



# **Public Outreach and Coordination Technical Report**

**September 2008**





# Table of Contents

	<u>Page</u>
<b>1. Introduction to Purple Line .....</b>	<b>1-1</b>
1.1. Background and Project Location .....	1-1
1.1.1. Corridor Setting.....	1-2
1.2. Alternatives Retained for Detailed Study .....	1-2
1.2.1. Alternative 1: No Build Alternative .....	1-2
1.2.2. Alternative 2: TSM Alternative .....	1-2
1.2.3. Build Alternatives .....	1-5
1.2.4. Design Options .....	1-11
1.2.5. Stations and Station Facilities .....	1-12
1.2.6. Maintenance and Storage Facilities .....	1-13
1.2.7. Traction Power Substations .....	1-14
<b>2. General Approach .....</b>	<b>2-1</b>
2.1. Public Meetings .....	2-1
2.1.1. September 2003 Public Scoping Meetings .....	2-1
2.1.2. November 2004 Public Open House Meetings .....	2-3
2.1.3. June 2006 Public Open House Meetings .....	2-4
2.1.4. December 2007 Open House Meetings .....	2-5
2.1.5. May 2008 Open House Meetings.....	2-6
2.2. Community Focus Groups.....	2-7
2.3. Stakeholder Meetings .....	2-10
2.4. Additional Outreach .....	2-15
2.4.1. Newsletters, Fact Sheets/Fliers, and Project Website .....	2-15
2.4.2. Additional Community Outreach.....	2-15
2.5. Agency Coordination.....	2-16
2.5.1. Agency Scoping Meeting.....	2-16
2.5.2. Agency Field Reviews .....	2-17
2.5.3. Agency Team Meetings .....	2-17
2.5.4. Other Agency Coordination .....	2-18
2.6. Project Team Meetings.....	2-18



## List of Tables

Table 1-1:	Stations by Alternative.....	1-12
Table 2-1:	September 2003 Public Scoping Meetings - Attendance by Location.....	2-2
Table 2-2:	November 2004 Public Open House Meetings - Attendance by Location .....	2-3
Table 2-3:	June 2006 Public Open House Meetings - Attendance by Location.....	2-5
Table 2-4:	December 2007 Open House Meetings - Attendance by Location.....	2-6
Table 2-5:	May 2008 Open House Meetings - Attendance by Location.....	2-6
Table 2-6:	Community Focus Group Meetings .....	2-8
Table 2-7:	Stakeholder Meetings .....	2-10

## List of Figures

Figure 1-1:	Project Location .....	1-3
Figure 1-2:	Alternative Alignments .....	1-4
Figure 2-1:	Community Focus Groups .....	2-9

## Appendices

Appendix A	Bi-County Transitway Scoping Process Report May 2004
Appendix B	November 2004 Open House Meetings
Appendix C	June 2006 Open House Meetings
Appendix D	December 2007 Open House Meetings
Appendix E	May 2008 Open Houses
Appendix F	Newsletters, Fliers, and Handouts
Appendix G	Agency Team Meeting Minutes



# **1. Introduction to Purple Line**

The Maryland Transit Administration (MTA) is preparing an Alternatives Analysis and Draft Environmental Impact Statement (AA/DEIS) to study a range of alternatives for addressing mobility and accessibility issues in the corridor between Bethesda and New Carrollton, Maryland. The corridor is located in Montgomery and Prince George's Counties, just north of the Washington, D.C. boundary. The Purple Line would provide a rapid transit connection along the 16-mile corridor that lies between the Metrorail Red Line (Bethesda and Silver Spring stations), Green Line (College Park station), and Orange Line (New Carrollton station). This *Public Outreach and Coordination Technical Report* presents the outreach efforts that have taken place over the course of the alternatives development and analysis process that were summarized in the AA/DEIS.

## **1.1. Background and Project Location**

Changing land uses in the Washington, D.C. area have resulted in more suburb-to-suburb travel, while the existing transit system is oriented toward radial travel in and out of downtown Washington, D.C. The only transit service available for east-west travel is bus service, which is slow and unreliable. A need exists for efficient, rapid, and high capacity transit for east-west travel. The Purple Line would serve transit patrons whose journey is solely east-west in the corridor, as well as those who want to access the existing north-south rapid transit services, particularly Metrorail and MARC commuter rail service.

The corridor has a sizeable population that already uses transit and contains some of the busiest transit routes and transfer areas in the Washington, D.C. metropolitan area. Many communities in the corridor have a high percentage of households without a vehicle, and most transit in these communities is bus service. Projections of substantial growth in population and employment in the corridor indicate a growing need for transit improvements. The increasingly congested roadway system does not have adequate capacity to accommodate the existing average daily travel demand, and congestion on these roadways is projected to worsen as traffic continues to grow through 2030.

A need exists for high quality transit service to key activity centers and to improve transit travel time in the corridor. Although north-south rapid transit serves parts of the corridor, transit users who are not within walking distance of these services must drive or use slow and unreliable buses to access them. Faster and more reliable connections along the east-west Purple Line Corridor to the existing radial rail lines (Metrorail and MARC trains) would improve mobility and accessibility. This enhanced system connectivity would also help to improve transit efficiencies. In addition, poor air quality in the region needs to be addressed, and changes to the existing transportation infrastructure would help in attaining federal air quality standards.



### ***1.1.1. Corridor Setting***

The Purple Line Corridor, as shown in Figure 1-1, is north and northeast of Washington, D.C., with a majority of the alignment within one to three miles of the circumferential I-95/I-495 Capital Beltway.

## **1.2. Alternatives Retained for Detailed Study**

The Purple Line study has identified eight alternatives for detailed study, shown on Figure 1-2. The alternatives include the No Build Alternative, the Transportation System Management (TSM) Alternative, and six Build Alternatives. The Build Alternatives include three using bus rapid transit (BRT) technology and three using light rail transit (LRT) technology.

All alternatives extend the full length of the Purple Line Corridor between the Bethesda Metro Station in the west and the New Carrollton Metro Station in the east, with variations in alignment, type of running way (shared, dedicated, or exclusive), and amount of grade-separation options (e.g., tunnel segments or aerial). For purposes of evaluation, complete alignments need to be considered. These alternatives were used to examine the general benefits, costs, and impacts for serving major market areas within the corridor.

### ***1.2.1. Alternative 1: No Build Alternative***

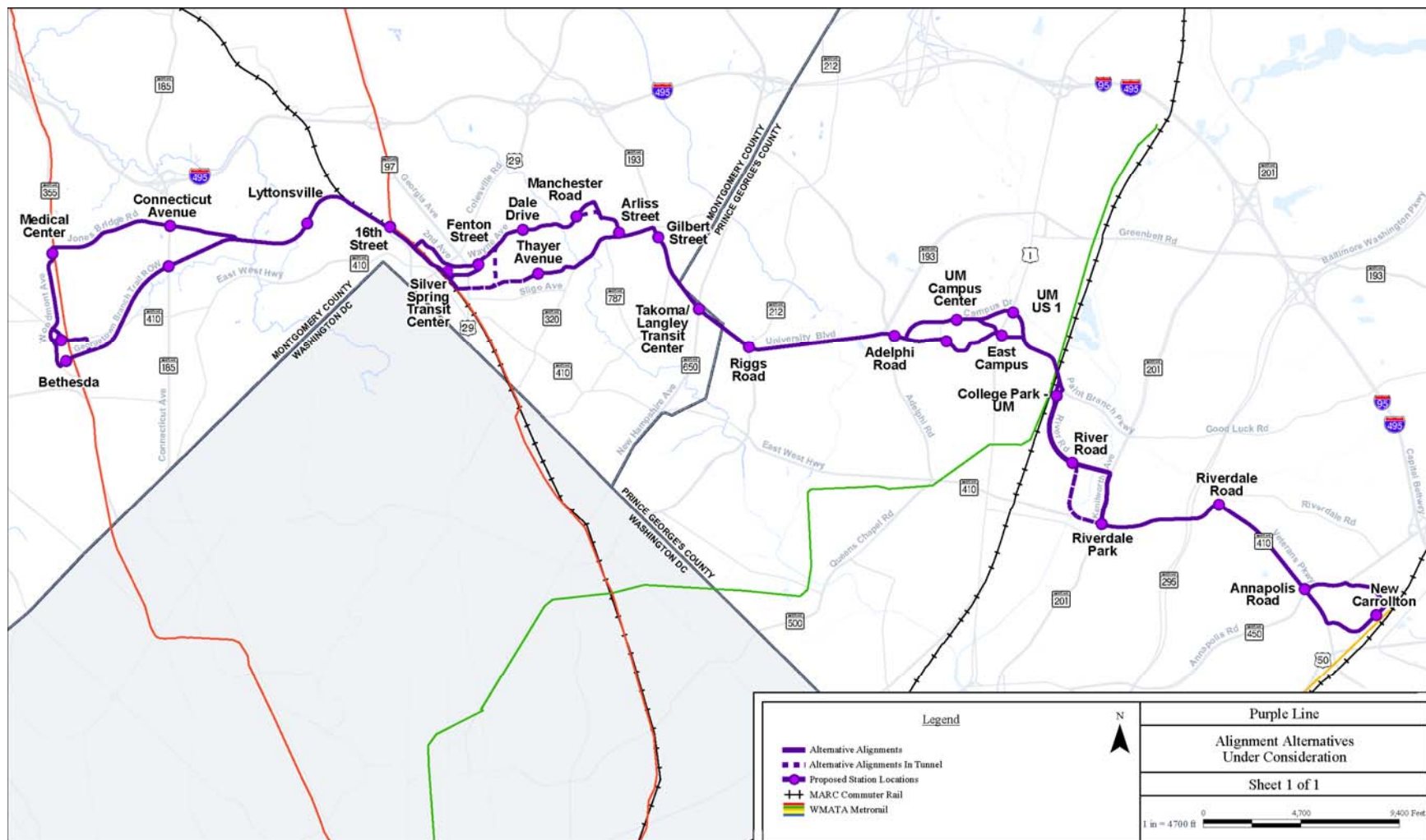
The No Build Alternative is used as the baseline against which the other alternatives are compared for purposes of environmental and community impacts. The No Build Alternative consists of the transit service levels, highway networks, traffic volumes, and forecasted demographics for horizon year 2030 that are assumed in the local Constrained Long Range Plan of the local metropolitan planning organization (in this case, the Metropolitan Washington Council of Governments).

### ***1.2.2. Alternative 2: TSM Alternative***

The TSM Alternative provides an appropriate baseline against which all major investment alternatives are evaluated for the Federal Transit Administration's New Starts funding program. The New Starts rating and evaluation process begins when the project applies to enter preliminary engineering and continues through final design.

The TSM Alternative represents the best that can be done for mobility in the corridor without constructing a new transitway. Generally, the TSM Alternative emphasizes upgrades in transit service through operational and minor physical improvements, plus selected highway upgrades through intersection improvements, minor widening, and other focused traffic engineering actions. A TSM Alternative normally includes such features as bus route restructuring, shortened bus headways, expanded use of articulated buses, reserved bus lanes, express and limited-stop service, signalization improvements, and timed-transfer operations.





Page 1-4 • Public Outreach and Coordination Technical Report



### **1.2.3. Build Alternatives**

The six Build Alternatives generally use the same alignments; only a few segments have locations where different roadways would be used. The differences between the alternatives are more often the incorporation of design features, such as grade separation to avoid congested roadways or intersections.

#### **Alternative 3: Low Investment BRT**

The Low Investment BRT Alternative would primarily use existing streets to avoid the cost of grade separation and extensive reconstruction of existing streets. It would incorporate signal, signage, and lane improvements in certain places. This alternative would operate mostly in mixed lanes with at-grade crossings of all intersections and queue jump lanes at some intersections. Southbound along Kenilworth Avenue and westbound along Annapolis Road, Low Investment BRT would operate in dedicated lanes. This is the only alternative that would operate on Jones Bridge Road, directly serving the National Institutes of Health and the National Naval Medical Center near Wisconsin Avenue and Jones Bridge Road. It is also the only alternative that would use the bus portion of the new Silver Spring Transit Center (SSTC). A detailed description of the alternative follows.

From the western terminus in Bethesda, Low Investment BRT would originate at the Bethesda Metro Station bus terminal. The alignment would operate on Woodmont Avenue within the existing curb. At the Bethesda Station, the buses would enter the station via Edgemoor Road and exit onto Old Georgetown Road.

At Wisconsin Avenue, just south of Jones Bridge Road, the transitway would remain on the west side of the road in exclusive lanes. Low Investment BRT would turn onto Jones Bridge Road where the transit would operate in shared lanes with queue jump lanes westbound at the intersection with Wisconsin Avenue and westbound for the intersection at Connecticut Avenue. Some widening would be required at North Chevy Chase Elementary School.

The alignment would continue along Jones Bridge Road to Jones Mill Road where it would turn right (south) onto Jones Mill Road. Eastbound on Jones Bridge Road would be a queue jump lane at the intersection. From Jones Mill Road, the alignment would turn east onto the Georgetown Branch right-of-way, where a new exclusive roadway would be constructed, with an adjacent trail on the south side.

Low Investment BRT would continue on the Georgetown Branch right-of-way, crossing Rock Creek Park on a new bridge, replacing the existing pedestrian bridge. The trail would also be accommodated on the bridge or on an adjacent bridge. A trail connection to the Rock Creek Trail would be provided east of the bridge. The alignment would continue on the Georgetown Branch right-of-way until the CSX corridor at approximately Kansas Avenue.

At this point, the alignment would turn southeast to run parallel and immediately adjacent to the CSX tracks on a new exclusive right-of-way. The trail would parallel the transitway, crossing



the transitway and the CSX right-of-way east of Talbot Avenue on a new structure and continuing on the north side of the CSX right-of-way. The transitway would continue on a new roadway between the CSX tracks and Rosemary Hills Elementary School and continue past the school. The transitway would cross 16<sup>th</sup> Street at -grade, where a station would be located. The transitway would continue parallel to the CSX tracks to Spring Street where it would connect to Spring Street and turn to cross over the CSX tracks on Spring Street. The alignment would continue on Spring Street to 2<sup>nd</sup> Avenue where it would turn east. Buses would operate in shared lanes on Spring Street and Second Avenue.

Low Investment BRT would cross Colesville Road at-grade and continue up Wayne Avenue to Ramsey Street, where the buses would turn right to enter the SSTC at the second level.

The buses would leave the SSTC and return to Wayne Avenue via Ramsey Street. Low Investment BRT would continue east on Wayne Avenue in shared lanes. After crossing Sligo Creek Parkway, the alignment would operate in shared lanes.

At Flower Avenue, the alignment would turn left (south) onto Arliss Street, operating in shared lanes to Piney Branch Road. At Piney Branch Road, the alignment would turn left to continue in shared lanes to University Boulevard.

Low Investment BRT would follow University Boulevard to Adelphi Road. The lanes on University Boulevard would be shared. At Adelphi Road, the alignment would enter the University of Maryland (UM) campus on Campus Drive. The alignment would follow the Union Drive extension, as shown in the University of Maryland Facilities Master Plan (2001-2020), through what are currently parking lots. The alignment would follow Union Drive and then Campus Drive through campus in mixed traffic and the main gate to US 1.

Low Investment BRT would operate on Paint Branch Parkway to the College Park Metro Station in shared lanes. The alignment would then follow River Road to Kenilworth Avenue in shared lanes. Along Kenilworth Avenue, the southbound alignment would be a dedicated lane, but northbound would be in mixed traffic.

The alignment turns east from Kenilworth Avenue on East West Highway (MD 410) and continues in shared lanes on Veterans Parkway. This alignment turns left on Annapolis Road and then right on Harkins Road to the New Carrollton Metro Station. The westbound alignment on Annapolis would be dedicated, but the eastbound lanes would be shared.

#### **Alternative 4: Medium Investment BRT**

Alternative 4, the Medium Investment BRT Alternative, is, by definition, an alternative that uses the various options that provide maximum benefit relative to cost. Most of the segments are selected from either the Low or High Investment BRT Alternatives.

This alternative follows a one-way counter-clockwise loop from the Georgetown Branch right-of-way onto Pearl Street, East West Highway, Old Georgetown Road, Edgemoor Lane, and Woodmont Avenue and from there onto the Georgetown Branch right-of-way under the Air





Rights Building. The buses stop at both the existing Bethesda Metro Station on Edgemoor Lane and at the new southern entrance to the Metro station under the Air Rights Building.

The alignment continues on the Georgetown Branch right-of-way with an aerial crossing over Connecticut Avenue and a crossing under Jones Mill Road.

This alignment, and all others that use the Georgetown Branch right-of-way, includes construction of a hiker-biker trail between Bethesda and the SSTC.

The alignment would continue on the Georgetown Branch right-of-way until the CSX right-of-way. The alignment would cross Rock Creek Park on a new bridge, replacing the existing pedestrian bridge. The trail would also be accommodated on the bridge or on an adjacent bridge. The alignment would continue on the Georgetown Branch right-of-way until the CSX corridor at approximately Kansas Avenue. This segment of the alignment, from Jones Mill Road to the CSX corridor, would be the same for all the alternatives.

As with Low Investment BRT, this alternative would follow the CSX corridor on the south side of the right-of-way, but it would cross 16<sup>th</sup> Street and Spring Street below the grade of the streets, at approximately the same grade as the CSX tracks. The station at 16<sup>th</sup> Street would have elevators and escalators to provide access from 16<sup>th</sup> Street.

After passing under the Spring Street Bridge, Medium Investment BRT would rise above the level of the existing development south of the CSX right-of-way. East of the Falklands Chase apartments, Medium Investment BRT would cross over the CSX tracks on an aerial structure to enter the SSTC parallel to, but at a higher level than, the existing tracks.

After the SSTC, Medium Investment BRT would leave the CSX right-of-way and follow Bonifant Street at-grade, crossing Georgia Avenue, and just prior to Fenton Street turn north toward Wayne Avenue. The alignment would continue on Wayne Avenue in shared lanes with added left turn lanes to Flower Avenue and then Arliss Street. At Piney Branch Road, the alternative would turn left into dedicated lanes to University Boulevard.

Medium Investment BRT would be in dedicated lanes on University Boulevard with an at-grade crossing of the intersections. The alignment would continue through the University of Maryland campus in dedicated lanes on Campus Drive and then continue at-grade in a new exclusive transitway along the intramural fields to US 1.

Crossing US 1 at-grade, Medium Investment BRT would pass through the East Campus development on Rossborough Lane to Paint Branch Parkway. The alignment would continue on Paint Branch Parkway and River Road in shared lanes, as with Low Investment BRT. At Kenilworth Avenue, both lanes would be dedicated.

Turning left on East West Highway, Medium Investment BRT would be in dedicated lanes. As with Low Investment BRT, this alternative would travel in shared lanes on Veterans Parkway.



Medium Investment BRT would continue on Veterans Parkway to Ellin Road, where it would turn left into dedicated lanes to the New Carrollton Metro Station.

### **Alternative 5: High Investment BRT via Master Plan Alignment**

The High Investment BRT Alternative is intended to provide the most rapid travel time for a BRT alternative. It would make maximum use of vertical grade separation and horizontal traffic separation. Tunnels and aerial structures are proposed at key locations to improve travel time and reduce delay. When operating within or adjacent to existing roads, this alternative would operate primarily in dedicated lanes. Like Medium Investment BRT, this alternative would serve the Bethesda Station both at the existing Bethesda bus terminal at the Metro station and at the new south entrance to the Metro station beneath the Apex Building.

High Investment BRT would follow a one-way loop in Bethesda from the Master Plan alignment onto Pearl Street, then travel west on East West Highway and Old Georgetown Road into the Bethesda Metro Station bus terminal, exit onto Woodmont Avenue southbound, and then continue left under the Air Rights Building to rejoin the Georgetown Branch right-of-way. Elevators would provide a direct connection to the south end of the Bethesda Metro Station in the tunnel under the Air Rights Building.

High Investment BRT would be the same as Medium Investment BRT until it reaches the CSX corridor. As with the Low and Medium Investment BRT Alternatives, this alternative would follow the CSX corridor on the south side of the right-of-way, but it would cross 16<sup>th</sup> Street and Spring Street below the grade of the streets, at approximately the same grade as the CSX tracks. The station at 16<sup>th</sup> Street would have elevators and escalators to provide access from 16<sup>th</sup> Street.

The crossing of the CSX right-of-way would be the same as for Medium Investment BRT. From the SSTC, High Investment BRT would continue along the CSX tracks until Silver Spring Avenue, where the alignment would turn east entering a tunnel, passing under Georgia Avenue, and turning north to Wayne Avenue. The alignment would return to the surface on Wayne Avenue near Cedar Street. It would continue on Wayne Avenue in dedicated lanes, crossing Sligo Creek Parkway, and entering a tunnel approximately half-way between Sligo Creek and Flower Avenue, then turning east to pass under Plymouth Street, crossing under Flower Avenue, and emerging from the tunnel on Arliss Street.

High Investment BRT would be the same on Piney Branch Road and University Boulevard except that the alignment would have grade-separated crossings over New Hampshire Avenue and Riggs Road.

Approaching the University of Maryland, the alignment would cross under Adelphi Road. After Adelphi Road, the alignment would follow Campus Drive and turn onto the proposed Union Drive extended. The alignment would enter a tunnel while on Union Drive, prior to Cole Field House, and pass through the campus under Campus Drive. After emerging from the tunnel east of Regents Drive, the alignment would be the same as Medium Investment BRT, until Paint Branch Parkway.



The alignment would continue east on Paint Branch Parkway in dedicated lanes, except under the CSX overpass, to the College Park Metro Station. The alternative would then follow River Road in dedicated lanes. The alignment would be dedicated on these roadways, except under the CSX Bridge on Paint Branch Parkway.

From River Road (also in dedicated lanes) near Haig Drive, the alignment would turn right and enter a tunnel heading south, roughly parallel to Kenilworth Avenue. Near East West Highway (MD 410), the alignment would turn left and continue in the tunnel under Anacostia River Park. The alignment would transition to a surface alignment west of the Kenilworth Avenue/East West Highway intersection. The alternative would follow East West Highway in dedicated lanes.

High Investment BRT would turn right down Veterans Parkway in dedicated lanes. Unlike Medium Investment BRT, this alignment would cross under Annapolis Road before continuing on to Ellin Road.

#### **Alternative 6: Low Investment LRT**

The Low Investment LRT Alternative would operate in shared and dedicated lanes with minimal use of vertical grade separation and horizontal traffic separation. All LRT Alternatives would serve only the south entrance of the Bethesda Station and would operate there in a stub-end platform arrangement.

Low Investment LRT would begin on the Georgetown Branch right-of-way near the Bethesda Metro Station under the Air Rights Building. The hiker-biker trail connection to the Capital Crescent Trail would not be through the tunnel under the Air Rights Building, but rather through Elm Street Park on existing streets. The terminal station would be the Bethesda Metro Station with a connection to the southern end of the existing station platform.

After emerging from under the Air Rights Building, the transitway would follow the Georgetown Branch right-of-way, crossing Connecticut Avenue at-grade and crossing under Jones Mill Road. Between approximately Pearl Street and just west of Jones Mill Road, the trail would be on the north side of the transitway; elsewhere it would be on the south side.

The segment from Jones Mill Road to Spring Street in the CSX corridor would be the same as for Low and Medium Investment BRT.

After crossing Spring Street, Low Investment LRT would be the same as the Medium and High Investment BRT Alternatives.

Low Investment LRT would be the same as Medium Investment BRT from the SSTC to Bonifant Street to Wayne Avenue.

Turning right, Low Investment LRT would continue at-grade on Wayne Avenue in shared lanes, crossing Sligo Creek Parkway and entering a tunnel from Wayne Avenue to pass under Plymouth Street. As with High Investment BRT, the alignment emerges from the tunnel on Arliss Street.



The Low Investment LRT Alternative would then follow Piney Branch Road and University Boulevard at-grade in dedicated lanes. In keeping with the low investment definition of this alternative, the major intersections of New Hampshire Avenue and Riggs Road would not be grade-separated.

As this alternative approaches Adelphi Road, the grade of the existing roadway is too steep for the type of LRT vehicles being considered. For this reason, the transitway would cross the intersection below grade.

At Adelphi Road, the alignment would enter the University of Maryland campus on Campus Drive. The alignment would follow the same alignment to the College Park Metro Station as described for Medium Investment BRT.

From the College Park Metro Station to the terminus at the New Carrollton Metro Station, Low Investment LRT would be in dedicated lanes on River Road. On Kenilworth Avenue, the LRT would be in a dedicated lane southbound, but a shared lane northbound. On East West Highway, the LRT would be in dedicated lanes with shared left turn lanes and in shared lanes under Baltimore-Washington Parkway. On Veterans Parkway, the LRT is in dedicated lanes.

As with Low Investment BRT, this alignment turns left on Annapolis Road from Veterans Parkway and then right on Harkins Road to the New Carrollton Metro Station. The segments on Annapolis Road and Harkins Lane would be dedicated.

#### **Alternative 7: Medium Investment LRT**

Medium Investment LRT is the same as Low Investment LRT from Bethesda to the CSX corridor, except that the alignment would cross over Connecticut Avenue.

Along the CSX corridor, the alignment would be the same as High Investment BRT, grade-separated (below) at 16<sup>th</sup> and Spring Streets. The alignment would be the same as Medium and High Investment BRT and Low Investment LRT from Spring Street through the SSTC.

From the SSTC, the alignment would follow Bonifant Street in dedicated lanes to Wayne Avenue. On Wayne Avenue, this alternative would be in shared lanes with added left turn lanes. The alignment would be the same as Low Investment LRT until Paint Branch Parkway, where it would be in dedicated lanes, except under the CSX/metro tracks at the College Park Metro Station, except for Paint Branch Parkway where it would be in dedicated lanes. The LRT follows River Road, Kenilworth Avenue, East West Highway, and Veterans Parkway in dedicated lanes. At the intersection of Veterans Parkway and Annapolis Road the LRT continues across Annapolis, turning left at Ellin Road still in dedicated lanes.

#### **Alternative 8: High Investment LRT**

Alternative 8, High Investment LRT, would be the same as the High Investment BRT Alternative, except for the Bethesda terminus. The alignment would begin just west of the tunnel under the Air Rights Building. The hiker-biker trail would follow the alignment through

the tunnel under the Air Rights Building. Because of physical constraints, the trail would be elevated above the westbound tracks. The trail would return to grade as it approaches Woodmont Avenue. The terminal station would be the Bethesda Metro Station with a connection to the southern end of the existing station platform.

#### ***1.2.4. Design Options***

##### **North Side of CSX**

This design option is based on the Georgetown Branch Master Plan. From the eastern end of the Georgetown Branch right-of-way, the alignment would cross under the CSX corridor and then continue down the north side. It would emerge from the tunnel near Lyttonsville Road in Woodside. The alignment would be below the grade of 16<sup>th</sup> Street, passing under the bridge, but providing a station at that location. It would also pass under the Spring Street Bridge but would begin to rise on an aerial structure over the CSX right-of-way 1,000 feet northwest of Colesville Road due to the location of the Metro Plaza Building. The aerial structure over the CSX right-of-way would provide the required 23-foot clearance from top of rail to bottom of structure. The alternative would enter the SSTC parallel to, but at a higher level than, the existing tracks.

##### **South Side of CSX with a Crossing West of the Falklands Chase Apartments**

This option would operate on the south side of the CSX, as described either at or below grade at 16<sup>th</sup> Street. The alignment would cross the CSX corridor between Spring Street and Fenwick Lane. This option would continue along the north side of the CSX right-of-way on an aerial structure over the CSX right-of-way 1,000 feet northwest of Colesville Road, due to the location of the Metro Plaza Building. The aerial structure over the CSX right-of-way would provide the required 23-foot clearance from top of rail to bottom of structure. The alternative would enter the SSTC parallel to, but at a higher level than, the existing tracks.

##### **Silver Spring/Thayer Tunnel**

This design option would begin at the SSTC where the alignment leaves the CSX corridor near Silver Spring Avenue. It would enter a tunnel on Silver Spring Avenue passing under Georgia Avenue and Fenton Street. At approximately Grove Street, the alignment would shift northward to continue under the storm drain easement and backyards of homes on Thayer and Silver Spring Avenues. The transitway would emerge from the tunnel behind the East Silver Spring Elementary School on Thayer Avenue and follow Thayer Avenue across Dale Drive to Piney Branch Road. If the mode selected were LRT, the grade of Piney Branch Road would require an aerial structure from west of Sligo Creek and Sligo Creek Parkway and would return to grade just west of Flower Avenue. This aerial structure requires that the road be widened. For this design option, a station would be located on Thayer Avenue where the alignment would emerge from the tunnel.



## University of Maryland Campus via Preinkert Drive

Preinkert Drive is being evaluated as a design option for both BRT and LRT through the campus of the University of Maryland. The alignment would run from the west on Campus Drive turning right onto Preinkert Drive where it would head southeast. The transitway would turn left to pass directly between LeFrak Hall and the South Dining Campus Hall and then northeast through the Lot Y parking lot. From there, the alignment would run east along Chapel Drive between Memorial Chapel and Marie Mount Hall and eventually would pass to the south of Lee Building at Chapel Fields. The alignment would continue onto Rossborough Lane, passing directly north of Rossborough Inn to cross US 1, and continues east through the East Campus development.

### 1.2.5. Stations and Station Facilities

Between 20 and 21 stations are being considered for each of the alternatives. Table 1-1 provides the stations for each of the Build Alternatives.

**Table 1-1: Stations by Alternative**

Segment Name	Low Invest. BRT	Medium Invest. BRT	High Invest. BRT	Low Invest. LRT	Medium Invest. LRT	High Invest. LRT
Bethesda Metro, North Entrance	Yes	Yes	Yes	N/A	N/A	N/A
Medical Center Metro	Yes	N/A	N/A	N/A	N/A	N/A
Bethesda Metro, South Entrance	N/A	Yes	Yes	Yes	Yes	Yes
Connecticut Avenue	Yes	Yes	Yes	Yes	Yes	Yes
Lyttonsville	Yes	Yes	Yes	Yes	Yes	Yes
Woodside/16 <sup>th</sup> Street	Yes	Yes	Yes	Yes	Yes	Yes
Silver Spring Transit Center	Yes	Yes	Yes	Yes	Yes	Yes
Fenton Street	Yes	Yes	N/A	Yes	Yes	N/A
Dale Drive	Yes	Yes	Yes	Yes	Yes	Yes
Manchester Place	Yes	Yes	Yes	Yes	Yes	Yes
Arliss Street	Yes	Yes	Yes	Yes	Yes	Yes
Gilbert Street	Yes	Yes	Yes	Yes	Yes	Yes
Takoma/Langley Transit Center	Yes	Yes	Yes	Yes	Yes	Yes
Riggs Road	Yes	Yes	Yes	Yes	Yes	Yes
Adelphi Road	Yes	Yes	Yes	Yes	Yes	Yes
University of Maryland Campus Center	Yes	Yes	Yes	Yes	Yes	Yes
US 1	Yes	N/A	N/A	N/A	N/A	N/A
East Campus	N/A	Yes	Yes	Yes	Yes	Yes
College Park Metro	Yes	Yes	Yes	Yes	Yes	Yes
River Road	Yes	Yes	Yes	Yes	Yes	Yes
Riverdale Park	Yes	Yes	Yes	Yes	Yes	Yes
Riverdale Heights	Yes	Yes	Yes	Yes	Yes	Yes
Annapolis Road	Yes	Yes	Yes	Yes	Yes	Yes
New Carrollton Metro	Yes	Yes	Yes	Yes	Yes	Yes





The design of the Purple Line stations has not been determined at this stage of the project; however, the stations would likely include the following elements: shelters, ticket vending machines, seating, and electronic schedule information. The stations would be located along the transitway and would be on local sidewalks or in the median of the streets, depending on the location of the transitway. Because both the BRT and LRT vehicles under consideration are “low floor,” the platforms would be about 14 inches above the height of the roadway. The platforms would be approximately 200 feet long and between 10 and 15 feet wide, depending on the anticipated level of ridership at each particular station. No new parking facilities would be constructed as part of the Purple Line. Municipal parking garages exist near the Bethesda and Silver Spring Metro Stations, and transit parking facilities exist at the College Park and New Carrollton Metro Stations.

Additional kiss-and-ride facilities would be considered at the stations at Connecticut Avenue on the Georgetown Branch right-of-way and Lyttonsville. The SSTC, College Park Metro Station, and New Carrollton Metro Station already have kiss-and-ride parking facilities available and the Purple Line would not add more. It has been determined that kiss-and-ride facilities are not needed at the Takoma/Langley Transit Center.

#### ***1.2.6. Maintenance and Storage Facilities***

LRT and BRT both require maintenance and storage facilities; however, the requirements in terms of location and size are not the same. LRT requires a facility located along the right-of-way while a BRT facility can be located elsewhere. Depending on the construction phasing and mode chosen, two maintenance facilities (one in Montgomery County and one in Prince George’s County) are ideal.

The size of the facility depends on the number of vehicles required. A fleet of 40 to 45 vehicles (including Spares) would require approximately 20 acres. The Purple Line would also require storage for non-revenue vehicles and equipment such as: maintenance, supervisory, and security vehicles.

Activities at the maintenance facility would include:

- Vehicle Storage area (tracks for LRT)
- Inspection/Cleaning
- Running Repairs
- Maintenance/Repair
- Operations/Security
- Parking
- Materials/Equipment Storage



Two sites improve operations by providing services and storage near the ends of the alignment. It is possible to have one site provide the majority of the services and the other function as an auxiliary site.

Five potential sites were identified during the course of the alternatives analysis and were evaluated for environmental impacts. As part of the screening process three were eliminated from further consideration. These five sites are listed below:

- Lyttonsville – This is a maintenance facility on Brookville Road in Lyttonsville, currently used by Montgomery County Ride On buses and school buses. The Purple Line would require the use of some additional adjacent property.
- Haig Court – This site is located on River Road at Haig Court. It would require minimal grading, but is partly wooded, and is very close to the residential neighborhood of Riverdale which is also a historic district.
- North Veterans Parkway – This site is located on the north side of Veterans Parkway. This site is heavily wooded and includes steep grades.
- Glenridge Maintenance Facility – This site is located on the south side of Veterans Parkway near West Lanham Shopping Center. It is currently being used as a maintenance facility for Prince George’s County Park vehicles.
- MTA New Carrollton property – This site is a parcel owned but the MTA on the east side of the New Carrollton Metro station. It is not particularly well located for use buy the Purple Line because it would require the Purple Line to pass under or around the New Carrollton Metro Station.

The Lyttonsville site and the Glenridge Maintenance Facility were identified as the two sites most appropriate for maintenance and storage facilities for the project based on potential environmental effects and location. These two sites would provide sufficient capacity for either BRT or LRT operations; and are well located near either end of the alignment.

### ***1.2.7. Traction Power Substations***

Light rail’s electric traction power system requires electrical substations approximately every 1.25 miles, depending on the frequency and size of the vehicles. These substations, which are approximately 10 feet by 40 feet, do not need to be immediately adjacent to the tracks. This flexibility means the substations can be located to minimize visual intrusions and can be visually shielded by fencing, landscaping, or walls, or can be incorporated into existing buildings. The number and location of these substations will be determined during the preliminary engineering phase of project development.



## **2. General Approach**

Public outreach and agency coordination have been ongoing throughout the planning for the Purple Line and have been an integral part of the alternatives analysis and evaluation process. Public input has provided valuable comments that informed decisions throughout the study, leading to the consideration of new alignment options and station locations and the elimination of other options.

The public outreach strategy for the Purple Line was designed with the following objectives:

- To foster two-way communication that provides opportunities for input and feedback from project stakeholders and ensures that concerns are adequately addressed;
- To reach out to stakeholders, including residents, business owners, property owners, elected officials, agency representatives, and existing and future transit riders;
- To build on recent outreach successes along the corridor;
- To identify issues and concerns that need to be addressed during all phases of the project; and
- To present information in consistent, readily accessible, and easy to understand formats.

The project's public outreach program provided numerous ways to receive information and provide comments. Outreach included project newsletters, fact sheets and flyers, a project website, public meetings, community meetings, letters, and email. Meeting notices and newsletters were distributed to a group that grew from approximately 16,000 individuals and businesses at the time of the scoping meetings to more than 60,000 stakeholders. To date, eight newsletters have been published, providing project updates and announcements.

### **2.1. Public Meetings**

Public meetings were held throughout the project to share and gain information from the community. The public meetings were held in an open house format where participants conducted self-paced reviews of project information and displays. MTA representatives were available to answer questions.

Five rounds of public meetings were conducted for the project, beginning with the initial project scoping in September 2003 and concluding with overall end-to-end Build Alternatives meetings in May 2008.

#### ***2.1.1. September 2003 Public Scoping Meetings***

At the beginning of the study in September 2003, four public scoping meetings were held in Bethesda, Silver Spring, Langley Park, and College Park. The meetings were held in an open house format where participants conducted self-paced reviews of project displays. No formal presentation was given; however, project representatives were available to answer questions.



At these meetings, attendees could review the scope of the project's environmental analysis, comment on the study's key planning assumptions and the initial set of alternatives, identify issues that should be considered during the Alternatives Analysis/Draft Environmental Impact Statement process, and view project information displays and aerial maps,

The display boards presented the meeting's purpose; the project background, goals, evaluation factors, and environmental considerations; presented the alternative transit modes for consideration; described BRT and LRT options with examples and issues to be considered; identified potential station locations; described the planning and environmental process; and presented the project timeline and next steps. Maps showing the Purple Line corridor with environmental features and preliminary alignments for evaluation were also displayed.

For those unable to attend the meetings, the meeting displays were available on the project website. Comments could be submitted directly at the meetings, electronically through the website, or via US mail.

The public examined and commented on the alternatives under consideration.

A total of 377 people signed the attendance sheets at the four meetings. Table 2-1 summarizes the attendees by location.

**Table 2-1: September 2003 Public Scoping Meetings - Attendance by Location**

Location	Number of Attendees
Bethesda	119
Silver Spring	92
Langley Park	63
College Park	103
<b>Total</b>	<b>377</b>

More than 350 comments were submitted during the scoping process. The comments covered a broad range of topics and stated approval or disapproval of general alignment issues and specific routes. Mode was the category that received the most comments with numerous comments in favor of LRT. More than 70 percent of the comments submitted related to the alignment's location and whether it was above, below, or at ground level. Opposition to the Purple Line on Jones Bridge Road, MD 410 east of Silver Spring, and Sligo Avenue far outweighed support. Other comments addressed transportation issues, public involvement, the planning process, pedestrian safety, the Interim Capital Crescent Trail (also referred to as the Georgetown Branch Trail), the environment, and station locations. Although 12 stations were presented at the meetings, the public suggested additional locations throughout the corridor.

The public scoping meetings were summarized in the *Bi-County Transitway Scoping Process Report, May 2004* (see Appendix A). The project was known as the Bi-County Transitway at the time). The report includes information on the meetings; how they were advertised; and copies of

meeting advertisements, presentation boards, maps, handouts, and a summary of the comments received during the scoping process.

### ***2.1.2. November 2004 Public Open House Meetings***

In November 2004, the MTA hosted five open house meetings for the Purple Line. The meetings were held in the evenings in Bethesda, Silver Spring, Langley Park, College Park, and New Carrollton. Attendees learned about the most recent plans for the project and talked with Project Team members. A series of large aerial photographs showed the routes under consideration at that time. Display boards showed sketches and photographs of LRT and BRT technologies and how they could be incorporated into the roadways. Sample meetings notices and displays are included in Appendix B.

A total of 329 people signed the attendance sheets at the meetings. Table 2-2 summarizes the attendees by location.

**Table 2-2: November 2004 Public Open House Meetings - Attendance by Location**

<b>Location</b>	<b>Number of Attendees</b>
Bethesda	88
Silver Spring	87
Langley Park	78
College Park	52
New Carrollton	24
<b>Total</b>	<b>329</b>

MTA received 209 comments from the public. The most controversial topic was how the transitway would get from the Silver Spring Transit Center to the proposed Flower Avenue Station. The public was also concerned with property takings, the creation of a barrier through the community, safety, noise and vibration, and impacts to the Green Trail along Wayne Avenue.

The Georgetown Branch (or Master Plan alignment) generated both strong support and strong opposition. Community members expressed serious concerns about preserving the Interim Trail and the natural environment. A number of people asked for more details on how MTA proposes to include both the hiker-biker trail and the transitway in the Georgetown Branch right-of-way.

At these meetings, the public expressed support for the proposed station locations. Suggestions for additional stations were made, particularly at East West Highway, Kenilworth Avenue, and the University of Maryland at US 1. There was also support for both BRT and LRT Alternatives.



### ***2.1.3. June 2006 Public Open House Meetings***

Additional open house meetings for the Purple Line project were held in June 2006. The meetings were held in the evenings in Bethesda, Silver Spring, Langley Park, and College Park. The public learned about the most recent project plans and had the opportunity to talk with Project Team members. Similar to the meetings in November 2004, a series of large aerial photographs showed the alignments under consideration at that time. Display boards showed sketches and photographs of BRT and LRT technologies and how they could be incorporated into the roadways. Sample meeting advertisements and copies of the display boards are included in Appendix C.

At these meetings, the MTA sought input on station locations, including:

- Bethesda Metro Station,
- Medical Center Metro Station,
- Connecticut Avenue,
- Lyttonsville, Woodside,
- Silver Spring Transit Center,
- Takoma/Langley Crossroads,
- University of Maryland Stadium/Arena,
- University of Maryland Campus Center,
- College Park-UM Metro Station,
- Riverdale,
- New Carrollton Metro

Other information presented at the June 2006 meetings included:

- The Capital Crescent Trail
- Traffic impacts and how they are studied
- Cultural resources identified within the corridor
- Which environmental resources are being studied
- Photograph simulations showing how the project could be incorporated on some of the roadways in the corridor
- Public outreach efforts, with special attention on the Community Focus Groups

A total of 299 people registered at the meetings. Table 2-3 summarizes the attendees by location.

**Table 2-3: June 2006 Public Open House Meetings - Attendance by Location**

Location	Number of Attendees
Bethesda	91
Silver Spring	108
Langley Park	26
College Park	74
<b>Total</b>	<b>299</b>

MTA received 110 comments from the public, most of which were positive and expressed support. Many stated clear support for the LRT Alternative, while a few expressed support for the BRT Alternative. There was also some support for the use of heavy rail. Other comments expressed concern with the need to maintain pedestrian access to the Capital Crescent Trail, pedestrian safety, noise and vibration, and traffic.

The Georgetown Branch continued to be the most controversial alignment. Some expressed strong support for this alignment because it is the most direct route, is unimpeded by traffic, and it is readily available.

#### ***2.1.4. December 2007 Open House Meetings***

A fourth round of public meetings was held in December 2007 in Bethesda, Silver Spring, Langley Park, College Park, and West Lanham Hills. The meetings were conducted in an open house format where people could attend at any time during the scheduled hours, review information at their own pace, and discuss issues and ask questions of project staff.

The December 2007 meetings focused on the overall end-to-end Build Alternatives. Maps showed the alternatives in relation to other transit services and to environmental resources. Display boards presented the project needs and benefits; provided photographs of LRT and BRT systems and stations; identified the alternatives under consideration; presented preliminary data on estimated ridership, cost estimates, and travel times; and presented the proposed typical sections. The display boards also presented the Federal Transit Administration's process, traffic studies, environmental resources, and details on specific areas such as the Georgetown Branch right-of-way and the University of Maryland campus. Copies of the meeting advertisements, display boards, and handouts are included in Appendix D.

More than 470 people attended and signed in at the meetings. Table 2-4 summarizes the attendees by location.

MTA received 205 written comments from the public, primarily discussing the public's preference for specific alignments. There was a variation of support and opposition to the project. Many stated a clear support for the LRT Alternative, while only a few supported the BRT Alternatives. There was also some support for the use of heavy rail. Comments supporting the use grass tracks were also received. Additionally, many comments praised the presentation and were appreciative of MTA's continued commitment to provide project updates.



**Table 2-4: December 2007 Open House Meetings - Attendance by Location**

Location	Number of Attendees
Bethesda	182
Silver Spring	140
Langley Park	45
College Park	70
West Lanham Hills	34
<b>Total</b>	<b>471</b>

Most opposition was expressed as concern for certain segments of the alignment or certain alternatives, not as opposition to the total project. The areas of the alignment that spurred the most conversation were the Master Plan in Bethesda, Wayne Avenue in Silver Spring, and the alignment through the University of Maryland campus. Concerns were also raised about potential environmental impacts, pedestrian safety, noise and vibration, ridership numbers, travel times, and project funding.

A number of comments submitted at the Bethesda open house meetings would like the study to consider the Base Realignment and Closure (BRAC) activities and the future impacts it will have on local roadways.

**2.1.5. May 2008 Open House Meetings**

In May 2008 a fifth round of open houses was held on five weekday evenings in Bethesda, Silver Spring, Langley Park, College Park, and West Lanham Hills. Like the earlier meetings, they were held in an open house format where people could attend at any time during the scheduled hours, review information at their own pace, and discuss issues and ask questions of project staff. Total attendance was 346 (see Table 2-5).

**Table 2-5: May 2008 Open House Meetings - Attendance by Location**

Location	Number of Attendees
Bethesda	96
Silver Spring	114
Langley Park	51
College Park	70
West Lanham Hills	15
<b>Total</b>	<b>346</b>

Updated information was presented on ridership projections, travel times, and travel markets. Topics currently the subject of ongoing coordination and study, such as noise impacts, the effect of BRAC, and the University of Maryland were given special emphasis. Photo and video simulations of the transitway at different locations along the alignment were displayed.

MTA received 117 written comments. Far more support was expressed for the project than opposition; and support for LRT was much stronger, with only one comment supporting BRT. At the Bethesda meeting comments were received expressing concern about the impact of the transitway on the character of the Interim Georgetown Branch Trail. Comments were also received voicing opposition to the use of Jones Bridge Road. A range of comments were received on pedestrian safety, noise and vibration impacts, the cost of the project, and the need for the project. Comments were received both for and against the at-grade alignment on Wayne Avenue. Unlike the December 2007 meetings, very few comments were received about the need for the Purple Line to serve the Medical Center area because of BRAC.

## **2.2. Community Focus Groups**

In an effort to gain a more local perspective on the project and to establish a useful dialogue with community organizations and individual neighborhoods, MTA formed eight Community Focus Groups along the corridor. Initially seven groups were identified, but ultimately eight groups were formed when it became clear that the Silver Spring Community Focus Group should be divided into Downtown and East Silver Spring Community Focus Groups.

