

EXHIBIT C

OUTREACH & FEEDBACK

- Summary of Outreach
- Notes & Written Comments from Outreach meetings
- Correspondence – E-mail and Postal



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

August 26, 2004

Dear Association Representative:

Are your members interested in influencing the proposed Purple Line? The Montgomery County Planning Board and the Montgomery County Council would like to know what light rail transit alignments citizens would like the Maryland Transit Administration (MTA) to select for further study connecting Bethesda with New Carrollton.

The Planning Board will be discussing this matter at a public hearing tentatively scheduled for Thursday, September 30, 2004. The Planning Board will then advise the Montgomery County Council, which will make recommendations to the MTA.

The enclosed plan shows the light rail transit alignments being evaluated by the Planning Board's staff. You are invited to provide comments on the alignments and station locations via e-mail at MCP-PurpleLine@mncppc.org or by letter at:

Purple Line
M-NCPPC
8787 Georgia Avenue
Silver Spring, MD 20910-3760

Additional information is available on our website: www.PurpleLine.org. It includes up-to-date information concerning testifying at the public hearing. Please let us know if you would like a translator.

Sincerely,

Margaret K. Rifkin, RLA AICP, Planner
Community-Based Planning Division
301/495-4583

Alex Hekimian, Planner
Countywide Planning Division
301/495-4531

MKR:AH:ha: a:\rifkin1\purple line

Enclosures:

Light Rail Alignments

Information from MTA on the Bi-County Transitway (Purple Line)

MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING, 8787 GEORGIA AVENUE, SILVER SPRING, MARYLAND 20910

www.mncppc.org



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

25 de Agosto de 2004

Estimado representante de Asociación:

¿Están los miembros de su asociación interesados en influenciar la propuesta de la Línea Morada (Purple Line)? La Junta Administrativa de Planificación del Condado de Montgomery y el Concejo del Condado quisieran saber los puntos de vista de sus ciudadanos en cuanto a las alineaciones de rieles de transporte que debiera seleccionar la Administración de Transporte de Maryland, (MTA por sus siglas en Inglés) para hacer más estudios relacionados con la conexión entre Bethesda y New Carrollton.

La Junta Administrativa de Planificación discutirá este asunto en una audiencia pública que está tentativamente programada para el jueves 30 de septiembre del 2004. Dicha Junta presentará en esta oportunidad un informe al Concejo del Condado, el cual hará las recomendaciones apropiadas a MTA.

El plan que incluimos muestra las alineaciones de rieles de transporte que están siendo evaluadas por miembros de la Junta Administrativa. Usted queda invitado a proporcionar comentarios sobre las mismas a través del Internet vía e-mail a MCP-PurpleLine@mncppc.org o por carta a:

Purple Line
M-NCPPC
8787 Georgia Avenue
Silver Spring, MD 20910-3760

Tenemos más información disponible en nuestra página del Internet, www.PurpleLine.org. La más reciente información es sobre cómo testificar en una Audiencia Pública. Por favor infórmenos si necesita traductor.

Saludos cordials,

Margaret K. Rifkin, RLA AICP, Planner
Community-Based Planning Division
301 495 4583

Alex Hekimian, Planner
Countywide Planning Division
301 495 4531

Documento Anexo:

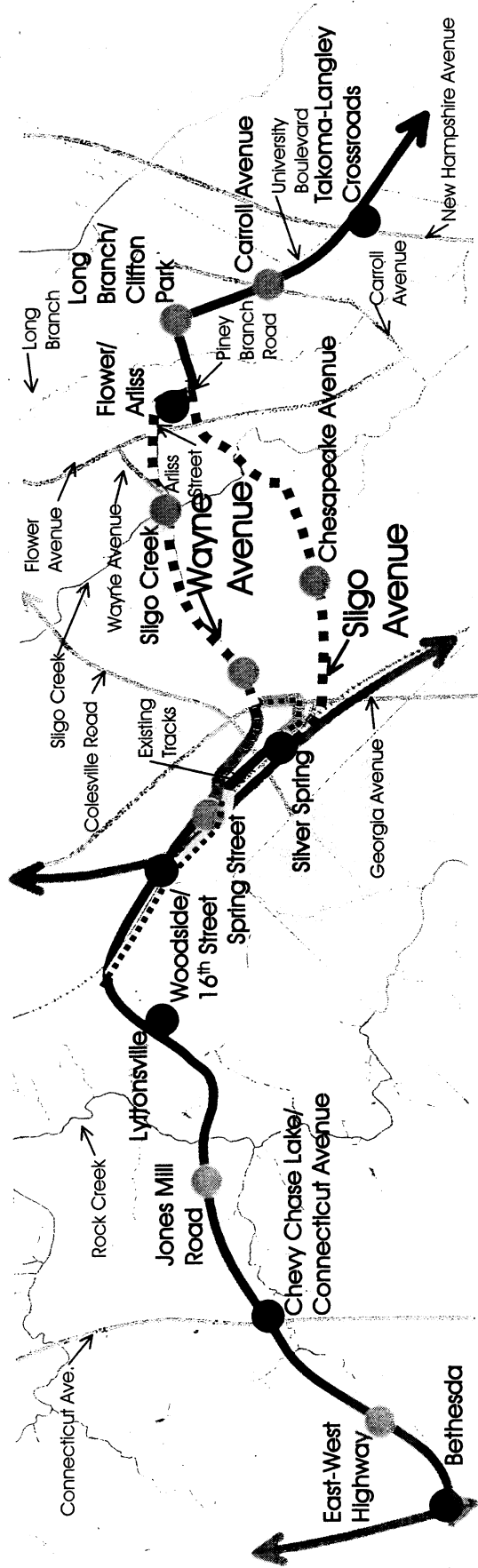
Plan de Alineación de Rieles de Transporte

