

tonight's agenda

the letters - 15 minutes

the work program going forward – 30 minutes

septa visit – 30 minutes

mta's east silver spring presentation – 10 minutes

the letters – 15 minutes

objective – briefly discuss the issues raised in the letters

letters were constructive and professionally presented -
let's make sure the discussion is as well

staff will follow-up with draft to be presented
to the chairman

one or two speak for each view – then let's move on – we have a lot to cover



P.O. Box 7074 Silver Spring, Md. 20907-7074
www.purplelinenow.com

Dr. Royce Hanson, Chair
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD. 20910

Dear Dr. Hanson:

We are writing on behalf of supporters of the Purple Line who have been attending the Purple Line Master Plan Advisory Group meetings either as members of the MPAG or as interested county residents.

The MPAG was established to formulate master plan recommendations in close coordination with the completion of the Purple Line project. While the Purple Line is a State project, the light rail transit alternative now has unanimous support on the part of the Montgomery County Council, which will be considering the master plan amendment expected to come out of the ongoing planning process. Despite this political support for the Purple Line, and despite the best intentions of your capable staff, it is our impression that an undue amount of meeting time has been spent revisiting issues that are no longer politically relevant at the expense of those where county planning attention should rightfully be focused. This has become a source of frustration to proponents of the Purple Line who hoped for a constructive process geared toward moving the project forward in a community-friendly manner.

Part of the problem may result from a misperception on the part of some MPAG members that the MPAG actually makes policy decisions. A clarification of the advisory nature of this group might help members better understand their role.

We suggest the following approach to make for a more meaningful process.

- Refocus the agenda

The Chairman, Board and staff must refocus the agenda to the issues of most concern to the County Council. It may be appropriate to reconsider these in a meeting with the T&E Committee of the Council.

- Too much time has been spent on issues relating to the Georgetown Branch.

Not only has MTA expended tremendous resources on this segment, but the County's master plan for transportation already includes an approved amendment for the Bethesda to Silver Spring alignment via the Georgetown Branch. While this amendment needs to be updated, it is inappropriate for the MPAG to spend time questioning the basic premise – shared use of the Georgetown Branch for a trail and transitway. We are confident that outstanding issues can be addressed successfully during the design process which will, of course, include plenty of time for public input.

- More emphasis should be placed on the Silver Spring and eastern Montgomery County issues.

More time should be devoted to fleshing out the concept of using the Purple Line to create a transit and pedestrian-oriented boulevard on Wayne Avenue, as has been advocated by Silver Spring

Advocates. This has not been addressed in previous master plan work and is essential for ensuring a successful project. Alternatives for the (Wayne Avenue) Green Trail also need to be reexamined if it will be sharing the same right of way as the Purple Line.

- A focus on urban design issues in Long Branch.

The look and feel of the Purple Line stop at Arliss and how to use the Purple Line as a component of the desired revitalization of the Long Branch area is important work that has not yet begun.

- Addressing the Sligo Creek crossing.

The crossing at Sligo Creek must be done in a manner that is environmentally sensitive and that this issue has not yet been addressed by MTA to the satisfaction of the community. This may require coordination of efforts between MTA, the Parks Department, DPWT and the School District. The master plan amendment process cannot solve all of the Sligo Creek concerns, but it should lay out the process for achieving a desirable outcome that ensures a positive impact on the impacted schools, parks athletic fields, parking, etc.

- Examine issues related to the segment along Piney Branch between the Long Branch stop on Arliss and University.

The staff and MPAG need to evaluate details of this portion of the route now so that input to MTA will be well considered in September.

- A stronger educational component for MPAG members.

Field trips to see nearby light rail lines, good LRT videos, and presentations by speakers from communities with successful projects would provide MPAG members with positive models that they can use in their role of providing recommendations for the Purple Line Master plan.

We hope you will consider these comments in the helpful spirit in which they are intended.

Sincerely,

Harry Sanders, President

Nancy Soreng, Vice President

Webb Smedley, Chair

Michele Cornwell, Secretary Wayne Phyllaier, Treasurer

cc: Tom Autrey and Council-members:

Valerie Ervin

Marc Elrich

Mike Knapp

George Leventhal

Duchy Trachtenburg

Phil Andrews

Nancy Floreen

Roger Berliner

March 26, 2008

Dr. Royce Hanson, Chairman
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Dear Chairman Hanson:

We write to you as members of the Planning Board's Purple Line Functional Master Plan Advisory Group (MPAG) to object to the recent request by Harry Sanders, President, and the other officers of the Purple Line Now advocacy group (PLN), to "refocus" the agenda on the Advisory Group. Our understanding has always been that you sanctioned this advisory group to help you and the Planning Board develop recommendations to the County Council for the Purple Line; it was not to focus our work on pre-determined "issues of most concern to the County Council."

Unfortunately, Mr. Sanders did not previously raise his organization's recommendations with his colleagues on the Advisory Group, but rather he attempted to impose PLN's agenda on the Advisory Group through your office. Therefore, we feel compelled to respond.