These geographically organized groups held multiple rounds of meetings with local community and business representatives that helped facilitate open discussions on issues specific to one community or to a portion of the corridor. Community representatives provided valuable insight and input on the development and evaluation of alternatives. The MTA has gained valuable information ranging from the details of the traffic circulation of local school buses, double parking by delivery vans on narrow commercial streets, noise sensitive areas, and specific design issues such as the school crossings as the need to allow continued access to certain properties. This information allowed the MTA to better design the project, and to develop plans to address community concerns. Modifications were made to alignments, and some alignments were dropped altogether, in part due to information and input received at these meetings. Meetings were scheduled as new information became available and were also open to the general public. Community Focus Group involvement continues as the project moves forward.

The eight Community Focus Groups are shown on Figure 2-1 and include:

- Master Plan
- Jones Bridge Road
- Lyttonsville/CSX Corridor
- Downtown Silver Spring
- East Silver Spring
- University Boulevard
- University of Maryland /College Park/Riverdale Park
- New Carrollton

Table 2-6 shows the dates of the Community Focus Group meetings.

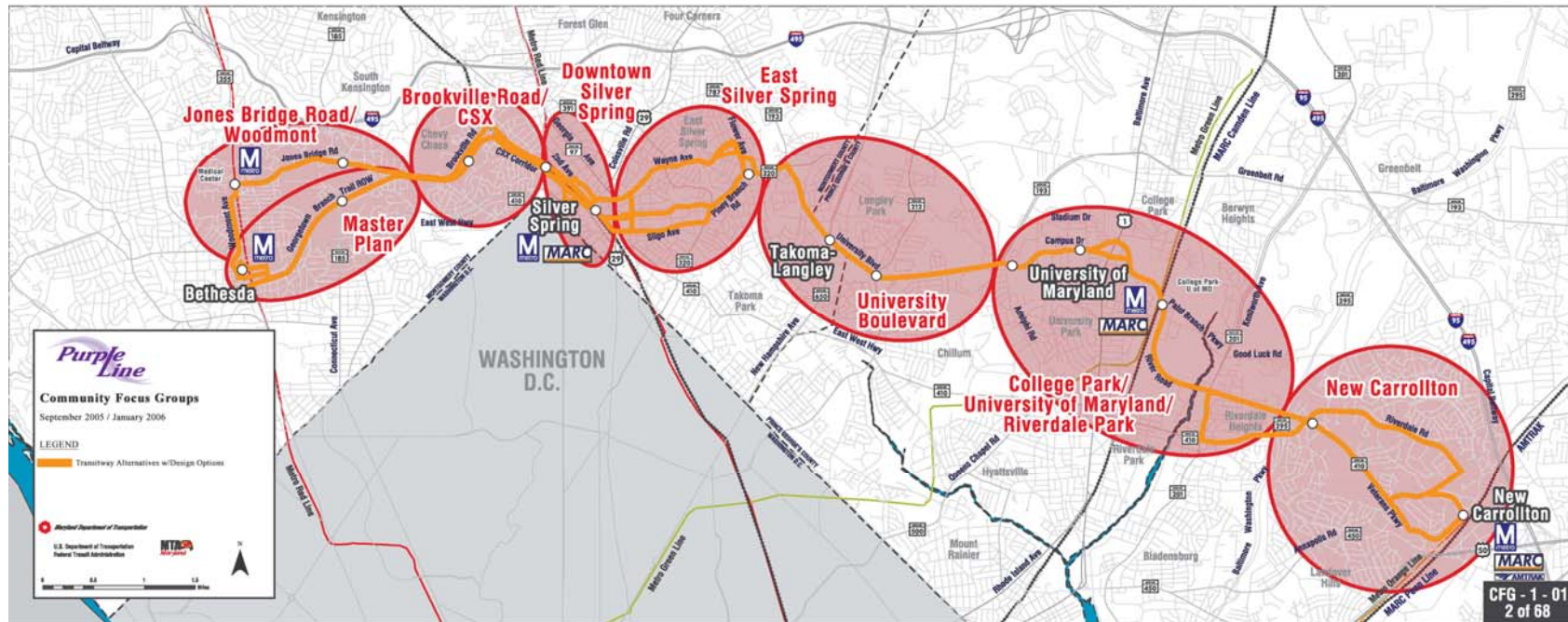




**Table 2-6: Community Focus Group Meetings**

<b>Meeting Date</b>	<b>Community Focus Group</b>
September 6, 2005	Brookville Road (Lyttonsville) / CSX
September 14, 2005	Jones Bridge Road / Woodmont
September 28, 2005	University Boulevard
November 7, 2005	Master Plan
November 9, 2005	Silver Spring
November 14, 2005	Jones Bridge Road / Woodmont
November 15, 2005	Brookville Road (Lyttonsville) / CSX
January 10, 2006	New Carrollton
January 18, 2006	College Park / University of Maryland / Riverdale Park
April 19, 2006	University Boulevard
April 20, 2006	College Park / University of Maryland / Riverdale Park
April 25, 2006	Brookville Road (Lyttonsville) / CSX
May 1, 2006	Master Plan
May 2, 2006	Downtown Silver Spring
May 8, 2006	Jones Bridge Road / Woodmont
June 1, 2006	East Silver Spring
June 6, 2006	New Carrollton
February 20, 2007	Brookville Road (Lyttonsville) / CSX
February 27, 2007	Master Plan
February 28, 2007	Jones Bridge Road / Woodmont
March 15, 2007	College Park / University of Maryland / Riverdale Park
March 21, 2007	East Silver Spring
March 27, 2007	New Carrollton
April 16, 2007	University Boulevard
April 23, 2007	Downtown Silver Spring
October 2, 2007	Master Plan
October 8, 2007	Downtown Silver Spring
October 16, 2007	East Silver Spring
October 23, 2007	University Boulevard
October 29, 2007	College Park / University of Maryland / Riverdale Park
March 12, 2008	Lyttonsville / Rosemary Hills
April 9, 2008	University of Maryland / College Park
April 21, 2008	Riverdale Park
April 28, 2008	Silver Spring
May 1, 2008	Master Plan





**Figure 2-1: Community Focus Groups**



## 2.3. Stakeholder Meetings

Since the initial scoping meetings (excluding the open house meetings and Community Focus Group meetings), the MTA has provided over 200 additional briefings at the request of community, business, or other stakeholder groups (see Table 2-7). Outreach has included meetings with individual property owners, businesses, community associations, environmental groups, local governments, transit advocacy groups, developers, business associations, special interest groups, and other stakeholders. Briefings were generally held at the stakeholder group's request and in the format and location of their choosing, although on occasion the MTA proposed these meeting when a need for more coordination or information was identified. The MTA continues to advertise its willingness to meet with any interested individual or group.

**Table 2-7: Stakeholder Meetings**

<b>Meeting Date</b>	<b>Stakeholder Group</b>
January 29, 2003	Maryland-National Capital Park and Planning Commission (M-NCPPC)
January 31, 2003	CSX Coordination Teleconference
February 4, 2003	Montgomery County Council
February 19, 2003	North Woodside Community Meeting
February 25, 2003	Columbia County Club
February 25, 2003	Lyttonsville Community Association
March 17, 2003	Project Tour – Bethesda Section
April 28, 2003	M-NCPPC: Jones Bridge Road
May 30, 2003	M-NCPPC
June 13, 2003	Federal Realty and M-NCPPC: Bethesda Station
June 26, 2003	M-NCPPC Public Meeting: Jones Bridge Road
July 10, 2003	M-NCPPC Planning Board
August 6, 2003	Secretary and County Executive Briefing
August 21, 2003	CSX Coordination Teleconference
September 3, 2003	Prince George's County M-NCPPC
October 15, 2003	City of Takoma Park Coordination
October 20, 2003	City of Takoma Park Briefing
November 3, 2003	City of New Carrollton Coordination
November 18, 2003	University of Maryland Coordination Meeting
January 20, 2004	Montgomery County Council
January 26, 2004	Seven Oaks-Evanswood Community Association Meeting
February 10, 2004	University of Maryland Coordination Meeting
March 8, 2004	Silver Spring Library Community Association Meeting
March 11, 2004	Prince George's Transportation Housing & Environment Committee
March 23, 2004	Federal Realty Coordination
April 6, 2004	City of College Park Work Session
April 14, 2004	M-NCPPC: Ripley Street Development
April 20, 2004	University of Maryland Coordination Meeting
May 25, 2004	New Carrollton Station Transit Oriented Development (TOD) Study
June 9, 2004	Montgomery County Department of Public Works & Transportation (DPW&T)
July 7, 2004	University of Maryland Station Area Planning

**Table 2-7: Stakeholder Meetings**

<b>Meeting Date</b>	<b>Stakeholder Group</b>
August 11, 2004	Silver Spring Transit Center Coordination
August 18, 2004	M-NCPPC Silver Spring Coordination
September 13, 2004	M-NCPPC Silver Spring Coordination
September 29, 2004	Prince George's County Coordination
September 30, 2004	M-NCPPC Planning Board
October 6, 2004	Washington Metropolitan Area Transit Authority (WMATA): Bethesda Station
November 11, 2004	Columbia County Club
November 18, 2004	Long Branch Community Meeting
December 6, 2004	Top of the Park Apartment Complex Community Meeting
December 7, 2004	Montgomery County DPW&T: Ripley Street Development Coordination
December 22, 2004	WMATA: Bethesda Station Coordination
January 19, 2005	Park Hills Community Association
February 4, 2005	Bethesda Development Coordination
February 4, 2005	Ripley District Coordination
February 23, 2005	Indian Springs Community Association
February 28, 2005	M-NCPPC
March 10, 2005	Seven Oaks-Evanswood Community
March 11, 2005	M-NCPPC: Bethesda Station
March 15, 2005	East Silver Spring Citizens Association
April 6, 2005	West Lanham Hills Community
April 7, 2005	WMATA Coordination Meeting: Bethesda Station
April 11, 2005	University of Maryland
April 14, 2005	New Hampshire Estates
April 18, 2005	East Silver Spring Citizens Association
May 10, 2005	Action Committee for Transit
May 31, 2005	Montgomery County DPW&T – Lyttonsville Yard and Shop
June 15, 2005	Takoma Langley Park Crossroads Commission
June 16, 2005	M-NCPPC: Downtown Silver Spring
July 7, 2005	M-NCPPC, Prince George's DPW&T: New Carrollton
July 28, 2005	National Institutes of Health
August 18, 2005	National Naval Medical Center
October 18, 2005	Briefing to Maryland State Delegate Franceau
November 21, 2005	East Silver Spring Citizens Association
December 8, 2005	Mont County Council Transportation & Environment Committee
January 3, 2006	Bethesda-Chevy Chase Chamber of Commerce
January 13, 2006	Chevy Chase Land Company
January 17, 2006	Village of North Chevy Chase
January 20, 2006	Purple Line Coalition
January 24, 2006	Fenton Street Developer
January 25, 2006	North Bethesda Transportation Management District Advisory Committee
February 3, 2006	Montgomery County DPW&T: Downtown Silver Spring
February 7, 2006	Prince George's Transportation, Housing & Environment Committee
February 9, 2006	Montgomery County DPW&T: Lyttonsville Yard and Shop
February 21, 2006	City of Takoma Park



**Table 2-7: Stakeholder Meetings**

<b>Meeting Date</b>	<b>Stakeholder Group</b>
February 22, 2006	Silver Spring / Thayer Community
February 23, 2006	University of Maryland Transportation Committee
February 27, 2006	Town of Riverdale Park
March 7, 2006	Transportation Forum
March 7, 2006	Citizens Against Beltway Widening
March 9, 2006	Silver Spring Transportation Management District Advisory Board
March 17, 2006	Bethesda Transportation Solutions Briefing
March 22, 2006	College Park Committee for Transit
April 24, 2006	Fenton Developer
May 3, 2006	Montgomery County Park and Planning: Bethesda Station
May 16, 2006	Silver Spring Chamber of Commerce
May 30, 2006	Falklands Developer
July 5, 2006	Press Briefing and Tour
July 11, 2006	Montgomery County DPW&T: Lyttonsville Yard and Shop
July 17, 2006	City of New Carrollton
July 17, 2006	Falklands Developer
July 25, 2006	Fenton Developer
August 8, 2006	Lee Development
August 8, 2006	Falklands Developer and M-NCPPC
August 25, 2006	East Silver Spring Citizens Association Tour
September 11, 2006	Park Sutton Condos Association
September 12, 2006	Friendship Heights Transportation Management District
September 14, 2006	Action Langley Park
September 26, 2006	Park Hills Community
October 4, 2006	East Montgomery County Citizens Advisory Board
October 11, 2006	Woodside Mews Homeowners Association
October 12, 2006	Washington Properties (Ripley Street Developers)
October 16, 2006	Thayer Avenue Towers
October 25, 2006	Maryland Hispanic Chamber of Commerce
October 25, 2006	North Woodside Community
November 8, 2006	Sligo-Branview Community Association
November 9, 2006	M-NCPPC Planning Board
November 16, 2006	Bethesda Woodmont East JBG Developers
November 27, 2006	Silver Spring Citizens Advisory Committee
November 28, 2006	University of Maryland
December 7, 2006	Rock Creek Forest Citizens Association
December 7, 2006	Seven Oaks-Evanswood Citizens' Association
December 12, 2006	Chevy Chase Land Company
December 19, 2006	Rite Aid on East West Highway (Property Owner)
January 9, 2007	M-NCPPC: Ripley Street
January 18, 2007	National Naval Medical Center: BRAC
January 19, 2007	North Bethesda Transportation Management District
January 23, 2007	Briefing to Maryland General Assembly
February 5, 2007	East Silver Spring Elementary School

**Table 2-7: Stakeholder Meetings**

<b>Meeting Date</b>	<b>Stakeholder Group</b>
February 22, 2007	Briefing to Maryland General Assembly
March 15, 2007	Chevy Chase Land Company
March 20, 2007	Prince George's County Councilman Eric Olson
April 5, 2007	Prince George's County Councilman Eric Olson: College Park Station
April 9, 2007	Prince George's County DPW&T and M-NCPPC: New Carrollton Yard and Shop
April 16, 2007	Property Owner: 1110 Bonifant Street
April 18, 2007	M-NCPPC Coordination Meeting – Bonifant Street Alignment
April 19, 2007	Montgomery County Councilwoman Valerie Ervin
May 17, 2007	Seven Oaks-Evanswood Citizens Association
May 17, 2007	Park Hills Community
May 23, 2007	Takoma Langley Crossroads
May 31, 2007	Silver Spring Chamber of Commerce
June 5, 2007	University of Maryland Coordination Meeting
June 6, 2007	Town of Chevy Chase
June 6, 2007	University of Maryland
June 19, 2007	BRAC Coordination Meeting
July 5, 2007	Prince George's County Councilman Eric Olson
July 10, 2007	City of Takoma Park
July 11, 2007	Prince George's County Planning Staff
July 12, 2007	Montgomery County Council Briefing
July 24, 2007	WMATA Joint Development – College Park
August 14, 2007	WMATA Coordination Meeting – College Park
August 14, 2007	Action Committee on Transit
August 29, 2007	WMATA Coordination Meeting – College Park
August 29, 2007	Montgomery County
August 29, 2007	Hamlet Place Community Association Board
September 10, 2007	Silver Spring Library Site
September 11, 2007	Action Committee on Transit
September 11, 2007	East Silver Spring Community Association: Ridership
September 19, 2007	Takoma/Langley Crossroads
September 27, 2007	Chevy Chase Hills
October 10, 2007	Montgomery County Councilwoman Valerie Ervin
October 12, 2007	University of Maryland Coordination Meeting
October 13, 2007	Silver Spring Library Bake Sale (informational display)
October 13, 2007	Riverdale Heights Community Association
October 15, 2007	WMATA Coordination: College Park Station
October 30, 2007	M-NCPPC Master Plan Advisory Group
October 31, 2007	University of Maryland - East Campus Development Coordination Meeting
November 1, 2007	University of Maryland Coordination Meeting
November 7, 2007	WMATA Joint Meeting: College Park Station
November 7, 2007	Park Hills Community Association
November 16, 2007	University of Maryland – East Campus Development
November 16, 2007	University of Maryland – Student Government Association
November 29, 2007	WMATA Joint Meeting: College Park Station





**Table 2-7: Stakeholder Meetings**

<b>Meeting Date</b>	<b>Stakeholder Group</b>
December 4, 2007	City of College Park Council
December 6, 2007	Impact Silver Spring
December 7, 2007	University of Maryland – East Campus Development
December 19, 2007	University of Maryland – East Campus Development
January 7, 2008	Landover Hills Community Meeting
January 14, 2008	Indian Springs Community Meeting
January 15, 2008	City of College Park Council
January 16, 2008	WMATA Joint Meeting: College Park Station
January 17, 2008	Seven Oaks Evanswood Community Meeting
January 22, 2008	Master Plan Advisory Group (MPAG)
January 23, 2008	University of Maryland – Chancellor
January 28, 2008	Riverdale Park Community Meeting
January 29, 2008	Four Cities Meeting in College Park
January 30, 2008	University of Maryland Student Government Association
January 31, 2008	Prince George’s County DPW&T and M-NCPPC: New Carrollton Yard and Shop
February 4, 2008	Silver Spring Small Business Reception
February 5, 2008	Woodside Civic Association
February 6, 2008	Park Hills Community Meeting
February 8, 2008	New Carrollton Station Development Team
February 12, 2008	Prince George’s County, Town of Riverdale, Kenilworth Avenue Redevelopment
February 13, 2008	WMATA Joint Meeting: College Park Station
February 19, 2008	Montgomery Count Master Plan Advisory Group
February 21, 2008	University of Maryland School of Architecture
February 28, 2008	Montgomery County: Station
February 29, 2008	Bi-County Purple Line Task Force
March 4, 2008	University of Maryland Smart Growth Center
March 19, 2008	Montgomery County Councilmember Valerie Ervin
April 4, 2008	WMATA: New Carrollton Metro Station
April 8, 2008	Park Hills – Seven Oaks Civic Associations
April 9, 2008	WMATA, City of College Park: College Park Metro station redevelopment
April 11, 2008	WMATA, City of New Carrollton, Prince George’s County: New Carrollton Metro station.
April 14, 2008	Silver Spring Citizens Advisory Board
April 15, 2008	South Silver Spring Citizens Associations
April 29, 2008	Langley Park Transit Center
May 4, 2008	Langley Park Day
May 5, 2008	Bi-County Purple Line Task Force
May 6, 2008	City of College Park
May 13, 2008	Timberwood Homeowners Association
May 14, 2008	Bethesda-Chevy Chase High School
June 4, 2008	University of Maryland
June 9, 2008	Takoma Park City Council
June 10, 2008	WMATA: Paint Branch Parkway
June 11, 2008	WMATA: New Carrollton
June 16, 2008	SHA

**Table 2-7: Stakeholder Meetings**

<b>Meeting Date</b>	<b>Stakeholder Group</b>
July 1, 2008	Bethesda Chamber of Commerce
July 8, 2008	Transportation Committee of Western Montgomery Count Citizens Advisory Board
July 9, 2008	Montgomery County Planning and DPWT
July 10, 2008	Prince George's County Transportation, Housing and Environment Committee
July 23, 2008	North Bethesda Transportation Management District
July 29, 2008	Prince George's County Planning Board Chair and Dept. of Parks and Recreation Director
July 30, 2008	Riviera Condominiums, Bethesda
August 8, 2008	World Resources Institute
August 11, 2008	SHA Fast Response Action Team Meeting
August 12, 2008	Action Committee for Transit
August 13, 2008	Columbia Country Club
August 14, 2008	Seven Oaks/Evanswood Civic Association
August 25, 2008	Prince George's County DPWT
August 26, 2008	Town of Chevy Chase
September 4, 2008	Edgevale Civic Association

## **2.4. Additional Outreach**

### ***2.4.1. Newsletters, Fact Sheets/Fliers, and Project Website***

Project newsletters provided project updates and announced opportunities for public involvement. The mailing list grew from approximately 16,000 individuals and businesses at the time of the scoping meetings to more than 60,000 at the current time. Eight newsletters have been distributed to date. Fact sheets and fliers, including general project information and more specific explanations of field activities, provided additional project information. Copies of the newsletters, and sample fact sheets and fliers are included in Appendix E.

Finally, the project website has also been used to share information and get feedback. The website includes project information, mapping of the alternatives, public meeting data, and general information on the BRT and LRT Alternatives. It is updated when new information becomes available and was redesigned to be more user-friendly and to make data easier to find.

### ***2.4.2. Additional Community Outreach***

Throughout the course of the study, the MTA has used a variety of outreach methods to identify communities and/or stakeholders that may be under-represented. The MTA has worked with local jurisdictions, elected officials, business leaders, local churches, and advocacy groups to reach out to community members. At times, meeting notices were posted at libraries and local community centers and delivered to local businesses. Newsletters, fact sheets, and comment sheets have been provided in both English and Spanish, and Project Team members are available to facilitate participation by all interested parties.



## **2.5. Agency Coordination**

Agency coordination regarding the Purple Line was conducted to achieve the timely and efficient identification, evaluation, and resolution of environmental and regulatory issues. A Notice of Intent to prepare an Environmental Impact Statement for the Bi-County Transitway (now Purple Line) was published in the *Federal Register* on September 3, 2003. This Notice of Intent extended the project limits beyond Silver Spring to New Carrollton.

### ***2.5.1. Agency Scoping Meeting***

Environmental and regulatory coordination for the Purple Line was initiated at an agency coordination/scoping meeting on September 25, 2003. The purpose of the meeting was to initiate dialogue with the resource agencies to identify natural, environmental, and cultural resources of concern within the corridor. Known information of resources in the corridor, alignments and modes to be studied, evaluation factors, and the project process and schedule were presented.

Invitation letters were extended to 22 regulatory and public agencies. Agency representatives and project staff in attendance included:

- Federal Transit Administration (FTA)
- Federal Highway Administration (FHWA)
- US National Marine Fisheries
- US Environmental Protection Agency (EPA)
- US Army Corps of Engineers
- Washington Metropolitan Area Transit Authority (WMATA)
- Metropolitan Washington Council of Governments (MWCOC)
- Maryland Historical Trust (MHT)
- Maryland Department of Natural Resources (DNR)
- Maryland State Highway Administration (SHA)
- Maryland Transit Administration (MTA)
- Maryland Department of Planning
- Maryland Department of the Environment (MDE)
- Maryland-National Capital Park and Planning Commission (M-NCPPC) – Montgomery County
- Maryland-National Capital Park and Planning Commission (M-NCPPC) – Prince George's County
- Prince George's County Department of Public Works and Transportation





At the Agency Scoping Meeting, MTA staff presented the Purple Line history and the decision to combine the Georgetown Branch Transitway/Trail project and the Purple Line East project and reconsider bus-based alternatives as well as new LRT alignments. MTA then reviewed the project goals on which the purpose and need are based and presented the alternatives being considered for the Purple Line. Agency representatives asked questions and gave comments regarding fuel type usage for BRT versus LRT Alternatives, the quality of service, what alternative modes (other than LRT and BRT) were being considered, additional proposed stations in Prince George's County, and engineering issues. Agencies were encouraged to provide comments at the meeting and to submit written comments. A summary of the meeting was incorporated into the *Bi-County Transitway Scoping Process Report, May 2004*. The report (see Appendix A) includes the agency meeting invitation, presentation, and summary.

### ***2.5.2. Agency Field Reviews***

To further the understanding of the project and provide agency representatives an opportunity to see the corridor and discuss issues of concern, an agency field tour was conducted on December 2, 2003. The tour followed the possible alignments from east to west, looking at the potential station areas and noting areas of possible concern (topography, historic districts, buildings, and environmental issues). Agency concerns included wetlands, physical constraints in the Silver Spring area and on MD 410 and Kenilworth Avenue, and the amount of invasive species.

As the alternatives were refined, additional potential station locations were identified and more detailed information on potential impacts was developed. A second field tour was conducted on November 8, 2007, providing another opportunity for the agency representatives to discuss project related issues.

### ***2.5.3. Agency Team Meetings***

Three additional interagency meetings were held in conjunction with Project Team meetings (see Section 2.6) on October 1, 2004; April 29, 2005; and April 7, 2006. All meetings provided project updates.

The October 2004 meeting focused on the screening process used to evaluate the alignments. The purpose of the meeting was to continue coordination and receive agency and jurisdictional input on the draft Detailed Definition of Alternatives Report, to provide an update on current status, to review the screening process, to review the alignment alternatives and other information that would be presented to the public, and to present the schedule and next steps. At this meeting, the alignments that were dropped were noted and the portions of the alignments retained for detailed study were presented. Several other new alignments that had been added for further consideration were also presented.

The April 2005 meeting gave a detailed presentation of the alignments being carried forward at that point. It also included an update on the project status, environmental analysis, and the project schedule and next steps.



The April 2006 meeting continued the coordination on the draft Detailed Definition of Alternatives Report. A major topic of discussion was the need for a second maintenance and storage facility location along the corridor. Other items of discussion included an update on the project status, recent and upcoming public involvement activities, an update of the traffic studies, and an overview of the future travel forecasting efforts.

Minutes from the three agency team meetings are included in Appendix F.

#### ***2.5.4. Other Agency Coordination***

Environmental and regulatory agencies were involved in the review of project information and provided input into the development and evaluation of alternatives. They provided comments on a draft of the project's purpose and need statement; their comments were subsequently reviewed and incorporated into revisions of the document.

In addition to the larger agency coordination meetings and field reviews, individual coordination was conducted throughout the study, as appropriate. This coordination typically was conducted with individual or smaller groups of agencies with jurisdiction over specific environmental resources. Examples include coordination with the Maryland Historical Trust on issues relating to cultural resources and coordination with the US Corps of Engineers on issues relating to wetlands and waters of the US. The specific coordination activities are summarized in the resource specific technical reports, as appropriate.

### **2.6. Project Team Meetings**

The Project Team includes representatives from the following state, local, and regional governments and agencies:

- Maryland State Highway Administration
- Metropolitan Washington Council of Governments
- Maryland-National Capital Park and Planning Commission (M-NCPPC) – Montgomery County
- Maryland-National Capital Park and Planning Commission (M-NCPPC) – Prince George's County
- Prince George's County Department of Public Works and Transportation
- Montgomery County Department of Public Works and Transportation
- Local municipalities of Takoma Park, College Park, Riverdale Park, and New Carrollton
- Washington Metropolitan Area Transit Authority (WMATA)

The Project Team has met 13 times throughout the course of the study to present and discuss issues and preliminary findings and inform decisions on the project. Topics of discussion at the



Project Team meetings have included updates and discussions on: public involvement, alignment definitions, station locations, work plan, FTA requirements, project schedule and status, traffic studies, project newsletters, project website, travel forecasting, cost effectiveness, funding issues, and the project development process.



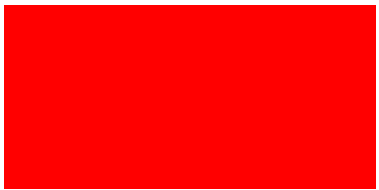


## **Appendix A**

# **Bi-County Transitway Scoping Process Report**



# *Bi*County *transitway*



## Scoping Process Report

May 2004





## TABLE OF CONTENTS

<b>EXECUTIVE SUMMARY .....</b>	<b>1</b>
<b>SCOPING PROCESS.....</b>	<b>4</b>
PURPOSE OF SCOPING .....	4
PREVIOUS STUDIES .....	4
ONGOING RELATED STUDIES.....	5
FEDERAL REQUIREMENTS AND GUIDANCE .....	5
<b>ALTERNATIVES PRESENTED AT SCOPING MEETINGS .....</b>	<b>6</b>
ALTERNATIVES PRESENTED.....	6
Alternative Modes .....	6
Alternative Alignments .....	7
Specific Alignments .....	8
Alternative Stations .....	10
Ancillary Facilities .....	10
<b>SUMMARY OF PUBLIC SCOPING MEETINGS AND COMMENTS .....</b>	<b>11</b>
NOTIFICATION .....	11
PUBLIC SCOPING MEETINGS .....	12
SUMMARY OF COMMENTS .....	13
SUMMARY OF TAKOMA/LANGLEY PARK MEETING COMMENTS .....	14
SUMMARY OF SILVER SPRING MEETING COMMENTS.....	14
SUMMARY OF BETHESDA MEETING COMMENTS.....	15
SUMMARY OF COLLEGE PARK MEETING COMMENTS .....	16
SUMMARY OF LOCAL JURISDICTION COMMENTS.....	17
OVERVIEW OF COMMENTS.....	17
<b>SUMMARY OF AGENCY SCOPING .....</b>	<b>23</b>
AGENCY SCOPING MEETING .....	23
AGENCY COMMENTS .....	23
<b>RESULTS OF SCOPING.....</b>	<b>25</b>
ALTERNATIVES IDENTIFIED DURING SCOPING.....	25

Alternative Modes .....	25
Alternative Alignments .....	25
Alternative Stations .....	25
Ancillary Facilities .....	25
NEW ISSUES TO BE ADDRESSED IN THE AA/DRAFT EIS .....	25
ALTERNATIVES ELIMINATED DURING SCOPING.....	25
Mode Alternatives Eliminated.....	26
Alignment Alternatives Eliminated .....	26
Station Alternatives Eliminated.....	26
ALTERNATIVES ADDED DURING SCOPING .....	26
Alternative Alignments Added.....	26
Alternative Stations Added.....	27

## LIST OF FIGURES AND TABLES

FIGURE 1 – PROJECT LOCATION .....	2
FIGURE 2 – PROJECT AREA .....	3
TABLE 1 – PUBLIC MEETING ATTENDANCE.....	13
TABLE 2 – COMMENT FORMS SUMMARY.....	13
TABLE 3 – COMMENTS BY CATEGORY .....	14
TABLE 4 – COMMENTS BY TOPIC .....	19

## APPENDICES

APPENDIX A – NOTIFICATION MATERIAL
APPENDIX B – PUBLIC SCOPING MEETING MATERIALS
APPENDIX C – RESPONSES TO COMMENTS
APPENDIX D – INDEX TO COMMENTS
APPENDIX E – AGENCY SCOPING MEETING MATERIALS



## EXECUTIVE SUMMARY

---

The Maryland Transit Administration (MTA) is undertaking an Alternatives Analysis (AA) and Environmental Impact Statement (EIS), to study alternative means for addressing mobility issues in the corridor between Bethesda and New Carrollton, Maryland. The Bi-County Transitway project incorporates previous studies of the Purple Line West, Bethesda to Silver Spring segment (formerly known as the Georgetown Branch Transitway/Trail) and the Purple Line East, Silver Spring to New Carrollton segment into one comprehensive study. The two previous studies are being combined to meet consistent project goals and to ensure that all alternatives are assessed from the perspective of the entire corridor.

The purpose of this report is to document the "Scoping Process" by reviewing the scoping process, summarizing the Public and Agency Scoping Meetings and presenting the comments received during the scoping process; and to present the scope of work for the project team.

The Scoping Process began with public notification of four public meetings. This notification was accomplished through press releases, newspaper notices, a project website, and a project newsletter mailed to over 13,000 households, organizations and businesses in the Corridor area. The four meetings were held in Takoma Park/Langley Park, Silver Spring, Bethesda, and College Park on four evenings in mid-September 2003. The meetings were held in an "open house" format with eight project displays. Attendees could study the

displays at their own pace. Project representatives were on hand to answer questions and provide clarification or further information when requested. One of the stations was used to obtain responses from attendees on a comment form.

For those unable to attend the meetings the entire content of the meeting displays was available on the project website. Comments could be submitted electronically through the website or sent via US mail.

Over 350 comments were submitted through the scoping process. Comments covered a broad range of topics and stated approval or disapproval of both general alignment issues and specific routes.

Mode was the category that received the most comments (269). In specific comments on Bus Rapid Transit 16 comments were in favor and 54 were opposed. In comments on Light Rail Transit 111 comments were in favor and 13 were opposed.

249 comments were submitted relating to the alignment, both the location and the grade. Opposition to transit on Jones Bridge Road, and MD 410 - East of Silver Spring and Sligo Avenue far outweighed support.

The interim trail and the environment were the topic of many comments, as was station location. Twelve stations were presented at the meetings but the public suggested additional locations throughout the corridor.

Other topic comments were transportation issues, public involvement, the planning process, and pedestrian safety.

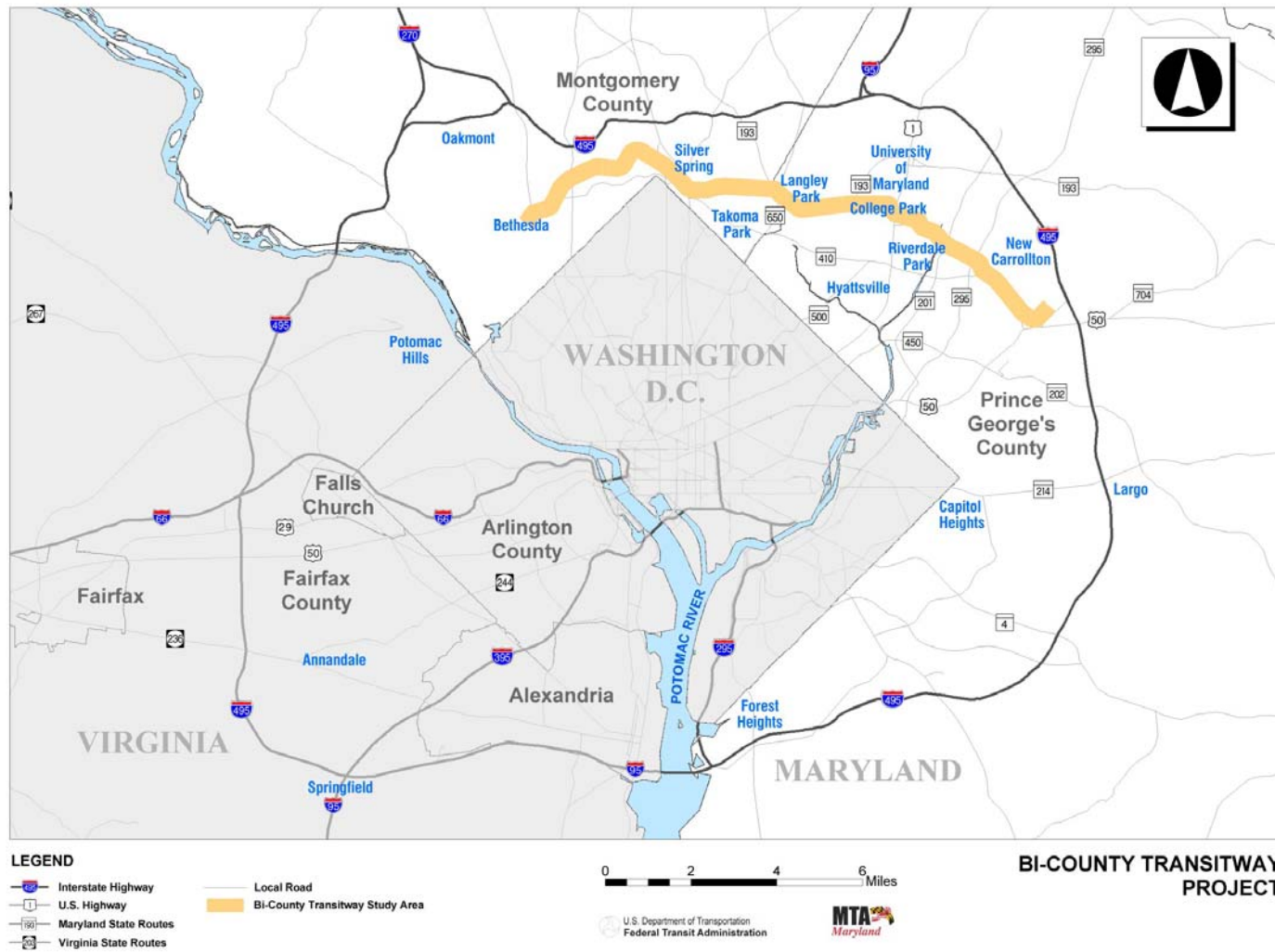


FIGURE 1 – PROJECT LOCATION



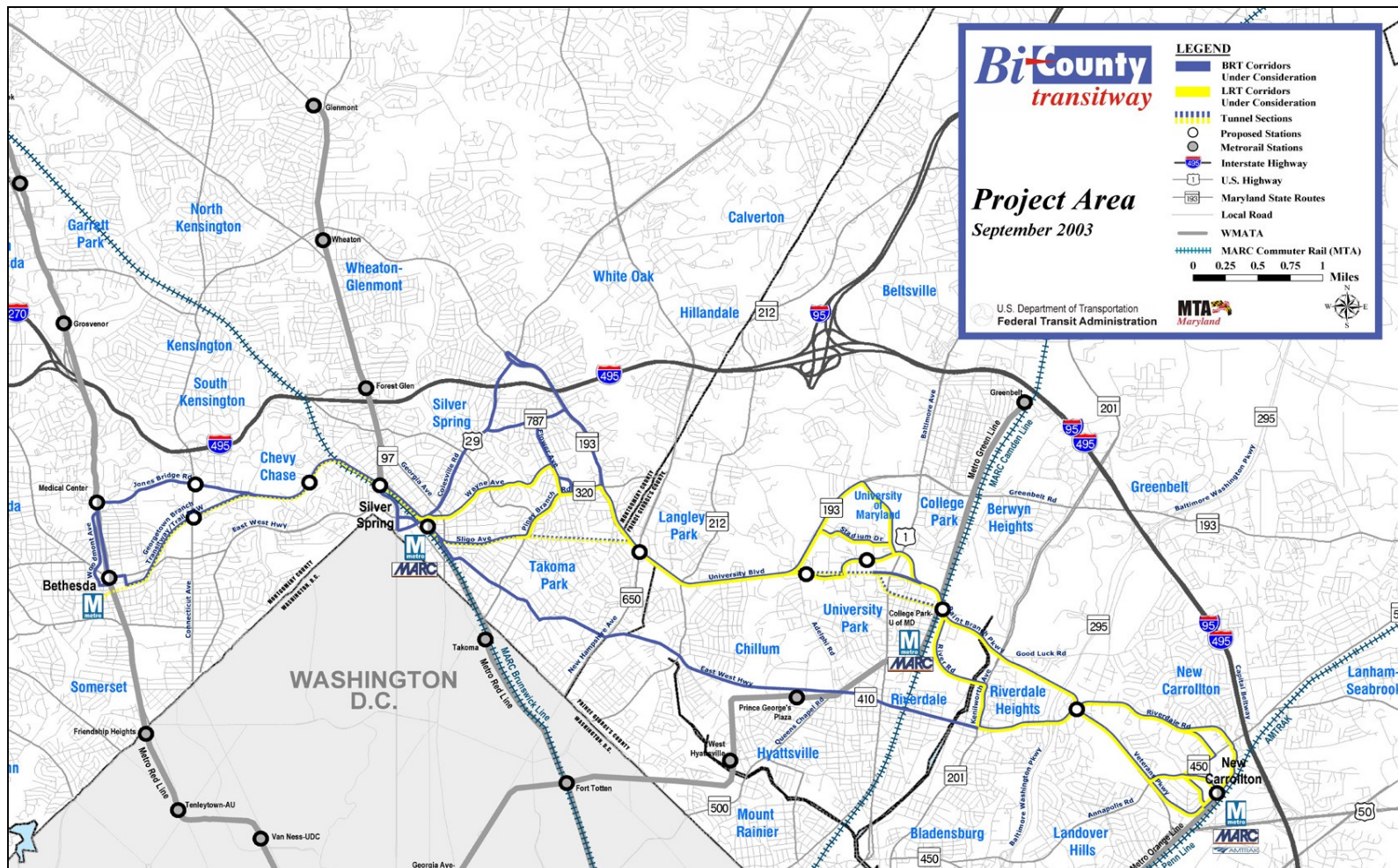


FIGURE 2 – PROJECT AREA



## SCOPING PROCESS

---

### PURPOSE OF SCOPING

The FTA and the MTA are preparing an Alternatives Analysis (AA) and Environmental Impact Statement (EIS) for the Bi-County Transitway project. The purpose of the EIS is to study alternative means for addressing mobility issues in the corridor between Bethesda and New Carrollton, Maryland. The corridor is located in Montgomery and Prince George's Counties, just north of the District of Columbia boundary, approximately eight miles from downtown Washington, D.C. The Bi-County Transitway will provide transit service along the 14-mile corridor that connects the Metrorail Red Line (Bethesda and Silver Spring stations), the Green Line (College Park station), and the Orange Line (New Carrollton station).

Scoping is the first step in the National Environmental Policy Act of 1969 (NEPA) environmental process and provides Federal, state, regional and local agencies, the public and other interested parties with preliminary information on the improvements proposed as part of the Bi-County Transitway. The scoping process was initiated in September 2003 with public and agency scoping meetings. Four public scoping meetings were held on September 10, 16, 17 and 24 in Takoma Park/Langley Park, Silver Spring, Bethesda, and College Park, respectively.

FTA and MTA are interested in ensuring that the full range of issues related to the proposed action are addressed during the AA and the EIS and that concerns are identified early in the development and evaluation of alternatives for this project.

This scoping process provided an opportunity for the public and agencies to comment on the study's key planning assumptions, identify issues of concern, and review the scope of the project's environmental analysis. These meetings also provided an opportunity for the public to comment on the initial set of alternatives and to identify issues that should be considered during the AA and EIS.

The purposes of the scoping process for the Bi-County Transitway project are summarized below:

- Provide preliminary information to the public on the project and the study process.
- Invite the participation of affected citizens, Federal, state, and local agencies and other interested persons.
- Determine the scope and significance of the NEPA analysis and the range of alternatives to be addressed.
- Identify issues that need to be addressed in the study process.
- Determine the study area for the NEPA analysis.
- Indicate any public environmental assessments and other environmental impact statements that are being or will be prepared, related to, but not part of, the scope of the environmental impact statement under consideration.

### PREVIOUS STUDIES

Several studies have been prepared over the years to evaluate the transportation needs and potential improvements in the Bi-County Transitway corridor, or along segments of this corridor. In addition, there are several ongoing studies that

address transportation mobility in the Bi-County Transitway corridor. The major studies completed are listed below:

- The Capital Beltway High Occupancy (HOV) Feasibility Study (1992) – SHA
- Georgetown Branch Major Investment Study/Draft Environmental Impact Statement (1996) – MTA
- Capital Beltway/Purple Line Study – Findings and Recommendation Report (March 2003)
- Purple Line (Silver Spring to New Carrollton) – Line and Grade Study – Washington Metropolitan Area Transit Authority (WMATA)
- Purple Line (Bethesda to New Carrollton) – Transit Oriented Development Study - MDOT
- Jones Bridge Road – Purple Line Busway Alternatives Analysis (June 2003) – M-NCPPC
- The Preliminary Evaluation of Enhanced Bus Service for the Bi-County Transit Corridor – MTA
- Metrorail Purple Line Loop from Silver Spring to Medical Center Metrorail Stations Review (January 2003) – M-NCPPC

### **ONGOING RELATED STUDIES**

- Silver Spring Transit Center Study – Montgomery County, MTA and WMATA
- District of Columbia Rail Feasibility Study – WMATA
- Capital Beltway Managed Lanes Study – SHA
- Bi-County Transitway (formerly Purple Line) - International Corridor Planning Study – Prince George's County Planning Department

- New Carrollton Metro TOD Planning Study – Prince George's County Planning Department
- Other private and public development projects and studies in the Bi-County Transitway corridor.

### **FEDERAL REQUIREMENTS AND GUIDANCE**

The scoping for this project was designed based on the requirements and guidance of the Council of Environmental Quality (CEQ) and FTA. Section 1501.7 of the FTA regulations for implementing NEPA states that “There shall be an early and open process for determining the scope of issues to be addressed and for identifying the significant issues related to a proposed action.”

## ALTERNATIVES PRESENTED AT SCOPING MEETINGS

---

The AA/Draft EIS defines the analysis that the project team will perform as part of the Bi-County Transitway project. It defines which alternatives the project team will analyze, including modes and alignments, as well as the issues and effects to be addressed in the analysis.

NEPA requires that decision makers consider all reasonable alternatives, including a No-Build alternative. For projects with many alternatives, an Alternatives Analysis is conducted to develop the alternatives and analyze their potential effects.

Alternatives for the Bi-County Transitway project were initially developed in previous studies including the 1996 Georgetown Branch Transitway/Trail MIS/DEIS, the Purple Line East study, and the Purple Line West study. Other studies have been completed in the corridor and are discussed in the Previous Studies section of this report.

Input generated during the scoping process provides the opportunity to refine and revise the initial list of alternatives that will be considered in the AA/Draft EIS. Based on public and agency comments, previously identified alternatives may be revisited and new alternatives may be added to the analysis.

## ALTERNATIVES PRESENTED

The Build alternatives could follow a number of alignments and could be built at-grade, underground, elevated, or a

combination of these. At the scoping meetings the MTA presented the following alternatives:

### No-Build

- Includes long-range planned and funded improvements
- Includes all existing transit services

### Transportation System Management (TSM)

- No major capital investments
- Expanding routing and service availability
- Improving quality of transit service
- Transit coordination, support and marketing
- Improving accessibility with complementary modes such as pedestrian and bicycle modes

### Bus Rapid Transit

- Option A (Shared Bus lanes)
- Option B (Shared and Dedicated Bus lanes)
- Option C (Dedicated Bus lanes)

### Light Rail Transit

- Option A (Primarily At-Grade)
- Option B (Primarily Grade Separated)

## Alternative Modes

Bus Rapid Transit (BRT) is a versatile, rubber-tired rapid transit mode that combines stations, vehicles, services and guideway into an integrated system with a strong positive image and identity. BRT is a permanently integrated system of facilities, services and amenities that collectively improve the

travel time, reliability and identity of traditional bus transit. BRT can operate on existing roads or on a separate guideway or busway.

BRT systems can provide:

- Potentially lower capital cost
- Cost-effective alternatives
- High-quality service
- High-performance rapid transit services that can be quickly implemented
- Medium to high capacity service depending on project conditions

If BRT is selected as the preferred alternative, a number of issues will need to be considered by decision-makers:

- Substantial capital costs would be required to decrease travel time and increase reliability compared to current bus service.
- Priority treatment for buses on existing roads could increase traffic congestion.
- Giving BRT vehicles priority at traffic signals would have to be accomplished in cooperation with local governments.

Light Rail Transit (LRT) is an electric railway system characterized by its ability to operate single cars or short trains along rights-of-way at ground level, on aerial structures and in tunnels. Light rail can operate in mixed traffic or in the median of a roadway on a separate right-of-way.

LRT systems can provide:

- Cost-effective alternatives
- High-quality service

- High-performance rapid transit services
- High capacity service depending on project conditions

If LRT is selected as the preferred alternative, a number of issues will need to be considered by decision-makers:

- High construction cost could delay implementation or reduce the project length if funds are not available.
- Achieving beneficial travel time relies on lack of interference from traffic by separating the tracks from roads or giving the trains priority at traffic signals (a local government decision).
- Using existing streets could increase traffic congestion and could increase the risk of accidents with cars and pedestrians.