Información de MTA sobre la Ruta de Transporte Bi-Condado (Línea Morada)

MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING, 8787 GEORGIA AVENUE, SILVER SPRING, MARYLAND 20910

www.mncppc.org

Purple Line (Bi-County Transitway) Light Rail Transit Alignments Under Evaluation by M-NCPPC Staff



- Stations
 - Additional Stations to Study
 - ▬ Second Avenue Option
 - ▬ Ripley & Georgia Avenue Option
 - ▬ Georgetown Branch Master Plan + University Boulevard Alignment
 - ▬ Southside of Track option
 - ▬ Alternative Alignments
 - ▬ Red Line
 - ▭ Prince George's County
 - ▭ City of Takoma Park (Montgomery County)
 - ▭ Montgomery County
 - ▭ District of Columbia
- Not to scale

September 23, 2004

SUMMARY OF OUTREACH

Community outreach was conducted in response to the County Council's request. The goals of the outreach were twofold:

- To provide information to the public about the status of the work on the Purple Line and to inform them of opportunities for public participation.
- To gather insights from the public to provide the Montgomery County Planning Board and County Council with community perspectives to inform their recommendations.

In addition to scheduling the September 30th Public Hearing, The staff conducted the following outreach:

Meetings

Staff attended seven meetings in September with the following groups that represent various communities and businesses along the alignments:

- Allied Civic Group
- Silver Spring Citizens Advisory Board
- Silver Spring Urban District Advisory Board
- City Council of the City of Takoma Park
- Takoma Langley Crossroads Development Authority
- Long Branch Task Force
- Western Montgomery Citizens Advisory Board

Staff invited representatives of Rosemary Hills Civic Association and Lyttonsville Civic Association to join the Allied Civic Group discussion.

Staff requested a meeting with the Presidents Council of Silver Spring Civic Associations.

Staff attended the regular meetings of the Purple Line Coalition and, additionally, met with the Coalition's leadership.

Mailings:

Staff mailed letters in both English and Spanish to all civic associations within ½ mile of the alignments inviting public participation and providing information.

Electronic:

Staff updated the existing M-NCPPC web page on the Purple Line (Bi-County

Transitway) and created an address for that page for easy access: WWW.PurpleLine.org. Staff placed links to the page in appropriate locations elsewhere on the website.

Staff created an e-mail address specifically for public comment: MCP-PurpleLine.mncppc-mc.org

Staff requested that existing organizations provide links to the M-NCPPC Purple Line website.

Press:

Staff sent press releases to local newspapers about the Planning Board's Public Hearing.

Inter-jurisdictional Coordination:

Staff is also coordinating with the Bi-County Planning Group, which includes staff from Prince George's County and the City of Takoma Park. Staff also set up a separate Technical Work Group for coordination among local government staff.

Notes & Written Comments from Outreach Meetings

Allied Civic Group- 9/7/04

Staff present – Alex & Margaret

Notes:

Where would the alignment use Second Avenue? The Woodside Community is assuming the master plan alignment. Is cut and cover being considered? Which alignment serves the most people? What are the busway alternatives? How can Montgomery College be served? The Wayne Avenue alignment seems practical as long as it serves at least as many residents as the Sligo Avenue alignment. Does the Sligo Avenue alignment go under Georgia Avenue at Fenton Street? (Yes) Would the Wayne Avenue alignment result in rezoning from residential to commercial? Clarify the planners' assumptions on the future land uses.

