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# 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  
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# 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.<sup>1</sup>

*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.

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<sup>1</sup> 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.<sup>2</sup> 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.<sup>3</sup>

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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<sup>2</sup> See *Silver Spring CBD Sector Plan*, February 2000, page 100, for full discussion.

<sup>3</sup> 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*.<sup>4</sup> 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 Carrollton 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](http://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

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<sup>4</sup> *General Plan Refinement of the Goals & Objectives for Montgomery County*, December 1993, page 63.

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



**LEGEND**

-  Interstate Highway
-  U.S. Highway
-  Maryland State Routes
-  Virginia State Routes
-  Local Road
-  Bi-County Transitway Study Area



U.S. Department of Transportation  
Federal Transit Administration



**BI-COUNTY TRANSITWAY PROJECT**

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 statute 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 Carrollton 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.<sup>5</sup>

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.

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<sup>5</sup> 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.<sup>6</sup> The Planning Board and County Council reviewed this alignment in some detail in 2003.<sup>7</sup> Both the Planning Board and Council are on record as opposing the Jones Bridge Road segment of this alignment.<sup>8</sup>

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.<sup>9</sup> The streetcars in service in Portland, Oregon are about eight feet wide, 66 feet long, and have a maximum operating speed of 31 mph.<sup>10</sup> 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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<sup>6</sup> This alignment is being considered for Bus Rapid Transit only.

<sup>7</sup> See staff report at: [http://www.mc-mncppc.org/board/meetings\\_archive/03\\_meeting\\_archive/agenda\\_062603/item12\\_062603.pdf](http://www.mc-mncppc.org/board/meetings_archive/03_meeting_archive/agenda_062603/item12_062603.pdf)

<sup>8</sup> 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.

<sup>9</sup> This is Light Rail Transit, Transportation Research Board E-Circular Number E-C033, July 2001

<sup>10</sup> Tri Met, Portland Street Car specifications on [lightrail.com](http://lightrail.com)

cells are seen as a potential promising technology.<sup>11</sup> 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 (16<sup>th</sup> 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
- 16<sup>th</sup> Street Station (either north or south of 16<sup>th</sup> Street)
- Silver Spring Transit Center

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<sup>11</sup> 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.<sup>12</sup>

### 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.<sup>13</sup>

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.<sup>14</sup>

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<sup>12</sup> Purple Line Project Briefing, Montgomery County Council Transportation and Environment Committee, July 12, 2007

<sup>13</sup> 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](http://www.mc-mncppc.org/board/meetings_archive/03_meeting_archive/agenda_013003/agenda_013003.htm)

<sup>14</sup> See [http://www.purplelinemd.com/linked\\_files/2004-5%20Scoping%20Process%20Report%20.pdf](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.

DEIS/AA Alternatives Retained For Detailed Study (ARDS)

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.<sup>15</sup>

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<sup>15</sup> 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 16<sup>th</sup> 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 16<sup>th</sup> 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 16<sup>th</sup> 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
- 16<sup>th</sup> Street (on either the north or south side of 16<sup>th</sup> 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.<sup>16</sup> 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 DEIS/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.

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<sup>16</sup> 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 is 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.