## Alternative Alignments

BRT – Option A (shared busway) would operate on existing streets and roadways with no dedicated bus lanes or exclusive right-of-ways. It would include additional direct routes and reduced headways on the selected existing routes.

BRT – Option B (shared and dedicated busway) is a combination of Option A and C. It would operate on existing roadways but within some dedicated bus lanes and exclusive right-of-way.

BRT – Option C (dedicated busway) would operate on dedicated bus lanes and exclusive right-of-ways. It includes aerial structures and/or tunnels for faster connectivity in the corridor from Bethesda to New Carrollton.

LRT – Option A (at-grade) would be primarily an at-grade double-track rail line from the western branch of the Metrorail Red Line in Bethesda to the New Carrollton Metro Station on the Orange Line.

LRT – Option B (at-grade, tunnel and aerial structures) would be primarily a grade-separated double-track rail line from the western branch of the Metrorail Red Line in Bethesda to the New Carrollton Metro Station on the Orange Line. For example, a tunnel option would be evaluated through parts of Silver Spring.

### Specific Alignments

Each of the mode options being considered could follow a variety of routes. All routes begin at the Bethesda Metro station, serve the future Silver Spring Transit Center (SSTC) and continue on to the New Carrollton Metro station.

Three basic alignments are being considered from the Bethesda Metro station to the future SSTC. The first alignment, being considered for BRT only, follows Wisconsin Avenue north to the National Institute of Health Medical Center. Transit vehicles moving south from the Medical Center to Bethesda would travel on Woodmont Avenue. From the Medical Center the alignment continues east along Jones Bridge Road to Jones Mill Road. At this point it follows the Georgetown Branch right-of-way until it reaches the CSXT right-of-way. There it turns southeast and parallels the CSXT tracks to Silver Spring. This alignment is being considered for BRT only.

The second alignment, being considered for either BRT or LRT, follows the Georgetown Branch right-of-way from

Bethesda to the CSXT tracks, and continues along the CSXT tracks to Silver Spring. The BRT alignment would begin on East West Highway and turn on to Pearl Street to join the Georgetown Branch right-of-way whereas the LRT option would follow the Georgetown Branch right-of-way under the Apex building and Wisconsin Avenue.

The third alignment, being considered for BRT only, follows the previous alignments up to the CSXT right-of-way at 16th Street in Silver Spring at which point it leaves the CSXT right-of-way and continues south on 16th Street to Colesville Road, turns northeast on Colesville Road to arrive at the future SSTC. One slight variation would have the alignment turning east on MD 410 (East West Highway) and then north on Colesville Road avoiding the intersection of Colesville Road and 16th Street.

Leaving Silver Spring four alignments are being considered for BRT only. The first alignment continues north on Colesville Road (US 29) to University Boulevard at Four Corners. There the alignment turns southeast on University Boulevard where it continues to Takoma/Langley Crossroads.

A second alignment follows Colesville Road (US 29) north, turns at East Franklin Avenue and continues east to Flower Avenue. At Flower Avenue the alignment travels south to Piney Branch Road, then east on Piney Branch Road to University Boulevard, then continues to Takoma/Langley Crossroads.

The third alignment follows Colesville Road (US 29) to East Franklin Avenue, continues on East Franklin Avenue to



University Boulevard, turn southeast and continues on University Boulevard to Takoma/Langley Crossroads.

The fourth alignment continues south along the CSXT tracks to MD 410, where it turns east. This alignment follows MD 410 to the proposed Riverdale station at Riverdale Road and Veterans Parkway.

Three alignments are being considered for both LRT and BRT. The first alignment follows Wayne Avenue north to Flower Avenue, follows Flower Avenue south to Piney Branch Road, and east on Piney Branch Road to University Boulevard on to Takoma/Langley Crossroads.

The second alignment travels south from the Silver Spring station to Sligo Avenue, which it follows east until Piney Branch Road. From there it continues north on Piney Branch to University Boulevard, turning southeast on University to Takoma/Langley Crossroads.

The third alignment is similar to the second alignment until the alignment reaches Sligo Avenue at Piney Branch Road, at this point the alignment continues in a tunnel directly to University Boulevard near Takoma/Langley Crossroads.

Four alignments are being considered from Takoma/Langley Crossroads to College Park Metro station for both LRT and BRT. All these alignments follow University Boulevard from Takoma/Langley Crossroads to Adelphi Road. From this point there are four different alternatives for passing through the University of Maryland campus.

The first alignment follows Campus Drive through the center of campus, passing Cole Field House, Stamp Student Union and Hornbake Library. Campus Drive becomes Paint Branch Parkway at US 1. This alignment continues on Paint Branch Parkway to the College Park Metro station. The second alignment follows University Boulevard east to Stadium Drive, and then follows Stadium Drive through campus past the Clarice Smith Performing Arts Center and Byrd Stadium to rejoin Campus Drive just west of US 1 and follows Campus Drive/Paint Branch Parkway to the College Park Metro station. The third alignment continues further on University Boulevard to Paint Branch Drive. From there it turns right into campus, passing the new Comcast Center sports arena and continuing on to Campus Drive/Paint Branch Parkway to the College Park Metro station.

The fourth alignment through the University of Maryland campus is an underground alignment from Adelphi Road to the College Park Metro station. It would go due east under campus then turn southeast and parallel College Avenue to the College Park Metro station.

From the College Park Metro station there are two alignments being considered for both BRT and LRT.

The first alignment would follow River Road turning south on Kenilworth Avenue, then east on MD 410 (East West Highway). The alignment continues on MD 410 (which becomes Riverdale Road) to the proposed Riverdale station at Veterans Parkway.

The second alignment follows Paint Branch Parkway from the College Park station to Kenilworth Avenue. At the intersection



of Kenilworth Avenue and Good Luck Road, the alignment continues southeast on a new alignment off-street to the proposed Riverdale station at Veterans Parkway.

Three alignments are being considered from the proposed Riverdale station to the New Carrollton Metro station. The first alignment turns onto Veterans Parkway and accesses the New Carrollton station by either Ellin Road or Annapolis Road and Harkins Road.

The second alternative alignment follows Riverdale Road to Annapolis Road, turning southwest on Annapolis Road. The alignment turns at, but not on, Harkins Road, passing west of the Internal Revenue Service buildings, and following Emerson Place to the New Carrollton Metro station.

A third alignment follows Riverdale Road to the New Carrollton Mall where it leaves the street alignment and passes north of (behind) the mall and then turns southeast towards Annapolis Road and at Annapolis Road follows 85th Avenue to the New Carrollton Metro station.

### Alternative Stations

The location of stations is based upon transportation system considerations, travel demand, accessibility, adjacent development, and availability of right-of-way. The project team presented the following 12 station locations at the Public Scoping Meetings:

- Bethesda Metro Station
- Medical Center Metro Station

- Connecticut Avenue
- Lyttonsville
- Woodside
- Silver Spring Transit Center
- Takoma/Langley Crossroads
- University of Maryland-Stadium/Arena
- University of Maryland Campus Center
- College Park – University of Maryland Metro Station
- Riverdale
- New Carrollton Metro

Station location considerations include: cost; engineering feasibility; available right-of-way for station facilities; vehicular, pedestrian and bicycle accessibility; ridership; compatibility with surrounding land uses; environmental impacts; developmental potential; and impacts on travel time.

The project team will develop and evaluate alternative layouts of station facilities (i.e., bus bays, kiss & ride areas). Station access for vehicles, pedestrians and bicyclists will be addressed as well.

### Ancillary Facilities

The project team will develop and evaluate alternative sites for these facilities. The ancillary facilities necessary to support the alternative modes, lines, and stations to be studied and documented in the AA/Draft EIS include the following:

- BRT maintenance depot and operations control center.
- Rail car storage and inspection yard.
- Rail traction power substations and tie breaker stations.

## SUMMARY OF PUBLIC SCOPING MEETINGS AND COMMENTS

---

### NOTIFICATION

Extensive notification was undertaken to inform interested parties of the scoping process and opportunities to participate. Appendix A contains copies of the notification materials used for this project.

#### *Federal Register:*

A Notice of Intent (NOI) to prepare an EIS was published in the September 3, 2003 edition of the Federal Register, formally kicking off the EIS process.

#### *Newsletter:*

A newsletter was mailed to approximately 13,700 households, organizations, and businesses in the Bi-County Transitway corridor. The newsletter included a map of the proposed alignment, description of the study process, and scoping meeting information. The newsletter is included in Appendix A.

#### *Press Release:*

Numerous print and broadcast media responded to an MTA press release regarding the Bi-County Transitway scoping meetings. Broadcast media was published on the Montgomery County Cable Channel.

#### *Newspaper Notices:*

Ads were placed in local or special interest newspapers to encourage participation by affected stakeholders. Other ads were placed in newspapers of general circulation.

Publication	Publication Date
<i>Gazette Newspapers (Montgomery and Prince George's Counties)</i>	September 4, 2003
<i>Washington Post</i>	September 9, 2003
<i>Washington Afro American Paper</i>	September 1, 2003
<i>The Journal: Montgomery County and Prince George's County</i>	September 4, 2003
<i>The Washington Hispanic</i>	September 5, 2003
<i>Korean Times</i>	September 5, 2003
<i>Takoma Voice/ Silver Spring Voice</i>	September 4, 2003
<i>La Nacion</i>	August 29, 2003
<i>El Pregonero</i>	September 5, 2003
	September 4, 2003

#### *Miscellaneous Outreach:*

Various organizations throughout the corridor were notified via email of the Public Scoping Meetings, including: Action Langley Park, Crossroads Development Association, CASA of Maryland/MD Latino Coalition for Justice, Action Committee for Transit, Silver Spring Regional Center/Silver Spring Citizen Advisory Board.

Flyers were also posted at the following centers: G. Coffield Community Center, Silver Spring Center, Montgomery County Health and Human Services Office, TESS Center in Long Branch, Long Branch Community Center, CASA of Maryland and the Langley Park Community Center.

*Project Website:*

A project website ([www.Bi-CountyTransitway.com](http://www.Bi-CountyTransitway.com)) was established for interested parties to review materials concerning the project and submit comments for the record. Notice of the Public Scoping Meetings was also included on the website. In addition, the M-NCPPC website included notification of the meetings

## **PUBLIC SCOPING MEETINGS**

Four public scoping meetings were held in different locations along the project corridor. The meeting locations covered the geographical area of the proposed project and its potentially impacted communities.

<b><i>Takoma/Langley Park Area</i></b>	<i>September 10, 2003 Langley Park Community Center 1500 Merrimac Drive Hyattsville, MD 20783</i>
<b><i>Silver Spring Area</i></b>	<i>September 16, 2003 Holiday Inn at Silver Spring 8777 Georgia Avenue Silver Spring, MD 20910</i>
<b><i>Bethesda Area</i></b>	<i>September 17, 2003 Bethesda-Chevy Chase High School 4301 East West Highway Bethesda, MD 20814</i>

***College Park Area***     *September 24, 2003  
College Park City Hall  
4500 Knox Road  
College Park, MD 20740*

*Format:*

The public scoping meetings were held in an “Open House” format, where participants could conduct self-paced reviews of project displays. No formal presentation was given. Attendees had the opportunity to visit project information displays and aerial maps, and project representatives were available to answer questions.

Eight stations were set up around each meeting room displaying information on the purpose of the project, the project planning process, and alternatives. One of these stations was used to gather comments on the project. The stations included:

- Station 1 - Welcome
- Station 2 - Project Introduction
- Station 3 - Study Process
- Station 4 - Alternatives
- Station 5 - Transit Stations
- Station 6 - Existing Transit
- Station 7 - Comments
- Station 8 - Mapping

The display boards presented the purpose of the meeting, project background, project goals, evaluation factors, environmental considerations, alternative transit modes to be considered, description of Bus Rapid Transit (BRT) and Light Rail Transit (LRT), examples of BRT and LRT, issues to be

considered for BRT and LRT, BRT and LRT typical sections, potential BRT or LRT station areas, station location considerations, BRT and LRT station planning, the planning and environmental process, project timeline, and project next steps.

Maps depicting the project area, environmental features, and preliminary alignments for evaluation within the corridor were displayed. These maps served as working maps for the public to examine and comment on particular proposed alternatives for consideration. Appendix B includes the materials presented at the public scoping meetings. All of the materials from the Public Scoping meetings were included on the project website, along with the opportunity to submit comments on scoping through the website.

*Results:*

A total of 377 people (See Table 1) signed the attendance sheets at the four meetings, 28 of those were elected or appointed officials representing areas in the project corridor.

TABLE 1 – PUBLIC MEETING ATTENDANCE

Location	Number of Attendees	Number of Local Officials
Takoma/Langley Park	63	7
Silver Spring	92	4
Bethesda	119	4
College Park	103	13
Total	<b>377</b>	<b>28</b>

## SUMMARY OF COMMENTS

267 comment forms were submitted at the public scoping meetings. In addition, 56 comments were written on the aerial display maps. Following the meetings, 37 letters and 30 electronic comments were received. The following table summarizes the number of comments received by each type:

TABLE 2 – COMMENT FORMS SUMMARY

Type of comment	Number
Comment Form	267
Aerial Map Comment	56
Letter	37
Electronic	30
Total	<b>390</b>

Comments submitted by the public usually contained several different statements on specific issues related to the project. Comments or individual statements fell into ten categories. The following table presents the number of comments assigned to each category.

TABLE 3 – COMMENTS BY CATEGORY

Comment Category		Number of Comments
1	Alignment	251
2	Environmental	170
3	Miscellaneous	37
4	Mode	269
5	Pedestrian Safety	29
6	Project Planning Process and Implementation	96
7	Public Involvement	24
8	Stations	164
9	Trail/Georgetown Branch Right-of-Way	193
10	Transportation	86
Total Number of Comments		<b>1,319</b>

### SUMMARY OF TAKOMA/LANGLEY PARK MEETING COMMENTS

Attendees at the Takoma/Langley Park meeting submitted 24 comment forms with a total of 113 specific comments. Comments were submitted on alignment options; three comments supported the use of existing roadways while 54 comments supported the use of a dedicated right-of-way. Environmental issues of concern included air quality, community issues including the preservation of the residential communities, crime, noise and vibration, residential, transit oriented development, and trees. Two comments supported and nine opposed a bus option. All twelve comments received

on light rail transit supported this option. Four comments voiced concerns about pedestrian safety. Stations at Washington Adventist Hospital and Columbia Union College, Riggs Road and University Boulevard, Flower Avenue, Riverdale and Kenilworth Avenue, Long Branch area, Piney Branch and Flower Avenue, Piney Branch and Sligo Avenue, Piney Branch and New Hampshire Avenue, and Comcast Center at the University of Maryland, were suggested. Four comments supported using the Georgetown Branch alignment for the transitway, while one comment opposed this option. Mobility, system connectivity and traffic congestion were the transportation issues of concern expressed.

### SUMMARY OF SILVER SPRING MEETING COMMENTS

Attendees at the Silver Spring meeting submitted 73 comment forms with a total of 284 comments. Comments focused on the following issue categories: mode, alignment, environmental, Georgetown Branch trail, safety, stations, transportation, project planning process/public involvement, and other issues.

Meeting attendees commented on “mode” more than any other issue category (83 comments). A total of 67 comments were given on BRT and LRT, with 24 out of 31 opposing BRT and 3 out of 36 opposing LRT. Comments supporting BRT mentioned lower cost and right-of-way requirements compared with LRT; comments against BRT mentioned slow travel in traffic and low ridership potential. Comments in favor of LRT mentioned past studies that supported LRT and potential ridership; comments against LRT mentioned high cost and impacts on communities. A few attendees asked for consideration of heavy rail and monorail.

Of the 48 comments regarding “alignment” many questioned the potential impact of an at-grade alignment sharing existing lanes with automobile traffic along existing (congested) roads, especially East West Highway, Jones Bridge Road and Sligo Avenue, and supported dedicated lanes regardless of mode. Others opposed at-grade routes along East West Highway, based on historic/neighborhood impacts, and along Sligo Avenue due to the narrow width of the roadway and the fact that it is a snow emergency route. Several alternate alignments were suggested in the Flower Avenue/Piney Branch area and Langley Park. Others suggested that underground alignments be considered. Thirteen members of the Silver Spring Business Community voiced general support of the “Inner Purple Line” or P6 LRT alignment which follows the Master Plan Alignment in Montgomery County.

The 33 comments on “environment” mentioned potential impacts to adjacent communities, mature trees, and historic resources (especially in Takoma Park), crime, and noise/vibration impacts. An additional 32 comments focused on the “Georgetown Branch Master Plan Alignment” with most supporting LRT along the Georgetown Branch alignment. Two comments were opposed to using the Georgetown Branch alignment based on the desire to preserve open space. Five comments mentioned “pedestrian safety” at schools and churches because of inadequate roadway width along Sligo Avenue and Jones Bridge Road, and concerns with emergency access along the Georgetown Branch alignment.

Thirty comments supported “stations” at various locations including 16th Street/Woodside (as shown at earlier public meetings), Long Branch, Bethesda, College Park, Colesville

Road, Wayne/Flower Avenues, Piney Branch/Flower Avenues, Langley Crossroads, Sligo/Piney Branch Avenues, and connections with other activity centers at Washington Adventist Hospital/Columbia Union College, Montgomery College (on Georgia Avenue), Takoma Park, and University of Maryland. Twenty-two “transportation” comments supported connections to major activity centers: Bethesda, Silver Spring, Langley Park, College Park, and New Carrollton and reductions in travel time. Several attendees requested more information regarding the effect of alternatives on Capital Beltway traffic.

Most of the 16 comments regarding the “project planning process” mentioned the need to move quickly through the planning process; make a decision on a preferred route and mode; and start construction. The 5 comments on “public involvement” complimented the material presented at the scoping meeting and requested more meetings with local communities. Nine comments reflected on political motivations relating to this study.

## **SUMMARY OF BETHESDA MEETING COMMENTS**

Attendees at the Bethesda meeting submitted 109 comment forms with a total of 417 comments. Overall the comments addressed a variety of concerns: environmental, pedestrian safety, station location concerns, and the project planning process. The concerns that received the highest number of comments were issues associated with the interim trail, alignment, and mode. Comments on the Georgetown Branch alignment were centered around the transit and environmental impacts on the interim trail. The most common comments



regarding alignment regarded at-grade and underground options. Comments on mode were centered on concerns with Bus Rapid Transit and Light Rail Transit alternatives and their impacts.

The most common theme regarding the trail dealt with preservation and environmental impact. More than 100 comments were submitted on this topic at this meeting. Respondents expressed concern with safety, recreational value, and environmental issues associated with the impact of transit along and/or near the trail. Comments raised concerns about the compatibility of transit along the trail and the preservation of the trail with the development of transit in the corridor.

Comments on mode addressed a variety of concerns, but the majority were in favor of light rail transit over bus rapid transit.

Issues were raised about whether either mode could provide the level of service needed to relieve the current congestion and provide improved mobility in the corridor and which alignments might be more feasible for the modes. Respondents voiced opposition to having any increased bus transit service on Connecticut Avenue and the Georgetown Branch alignment, but were in favor of light rail service with an underground option.

The most frequent comments concerning alignments centered on at-grade, Jones Bridge Road, and underground alignment options. Although all the respondents that addressed an underground alignment were in favor of this option, many acknowledged that it might not be economically feasible. Comments opposing the alignment along Jones Bridge Road

were in the majority (17/30 opposing, compared to 11/30 in support). All comments on bus service operating along MD 410 - West of Silver Spring (8 comments) were in favor of it and perceived it to be a much more favorable option for busway operation than Jones Bridge Road and the Georgetown Branch alignment.

## **SUMMARY OF COLLEGE PARK MEETING COMMENTS**

Attendees at the College Park meeting submitted 60 comment forms with a total of 240 comments. Comments were submitted on alignment options in which one comment supported the use of existing roadways while six comments supported a dedicated right-of-way, either at-grade, elevated, or underground. Specific alignment comments included Jones Bridge Road (all 4 comments opposing), MD 410 – East of Silver Spring (4 of 6 comments opposing) and Paint Branch Parkway (1 of 6 comments opposing). Nine comments were submitted on the alignment through University of Maryland and 25 comments were received on station locations within the University. All of the comments supported stops within the campus while many requested multiple stops. Environmental issues of concern included air quality, community impacts, environmental justice and transit-oriented development. Three comments supported and 12 opposed a bus option. All 44 comments received on light rail transit supported this option. Eight other comments were received supporting rail transit in general. Station comments included design/planning, parking and general comments, as well as support for specific locations including Bethesda, 16<sup>th</sup> Street, Jones Bridge Road, University of Maryland, College Park and New Carrollton. An additional station was also requested along Flower Avenue. Various

locations were suggested for the University of Maryland. Five comments supported using the Georgetown Branch alignment for transit, while one comment opposed this option. Mobility, system connectivity and traffic congestion were the transportation issues of concern. Ten comments requested implementation of the project as quickly as possible.

### **SUMMARY OF LOCAL JURISDICTION COMMENTS**

During the scoping process five local jurisdictions provided comments on the project: Town of Chevy Chase, New Carrollton City Council, Town of Riverdale Park, City of Takoma Park and City of College Park.

Mayor Mier Wolf from the Town of Chevy Chase opposed any transit system on the interim trail.

From the New Carrollton City Council, Sarah Potter provided comments on the modes and alignments. She felt that a Beltway alignment would not be in the best interest of New Carrollton and suggested that using Veterans Parkway would be preferable.

Council member, Gerard Kiernan, from the Town of Riverdale Park, questioned the impacts on the town and the projected ridership.

The City of College Park provided comments in a formal letter authored by Mayor Stephen A. Brayman. The City of College Park supports a three-station concept for the University of Maryland/College Park area, as well as the alignment along Paint Branch Parkway.

The City Council of Takoma Park unanimously passed Resolution #2003-53, "Resolution Providing Comments for the Scoping Phase of the Bi-County Transitway Planning Project." The resolution urges MTA to continue to pursue the project, and to eliminate the MD 410 alignment through Takoma Park. The Council supports light rail, and would like stations in the Takoma/Langley and Long Branch areas.

### **OVERVIEW OF COMMENTS**

Comments stated preference or disapproval of both general alignment issues and specific routes. Opposition to transit on Jones Bridge Road, MD 410 - East of Silver Spring, and Sligo Avenue, outweighed support. A number voiced support for a dedicated transit right-of-way, while others preferred transit to operate within existing travel lanes. There was both support and opposition to each vertical alignment option: elevated, at-grade, and underground.

While many of the comments on environmental concerns were general in nature, specific environmental concerns raised included: air quality, community impacts, crime, historic, environmental justice, homeland security, noise and vibration, residential impacts, transit oriented development, the loss of trees, visual impacts, and wetlands.

Many people voiced support or opposition to particular modes. Bus rapid transit, bus service, heavy rail, light rail transit, mass transit, monorail, and rail transit were all mentioned. Sixteen comments were specifically in favor of BRT and 54 were opposed to BRT. One hundred and eleven comments were specifically in favor of LRT and thirteen were opposed to LRT.

Pedestrian safety concerns focused on pedestrian safety along light rail transit and near schools.

The project planning process and implementation comments fell into nine subcategories: general, construction, cost estimates, design, emergency response, fare collection, funding, purpose and need, and schedule.

Public involvement comments included comments on the scoping meetings; some attendees found the display material helpful, while others found it confusing. Concerns were raised about opportunities for future involvement and concern that all voices be heard.

Commentors voiced opinions about station locations. In addition to the stations presented at the public scoping meetings the public asked for stations to be considered at the following locations: New Carrollton Shopping Center, Amtrak station, Hyattsville, US 1, Campus Drive, College Park Airport Museum, Riverdale at Kenilworth Avenue, Takoma Metro station, University of Maryland tennis complex, MD 193/Campus Drive, Comcast Center, Metzerott Road/US 1, Branchville junction with Metro Green Line, multiple locations on the University of Maryland campus, Riggs Road and University Boulevard, Washington Adventist Hospital, Columbia Union College, Piney Branch/New Hampshire Avenue, Flower Avenue and Piney Branch, Wayne Avenue and Flower Avenue, Takoma Park, Sligo Avenue, Montgomery College, Piney Branch/Sligo Avenue, north side of US 29/Dale Road and Colesville Road, Long Branch, Silver Spring between 2nd Avenue and Georgia Avenue and 16th Street, 16<sup>th</sup> Street at Spring Street, North Woodside, Jones Bridge Road and Jones Mill Road, Connecticut Avenue, Georgetown

Branch right-of-way between Connecticut Avenue and Wisconsin Avenue, Columbia Country Club clubhouse, River Road, and Grosvenor.

The public also specifically asked that stations not be provided at particular locations including: west Silver Spring, East West Highway, Connecticut Avenue/Jones Bridge Road, Chevy Chase Lake, Connecticut Avenue, National Naval Medical Center, Georgetown Branch right-of-way between Connecticut Avenue and Wisconsin Avenue, the National Institute of Health and Bethesda.

A majority of comments regarding the Georgetown Branch interim trail voiced opposition to putting transit on the Georgetown Branch alignment.

Transportation concerns focused on issues of mobility, system connectivity, traffic congestion, and travel forecasts. Table 4 presents the scoping meeting comments by category, subcategory and number.

The complete comments and responses are included in Appendix C. Appendix D presents an index of the names of individuals who submitted comments. The index will allow for an individual to find how any specific comment has been responded to.

TABLE 4 – COMMENTS BY TOPIC

Appendix C Section Number	Primary Category	Sub Category	Number of Comments
1.0	Alignment	General	20
1.1		Aerial	2
1.2		At-Grade	19
1.3		Capital Beltway	8
1.4		Colesville/University	6
1.5		Grade Separated	7
1.6		Jones Bridge Road	41
1.7		MD 410 - East of Silver Spring	49
1.8		MD 410 - West of Silver Spring	14
1.9		Outer Purple Line	5
1.10		Paint Branch Parkway	7
1.11		Piney Branch	6
1.12		River Road	1
1.13		Riverdale Road	1
1.14		Sligo Avenue	18
1.15		Typical Section	1
1.16		Underground	30
1.17		University of Maryland	15
1.18	Veterans Parkway	1	
Total Number			251
2.0	Environmental	General	24
2.1		Air Quality	8
2.2		Community Issues	48
2.3		Crime	3
2.4		Environmental Justice	2

Appendix C Section Number	Primary Category	Sub Category	Number of Comments
2.5		Historic	10
2.6		Homeland Security	2
2.7		Noise and Vibration	21
2.8		Residential	28
2.9		Transit Oriented Development	7
2.10		Trees	15
2.11		Visual	1
2.12		Wetlands	1
Total Number			<b>170</b>
3.0	Miscellaneous		37
Total Number			<b>37</b>
4.0	Mode		
4.1		Bus Rapid Transit	71
4.2		Bus Service	40
4.3		Heavy Rail	11
4.4		Light Rail Transit	122
4.5		Mass Transit	14
4.6		Monorail	5
4.7		Rail Transit	6
TOTAL NUMBER			<b>269</b>
5.0	Pedestrian Safety		29
TOTAL NUMBER			<b>29</b>

Appendix C Section Number	Primary Category	Sub Category	Number of Comments
6.0	Project Planning Process and Implementation	General	24
6.1		Construction	6
6.2		Cost Estimates	8
6.3		Design	2
6.4		Emergency Response	5
6.5		Fare Collection	3
6.6		Funding	9
6.7		Purpose and Need	16
6.8		Schedule	23
Total Number			96
7.0	Public Involvement		24
Total Number			24
8.0	Stations	General	56
8.1		16 <sup>th</sup> Street	3
8.2		Bethesda	6
8.3		College Park	5
8.4		Connecticut Avenue	6
8.5		Design/Planning	12
8.6		Jones Bridge Road	3
8.7		Lyttonsville	2
8.8		National Institute of Health (NIH)	4
8.9		New Carrollton	1
8.10		Parking	4
8.11		Piney Branch	12
8.12		Silver Spring	4

Appendix C Section Number	Primary Category	Sub Category	Number of Comments
8.13		Takoma Park/Langley Park	6
8.14		University of Maryland	40
		Total Number	<b>164</b>
9.0	Trail/Georgetown Branch Right-of-Way		193
		Total Number	<b>193</b>
10.0	Transportation		
10.1		Mobility	20
10.2		System Connectivity	24
10.3		Traffic Congestion	19
10.4		Travel Forecasting	23
		Total Number	<b>86</b>
Total Number of Comments			<b>1,319</b>



## **SUMMARY OF AGENCY SCOPING**

---

### **AGENCY SCOPING MEETING**

On September 25, 2003, MTA held an Agency Scoping Meeting for representatives of regulatory and other public agencies involved in the Bi-County Transitway project. MTA issued letters of invitation to 22 agencies on September 10, 2003. The invitation packet included the following information:

- Project Schedule;
- FTA's Notice of Intent to prepare an EIS; and
- Invitation letter from MTA for Scoping and Streamlined Environmental Regulatory Process

The Agency Scoping meeting was held at the Maryland State Highway Administration District 3 office in Greenbelt, Maryland. Agency representatives and project staff in attendance included: Maryland Historical Trust (MHT), Maryland Department of Natural Resources (DNR), Metropolitan Washington Council of Governments (MWCOC), Maryland - National Capital Park and Planning Commission – Montgomery County (M-NCPPC), Maryland - National Capital Park and Planning Commission – Prince George's County (M-NCPPC), Prince George's County Department of Public Works and Transportation, U.S. National Marine Fisheries, Federal Transit Administration (FTA), U.S. Environmental Protection Agency (EPA), Maryland State Highway Administration (SHA), Washington Metropolitan Area Transit Authority (WMATA), U.S. Army Corp of Engineers, Federal Highway Administration (FHWA),

Maryland Transit Administration (MTA), Maryland Department of Planning, Maryland Department of the Environment (MDE).

At the meeting, MTA staff presented project history regarding the Bi-County Transitway and the decision to combine the Georgetown Branch Transitway/Trail project and the Purple Line East project and reconsider bus-based alternatives as well as new light rail transit alignments. MTA then reviewed the project goals on which the purpose and need are based and acknowledged that the new study will build on information as MTA develops alternatives for the Bi-County Transitway. The alternatives being considered for the Bi-County Transitway project were reviewed. Agency representatives asked questions and gave comments regarding fuel type usage for bus vs. light rail alternatives, the quality of service, what alternative modes (other than light rail transit and bus rapid transit) were being considered, additional proposed stations in Prince George's County, and engineering issues.

Appendix E presents the Agency Scoping Meeting materials including the invitation letter, presentations, sign-in sheet and meeting summary.

### **AGENCY COMMENTS**

The Washington Metropolitan Area Transit Authority submitted comments through email on October 30, 2003. The following detail their comments:

- Additional station locations, especially for BRT ½ mile to ¾ mile spacing, should be evaluated for the 10-mile stretch between Silver Spring and New Carrollton.

- In addition to the proposed Silver Spring Transit Center, other locations for transit centers and parking should be evaluated along the alignments to be considered.
- Alignments and potential station locations should be evaluated in the Cities of Takoma Park and College Park.
- The Wayne-Flower-Piney Branch alignment was previously evaluated in the "Purple Line LRT Alignment Study - Silver Spring to New Carrollton" [WMATA's Purple Line (Silver Spring to New Carrollton - Line and Grade Study)]. This alignment is problematic given the existing roadway conditions with grades approaching 10%, narrow roadways and tight horizontal turns.
- Potential locations should be evaluated for a bus maintenance and storage facility.
- The study should coordinate with ongoing studies such as the DC Transit Alternatives Analysis (Silver Spring to Anacostia Corridor) for interface at Silver Spring.

No other agency submitted additional comments during the Scoping Process period.

## **RESULTS OF SCOPING**

---

### **ALTERNATIVES IDENTIFIED DURING SCOPING**

Agencies and members of the public suggested a number of alternatives and issues during the scoping process.

#### **Alternative Modes**

In addition to bus rapid transit and light rapid transit modes proposed by the project team, the public suggested monorail and heavy rail as alternative modes. Heavy rail and monorail were deleted from further consideration in previous studies, due to prohibitive capital costs and/or desired operational conditions that could not be met. As a result, alternatives using these modes were not presented for consideration in the current study.

#### **Alternative Alignments**

Comments were received for each of the specific alignments presented. Alignments with the most comments included Georgetown Branch, MD 410 – East of Silver Spring, and Jones Bridge Road. Both positive and negative feedback were received for the Georgetown Branch and Jones Bridge Road. There was strong opposition and little support for the MD 410 – East of Silver Spring alignment.

#### **Alternative Stations**

Comments were received from the public requesting a station at Flower Avenue and Piney Branch Road. A station here is

also strongly supported by the City of Takoma Park; as such a station would support the city's goals of commercial development in this area.

A number of comments suggested Riggs Road at University Boulevard as a station site because of the existing commercial development and the high number of transit users and pedestrians.

#### **Ancillary Facilities**

No comments on ancillary facilities were offered.

### **NEW ISSUES TO BE ADDRESSED IN THE AA/DRAFT EIS**

A number of comments were received relating to concerns about homeland security. All transportation projects are coordinated through the Federal Office of Homeland Security to ensure the adequacy of public safety. The AA/Draft EIS will consider security issues in its assessment of transportation alternatives.

### **ALTERNATIVES ELIMINATED DURING SCOPING**

A number of alternatives to the proposed actions were suggested during the scoping process. In considering these alternatives, the project team assessed alternatives for reasonableness and relevance to the project's purpose and need. Alternatives identified during the scoping process that do not support the purpose and need for the Bi-County Transitway were not considered "reasonable alternatives" as

discussed in the FTA regulations implementing NEPA (23 CFR 771.123). Alternatives that did not pass the reasonableness test will be eliminated from further consideration in the AA/Draft EIS. Public comments received during the scoping period included comments on the following topics: alignment, environmental resources, mode, project planning process and implementation, public involvement, stations, trail, and transportation.

### Mode Alternatives Eliminated

Two additional transit modes, heavy rail and monorail, were suggested during scoping. In the previously completed Capital Beltway/Purple Line Study – Findings and Recommendation Report, heavy rail (Metrorail) and monorail were eliminated from consideration for the Purple Line alignment due to prohibitive costs. A heavy rail alternative was also eliminated from further consideration in the Georgetown Branch Transitway/Trail MIS/DEIS completed in 1996 due to the excessive costs. The MTA has reinitiated study of the Bi-County Transitway corridor to find a cost effective solution that would provide the most benefits. Neither of these alternatives meets this goal and therefore, the MTA does not plan on studying monorail or heavy rail alternatives in further detail. The elimination of these modes from further consideration will be documented in the AA/Draft EIS.

### Alignment Alternatives Eliminated

Several specific alignments received substantial negative feedback from the public as well as city and county councils. MD 410 – East of Silver Spring will not be carried forward due

to opposing comments from a large segment of the public, and a City of Takoma Park resolution that recommended that elimination of this alignment from further study.

The alignment that extends from Paint Branch/Good Luck Road through to Riverdale Road along Brier Ditch has been eliminated from further consideration due to concerns about the impact wetlands in the area.

Another alignment presented at the scoping meetings that received strong opposition from the City of New Carrollton was an alignment that went behind the New Carrollton Mall and Shopping Center. This alignment will not be carried forward.

### Station Alternatives Eliminated

At this point in the study, all stations presented at the Scoping Meetings will continue to be considered.

## ALTERNATIVES ADDED DURING SCOPING

Although some of these comments and input were received after the Scoping Comment period ended October 31, 2003, MTA is still considering them as part of the scoping process.

### Alternative Alignments Added

A number of alignment alternatives suggested during the scoping process have also been added for consideration. These include an alignment following Brookeville Road to the south side of the CSXT right-of-way, an alternative alignment from Wayne to Piney Branch, alternative alignment options through

the University of Maryland, alignments through New Carrollton, including an alignment from River Road to MD 410, and a Riverdale Road punch-through alignment.

In January 2003 an additional alternative was proposed by the Montgomery County Executive's office and presented to the County Council. Known as the Metrorail Loop, this alternative is a proposed Metrorail (heavy rail) alignment that would extend from the Medical Center Metro station to Silver Spring following an alignment along the north side of the Capital Beltway and the CSX right-of-way to the Silver Spring Transit Center. The Montgomery County Council asked the County Planning Board to evaluate the alignment. The Planning Board recommended that this alignment not be carried forward for future detailed study for a number of reasons, including high construction cost, lower cost effectiveness, poor station locations, and environmental concerns, particularly for potential impacts on Rock Creek Park. The County Council concurred with this recommendation. In February 2003 this alignment was presented to the Maryland Department of Transportation by the County Executive's office. In November 2003 Secretary Flanagan sent a letter to Montgomery County stating that the alignment was too expensive and not cost effective. The letter also indicated that the Bi-County Transitway Project should be evaluated as a single project from Montgomery to Prince George's County and should be planned with only one mode of transit to be both convenient for riders and cost effective. However, due to the County's interest in pursuing this, it will be included in those alternatives considered in the next level of assessment.

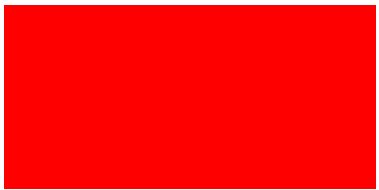
## Alternative Stations Added

Two of the suggested stations have been added for consideration in future assessments due to public support and compatibility with the project goals. These stations are Flower Avenue at Piney Branch Road, and Riggs Road at University Boulevard.





# *Bi*County *transitway*



## Appendix A

Notice of Intent

Newsletter

Newspaper Ads



**DEPARTMENT OF TRANSPORTATION**

**Federal Transit Administration**

**Environmental Impact Statement for the Bi-County Transitway Project**

**AGENCY:** Federal Transit Administration (FTA), U.S. Department of Transportation.

**ACTION:** Notice of Intent To Prepare an Environmental Impact Statement (EIS).

**SUMMARY:** The Federal Transit Administration (FTA) and the Maryland Transit Administration (MTA) intend to prepare an Environmental Impact Statement (EIS) in accordance to the National Environmental Policy Act (NEPA) of 1969, as amended, on the proposed Bi-County Transitway Project in Montgomery and Prince George's Counties, Maryland, which are in the metropolitan area of Washington, DC. The corridor extends 14 miles from the western branch of the Metrorail Red Line in Bethesda to the New Carrollton Metrorail Station. The Bi-County Transitway will provide high-capacity transit along the corridor. As a result of rapid growth in travel and development, the Bethesda to New Carrollton study area is facing numerous transportation challenges. The growing service sector job base has increased the vitally important need for efficient transit. The transit investment will complement and support ongoing revitalization efforts currently underway in the study area.

This project includes the alignment previously known as the Georgetown Branch Transitway/Trail (Bethesda to Silver Spring). A notice of intent to prepare an EIS for the Georgetown Branch Transitway and Trail was

published in the *Federal Register* on September 21, 1994. Subsequently, the Georgetown Branch became known as the "Western" segment of the Purple Line. The current Bi-County Transitway Project now also includes what was known as the Purple Line "East", which extended from Silver Spring to New Carrollton. The Bi-County Transitway study area is now defined as all of the earlier Purple Line project area between Bethesda and New Carrollton.

The EIS will address the need to improve transit access, reduce travel times and improve connectivity in response to regional growth, traffic congestion, and land use plans for the area. The EIS will examine potential impacts and benefits to the social, cultural, economic, built and natural environment. The EIS will develop and evaluate alternatives that are cost efficient and beneficial. Improvements that enhance connections to existing transit systems, increase access to transit and to economic development areas, and minimize adverse impacts will be identified. The EIS will evaluate the No-Build Alternative, Transportation Systems Management (TSM) Alternative, Build Alternatives for Bus-Rapid Transit (BRT) and Light Rail Transit (LRT), and any additional alternatives generated by the scoping process. In addition to mode, the Build Alternative will consider alignments, grade options, station locations, and facilities such as maintenance and storage yard, inspection and Operation Control Center (OCC), traction power substations and trestle/overcrossings.

**Scoping Meetings:** Public scoping for the Bi-County Transitway EIS will be held on: September 16 at the Holiday Inn-Silver Spring, 8777 Georgia Avenue, Silver Spring, Maryland 20910; September 17 at the Bethesda-Chevy Chase High School, 4301 East West Highway, Bethesda, Maryland 20815; and September 24 at College Park City Hall, 4500 Knox Road, College Park, Maryland 20740. All scoping meetings will be from 4 p.m. to 8 p.m., and will be carried out in an open house format.

Details on meetings dates, project updates, times and locations will be announced on the project Web site [www.Bi-CountyTransitway.com](http://www.Bi-CountyTransitway.com) and in a project newsletter. Comments and input may be provided at the scoping meetings. Information will be available in English and in Spanish and will be published in the following newspapers: *The Washington Post*, *The Gazette*, *The Washington City Paper*, *The Washington Hispanic*, *The Washington Times*, *The Takoma Voice*, and *The Washington Afro-American Newspaper*.

**ADDRESSES:** Written comments on the project scope should be sent by October 31, 2003 to Michael D. Madden, Project Manager, Bi-County Transitway, Maryland Transit Administration, Office of Planning, 9th Floor, 6 St. Paul Street, Baltimore, Maryland 21202. For more information about this project or special assistance needs for the scoping meetings, please contact Michael D. Madden at (410) 767-3694.

**FOR FURTHER INFORMATION CONTACT:** Gail McFadden-Roberts, AICP, Community Planner, Federal Transit Administration, Region III, Office of Planning and Program Development, 1760 Market Street, Philadelphia, Pennsylvania 19103-4124, (215) 656-7100 (voice).

**SUPPLEMENTARY INFORMATION:**

**I. Scoping**

The FTA and MTA invite all interested individuals and organizations, and Federal, State, regional, and local agencies to provide comments on the scope of the project. The goals of the Bi-County Transitway are to: Provide improved suburb to suburb transit service; enhance access to key civic, educational and employment activity centers; improve system connectivity and increase transit usage by providing an essential link to the Metrorail radial lines, as well as to other rail or bus services in Montgomery and Prince George's County; optimize public investment by providing, at a reasonable cost, efficient, safe, and reliable transit service, while minimizing environmental impacts; improve regional mobility by increasing the speed, reliability, and access to transit services in Montgomery and Prince George's Counties; support economic development and revitalization through improved connections to central business districts and activity centers; and support regional clean air quality goals with a cost effective transit alternative. Comments should focus on the alternatives for analysis and environmental issues, rather than on a preference for a particular alternative.

Public meetings and hearings, newsletters, project Web site and other outreach methods and forums will be used to inform the public of the progress of the project and to solicit input from the community on the proposed project as it develops. Outreach activities will include meetings with local officials, community leaders, local stakeholders, and the general public throughout the area. Public attendance at meetings will be sought through mailings, notices,

advertisements, press releases and other efforts.

Additional agency coordination will be carried out through the Project Team, which will meet throughout the study process to address key issues. Members of the Project Team will include representatives of Montgomery County, Prince George's County, Washington Metropolitan Area Transit Authority, Maryland-National Capital Park and Planning Commission, and the State Highway Administration.

**II. Description of Corridor and Transportation Needs**

The project is located in Montgomery and Prince George's Counties, north of Washington, DC. The project area includes established communities characterized by medium-density residential uses, with pockets of high-density development (Bethesda, Silver Spring, Langley Park/Takoma Park, College Park, and New Carrollton), and the University of Maryland. The earliest development in the area corresponded with the construction of electric railways that radiated from the District of Columbia and facilitated movement into outlying areas. The primary roadways centered on downtown Washington, DC, and mainly traversed the corridor north to south. These arterials include Wisconsin Avenue (MD 355), Connecticut Avenue (MD 185), Georgia Avenue (MD 97), New Hampshire Avenue (MD 650), and Baltimore Avenue (US 1). The area has limited infrastructure for east-west travel, with two primary routes consisting of East-West Highway (MD 410) and University Boulevard (MD 193).

This portion of the Metropolitan Washington Region experienced rapid suburban development following World War II, and now contains mature neighborhoods accompanied by the development of supportive commercial activity centers along the primary roadways with the majority of housing stock constructed prior to 1960. Many of the commercial activity centers have access, parking, and pedestrian circulation deficiencies. The service employment sector is very strong throughout the corridor. In addition, professional and office employment are located in clusters near Metro stations in Bethesda, Silver Spring and, to a lesser extent, College Park and New Carrollton.

Numerous communities along the corridor contain populations that rely on transit to reach employment and activity centers. New transit services in the corridor have been limited to bus service, which is subject to roadway

# Notice of Intent

52454

Federal Register / Vol. 68, No. 170 / Wednesday, September 3, 2003 / Notices

congestion. To date, there has been no investment in fixed guideway systems or in new highways to facilitate commuting and links between the development centers along radial transportation routes that cross the corridor. The current east-west connections include bus transit and to a lesser degree, roadways. Commuters must use a north and south means to travel east-west. The area has limited infrastructure for east-west travel, with two primary routes consisting of East-West Highway (MD 410) and University Boulevard (MD 193), neither of which provides a direct connection between Silver Spring and New Carrollton. These routes are heavily congested during peak periods and increasingly unable to accommodate the traffic demands. The focus of the EIS will be to identify a preferred transit alternative that will reduce travel time, provide an alternative to traveling on congested roadways, and improve transit access to central business districts within the area while examining the socioeconomic, cultural and natural environmental considerations on a local and regional basis.

### III. Alternatives

The alternatives proposed for evaluation include:

- A no-build alternative, which includes the current network plus all ongoing, programmed, and committed projects listed in the latest Transportation Improvement Program;
- A TSM alternative, which would include improving existing transit services such as additional bus service and routes, and which also serves as a baseline for evaluation against which all other alternatives may be compared for federal funding purposes (referred to as the FTA Future Baseline);
- Bus Rapid Transit alternatives; and
- Light rail alternatives.

Each build alternative will explore the construction of new transportation infrastructure, such as tracks, stations, and maintenance yards. Underground, surface and/or aerial design options may be developed for each of the build alternative alignments. Multi-modal alternatives will also be explored.

### IV. Probable Effects

The FTA and MTA will evaluate all potential changes to the social, cultural, economic, built and natural environment, including land acquisition and displacements; land use, zoning, economic development; parklands; community disruption; aesthetics; historical and archaeological resources; traffic and parking; air quality; noise and vibration; water quality; wetlands;

environmentally sensitive areas; endangered species; energy requirements and potential for conservation; hazardous waste; environmental justice; safety and security; and secondary and cumulative impacts. Key areas of environmental concern include areas of potential new construction (e.g., structures, new transit stations, new track, etc.). Impacts will be evaluated for both the short-term construction period and for the long-term period of operation associated with each alternative. Measures to avoid, minimize and mitigate any significant adverse impacts will be identified.