Connect directly with the Silver Spring Transit Center. Stay true to the Master Plan. BRT will not get the same ridership as LRT. Minimize impact on neighborhoods by using Wayne Avenue. Wayne Avenue on the surface, would cause noise and community disruption. I like the Sligo Avenue alignment with underground sections to reduce noise. Could BRT serve both Wayne and Sligo at one time?

Written Comments:

Question: What do you think about the light rail alignments being evaluated?

"I agree that the LRT must connect to transit center. The Wayne Avenue alignment seems to be the best route to serve people who really need the service. Keep in mind the master plan changes that may occur/address early. I'm not a resident of Silver Spring. I would rely on comments from colleagues who live and know the neighborhood better. I would like to see more access/closer for Montgomery College."

"Do not think anyone's house should be lost for this project. Will Metro bear any of the costs? When will business owners (especially) and house owners be told that the current planned route might dramatically affect them? What type of cost projections would outweigh the benefits of the Purple Line? Since this is a relatively short route/line, why not got [sic] all out to keep the entire route above ground and thus make the cost(s) of doing this (in dollars, homes businesses significantly less).

"At this point I prefer Wayne Avenue alignment, since it has a wider ROW. (Minimizing impact on that neighborhood.) I also think the Purple Line train (LRT) would need to go through the transit center to maximize multi-modality. As to the second Avenue/Ripley choices, I'd be hesitant to comment since I don't know how it would look to have the tracks "fly-over" Colesville. It would be nice to support Montgomery College, but students will be inclined to use busses that could link to the nearby stations.

“What are your criteria – ie? Serve most number of commuting residents; reduce traffic; must connect to transit center. Wayne Avenue alignment seems more rational because adequate right of way already existing- will minimize impact on existing neighborhood. Can connect to College by small circulating loop bus. May R-60 units along major roads are gradually being converted to non-residential uses thru Sectional Map/Development Plan Amendments or Special Exceptions – consider status of houses along route in 5-7 years due to pressure of redevelopment. Trains/rail will have more ridership than buses.”

“Minimizing impact on neighborhood would seem to favor Wayne Avenue. But serving college and larger group would favor Sligo. Above ground have negative impacts on neighborhood in either route. “

“Route should use existing track whenever possible. It doesn't make sense not to connect to the transit center-especially with the new investment. Wayne Avenue appears preferable based on wider right of way and potential impact on neighborhoods. Recommend tunneling as much as possible – cut and cover for cost reasons.”

“I am in favor of the Sligo Avenue alignment, which I understand will be underground from Georgia Avenue to at least beyond Fenton Street. In order to minimize its effect on east Silver Spring, both in noise and property intrusion, I would encourage its continued underground construction. This route may also help provide closer public transportation facilities to the expanding Montgomery College campus – in particular if a station/stop is considered on the site of the present Police station [land that will become surplus public property when that facility moves out as proposed]. I am not in favor of the Wayne Avenue alignment, which apparently will require an unsightly, noisy overhead rail system through sections of the Silver Spring CBD. For example, such a system would have a negative [noise] impact on the proposed new library building and adjacent condominiums [currently under construction] on Wayne Avenue.”

**City of Takoma Park City Council – 9/7/04-
(A Resolution from the City is anticipated on September 27th.)**

Staff Present – Alex and Margaret

Notes:

City Staff - The City had endorsed the Sligo Avenue alignment in the past. The Wayne Avenue alignment has fewer negative impacts than the Sligo Avenue alignment. The tentative date for the City of Takoma Park resolution is September 27.

Mayor Porter – Incorporate into the resolution the objectives of the Council. The Council would like to specify the station locations. Let neighborhoods react and drive the decision regarding which alignment.

Councilmember Elrich – Underground stations can be focal points for a community with retail activities and underground walkways. He is happy to see an alternative that takes fewer homes if the City could support it, everything else being equal.

Silver Spring Citizens Advisory Board-9/13/04-Written Comments
Staff Present – Margaret

Notes:

Several people felt that there is insufficient information at this time to state a preference for one alignment over the other. There were many questions. Are these where the only two alternatives being looked at and is the Bus Rapid Transit being considered as well? Are they on grade? Is it below ground or at grade? Will it be a light rail or a bus way? Will it be a double track or single? What is the significant impact in the neighborhoods in the area?

Elevated in front of Second Street may present a problem because of new courthouse just completed and also how would this impact the area? Wayne Avenue as you cross Georgia is a very highly congested area so how would you bring that through the area? Wayne Avenue beyond Whole Foods is wider than Sligo Avenue and Sligo Avenue beyond Fenton is a very narrow road so how could you put a light rail there without seriously impacting the community. How many bus rapid transit alternatives are being studied by the state?

