silver Spring Community Focus Group (cont.)

Silver Spring Regional Center
Silver Spring Thayer Opposed to the Plan
Silver Spring Traffic Coalition
Sligo Branview Community Association
Sligo Creek Elementary School
Sligo Park Hills Citizens Association
St. Michael the Archangel Catholic Church
Top of the Park Condo
Woodside Forest Civic Association

Takoma-Langley Community Focus Group

Action Langley Park
CASA of Maryland
Cool Spring Terrace Civic Association
Department of Housing & Community Affairs
Eighth Precinct Civic Association
Field Rep. for Congressman Van Hollen
Langley Park/McCormick Elementary School
Latino Affairs Liaison, Prince George's County
Lewsidale Citizens Association
Long Branch Business League (LBBL)
Maryland's International Corridor CDC
Montgomery County Business Development Specialists
New Hampshire Estates Civic Association
New Hampshire Estates Elementary School
Prince George's Council Member, Second District
Puente, Inc.
Quantum Companies
Silver Spring Citizens Advisory Board
St. Camillus Catholic Church
Takoma-Langley Crossroads Development Authority
West Hampshire Civic Association

Additional Outreach Contacts Not Currently On MTA Mailing List

Gwendolyn Coffield Community Center Advisory Board
Recreation Advisory Board
Impact Silver Spring
Community Action Board
Adventist Social Services
Recreation Advisory Board
Boys and Girls Club
Langley Park Recreation Center
Spanish Catholic Center
Identity, Inc.
Takoma East Silver Spring (TESS) Center
Maryland Vietnamese Mutual Association
Boat People S.O.S.
Long Branch Community Center Advisory Board
Clifton Park Baptist Church