### V. Federal Transit Administration (FTA) Procedures

Previously, a Notice of Intent (NOI) was published in the *Federal Register* on September 21, 1994, which announced the preparation of an Environmental Impact Statement for the Georgetown Branch Transitway/Trail in Montgomery County, Maryland. The subsequent Draft Environment Impact Statement (DEIS) was completed in May 1996, and evaluated transportation improvements between the central business districts (CBDs) in Bethesda and Silver Spring, Maryland. The DEIS evaluated both a busway and light rail transit alternative in conjunction with a parallel hiker/biker trail. A Final Environmental Impact Statement was never produced for this study.

This NOI for the Bi-County Transitway Project extends the previous projects limits beyond Silver Spring to New Carrollton. An EIS will be prepared in accordance with section 102(2)(C) of the National Environmental Policy Act (NEPA) of 1969 (as amended), as implemented by the Council of Environmental Quality (CEQ) regulations (40 CFR parts 1500-1508), Federal Transit Administration (FTA) regulations (23 CFR part 771), and the FTA Statewide Planning/Metropolitan Planning regulations (23 CFR part 450). These studies will comply with the requirements of the National Historical Preservation Act of 1966, as amended, section 4(f) of the 1966 U.S. Department of Transportation Act, the 1990 Clean Air Act Amendments, Executive Order 12898 on Environmental Justice, and other applicable rules, regulations, and guidance documents.

In addition, MTA intends to seek Section 5309 New Starts funding for the project. As provided in the FTA New Starts regulation (49 CFR part 611), New Starts funding requires the submission of certain specific information to FTA to support a request to initiate preliminary engineering, which is normally done in conjunction with the NEPA process.

Upon completion, the Draft EIS will be available for public and agency review and comment. Public hearings will be held. Based on the findings of the Draft EIS and the public and agency comments received, a preferred alternative will be selected that will be further detailed in the Final EIS.

Issued on: August 27, 2003.

**Herman C. Shipman,**  
Acting Regional Administrator, Region III,  
Federal Transit Administration.  
[FR Doc. 03-22371 Filed 9-2-03; 8:45 am]  
BILLING CODE 4910-02-P



#### MTA to hold Scoping Meetings for the Bi-County Transitway

The public is invited to attend the upcoming Bi-County Transitway scoping meetings (see *Study Process* on page 2), to be held by the Maryland Transit Administration (MTA). Maps and other displays will show the study corridor and present project information and potential alignment and technology alternatives. Staff from the MTA and the consultant team will be available to discuss

issues, take comments and answer questions. Meetings will run from 4 PM to 8 PM all four nights. No formal presentations will be made. The open house format allows the public to view the displays and interact with project staff at their leisure. Persons needing special assistance, such as translation services, must contact the MTA within 7 days of the appropriate meeting date.

**Takoma Park-Langley Park**  
September 10, 2003  
4 PM – 8 PM  
Langley Park Community Center  
1500 Merrimac Drive  
Hyattsville, MD 20783

**Bethesda**  
September 17, 2003  
4 PM – 8 PM  
Bethesda-Chevy Chase High School  
4301 East West Highway  
Bethesda, MD 20814

**Silver Spring**  
September 16, 2003  
4 PM – 8 PM  
Holiday Inn-Silver Spring  
8777 Georgia Avenue  
Silver Spring, MD 20910

**College Park**  
September 24, 2003  
4 PM – 8 PM  
City Hall  
4500 Knox Road  
College Park, MD 20740

#### MTA tendrá reuniones comunitarias en Septiembre referente al Bi-County Transitway

Usted esta invitado a asistir a las reuniones comunitarias auspiciadas por la Administración de Transito de Maryland (MTA) que se llevaran acabo el mes de Septiembre referente al Bi-County Transitway, antes conocida como la Línea Morada. En cada reunión se exhibirán mapas indicando el corredor que esta bajo estudio, la posible alineaciones de la ruta, se presentaran las diversas alternativas tecnologías y otra información correspondiente. Todas las reuniones serán de 4:00 pm a 8:00 pm.

Durante las reuniones no habrá una presentación formal, si no mas bien el propósito es de brindar al

publico la oportunidad de proveer sus puntos de vista y opiniones referente al estudio. El personal de MTA estará disponible para discutir el tema, contestar preguntas y tomar comentarios.

Su participación y opinión es muy importante para el mejoramiento del sistema de transportación de nuestra región. Si usted tiene alguna pregunta o comentario favor de comunicarse con el Sr. José Vazquez en la oficina regional de MTA en Silver Spring al 301/565-9665. Si usted necesita servicios de traducción al español déjenos saber 7 días antes de la reunión.

#### What is the Bi-County Transitway?

The Bi-County Transitway will provide high-capacity transit along a 14-mile corridor that extends from the western limits of Metrorail's Red Line in Bethesda to the New Carrollton Metrorail Station. The Bi-County Transitway project incorporates the former Georgetown Branch Purple Line western segment (Bethesda to Silver Spring) and the Purple Line eastern segment (Silver Spring to New Carrollton) into one comprehensive study. The two previous studies are being combined to meet consistent project goals and to ensure all built alternatives are assessed from the perspective of the entire corridor. Light Rail Transit and Bus Rapid Transit alternatives will be evaluated and considered for the corridor.

(continued on page 2)

#### Study Process

The entire 14-mile Bi-County Transitway project will be evaluated in one environmental document, an Environmental Impact Statement (EIS). The role of the EIS is to ensure that transportation, community and environmental impacts are assessed for the Bi-County Transitway project and that public participation and community input help guide the decision-making process. Scoping is the first step in the public involvement process. The MTA encourages public input on potential transportation, social, economic, and natural environmental issues. The Project Team will use the input from Public Scoping to develop a project Purpose and Need, determine the range of alternatives to be considered, and identify the issues related to the proposed alternatives that need to be addressed in the environmental document.

The Bi-County Transitway study process is expected to take approximately three and a half years. (See Project Schedule below) Public Scoping and identifying a set of alternatives to carry forward into the evaluation process will take approximately one year. Another 18 months will be used to fully analyze the alternatives, produce the Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) and select a Preferred Alternative. The decision on a Preferred Alternative determines the preferred mode (Light Rail Transit or Bus Rapid Transit) and alignment from all of the alternatives studied. Preliminary Engineering and the development of the Final Environmental Impact Statement on the Preferred Alternative will take an additional year to complete.

#### Public Involvement

Encouraging public involvement is a priority for the MTA's Bi-County Transitway project. Public involvement will include various techniques to ensure the general public as well as regulatory agencies, public officials, organizations and associations are kept informed and involved in project

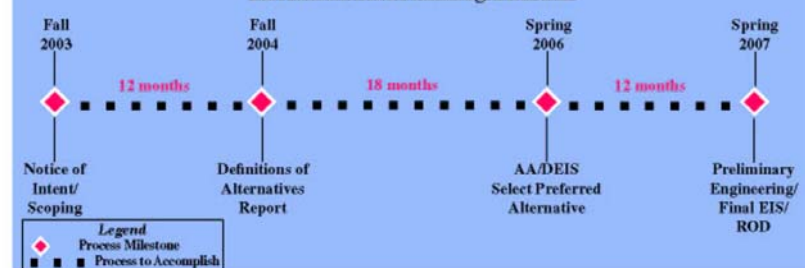
planning and design. Newsletters will be an important communication tool as will the project website. Public meetings will be held at various project stages to provide the public with an update of the project, as well providing opportunities to comment on and ask questions about the project.

Those individuals who participate in public meetings should feel confident that the MTA hears your concerns. Comments from meetings held during the Bi-County Transitway Scoping meetings as well as the previous Purple Line western and eastern segment studies will be considered during the planning process. The Bi-County Transitway Project combines the previous two Purple Line studies into one project, to create a more effective, inclusive and clear decision making process. Many people may be wondering how the Bi-County Transitway project differs from the former Purple Line studies, and what remains the same.

#### What has changed?

- **Larger Study Area** Combining the previous Purple Line studies into a single project means that the study area is expanded. Montgomery and Prince George's Counties, the cities of College Park and New Carrollton, the University of Maryland and a diverse cross-section of communities such as Bethesda, Silver Spring, Takoma Park, Langley Park and Riverdale all have a stake in the outcome of this regionally significant transportation study.
- **Alternative alignment** The MTA will consider alternative alignments as a way to minimize costs and avoid impacts.
- **Bus Rapid Transit** While it was to be considered as part of the Purple Line East study, Bus Rapid Transit (BRT) will now be considered for the entire Bi-County Transitway corridor. For more on BRT, see the article in this newsletter.

#### Environmental/Planning Timeline



### What is the same?

- **Project corridors** East-west travel between Montgomery and Prince George's Counties along many of the area's oldest and densest communities has been a concern for decades. Planning and consideration for a transit facility along the Georgetown Branch right-of-way date back to the early 1970s. The project has been included in Montgomery County master plans for more than a decade.
- **The Georgetown Branch Trail between Bethesda and Silver Spring is part of the Bi-County Transitway project** Maintaining a high quality hiker/biker trail remains an essential element of the project.
- **Project Goals** The project will address the need to improve access to existing transit services in Montgomery and Prince George's Counties. It will also provide effective transit options, enhance connectivity in response to regional growth, manage traffic congestion and support economic land use goals and plans within these two counties. Another important goal is to provide circumferential transportation in a corridor that contains key civic, educational and employment destinations and areas that need economic revitalization.

### What is Bus Rapid Transit?

BRT is a flexible, rubber-tired rapid transit mode that combines stations, vehicles, services, and guideway into an integrated system with a strong positive image and identity.

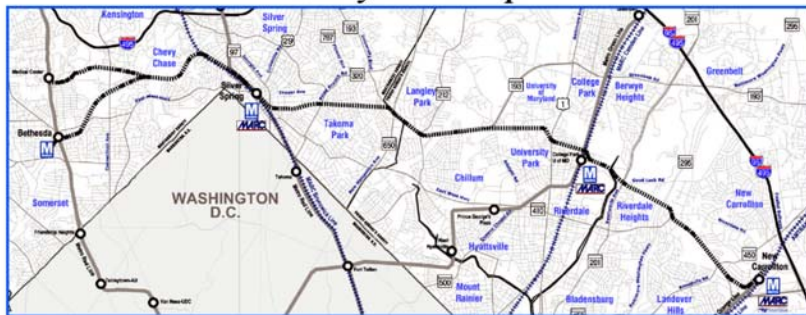
BRT is a permanently integrated system of facilities, services, and amenities that collectively improve the travel time, reliability, and identity of traditional bus transit.

BRT is new to Maryland, but not to many communities around the world. U.S. cities such as Pittsburgh and Seattle have long benefited from the attributes of BRT. BRT systems have shown that BRT can provide cost-effective, high-quality and high-performance rapid transit services, comparable to rail transit, in a variety of settings. A growing number of cost-effective systems demonstrate success in producing substantial service, ridership, and development benefits at relatively modest start-up and operating costs. These industry examples have caught the attention of the MTA as a way to develop cost-effective transit in Maryland in light of current statewide budget constraints.



(Photo Source: Simulation of proposed Boston BRT demonstration project, found on Federal Transit Administration Bus Rapid Transit Demonstration Program website: [www.fta.dot.gov/brt/projects](http://www.fta.dot.gov/brt/projects).)

### Study Area Map



3

### Coming Soon!

Coming soon is our Project website at [www.Bi-CountyTransitway.com](http://www.Bi-CountyTransitway.com). The website will feature the following:

- Project information, maps, schedule, news and events
- Interactive corridor map that allows visitors to obtain detailed information on the transitway project for specific locations along the 14-mile corridor at the click of a mouse, as information becomes available through the study.
- Notification of public meetings
- Copies of newsletters and other published documents
- "Virtual" public meeting sites that allow an electronic visitation to a public meeting with all displays and materials available and an electronic comment card from which you may automatically send the MTA comments on displayed material.
- Public meeting reviews – summaries of comments received at previously held public meetings, including the Purple Line Eastern segment "listening" meetings and the Purple Line Western Segment project definition meetings.

[www.Bi-CountyTransitway.com](http://www.Bi-CountyTransitway.com)

### Contact Us

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

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

**MTA Maryland** Maryland Transit Administration  
Office of Planning  
6 St. Paul Street  
Baltimore, MD 21202-1614

PSRST STD  
U.S. POSTAGE PAID  
MILLERSVILLE, MD  
PERMIT NO. 45  
ZIP CODE 21108



**Bi-County**  
transitway  
BETHESDA TO NEW CARROLLTON

## MTA Initiates Bi-County Transitway Project Study

### Scoping meetings to be held in September

The MTA has begun planning efforts for the Bi-County Transitway, formerly known as the Purple Line. This 14-mile transitway will connect Bethesda to New Carrollton. The meetings will be held in the Open House format and no formal presentations will be made. Scoping meetings scheduled for September offer you the opportunity to:

- ✓ speak with project team members,
- ✓ view project displays,
- ✓ consider potential alignment options,
- ✓ learn about technology alternatives,
- ✓ provide comments on the proposed alternatives, and
- ✓ identify issues that should be considered in the study process.

The Scoping meetings are an important part of the environmental review process implemented by the National Environmental Policy Act of 1969 (NEPA). The meetings also initiate the public involvement and consultation process as provided under Section 106 of the National Historic Preservation Act. The MTA will use input from these Scoping meetings in the development of the Draft Environmental Impact Statement for the 14-mile project.

<b>Takoma Park-Langley Park</b> Wednesday, September 10, 2003 • 4:00 p.m.-8:00 p.m. Langley Park Community Center 1500 Merrimac Drive • Hyattsville, MD 20783	<b>Silver Spring</b> Tuesday, September 16, 2003 • 4:00 p.m.-8:00 p.m. Holiday Inn at Silver Spring / Lincoln Room 8777 Georgia Avenue • Silver Spring, MD 20910
<b>Bethesda-Chevy Chase</b> Wednesday, September 17, 2003 • 4:00 p.m.-8:00 p.m. Bethesda-Chevy Chase High School 4301 East-West Highway • Bethesda, MD 20814	<b>College Park</b> Wednesday, September 24, 2003 • 4:00 p.m.-8:00 p.m. College Park City Hall 4500 Knox Road • College Park, MD 20740

For more information about this project or special assistance needs for the September meetings, please contact Michael D. Madden, Project Manager, Office of Planning, Maryland Transit Administration, 6 St. Paul Street, Baltimore, Maryland 21202-1614 or call (410) 767-3694.

**MTA**  
Maryland

Gazette Newspapers  
(Montgomery and Prince George's County)  
Published on September 4<sup>th</sup> and 9<sup>th</sup>, 2003

**MTA**  
Maryland

**Bi-County**  
transitway

## MTA Initiates Bi-County Transitway Project Study: Scoping Meetings to be Held in September

The MTA has begun planning efforts for the Bi-County Transitway, formerly known as the Purple Line. This 14-mile transitway will connect Bethesda to New Carrollton. During the September Scoping Meetings you can:

- Speak with Project Team Members,
- View Project Displays,
- Consider Potential Alignment Alternatives and Much More.

The meetings will be held in the Open House format and no formal presentations will be made. The Scoping Meetings are an important part of the Environmental Review Process implemented by the National Environmental Policy Act of 1969 (NEPA). The meetings also initiate the public involvement and consultation process as provided under Section 106 of the National Historic Preservation Act. The MTA will use input from these Scoping Meetings in the development of the Draft Environmental Impact Statement for the 14-mile project.

<b>Takoma Park-Langley Park</b> Wednesday, September 10, 2003 Langley Park Community Center 1500 Merrimac Drive Hyattsville, MD 20783 4:00 p.m. - 8:00 p.m.	<b>Silver Spring</b> Tuesday, September 16, 2003 Holiday Inn at Silver Spring Lincoln Room 8777 Georgia Avenue Silver Spring, MD 20910 4:00 p.m. - 8:00 p.m.
<b>Bethesda-Chevy Chase</b> Wednesday, September 17, 2003 Bethesda-Chevy Chase High School 4301 East-West Highway Bethesda, MD 20814 4:00 p.m. - 8:00 p.m.	<b>College Park</b> Wednesday, September 24, 2003 College Park City Hall 4500 Knox Road College Park, MD 20740 4:00 p.m. - 8:00 p.m.

For more information about this project or special assistance needs for the September meetings, contact Michael D. Madden, Project Manager, Office of Planning, Maryland Transit Administration, 6 St. Paul Street, Baltimore, Maryland 21202-1614 or call (410) 767-3694.

Washington Post  
Published on September 1, 2003

**Bi-County** MTA Initiates Bi-County  
transitway Transitway Project Study

*Scoping meetings to be held in September*

The MTA has begun planning efforts for the Bi-County Transitway, formerly known as the Purple Line. This 14-mile transitway will connect Bethesda to New Carrollton. During the September Scoping meetings you can:

- ✓ speak with project team members,
- ✓ view project displays,
- ✓ consider potential alignment alternatives and much more.

The meetings will be held in the Open House format and no formal presentations will be made. The Scoping meetings are an important part of the environmental review process implemented by the National Environmental Policy Act of 1969 (NEPA). The meetings also initiate the public involvement and consultation process as provided under Section 106 of the National Historic Preservation Act. The MTA will use input from these Scoping meetings in the development of the Draft Environmental Impact Statement for the 14-mile project.

**Takoma Park-Langley Park**  
Wednesday, September 10, 2003  
Langley Park Community Center  
1500 Merrimac Drive  
Hyattsville, MD 20783  
4:00 p.m.-8:00 p.m.

**Silver Spring**  
Tuesday, September 16, 2003  
Holiday Inn at Silver Spring  
Lincoln Room  
8777 Georgia Avenue  
Silver Spring, MD 20910  
4:00 p.m.-8:00 p.m.

**Bethesda-Chevy Chase**  
Wednesday, September 17, 2003  
Bethesda-Chevy Chase High School  
4301 East-West Highway  
Bethesda, MD 20814  
4:00 p.m.-8:00 p.m.

**College Park**  
Wednesday, September 24, 2003  
College Park City Hall  
4500 Knox Road  
College Park, MD 20740  
4:00 p.m.-8:00 p.m.

For more information about this project or special assistance needs for the September meetings, contact Michael D. Madden, Project Manager, Office of Planning, Maryland Transit Administration, 6 St. Paul Street, Baltimore, Md. 21202-1614 or call (410) 767-3694.

**MTA**  
Maryland

Washington Afro American Paper  
Published on September 4, 2003

**Bi-County** MTA Initiates Bi-County  
transitway Transitway Project Study:  
BETHESDA TO NEW CARROLLTON

*Scoping meetings to be held in September*

The MTA has begun planning efforts for the Bi-County Transitway, formerly known as the Purple Line. This 14-mile transitway will connect Bethesda to New Carrollton. During the September Scoping meetings you can:

- ✓ speak with project team members,
- ✓ view project displays,
- ✓ consider potential alignment alternatives and much more.

The meetings will be held in the Open House format and no formal presentations will be made. The Scoping meetings are an important part of the environmental review process implemented by the National Environmental Policy Act of 1969 (NEPA). The meetings also initiate the public involvement and consultation process as provided under Section 106 of the National Historic Preservation Act. The MTA will use input from these Scoping meetings in the development of the Draft Environmental Impact Statement for the 14-mile project.

For more information about this project or special assistance needs for the September meetings, contact Michael D. Madden, Project Manager, Office of Planning, Maryland Transit Administration, 6 St. Paul Street, Baltimore, Maryland 21202-1614 or call (410) 767-3694.

**Takoma Park-Langley Park**  
Wednesday, September 10, 2003  
Langley Park Community Center  
1500 Merrimac Drive  
Hyattsville, MD 20783  
4:00 p.m.-8:00 p.m.

**Silver Spring**  
Tuesday, September 16, 2003  
Holiday Inn at Silver Spring  
Lincoln Room  
8777 Georgia Avenue  
Silver Spring, MD 20910  
4:00 p.m.-8:00 p.m.

**Bethesda-Chevy Chase**  
Wednesday, September 17, 2003  
Bethesda-Chevy Chase High School  
4301 East-West Highway  
Bethesda, MD 20814  
4:00 p.m.-8:00 p.m.

**College Park**  
Wednesday, September 24, 2003  
College Park City Hall  
4500 Knox Road  
College Park, MD 20740  
4:00 p.m.-8:00 p.m.

**MTA**  
Maryland

The Journal: Montgomery and Prince George's County  
Published on September 5, 2003



**Bi-County transitway** **MTA Initiates Bi-County Transitway Project Study**

**Scoping meetings to be held in September**

The MTA has begun planning efforts for the Bi-County Transitway, formerly known as the Purple Line. This 14-mile transitway will connect Bethesda to New Carrollton. During the September Scoping meetings you can:

- speak with project team members
- view project displays
- consider potential alignment options

The meetings will be held in the Open House format and no formal presentations will be made. The Scoping meetings are an important part of the environmental review process implemented by the National Environmental Policy Act of 1969 (NEPA). The meetings also initiate the public involvement and consultation process as provided under Section 106 of the National Historic Preservation Act. The MTA will use input from these Scoping meetings in the development of the Draft Environmental Impact Statement for the 14-mile project.

For more information about this project or special assistance needs for the September meetings, contact Michael D. Madden, Project Manager, Office of Planning, Maryland Transit Administration, 6 St. Paul Street, Baltimore, Maryland 21202-1614 or call (410) 767-3694.

**MTA Maryland**

<p><b>Takoma Park-Langley Park</b> Wednesday, September 10, 2003 Langley Park Community Center 1500 Merrimac Drive Hyattsville, MD 20783 4:00 p.m.-8:00 p.m.</p>	<p><b>Silver Spring</b> Tuesday, September 16, 2003 Holiday Inn at Silver Spring Lincoln Room 8777 Georgia Avenue Silver Spring, MD 20910 4:00 p.m.-8:00 p.m.</p>
<p><b>Bethesda-Chevy Chase</b> Wednesday, September 17, 2003 Bethesda-Chevy Chase High School 4301 East-West Highway Bethesda, MD 20814 4:00 p.m.-8:00 p.m.</p>	<p><b>College Park</b> Wednesday, September 24, 2003 College Park City Hall 4500 Knox Road College Park, MD 20740 4:00 p.m.-8:00 p.m.</p>

The Washington Hispanic  
Published on September 5, 2003

**Bi-County transitway** **메릴랜드 교통청**  
BETHESDA TO NEW CARROLLTON **황단보도**  
**공사 계획 공청회**

**오늘은 9월 공청회의 인원을 다음과 같이 공지합니다.**

메릴랜드 주 교통청 (MTA)은 베테스다와 뉴캐롤론을 연결하는 "Purple Line"이라고 알려진 14마일 간의 공사를 실시하기 앞서 공청회를 갖습니다.

- 많이 참석하셔서 여러 담당자들과 의견을 나누시고, 황단보도 공사계획에 대한 실제 조형도를 보시고 서로 의견을 나누시기 바랍니다.

본 공청회는 주최측의 발표없이 공개형식으로 진행됩니다. 이공청회는 환경법 준수규정과 유적지 보호령 제 106조에 관련된 중요한 계획에 대해서 열리며, 여러분의 많은 관심을 바랍니다.

메릴랜드 주 교통청은 이번 9월 공청회를 통해 14마일 구간 황단보도 공사에 따른 환경 제발 평가 보고서를 준비합니다.

자세한 문의는 담당자: Michael D. Madden  
연락처: Maryland Transit Administration  
6 St. Paul St., Baltimore, MD 21202-1614  
410-767-3694

**MTA Maryland**

<p><b>타코마 파크 랭글리</b></p> <ul style="list-style-type: none"> <li>• 날짜: 2003년 9월 10일(수)</li> <li>• 시간: 오후 4시-오후 8시</li> <li>• 장소: Langley Park Community Center 1500 Merrimac Drive, Hyattsville, MD 20783</li> </ul>	<p><b>실버스프링</b></p> <ul style="list-style-type: none"> <li>• 날짜: 2003년 9월 16일(화)</li> <li>• 시간: 오후 4시-오후 8시</li> <li>• 장소: Holiday Inn at Silver Spring Lincoln Room 8777 Georgia Ave., Silver Spring, MD 20910</li> </ul>
<p><b>베테스다-체비체이스</b></p> <ul style="list-style-type: none"> <li>• 날짜: 2003년 9월 17일(수)</li> <li>• 시간: 오후 4시-오후 8시</li> <li>• 장소: Bethesda-Chevy Chase 고등학교 4301 East-West Highway, Bethesda, MD 20814</li> </ul>	<p><b>칼리지 파크</b></p> <ul style="list-style-type: none"> <li>• 날짜: 2003년 9월 24일(수)</li> <li>• 시간: 오후 4시-오후 8시</li> <li>• 장소: College Park City Hall 4500 Knox Road, College Park, MD 20740</li> </ul>

Korean Times  
Published on September 4, 2003

**Bi-County transitway**  
BETHESDA TO NEW CARROLLTON

**MTA Initiates Bi-County Transitway Project Study**

**Scoping meetings to be held in September**

The MTA has begun planning efforts for the Bi-County Transitway, formerly known as the Purple Line. This 14-mile transitway will connect Bethesda to New Carrollton. During the September Scoping meetings you can:

- ✓ speak with project team members,
- ✓ view project displays,
- ✓ consider potential alignment alternatives and much more.

The meetings will be held in the Open House format and no formal presentations will be made. The Scoping meetings are an important part of the environmental review process implemented by the National Environmental Policy Act of 1969 (NEPA). The meetings also initiate the public involvement and consultation process as provided under Section 106 of the National Historic Preservation Act. The MTA will use input from these Scoping meetings in the development of the Draft Environmental Impact Statement for the 14-mile project.

For more information about this project or special assistance needs for the September meetings, contact Michael D. Madden, Project Manager, Office of Planning, Maryland Transit Administration, 6 St. Paul Street, Baltimore, MD 21202-1614 or call (410) 767-3694.

**MTA Maryland**

**Takoma Park and Langley Park**  
Wednesday, Sept. 10, 2003  
Langley Park Community Center  
1500 Merrimac Drive  
Hyattsville, MD 20783  
4:00 p.m. - 8:00 p.m.

**Silver Spring**  
Tuesday, Sept. 16, 2003  
Holiday Inn at Silver Spring  
Lincoln Room  
8777 Georgia Avenue  
Silver Spring, MD 20910  
4:00 p.m. - 8:00 p.m.

**Bethesda and Chevy Chase**  
Wednesday, Sept. 17, 2003  
Bethesda-Chevy Chase High School  
4301 East-West Highway  
Bethesda, MD 20814  
4:00 p.m. - 8:00 p.m.

**College Park**  
Wednesday, Sept. 24, 2003  
College Park City Hall  
4500 Knox Road  
College Park, MD 20740  
4:00 p.m. - 8:00 p.m.

Takoma Voice/Silver Spring Voice  
Published on August 29, 2003

**Bi-County transitway**  
BETHESDA TO NEW CARROLLTON

**MTA Maryland**

**MTA inicia un estudio sobre una ruta que una los condados:**

**Reuniones pactadas para Septiembre**

El MTA ha comenzado a planificar esfuerzos para la ruta de tránsito, anteriormente conocida como la Línea Morada. Esta ruta de 14 de millas conectará Bethesda con New Carrollton. Durante las reuniones de Septiembre 2003:

- ✓ Se hablará con los miembros del equipo que comanda el proyecto
- ✓ Se verán maquetas sobre el proyecto
- ✓ Se considerará alinear alternativas potenciales y mucho más

Las reuniones se llevarán acabo en formato de "Open House", y no se hará ninguna otra presentación formal. Estas reuniones o "meetings" son una importante parte de la revisión ambiental implementada por el National Environmental Policy Act of 1969 (NEPA). Los meetings también servirán para que el público en general se envuelva y consulte sobre el proyecto algo establecido en la Sección 106 del "National Historic Preservation Act". El MTA utilizará los resultados de estos meetings para elaborar un "draft" o proyecto borrador sobre el impacto de ambiental que tendrá esta ruta de 14 millas.

Para más información acerca de este proyecto o para asistencia especial en los meetings de septiembre, contactar a José M. Vázquez, Maryland Transit Administration, 8720 Georgia Avenue, Suite #904, Silver Spring, Maryland 20910 o llame al (301) 565-9665.

**MTA Maryland**

**Takoma Park-Langley Park**  
Miércoles, Septiembre 10  
Langley Park Community Center  
1500 Merrimac Drive  
Hyattsville, MD 20783  
4:00 p.m.-8:00 p.m.

**Silver Spring**  
Martes, Septiembre 16  
Holiday Inn at Silver Spring  
Lincoln Room  
8777 Georgia Avenue  
Silver Spring, MD 20910  
4:00 p.m.-8:00 p.m.

**Bethesda-Chevy Chase**  
Miércoles, Septiembre 17  
Bethesda-Chevy Chase High School  
4301 East-West Highway  
Bethesda, MD 20814  
4:00 p.m.-8:00 p.m.

**College Park**  
Miércoles, Septiembre 24  
College Park City Hall  
4500 Knox Road  
College Park, MD 20740  
4:00 p.m.-8:00 p.m.

La Nacion  
Published on September 5, 2003



**La Administración de Tránsito de Maryland o MTA da inicio al proyecto de Tránsito Vial en dos condados**

**Las reuniones para discutir el Proyecto se llevarán a cabo en Septiembre**

El MTA ha comenzado los esfuerzos de planificación para el «Bi-County Transitway», anteriormente conocido «La Línea Morada» (Purple Line). Esta vía de tránsito de 14 millas conectará a Bethesda con New Carrollton. Comenzando en Septiembre 2003 una serie de reuniones comunitarias han sido programadas para discutir los temas referente a este Proyecto. Estas reuniones le ofrecerán la oportunidad de:

- ✓ Hablar con miembros del equipo de trabajo,
- ✓ Observar exhibiciones sobre el proyecto,
- ✓ Considerar posibles opciones de alineaciones,

Durante las reuniones no habrá presentaciones formales, si no mas bien las reuniones se llevarán a cabo en un formato llamado Casa Abierta (Open House), el cual le permitirá a usted opinar acerca de los mapas, las exhibiciones y hablar personalmente con representantes del proyecto. Las Casas Abiertas se llevarán a cabo en el Takoma Park-Langley Park, Bethesda, Silver Spring y College Park de 4 p.m. - 8 p.m.

Estas reuniones son una parte importante del proceso de evaluación ambiental implementado por el National Environmental Policy Act de 1969 (NEPA). El MTA utilizará las ideas y comentarios hechos durante estas reuniones para desarrollar el Borrador de la Declaración de Impacto Ambiental (DEIS) para todo el proyecto, el cual consiste de las 14 millas entre Bethesda y New Carrollton. Las reuniones además dan comienzo a la participación del público y al proceso establecido en la Sección 106 del National Historic Preservation Act.

**Takoma Park-Langley Park**  
Miércoles, 10 de Septiembre  
Langley Park Community Center  
1500 Merrimac Drive  
Hyattsville, MD 20783  
4:00 p.m. - 8:00 p.m.

**Silver Spring**  
Martes, 16 de Septiembre  
Holiday Inn en Silver Spring  
Lincoln Room  
8777 Georgia Avenue  
Silver Spring, MD 20910  
4:00 p.m. - 8:00 p.m.

**Bethesda-Chevy Chase**  
Miércoles, 17 de Septiembre  
Bethesda-Chevy Chase High School  
4301 East-West Highway  
Bethesda, MD 20814  
4:00 p.m. - 8:00 p.m.

**College Park**  
Miércoles, 24 de Septiembre  
College Park City Hall  
4500 Knox Road  
College Park, MD 20740  
4:00 p.m. - 8:00 p.m.

Para más José M. Vázquez, Gerente de Asuntos de la Comunidad, 8720 Georgia Avenue, Suite 904, Silver Spring, Maryland 20910 ó llame al (301) 565-9665 **información sobre este proyecto, o para solicitar ayuda para necesidades especiales durante las reuniones de Septiembre, por favor contacte a.**

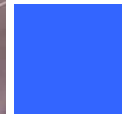
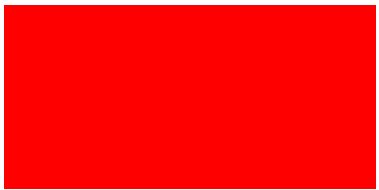
**MTA Maryland**

El Pregonero  
Published on September 4, 2003





# *Bi*County *transitway*



## Appendix B

Public Meeting Displays

Aerial Maps

Handout

Comment Form





**Bi-County**  
*transitway*

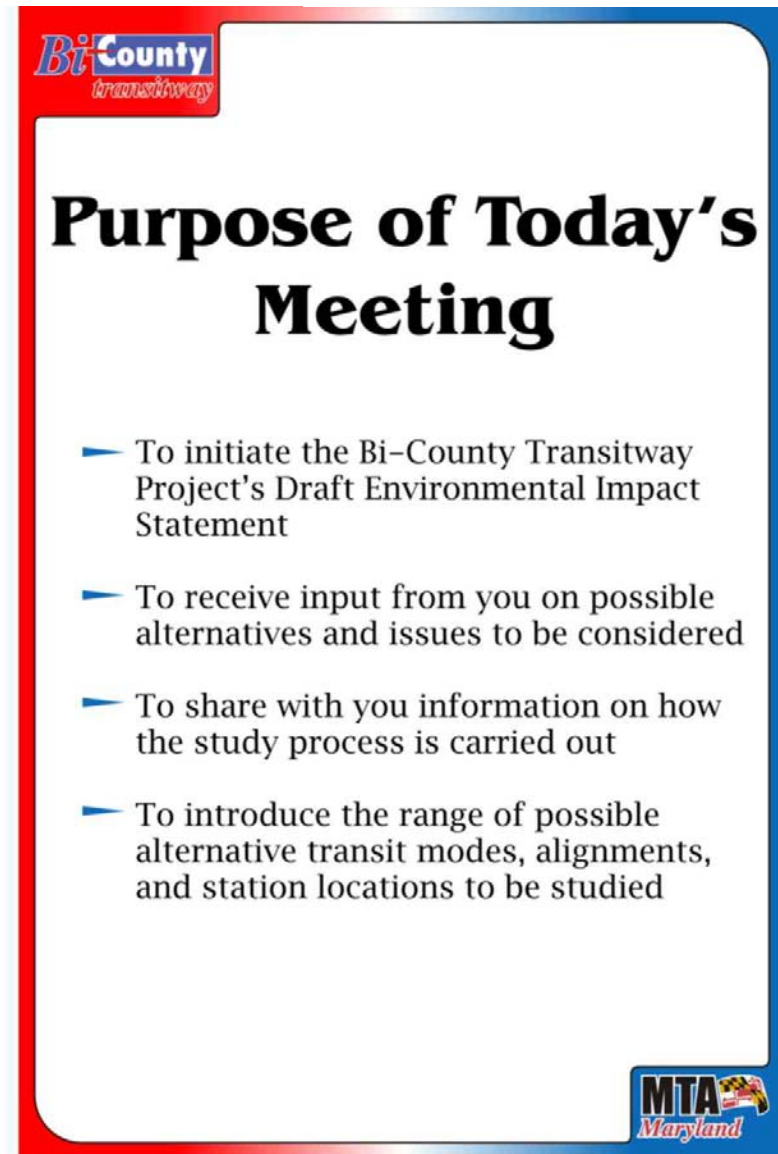
# Welcome

to the

## Public Scoping Meeting

**MTA**  
*Maryland*

This display is a vertical rectangular sign with a red top and bottom border and a blue side border. It features the Bi-County Transitway logo in the top left corner and the MTA Maryland logo in the bottom right corner. The main text is centered and reads 'Welcome to the Public Scoping Meeting'.



**Bi-County**  
*transitway*

## Purpose of Today's Meeting

- To initiate the Bi-County Transitway Project's Draft Environmental Impact Statement
- To receive input from you on possible alternatives and issues to be considered
- To share with you information on how the study process is carried out
- To introduce the range of possible alternative transit modes, alignments, and station locations to be studied

**MTA**  
*Maryland*

This display is a vertical rectangular sign with a red top and bottom border and a blue side border. It features the Bi-County Transitway logo in the top left corner and the MTA Maryland logo in the bottom right corner. The main text is centered and reads 'Purpose of Today's Meeting' followed by a bulleted list of four points.

**Bi-County**  
*transitway*  
BETHESDA TO NEW CARROLLTON

## Project Background

- Georgetown Branch Transitway/Trail MIS/DEIS – May 1996
- Capital Beltway/Purple Line Study – Findings & Recommendations Report – August 2002
- Georgetown Branch Supplemental DEIS and PE/FEIS – December 2002
- Purple Line “East” Alignment Feasibility and Preliminary Scoping – December 2002
- Re-initiation of project as Bi-County Transitway from Bethesda to New Carrollton – March 2003
- Bi-County Transitway’s Scoping Meetings – September 2003

**MTA**  
*Maryland*

**Bi-County**  
*transitway*

## Project Goals

- Optimize public investment by providing, at a reasonable cost, efficient, safe and reliable transit service
- Improve regional mobility by increasing the speed, reliability and access to transit services in Montgomery and Prince George’s Counties
- Improve system connectivity and increase transit usage by providing an essential link to the Metrorail radial lines, as well as to other rail and bus services in Montgomery and Prince George’s Counties
- Support economic development and revitalization through improved connections to central business districts and activity centers
- Support regional clean air quality goals with a cost effective transit alternative

**MTA**  
*Maryland*



## Evaluation Factors

Many evaluation factors will be used to compare the alternatives during the study. These factors will include:

- Cost Effectiveness
- Ridership Projections
- Engineering Feasibility
- Environmental Effects
- Community Effects
- Accessibility, Connectivity and Travel Time
- Public/Agency Comments
- Capital and Operating Costs
- Time to Completion
- Economic Development Benefits



## Environmental Considerations


Key environmental considerations will be investigated and effects of the transit alternatives on each resource will be determined.

<u>The Human Environment</u>	<u>The Natural Environment</u>
------------------------------	--------------------------------

- |  |   |
|--|---|
| — Aesthetics and Viewsheds                         | — Air Quality   |
| — Noise/Vibration                                  | — Forested Areas and Significant Trees  |
| — Communities/Neighborhoods                        | — Wetlands  |
| — Impacts on Minority and Low Income Populations   | — Floodplains and Streams   |
| — Existing and Future Land Use                     | — Water Quality   |
| — Economic Development/ Employment                 | — Biological Resources (Rare, Threatened and Endangered Species, Wildlife and Wildlife Habitat) |
| — Cultural Resources (Historic and Archaeological) | — Secondary and Cumulative Effects  |
| — Recreational Facilities/ Parklands               |   |
| — Safety and Mobility                              |   |
| — Transportation and Traffic                       |   |









## Alternative Transit Modes to be Considered

- No - Build
  - Includes long-range planned improvements
  - Includes all existing transit services
- Transportation System Management (TSM)
  - No major capital investments
  - Expanding routing and service availability
  - Improving quality of transit service
  - Transit coordination, support and marketing
  - Improving accessibility with complementary modes such as pedestrian and bicycle modes
- Bus Rapid Transit
  - Option A (Shared Bus lanes)
  - Option B (Shared and Dedicated Bus lanes)
  - Option C (Dedicated Bus lanes)
- Light Rail Transit
  - Option A (Primarily At-Grade)
  - Option B (Primarily Grade Separated)




## Description of Bus Rapid Transit

BRT is a versatile, rubber-tired rapid transit mode that combines stations, vehicles, services and guideway into an integrated system with a strong positive image and identity. BRT is a permanently integrated system of facilities, services and amenities that collectively improve the travel time, reliability and identity of bus transit.

BRT systems can provide:

- Potentially lower capital cost
- Cost-effectiveness
- High-quality
- High-performance rapid transit services that can be quickly implemented
- Medium to high capacity service depending on project conditions



## Examples of Bus Rapid Transit



SEATTLE, WASHINGTON



OTTAWA, CANADA



CURITIBA, BRAZIL



PORTLAND, OREGON



LOS ANGELES, CALIFORNIA



CHARLOTTE,  
NORTH CAROLINA

## Issues to be Considered - Bus Rapid Transit

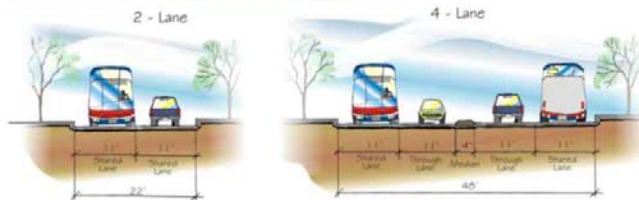
If Bus Rapid Transit is to be selected as the preferred alternative, a number of issues will need to be considered by regional decision makers.

- Significant capital cost could be required to decrease travel time compared to current bus service
- Priority treatment for buses on existing roads could increase traffic congestion
- Giving BRT vehicles priority at traffic signals would have to be accomplished in cooperation with the local government

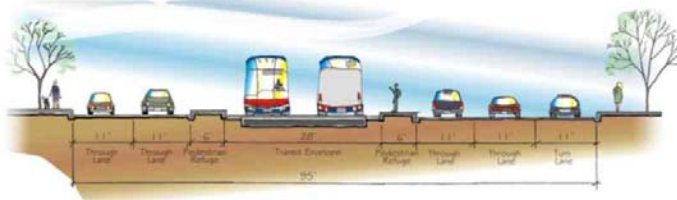


## Bus Rapid Transit - Typical Sections

Bus Rapid Transit In-Traffic



Bus Rapid Transit in Dedicated Right-of-Way



Bus Rapid Transit on Exclusive Right-of-Way



## Description of Light Rail

Light Rail Transit is an electric railway system characterized by its ability to operate single cars or short trains along rights-of-way at ground level, on aerial structures and in tunnels. Light rail can operate in mixed traffic or in the median of a roadway.

LRT systems can provide:

- Cost-effectiveness
- High-quality
- High-performance rapid transit services
- High capacity service depending on project conditions

## Examples of Light Rail



PORTLAND, OREGON



SAN DIEGO, CALIFORNIA



NEW ORLEANS, LOUISIANA



PORTLAND, OREGON



BALTIMORE, MARYLAND



HUDSON COUNTY,  
NEW JERSEY

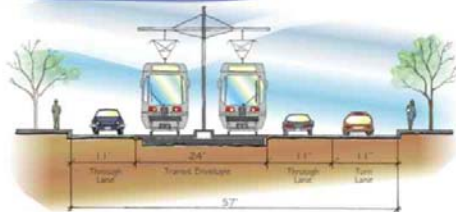
## Issues to be Considered - Light Rail

If Light Rail Transit is to be selected as the preferred alternative, a number of issues will need to be considered by regional decision makers.

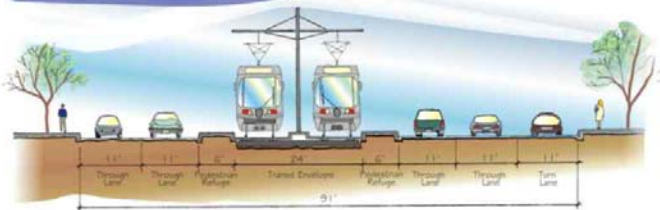
- High construction cost could delay implementation or reduce the project length if funds are not available
- Achieving beneficial travel time relies on lack of interference from traffic by separating the tracks from roads or giving the trains priority at traffic signals (a local government decision)
- Using existing streets could increase traffic congestion and could increase the risk of accidents with cars and pedestrians

## Light Rail - Typical Sections

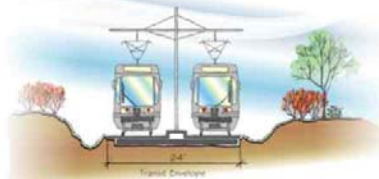
Light Rail on Mixed-Traffic Right-of-Way



Light Rail on Semi-Exclusive Right-of-Way



Light Rail in Exclusive Right-of-Way



## Potential BRT and LRT Station Areas

Based on input from the public and regulatory agencies, other station locations could be considered.