There should be more stops in downtown Silver Spring and South Silver Spring.
What are the principle pros and cons? ... The information presented does not give enough details to respond it would be very helpful to have the principle pros and cons of each route. Another citizen stated that in the next phase of the study you would get more detail.

On the east side of Silver Spring there seems to be fewer stations than on the west side.

Is the idea of staying on the railroad right-of-way all the way to Piney Branch a viable option? This would have the least residential impact.

Written:

Question: What do you think about the light rail alignments being evaluated?

*"The options need to be further clarified with details of implementation.
Double track versus single track
Elevated versus surface or sub-surface
And overlay these with the physical/community impact limitations"*

"I am excited that the county is looking into this matter promptly, particularly with regard to light rail. In particular, the Wayne Avenue option presents potential for disruption of the neighborhoods east of Sligo Avenue to University. We look forward to receiving significantly more information on this important subject. A single downtown Silver Spring stop sounds sufficient."

"My major concern relative to the routes is as follow:

- 1. Above ground on Wayne Avenue gong thru a residential area would not be environmentally acceptable.*
- 2. The cost of the Sligo Avenue route would appear to be great.*
- 3. The new courthouse might be adversely affected.*
- 4. Sligo Avenue route will promote economic development in downtown Silver Spring.*

"I recommend that both light rail alternatives be considered for further study. The Spring Street station is too close to the Woodside/16th Street station. Redistribute more stations to the east side of Silver Spring, which have a more [sic] desperately for transit."

Takoma-Langley Crossroads Development Authority –9/16/04

Staff Present – Alex & Margaret & Joel

Notes:

Support the Purple Line and concerned that it may not be built. Is the existing right of way on University Boulevard adequate for adding LRT? What is the proximity to Montgomery College? What is the reaction of the City of Takoma Park? A bus transit center is needed at Takoma Langley – will that make it even more difficult to put in LRT? What is the State's schedule? The State is pursuing BRT, is there any hope that LRT will be built? They are assuming that Bethesda to Silver Spring would be built first. Would like to know for certain which segment would be Phase I. Will intersections have traffic lights that affect LRT? This can affect the speed of the LRT. Is there any planning for pedestrian improvements in conjunction with the LRT?

Long Branch Task Force- 9/16/04

Staff Present – Alex & Margaret & Joel

Notes:

There were many questions; the comments favored building the Purple Line. Will there be parking at the stations? How much space is needed for a transit station? Glad to see both a Flower/Arless Station and a Clifton Park Station (University Boulevard/Piney Branch Road.)

Western Montgomery Citizens Advisory Board – 9/20/04

Staff Present – Alex & Margaret

Notes:

Many questions: What quality will be the bike trail if the transitway is built – ie. How can one respond to trail users who are concerned about losing the trail? What is the access from the southern entrance to the Bethesda Metro Station? Will the Purple Line be built? It is a difficult project to implement. What are the costs? What are the funding expectations?

Written:

Question: What do you think about the light rail alignments being evaluated?

"This is an excellent idea, best of luck, how can citizens help and work on mitigation bikeway concerns."

"The old Georgetown Branch Trail should be a permanent hiker/biker trail and the Bi-County Transitway project should be dropped. With so many capital projects in the country, the number one priority should be the completion of Manhattan's Second Avenue subway line. In the O.C. area, it should be 8 car Metro rail trains & Metro rail extension to Loudon County, VA. Federal capital assistance is limited and slow start up projects should be dumped. MTA Light Rail makes sense because it runs through a major Central Business District (Baltimore). Build the ICC. "

Silver Spring Urban District Advisory Board- 9/23/04

Staff present – Alex & Margaret

Notes:

Put a station on the Sligo Avenue alignment closer to Montgomery College to serve it, at Fenton Street.

What are prospects for funding?

LRT can be implemented rather quickly - consider looking into examples.

WMATA is examining LRT options for Prince George's County.

How many families might be displaced?

How much right of way is needed?

What kind of support is the M-NCPPC staff looking for?

What has been decided about the Bethesda to Silver Spring segment? That segment is the most important one to make the rest successful.

Why did the State change the project's name? This raises a question re whether or not the system is intended to connect to the Metro rail system – which is should do.

Unsure what to ask local government to do — perhaps to support LRT rather than BRT?