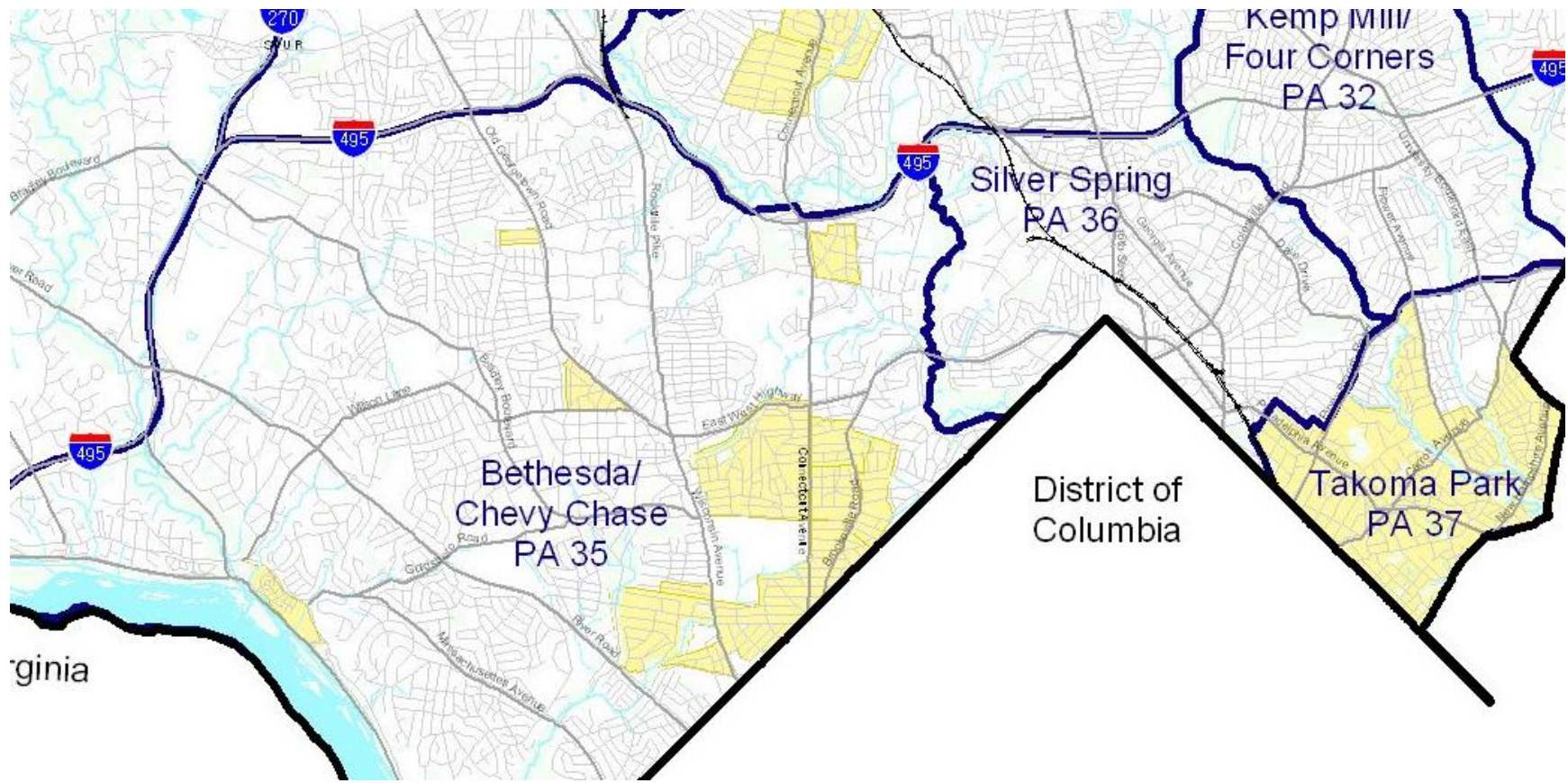
With respect to the Outreach Strategy, the demographic profile indicates a need to be proactive in seeking input from residents, business, owners, and other stakeholders throughout the study area. The outreach effort should also be proactive in its efforts to reach population segments that may have found 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**

<b>Variable</b>	<b>County Overall</b>	<b>Bethesda – CC Planning Area</b>	<b>Silver Spring Planning Area</b>	<b>Takoma Park Planning Area</b>
<b>Population</b>				
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%
<b>Labor Force Location &amp; Work Trips</b>				
% 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
<b>Housing</b>				
% 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
<b>Income</b>				
% 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.

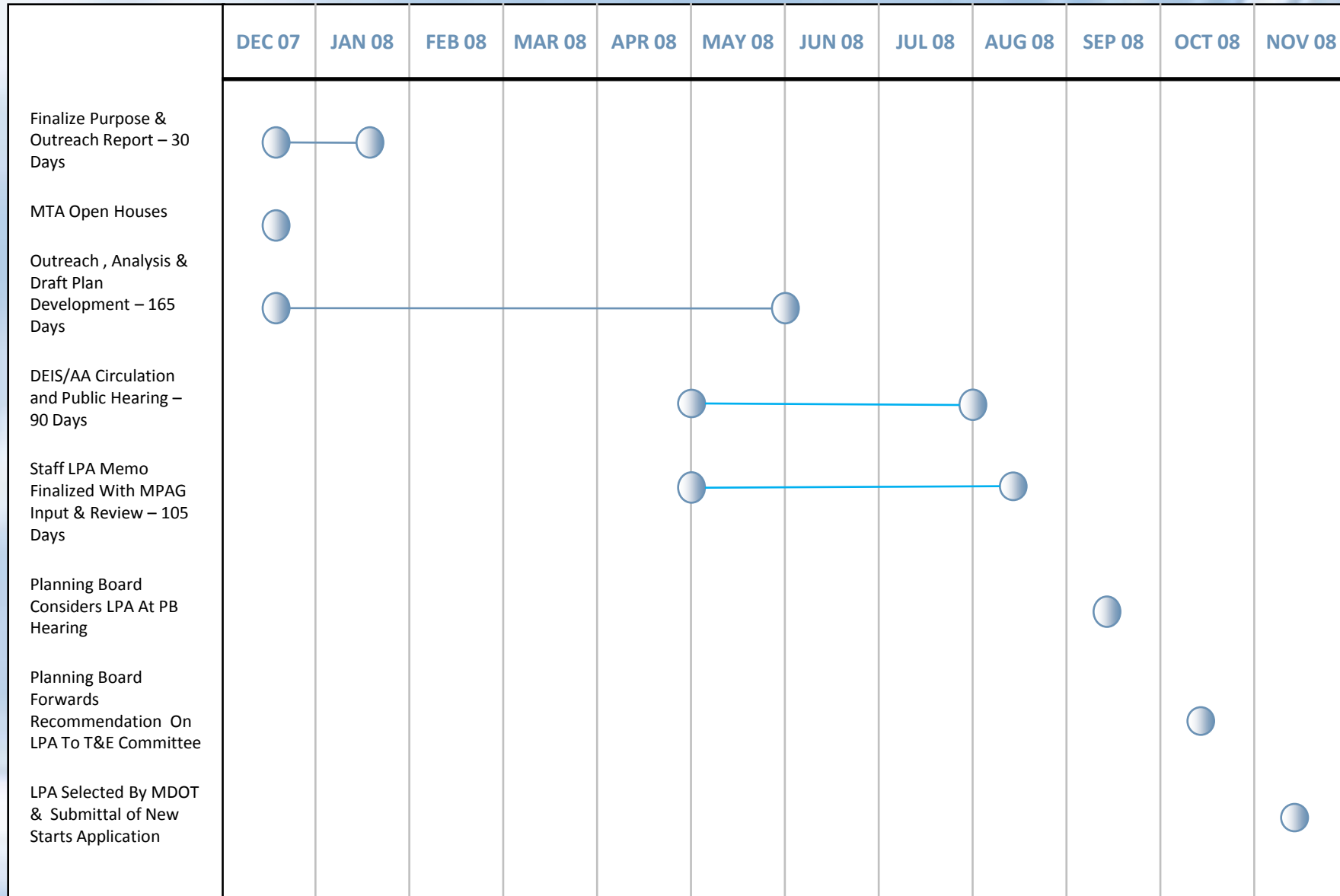
- **Provision of additional outreach meetings and activities.** Many of the communities affected by this Plan are multi-lingual, multi-cultural and have significant income and auto-ownership disparities when compared to the balance of the county. The unique nature of these communities' demands unconventional 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**