- |                                |   |
|--------------------------------|---|
| — Bethesda Metro Station       | — Takoma Park/Langley Crossroads                      |
| — Medical Center Metro Station | — University of Maryland Stadium/Arena                |
| — Connecticut Avenue           | — University of Maryland/Campus Center                |
| — Lyttonsville                 | — College Park - University of Maryland Metro Station |
| — Woodside                     | — Riverdale   |
| — Silver Spring Transit Center | — New Carrollton Metro Station                        |



## Station Location Considerations


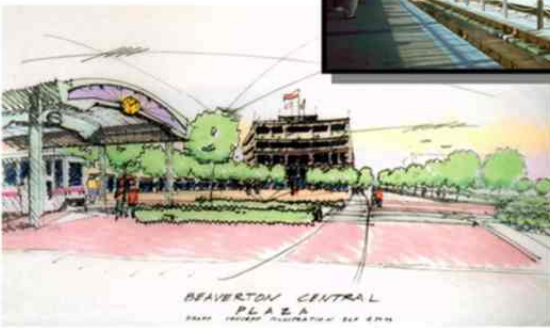


- Cost
- Engineering feasibility
- Available right-of-way for station facilities
- Vehicular, pedestrian and bicycle accessibility
- Ridership
- Compatibility with surrounding land uses
- Environmental impacts
- Development potential
- Impacts on travel time

## BRT Station Planning



**BiCounty**  
transitway

# LRT Station Planning

MTA  
Maryland

**BiCounty**  
transitway

# Planning and Environmental Process

**PUBLIC SCOPING PROCESS**

- Hold public and regulatory agency scoping meetings
- Initiate Maryland Environmental Streamlined Process
- Develop and evaluate alternatives and issues
- Refine alternatives from scoping process
- Definition of Alternatives report

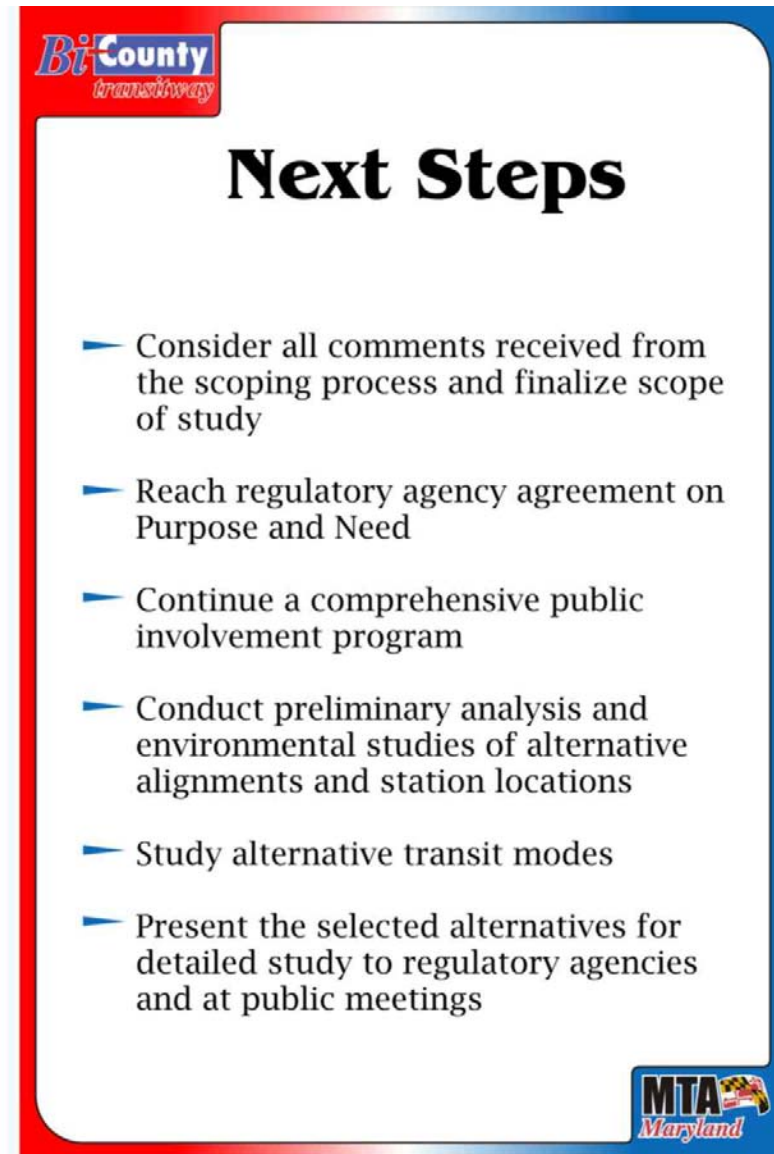
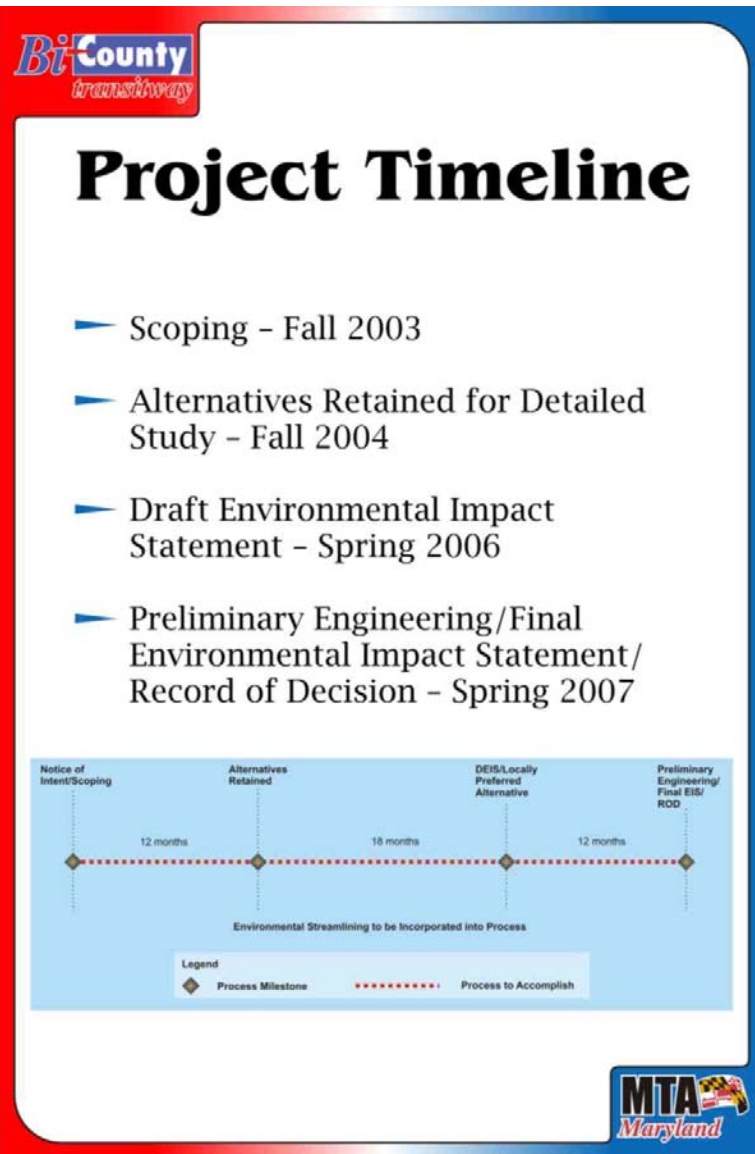
**ALTERNATIVES ANALYSIS (AA) and DRAFT ENVIRONMENTAL IMPACT STATEMENT (DEIS)**

- Conduct preliminary analyses and environmental studies
- Present results to regulatory agencies and at public meetings
- Evaluate public/agency comments
- Conduct detailed analyses of alternatives and assess environmental impacts
- Develop Alternatives Analysis (AA) report and Draft Environmental Impact Statement (DEIS)
- Present AA and DEIS to regulatory agencies and hold Public Hearings
- Evaluate public/agency comments
- Select Preferred Alternative

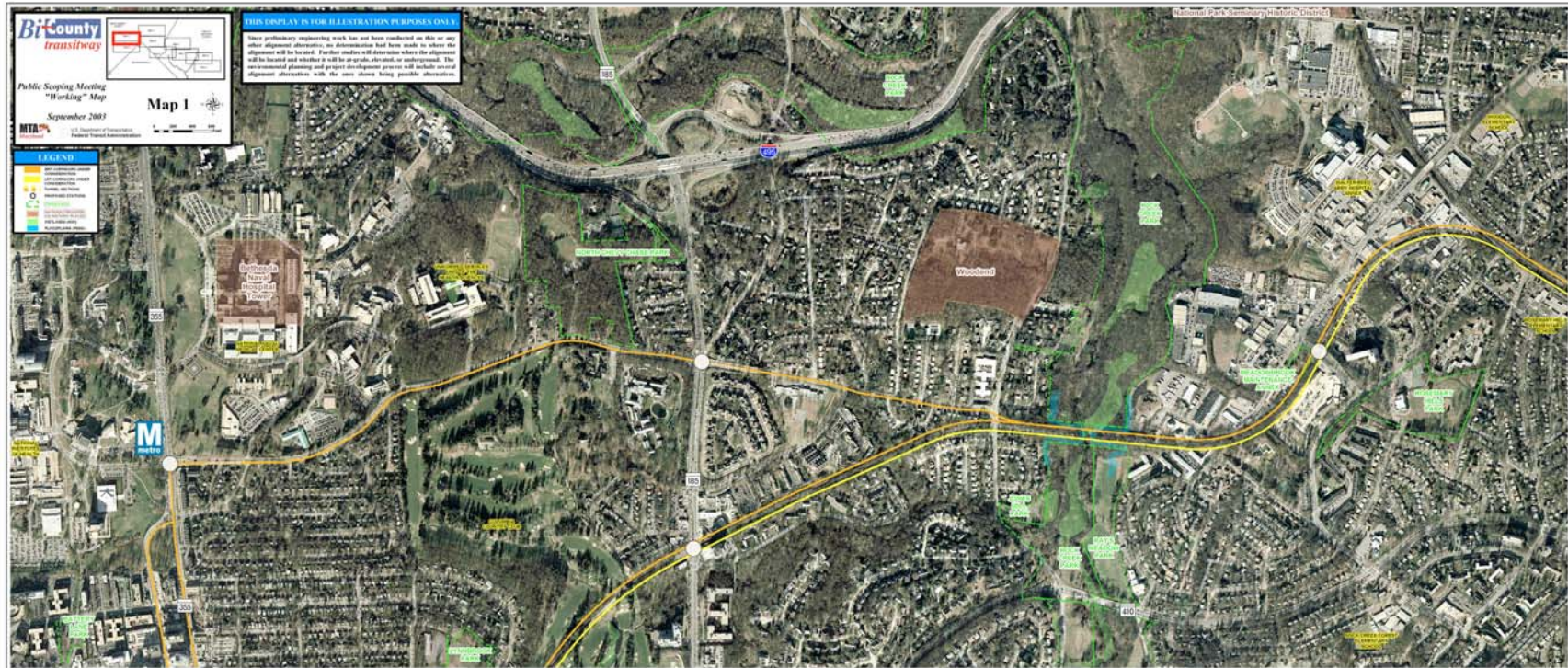
**PRELIMINARY ENGINEERING (PE)/ FINAL ENVIRONMENTAL IMPACT STATEMENT (FEIS)**

- FTA approval to begin PE
- Preliminary engineering/ mitigation of impacts
- Prepare Final Environmental Impact Statement
- Reconvene Resource Agencies to present FEIS and mitigation
- Receive final approval (Record of Decision) from Federal Transit Administration

MTA  
Maryland

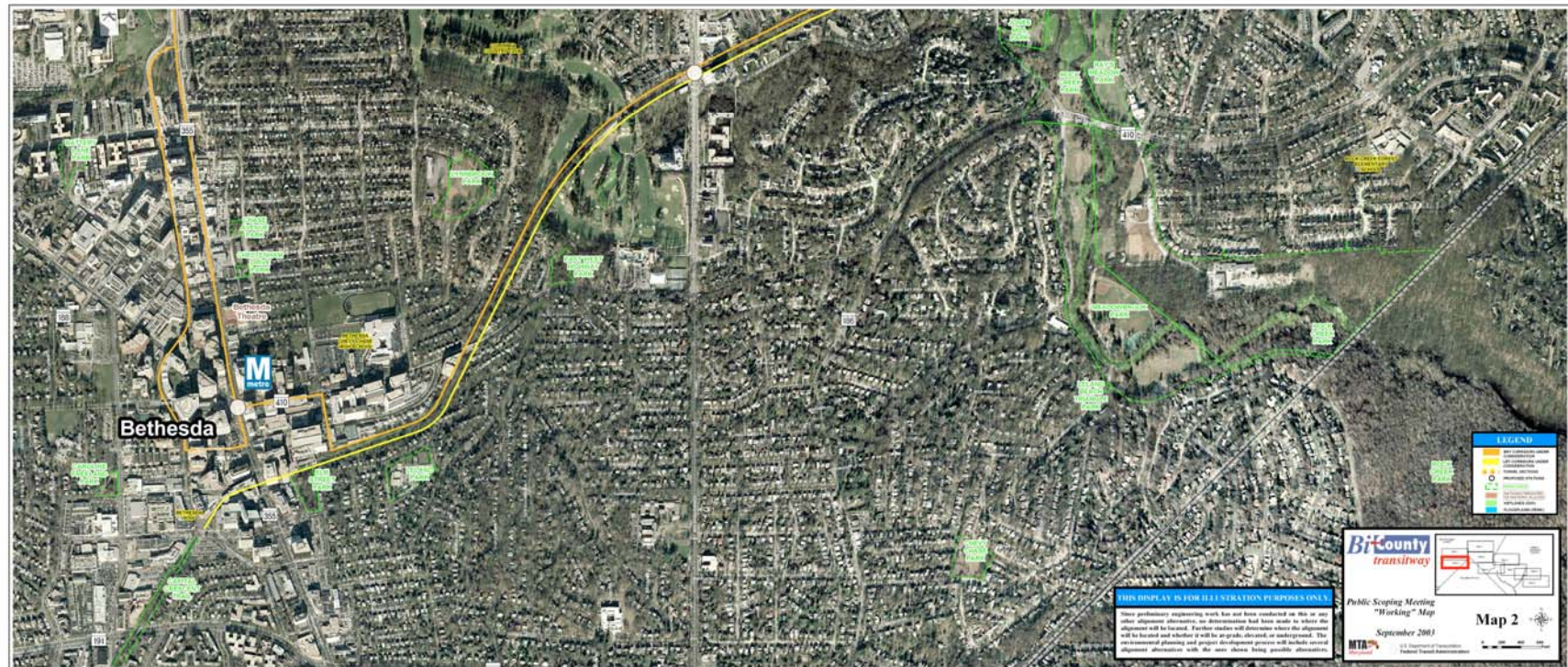






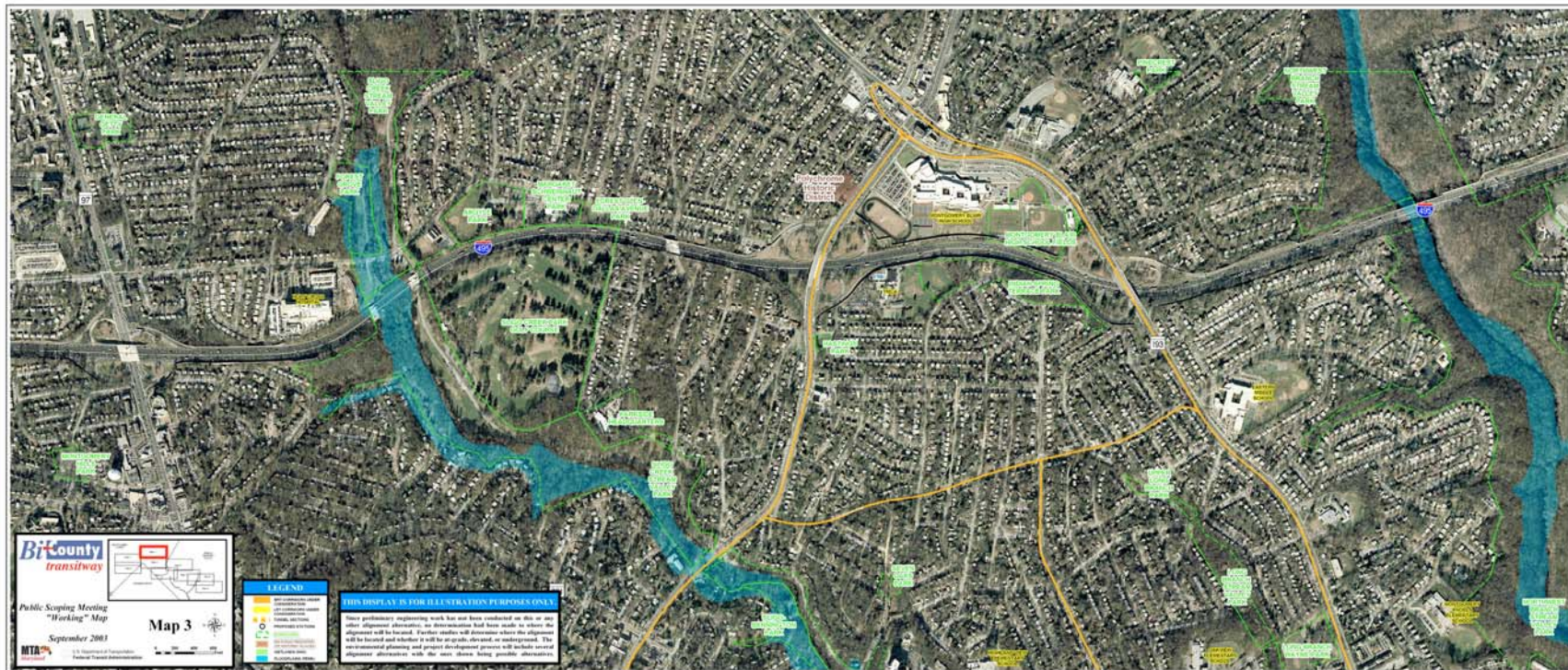


## Aerial Maps

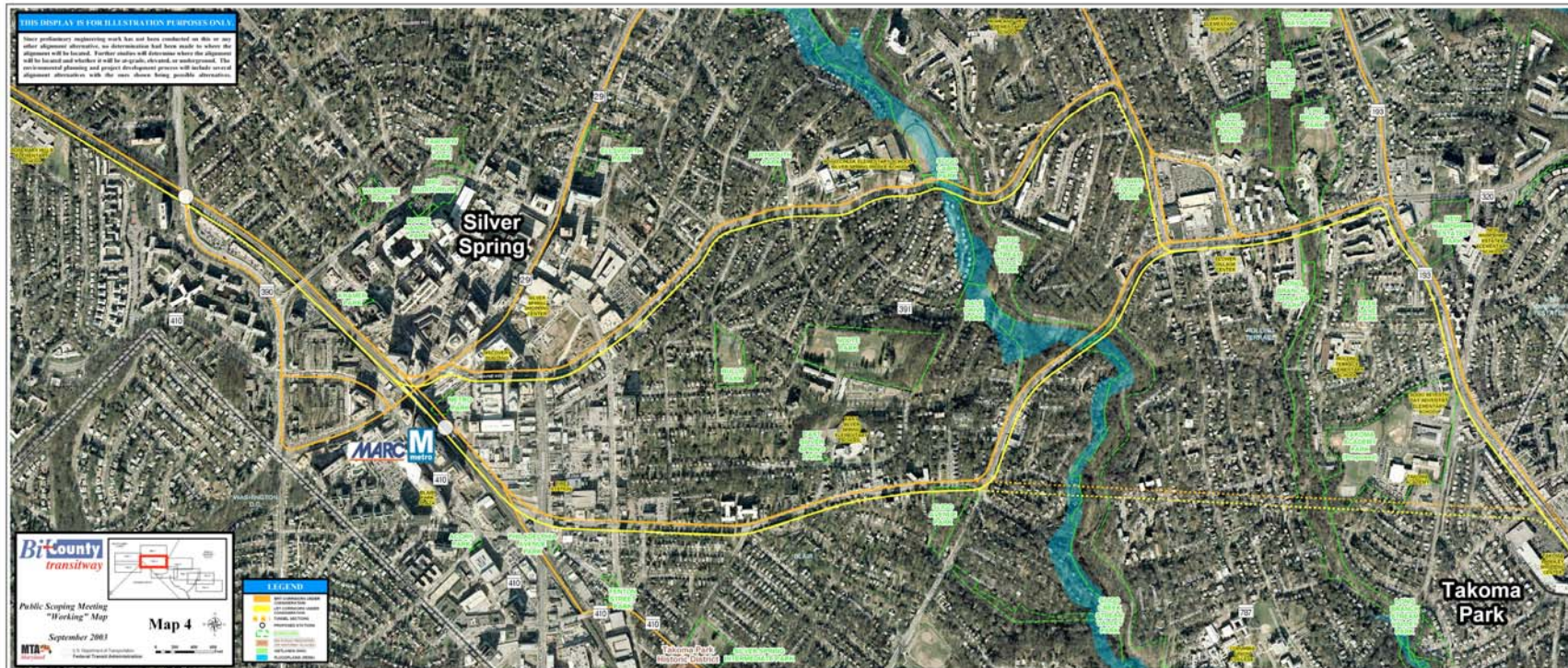




## Aerial Maps

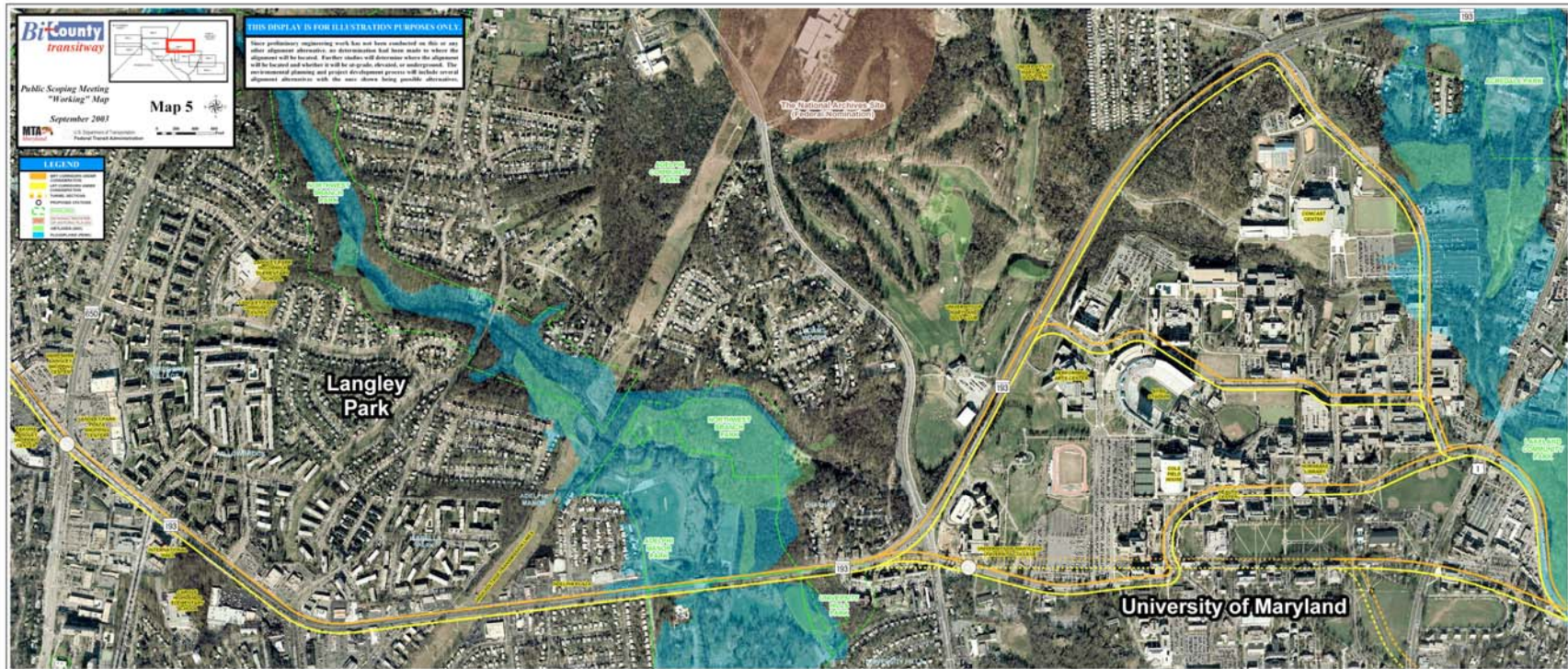






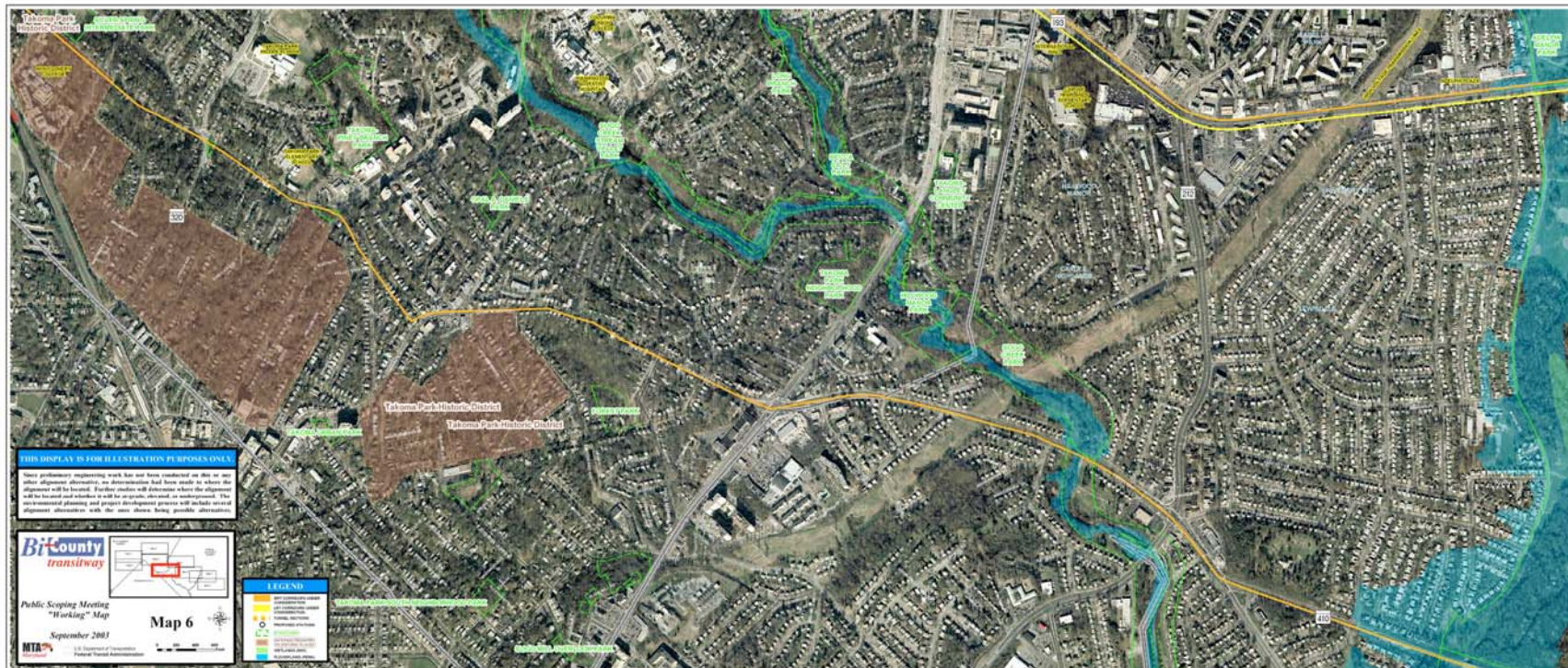


## Aerial Maps



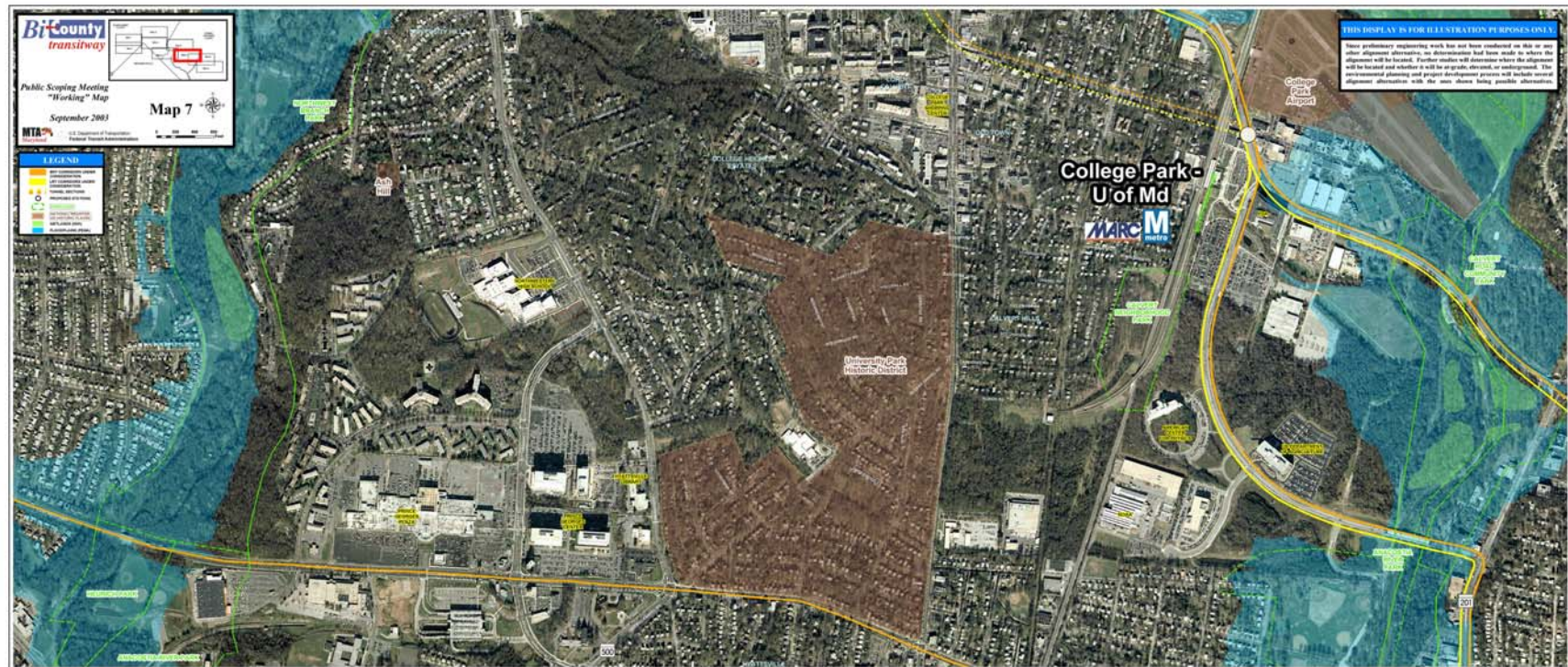


## Aerial Maps



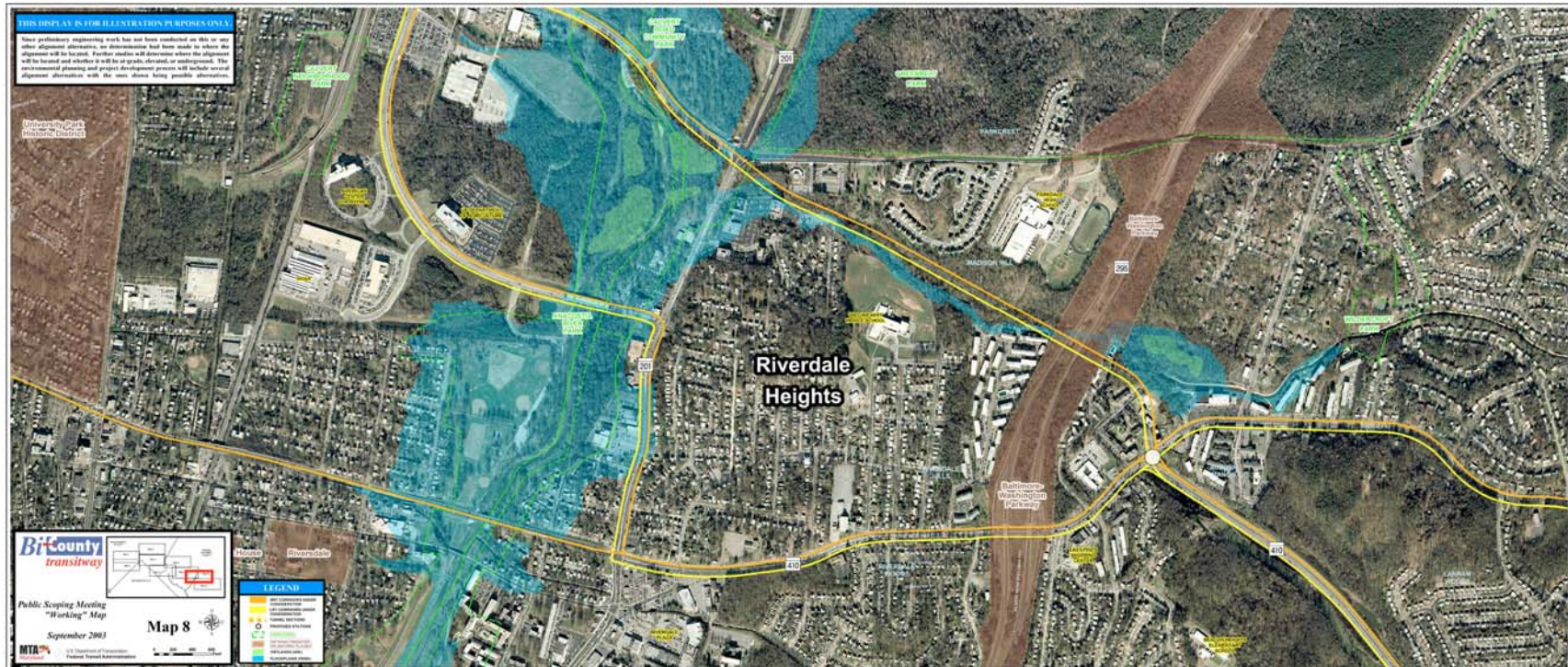


## Aerial Maps

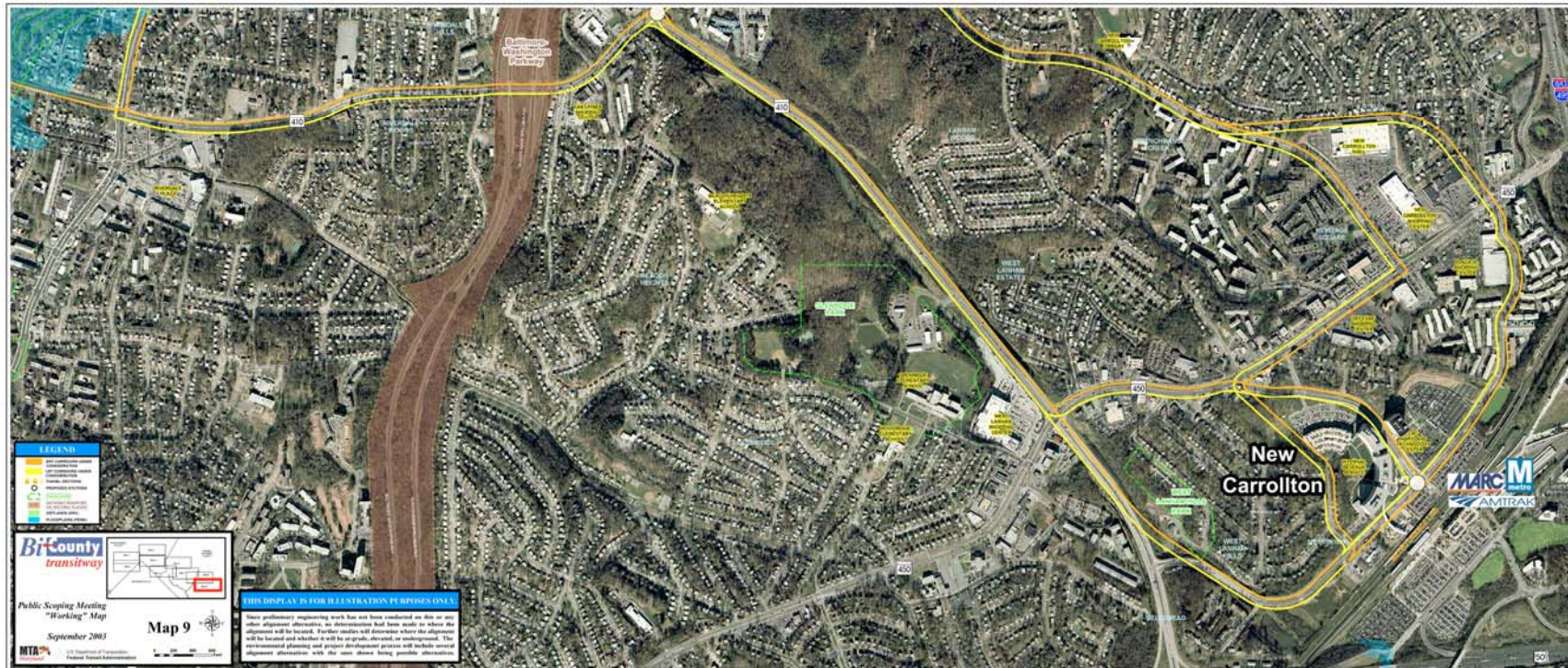




## Aerial Maps









### Proposed Alternatives

**BRT Option A (shared busway)**  
Option A would operate on existing streets and roadways with no dedicated bus lanes or exclusive right-of-ways. It would include additional direct routes and reduced headways on the selected existing routes.

**BRT Option B (shared and dedicated busway)**  
Option B is a combination of Option A and C. It would operate on existing roadways but within some dedicated bus lanes and exclusive right-of-way.

**BRT Option C (dedicated busway)**  
Option C would operate on dedicated bus lanes and exclusive right-of-ways. It includes aerial structures and/or tunnels to make for faster connectivity in the corridor from Bethesda to New Carrollton.

**LRT Option A (at-grade)**  
The LRT Option A would be primarily an at-grade double-track rail line from the western branch of Metro's Red Line in Bethesda to the New Carrollton Metrorail Station on the Orange Line.

**LRT Option B (at-grade, tunnel and aerial structures)**  
LRT Option B would be primarily a grade separated double-track rail line from the western branch of Metro's Red Line in Bethesda to the New Carrollton Metrorail Station on the Orange Line. For example, a tunnel would be evaluated through Silver Spring and the University of Maryland.

**Bi-County Transitway, Bethesda to New Carrollton**

<p align="center"><i>En Espanol:</i></p> <p>Maryland Transit Administration Office of Planning and Programming 6 Saint Paul Street, 9th Floor Baltimore, Maryland 21202 Mike Madden : (410) 767-3694</p>	<p>Maryland Transit Administration Office of Planning and Programming 8720 Georgia Avenue, Suite 904 Silver Spring, Maryland 20910 Jose Vazquez: (410) 565-9665</p>
--	---

Please be sure to fill out the comment form.

If you would like to receive future information please add your name and address to our mailing list.

### What is the Bi-County Transitway?

The Bi-County Transitway project includes the alignment previously known as the Purple Line West (Bethesda to Silver Spring) and the Purple Line East (Silver Spring to New Carrollton). The Bi-County Transitway is defined as all of the earlier Purple Line project areas between Bethesda and New Carrollton. The sponsors of the project are the Federal Transit Administration (FTA) and the Maryland Transit Administration (MTA). It is located in Montgomery and Prince George's Counties and extends 14 miles from the western branch of the Metrorail Red Line in Bethesda to the New Carrollton Metrorail Station on the Orange Line.

### Meeting Map

4

[www.Bi-CountyTransitway.com](http://www.Bi-CountyTransitway.com)

1

[www.Bi-CountyTransitway.com](http://www.Bi-CountyTransitway.com)

### Key Issues

- Neighborhood Impacts (i.e. noise, safety, and environmental factors)
- Environmental impacts to the rail/trail crossing of Rock Creek Park
- CSX rail/trail crossing safety and running transit and a trail along a freight line
- Design of above-or-below grade crossing of trails at Connecticut Avenue, Jones Mill Road, and the CSX line



Notes:

### Key Issues

- Neighborhood and Community Preservation
- Noise, vibration and quality of life impacts to residents
- Property values
- Environmental Impacts



Bi-County Transitway  
Scoping Meetings

**COMMENT FORM**

Thank you for coming to the Bi-County Transitway Scoping meetings. Your comments are important to us. Please take the next few minutes to respond to the following questions. If there is not enough space for you to complete your thoughts, please use the back of this form.

**1. Do you have any comments about the mode and alignment alternatives presented tonight?**

---

---

---

**2. Do you have any comments or suggestions regarding the potential station locations?**

---

---

---

**3. Are there any environmental, community or other issues we should be aware of as we proceed with our study?**

---

---

---

**4. What other comments do you have?**

---

---

---

If you are not on our project mailing list and would like to receive project updates, please provide us with your information:

Name: \_\_\_\_\_

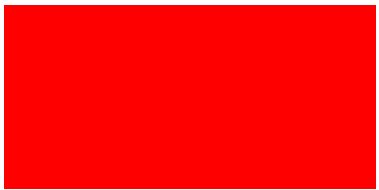
Street Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_





# *Bi*County *transitway*



## Appendix C

Responses to Comments



Local, state, regional and federal agencies, elected officials, representatives from civic organizations, interest groups, and the general public submitted comments regarding the Bi-County Transitway project during the scoping process.

A total of 267 comment forms, 56 aerial map comments, 37 letters, and 30 electronic comments have been received. Each of these comments has been carefully reviewed to identify the specific comments made. The comments have been broken down into ten primary topics and further sub-divided into secondary topics.

Responses to comments have been prepared by subject area to address the issues raised and explain how FTA and MTA will address the issues raised in the scope of work for the project. Similar comments were grouped together and answered by a single response.

It is important to note that all comments received after the scoping process will be considered by the project team during the Alternatives Analysis and preparation of the Draft EIS. Additional opportunities for formal public involvement are planned throughout the NEPA process.

The following index assists in finding comments provided during the scoping process:

<b>1.0 ALIGNMENT .....</b>	<b>1</b>
1.1 AERIAL .....	2
1.2 AT-GRADE .....	3
1.3 CAPITAL BELTWAY .....	5
1.4 COLESVILLE/UNIVERSITY .....	6
1.5 GRADE SEPARATED .....	6
1.6 JONES BRIDGE ROAD .....	7
1.7 MD 410 - EAST OF SILVER SPRING .....	10
1.8 MD 410 - WEST OF SILVER SPRING .....	15
1.9 OUTER PURPLE LINE .....	16
1.10 PAINT BRANCH PARKWAY .....	17
1.11 PINEY BRANCH .....	18
1.12 RIVER ROAD .....	19
1.13 RIVERDALE ROAD .....	19
1.14 SLIGO AVENUE .....	20
1.15 TYPICAL SECTION .....	21
1.16 UNDERGROUND .....	21
1.17 UNIVERSITY OF MARYLAND .....	24
1.18 VETERANS PARKWAY .....	25
<b>2.0 ENVIRONMENTAL .....</b>	<b>26</b>
2.1 AIR QUALITY .....	29
2.2 COMMUNITY ISSUES .....	30
2.3 CRIME .....	34
2.4 ENVIRONMENTAL JUSTICE .....	35
2.5 HISTORIC .....	35
2.6 HOMELAND SECURITY .....	36
2.7 NOISE AND VIBRATION .....	37
2.8 RESIDENTIAL .....	38
2.9 TRANSIT ORIENTED DEVELOPMENT .....	41
2.10 TREES .....	42

2.11 VISUAL .....	44
2.12 WETLANDS .....	44
<b>3.0 MISCELLANEOUS .....</b>	<b>45</b>
<b>4.0 MODE .....</b>	<b>54</b>
4.1 BUS RAPID TRANSIT .....	54
4.2 BUS SERVICE .....	60
4.3 HEAVY RAIL .....	64
4.4 LIGHT RAIL TRANSIT .....	65
4.5 MASS TRANSIT .....	72
4.6 MONORAIL .....	73
4.7 RAIL TRANSIT .....	74
<b>5.0 PEDESTRIAN SAFETY .....</b>	<b>75</b>
<b>6.0 PROJECT PLANNING PROCESS AND IMPLEMENTATION</b>	<b>78</b>
6.1 CONSTRUCTION .....	83
6.2 COST ESTIMATES .....	84
6.3 DESIGN .....	85
6.4 EMERGENCY RESPONSE .....	86
6.5 FARE COLLECTION .....	87
6.6 FUNDING .....	88
6.7 PURPOSE AND NEED .....	89
6.8 SCHEDULE .....	91
<b>7.0 PUBLIC INVOLVEMENT .....</b>	<b>93</b>
<b>8.0 STATIONS .....</b>	<b>95</b>
8.1 16TH STREET .....	99
8.2 BETHESDA .....	99
8.3 COLLEGE PARK .....	100
8.4 CONNECTICUT AVENUE .....	101
8.5 DESIGN/PLANNING .....	102
8.6 JONES BRIDGE ROAD .....	103
8.7 LYTTONSVILLE .....	104
8.8 NATIONAL INSTITUTE OF HEALTH (NIH) .....	104
8.9 NEW CARROLLTON .....	105

8.10 PARKING .....	106
8.11 PINEY BRANCH .....	106
8.12 SILVER SPRING .....	108
8.13 TAKOMA PARK/LANGLEY PARK .....	108
8.14 UNIVERSITY OF MARYLAND .....	109
<b>9.0 TRAIL/GEORGETOWN BRANCH RIGHT-OF-WAY .....</b>	<b>112</b>
<b>10.0 TRANSPORTATION .....</b>	<b>129</b>
10.1 MOBILITY .....	129
10.2 SYSTEM CONNECTIVITY .....	131
10.3 TRAFFIC CONGESTION .....	133
10.4 TRAVEL FORECASTING .....	135

## 1.0 ALIGNMENT

---

### Comments:

- The light rail should be separate from car lanes.
- The line Purple Line / MD 193 alignment has the least environmental impact.
- I don't want a bus that goes in traffic so light rail or a separate lane bus
- A dedicated or semi-dedicated right-of-way is a must, especially for a bus.
- Either project - bus or light rail, must operate along a dedicated right-of-way. Bus route with other traffic will be no improvement.
- For the areas from Silver Spring to New Hampshire Avenue, there is only one viable route - it's not terrific - US 29 to University Boulevard. The MD 410, Sligo Avenue, Piney Branch, Wayne, and Franklin Avenue routes are along already extremely congested roads that cannot accommodate a dedicated road and already have long backups in am, pm rush hours and weekends.
- Bus rapid transit will work only if it has its own dedicated lane because traffic along the route as outlined is already atrocious.
- Bus rapid transit does have potential but in other corridors. These corridors include (but are not limited to) Veirs Mill Road, Randolph Road, University Boulevard and Georgia Avenue between Wheaton and Olney. BRT would need its own right-of-way (bus lanes) to provide speed and reliability significantly better than existing service.
- In planning for this sector, consideration should be given to future extensions, which would ultimately complete a full circle line around the entire Metropolitan area.
- You need a more northward alignment.
- We need radial transit more than east-west. Build the corridor cities transitway first. We need east-west transit roads outside the Capital Beltway. Bus is a good idea.
- I believe none of the alternatives presented tonight to provide a reasonable long-term solution. The BRT study showed that no new riders would ride the bus! Same number of cars on road! A complete waste of my tax dollars.
- Consider in labyrinth of lines including a spur to the Greenbelt Metro



- Moreover, the absence of any connection between the eastern end of the trail and the Silver Spring transit terminal, a gap of 1.1 miles, rules out the use of the trail for transit until such time as CSX is willing- which it says it is not- to share or sell the land in question. It is my understanding that the county has never begun negotiations with them on this point. This impossible situation is aggravated further by the absurd proposed elevators-only connection with the Redline in Bethesda.
- Yes to University Boulevard, no to East-West Highway. They don't need it.
- New Carrollton does not like the alternative along Westbrook Drive.
- Please consider use of the 16th Street (Route 390) as the path into Silver Spring as opposed to the current CSX row.
- Concentrate on a line along I-270.
- The only feasible road in downtown Silver Spring that could be widened to accommodate light rails or buses is Wayne Avenue.
- I still support the original inner purple line alignment and light rail as proposed in the previous "Listening Session" Meetings. This was a well thought out proposal, which serves the needs and desires of the community. The Governor and Transportation Secretary say they want to save money, but it is a travesty to waste time and money on a new 3-year study, when the work for the inner purple line was practically completed.
- Connect Shady Grove to Glenmont instead.

**Response:**

The BRT and LRT alternatives will be developed in various configurations including shared and dedicated right-of-way operations along several alignment options. Evaluation factors such as travel time, estimated ridership, potential impacts, costs, as well as public and agency input will be used to select the most appropriate alternate.

---

**1.1 AERIAL**

---

**Comment:**

- Two elementary schools, Woodlin and Rosemary, should not be exposed to elevated transitways. No elevated transit in North Woodside!

- Any overhead structure or at-grade trolley would be very invasive through the campus. An on-the-road bus would not. The campus Master Plan shows transit only through campus ultimately. I believe elevated structures anywhere along the alignment would meet with opposition, as well as be expensive.

**Response:**

The MTA will evaluate aerial, at-grade, and underground alignments in select locations for each of the modal alternatives. The Draft EIS will identify and compare the environmental and financial impacts of constructing and operating aerial, at-grade, and underground transit service. Mitigation proposals associated with adjacent land uses will be identified for whatever alternative mode, alignment and type of construction is selected.