While we appreciate the difficulties and frustrations of working with such a diverse group, it is incumbent upon every member of MPAG to contribute to the success of this advisory group by respecting the very issues we were appointed to address. We do not object to community groups and MPAG members asking MPAG to address matters of concern.

Regrettably, we feel that PLN is directly undermining the authority and tremendous effort of Mr. Tom Autrey, who has been performing admirably in an extremely challenging environment. We believe that the issues raised by PLN should be dealt with first within the MPAG and facilitated by Mr. Autrey.

The members of the MPAG are aware of our obligation with regard to the planning of the Purple Line and do not have the "misperception" that we will be making policy decisions. Diversity of perspectives was a prerequisite for the Planning Board in the formation of this Advisory Group and should not be undone by prioritizing the issues of one advocacy group and its allies.

MPAG was not established to act as a forum merely to review one advocacy group's interests or to rubber-stamp recommended decisions of that advocacy group or members of the Council. We urge you avoid that outcome by rejecting PLN's recommendation to impose its proposed agenda and "focus" on the MPAG.

Finally we want to point out that those signing this letter are limited to members who recently became aware of PLN's letter since it was not copied to MPAG members. It is our strong belief that other members would have signed this letter had they been aware of it.

Sincerely,

Pat Bapiste
Jonathan Jay
Chris Richardson
David Saltzman

Veda Charrow
Caleb Kriesberg
Karen Roper
Mier Wolf

Karen FitzGerald
Ted Power
Robert Rosenberg

Cc: County Council Members
Ike Leggett
Thomas Autrey
MPAG Members

mpag work program and schedule going forward – 30 minutes

to do

other cities' experiences

follow-up field trip

design considerations

environmental background

education component –
speakers, video, etc.

factors to consider

deis/aa now due in august

mta open house on may 14

our next full mpag meeting – may
20

smaller groups

reporting back to full
group in july or early
august may provide
more flexibility over
summer

ernie
pronkowitz of
SEPTA

ernie and
his team
answered
a lot of
questions

they still
return
our calls
– even
after the
visit!



estimating the street widths

	<u>photo</u>	<u>google</u>	<u>gis</u>
woodlawn avenue – south of priscilla lane	40	42	
state street - media	40	40	
elmwood avenue	46	45	
wayne avenue – at dale		45	45
colesville road – south of dale		65	65
colesville road – south of sligo creek parkway		85	90