August 26, 2004

**Information from The Maryland Transit Administration (MTA)
Bi-County Transitway (Purple Line)**

The Bi-County Transitway, previously named the Purple Line, is a proposed high capacity transit line along a 14-mile corridor between Bethesda in Montgomery County and New Carrollton in Prince George's County. The Maryland Transit Administration (MTA) is conducting a study process for this project that follows Federal planning and environmental guidelines. This study is called an Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS). In an effort to identify a cost effective solution for the corridor, the MTA is evaluating bus rapid transit and light rail transit alternatives along various alignment options.

The MTA is working closely with Montgomery and Prince George's Counties, M-NCPPC, Washington Metropolitan Area Transit Authority, State Highway Administration, and local municipalities in carrying out this study. The MTA also continues to assess public input and to encourage community participation in the study process.

As the MTA continues to refine and evaluate the alternatives still under consideration, it is nearing the point at which options are narrowed down to a reasonable set of alternatives that are then studied in further detail. This Definition of Alternatives phase will include an extensive effort to reach out to the community for input. Public meetings sponsored by the MTA are planned for later this fall along the corridor, and a recommended set of alternatives will be presented to the public. Those alternatives that are retained for detailed study will then be evaluated for their comparative effectiveness, environmental impacts, community impacts, transportation benefits and costs.

Dates and locations for the fall public meetings sponsored by the MTA will be announced in local papers and through mailings of a project newsletter. In the meantime, if you would like additional information on the project or if you want to make sure you are part of the mailing list, please visit the MTA-sponsored web site at www.bi-countytransitway.com. The MTA looks forward to hearing from citizens as the study advances.

Contacts at the Maryland Transit Administration:

Michael D. Madden, Project Manager
Maryland Transit Administration
6 St. Paul Street
Baltimore, Maryland 21202
(410) 767-3694

En español -Jose M. Vazquez
Maryland Transit Administration
8720 Georgia Avenue, Suite 904
Silver Spring, Maryland 20910
(301) 565-9665



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Project Name: Purple Line (Bi-County Transitway)
Bethesda to New Carrollton
Public Project



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Description: The Bi-County Transitway study by the Maryland Transit Administration (MTA) looks at transitway options for connecting Bethesda with New Carrollton via Silver Spring. The transitway has also been known as the Purple Line. The MTA is looking at a variety of alternatives, including bus rapid transit; routes other than the Georgetown Branch right-of-way; and using portions of existing roads. Several reports are being released in 2004: "Purpose and Needs", "Scoping Report", and draft "Alternatives Retained for Detailed Study" (ARDS). The ARDS and subsequent detailed study of alternatives are scheduled for 2005-2006. The ARDS is the most important step in determining what routes will be studied and whether they will be bus or rail.

>See Map of Purple Line Alignmentpdf..... gif.....PowerPoint

M-NCPPC Staff Contact:
 Alex Hekimian, (301) 495-4531, e-mail
 Margaret K. Rifkin, (301) 495-4583, e-mail

Applicant:
 Maryland Transit Administration (MTA)- Mike Madden (410) 767-3694, e-mail and Andy Scott (301) 565-9665, e-mail
 The MTA website has current detailed information.

Opportunities for Public Participation:
 The Planning Board is planning to provide recommendations to the County Council and the MTA concerning which alternatives should be retained for detailed study and so included in the draft ARDS. For this reason, there has been public outreach including letters to Civic Associations in English and in Spanish which were sent out in August. There will be a public hearing at the Planning Board Thursday, September 30, 2004 (click on this link to see the press release). **This item is scheduled for the afternoon.**

To see the agenda, please click on the **tab** at the top of this page titled "**Weekly Agenda**" and follow the cues. To view the staff report which will be posted by 5:00 P.M. Monday September 27, do the same. Hard copies of the staff report are available on Monday at M-NCPPC, in the Transportation Division, on the first floor, at 8787 Georgia Avenue in Silver Spring.

After the Draft ARDS is released, the MTA is planning to conduct public outreach to receive input on the document. This is likely to take place between late Fall 2004 and Spring 2005.

Planning Board Review Process:

Advisory comments during the process. Mandatory Referral at a future time.

Planning Board Actions:

Notes From M-NCPPC Staff Contact:

The County Council Transportation and Environment Committee is scheduled to discuss the Planning Board's recommendations on October 4th, 2004. The County Council will discuss them on October 5th, 2004.