---

## **1.2 AT-GRADE**

---

**Comments:**

- I support alignment along already developed and available public access routes.
- I strongly oppose at-grade alignment of either LRT or BRT along Sligo Avenue between Georgia Avenue and Piney Branch Road.
- Either a rail or a bus at grade would have huge negative impacts.
- Any overhead structure or at-grade trolley would be very invasive through the campus. An on-the-road bus would not. The campus Master Plan shows transit only through campus ultimately. I believe elevated structures anywhere along the alignment would meet with opposition, as well as be expensive.
- System should use existing arterials rather than cut directly through neighborhoods.
- No new bridges over Sligo Creek - use/improve existing crossings
- A possibility, which should be considered, is the use of one street for a dedicated bus lane in one direction and a neighboring parallel street used for the opposite direction. Also to be considered are the wider roads such as Wayne Avenue. The introduction of bus lanes would not be as intrusive. The use of Wayne Avenue would also not require an expensive tunnel, which would be required if Sligo Avenue is chosen.
- If buses were to use any part of the existing streets they would contribute to congestion and not be much of an improvement over existing bus service.

- The best solution is to increase current bus frequency or to dedicate a lane to buses on Jones Mill Road or East-West Highway.
- The most cost-effective alternative appears to be use of the existing streets.
- Please use East-West Highway or Jones Bridge Road or other alignments
- Use the existing roads instead of creating chaos!
- I don't want the transitway built! Use buses on the roads, it's cheaper.
- Any BRT or LRT should make use of or share existing roadways or go underground.
- I believe the bus alternatives using existing streets east of Silver Spring Metro are feasible and have a possibility of public (illegible)- above ground (expensive and aesthetically unacceptable) below ground-- too expensive as well as temporarily disruptive.
- BRT has been shown to not work without dedicated and priority lanes. Putting "BRT" in mixed traffic would gain few new riders and simply add to traffic problems. To attract new riders to the transitway will require a fast and efficient system. This means have priority lanes, preferably segregated, from the beginning. Putting the "BRT" in mixed traffic would not take lanes away from other traffic, but would also not have the benefits necessary to attract new riders from cars. This creates a chicken and egg problem.
- BRT using existing roads won't work because many of our east-west roads e.g., East-West Highway, Jones Bridge Road, can't take much more traffic
- There are better transportation alternatives. Putting more buses on existing roadways will provide greater flexibility to get commuters where they need to go. Expanding express bus service along a variety of routes would greatly enhance service, improve travel time and decrease the need for transfers. A thorough study should pin point when the buses are needed and along which routes. Making significant intersection improvements, such as the expansion currently taking place at Connecticut Avenue and East-West Highway, will greatly improve the flow of buses and traffic in general. Shelters and amenities should be added to make bus transportation more attractive.
- I find the issues to be considered for BRT and LRT to be very similar - if run in traffic it slows, if segregated right-of-way it's faster. Wording of signs does not convey that the problems are the same.

**Response:**

The MTA will evaluate aerial, at-grade, and underground alignments in select locations for each of the modal alternatives. The Draft EIS will identify and compare the environmental and financial impacts of constructing and operating aerial, at-grade, and underground transit service along several alignment options. Both dedicated right-of-ways and shared lanes will be investigated.

---

### 1.3 CAPITAL BELTWAY

---

#### Comments:

- Beltway Plaza/ Golden Triangle Station/down the I-95/I-495 median to MD station and into New Carrollton.
- A Capital Beltway alignment should be seriously considered; it would allow for future expansion and river crossing and bring multiple modes together at a less congested location.
- Consider a line around the Capital Beltway
- Forget the project and concentrate on an Outer Beltway
- Could have dedicated lane on Beltway
- Along the Capital Beltway would be not in best interest of New Carrollton.
- We need a light rail alternative to the Capital Beltway!
- At Paint Branch Drive, the alignment should continue north and cut over to Metzerott Road and follow Greenbelt Road over to the Capital Beltway. The alignment should follow the Beltway into New Carrollton. A new Greenbelt Metro station should be created where the Orange Line, Greenbelt Road and the new alignment cross.

#### Response

The previously completed Capital Beltway Findings and Recommendation Report did not recommend a transitway within the Capital Beltway facility itself, because it does not effectively connect activity centers. People do not live and work "on the Beltway". Transit will better serve patrons by more directly connecting activity centers. A separate study by the State Highway Administration is considering improvements along the Capital Beltway, such as HOV or managed lanes.

---

#### 1.4 COLESVILLE/UNIVERSITY

---

**Comments:**

- Wayne, Colesville or University are far superior, have much larger rights-of-way and are already major thoroughfares.
- A rail line must be built to the Federal Research Center in White Oak. The more direct line would be up US 29 (Colesville Road) from Silver Spring. There will be more than 6,000 employees of the Food and Drug Administration at White Oak. That's quite a market! It needs to be served by rail.
- The two BRT routes that go north and south (up Colesville and East-West Highway) do not seem very realistic.
- How will BRT operate around the intersection of MD193/ MD29? The area has horrendous congestion.
- Include a spur to Federal Research Center in White Oak in the planning process.
- Increased east-west traffic capacity should be considered instead for already developed commercial corridors, like University Boulevard.

**Response:**

BRT and LRT options along several different alignment alternatives, including US 29 north from Silver Spring to the Intersection with MD 193, will be evaluated. Access to the Federal Research Center at White Oak is not part of the Purpose and Need for the Bi-County Transitway.

---

#### 1.5 GRADE SEPARATED

---

**Comments:**

- Grade separation is a must
- Rapid transit must be separated from traffic- that is no grade crossings at major intersections such as Connecticut Avenue
- I prefer light rail grade separated.
- What about intersection improvement/ grade separation at Connecticut
- It is greatly preferable to avoid all at-grade crossings of the light rail or busway with existing streets.
- Can you build a bridge or tunnel?



- Any overhead structure or at-grade trolley would be very (illegible) invasive through the campus. An on-the-road bus would not. The campus Master Plan shows transit only through campus ultimately. I believe elevated structures anywhere along the alignment would meet with opposition, as well as be expensive.

**Response:**

The MTA will evaluate underground, at-grade and aerial alignments in select locations. The AA/Draft EIS will identify and compare the environmental and financial impacts of constructing and operating aerial, at-grade, and underground transit service along several alignments. Options for intersection crossing by the transitway will be evaluated in terms of impacts on travel time, costs, traffic congestion as well as potential community and environmental effects.

---

## **1.6 JONES BRIDGE ROAD**

---

**Comments:**

- The Jones Bridge route is not viable; there would be less opposition for going through the Columbia Country Club.
- Jones Bridge will not provide a viable transit option, on street construction will make it ineffective. Light rail is what is needed to connect the two major commercial areas of Montgomery County.
- I don't think that there should be a BRT down Jones Ferry Road. This would be too close to North Chevy Chase Elementary School and would be hazardous to the children.
- BRT on Jones Bridge Road sounds like a workable solution for people who work at the National Institute of Health and Bethesda
- The Jones Bridge Road route makes no sense in terms of travel time savings, end points, etc. BRT was rightly rejected in prior studies.
- I would unequivocally oppose a busway along Jones Bridge Road.
- The 4 lanes on Jones Bridge Road (between Rockville Pike and Connecticut Avenue) get very crowded during rush hour, thus delaying the flow of the BRT considerably.
- Please consider the impact of BRT on Jones Bridge Road as it effects the Village of North Chevy Chase.
- The busway along Jones Bridge Road would devastate the North Chevy Chase Elementary School, make access for residents along Jones Bridge nearly impossible and would cause Howard Hughes Medical Center to move to Virginia.

- Express buses along the Jones Bridge Road would be a disaster - dangerous to children and cars trying to enter the road.
- Putting more traffic on Jones Bridge Road will exacerbate already bad traffic conditions there.
- The Jones Bridge is an excellent alternative. The 4 lines could be connected to alternating patterns to accommodate the bus-line.
- You create problems and additional traffic on Jones Bridge Road.
- What are you going to do with traffic and congestion if you build something down Jones Bridge Road?
- Going from National Institute of Health to Jones Bridge Road would be less disruptive to most citizens.
- The BRT should use Jones Bridge Road.
- I support the bus line option along Jones Bridge Road.
- Using Jones Bridge Road would prevent further congestion at East-West Highway and Connecticut Avenue intersections
- Opt for bus line along Jones Bridge Road.
- Jones Bridge Road and buses = good alternative
- Favor BRT along the Jones Bridge Road alignments.
- I am not in favor of BRT on Jones Bridge Road. I am a new homeowner (corner of Gladwyne Drive and Jones Bridge Road) and I do not want more buses in my backyard! Nor do I want the potential of the state taking my home.
- I'm opposed to the bus possibility because roads would need to be altered and I'm already very close to Jones Bridge Road
- I would prefer the line that goes to the Medical Center Metro because there is so little space above ground near downtown Bethesda.
- I am in favor of the bus route along Jones Bridge Road to National Institute of Health. My first reaction is to have cars and buses share lanes
- The use of Jones Bridge Road for a busway is very undesirable (I live on a dead-end street that opens to Jones Bridge.) The M-NCPPC transportation planners did an excellent job at presenting the difficulties and disadvantages. Use the Georgetown Branch right-of-way if something (bus or rail) is built.

- A busway on Jones Bridge Road would create a barrier between the neighborhood and the Elementary School.
- Reasons for opposing Jones Bridge Road option: 1. Building the Bi-County Transitway along Jones Bridge Road would directly endanger the children at North Chevy Chase Elementary School, which is on Jones Bridge Road directly in front of the proposed route.
- Jones Bridge Road option is ridiculous. It will cost millions more and involve the destruction of homes. The East-West Highway trail would not.
- You cannot build this transitway in front of North Chevy Chase Elementary School on Jones Bridge Road.
- Prefer the BRT along Jones Bridge Road - it is an alternative to destroying the neighborhood adjoining the trail, it achieves the same objective.
- There is insufficient space for a bus line on Jones Bridge Road. Traffic is already congested and a new dedicated bus lane would destroy existing homes.
- Jones Bridge Road cannot be widened without taking houses and encroaching on private property-- BRT is not correct-- stick with LRT
- However, I'm opposed to the bus option. I find the Jones Bridge Road section to especially appalling.
- Jones Bridge Road is an inappropriate location for bus rapid transit. I have a son who currently attends North Chevy Chase Elementary School and I have another son who will be attending North Chevy Chase Elementary School in 2008. I have been a pedestrian in Ottawa and know how dangerous the rapid buses are to pedestrians. Their bus system makes pedestrian access to the city very difficult.
- Scrap Jones Bridge/ Jones Mill Road option
- Need to restrict changing character of community on Jones Bridge Road. Access to homes, paths to school, etc.
- The path along the Georgetown Branch from Silver Spring to Bethesda, while not ideal, seems infinitely preferable to the Jones Bridge Road alternative.
- Our home on Jones Bridge Road would be condemned by the alignment, while the Capital Crescent Trail requires no home to be condemned.
- The impact on Jones Bridge Road (busway) is excessive and a poor trade for preserving a part of the Georgetown Branch Trail.
- The route along Jones Bridge Road is an insult to the intelligence of any knowledgeable voter.

**Response:**

Based on guidance from Maryland Secretary of Transportation Robert L. Flanagan, the MTA will be studying a Jones Bridge Road alignment as part of the Bi-County Transitway project. Impacts associated with North Chevy Chase Elementary School, pedestrian safety, traffic congestion, transit travel time and the community will be thoroughly investigated and considered in the Bi-County Transitway AA/Draft EIS.

---

**1.7 MD 410 - EAST OF SILVER SPRING**

---

**Comments:**

- I believe the MD 193 route is much better than the MD 410 route because MD 193 is much more conducive to heavy traffic. Also, MD 193 is not as nice an area so it would be better to use the non-neighborhood/needed roads.
- BRT would definitely not work on MD 410 in Takoma Park. This connector is heavily congested during rush hour.
- BRT on MD 410 via Takoma Park is highly unrealistic and should be dropped.
- The option of running down MD 410 and bypassing the University of Maryland should not be pursued. University of Maryland and the City of Takoma Park will not support it and will miss the potential student/faculty ridership.
- The routes for bus through Takoma Park (like Ethan Allen Avenue) are not workable without destroying much of Takoma Park.
- MD 410 in Takoma Park would mean significant problems and disruption of existing houses - very small right-of-way.
- The proposed alignment along MD 410 is a disaster. This is a narrow, historic residential street. The route would totally destroy the neighborhood's character.
- Strongly oppose East-West Highway route in Takoma Park. This would greatly impact our historic homes and neighborhoods. There is already strong neighborhood opposition to the East-West Highway route. There would be the strongest possible opposition to this route.
- Noisy buses should stay on East-West Highway.
- Philadelphia/ Ethan Allen Avenue/ MD 410 is a narrow route that will be bottlenecked. It also passes schools and recreation areas with many young pedestrians. Widening it would disrupt a stable community and exacerbate traffic.

- Too many doglegs in proposed alignments. East-West Highway should be most direct route on primarily existing right-of-way.
- Should not study MD 410 option, which bypasses University of Maryland and College Park.
- Bus route through MD 410 - East-West Highway on grade will not work in rush hour traffic. Also, doesn't it connect with Prince George's County #636 Metro station
- I will totally oppose the route along Philadelphia for the above reasons. The neighborhood will (I am sure) mobilize against any widening of MD 410 through Takoma Park - this was proposed years ago and soundly rejected.
- This project should be helping neighborhoods, not adversely impacting them. Please consider the people you would impact and those you would displace on the MD 410 route.
- MD 410 route makes no sense - bypasses University of Maryland, and will not improve transit time through Takoma Park - 2 lanes in Takoma Park can't be expanded and BRT won't get through. University Boulevard and University of Maryland are a better alternative.
- I am strongly against the use of Philadelphia Avenue/MD 410 for a bus or light rail route. The use of MD 410 for a bus route, without widening the road is impractical, as it is always congested. From north Takoma Park, the drive along Philadelphia/Ethan Allen to US 1 takes about 35-40 minutes. The route would be a bottleneck for anyone on the bus and for anyone in a car behind the bus. No bus could possibly be reliably on time for anything, so no one who is currently driving will have any incentive to take public transportation.
- For light rail, or for a bus route, there is the possibility of expanding Philadelphia/Ethan Allen to be four lanes all the way.
- I am writing in opposition to the crazy idea to send "high speed" buses down East-West Highway, through Takoma Park. The roadway is already overused by traffic. High speed buses would have to creep through this intersection just like the normal buses and cars do during rush hours.
- (3 comments) - I am writing to express my dismay at the proposed option to use MD 410 (Ethan Allen/Philadelphia Avenue) for a light rail or express bus route for the Bi-County connector. I urge you to take this destructive and impractical option off the table for the connector route. Not only is MD 410 a very narrow two-lane road all the way through the city of Takoma Park, it is bordered by historic homes and the route runs directly through a densely residential neighborhood with two day care centers, two schools and a public library virtually in the path of this rapid transit route. If built, this option would be devastating to Takoma Park.



- I want to voice my disagreement to the proposal of using Philadelphia Avenue as a possible route in this project. The proximity of schools, daycare centers, a library and the increasing congestion on Piney Branch as well as Philadelphia Avenue seem to me clear reasons to not burden this neighborhood and its roads beyond its current levels.
- I understand that one of the options for the Bi-County Transitway between Silver Spring and College Park is to put either a light rail or express bus service on MD 410. It would enter on Philadelphia Avenue at Fenton Street, proceed up Philadelphia to the fire station, turn on to Ethan Allen and exit Takoma Park at New Hampshire. We have been told that this option would involve condemnation of residential property; the least intrusive option involves a 57 foot right-of-way and the most intrusive is a 91 foot right-of-way. The current width on Philadelphia is about 30 feet.
- I am strongly against the use of Philadelphia Avenue/MD 410 for a bus or light rail route. The use of MD 410 for a bus route, without widening the road is impractical, as it is always congested. From north Takoma Park, the drive along Philadelphia/Ethan Allen to US 1 takes about 35 - 40 minutes. The route would be a bottleneck the route for anyone on the bus and for anyone in a car behind the bus. No bus could possibly be reliably on time for anything, so no one who is currently driving will have any incentive to take public transportation.
- I strongly object to the consideration of MD 410 through Takoma Park for the Bi-County Transitway. Not only is MD 410 a poor choice for the residents in its path, but it would make a bad choice for the transit riders. My reasons follow: MD 410 crosses through historic neighborhoods. Any additional bus or rail would bring an excessive amount of traffic, noise, roadway and congestion to those neighborhoods, effectively ruining their safe, quiet character.
- I live on the corner of Philadelphia and Takoma Avenues and am absolutely opposed to the widening of MD 410. Expanded transit should be added to Georgia Avenue, Colesville and the roads that have already been widened.
- MD 410 would be a very popular route.
- Yes to University Boulevard, no to East-West Highway. They don't need it.
- Build it on East-West Highway.
- There is a strong opposition to East-West Highway in Takoma Park. It would adversely affect our historic district. Legal action should be anticipated on this one.
- Do not close 3rd Avenue in Silver Spring.
- Connect Montgomery College on Georgia Avenue and not on East-West Highway. Their new campus is on Georgia Avenue.

- MD 410 from Georgia Avenue to New Hampshire Avenue is too narrow to support dedicated busway. It already has incredibly long lines to get through Takoma Park.
- There's too much traffic for serious bus service on East-West Highway in rush hours.
- It would be a lot cheaper and more flexible for passengers to heavy up the buses on MD 410 and leave the trail alone.
- East-West Highway is the shortest distance between two points.
- Route 410 through Takoma Park has numerous curves that would require significant modifications if the road is expanded. Modifications would include the relocation of utility lines and the regrading of large sections of the road. There would also be a need to address the current number of stop lights. There are currently five between Carroll and Takoma Avenues.
- The Washington Regional Network for Livable Communities believes University Boulevard is clearly the superior right-of-way for the bi-bounty transitway. We do not believe that studying the use of Route 410, a two-lane road through Takoma Park warrants further consideration. In addition to guaranteeing significant opposition from the City of Takoma Park, this route does not serve the University of Maryland.
- Would like to file our formal opposition as an organization to the use of Philadelphia and Ethan Allan Avenues as part of the bi-county transitway. This route would devastate our historic community, and we do have the largest historic district in Montgomery County, of which we are very proud. Any use of these roads, or widening of these roads as part of this transitway would result in litigation. We would like to learn as soon as possible that any plans to use these roads or otherwise impact our historic community has been abandoned.
- I am a former Takoma Park council member and a 28-year resident and property owner adjacent to state Route 410 in Takoma Park. The idea of designating 410 as a transitway for public surface transportation is ludicrous. Since 410 is two lanes through totally residential areas for its entirety through the city, creating a transitway is as ridiculous an idea as building a pedestrian crosswalk across the beltway.
- I was amazed to learn of a proposal to designate route 410 through Takoma Park as a public transportation transitway. Having lived close to the proposed route for 28 years, I urge you to drop this foolish idea.
- I very strongly oppose routing the transitway through Takoma Park by means of express buses along Philadelphia Avenue.
- As a bicyclist who uses MD Route 410 in Takoma Park, particularly between Carroll Ave and New Hampshire Ave, I would hate to have BRT implemented on this already narrow [illegible] roadway without some concern for making it more user-friendly to bicyclists.

- I want to argue strongly against any plan that would widen or put more buses on Ethan Allen Avenue (MD 410). It would be extremely detrimental to the wonderful community of Takoma Park. This residential neighborhood should not have any more traffic going through it.
- I have heard that one of the options being considered for the bi-county transitway is a rapid bus route along Rte. 410. I strongly object to this plan - not just for selfish reasons (I live on 410), but because it would not solve any transit issues. The road is slow and congested already, and would not encourage people to choose the bus over driving. It would add safety hazards to a street that is the walking route for hundreds of school children walking to two elementary schools and a middle school
- Our family moved into our first house, on Rte. 410 in Takoma Park, in March 2003. Although we love our neighborhood, its greatest drawback is the already congested, fast, busy traffic along Rte. 410. We have two young boys and a dog, and cannot allow any of them to play in the front yard for fear of them running into the street. We have become friendly with people across 410 from us, but it is unsafe for us, and especially our children, to walk across the street to greet our neighbors. A rapid transit line on Rte. 410 would make this situation deteriorate, resulting in an unlivable amount of noise, traffic, and safety problems. If the road were widened, we'd have busses running nearly at our front porch. We would never be able to walk across the street to visit our neighbors, and thus the community would be split in half. It would be dangerous for our sons to walk to their public schools on Philadelphia Ave.
- I am strongly against the use of Philadelphia Ave./Rte. 410 for a bus or light rail route. The use of 410 for a bus route, without widening the road is impractical, as it is always congested. From north Takoma Park, the drive along Philadelphia/Ethan Allen to route one takes about 35-40 minutes. The route would be a bottleneck for anyone on the bus and for anyone in a car behind the bus. No bus could possibly be reliably on time for anything, so no one who is currently driving will have any incentive to take public transportation. Construction would bring current traffic to a standstill.
- As I understand it, there are other options to this route that would not entail the devastation of a neighborhood and would not entail road widening. The use of Philadelphia Ave. For the bi-county connector is a very bad idea.
- Eliminate the Route 410 alternative through Takoma Park from further consideration for the Bi-County Transitway.

**Response:**

The AA/Draft EIS will assess and document potential impacts on neighborhoods, community facilities, traffic, historic and archaeological resources, appropriate mitigation measures, costs and other factors. BRT and LRT options along various corridors that serve different areas will be developed and compared against one another. Those alternatives that do not measure well against the evaluation criteria, including impacts, will be dropped from further consideration. We have heard many comments opposing additional study of an alternative along MD 410 through the Takoma Park community. Following a discussion of possible alignment options with the City of Takoma Park Mayor and City Council, the city passed a resolution in support of the Bi-County Transitway but against further consideration of the MD 410 alternative. In addition, to fully meet the Purpose and Need for the project, the transitway needs to serve the University of Maryland campus at College Park.

---

## **1.8 MD 410 - WEST OF SILVER SPRING**

---

### **Comments:**

- As a trail, I would suggest express buses with no dedicated lane along East-West Highway. You should explore light rail or Metrorail or express buses along the Capital Beltway, with transfers to buses at the major north-south avenues. Chicago inserted elevated.
- Not East-West Highway.
- I would favor using bus rapid transit along the very congested East-West Highway to connect Silver Spring to Bethesda. I feel we need to make cars a less desirable transit alternative (for human health/ air quality reasons) and dedicating a lane along this highway to BRT might do the trick.
- Serious consideration must be given to the East-West Highway for the Silver Spring - Bethesda alignment. Connecticut Avenue is the major bottleneck
- East-West Highway as a major study option?
- There is no consideration of the option of improvement of the East-West Highway- Connecticut Avenue intersection, which would enable the preservation of the East-West Highway trail, a vital resource and facilitation of traffic from Silver Spring to Bethesda.
- Provide bus only lanes adjacent to East-West Highway.



- Consideration should be given to using East-West Highway for the connection (busway) between Bethesda and Silver Spring
- The busway should be located along East-West Highway with intersection improvements at Connecticut Avenue. Traffic onto East-West Highway should proceed rapidly - I personally travel that route both on and off peak and the congestion is far less than near my home - on Little Falls and River where I wait move light cycles to cross Massachusetts Avenue.
- Add buses to MD 410 between Silver Spring and Bethesda and forget about light rail or buses along the trail. MD 410 is where the density is and where the need is. Ridership will get even heavier. Using the trail will only add to the congestion on Connecticut Avenue and won't serve those who need access to neighborhoods between Silver Spring and Bethesda.
- The BRT along MD 410 does not support or serve either development centers.
- The BRT along MD 410 doesn't make sense. It just connects the Metro stations from Bethesda to New Carrollton. Look at Virginia - Arlington/ Ballston Corridors - I want someplace to go to!
- The East-West Highway is the most obvious, direct route between Silver Spring and downtown Bethesda. Most of it is wide enough for dedicated, separate bus lines.
- The traffic belongs on East-West Highway-- keep it there!!

**Response:**

MD 410 west of Silver Spring is being added for consideration as an alignment alternative for BRT and LRT. There are existing issues along this section of East-West Highway that will need to be overcome before this option could be considered favorably, when comparing to other possible alignments. Such issues include traffic congestion, available right-of-way, community impacts, and the steep grades and tight curve sections of the roadway.

---

## **1.9 OUTER PURPLE LINE**

---

**Comments:**

- Build an Outer Purple Line. Look ahead!
- I fully support the Outer Purple Line because I seriously think more people will use it. I do not support the Inner Purple Line.

- The only alternative is to save the trail or to build a comprehensive transit system that connects the Outer suburbs outside the Capital Beltway. I just returned from Madrid. Their Metro system is superb. None of it above ground.
- Ideally, there should be a rail duplicating the Capital Beltway. Barring this, closely off the loop of the line at the north, i.e. "Outer Purple Line"
- Better transit is more needed outside the Capital Beltway. Those of us inside the Capital Beltway have it easy by comparison. The reason this project is taking so long is because it's a bad idea.

**Response:**

Rail corridor alternates inside, along and outside the Capital Beltway were considered as part of the Capital Beltway/Purple Line Study. The inner corridor was recommended to be pursued first as it most directly connects key economic areas and activity centers such as Bethesda, Silver Spring, Takoma Park/Langley Park, University of Maryland, College Park, Riverdale Park and New Carrollton. Transit will better serve patrons, especially those who choose transit, by more directly connecting activity and employment centers.

---

### **1.10 PAINT BRANCH PARKWAY**

---

**Comments:**

- Paint Branch Parkway makes much more sense than running a line through Old Town College Park.
- Bike/pedestrian bridge or tower should bypass Paint Branch Parkway at Rhode Island Avenue.
- University Boulevard through University of Maryland (Campus Drive alignment) along Paint Branch Parkway.
- Do not put through or under College Park neighborhoods. Use the Paint Branch Parkway alignment.
- Lower route connect TDOZ and Riverdale communities in lieu of Paint Branch Parkway
- Why run through the Old Town College Park neighborhood when you have Paint Branch Parkway.

- To minimize negative impacts of this project and avoid sensitive and historic residential neighborhoods, the proposed transit line should be aligned with Paint Branch Parkway, rather than passing through or under the Old Town or Calvert Hills neighborhoods. Recognizing that underground construction adds significantly to project costs, the University and City are willing to work with the State to determine where at-grade and above-grade alignments might be workable. We recognize that the EIS must evaluate the goals of cost-effectiveness, community compatibility and quality of service during the assessment.

**Response:**

Alternatives along Paint Branch Parkway will be considered, since it would provide the most direct connection between the University of Maryland and the College Park Metro station. Options along different corridors will be developed and compared against one another. Those that do not measure well against selected evaluation criteria will be dropped from further consideration.

---

### **1.11 PINEY BRANCH**

---

**Comments:**

- The line should follow Wayne to Flower and along Flower to Piney Branch.
- Prefer alignment that goes through Long Branch (Flower/Piney Branch) and Langley Park.
- Route needs to go through Flower/ Piney Branch area and Langley Park to save these commercial centers and the high-density areas around them.
- Again, growing communities in Long Branch and economic revitalization efforts in its business district demand effective transit. A station here is a must!
- Piney Branch Road was recently narrowed. It is very congested and could not support dedicated lanes.
- Support light rail along the grade separated route formerly identified as the Inner Purple Line that was to have run between Silver Spring and College Park along Piney Branch Road and University Boulevard. Such a route should be constructed in a manner that if it begins as bus rapid transit it can be converted to light rail should that option later become available.

**Response:**

Comments are noted. Options along different corridors or that serve different areas will be developed and compared against one another. Those that do not measure well against selected evaluation criteria will be dropped from further consideration.

---

## **1.12 RIVER ROAD**

---

### **Comment:**

- East of the Metro tracks I would prefer the River Road routes, bringing the line closer to present (and proposed) employment center (am. Center for Physics, USTD, and NOAA) and then down to MD 201 to MD 410, which would bring route closer to present shopping.

### **Response:**

Options along different corridors that serve different areas will be developed and compared against one another. Those that do not measure well against selected evaluation criteria will be dropped from further consideration.

---

## **1.13 RIVERDALE ROAD**

---

### **Comment:**

- Riverdale Road serves greater population. Riverdale Road (upper route) serves New Carrollton center community better than MD 410 route.

### **Response:**

Options along different corridors that serve different areas will be developed and compared against one another. Those that do not measure well against selected evaluation criteria will be dropped from further consideration. In a meeting with the City of New Carrollton, the Council also expressed support for a Riverdale Road alignment compared to MD 410. The better ridership potential and greater environmental impacts anticipated for a Riverdale Road alignment option will have to be weighed against the wider right-of-way available along a MD 410 alignment in this part of Prince George's County.

---



## 1.14 SLIGO AVENUE

---

### Comments:

- Sligo Avenue is not wide enough for 3 lanes. There is sidewalk that exists and if you remove it there would be none. I have two kids and there would be nowhere to walk.
- If Sligo Avenue is chosen, which road will then be used as an emergency route? Sligo Avenue is relatively narrow and would probably require the destruction of older homes or the connector vehicles would have to travel uncomfortably close to the buildings.
- Not Sligo Avenue.
- Not Sligo Avenue.
- Not Sligo Avenue.
- Sligo Avenue is not wide enough to accommodate either light rail or BRT.
- You need to consider the light rail options along University/Piney Branch/Sligo as the best options in terms of human impact.
- Light rail Sligo-Flower (upper) route provides service to greater population.
- Sligo Avenue should be removed as an option since it cannot be widened.
- Sligo Avenue is a major route for police, ambulance and fire emergency vehicles- that right-of-way needs to be preserved -Sligo Avenue is lined with historic residences - the first homes built when the Blair Plantation was subdivided in the 1920's.
- Not Sligo Avenue.
- The alignment alternatives are all pretty poor-- especially Sligo Avenue.
- Sligo Avenue is a snow emergency route
- Sligo Avenue is not nearly wide enough to accommodate either light rail or BRT. Sligo Avenue is a major snow emergency route and major route for police, fire and rescue vehicles. Sligo Avenue has the original houses first built in the 1920's when the original Blair Plantation was subdivided. There are two schools and a day care center that would be severely impacted.

- I strongly oppose the placement at-grade on Sligo Avenue. It is a thriving community and should remain intact.
- Please give careful consideration to how intrusive either vehicle (bus or light rail) will be to our 80 year old community (Sligo Avenue). The streets are narrow and the destruction of the old houses would have a huge loss to Silver Spring's character.
- I strongly oppose consideration of Sligo Avenue as an option for BRT. The neighborhood street is already congested. Property owners are already in a battle with noise and high traffic
- An alignment from Silver Spring to New Carrollton should follow Sligo Avenue to Piney Branch and down University Boulevard in the University of Maryland.

**Response:**

Options along different corridors that serve different areas will be developed and compared against one another. Those that do not measure well against selected evaluation criteria will be dropped from further consideration. There are issues associated with Sligo Avenue, such as the narrow right-of-way, steep grades, potential impacts on adjacent residences and on traffic flow, which will need to be adequately addressed if an alternative along this roadway is to compare favorably to other alignment options.

---

### **1.15 TYPICAL SECTION**

**Comments:**

- It's too bad that the displays from previous presentations of light rail co-habitation with bike/hiking trails have even changed. They do not exhibit the cohabitation at all.

**Response:**

MTA is committed to providing for a hiker/biker trail along the Georgetown Branch from Bethesda to Silver Spring.

---

### **1.16 UNDERGROUND**

**Comments:**

---

- The gneiss and schist (rock formations) of the Sligo and Northwest Branch parks would be extremely difficult to tunnel under at a reasonable cost for the return. In addition the grade is too steep on Sligo/ park valley, Piney Branch and Wayne to accommodate light rail.
- Any other alignment is only acceptable if done via tunnels.
- North Woodside community would be greatly impacted by any plan other than a below grade transit system from 16th Street west. Noise! Lights! Vibrations! Above grade are completely unacceptable.
- Tunnel, please (or use University (6 lanes) Wayne (4+ lanes) or Colesville to traverse Silver Spring. Also, there is already excellent Ride-On bus service along Sligo Avenue.
- Why not underground?
- Go underground or stay on the road
- I am opposed to the current plans. An acceptable alternative would be to put the transit underground.
- Neither rail or bus lines is satisfactory on the 'East-West Highway trail' unless the rail or bus line is deep underground or at least cut and cover from Rock Creek Park to Bethesda.
- It should be underground with direct transfer to Metro without elevators or walking to escalators.
- Underground
- I think the state is doing this whole thing on the cheap. They need to go underground just like Metro.
- The ideal option, of course, is underground rail. If money is unavailable it could be completed in stages.
- I would insist that any line into the Bethesda from Connecticut Avenue be underground.
- No stations along the Georgetown Branch (East-West Highway trail) unless they are placed deeply underground, as part of an underground Metro link.
- In the long run, a true Metro connection deeply/ tunneled under the trail or at some other location would be a good idea.
- The only form of train that makes sense from an engineering and business perspective is using standard subway cars. If you need mass transit trains place them underground and all opposition will go away. Make the line from east of College Park, way out into Virginia.
- They should be underground.

- Some tunneling for the trolley would be no problem.
- Underground!
- Any BRT or LRT should make use of or share existing roadways or go underground.
- Underground transit would not only preserve the green spaces but also minimize noise pollutions, etc. Of your examples of the LRT I see no example of the compatibility of a light rail next to a trail. Considering the resources (monetary and human) that have already been spent and the funds/ resources that will be spent in the next 4 years.- an underground system could have been in the works already!
- Return to "cut and cover" shallow tunnel if Georgetown Branch-Columbia Country Club Citizens Organized to Save the Trail – Georgetown Branch objects.
- Although tunnels avoid intersections they are expensive and slow.
- The tunnel under the College Park Metro would likely have to go a considerable distance to the east before the alignment could get out of tunnel. Would question the passenger's attraction beyond College Park Metro.
- Tunnels are very, very expensive.
- Do the right thing, put the transit underground.
- What effect will building the tunnel under College Avenue have on the homes above?
- Isn't the tunnel from Sligo Avenue prohibitively expensive?
- You'll never get out of the tunnel from the University as quickly as shown.
- Do not put it under or through the Old Town College Park neighborhood. The joint city and University position is against going through or under the neighborhood.

**Response:**

The MTA will evaluate aerial, at-grade, and underground alignments in select locations for each of the modal alternatives. The AA/Draft EIS will identify and compare the environmental and financial impacts of constructing and operating aerial, at-grade, and underground BRT and LRT alternatives along several alignment options. An underground Metrorail option is not under consideration, since this alternative was determined to be prohibitively costly and not cost effective, based on earlier studies.

---



## 1.17 UNIVERSITY OF MARYLAND

---

### Comments:

- University Boulevard through University of Maryland (Campus Drive alignment) along Paint Branch Parkway
- Preference for alignment to run through the campus. Specific alignment preferred is along Campus Drive.
- Great concern from University leadership that an at-grade light rail solution would be impossible if it goes through the campus.
- My comment is restricted to University of Maryland proposal. I support the at-grade (above ground) alternative because of cost and usability.
- Alignments at North University Boulevard and underground below the campus historic core are not preferred. Remove from consideration
- City of College Park is seriously objected to alignment through town on University Master Planning project.
- Bypassing the University of Maryland should not be pursued. University of Maryland and the City of Takoma Park will not support it and will miss the potential student/faculty ridership.
- It is essential that inner alignments (which goes to College Park/ University of Maryland) be selected.
- Light rail through campus on grade or below grade along Campus Drive preferred. Stops near University and at US 1 (not Hornbake) desirable or combine stops into one at Cole Field House. University Boulevard route doesn't serve population well. Stadium Drive route doesn't serve central campus. Why not show southern route along Mowatt Lane continuing through Guilford Road and City of College Park, in lieu of below grade thru center of campus?
- From what is presented I prefer LRT option. As a 31-year employee of the University of Maryland and a 9-year resident of Riverdale, I will limit my comments on alignment from Langley Park up to New Carrollton. As the proposed options are mapped from the west, arriving at Adelphi Road (the University College) I prefer the alignment that continues along MD 193 to the Performing Arts enter and then turns into the campus, going north of Byrd Stadium and then turning south and then east to cross US 1 at Paint Branch Parkway toward the present College Park Metro station. The other alignments through the campus I don't like: the triangular route above Comcast is longer and not at all central to general campus uses; the alignment along Campus Drive would probably [illegible] the present thinking of turning Campus Drive into a pedestrian mall; and the tunnel along the south end of the central mall would be expensive and less central to popular venues on campus. East of the Metro tracks I would prefer the ring road

- Popular knowledge on campus is that most University of Maryland - College Park out-of-state students live in states along Amtrak's northeast corridor.
- The alignment should follow Stadium Drive into the University and then north on Regents Drive to Technology Drive.
- I urge you to consider the other options, particularly the one using University Avenue, a street already built to support traffic.
- The City of College Park has been following discussions of the proposed Purple Line, now called the Bi-County Transitway with interest. Many of us participated in the recent "scoping meeting" on the issue held in College Park. Prior to and at the event, the city of college park learned of a new alignment being considered that does not pass through the city. On behalf of our community, we are writing to reiterate our long-standing position, originally issued a joint statement with the University of Maryland, that any proposed east-west transit line provide direct service to the City and University.
- In summary, the City of College Park respectfully urges the Maryland Transit Administration to include College Park and the University of Maryland on all alignments subjected to an environmental impact statement and selected for design and construction. We look forward to working together to ensure that this project moves forward in a manner that will put Maryland and Prince George's County as a leader in environmentally sensible and community sensitive transportation planning.

**Response:**

The University of Maryland is a major destination in the Bi-County Transitway corridor. Access to the campus will be considered for each of the alternatives being studied. MTA has met in the past with University representatives on this issue and we will continue to do so throughout the project planning process. Based on our most recent meeting with the University and City of College Park, the MTA is further developing alignment concepts through the heart of the campus.

---

### **1.18 VETERANS PARKWAY**

---

**Comment:**

- From the New Carrollton station west on Veteran Parkway would be best and would impact fewer homes.

**Response:**

Options along different corridors that serve different areas will be developed and compared against one another. Those alternatives that do not measure well against selected evaluation criteria will be dropped from further consideration. The City of New Carrollton has expressed a preference for a Riverdale Road alignment alternative, instead of one using Veterans Parkway (MD 410). The City feels that a Riverdale Road alternative would better serve a greater population. However, impacts to residences would be greater along a Riverdale Road alignment than along Veterans Parkway, which has a wider right-of-way and virtually no adjacent homes.

## 2.0 ENVIRONMENTAL

---

### Comments:

- The presentation looks good. I am disappointed with lack of bicycle photos or facilities on the vertical drawings. If you don't show bikes, folks don't think bikeways are included. Plan bikeways
- North Woodside community would be greatly impacted by any plan other than a below grade transit system from 16th Street west. Noise! Lights! Vibrations! Above grade are completely unacceptable.
- Any at-grade placement of LRT or BRT along Sligo Avenue would be highly destructive of schools, churches, safe walking routes to the Elementary School, several hundred units of rental housing, several dozen privately owned homes, right-of-ways, path, and several dozen businesses. Either a rail or a bus at grade would have huge negative impacts.
- I live on Lanier Drive, near Louis, in North Woodside. The CSX right-of-way runs behind my block and approximately 3 others. We are very concerned about potential visual, noise and privacy intrusions. The light rail tunnel along this segment appeared acceptable.
- I am concerned about that property. Trees/houses would need to be destroyed to provided dedicated lanes for buses or light rail.
- You cannot go through Takoma Park on Philadelphia Avenue (MD 410) without seriously impacting our city and neighborhood in a totally negative way. You would be going straight through a totally residential street with no parking, lanes (only two traffic lanes). You would be pushing rapid transit onto the worst route in terms of neighborhood and human impact.
- There would be too much erosion and pollution.

- Additional noise surrounding residential area, parking, increase in [illegible] and gloom, need to eventually incorporate Bethesda
- If you built the Silver Spring-Bethesda light rail/ bus line, it will run within 150 feet of my house. I have concerns about vibration, noise, property values, safety features on a daily basis and safety and emergency features in the event of an accident, fire.
- Minimize environmental harm
- Avoid all environmentally sensitive area
- I hope the planners involved know the answer to this question. If not halt the project! Avoid all environmentally sensitive areas, i.e., floodplains, wetlands, streams, critical woodlands-- use existing right-of-way.
- You need to keep in mind the wetlands and floodplains.
- The transit-way will bring more pollution making our town, additionally, environmentally unstable and noisy. Such is a health hazard.
- My husband and I are residents of Waverly House located on the East-West Highway very noisy place with air full of exhaust fumes. My husband is 78 and I'm 77 years old and when we go to Capital Crescent Trail we feel the trail saves our health and maybe our life. We have possibility to walk, to breath of fresh air, to be in a quiet and green place. When we walk here it seems to us- East-West Highway with its noise, smog and traffic flow far from us.
- I want to encourage you not to make another slash across what little natural area we have left in lower Montgomery County by putting a busy transportation route along the old railroad right-of-way (now the Capital Crescent Trail). It is such a great recreational resource, and could be forever.
- It would do little to reduce pollution and associated risks to public health.
- Given the amount of development in the area, the Capital Crescent Trail is one of the few open, recreational spaces within walking distance of our community. It allows us to hike to Bethesda or silver spring while encountering a minimal amount of traffic. It allows us to bike even greater distances, all the way to Georgetown or to Rockville. Its many trees contribute substantially to the local environment, and its natural beauty make it a refuge in which to relax and rejuvenate the spirit.

- On top of this the value of thousands and homes and apartments will be severely diminished. Instead of looking out on our beautiful old trees, they will be not only looking on an ugly track in their front yard, they will have to suffer all the noise.
- In an area like Bethesda, which is growing more urban every day, the trail offers a rare opportunity to walk or ride bicycles in a serene, tree-shaded, area. We are always amazed and pleased to see how many different groups enjoy the trail-- there are elderly residents sitting on benches relishing the peace and quiet, there are young families pushing baby carriages, there are children riding bikes equipped with training wheels, as well as adults getting some much-needed exercise or using the trail to bike to work or to shop in downtown Bethesda. Snowfalls are particularly wonderful on the trail, especially for those who enjoy cross-country skiing.
- Buses or light rail trains will not solve the region's long-term transportation needs, will not directly connect both arms of Metro's Red Line, will not reduced pollution, and will result in the loss of some 4,000 trees and the destruction of a well-used trail and a naturally beautiful recreation area.
- It would destroy the quality of life for many current, devoted residents of the area.
- Any construction along the Georgetown Branch Trail would ruin the park-like character of the trail, that attracts many avid walkers, bikers and joggers every day. Regardless of whether a bus or train would make less noise, either would clearly overwhelm the serene atmosphere. A wall between the train/bus-line and the trail is no solution: the existence of such a wall would in itself destroy the trail's character, along with the attendant noise- and air-pollution. Construction would require the cutting down of large swatches of mature trees, contributing to environmental degradation and leading to the loss of one of the metropolitan area's most cherished green corridors.
- To minimize negative impacts of this project and avoid sensitive and historic residential neighborhoods, the proposed transit line should be aligned with Paint Branch Parkway, rather than passing through or under the Old Town or Calvert Hills neighborhoods. Recognizing that underground construction adds significantly to project costs, the University and City are willing to work with the State to determine where at-grade and above-grade alignments might be workable. We recognize that the EIS must evaluate the goals of cost-effectiveness, community compatibility and quality of service during the assessment.



**Response:**

The AA/Draft EIS will study and document the direct, indirect and cumulative environmental effects of each of the alternative modes and alignments. Socioeconomic, cultural, and natural environmental resources will be included in this study. Environmental impacts will be avoided or minimized wherever possible. Where impacts still exist, various mitigation measures will be developed and assessed to address such impacts. For an alternative along the Georgetown Branch right-of-way from Bethesda to Silver Spring, every effort will be made to provide a safe, enjoyable trail experience along the transitway.

---

## **2.1 AIR QUALITY**

---

**Comments:**

- Light rail is better for air quality than buses.
- Pollution from diesel buses.
- Noise and pollution from the buses. We already experience both from the Ride-On parking lot to the east across the Park.
- It will add enormous air and noise pollution for express buses on Jones Bridge Road.
- Air pollution from buses.
- What could be the air pollution of impacts of BRT vs. LRT? What fuel would be used for the bus or could they run on electricity (e.g., the Seattle bus tunnel).
- Yes: I am a pediatric R.N.; childhood asthma has increased exponentially with our decreased air quality. We cannot ignore this and keep burning gasoline (then there's greenhouse warming, toxic run-off to watershed, etc.)
- We are choking on traffic congestion and bad air quality.

**Response:**

Impacts to air quality (both positive and negative) will be analyzed for each of the alternatives considered. The results of this analysis, along with mitigation measures where needed, will be presented for those alternatives studied in detail in the AA/Draft EIS. One of the goals of the Bi-County Transitway project is to support regional clean air quality goals with a cost effective transit alternative.

---

## 2.2 COMMUNITY ISSUES

---

### Comments:

- Because of the already existing problem with trash, how would you help in keeping the problem from getting out of control?
- Persons selling on each street corner (food), food, trucks on the streets, trash in the streets, abandoned cars left on neighborhood streets.
- The character of well established residential neighborhoods, like those found in Takoma Park and Silver Spring, must be considered and respected, and should be preserved.
- Adding any of the possibilities to Sligo Avenue, Piney Branch Road, or Wayne Avenue would dramatically alter the feel of the neighborhood.
- Preservation of established neighborhoods should be highly valued.
- The routes for bus through Takoma Park (like Ethan Allen Avenue) are not workable without destroying much of Takoma Park.
- The least environmentally- community damage route is the originally planned route.
- The needs of the population of Langley Park far exceed the few of the Columbia Country Club.
- Stations serving the community that promote pedestrian across and redevelopment are essential
- Route needs to go through Flower/ Piney Branch area and Langley Park to save these commercial centers and the high-density areas around them.
- East-West Highway / Ethan Allen segment too narrow for buses. On maps of Takoma Park you reference a park at district line as "Sligo Mill Overlook." I wonder where this name came from. South Park too-Pinecrest community was instrumental in saving these open spaces for parks but had no input into naming. Unrelated but important to community.
- But the proposed alignment along MD 410 is a disaster. This is a narrow, historic residential street. The route would totally destroy the neighborhood's character.
- Remember to locate stations without disrupting low-income areas/homes. With station locations need to consider social impacts and neighborhood issues/ concerns.