woodland
avenue

two
tracks

parking
on both
sides

estimated
40 feet -
curb to
curb

11

5

8

5

11

woodlawn
avenue

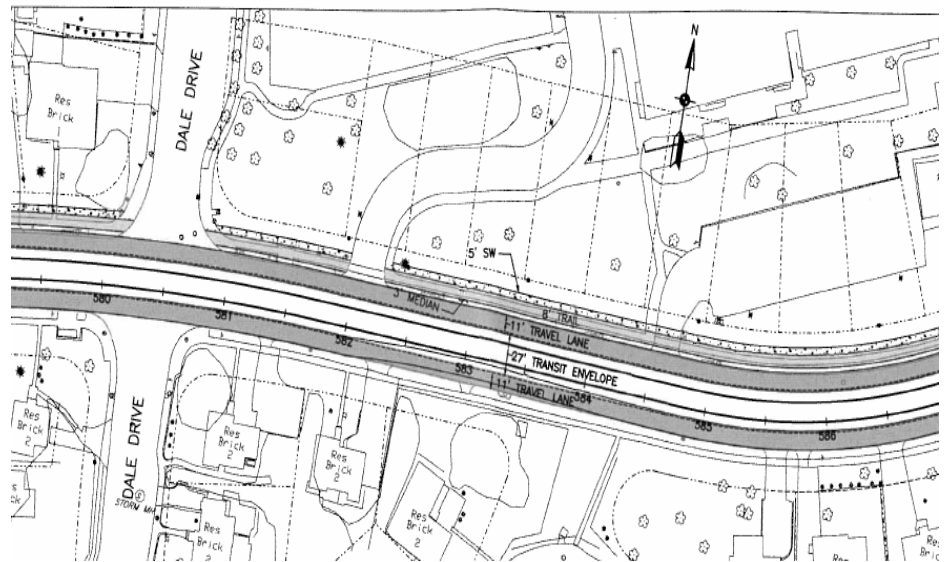
estimated 40 to
42 feet



wayne
avenue – 49
feet –
11+27+11

parking off
peak only

12 minute headways
off peak



woodlawn
avenue on
the sharon
hill line



10 to 20 minute
peak period
service



7 + 6 + 3 + 5 + 4 + 5 + 3 + 6 + 7



46
estimated

elmwood avenue

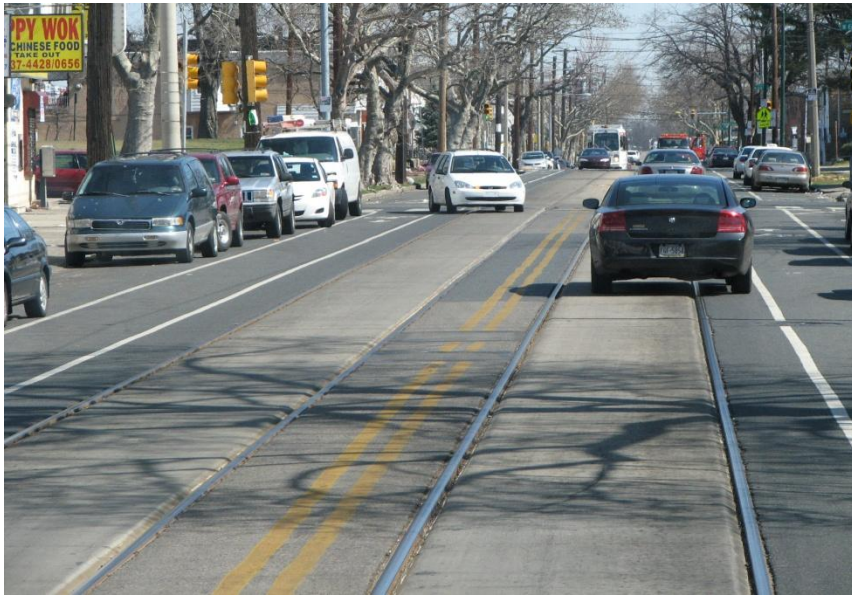
car width – 6'1"
 light truck – 6'8"
 track width – 5'2"

elmwood
avenue

estimated
46 feet
wide

- parking
- bike lane
- two tracks
- shared lanes

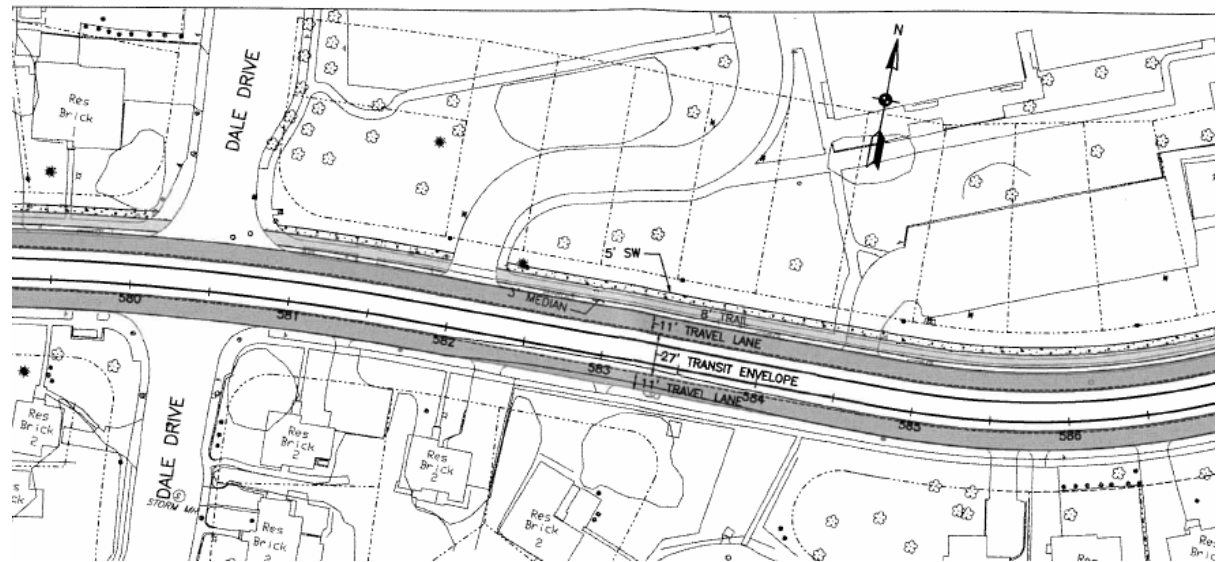




elmwood
avenue – 46
feet estimated

wayne
avenue – 49
feet –
11+27+11

parking off
peak only
12 minute headways
off peak





more of elmwood
avenue

downtown
media pa



7 9 1 5 1 9 7

estimated 40 feet – curb to curb

The end of line terminal point is just beyond orange street



more of media
– again, about
40 feet curb to
curb – one track
and parking on
both sides of
street – the
service runs
every 20
minutes



the folks in media

are used to light
rail



yard and shop
for the
elmwood
avenue
service



through the
park



crossover prior to station



tunnel
portal





mta presentation on wayne avenue and longer tunnel – 10 minutes

major preliminary findings

shared lanes shared with additional left turn lanes work best given other constraints and objective of keeping on street parking

longer tunnel does not save time when compared with shorter tunnel

school access needs to be examined with dale avenue station

access to/from whole foods needs to be re-examined

longer tunnel would add estimated \$65 million and save ½ minute with no station at dale ave. – mta checking cost estimate

presentation for community at roundhouse theatre on april 28th