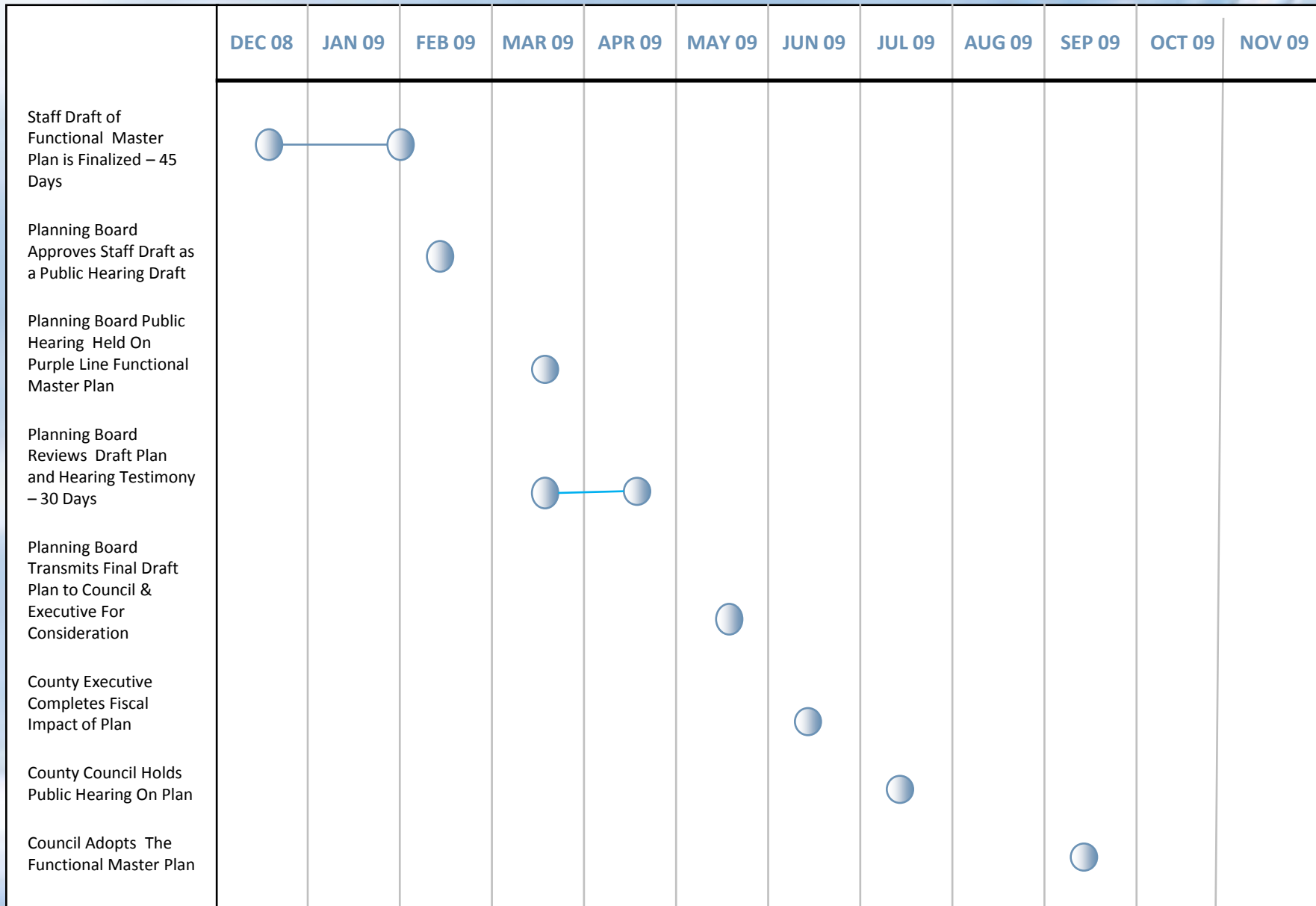
A preliminary schedule for the review of the DEIS/AA, the selection of the LPA, and the completion of the Purple Line Functional Master Plan is presented in the following table. It is important to note that this schedule assumes that DEIS/AA will be available by May 1, 2008 and that there is a 90 day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