- You should include something that specifically addresses the social impacts of this project for the obvious reason that any massive project like this should have one, but also because including it will help it gain acceptance.
- We work too hard to have our neighborhood destroyed. We are not from the Columbia Country Club and earn every dollar.
- As a 46-year resident of Chevy Chase I think this plan is intrusive on the residents that live here. I wonder how many members of the "committee" live near the proposed line.
- The proposal would put the route through a community that would not use the system and does not want it.
- Many families who cannot afford to pay membership costs to health clubs or private facility would lost valuable recreational and therapeutic activity choice. Presently the 1/10 of the county-owned property should remain a positive, cost-free recreational venue.
- The proposed former Master Plan alignment goes along Sligo Avenue, in front of a church that's >50 yrs old. The neighborhood surrounding the church (Nolte Avenue, east Silver Spring Avenue, has grown increasingly filled with non-English speakers who request language assistant, food branch services, etc., from the church. Parishioners are concerned that the proposed route could displace these potential EJ communities if transit led to an increase in property values.
- Resale value, quality of life
- This project or projects is/are dividing the community, neighbor from neighbor. Don't take it lightly.
- How will this effect property values in the areas around the proposed locations.
- None of the alternatives are acceptable to people on the bus- vibrations, loss of land and noise are issues for everyone who knows peacefully along these routes
- What will the neighborhood impacts in terms of noise and visual aesthetics?
- If you proceed with this transitway, you are serving communities beyond the East-West Highway trail to the detriment of the Chevy Chase and Bethesda community. While Langley Park residents can work in Bethesda using public transit, let them ride the bus.
- Both these alternatives will do much more to further over-development of Bethesda than to solve transit problems.
- As a resident of east Bethesda, I have serious concerns about the negative impact the originally proposed "Purple Line" LRT would have on our modest, family community. (The line would have abutted one side of East Bethesda).

- When finding oneself in a hole- rule #1- stop digging! Control further development (witness Rockville Pike), which continues to dump increasing traffic on existing roads.
- The light rail alternative should not disturb residential neighborhoods if at all possible. It should divert through wooded areas or major thoroughfares that already exists.
- North Woodside is very concerned with potential impacts of an elevated alignment of either LRT or BRT options along the CSX right-of-way. The neighborhood supports the tunneling option for getting to the north side of the CSX right-of-way.
- I don't see any particular value to over emphasizing unimproved green space. Save the quality of life considerations for open space people actually have access to and use.
- Study the economic development benefits of LRT versus BRT.
- Do not impact residential communities. Stay on Georgia Avenue, University Boulevard, US 29 and streets that are more commercial than residential.
- The considerations listed on the board do not mention the impact a station might have on the community/ neighborhoods. Has this been considered?
- The undersigned lives in the Kentwood community in Chevy Chase, MD., which has direct access to the Capital Crescent Trail. From the date that the trail opened my wife and I have earmarked a block of time on most Saturdays and Sundays to walk to either Jones Mill Road or as far as Georgetown. We witness thousands of people enjoying walking, running, roller-blading, or biking and wholeheartedly support retaining the trail as an outdoor exercise venture.
- My family (two adults and two children) uses this trail on an almost daily basis for running and as a bike route from our home in Kensington to Bethesda. This trail and its connections to Rock Creek Park and Lake Needwood give our region a unique and valuable recreation resource.
- It is clear from the photo-maps that the route would be essentially be one border of what is referred to as Takoma historic area. Many homes that would be virtually on the edge of the four-lane commuter route if MD 410 were widened and many homes would be ruined and/or demolished.

- In addition, East-West Highway bisects a very well established neighborhood, full of people who chose to buy their homes here where we live in walking distance to schools, churches, shopping areas, farmer's markets, theaters, etc. We also intentionally chose this home because my husband walks every day to the Metro stop to use public transit to downtown DC.
- There is an elementary school on Jones Bridge Road. You cannot build a rapid line in front without endangering the children.
- There is senior housing and bedroom apartments near Adelphi Road and MD 193.
- (3 comments) - I am writing to express my dismay at the proposed option to use MD 410 (Ethan Allen/Philadelphia Avenue) for a light rail or express bus route for the Bi-County connector. I urge you to take this destructive and impractical option off the table for the connector route. Not only is MD 410 a very narrow two-lane road all the way through the city of Takoma Park, it is bordered by historic homes and the route runs directly through a densely residential neighborhood with two day care centers, two schools and a public library virtually in the path of this rapid transit route. If built, this option would be devastating to Takoma Park.
- My family and I oppose the construction for a few reasons. First, it is a wonderful recreational and family asset used by many persons living in Montgomery County. We run or walk it between two and four times a week, subject to inclement weather-- particularly in the winter. For example, the other day (Sunday, September 28), on the Silver Spring side, I personally passed approximately 14 folks walking or running or biking in a 35 minute span, as I jogged with my 4 year old in his jogging stroller. This asset permits many Montgomery County residents to live in a healthy and enjoyable atmosphere. 'Second, this asset is used by a variety of county residents. For example, although we live in Chevy Chase, Maryland, I have seen trail friends who are from Bethesda, Silver Spring, and Kensington. The notion that this is some wealthy person special benefit is not supported by any fact of which I am aware. Nor am I or the friends just mentioned members of the Columbia Country Club.
- I want to voice my disagreement to the proposal of using Philadelphia Avenue as a possible route in this project. The proximity of schools, daycare centers, a library and the increasing congestion on Piney Branch as well as Philadelphia Ave seem to me clear reasons to not burden this neighborhood and its roads beyond its current levels.
- As I understand it, there are other options to this route which would not entail the devastation of a neighborhood and would not entail road widening. The use of Philadelphia Avenue for the Bi-County connector is a very bad idea.



- I wanted to know which major activity centers (i.e., malls, communities, parks, business corridors) would benefit from the proposed transit system. Has anyone opposed to the Bi-County Transitway owned/ supervised any of the activity centers along the proposed alignments? If so, what reasons have they given?
- The City of College Park supports a three-station concept for the city that includes: an east campus stop adjacent to downtown College Park and US 1 would strengthen a pedestrian-oriented town center while serving commuting and educational needs in the campus area.

**Response:**

Potential community impacts will be analyzed fully and documented in the AA/Draft EIS. This analysis will include visual, noise and vibration, vehicular and pedestrian access, and impacts to adjacent neighborhoods, along with all potential impacts to the natural environment. Various mitigation measures will be developed and assessed to address potential impacts identified.

---

## **2.3 CRIME**

---

**Comments:**

- Other people from other neighborhoods creating more crime and strangers in their community.
- I would like to have some consideration given to neighborhood crime as a result of increase of pedestrian traffic to the 16th Street station.
- There are great community concerns that a rail-based bi-county connector will bring Prince George's County's high crime rates to Montgomery County, directly affecting the neighborhoods with stops. I moved from Greenbelt because it wasn't safe.

**Response:**

The MTA will evaluate the potential for increased crime near the proposed stations. Our findings will be presented in the AA/Draft EIS. Detailed specifications of security measures would be completed during the design phase of the project if a Build alternative is selected.

---

## 2.4 ENVIRONMENTAL JUSTICE

---

### Comments:

- Poor people are on University, not Medical Center
- It is essential for you to consider executive order 12898 on Environmental Justice, and the DOT order on Environmental Justice.

### Response:

Executive Order 12898, Federal Actions to Address Environmental Justice in Minority and Low-Income Populations (EJ), signed on February 11, 1994, reaffirms the principles of Title VI. The Executive Order requires that each federal agency identify, and address, any disproportionately high and adverse impact on minority and/or low income populations resulting from alternates under consideration and to provide opportunity for participation in the public involvement process. The MTA's findings will be documented in the AA/Draft EIS.

---

## 2.5 HISTORIC

---

### Comments:

- Stay out of historic districts and areas with mature, urban forests. Look at effect on existing traffic.
- The largest historic district in Montgomery County is located in Takoma Park and it is partly along East-West Highway.
- Check boundary of Takoma Park Historic District.
- (3 comments) - I am writing to express my dismay at the proposed option to use MD 410 (Ethan Allen/Philadelphia Avenue) for a light rail or express bus route for the Bi-County connector. I urge you to take this destructive and impractical option off the table for the connector route. Not only is MD 410 a very narrow two-lane road all the way through the city of Takoma Park, it is bordered by historic homes and the route runs directly through a densely residential neighborhood with two day care centers, two schools and a public library virtually in the path of this rapid transit route.
- I am strongly opposed to any option which involves Philadelphia and Ethan Allen Avenues in Takoma Park. Does the government want to destroy established, historic residential neighborhoods from one end of Takoma Park to the other?

- For light rail, or for a bus route, there is the possibility of expanding Philadelphia/Ethan Allen to be four lanes all the way. It is clear from the photo-maps that the route would essentially be one border of what is referred to as Takoma Historic Area. Many homes that would be virtually on the edge of the four-lane commuter route if MD 410 were widened.
- Almost all of the houses on MD 410 through Takoma Park are older homes, many dating back 75 years or more and deemed "historic". Many of these houses sit close to the road. A transitway would probably result in the need to widen MD 410 thus taking most of the houses' front yards. This would devastate the property values and the character of these neighborhoods. The overall economy of Takoma Park (and thus the county and state) would be negatively impacted; those houses now generally sell for \$300k - \$500k (a nice chunk of that goes to sales tax and property tax) but I can't imagine them selling for \$100k if a four lane highway was situated in their front yards.
- The expansion of Route 410 in Takoma Park would require taking numerous historic houses through eminent domain. This would be an expensive and very controversial action.

**Response:**

Potential impacts to all historic and archaeological resources in the corridor will be analyzed and documented in the AA/Draft EIS as required under Section 106 of the National Historic Preservation Act. The MTA is working closely with Maryland Historical Trust to ensure that all resources in the corridor are identified. The MTA is coordinating with the City of Takoma Park regarding the boundary of the Takoma Park Historic District. The historic district will be adjusted, as appropriate. An alignment along MD 410 through Takoma Park will be evaluated and compared to other alignment alternatives. Impacts to historic resources, as well as community impacts and all other potential impacts, will be assessed fully.

---

## **2.6 HOMELAND SECURITY**

---

**Comments:**

- Absolutely- any above ground transitway is potentially a national security issue - overpasses subject to terrorist activity - many valuable DC arterial byways will be compromised in any single or multiple WMD (weapons of mass destruction) events.
- Add to that the threat of terrorism on such tempting targets as bridges over Connecticut Avenue and one is led inevitably to the conclusion that there is no responsible way to use the trail for transit purposes.

**Response:**

All transportation projects are coordinated through the Federal Office of Homeland Security which works with other federal agencies, state and local governments, and private entities to ensure the adequacy of the national strategy for detecting, preparing for, preventing, protecting against, responding to, and recovering from terrorist threats or attacks within the United States. In support of this initiative, MTA has conducted preliminary security assessments of its MARC, Metro, LRT, and MTA bus system to be used in developing a future MTA Security Plan. The AA/Draft EIS will consider security issues in its assessment of transportation alternatives.

---

**2.7 NOISE AND VIBRATION**

---

**Comments:**

- I would be concerned about the noise generator
- Noise abatement.
- Our house is less than 50 feet from the trail. We are concerned about noise and tree destruction.
- Understand that diesel buses will be used that may be able to be converted to electric or hybrid. What about noise pollution for the homes along the roadways where the routes are to be located? Can we afford any further pollution, be it noise or exhaust that pollutes, heat from the bus itself?
- That the system be quiet; run on electricity or propower natural gas.
- Noise! Whether bus or rail, the noise will destroy any hiker biker trail that is adjacent.
- Noise and pollution from the buses. We already experience both from the Ride-On parking lot to the east across the Park.
- If rail or buses are above ground, there should be adequate sound barriers on both sides when going through residential neighborhoods.
- I prefer electric rail over BRT because of noise that buses create.
- Noise - buses on East-West Highway are already very loud. BRT would multiply noise levels significantly. If BRT closer, urge you to choose quiet technology to minimize impact on neighborhoods.
- Will add enormous air and noise pollution for express buses on Jones Bridge Road.

- Noise will be a very key concern!
- A bus rails, even diesel/electric combination would be polluting compared to light rail.
- Noise pollution
- Noise could pose a problem if light rail were to proceed in narrower portions of the street or Sunday during worship.
- Noise
- Noise to residences at boundary of property and within the home needs careful consideration.
- Trains are noisy, buses less so. Bikers and hikers are generally quiet.
- Protect Rock Creek Park, especially the noise from an aboveground bridge crossing.
- The impact of noise, vibration, etc. Would reportedly effect the quality of life of my neighborhood (Bethesda) so I would like the option do nothing be the one chosen.
- As you know, this old railroad right-of-way is much too narrow for a light rail and a trail alongside, so in the end the trail would have to go, and all our beautiful backyard gardens, too! Also affected are the thousands of occupants of condominiums and apartments which would have to endure the noise of the train all day and much of night, and the developers love it!

**Response:**

Noise and vibration levels resulting from the operation of BRT and LRT alternatives and the effects on nearby properties will be estimated in the AA/Draft EIS. Where needed, based on federal and local noise criteria, mitigation or enhancement measures will be implemented to avoid or minimize adverse environmental impacts due to noise.

---

## **2.8 RESIDENTIAL**

---

**Comments:**

- Efficient system would have huge negative impacts, including removal of many homes.
- Away from residential areas
- You would need to displace many people from homes they've lived in for years.
- Dedicated right-of-way should not interfere with access to property.



- MD 410 in Takoma Park would mean significant problems and disruption of existing houses - very small right-of-way.
- As a 25-year resident (in an 80-year-old-house) on Sligo Avenue, I find it profoundly distressing that I have to spend the next 10 years worried that I'll be forced to move away from a neighborhood I love and stuck by in the hard times.
- Major impact on houses and ability of people to use existing roads.
- The homeowners along Philadelphia would have to have their property condemned for the project to be put on that route - light rail is much preferable to bus.
- Our residents would have land taken, there would be a serious safety issue for our residents who walk to school (North Chevy Chase Elementary School). Our residents would have great difficulty accessing their homes from Jones Bridge Road.
- Proximity to structures including Riviera Condominiums in plan that uses trail paths and destruction of trees.
- Are any homes "in the path" of this route and how will those situations be handled.
- The transit will be too close to houses and apartments.
- It would run 70 feet from my home.
- We have moved into our new home on Elm Street in Chevy Chase only a month ago. Any construction along the Georgetown Branch would decimate the property value of our house. At a conservative estimate our mortgage would be worth twice the value of our house. The same would apply to home owners all along the proposed site of construction.
- The transitway would be too close to homes. "Thousands of residents in Bethesda, Chevy chase, and silver spring live in homes and apartments along the trail. Most of these homes are less than 50 feet from the proposed transitway. Some are less than 20 feet. Hundreds of residents reside in the Riviera apartments, which would be less than ten feet from trains or buses! Peacefulness and tranquility would be destroyed. All of the communities along the way would be degraded, and property values would be diminished.

- (3 comments) - Takoma Park is a community that has been supportive of mass transit and the connector, but certainly without the expectation that planners would suggest the route would run on MD 410, necessitating the widening of the road and condemning many homes and properties for that expansion. I assume that the suggestion to use MD 410 for either bus or light rail rapid transit would involve widening the road by at least two lanes, since there is no way that buses could be "rapid transit" on this already congested route, using the existing two lanes. I obviously have a vested interest in this proposal since my property would be one that would be condemned if there were a widening of Philadelphia Avenue. I will fight this option with everything I have, and I know that others feel the same. I urge you to consider the other options to this route that would not devastate a neighborhood and would have much less of a negative impact upon Maryland home-owners
- As you know, this old railroad right-of-way is much too narrow for a light rail and a trail alongside, so in the end the trail would have to go, and all our beautiful backyard gardens, too! Also affected are the thousands of occupants of condominiums and apartments which would have to endure the noise of the train all day and much of night, and the developers love it!
- Having just cut Piney Branch Road down to two lanes for this compelling reason, and rightly so, despite large traffic consequences, are we now to widen Philadelphia Avenue to four lanes? Then, after condemning property, removing houses, and building four lanes, will we then cut it down again to two lanes so kids will be able to go to school safely?
- (2 comments) - Many homes would be ruined and/or demolished. It would destroy people's homes and destroy the quality of life for many current, devoted residents of the area. I can vouch for the fact that my neighborhood is very active and would strenuously work to block any such project.
- The communities of Chevy Chase, East Bethesda, and parts of Silver Spring would be devastated by a transitway along the trail. Thousands of residents live in homes and apartments that would be degraded by trains or buses running a few feet from their homes. Peacefulness and tranquility would be destroyed. Property values would plummet.
- I am totally against having the "Purple Line" run in my backyard (practically).
- Route 410 in Takoma Park is in the center of a very vibrant residential community. Expanding Route 410 would essentially cut the city of Takoma Park in half and severely hurt the urban fabric of the community. Many of the residents of the community use existing public transportation to get to work. The creation of a four-lane highway would have a severe impact on their ability to get to and from existing public transportation.
- I also think Philadelphia Avenue should not be widened because of its deleterious impact on the residential neighborhoods that east-west highway travels through along that part of its route.

- I want to argue strongly against any plan that would widen or put more buses on Ethan Allen Avenue (Hwy 410). It would be extremely detrimental to the wonderful community of Takoma Park. This residential neighborhood should not have any more traffic going through it.
- For light rail, or for a bus route, there is the possibility of expanding Philadelphia/Ethan Allen to be four lanes all the way. It is clear from the photo maps that the route would essentially be one border of what is referred to as Takoma historic area. Many homes would be virtually on the edge of the four-lane commuter route if 410 were widened and many, many homes would be ruined and/or demolished. It would also destroy the quality of life for many current, devoted residents of the area. I can vouch for the fact that my neighborhood is very active and would strenuously work to block any such project.

**Response:**

The AA/Draft EIS will include an evaluation of residential impacts, including potential displacements, noise and vibration, and visual impacts. Where needed, mitigation or enhancement measures will be developed and implemented to avoid or minimize adverse environmental impacts. Every effort will be made to avoid the taking of residential property. Cost effective alternatives that avoid or minimize residential displacements would compare favorably to alternatives that would result in significant community disruptions such as residential displacements.

---

## **2.9 TRANSIT ORIENTED DEVELOPMENT**

---

**Comments:**

- I'm very concerned about linking transit to development and needs spend money on people movers not cars - parking or highways.
- Reinforce existing commercial areas, insist on zoning changes - mixed use, transit oriented development, before agreeing to provide a station.
- The Prince George's County chamber of commerce wants higher density development at our Metro stations and they want the Purple Line to serve more businesses.
- Make alignments for light rail that support transit oriented development at existing mixed-use/commercial centers of demographic profile that would most benefit ridership.

- The City, University and Prince George's County support this type of quality development without significant transit improvements given the current condition of US 1 and other area roads. Already the State Highway Administration has identified US 1 in College Park as approaching capacity, with level "F" conditions experienced at many of its intersections. Our city supports additional research and University oriented development that will have a positive impact on the local, county and state economy and that will have a particular synergy with the university, but new housing and employment must be matched by significant transit improvements to maintain a livable College Park.
- The three stations proposed for College Park will support the university's goal of enhanced transit ridership for its approximately 45,000 commuter students, faculty and staff and will support the city's goal of promoting economic development in downtown College Park and encourage a transit-oriented redevelopment of the College Park Green Line Metro station area.
- Buses, even under the best conditions, are far less attractive to riders and do not help spur transit oriented building and living.

**Response:**

Station locations and the layout of station facilities will be coordinated with state, county and local officials. Where appropriate, stations are designed to encourage transit oriented development. The Counties and Cities will have the opportunity to consider land use and/or zoning changes. Supporting existing patterns of development, local land use plans and revitalization efforts are all goals of the Bi-County Transitway.

---

## **2.10 TREES**

---

**Comments:**

- The proposed transitway would require the cutting of thousands of trees, and bulldozing of immense amounts of habitat of birds, animals and, not the least of which, man! We need our urban green space. Further, transit would be too close to homes.
- The new easement at East-West Highway, Connecticut should help with the backup of traffic at rush hour. Are people going to use it! The trees will be destroyed!
- Every mature tree was once a sapling. Calling LRT "environmental disaster" is offensive because evokes Valdez oil spill or Bhopal chemical leak. A part of actually saving environment involves leaving both better green space and transportation structure.

- Micromanaging questions and hyperbolic rhetoric like bikers, hikers, baby carriage pushers 10 feet from 300 foot long cars moving 50 mph (imagine trail below track grade and ivy-covered fences between the track and trail) and prepare to hear "clean-cut 4,500 trees". I have walked the trail and majority of trees from Bethesda elm street park to Jones Mill Road (Jones Mill ivy or vine wrapped and dying).
- I am all for better mass transit alternatives. I just do not want them at the expense of green space.
- The construction of either LRT or BRT on the capitol crescent trail will involve clear cutting thousands of mature trees and a fatal degradation of the trail.
- We are concerned about noise and tree destruction.
- Stay out of historic districts and areas with mature, urban forests. Look at effect on existing traffic.
- Please give some thought to the loss of trees and environmental problems caused by the transit proposals.
- I also deplore the loss of trees.
- There will be significant environmental impact on Rock Creek (reducing height of firm, tearing down trees).
- Do not damage any trees.
- Cutting the trees would be an environmental disaster.
- Thousands of mature trees would be destroyed. The natural beauty and serenity of the trail- the reason for the trail's incredible popularity- would be destroyed. The natural buffer between the residential neighborhoods and urban population would be eliminated. The natural green space and wild-life habitat, already scarce in urbanized lower Montgomery County, would be irreplaceable. According to a new study by the American Forests, the urban canopy in the United States has shrunk by more than 17 percent in the past decade. Urban areas are suffering from a severe and worsening tree deficit that is costing residents billions of dollars in added costs for stormwater removal, air pollution controls, and energy. It would be an environmental disaster to destroy the trees that line this popular trail.
- The beauty and natural character of the Capital Crescent Trail would be destroyed by a transit way. Thousands of mature trees would be clear cut. It would be an environmental disaster.

**Response:**



The potential impact to trees associated with each alternative studied in detail will be evaluated by the MTA and presented in the AA/Draft EIS. Forest resources are protected through the state Forest Conservation Act and Reforestation Law Natural Resource Article 5-103 for state-funded projects. The law requires that transportation projects cut or clear only the minimum number of trees and other woody plants as necessary and consistent with sound design practices. The law also requires reforestation at a 1:1 ratio if forest impacts total an acre or more. The reforestation lands must be on state-owned land or other publicly-owned land. Several reforestation options in the following order may be used to meet the requirements of the Reforestation Law and include: reforestation on-site in the project right-of-way; reforestation on public land within the county and subwatershed in which construction occurred; reforestation within the county or subwatershed within the state in which construction occurred; or, payment into the Reforestation Law fund at a set amount per acre deforested. Using existing right-of-way such as state or local roadways will help minimize tree loss. BRT and LRT options along different alignments will be developed and compared against one another. Potential impacts to trees is one of many factors that will be considered in this evaluation

---

## 2.11 VISUAL

---

### Comment:

- And the change of the streetscape to accommodate the system.

### Response:

The AA/Draft EIS will include an evaluation of visual impacts. Where needed, mitigation or enhancement measures will be implemented to avoid or minimize adverse environmental impacts, including visual impacts to nearby properties.

---

## 2.12 WETLANDS

---

### Comment:

- Do not destroy the existing habitat not only. Cutting trees will mean more flooding in the residential areas. Stormwater management must be considered.

### Response:

The AA/Draft EIS will include an evaluation of impacts to wetlands. If appropriate, mitigation or enhancement measures will be implemented to avoid or minimize adverse environmental impacts. Mitigation planning for unavoidable wetland impacts will follow the guidelines of the Maryland Compensatory Mitigation Guidance (1994). Mitigation requirements under Section 404 of the Clean Water Act are typically determined based on some ratio of wetland acres replaced to wetland acres lost. The exact ration is decided by the regulatory agencies.

---

### 3.0 MISCELLANEOUS

---

**Comment:**

- The system should have minimum vulnerabilities to weather and/or climatic problems associated with operation of the system dependably.

**Response:**

The AA/Draft EIS will consider general elements associated with the Build alternatives that would benefit, or potentially interfere with, operations, safety, and ridership. If a Build alternative is chosen as the preferred alternative, then specifications regarding transit vehicles, station areas, etc. would be refined during later stages of the project.

---

**Comments:**

- I am very unhappy with this stealth derailing of the Purple Line by the Governor.
- Stop spending my tax money on studies. A little action in my lifetime would be appreciated.

**Response:**

Based on guidance from Maryland Secretary of Transportation, Robert L. Flanagan, the MTA is reexamining BRT and LRT alternatives for the entire 14-mile Bi-County Transitway corridor from Bethesda to New Carrollton. The National Environmental Policy Act (NEPA) of 1969 requires federal agencies to give all feasible alternatives serious consideration. Addressing the entire project length, Bethesda to New Carrollton, will allow all potential impacts to be properly evaluated. Reconsideration of bus alternatives will ensure that the most cost effective alternative is determined.

---

**Comment:**

- Question the influence of wealthy donors to Governor Ehrlich's campaign - Columbia Country Club and road construction companies among others.
  - Whatever you choose, someone will fight it!
-

- You know what you're up against.
- Shortsighted. Ill-conceived. Dumb. Bad. Wrong. Elementary. Easy-way-out. Not innovative. Money losing.
- Staff was great! Graphic and presentation were great!
- Thanks for the great presentation/graphics and well versed staff.
- Stay out of our living room.
- Working with AMTRAK to expand the existing MARC train service between Silver Spring and Rockville should be considered in the EIS as a possible alternative to building all new train tracks or starting a bus service. The MARC service needs to be subsidized by the government so it costs the same as riding metro. The service needs to be expanded so it operates on weekends and serves people commuting Silver Spring to Rockville, not just people commuting Rockville to Silver Spring. This may or may not involve renovating or expanding the tracks. Such a service could serve Bethesda to Silver Spring commuters because it takes only about 12 minutes to go from Bethesda to Rockville by metro. It could be cost effective because it relies on existing tracks, thus reducing or eliminating construction costs.
- Are they ahead in Europe? (Where they have no black-outs!)
- Two major institutional employment centers are Columbia Union College and Washington Adventist Hospital.

**Response:**

Comments noted.

---

**Comment:**

- Metro rail is the 2nd most heavily traveled transit in the nation. It is sad to think that the short-sightedness of Governor Ehrlich and Delegate John Hurson will stop a viable project.

**Response:**

The AA/Draft EIS will build upon previous studies and actions regarding potential transportation improvements in the corridor. Previous planning studies, beginning with the 1988 *MDOT Study of the Appropriateness and Applicability of Light Rail Transit in Maryland*, as well as Montgomery County Transit Feasibility and Master Plan Studies have supported light rail in this corridor. The 1996 Georgetown Branch Transitway/Trail MIS/DEIS did not pursue Metrorail because it was found to be prohibitively costly and not a cost-effective option. In the *Capital Beltway/Purple Line Study*, six different corridors using either heavy rail (Metrorail) or light rail technology were considered and, of the corridors, options P2 (heavy rail) and P6 (light rail) included the Bethesda to New Carrollton segment.

Current statewide budget constraints have necessitated consideration of other cost effective transit modes, such as Bus Rapid Transit (BRT), based on its potential to produce travel benefits at relatively modest initial implementation and operating costs. In February 2003, the Montgomery County Council reaffirmed their support of the 14-mile light rail Inner Purple Line between Bethesda and New Carrollton. In June 2003, the Montgomery County Planning Board evaluated busway in this corridor. The AA/Draft EIS will consider these previous studies and actions, and other applicable documentation.

---

**Comment:**

- Whatever consideration is given private property special interest group, i.e., Columbia Country Club, should be copied for existing parklands.

**Response:**

Impacts to parklands are protected through the requirements of Section 4(f) of the U.S. Department of Transportation Act of 1966, 49 USC 303(c), which requires that proposed use of land from a publicly-owned public park, recreation area, wildlife and/or waterfowl refuge, or any significant historic site, as part of a federally-funded or approved transportation project, is permissible only if there is no feasible and prudent alternative to the use. Final action requiring the taking of such land must also document and demonstrate that the proposed action includes all possible planning to minimize harm to the property resulting from such use. In regards to the Georgetown Branch Interim Trail, the property was specifically purchased for transportation and recreation uses and as such does not fall within this category as a parkland. Impacts to all parklands will be evaluated and documented in the AA/Draft EIS.

---

**Comment:**

- Shame on you for spending the taxpayer's money that will never address the east west traffic in Montgomery County.

**Response:**

The main purpose of the Bi-County Transitway project is to specifically address cross county travel. The study is being conducted to determine the best and most cost-effective solution for mobility, access and traffic problems affecting this east-west Bi-County Transitway corridor.

---

**Comment:**

- I, along with most of the "J" Metro-bus riders get off at Bethesda Metro Center - all times of the day.

**Response:**

Transit ridership will be studied in the travel forecasting effort as part of the Bi-County Transitway project. The results will be documented in the AA/Draft EIS. One of the key benefits of the project is expected to be improved travel time and enhanced transit access for existing bus riders of the Bi-County Transitway corridor.

---

**Comment:**

- The route along Jones Bridge Road is an insult to the intelligence of any knowledgeable voter. It's an obvious attempt to shield the Columbia Country Club. We know we have to work for Ehrlich's defeat.

**Response:**

Based on guidance from Maryland Secretary of Transportation, Robert L. Flanagan, the MTA will be studying a Jones Bridge Road alignment as part of the Bi-County Transitway. The alignment along Jones Bridge Road is presented as an alternative to potential impacts on residences, trees, trail, and other recreational resources along the Georgetown Branch right-of-way. However, the Jones Bridge Road alignment has potential residential, traffic, and right-of-way impacts that will be fully assessed. The purpose of the AA/Draft EIS is to compare and evaluate various possible BRT and LRT alternatives along several different alignment options. As part of this evaluation, the potential transportation, environmental and community impacts and appropriate mitigation measures associated with each alternative will be identified, assessed and documented in the AA/Draft EIS. When completed, the AA/Draft EIS will provide a resource that, combined with public input, can help guide the decision-making process.

---

**Comment:**



- Has been studied for 15 years only demanded as trail-only by people who wanted interim trail while transportation studied. Well, transportation has been studied with millions in costs and is included in six Master Plans. None of those people probably out number Georgetown Branch-Columbia Country Club, Citizens Organized to Save the Trail. Georgetown Branch but don't have money or time to make commitment to come to comment scoping meetings, claiming, "many things in Master Plan not built" a cop-out. Six Master Plans out number Georgetown Branch-Columbia Country Club-Citizens Organized to Save the Trail? – Georgetown Branch areas. \* Return to "cut + cover" shallow tunnel if Georgetown Branch-Columbia Country Club Citizens Organized to Save the Trail? – Georgetown Branch objects.

**Response:**

The AA/Draft EIS will consider previous studies and support of Master Plans as evaluation factors, along with potential transportation, costs, environmental and community impacts and appropriate mitigation measures that, with public input, will guide the decision-making process regarding transportation improvements in the corridor. The AA/Draft EIS will discuss and assess the types of construction being proposed for the entire length of each alternative studied.

---

**Comment:**

- Please stop wasting time- we need to start building the Purple Line now so it will relieve traffic by 2010. The foolish bus idea has been defeated and is only prolonging the real solution from occurring (not to mention costing extra, limited resources).

**Response:**

The Bi-County Transitway project combines the previous studies of the Purple Line, Bethesda to Silver Spring segment (formerly known as the Georgetown Branch Transitway/Trail) and the Purple Line, Silver Spring to New Carrollton segment into one comprehensive study to meet consistent project goals and to ensure that all alternatives are assessed from the perspective of the entire corridor. Current statewide budget constraints and limited Federal New Starts funding for transit projects have necessitated the consideration of other cost effective transit modes, such as BRT. BRT alternatives have the potential to produce travel benefits at relatively modest initial implementation and operating costs. The AA/Draft EIS will identify, assess, and document the potential transportation, costs, environmental and community impacts and appropriate mitigation measures that, with public input, would help guide the decision-making process.

---

**Comment:**

- Obviously this proposal would have much higher buy-in from residents if it was contained in Montgomery County, primarily connecting Bethesda and Silver Spring.

**Response:**

This study combines the two previous Purple Line Studies of Purple Line West between Bethesda and Silver Spring and Purple Line East between Silver Spring and New Carrollton. Although consideration may be given to building the project in segments, it was decided that it is most appropriate to study the whole corridor and develop regional transportation solutions especially since mobility, access and traffic congestion concerns are regional concerns that require regional solutions.

---

**Comment:**

- I want some information on University of Maryland Golf Course

**Response:**

The University of Maryland Golf Course, is an 18-hole golf course located along the north side of the University of Maryland, in College Park, Maryland. Information on the golf course can be found on their website: <http://terpgolf.umd.edu/>. There is not expected to be any impacts to the University's golf course.

---

**Comment:**

- I am a student at the University of Maryland working on a project about the bi-county transitway. I am looking for information about the project, size of trains if the LRT option was selected. I'm curious about height, width, capacity of each car... Any information you can offer would be greatly appreciated. Thank you for your time.

**Response:**

The specific size of LRT cars has not been determined. Many manufacturers provide various sizes of cars. Each will be evaluated throughout the project. The current MTA's Light rail cars in Baltimore weigh 99,440 Lbs, are 95 ft long, and 9 ft 6 in wide. It is anticipated that light rail cars for the Bi-County Transitway would not be any larger.

---

**Comment:**

- There were no clear alignments.

**Response:**

At the scoping stage of project development, the MTA is seeking public input on general corridors and on issues that should be addressed in the study. Once these corridors are evaluated and screened, the MTA will develop more specific alignment alternatives and assess potential impacts and costs associated with each. This more detailed information will be presented at future public meetings.

---

**Comment:**

- Any members of the planning staff are welcome to spend quality time examining the Jones Bridge Road alternative as guests of the village of North Chevy Chase.
- We urge you to walk the trail itself to understand its importance as a local recreational resource.

**Response:**

All members of the project team have been to the project site and have traveled each of the initial routes identified in scooping. The MTA also has attended a meeting at the North Chevy Chase Elementary School to discuss the Bi-County Transitway study.

---

**Comment:**

- Save the trail needs to be taken with a grain of salt. They collected my signature well outside of the proposed area.

**Response:**

The MTA recognizes that interest in the Georgetown Branch/Capital Crescent Trail is shared by people who live inside, as well as outside, the project area.

---

**Comment:**

- Minimum dollars to speed up possible use of vehicles.

**Response:**

Comment Noted

---

**Comment:**

- Start all over. Put the planners and engineers in a hotel room and tell them they can't come out until they come up with something new.

**Response:**

Although the Bi-County Transitway project will build upon previous studies, it also contains several new elements under consideration to address transportation issues in the corridor. For example, the project combines the previous studies into a single project and expands the study area to include the cities of College Park, New Carrollton, the University of Maryland and a diverse cross-section of communities such as Bethesda, Silver Spring, Takoma Park, Langley Park and Riverdale. The project will consider alternative alignments as a way to minimize costs, avoid impacts, while maximizing the benefits of the project. In addition, BRT, while it was to be considered as part of the Purple Line East study, will now be considered for the entire Bi-County Transitway corridor. The AA/Draft EIS will identify, assess, and document the costs, potential transportation, environmental and community impacts and appropriate mitigation measures that, with public input, will help guide the decision-making process.

---

**Comment:**

- Alignment shown on map 1 is incorrect. The Metro station at National Institute of Health is 1/2 mile north from where shown.

**Response:**

Maps will be revised and updated, as appropriate.

---

**Comment:**

- I have not researched this aspect - but strongly support consulting groups and individuals who have expertise in environment and community issues.

**Response:**

MTA and its consultant team, which include individuals with experience and expertise in environmental and community issues, have assigned the appropriate key staff to lead this project. The MTA will continue to work with the public, community groups, elected officials, and agencies to address local community and transportation issues.

---

**Comment:**

- The proposal to build a Bi-County Transitway is a waste of money and a position that defies the public health that the present Capital Crescent Trail offers.

**Response:**

The Bi-County Transitway project will consider alternative means for addressing traffic congestion and mobility issues in the corridor between Bethesda and New Carrollton. The need for the project is based upon projected household and employment growth in the region; lack of sufficient east-west connections to regional employment, recreational, cultural, and residential areas throughout the corridor; rising commuting costs and travel time; and regional air quality considerations. The Georgetown Branch Trail is an interim trail section of the Capital Crescent Trail extending northeast from downtown Bethesda to Stewart Avenue in Silver Spring. The MTA is committed to maintaining the hiker/biker trail under all alternatives being considered, including Build alternatives that utilize the Georgetown Branch alignment. If the Georgetown Branch alignment is selected as the preferred alignment, every effort will be made to ensure that the transit line and parallel trail are compatible so that a safe and pleasant trail experience is provided.

---

**Comment:**

- Find out impact of separate right-of-way on Town of Riverdale Park. That is once you locate Riverdale Park and identify on your map.

**Response:**

Maps will be revised and updated, as appropriate. The Town of Riverdale Park will be identified on future maps and the MTA will coordinate with the town on possible alignments through Riverdale Park. The AA/Draft EIS will identify, assess and document the potential transportation, environmental and community impacts, and appropriate mitigation measures that, with public input, would help guide the decision-making process.

---

**Comment:**

- Adelphia Place should be Adelphia Court.

**Response:**

Base mapping has been corrected to reflect the correct street name.

---

**Comment:**

- Save the College Park Airport.

**Response**

The AA/Draft EIS will include an evaluation of potential impacts, including potential impacts to the historic College Park Airport. If appropriate, mitigation or enhancement measures will be implemented to avoid or minimize adverse environmental impacts.

---



---

**Comment:**

- You already have an insider working for you. You put the fox in the chicken house. His name is Glenn Orlin, a transportation man who became the legislative consultant to the County Council, and his advice is affecting not only county but state and federal policy. What chance do we mere citizens have against such a hierarchy of full-time, paid employees?

**Response:**

The MTA is leading the study effort and will consider public input from residents, businesses, community organizations, federal, state and local agencies, elected officials, stakeholders, and other interested parties to help guide the decision-making process.

---

**Comment:**

- Why does the county take away from the (high-paying) citizens to satisfy the county ideas without the inconvenience to the taxpayer. I am sure every citizen would not want to see a fast run trolley run here and spoil our pleasures.

**Response:**

The Bi-County Transitway project will consider alternative means for addressing traffic congestion and mobility issues in the corridor between Bethesda and New Carrollton. Both BRT and LRT alternatives along several alignments options are being evaluated. The MTA will consider public input from residents, businesses, community organizations, federal, state and local agencies, elected officials, stakeholders, and other interested parties to help guide the decision-making process.

---

## 4.0 MODE

### 4.1 BUS RAPID TRANSIT

---

**Comments:**

- University of Maryland Master Plan supports/ suggests above University and City of College Park jointly support light rail system not BRT.
- Priority bus lanes are good. Separate and safe (with curbs or barriers).
- Mode: I oppose BRT. We do not need more buses in traffic, we need a rail system.

- This corridor lends itself to light rail transit- I do not believe BRT will gain same public support or stimulate redevelopment in areas needing it.
- Bus rapid transit dedicated lanes make roads wider and harder for pedestrians to cross. Queue jumpers make intersections harder because are wider-- forgive me my own hypocritical hyperbole but BRT over LRT makes streets into wider rivers of asphalt for people to cross while LRT can connect neighborhoods over land county.
- BRT seems more feasible financially in many locations (i.e. downtown Silver Spring) and more fitting to the small roads along which the transit way is proposed (Wayne, Sligo, etc).
- I would favor using bus rapid transit.
- The routes for bus through Takoma Park (like Ethan Allen Avenue) are not workable without destroying much of Takoma Park.
- The proposed light rail route makes sense. Buses without a dedicated right-of-way won't work because of traffic and because of lack of ridership. Dedicated busways will work but will be unpleasant additions to the community. Experience has shown that people like rail much better than bus. Also rail attracts development, bus doesn't.
- Busways don't solve the problem.
- All of the bus alternatives are ridiculously ineffective. For example, I wonder whether Governor Ehrlich has ever seen MD 410 through Takoma Park. How would BRT possible function there? Other bus routes have space problems as well, and condemning houses for a bus route would cause a revolution and dissent. Only rail has the attraction to get people out of their cars. Why do other cities benefit lightly from their light rail systems- Dallas while we're stuck in turtle transit mode? Other cities with light rail success stories include Denver, San Diego, San Francisco, St. Louis, and, of course, Portland.
- I, as a representative of Columbia Union College, am very opposed to the bus rapid transit concept.
- Bus rapid transit is cheap route to an inadequate system that will under serve the community.
- Opposed to Bus Option A and B and LRT Option A because these options offer little timesavings. They will not attract auto commuters. Support LRT Option B because busways expensive underground and communities won't support busway solution.
- Stop wasting time with slow bus alternatives. No bus rapid transit.
- I think that fewer people would be served by a BRT system. I also think fewer people would want to use that system.

- BRT sounds like a good regional solution.
- No Inner Purple Line, no transitway buses.
- BRT was rightly rejected in prior studies.
- BRT benefits have not been proven to be equivalent.
- Transit must be rapid if it is to be accepted and heavily used. Any future transit must be much faster than the bus service now available. The Inner Purple Line light rail alternative already presented in November, 2003 public meetings can provide that fast service between Silver Spring and Bethesda. Any bus rapid transit (BRT) alternative must demonstrate it can provide comparable fast service. We do not need a 10m\$ study to know that buses running in traffic on a less direct route along existing streets between Silver Spring and Bethesda will not be rapid. If you must study BRT, stick to BRT concepts in dedicated bus lanes on a direct route, where it is reasonable to believe rapid service is possible.
- There is no way that there should be bus rapid transit for the Purple Line! Do you expect to receive any benefit from what is nothing more than buses?
- The stations on a light rail system will revitalize the areas in which they are located. Bus stops will do nothing to revitalize any of these areas and their locations are insignificant.
- The bus proposal is totally off base. For 15 years the east-west public transit as light rail has been in the works. It has been studied, supported by major community and civic organizations and the politicians still don't get it. What a waste of money that could be put towards services to the needy, tax relief to property owners, etc. A light rail would help to revitalize the areas where the stops are located. Langley Park, Long Branch, are communities that could use a light rail stop whereby people could come and enjoy international restaurants, ethnic shops, etc. The bus proposal is shortsighted and will not address the needs of its potential ridership. Light rail can stimulate growth, buses cannot. Light rail with its new technology would be less disruptive than a bus system, and accomplish the attractive and co-existence necessary for all communities. Light rail is the most cost effective means to address public transportation needs with limited/ no disruption to neighborhoods.
- Bus rapid transit does have potential but in other corridors. These corridors include (but are not limited to) Veirs Mill Road, Randolph Road, University Boulevard and Georgia Avenue between Wheaton and Olney. BRT would need its own right-of-way (bus lanes) to provide speed and reliability significantly better than existing service.

- The bus proposal appears to be highly preferable to the light rail both in cost and space required. The bus would have less of a damaging impact on the character of the older neighborhoods (such as Silver Spring) where the proposed streets are relatively narrow and the destruction of the older homes would adversely affect the character of the neighborhood. A possibility, which should be considered, is the use of one street for a dedicated bus lane in one direction and a neighboring parallel street used for the opposite direction. Also to be considered are the wider roads such as Wayne Avenue. The introduction of bus lanes would not be as intrusive. The use of Wayne Avenue would also not require an expensive tunnel, which would be required if Sligo Avenue is chosen.
- Bus options would be very slow because routes lane and travel in stop and go traffic/ need rapid travel.
- Lets forget the bus option since it has so many negatives and go with a rail option.
- The BRTs seem to be a more sensible solution.
- Drop the BRT option.
- Interest in riding buses is historically way below that of rail. Buses will only add to traffic congestion and pollution.
- BRT is a step better than light rail.
- BRT misses one of key goals of LRT: to provide public transit to University of Maryland College Park. Only LRT would serve University of Maryland College Park, a key transit market.
- No transit buses or trains can run between Bethesda and Connecticut Avenue. Too many trees and houses would have to be sacrificed.
- Please do not adopt buses. Busways failed on the Shirley Highway busway.
- Bus: yes!
- BRT alternatives on existing roadways are feasible and cost effective.
- The BRT options are ridiculous, the concept having been studied and rejected some time ago. I cannot see how additional buses could reduce congestion as compared with light rail. Why must public funds be expended to consider this silly alternative.
- BRT will not solve the transit problems. It needs to be put on another thruway to make an impact not on a current road. As long as the purple light rail preserves the trail along side of it. Then all sides should be happy. It appears that Columbia Country Club's golf course is infringing on the public land of the trail's right-of-way. We should be held hostage to a BRT plan just because of a golf course.

- The BRT would solve all problems-- providing everyone with access to Silver Spring and Bethesda for work and entertainment and living while preserving one of the few green spaces available to everyone looking for recreation in the area.
- Bus is definitely preferable to light rail
- BRT should not be further considered
- Rename BRT bus slow transit
- For BRT to be fast it requires separate lanes that put down more rivers of asphalt for pedestrians to cross.
- No bus system please!
- I don't understand what good buses would serve if they do not have dedicated lanes. Without dedicated lanes, the buses won't alleviate traffic gridlock. People on buses will just sit in traffic along with the cars.
- Approve of buses provided they travel in dedicated lanes.
- "Rapid" bus transit is anything but "rapid". Putting a bus line in traffic is the same as we have now!
- Forget BRT- it requires 28' right-of-way vs. 24' for LRT. Your pictures of BRT show where LRT use and mileage is increasing. Portland, or, LA, CA, etc. Forget BRT and stop wasting time and taxpayers money
- BRT seems to be the least expensive. The light rail would be the second choice for the people of New Carrollton
- Bus options will be constrained by traffic and bottlenecks. Expanding roads to create dedicated bus lanes will tie up traffic further, slow the buses, and create unacceptable risks to pedestrians, especially school kids. Moreover, bus lines will never solve traffic problems; drivers will not leave their cars for buses, which are intrinsically unreliable on time and subject to the vagaries of other traffic. Drivers will leave cars behind for reliable rail options.
- Buses are a joke- no one is interested. Metro access is needed and wanted.
- Building dedicated lanes for buses would add considerable expense and environmental degradation, but would be necessary for the buses to compete with light rail on speed.
- A bus system will not carry as many passengers as light rail.
- Buses will only cause more congestion and smog! Light rail is a much safer and environmentally responsible option. It has broad community support and can help raise property values in Silver Spring, Bethesda and College Park.



- BRT solution would seem to need to be on dedicated right-of-way to be an effective solution for transit. If dedicated right-of-way is chosen, light rail would seem to be an alternative to BRT.
- Dedicated bus is nice in theory- but will not be used.
- Both BRT and LRT are feasible/ acceptable.
- Prefer light rail but see dedicated bus right-of-way as possible alternative if- and only if- light rail gets taken off the table. I don't see shared lanes as a good option because of congestion.
- Bus connections with National Institute of Health and Bethesda are currently redundant, unnecessary. Bus connections current, BRT redundant.
- Don't mix bus in with traffic and call it BRT.
- How will you keep drivers from spilling over into the bus lanes?
- Can't fathom the 'rapid' in BRT. Not without dedicated right-of-way- and can't imagine that type of reconstruction of East-West Highway. Additionally, and more importantly, BRT along East-West Highway would not provide much needed mobility option
- It seems wasteful of public money to implement something that doesn't do a good enough job, which potentially could happen with something like BRT. We already have Ride-On, so if this is the route we take, it's not much of an improvement. If we bother to do anything, it should be a grand thing that will truly reduce traffic and commuting times.
- No rapid transit buses!
- I think that the light rail option is much more realistic. People will ride Metro/light rail; they will not ride the bus because it is caught in traffic, slow, hot and crowded.
- The four lanes on Jones Bridge Road gets very crowded during rush hour, thus delaying the BRT.
- A bus or bus rapid transit option would not be utilized by most of the general public, even with an incredible marketing campaign. The same people that refuse to ride buses unless absolutely necessary (including myself) would not even consider using the BRT.