Page Last Updated: September 24, 2004/ MKR

Contact the Silver Spring/Takoma Park Team

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Montgomery County Planning Board
Montgomery County Department of Park & Planning
The Maryland-National Capital Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910
www.mc-mncppc.org

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THE CHEVY CHASE LAND COMPANY
OF MONTGOMERY COUNTY, MARYLAND
ESTABLISHED 1890

EDWARD HALL ASHER
PRESIDENT
CHIEF OPERATING OFFICER

VIA HAND DELIVERY

The Honorable Derick P. Berlage
Chairman
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20910

September 22, 2004

RE: Bi-County Transitway - Planning Board Worksession, September 30, 2004

Dear Mr. Berlage:

As President of the Chevy Chase Land Company of Montgomery County (the "Land Company"), I would like to reiterate our unwavering support for the alignment of the Inner Purple Line, or the Bi-County Transitway (the "Transitway"), on the Georgetown Branch right-of-way alignment, as has been recommended in the Bethesda-Chevy Chase Master Plan and which has already been the subject of substantial design, planning and environmental analyses. As I have stated in the past, the Land Company very strongly believes that the proposed light rail transit connection of the Bethesda CBD and the Silver Spring CBD within the existing Georgetown Branch right-of-way is the most critical, significant, feasible and readily available transit opportunity for the County and the region for the foreseeable future. The review of alternative proposed plans for the Transitway which do not include this master-planned connection are infeasible, impractical, and detrimental to the quality of life and economic health of this County, and only serve to delay and perhaps eliminate the implementation of this vital transit project. I urge the Planning Board to continue to recommend to the County Council and the Maryland Transit Administration ("MTA") that light rail transit along the Georgetown Branch right-of-way be the only alternative for study in the Alternatives Retained for Detailed Study ("ARDS") for the portion of the transitway between the Bethesda CBD and Silver Spring. Studying other alternatives only perpetuates politically motivated tactics to preclude the light rail transit from crossing Columbia Country Club, so please do not fall prey to these thinly veiled tactics.

As the Planning Board is well aware (and has found on numerous occasions), the Georgetown Branch alignment is consistent with the Bethesda-Chevy Chase Master Plan, the Georgetown Branch Master Plan and the Bethesda CBD Master Plan. The Georgetown Branch alignment of the Transitway is consistent with the Master Plan objectives to use the existing right-of-way purchased specifically for a light rail and trail project, to maintain Jones Bridge Road as a primary residential street, to locate a transit station at the Chevy Chase Lake East commercial and residential area, to locate a terminal station inside the Bethesda CBD, and to provide a southern entrance to the Bethesda Metro Station and a connection to the light rail as

THE CHEVY CHASE LAND COMPANY
OF MONTGOMERY COUNTY, MARYLAND
ESTABLISHED 1890

part of the transit project. Further, all the design plans of the MTA demonstrate that the shared use of the right-of-way for light rail and hiker-biker can be accommodated safely, effectively and efficiently, allowing dual purpose of moving pedestrians, bicyclists and the transit users in a manner which cannot be matched anywhere else in this region. The Land Company also strongly supports this dual use.

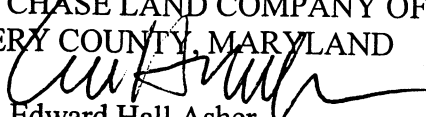
The Land Company has particularly strong reasons for its support of the Transitway on the Georgetown Branch alignment. First, it is the fee simple owner of a significant portion of the Georgetown Branch right-of-way, an easement having been conveyed by the Land Company for east-west rail movement several decades ago. Second, the Land Company is probably the oldest, family-owned corporate citizen of this County with over 100 years of history and commitment to the economic well being of this area, and we believe the Transitway on the Georgetown Branch alignment is significant to continue the success story of Chevy Chase and its surrounds. Third, the Land Company has always developed its properties and maintained them consistent with comprehensive master plans and would expect the public officials controlling transportation decisions to do the same. Fourth, the Land Company has made significant investment in transit oriented locations in the County which will further be benefited by better transit, and the Land Company intends to continue its investment in the County and region for generations to come. We thus have a highly vested interest in good decision-making today which will produce longstanding benefits for our future.

In conclusion, we urge the Planning Board and the County Council to keep the best interests of the public-at-large and continue to recommend to the MTA to keep the Transitway as a light rail transit and trail line within the Georgetown Branch alignment (the very right-of-way provided for by the Land Company decades ago) for the portion of the Transitway between the Bethesda CBD and the Silver Spring CBD. The Georgetown Branch alignment for a light rail transitway is the logical, long-planned, feasible and beneficial transit improvement that will link the two major commerce, residential and arts and entertainment districts within Montgomery County, and which will consequently link Montgomery County and Prince Georges County (including the University of Maryland). The ability to finish the design and studies, construct and implement the Bethesda to Silver Spring portion of the Transitway is critical to provide relief to the residents, employees and visitors in Montgomery County and the region that are sitting in their cars on congested roads with few improvements available to improve vehicular east-west travel in this region. In short, this transit project is critically necessary to sustain the amenities, economy and quality of life in Montgomery County.