Exhibit 2 - Purple Line DEIS and Functional Master Plan Schedule



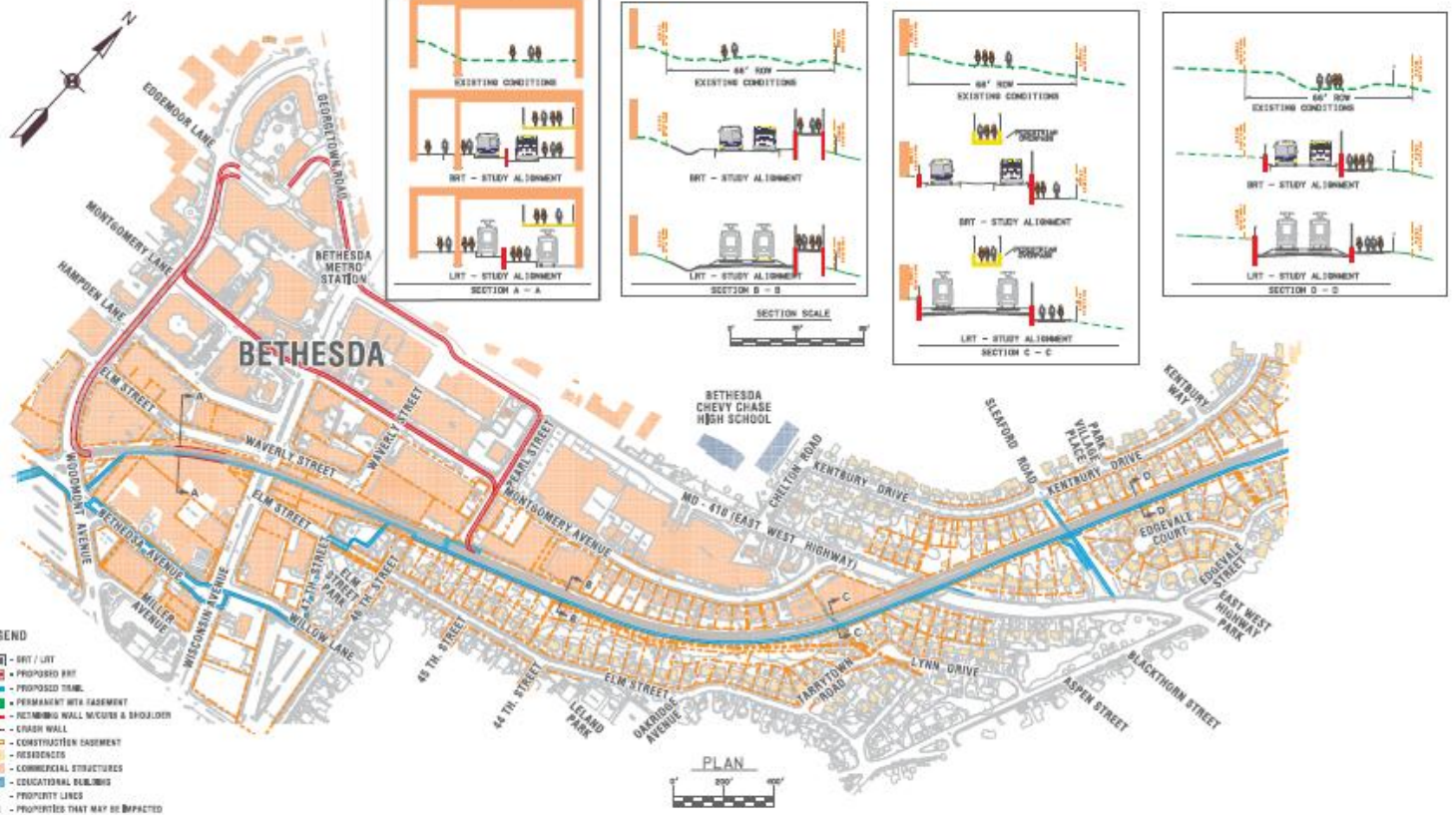
Note: The above schedule assumes the DEIS/AA is available on or before May 1, 2008.