Thank you for your consideration and your anticipated recommendations.

Very truly yours,

THE CHEVY CHASE LAND COMPANY OF
MONTGOMERY COUNTY, MARYLAND


Edward Hall Asher
President

THE CHEVY CHASE LAND COMPANY
OF MONTGOMERY COUNTY, MARYLAND
ESTABLISHED 1890

cc: **Members, Montgomery County**
 Planning Board
 Steven A. Silverman, President,
 Montgomery County Council
 Alex Hekimian
 M-NCPPC – Countywide Transportation Planning
 Margaret K. Rifkin
 M-NCPPC – Community Based Planning

The Honorable Steven A. Silverman
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100 Maryland Avenue, Sixth Floor
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The Honorable Douglas M. Duncan
County Executive for Montgomery County
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4 other Planning Board Members:

Ms. Wendy Purdue, Vice-Chair
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8787 Georgia Avenue
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Mr. Allison Bryant, Member
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8787 Georgia Avenue
Silver Spring, Maryland 20910

Ms. Meredith Wellington, Member
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20910

Mr. John Robinson, Member
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, Maryland 20910

SEP 23 1994

Rifkin, Margaret

From: Sue Knapp [sknapp@kfhgroup.com]
Sent: Monday, September 13, 2004 2:38 PM
To: Rifkin, Margaret
Cc: Thon, Karen; Deborah Snead
Subject: Western Mont Co CAB

Margaret,

Thanks for taking the time to talk with me. Attached are the questions we prepared on the Purple Line.

I understand now that these questions and concerns are more applicable to the broader MTA study, rather than what you will be presenting on the 20th -- and that the outreach process that MTA is conducting for Bi-County Transitway study will cover these questions. But, if you can include a little of the history and where we are now in the process in your presentation next Monday, it probably will help the CAB be more effective in providing input to the MTA study.

Give me a call if you have any questions.
Sue

Sue Knapp
President
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(301) 951-8660
(301) 951-0026 (fax)
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Transportation Committee Question on the Purple Line

1. History

It appears that MTA's Bi-County Transitway Study is looking at new alternatives for the Purple Line including substituting bus for rail (BRT), new routes other than the Georgetown Branch ROW, using portions of existing roads. According to the May 2004 Scoping Report, MTA is now only studying BRT and LRT but is still including the PLL.

It would be useful to have a re-cap of the history of the Purple Line (Bi-County Transitway) development. What has been proposed? What currently is being recommended by the County Executive, Park and Planning? How do these differ from the MTA alternatives being studied?

2. Status of the MTA Study/Report?

Where are we in the process? Is MTA still in the scoping phase? If so, how does this relate to the May 2004 "Scoping Report"? The **Project Schedule** on the Bi-County Transitway website indicates that the scoping process will be completed in Fall 2004 – when the definition of alternatives phase would start. The **Environmental Studies and Documentation** section of the website indicates that we are still in the scoping process.

How is MTA addressing concerns expressed by the public at the Fall 2003 scoping meetings:

- opposition to the BRT concept,
- opposition to alignments along Jones Bridge Road,
- opposition to at-grade alignments and crossings,
- concerns about trail and environmental issues (compatibility of transit along the trail and preservation of the trail with the development of transit in the corridor)?

Is there more opportunity for comments before the draft Alternatives Retained for Detailed Study (ARDS) is released (or has it already been released)? It appears that the final ARDS and actual study of alternatives is scheduled for 2005-2006.

The Park and Planning map indicates only the light rail alignment – is it possible to produce a map with the various BRT alignments (in the scoping report p. 7)? Also, is it also possible to produce maps specifying the various sections:

- BRT alignments that are shared or dedicated,
- LRT alignment that are at-grade versus tunnel and aerial.

3. Detailed Discussion of Inner Purple Line (IPL) and Purple Line Loop (PLL)

- Integration of the Purple Line into the Existing Metrorail system – We would value a discussion relationship between the IPL and PLL and our existing rail system. Will the PLL and/or the IPL lend itself to improving the entire rail system so that it will serve even a greater number of people in the long run. Versus just serving some more narrowly defined interests. The comment that PLL could eventually reach Tysons Corner is very powerful. Is the IPL capable of having that reach. Also more discussion of the pros and cons of having two different systems with two different technologies, workshops etc. would be helpful.
- Impact on walking and biking trail - The IPL impact on the walking/biking trail needs to be explored further. Have the users of the trail been surveyed? Is the degrading of the trail, mentioned in the Park and Planning study, minimal, medium, or considerable? This is a great county facility. We need to know more about impact.
- Crossing at Connecticut Avenue - At one stage, the plan was to have the IPL cross Connecticut at grade, not above it or below it. Is this still the case in LRT Option A and/or B? If yes, what is the impact of such a design?
- The value placed on less delay, i.e., IPL could go forward faster than PLL because it is further along in the planning/study phase, is entirely misplaced. We should be deciding on what is best, not what is quickest.

4. How can (should) the CAB be involved in the public review process? What is useful to Park and Planning and MTA to facilitate public input?

MCP-PurpleLine

From: Wayne Phyllaier [wphylla@earthlink.net]
Sent: Sunday, September 19, 2004 6:14 PM
To: MCP-PurpleLine
Subject: Purple Line and CCT

Dear M-NCPPC Chairman Berlage, and planning staff:

I am writing to urge you to evaluate the impact of a Purple Line "no CSX" alignment upon the Capital Crescent Trail.

By "no CSX" alignment, I mean an alignment that does not build the Purple Line transit/trail along the CSX corridor between Lyttonsville and downtown Silver Spring.

When I served upon the citizens advisory committee to the North and West Silver Spring Master Plan several years ago, I was advised by Mr. Tom Robertson, M-NCPPC Transportation Planner (now retired), that M-NCPPC had written to CSX Corporation to ask what their conditions would be to permit the CCT to be built in CSX controlled property. Mr. Robertson advised CSX had responded in a letter that they would not consider allowing any trail to be built within CSX controlled property. CSX has more recently indicated, in a letter to Secretary of Transportation Flanagan, that CSX will discuss the possibility of building a Purple Line transit/trail project within their right-of-way. Thus it would appear that the CCT will be built within CSX controlled property only if it is part of a transit project. This has enormous implications for the CCT. The planned alignment for the CCT into downtown Silver Spring is within the CSX right-of-way because this is the only alignment that can give a direct, off-road trail with grade separated crossings of the major streets and a seamless connection to the MetBranch Trail through the transit station.

Trail supporters cannot fairly evaluate Bi-county Transitway impacts upon the CCT without having a realistic assessment of what the CCT will be like if it must be built without the benefit of transit gaining access to the CSX right-of-way. M-NCPPC should verify the CSX position on building the CCT without transit within their property. M-NCPPC planners should then assess the best CCT that can be completed into downtown Silver Spring under that condition. This would not need to be an exhaustive study - much exploration of alignment options in this area has been performed and reported in the "Facility Plan for the Capital Crescent & Metropolitan Branch Trails" approved by the Planning Board in January 2001. But this facility plan only recommended interim options and did not address the issue "What if we have to build the final trail without transit?"

At the present time trail supporters are being shown a very selective picture of the impact of the Purple Line on the CCT by transit opponents. Transit opponents describe the CCT in east Bethesda as though it is representative of the entire CCT between Bethesda and downtown Silver Spring, largely ignoring the difficult problems associated with completing the trail. They portray transit as having only negative impacts upon the CCT. Trail supporters need to be able to evaluate the impact of transit options upon the entire CCT, into the Silver Spring Transit Center. Transit supporters need to know what the trail will be like into downtown Silver Spring if transit is not built. I believe that when the whole trail is considered fairly, many trail supporters will agree with me that building transit will bring very strong benefits to the CCT in Silver Spring.

Sincerely,
Wayne Phyllaier
12 Grace Church Court
Silver Spring, MD 20910

MCP-PurpleLine

From: Kathy Jentz [nssea@nssea.org]
Sent: Tuesday, September 14, 2004 4:35 PM
To: MCP-PurpleLine
Cc: sconnelly5@juno.com
Subject: Purple Line feedback

Since I won't be able to attend the 9/30 meeting - I just wanted to voice my support for the Sligo Ave. alternative WITH a stop at Chesapeake Ave. - that area has a number of low and mid-income apartment buildings and developments.

Also wanted to support the Georgetown Branch right-of-way -- discussing any other route from downtown SS to Bethesda is patently ridiculous.

Sincerely,
Kathy Jentz
Silver Spring MD 20910

MCP-PurpleLine

From: Sean Lawton [slawton@math.umd.edu]

Sent: Monday, September 20, 2004 1:44 PM

To: MCP-PurpleLine

Subject: Purple Line

To whom it may concern:

I am a citizen of MC and an avid user of public transit. I strongly support the purple line and hope that it becomes a reality sooner than latter.

- Sean Lawton

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Teaching Assistant, UMCP

Lecturer, MCCC

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