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.**



- LEGEND**
- BRT / LRT
  - PROPOSED BRT
  - PROPOSED TRAIL
  - PERMANENT WALK FASUREMENT
  - RETAINING WALL, MISCUES & SHOULDER
  - CHAIN WALL
  - CONSTRUCTION CASSEMENT
  - RESIDENCES
  - COMMERCIAL STRUCTURES
  - EDUCATIONAL BUILDINGS
  - PROPERTY LINES
  - PROPERTIES THAT MAY BE IMPACTED
  - PARKING

MARYLAND DEPARTMENT OF TRANSPORTATION  
 MARYLAND TRANSIT ADMINISTRATION

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 HANDEL, GLOPPER & EARL, LLP

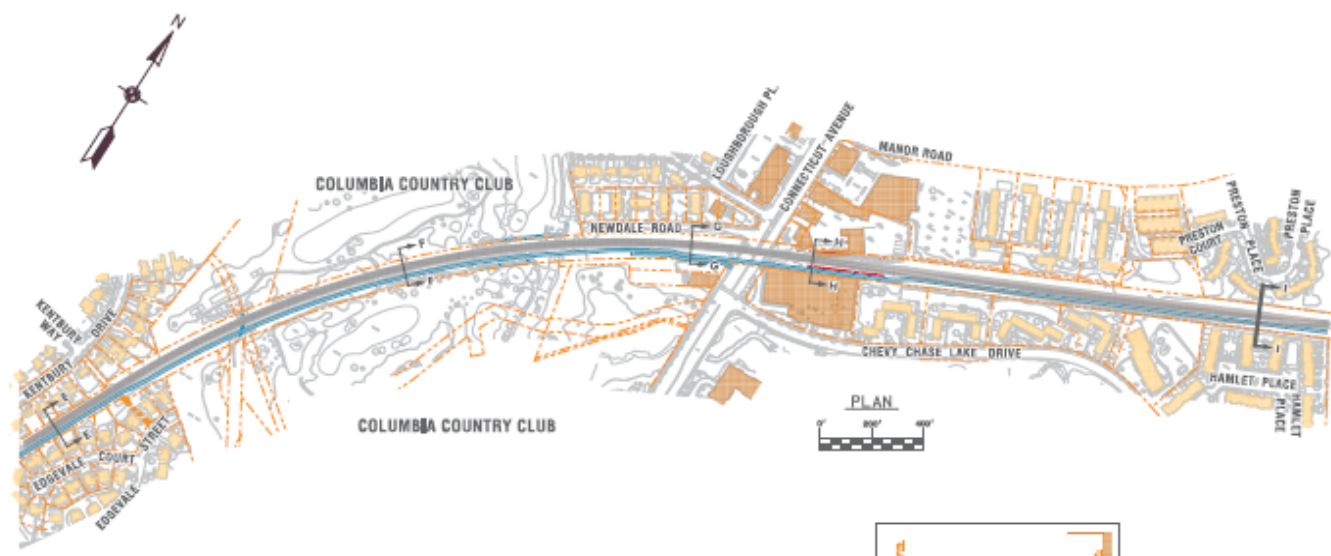
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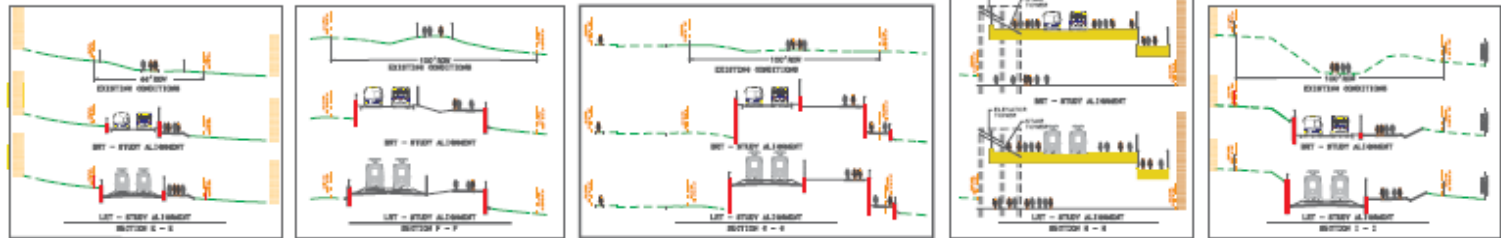
NO.	DESCRIPTION	REVISIONS	BY	DATE

BI-COUNTY TRANSITWAY  
 PRE-CONCEPTUAL DESIGN  
 STUDY ALIGNMENT ALONG CAPITAL CREEK ROAD

CONTRACT NO.  
T-005-0110  
 DRAWING NO.  
EFE-1-02  
 DATE: NOVEMBER, 2008  
 SCALE: AS INDICATED  
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- LEGEND**
- MPT / LOT
  - PROPOSED MPT
  - PROPOSED TRAIL
  - PERMANENT MTA easement
  - RETAINING WALL, WALLS & SHOULDER
  - STREET WALL
  - CONSTRUCTION EASEMENT
  - RESIDENCES
  - COMMERCIAL STRUCTURES
  - EDUCATIONAL BUILDINGS
  - PROPERTY LINES
  - PROPERTY THAT MAY BE IMPACTED
  - PARKS



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 MARYLAND TRANSIT ADMINISTRATION

**PERKINS+WILL**  
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 PERKINS+WILL ARCHITECTURE & DESIGN  
 RAMEL, KLEPPER & EARL, LLP

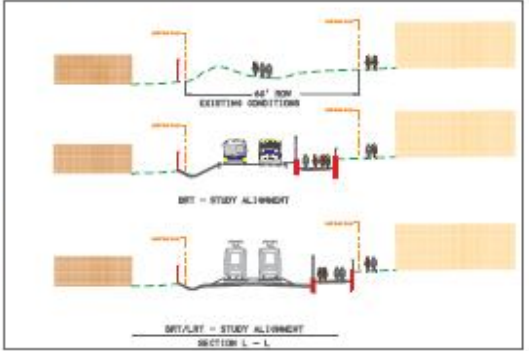
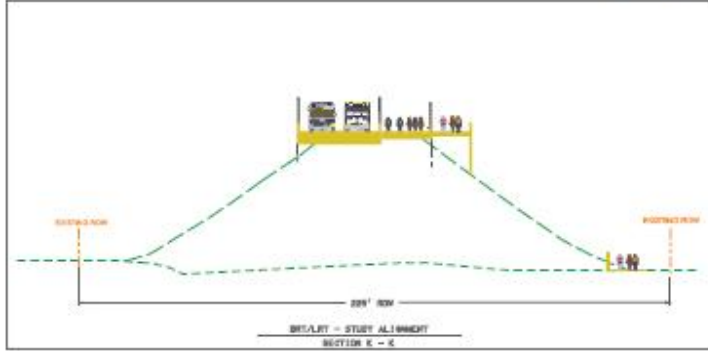
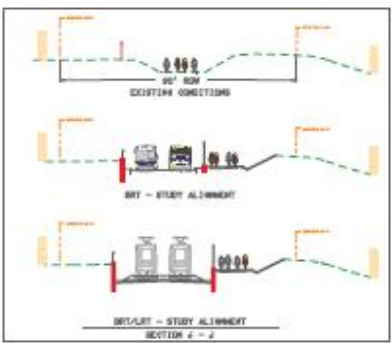
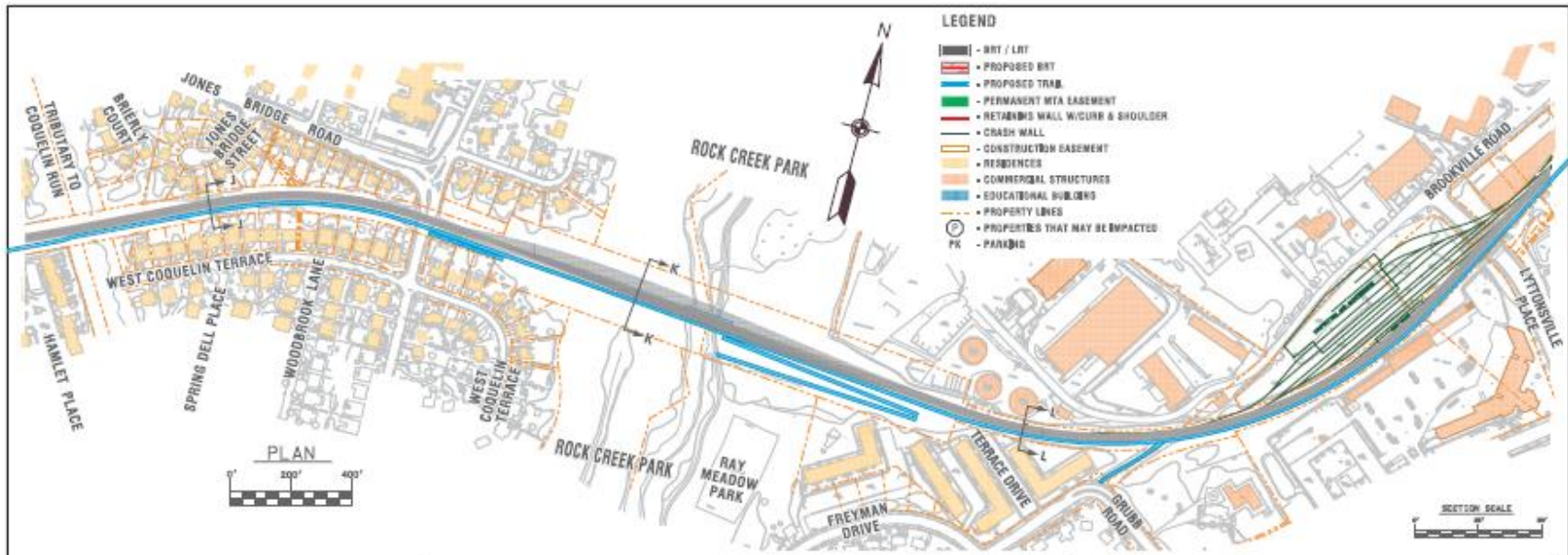
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NO.	DESCRIPTION	REVISIONS	BY	DATE

DATE: NOVEMBER, 2006  
 SCALE: AS INDICATED

CONTRACT NO. T-005-0110  
 DRAWING NO. CF6 - 1 - 04  
 6 OF 58



CONTRACT NO. T-0065-0110 CONTRACT ADMINISTRATION BY MDT

MARYLAND DEPARTMENT OF TRANSPORTATION  
 MARYLAND TRANSIT ADMINISTRATION

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 FENNEL, CLIPPER & EARL, LLP

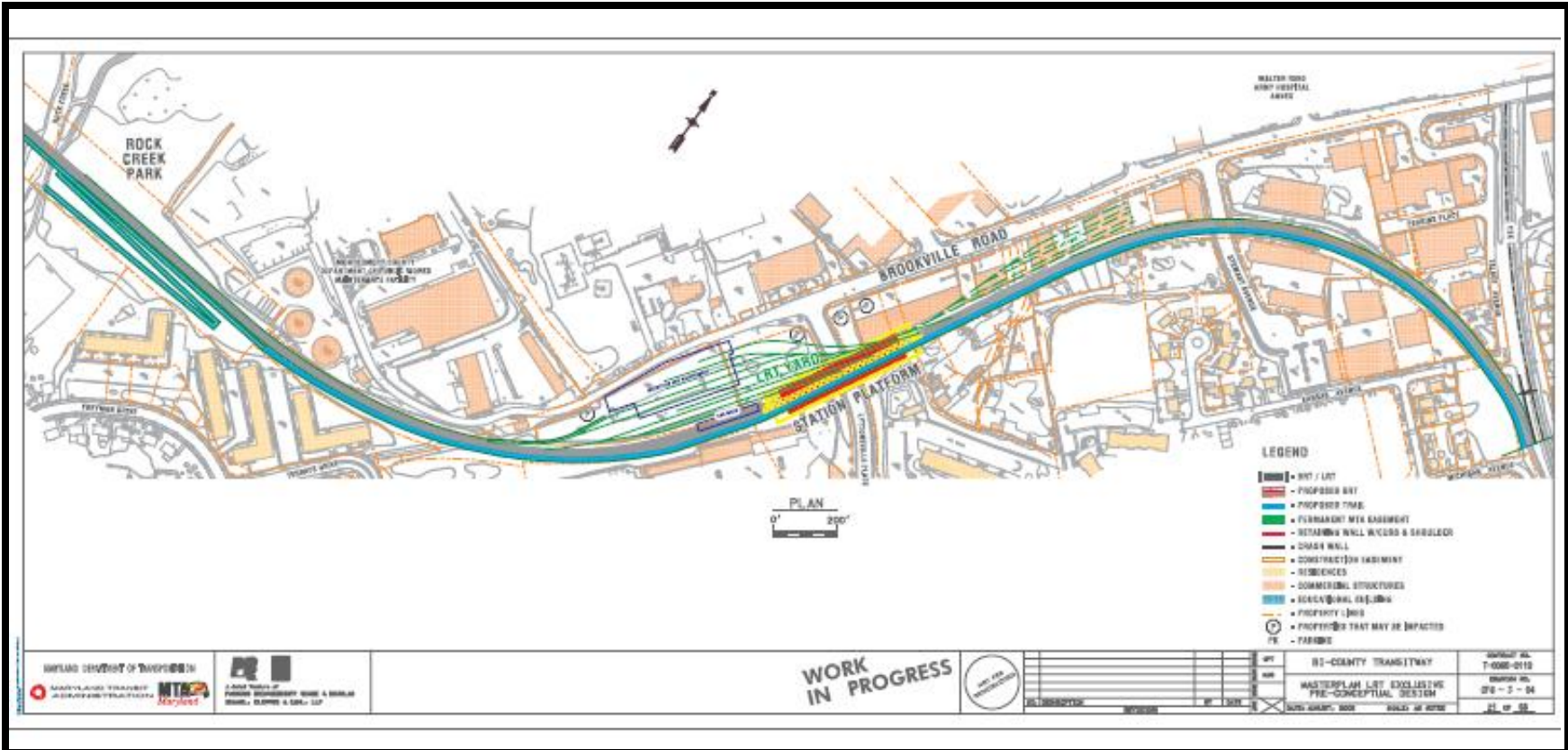
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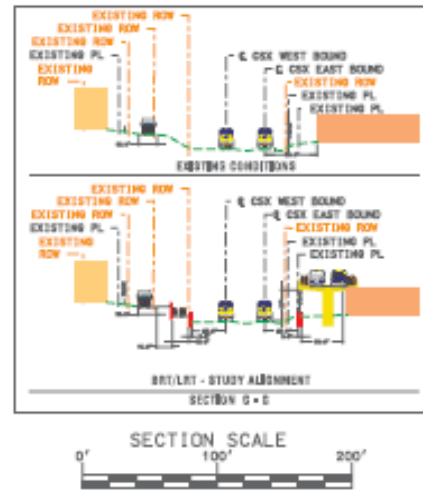
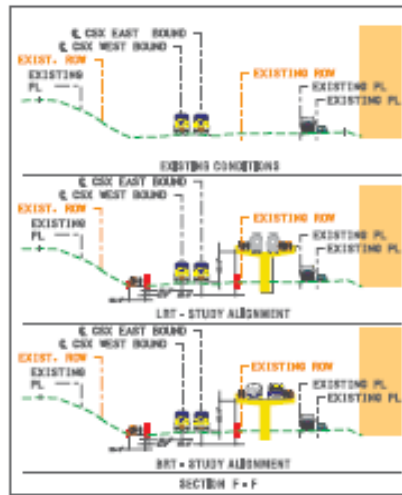
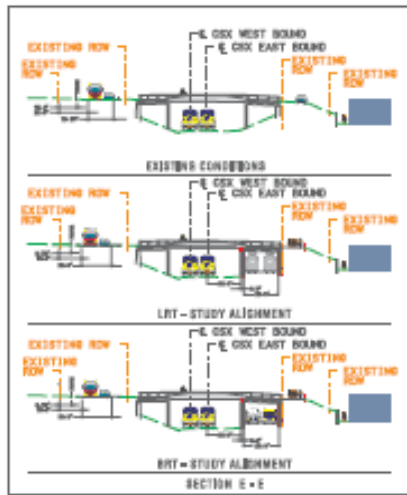
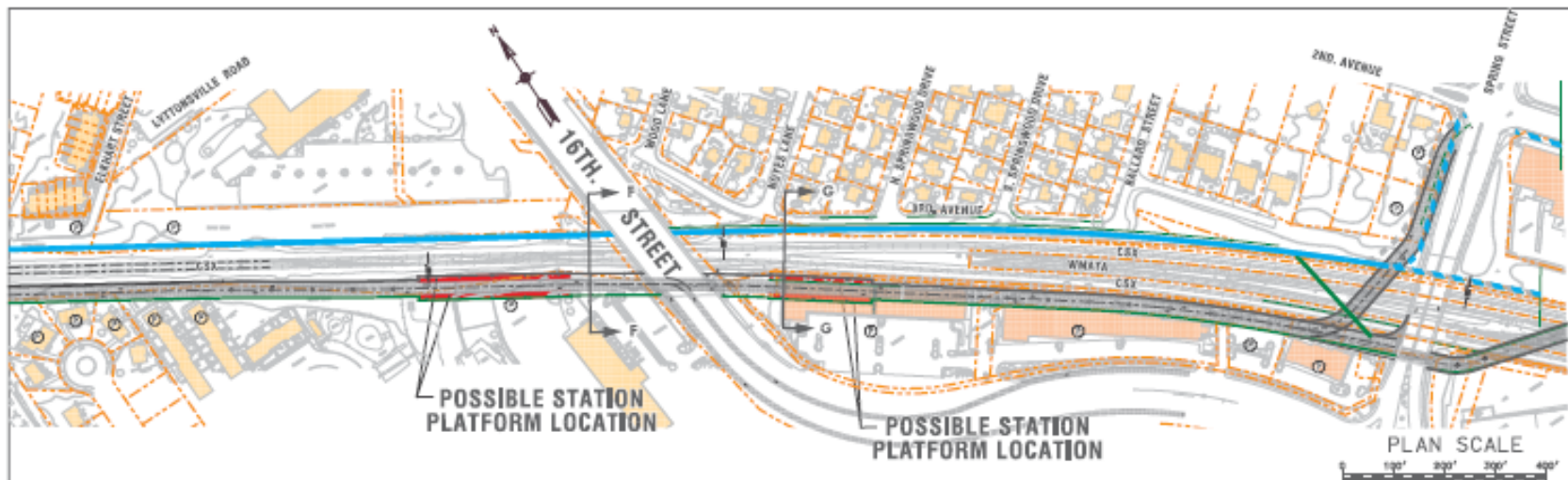


NO.	DESCRIPTION	BY	DATE

DPT  
 MTA  
 BI-COUNTY TRANSITWAY  
 PRE-CONCEPTUAL DESIGN  
 STUDY ALIGNMENT ALONG CANTON CREEK VALLEY  
 DATE: NOVEMBER, 2005 SCALE: AS INDICATED

CONTRACT NO.  
 T-0065-0110  
 DRAWING NO.  
 CPD - 1 - 07  
 5 OF 68





- LEGEND**
- BRT / LRT
  - PROPOSED BRT
  - PROPOSED TRAIL
  - PERMANENT MTA EASEMENT
  - RETAINING WALL M/CURB & SHOULDER
  - CRASH WALL
  - CONSTRUCTION EASEMENT
  - RESIDENCES
  - COMMERCIAL STRUCTURES
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  - PROPERTY LINES
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**WORK IN PROGRESS**

NOT FOR CONSTRUCTION

NO.	DESCRIPTION	REVISED	BY	DATE

BI-COUNTY TRANSITWAY  
 PRE-CONCEPTUAL DESIGN  
 DATE: NOVEMBER, 2008 SCALE: AS SHOWN  
 CONTRACT NO. T-0065-0110  
 DRAWING NO. CFG-3-08  
 23 OF 53





**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