- On Saturday September 20<sup>th</sup>, the Woodmont Avenue/MD 355 signal and the Jones Bridge Road/MD 355 signal were both dark all day due to hurricane electricity losses. Two police cars (County) with 1 officer per car stayed at the intersection until after dark to guide traffic at Jones Bridge Road/MD 355 but Woodmont/MD 355 drivers were left to fend for themselves at a 4 way stop to cross at least 3 lanes if turning left from Woodmont to MD 355, as I did twice. If Jones Bridge Road/MD355 is already considered congested enough for office traffic control (not leaving motorists to a 4 way stop) now how could the intersection handle the BRT option instead of the LRT Option next to the Georgetown Branch Trail? Eastbound traffic leaving NIH was minimal as the campus entrance at Center Drive closes nights and weekends (Jones Bridge name change on NIH campus).
- Express buses will not be an attractive enough option to get people out of their single occupant cars.
- A bus-way would be an inadequate short term solution and a terrible long term solution. Imagine where we'd be if instead of the red line we just made bus lanes going down Connecticut Avenues and Georgia Avenue. We'd be able to move far less people and lose valuable road space and/or destroy vital neighborhoods. The people who pushed through the DC metro are heroes whose work will benefit billions of people for a century or more. Buses, even under the best conditions, are far less attractive to riders and do not help spur transit-oriented building and living. Permanent rail stations become hubs for communities. The investment in rail and tunnels in Maryland will give returns on the investment that outstrip any other option.

**Response:**

The MTA will evaluate the characteristics of the bus rapid transit alternative and the characteristics of light rail transit as an important factor in the consideration of transit improvements for the corridor. The evaluation will include estimates of ridership that each mode would attract, the effects on traffic, mobility, the community and the environment, as well as capital and operating costs. These findings will be assessed and documented in the AA/Draft EIS along with input from the public, elected officials and appropriate agencies.

---

**4.2 BUS SERVICE**

---

**Comments:**

- From a functional viewpoint, the line would fail to connect with the Metro, and hence would seem to be a needlessly cumbersome and expensive way of connecting Bethesda to Silver Spring. A far better method would be to increase the frequency with which existing buses between the two areas operate. Perhaps a dedicate lane on the East-West Highway could serve this purpose. This solution is to be preferred on grounds of convenience, expense, efficiency and the environment.
- Develop bus connections to stops between Silver Spring, Takoma Park and Prince George's Plaza stations
- We don't need another bus route
- The streets are already so crowded. I am adamantly opposed to any bus routes.
- Buses are an abomination.
- Buses are not good for the environment.
- I would vote for a much cheaper option. Increase bus travel connecting the critical areas and charge less to encourage ridership.
- Light rail not buses.
- Strongly oppose bus.
- Bus systems don't illicit the increase in ridership that light rail does. Being from Long Beach, CA, I've seen how light rail attracts ridership and alleviates congestion.
- Don't use buses. Don't use diesel buses. If buses, use electric buses.
- Car drivers will not use buses. Buses are expensive to operate; they are crowded; they are unreliable for scheduling. Implement option a immediately; buses will not solve the problems.
- Buses are not the answer. The narrow roadways in the older communities will not accommodate a dedicated bus route in east Silver Spring nor in Takoma Park. Buses (at least 17 routes) run along MD 410 now, and the traffic is horrendous.
- I believe that increased bus transportation on existing roads such as East-West Highway coupled with traffic improvements could accomplish a great deal to provide the transit sought between Silver Spring and Bethesda.
- I think there should be increased bus service throughout the neighborhoods to encourage people to take mass transit.
- Also increase bus systems in the neighborhoods.

- Buses use gas. By suggested buses your saying we have good transportation. It's just not fast enough. This is not the case.
- Need a broad choice of bus express route and more frequently running buses, bus shelters
- If only buses are chosen (more J-2, which Georgetown Branch-Columbia Country Club, Citizens Organized to Save the Trail (Columbia Country Club supported) howl about) put red light preemption signal on bus around beyond discovery crossing of Wayne Avenue and left turn preemption allowing better-left turns at Colesville Road.
- It seems like transit planners can't stand to see green space. We need it as respite from urban life. Make the roads we have work better by adding new, clean buses in greater quantity so they run frequently on existing roads.
- Buses would add to vehicular congestion more than either rail option.
- University of Maryland- possible shuttle service restructurings if Metro station appears on campus would allow for more service with same number of buses for students. More transit, same \$.
- I'd like to see more information on the economic feasibility, the numbers of how these alternatives may work in a congruent way. Need to address how existing bus system can't be revamped.
- Consider traffic signal preemption at the discovery building at 2nd Avenue/ Wayne between bus turnaround and the Metro station bus drop off area.
- I absolutely don't think any stations should be built. I think the entire project is a colossal mistake. Add some new buses and a fast lane.
- There is insufficient emphasis placed on the possibility of establishing new Metrobus routes and providing high-quality Metrobus service between Bethesda and New Carrollton (diesel buses to be avoided.)
- Maybe an improved bus routes, preferably an expansion of East-West Highway
- A large number of express buses should be added to existing routes, such as East-West Highway.
- Increase bus system in neighborhoods.
- I favor adding more buses on existing roads, tailored to commuter needs.
- In the short run we need more buses- clean, comfortable, and energy- efficient buses, which transport commuters over existing roads. Use computers to adjust bus routes and frequency to commuter needs.

- There are much more cost-effective and environmentally friendly ways of improving the transit system. The best alternative would be to increase the frequency of the existing bus service between Silver Spring and Bethesda. More express buses and priority lanes for buses would be introduced. This alternative would require the least amount of new staff and capital expenditure, while having the least impact on the environment.
- I strongly oppose more buses. The narrow roads, which promote pedestrian safety and slower speeders, will not accommodate a dedicated bus lane in east Silver Spring and Takoma Park. Shame on you for spending money on this proposal.
- Most bus riders from the eastern part of the county continue on from Bethesda/Medical to Montgomery Mall.
- There are many solutions to the traffic problems that have not been tried. How about bus lanes during rush hours? People would use buses more if buses had some priority lanes.
- Explore possible shuttle-um service restructuring around the Metro station on campus. Could allow for significant service improvements.
- Nonetheless, I regularly use shuttles at the airport or at ball games and find regularly scheduled shuttles work very well. Let's simply increase and refine the bus schedule to 30 minutes increments and make a reliable and dependable shuttle available on a Metro stop to Metro stop basis.
- A proposal for expansion of improvements to on-road buses would allow for increased flexibility to better meet the needs of transit users. Express buses could travel more frequently and on a wider variety of routes. Such a plan would be realistic in these economic times and would not generate community opposition.
- The only alternative is double decker buses on East-West Highway and not putting it in our backyards.
- Buses, even under the best conditions, are far less attractive to riders and do not help spur transit oriented building and living.

**Response:**

The Transportation Systems Management (TSM) alternative represents the extent to which the current transportation system can be modified and expanded to address the overall study objectives without a major investment in a transitway or other major infrastructure. Possible improvements include additional bus routes, reduced headways on existing routes, improved bus stop facilities and expanded ITS. Specific improvements will be developed through the study. The TSM Alternative provides the baseline against which the cost-effectiveness of capital investments in the Build Alternatives can be evaluated.

---



#### 4.3 HEAVY RAIL

---

##### Comments:

- I think instead of BRT or LRT, should go to subway system like other line. It might cost less but you might have to go over again, this area is crowded enough, so BRT or LRT is not going to work.
- We need a seamless underground Metro from Wheaton to Grosvenor plus efficient buses.
- A rail line must be built to the Federal Research Center in White Oak. The more direct line would be up US 29 (Colesville Road) from Silver Spring. There will be more than 6,000 employees of the Food and Drug Administration at White Oak. That's quite a market! It needs to be served by rail.
- Another important alternative would be Metro/heavy rail extension from Fort Totten up New Hampshire Avenue.
- Planners should bite the bullet and build the Purple Line as a heavy rail system around the Capital Beltway, connecting with stations on the Blue, Orange, Green and Red Lines, and, possibly attending to Dulles Airport or the Virginia sides.
- We need to look at the Duncan proposal on building real subway alignment
- I am in favor of completing the Metro (subway) system.
- Everyone wants Metro. Not this other stuff-- the situation is untenable now- it 10 years it will be unimaginable
- First choice- underground/ Metro, 2nd choice- light rail, 3rd- bus distant last
- They look reasonable: especially the proposal for a rail Metro line. There will be no shortage of riders on if this is built. Life in the suburbs will be more fun, more attractive, and much healthier with improved Metro transit. I refer here to a subway system.
- Extension of Metro services is the solution! This will attract good economic development and improve quality of life for all. Please do not delay: there is nothing attractive about Los Angeles type sprawl and traffic congestion. That is where we are headed now (and they have spent a fortune for those Los Angeles roads!)

##### Response:

A heavy rail alternative was eliminated from further consideration in the Georgetown Branch Transitway/Trail MIS/DEIS completed in 1996 due to the excessive costs. The MTA has reinitiated study of the Bi-County Transitway corridor to find a cost effective solution that would provide the most benefits.

---

#### 4.4 LIGHT RAIL TRANSIT

---

##### Comments:

- Build off road light rail and wait until you have the money to do this.
- Prefer light rail
- Prefer light rail
- I strongly favor the light rail plans and hope it doesn't take too long to complete.
- Light rail is the preferred mode.
- Light rail not buses
- The previous compromise for trolley and trail into Silver Spring was a good one and should be refined.
- This corridor lends itself to light rail transit - I do not believe BRT will gain the same public support or stimulate redevelopment in areas needing it.
- I support light rail!
- I support the light rail alternative.
- Mode: -strongly support light rail
- The proposed light rail route makes sense. Buses without a dedicated right-of-way won't work because of traffic and because of lack of ridership. Dedicated busways will work but will be unpleasant additions to the community. Experience has shown that people like rail much better than bus. Also rail attracts development, bus doesn't.
- Build the Inner Purple Line light rail! Busways don't solve the problem and we can't wait for any more studies!
- The mode should be light rail or as direct a path as possible using Georgetown Branch.
- The least environmentally - community damage route is the originally planned route.
- We support the Inner Purple Line rail.
- The original Purple Line alignment with stops in Takoma Park, Langley Park, and University of Maryland, and use of the Georgetown Branch right-of-way through the Columbia Country Club is the only alignment that makes sense.
- This means light rail along the Purple Line route.

- Bus systems don't illicit the increase in ridership that light rail does. Being from Long Beach, CA, I've seen how light rail attracts ridership and alleviates congestion.
- Make a decision - use light rail, stick to it, fund it, then build it. We don't need further studies, obfuscation or the ICC.
- Opposed to bus Option A and B and LRT Option A because these options offer little timesavings. They will not attract auto commuters. Support LRT Option B because busways expensive underground and communities won't support busway solution.
- Use light rail.
- Car drivers will not use buses. Buses are expensive to operate; they are crowded; they are unreliable for scheduling. Implement option a immediately; buses will not solve the problems.
- Light rail is the answer! It seems foolish to put additional vehicles on the road when the problem is traffic - the busway can't be dedicated for the entire route.
- I see the necessity of light rail vs. Metro trains - not enough space. That's the same problem with light rail/ buses, too many cars. By making dedicated space for either the system can succeed, and given the operational cost of drivers, etc., there must be a train.
- Either light rail or Purple Line would be acceptable, whichever will be cheaper, less contentious and can be initiated for operation sooner would be fine. I lived in Baltimore. The light rail was great.
- I believe that the Purple Line should be a light rail system. I believe that it is more important to have a high quality system than it is to save a golf course.
- Light rail is too expensive unless it connects New Carrollton to Tyson's Corner on one train.
- After studying the various options and alignments as part of the planning board's TPR study in 2002. I prefer the light-rail on the Georgetown Branch right-of-way.
- No Inner Purple Line, no transitway buses.
- Thanks for presenting options - I'm a strong supporter of LRT based on what I've seen.
- Definitely go with LRT.
- Should be light rail and follow the Purple Line route as originally proposed. No rapid transit buses!
- Clean rapid transit (light rail) will encourage many people who now drive to take public transportation. Buses will not.

- Light rail and trail would be the best alternative.
- Light rail is definitely preferred!
- Light rail is necessary to ensure high ridership on a high-quality ride - at any costs.
- Light rail is necessary to best serve the community and environment. In addition, it would be more practical when the Purple Line traverses large parks.
- A rail alternative is the preferred mode because it will attract more riders. Heavy rail, while having the highest capacity, is too expensive for the current fiscal environment. Light rail is the best mode for the Purple Line.
- The light rail proposals look preposterously expensive, disruptive, and almost undoable.
- The light rail system is important.
- The homeowners along Philadelphia would have to have their property condemned for the project to be put on that route - light rail is much preferable to bus.
- Strongly prefer light rail with exclusive right-of-way on Georgetown Branch alignment - most likely to attract riders and cut travel times between Bethesda and New Carrollton.
- Light rail is the way to go.
- Strong preference for light rail.
- Build the Purple Line as proposed years ago.
- I continue to support the light rail on the Georgetown Branch
- Use light rail along the Georgetown Branch right-of-way as previously approved and as locally desired (County Council, M-NCPPC).
- I do not think that building a light transit system is good for the community. It will be expensive to the taxpayers during increasing budget deficits!
- No transit buses or trains can run between Bethesda and Connecticut Avenue. Too many trees and houses would have to be sacrificed.
- I live close to Georgetown Branch. If that route is closer, I prefer electric rail over BRT because of noise that buses create.

- Light rail on semi-exclusive right-of-way is probably most needed for our traffic problems. Light rail in exclusive right-of-way reminds me of Boston's T trains and works very well. The train is very quiet considering its age.
- I strongly favor light rail built along the Georgetown Branch alignment
- I do not approve or support the light transit. The bikeway is fine. Increase bus service.
- Only rail has the power to attract discretionary riders
- Trolley: no
- I favor rail over bus.
- LRT is a destructive option to be avoided.
- Not in favor of light rail
- No light rail
- Only the LRT Purple Line is worth studying
- I'm for light rail
- Light rail seems more attractive because it would have higher capacity.
- Build the light rail (and trail) now!
- The environmental impact of a double-tracked rail is the worst possible outcome.
- The trolley and the trail can work together well.
- LRT faster. Light rail is better.
- I support Purple Line rail at grade.
- I prefer the light rail option to the bus option.
- I strongly support light rail. We already have buses.
- LRT much more environmentally friendly.
- Critical that it be light rail transit – buses won't work
- Make this light rail for the people- stress people over cars
- I prefer the light rail alternative.



- I like the light rail idea very much.
- Mode should be light rail- more user and community friendly.
- Light rail is faster, cleaner, and more comfortable, would be used more, and therefore would reduce traffic congestion more.
- BRT would need a dedicated right-of-way; then why not build the light rail system.
- University of Maryland Master Plan supports/ suggests above. University and City of College Park jointly support light rail system not BRT.
- Built at grade like old trolleys of Washington, DC.
- I support the light rail option, not the bus rapid transit option.
- I think light rail transit is more permanent and helps growth of areas along its path.
- Light rail (similar to Metro) is more attractive to all classes of citizens, whereas buses carry the stigma (in the U.S.) for being for the urban unwashed. If you want middle and upper classes to use it, you should aim towards them!
- Although light rail is most expensive, I am most in favor of this solution especially with the semi-exclusive or exclusive option. I think this would be most consistent with Metro rail and the needs of the region.
- Bring as much as you can afford to. Yes to light rail. No to BRT.
- I favor the light rail. I live in downtown Silver Spring and work in College Park, so I would use the Inner Purple Line.
- Make the investment in rail. If it's worth doing, it's worth doing right.
- Use most direct route. If transitway is not dedicated, forget it. Do light rail - Purple Line
- Please give us as much rail capacity as soon as we can get it. Maryland is a state incapable of adding or repairing infrastructure but we need it. We need rail now
- Ignore the environment build rail now as much as you can as soon as you can. MARC is a joke we need rail now.
- Light rail
- Most important, it must be light rail, bus rapid transit will not suffice and will not be used.
- It must be light rail alternative. Stop stalling with the diversionary bus option. Drop the bus option and get moving with light rail.

- I will use rail, I'd be much less likely to use bus service.
- Light rail (electric powered) is more energy efficient than non-electric buses. I support light rail as the better option compared to a bus system.
- I prefer the light rail (Purple Line) alternative. I do not like the bus option.
- I have seen light rail options in other U.S. cities- New Orleans, Denver, Dallas, etc. They all seem to work well.
- Buses will not solve the commuting problems in Montgomery County. Currently they slow traffic and reduce visibility. As a daily commuter between Silver Spring and College Park I can guarantee I will not get out of my car onto the bus to commute. I would get out of my car to ride a quick light rail but not a bus. It would only add time to my commute. Currently University of Maryland offers a free shuttle between Silver Spring and University of Maryland-College Park. It takes 45 minutes for a fairly direct route while it takes 20 minutes to drive. Purple Line is the only solution I will support.
- Please build some sort of light rail: we need to look at the future and come up with alternative ways of moving around the area without cars. It needs to be more convenient.
- Preference is for light rail solution.
- Light rail - dedicated rail should be built.
- Prefer light rail because it's cleaner and we need to get traffic off our roads.
- Light rail preferable to bus, noxious fumes and caught in traffic.
- The University of Maryland recently completed Master Plan supports multi-modal transit connecting to the light rail Purple Line - alignment priority along University Boulevard to Campus Drive to Paint Branch Parkway to College Park Metro. University of Maryland Master Plan = multi modal includes: University of Maryland-shuttle 1. Commuter system from Silver Spring to New Carrollton; 2. An intra-campus shuttle system; 3. Shuttle system connecting i-95/i-495 to College Park Metro; bicycle network; parking garages at campus periphery.
- The University of Maryland and College Park jointly support light rail serving both entities. See the University Facilities Master Plan: [www.umd.edu/campusinfo/masterplan](http://www.umd.edu/campusinfo/masterplan). Contact me for further dialog.
- Both BRT and LRT are feasible/ acceptable.
- We need rail! LRT is more proven than BRT throughout the nation. More applications (I've seen Pittsburgh's BRT right-of-way late at night and a rail station feels safer).
- Strongly support light rail as opposed to bus line

- I believe LRT has a better track record than BRT for economic development
- Proceed with Prince George's County light rail.
- Prefer light rail but see dedicated bus right-of-way as possible alternative if - and only if - light rail gets taken off the table. I don't see shared lanes as a good option because of congestion
- Have long supported LRT. Want it to go forward rather than repeated presentation of alternatives without action.
- No rail. It's bad for the environment. We could just use buses. Please no rail. I like the trail just the way it is!
- Pretty much the same that was presented in Silver Spring a year or so ago. Parallel trains and trails do not work.
- Consider "both/all" scenario: light rail with BRT service 1 above
- We very much support the Purple Line, to provide light rail transportation for our community and others to use transit back and forth across county. This is the most sensible investment for our community, and the region as a whole. This is the type of public investment which I am very proud and happy to see my tax dollars spent on.
- Please build the light rail. I'm stuck in traffic with a couple hundred thousand people everyday.
- We are hoping for as much rail capacity as we can get as soon as we can get it.
- Please support the light rail option! The Metrorail is a way of life for people of all walks of life in the dc metro area. As far as I am concerned, the locations of the Metrorail stations define the DC region. People routinely describe their locations as Friendship Heights (not Bethesda), or Shady Grove (not Gaithersburg), etc. It's one of the reasons to live in Montgomery or Prince George's County, rather than needing to be in District.
- Light Rail Transit will get people out of their single occupant cars.
- While the Washington Regional Network for Livable Communities firmly believes that improved bus service and bus rapid transit must play an important role in the future of our region, we believe that light rail is a more appropriate technology for the Bi-County Transitway (inner purple line) corridor because it can provide cost-effective, high-capacity service to meet existing and future needs.
- Support light rail along the grade separated route formerly identified as the Inner Purple Line that was to have run between Silver Spring and College Park along Piney Branch Road and University Boulevard. Such a route should be constructed in a manner that if it begins as bus rapid transit it can be converted to light rail should that option later become available.

**Response:**

The MTA will evaluate the characteristics of the bus rapid transit alternative and the characteristics of light rail transit as an important factor in the consideration of transit improvements for the corridor. The evaluation will include estimates of ridership that each mode would attract, the effects on traffic, mobility, the community and the environment, as well as capital and operating costs. These findings will be assessed and documented in the AA/Draft EIS along with input from the public, elected officials and appropriate agencies.

---

**4.5 MASS TRANSIT**

---

**Comments:**

- I am all for better mass transit alternatives. I just do not want them at the expense of green space.
- I support the concept whether BRT or LRT in Montgomery County and existing Counties. From Bethesda to New Carrollton and to Annapolis.
- The less people must drive cars the better.
- Our buses aren't always reliable; there are parking problems in Bethesda and most Americans don't like to do a lot of walking. These things have to be considered before we try something that will not solve transportation problems.
- Public transit is certainly preferable to more roads. More roads mean destruction of homes and wildlife habitat, along with wrecks and all the other havoc wreaked by cars and trucks. However, at this point, all we need are more buses, of the kind that ride low to the ground, and better places to wait for them. Above all, no incarnation of "transitway" or "Purple Line" that takes a house or yard or apartment should even be considered. Metrobus already has some of these low-riding buses; one model is used on some of the F-4 or F-6 routes. We also need better places to wait for them, such as those nice shelters on Philadelphia Avenue near Chicago Avenue. Presumably the absurdly narrow, dark, barely sheltered spot where many Ride-On buses stop at the Silver Spring Metro station will be improved in the station upgrade. The lower buses are easier and faster to board, especially with shopping bags or other carry-ons. A fare system that would eliminate more cash fares would also speed the process.
- I would support rapid transit if that would really work, not the halfway solutions that have been proposed so far.
- Please build it. Take cars off.
- I am going for any mass transit made that does not impact the East-West Highway or Georgetown Trail

- I'm very concerned about linking transit to development and needs spend money on people movers not cars - parking or highways.
- While I prefer 1. Heavy rail 2. Light rail 3. Bus I feel it is necessary to do something.
- I think that building highways encourages additional traffic and congestion, wastes fuel, and breeds sprawl. Light rail and public transit helps solve these problems.
- Other than the need to decrease automobile traffic, pollution, and congestion,
- I strongly support public/mass transport. In the short term cost will be uppermost- but long-term both buses and trains will be needed - revitalization of communities using public transit modes will also be needed - more roads do not solve the problem.
- We need mass transit, but not at the expense of our park. I like your idea of express buses, maybe electric buses. Buses would give you more flexibility in designing a transportation system to meet today's needs and those of tomorrow.

**Response:**

One of the major goals of the Bi-County Transitway project is to improve mobility and to provide an option to auto driving. The benefits and impacts associated with the different transit alternatives will be fully assessed, including impacts to local roadways and natural resources such as the Georgetown Branch Trail.

---

#### **4.6 MONORAIL**

---

**Comment:**

- I'd like to see some planning for overhead rail - like that in Seattle.
- Use monorail.
- Monorail is a viable candidate mode that apparently has received no consideration despite Montgomery County study (2001), which established that monorails are currently being built in several western U.S. cities-- Las Vegas, Seattle-- for public transit.
- You should also consider monobeam as an alternative.
- Has any consideration been given to a monorail line?

**Response:**



In the previously completed Capital Beltway/Purple Line Study – Findings and Recommendation Report, monorail was eliminated from consideration due to prohibitive costs. The MTA does not plan on studying monorail alternatives in further detail. The elimination of this mode from further consideration will be documented in the AA/Draft EIS.

---

#### **4.7 RAIL TRANSIT**

---

##### **Comments:**

- I prefer light rail or heavy rail over buses.
- I believe in rail - I use Metro. Rail is really the best way.
- Rail is the way to go.
- Rail! Rail! Rail!
- A light or heavy rail including underground rail transit-way will be a huge boon to this area and a great long term investment in transportation. A bus-way would be an inadequate short term solution and a terrible long term solution. Imagine where we'd be if instead of the red line we just made bus lanes going down Connecticut Avenues and Georgia Avenue. We'd be able to move far less people and lose valuable road space and/or destroy vital neighborhoods. The people who pushed through the DC metro are heroes whose work will benefit billions of people for a century or more. Buses, even under the best conditions, are far less attractive to riders and do not help spur transit-oriented building and living. Permanent rail stations become hubs for communities. The investment in rail and tunnels in Maryland will give returns on the investment that outstrip any other option.
- Permanent rail stations become hubs for communities. The investment in rail and tunnels in Maryland will give returns on the investment that outstrip any other option.

##### **Response:**

The MTA will evaluate the characteristics of the bus rapid transit alternative and the characteristics of light rail transit as an important factor in the consideration of transit improvements for the corridor. The evaluation will include estimates of ridership that each mode would attract, the effects on traffic, mobility, the community and the environment, as well as capital and operating costs. These findings will be assessed and documented in the AA/Draft EIS along with input from the public, elected officials and appropriate agencies. A heavy rail or Metrorail alternative was eliminated from further consideration as part of the 1996 Georgetown Branch Transitway/Trail MIS/DEIS. Elimination of heavy rail alternatives from more detailed study will be documented in the AA/Draft EIS.

---

## 5.0 PEDESTRIAN SAFETY

---

### Comments:

- Safety.
- Pedestrian safety, traffic detoured into neighborhoods as detour around construction.
- A number of pedestrians have been killed in that area. How do you propose to put in place a safety net so that the problem doesn't persist?
- Putting high-speed transit along some of the streets on the map would present a hazard to people electing to walk.
- And make travel by foot much less pleasant.
- Any at-grade placement of LRT or BRT along Sligo Avenue would be highly destructive of schools, churches, safe walking routes to the Elementary School, several hundred units of rental housing, several dozen privately owned homes, right-of-ways, a path, and several dozen businesses. Either a rail or a bus at grade would have huge negative impacts.
- Pedestrian safety.
- I don't think that there should be a BRT down Jones Bridge Road. This would be too close to North Chevy Chase Elementary School and would be hazardous to the children.
- Sligo Avenue is not wide enough for 3 lanes. There is sidewalk that exists and if you remove it there would be none. I have two kids and there would be nowhere to walk.
- North Chevy Chase Elementary School would be right on the BRT thus endangering children's lives.
- There would be a serious safety issue for our residents who walk to school (North Chevy Chase Elementary School)

- Our children do not need to be playing on a railroad track! Or near a bus path.
- It will be unsafe for children.
- There is no reasonable way to have mass transit and pedestrian/biker compatible - neither my 2-year-old grandchild nor dog would be safe sharing the right-of-way.
- It would be a danger to children in the neighborhoods.
- I encourage Governor Ehrlich to visit Jones Bridge Road for himself to see the dangers the rapid bus would present to the school children and to the residents of this neighborhood. The area around Jones Bridge Road is residential. A rapid bus would destroy the neighborhood and present serious threats to the safety of children at North Chevy Chase Elementary School.
- Buses will only cause more difficulty for pedestrians. Currently the Langley Park/Takoma Park communities are very dangerous for pedestrians. I'm continually reading about pedestrian accidents and fatalities in this area. How will the bus system address this?
- Sligo Avenue has a school, a day-care center, and a tavern - any of which could provide incompetent pedestrians as fodder for light-rail or BRT fatalities.
- Furthermore, the necessity to stop the transit-way is to reduce the possibilities of accidents.
- I am writing to tell you that the impact on planned trains on the Capital Crescent Trail behind my home at 4106 Edgevale Court, Chevy Chase, MD. 20815 is a safety threat to walkers, including myself, due to the planned double track trains passing a few feet from the hikers and bikers. This threat will cause a serious safety problem, which we must avoid.
- This trail is very much used daily and it certainly would be dangerous for us to continue walking while attempting to avoid trains running between Bethesda and Silver Spring.
- A transitway would be too close to hikers and bikers. Because the right-of-way is so narrow, a light rail or buses would run less than 10 feet from the trail. Currently, the trail is used by a wide variety of hikers and bikers. Many parents with strollers, children and elderly people use the trail. Recreational cyclists travel at high speeds. Scores of unchaperoned children walk on the trail every day to travel between their homes, the local middle and high school, and the local community center. Placing trains or buses in close proximity to all these trail users, confined in such a narrow space, would be extremely undesirable and dangerous.

- It is only recently that the traffic capacity of Piney Branch Road was deliberately cut more or less in half, for well-founded reasons related to the safety of school children. These exact same considerations apply to Philadelphia Avenue, perhaps with even greater force, since in regard to Philadelphia Avenue, we are talking about \*three\* schools (Piney Branch Elementary School, Takoma Park Elementary School, and Takoma Park Middle School) and two major day care and after-school care institutions (Morgan Day Care and the Montgomery College Child Care Center), as well as the Takoma Park public library, which is used a great deal by children who arrive on foot.
- Having just cut Piney Branch Road down to two lanes for this compelling reason, and rightly so, despite large traffic consequences, are we now to widen Philadelphia Avenue to four lanes? Then, after condemning property, removing houses, and building four lanes, will we then cut it down again to two lanes so kids will be able to go to school safely? It's a bad idea, and, in effect, already vetoed for child safety reasons, by implication, by the actions recently taken in regard to Piney Branch Road.
- There is very heavy traffic in the areas that already have four lanes and many intersections where people routinely run lights and block intersections, presenting a great danger to the many pedestrians that are now on Philadelphia/Ethan Allen.
- Moreover, the close proximity of trains or buses, less than ten feet from hikers and bikers, would create an unacceptably dangerous situation. Children use the trail to get to neighborhood schools and a popular community center. Many elderly residents use the trail as their major source of recreation and exercise.
- I strongly object to the consideration of MD 410 through Takoma Park for the Bi-County Transitway. Not only is MD 410 a poor choice for the residents in its path, but it would make a bad choice for the transit riders. My reasons follow: MD 410 already suffers from too much, too fast traffic. This is already a hazard to the residents, including pedestrians walking to/from the many schools, daycare centers, library and parks on or near it. Increasing use of MD 410 would unnecessarily jeopardize the safety of its pedestrians. MD 410 is not, nor it should be, a busy four-lane highway!
- I have heard that one of the options being considered for the bi-county transitway is a rapid bus route along Rte. 410. I strongly object to this plan - not just for selfish reasons (I live on 410), but because it would not solve any transit issues - the road is slow and congested already, and would not encourage people to choose the bus over driving. It would add safety hazards to a street that is the walking route for hundreds of school children walking to two elementary schools and a middle school.
- There is very heavy traffic in the areas that already have four lanes and many intersections where people routinely run lights and block intersections, presenting a great danger to the many pedestrians that are now on Philadelphia/Ethan Allen.

**Response:**

Pedestrian safety is an important factor that is evaluated and considered in all MTA transportation planning and design projects. All Build alternatives will be designed to meet current safety standards and pedestrian safety concerns. Should a Build alternative be selected, all stations will be designed to safely accommodate pedestrian access. If the Georgetown Branch alignment is selected as the preferred alternative, whether the selected mode is BRT or LRT, every effort will be made to ensure that the transit line and parallel trail are compatible so that a safe and pleasant trail experience is provided.

---

## 6.0 PROJECT PLANNING PROCESS AND IMPLEMENTATION

---

### **Comments:**

- It is right and important that both LRT and BRT alternatives continue to be mapped and studied simultaneously for consistent comparison.

### **Response:**

Each of the alternative modes and the different alignments being retained for further study will be presented and compared in the AA/Draft EIS.

---

### **Comments:**

- Master plan alignment would be considered if new mass transit system is adopted and committed to for the area.
- Previous news releases have bluntly stated that the Master Planned alignment has been selected already. (The Gazette, July 2003, quotation by a county official). Many neighborhood residents of the Sligo Avenue area felt upset when they read this coverage and questioned this process.

### **Response:**

The master plan alignment along the Georgetown Branch railroad right-of-way is one of the alternatives under consideration for the Bethesda to Silver Spring segment of the current Bi-County Transitway project. As a result of the 1996 Georgetown Branch Transitway/Trail MIS/DEIS, light rail transit/trail option had been selected in 1998 as the preferred alternative for the Bethesda to Silver Spring segment. This study is being re-initiated to consider the entire 14-mile corridor from Bethesda to New Carrollton, as well as to reconsider both BRT and LRT alternatives.

---

### **Comments:**

- Process must be open as draft environmental impact statement is drafted - otherwise it will have no credibility.



- The village of North Chevy Chase would appreciate regular updates from the planning staff on the progress of the studies and as alternatives become clearer.

**Response:**

The project planning and environmental assessment process for the Bi-County Transitway project is open to the public. Throughout the process, the MTA will hold a number of public meetings and will meet with community groups and other interested parties upon request. In addition, current activities are described on the project website; [www.bi-countytransitway.com](http://www.bi-countytransitway.com). In order to request a meeting on the project, please contact the Project Manager, Mr. Michael Madden at (410) 767-3694.

---

**Comments:**

- I am disappointed that we are again "studying" this project and not building off of previous "studies." I will be too old to care by the time "studying" becomes construction.

**Response:**

Because the study area has expanded to include the entire 14-mile corridor from Bethesda to New Carrollton, and because the MTA is reconsidering both BRT and LRT alternatives, the project schedule has been extended. MTA expects to move ahead with the study, since funding for the planning phase is included in the current MDOT budget.

---

**Comments:**

- Too many of the proposed routes are problematic and not feasible. Options that are unworkable should be taken off the table - all they do is upset the voters.

**Response:**

Following the public scoping process the MTA will conduct a preliminary evaluation and screening of each alternative presented. Alternatives that are determined to be unfeasible, based on costs, impacts, operational considerations, public and agency input, will be dropped from further consideration. A determination as to which alternatives will be retained for further study is expected to be made in Fall 2004.

---

**Comments:**

- Serious proposals should be evaluated in terms of their transportation value. The light rail (Purple Line) appears to be more a very expensive social project than a transportation project.

**Response:**

All transportation projects balance and compare various needs and impacts. Improving mobility and transit access, especially to transit oriented populations, is just one of the project's goals. Where people choose to live and work obviously affects travel patterns which in turn affect transportation solutions.

---

**Comments:**

- Not enough data to make decision at this point. [illegible] and cost will drive the decision.

**Response:**

A decision on the preferred alternative will be made after extensive evaluation and input. Cost is one of the factors that will be evaluated and considered in determining the preferred alternative.

---

**Comments:**

- The engineers should look at tight places in their initial phases and / or vibration studies early so the findings will be considered in the final stage.

**Response:**

Where appropriate, past analyses will be updated and included in the Bi-County Transitway project. Potential community and environmental impacts along each alignment option, including potential noise and vibration impacts on adjacent properties, will be evaluated and documented in the AA/Draft EIS.

---

**Comments:**

- This process is a sham designed to eliminate transit funding.

**Response:**

Comment noted.

---

**Comments:**

- If we had just stuck with the light rail plan from last year, couldn't we have started already? Let's just build it right, preferably light rail.

**Response:**

Even if the study area had not changed, MTA would not have "started already." Final design and right-of-way acquisition would still need to be funded and completed. In addition, there remained several issues that still needed to be resolved before the earlier plan could have been considered and implemented.

---

---

**Comments:**

- Alternatives are difficult to evaluate without timetables to see speed differences of different modes.

**Response:**

Travel time of the alternatives being considered is part of the evaluation process and will be compared among the alternatives and documented in the AA/Draft EIS.

---

**Comments:**

- I don't want/wouldn't ride a bus, but would love the Purple Line light rail - please don't dump this project. It has already been planned and decided on and is enlightened. Don't be unenlightened and pretend you don't know.

**Response:**

The MTA is studying BRT and LRT alternatives for the entire 14-mile corridor from Bethesda to New Carrollton. Each will be evaluated as to how well it meets the project's purpose and need, compared to impacts and costs. The 1998 decision in favor of light rail transitway/trail for the Georgetown Branch corridor from Bethesda to Silver Spring is being reconsidered.

---

**Comments:**

- The entire project should be scrapped re No Build.

**Response:**

Comment noted.

---

**Comments:**

- Many alignments have been proposed for College Park, keep proposing alignments! More options are better.

**Response:**

All reasonable and feasible alternatives will be considered. MTA will continue to coordinate with the City of College Park and the University of Maryland, Prince George's County, government agencies and elected officials, as well as the public, in developing and evaluating various alignments through the College Park area.

---

**Comments:**

- There's too much on the table. Why not start with what the priority needs are? Your representatives kept saying "these are just ideas we might look at". They didn't address specific problems.

**Response:**

Scoping involves consideration of a wide range of possible alternatives. Based on public input and evaluation, some of these initial potential alternatives may be dropped from further consideration. The goal is to start with a set of possible alternatives and then narrow our focus down to a limited number of alternatives as the study moves forward. All alternatives considered will be evaluated as to their ability to fulfill the project needs, which will be available on the project website.

---

**Comments:**

- Break project down into components then proceed with phase implementation.

**Response:**

It was considered most appropriate to study the whole corridor and develop regional transportation solutions. The MTA may, at some later point in the study, consider implementation of the project in phases.

---

**Comments:**

- Do not keep changing routes since the biggest complaint is that it'll run by their homes. Stabilize the routes.

**Response**

The project considers alternative alignments as a way to minimize costs, avoid or minimize impacts, and to determine the most effective transportation solution for the corridor. The AA/Draft EIS will identify, assess and document the potential transportation, environmental and community impacts, and appropriate mitigation measures that, with public input, would help guide the decision-making process.

---

**Comments:**

- More expensive, wasting time.
- Governor Ehrlich is simply catering to the NIMBYs of Chevy Chase. This is a necessity for Montgomery and Prince George's Counties and it should go as planned - as Glendening wanted it - and that means following the Capital Crescent Trail's Georgetown Branch.

**Response:**

The Master Plan alignment along the former Georgetown Branch railroad right-of-way from Bethesda to Silver Spring is one of the alignment alternatives that will be evaluated and considered for the project. This alignment option will be evaluated and compared to several other alignments on the basis of a number of factors including potential impacts, costs, and ridership benefits along with public and agency input.

---

**Comments:**

- Please continue to refer to this as "the Purple Line" as that is already established and familiar.

**Response:**

This study combines the two previous Purple Line Studies of Purple Line West between Bethesda and Silver Spring and Purple Line East between Silver Spring and New Carrollton. It was considered most appropriate to study the whole corridor and develop regional transportation solutions. The Name 'Bi-County Transitway' was chosen to signify this corridor approach.

---

**Comments:**

- Would you be able to tell the community if there are issues concerning the environmental hazards?

**Response:**

All environmental impacts resulting from the alternatives under detailed study and consideration will be documented in the AA/Draft EIS.

---

**Comments:**

- I wonder if you have ever the time or opportunity to walk or bike on the Capital Crescent Trail (Inner Purple Line). Before you agree to ruin it you should see what its like.

**Response:**

The MTA and all members of the project team have been to the project site and have traveled each of the potential alignments. The MTA has walked and biked along the Georgetown Branch interim trail, as well as the permanent segment of the Capital Crescent Trail. If an alignment along the Georgetown Branch interim trail is selected as the preferred alternative, a permanent trail from Bethesda to Silver Spring will be provided. In this case, every effort will be made to ensure that the transit line and parallel trail are compatible so that a safe and pleasant trail experience is provided.

---

**6.1 CONSTRUCTION**

---

**Comments:**

- Construction debris disposal, disruption of utility services in area due to construction
- The College Park segment coming into College Park Metro travels through the newly designated "historic district" now known as old town. How do you tunnel under homes built in the 1890s?
- When you build, there will be lots of erosion from pulling up all those trees.
- What are the potential construction and operational impacts on the natural habitat of Rock Creek Park?



- Who will bear cost of construction?
- Construction would bring current traffic to a standstill.

**Response:**

Construction related impacts will be evaluated and described in the AA/Draft EIS. Debris disposal, impacts to adjacent property, and soils erosion are some of the many construction related impacts that will be considered in the analysis of alternatives. Mitigation measures will be identified in the case of any construction related impacts that cannot be avoided.

---

## 6.2 COST ESTIMATES

---

**Comments:**

- Minimize the cost of the study.
- The costs and width of required controls need to be properly costed into projected construction costs of alternative to meet current Montgomery County standards.
- Why not tell the voting public what this system will cost. Along with revealing the costly problems.
- Different operation costs- 1 driver to 60 bus, 1 LRT driver could be 200 and, have as much if not more impact than construction costs.
- The alternatives presented are good as they would cost less.
- There is speculation that this construction may cost a fair amount. I have heard of the number-- \$100 million or more. I find this amount to be shocking given the other competing needs of our transportation system in Montgomery County and given then likely possible alternatives to move commuters between Bethesda and Silver Spring and given the cost benefit analysis.

- I did a "back-of-the-envelope" calculation to estimate the uncompensated loss of residential property value in Takoma Park that would result from a hypothetical widening of Philadelphia Avenue and Ethan Allen Avenue from two to four lanes. It is not the purpose of this calculation to try to make an accurate estimate, which would require a major study. It is to make an "order-of-magnitude" estimate. By "uncompensated loss", I mean properties not condemned. That is, I mean loss of value in the properties that would remain intact. The bottom line is that I estimate that widening MD 410 to four lanes in Takoma Park would create an uncompensated loss of residential property value of the order of tens of millions of dollars. The calculation follows. The linear distance along MD 410 from Fenton Street to New Hampshire Avenue is 2.4 kilometers (km). Assume (for simplicity) that widening to four lanes will depress property values for 150 meters (m) to either side of the new road relative to a condition in which there is no widening. Ignore property value depression outside these two strips. Assume depression inside these two strips is uniform. Assume present real estate market conditions. The area assumed depressed is  $2 \times .15 \text{ km} \times 2.4 \text{ km} = .72 \text{ sq. km}$ , or 720,000 sq. m. Now assume that residential lots average 25 m x 25 m, or 625 sq. m each. Then there are approximately  $720,000/625 = 1152$  residential lots affected. Now assume that the value of each home in the two strips would be \$40,000 less than what it now is, if MD 410 were now four lanes instead of its present two. The depression of value is  $1152 \times \$40,000 = \$46 \text{ million}$  in current dollars. I emphasize that this is only an order-of-magnitude calculation. But I think it shows what we are talking about in hidden private losses. This would be the subsidy by the homeowners of Takoma Park to the state to widen MD 410.
- In March, Secretary of Transportation Robert L. Flanagan told the press that the BRT is more cost effective than light rail because a light rail car costs four times more than a bus. How can MTA stand silent to such overly simplistic view when a complete life cycle analysis of any item must include its useful life? In a December 2000 benefit assessment of the purple line, MTA adroitly refuted a similarly crude calculation by explaining how rail cars are capitalized over 25 years while buses are capitalized after only 12 years.

**Response:**

Estimates of capital and operating and maintenance costs will be developed for the alternatives studied for the Bi-County Transitway project. The cost estimates will be presented to the public once they have been developed for each alternative studied in the AA/Draft EIS. Cost effectiveness of each alternative will be calculated including cost per passenger. Cost information is one of the factors used in the evaluation and selection of a preferred alternative.

---

**6.3 DESIGN**

**Comments:**

---

- Bike/pedestrian lanes have 16 curb lane should be noted on all drawings. 16 curb lanes 11 for auto 5 for bikes
- In his letter, Secretary Flanagan cited engineering issues that he thinks make the Purple Line too complex and costly, for example, in Silver Spring, the light rail's proximity to an active CSX line and a high-rise office building create rail safety issues that could not be resolved without incurring excessive costs for double tracking or without a complex agreement with CSX because MTA cannot acquire railroad property by eminent domain. These issues are not insuperable problems and the consultants have been working with alternatives that CSX has been reviewing and considers plausible. Typically CSX has negotiated with transit agencies preferring that the agencies buy the right-of-way and assume responsibility for accidents. Double tracking is not an issue because the recommendation is to single track for a short distance where the separation between the rail track and building is tighter. This solution is quite feasible as shown by the very successful. St. Louis light rail which includes a short single track segment between terminals at that city's airport

**Response:**

As proposed by the Montgomery County M-NCPPC Facility Plan for the Capital Crescent Trail and Metropolitan Branch Trails, where appropriate, the hiker/biker trail will be 10 feet wide with 2 foot shoulders on each side. The hike/biker trail would be provided from Bethesda to Silver Spring, if the Georgetown Branch/CSX Metropolitan Branch alignment is selected as the preferred alternative. Possible alignments along the CSX Metropolitan Branch line are still being developed and evaluated. Discussions with CSX regarding the possible use of the CSX right-of-way and offset requirements are ongoing.

---

## **6.4 EMERGENCY RESPONSE**

---

**Comments:**

- If you built the Silver Spring-Bethesda light rail/ bus line, it will run within 150 feet of my house. I have concerns about vibration, noise, property values, safety features on a daily basis and safety and emergency features in the event of an accident, fire.
- Closing Third Avenue is unsafe and unacceptable. It provides the only access to the CSX tracks for fire and ambulance equipment.
- There are many safety issues to consider using an abandon rail trail that was a freight train line. There would never be enough access areas if there was an accident or emergency.

- There was a train accident in 1996 in the area that was difficult to address because of the limited roads. However, my street-- Lyttonsville Road - dead ends at the railroad casement and is currently a quiet street, a feature I like.
- My views are further strengthened by the absence of any consideration of the security aspects of using the trail for transit, chief amongst these being the inability of emergency vehicles to access the right-of-way and the dangers posed by passenger back-ups at the elevators.

**Response:**

The MTA will evaluate safety issues, including access for fire, police, and emergency personnel along the proposed alignments and stations as well as potential impacts to emergency response procedures. Findings will be presented in the AA/Draft EIS. Access to stations, either by escalators, elevators or stairs/steps will also be assessed in the AA/ Draft EIS.

---

## **6.5 FARE COLLECTION**

---

**Comments:**

- If the counties and Maryland want more bus use make all existing bus and Metro use free. Do not add more buses to the roads or any other descriptor to public roads. Do not use BRT option b. Bite bullet, tell public no new transportation and don't waste time and money in studies.
- I would vote for a much cheaper option. Increase bus travel connecting the critical areas and charge less to encourage ridership.
- There should be some estimate regarding the fares to be charged on the bus-way facilities-- flat fare? Or fare based on miles traveled.

**Response:**

MTA is mandated to have 40% fare box recovery. The remaining costs are covered through federal and state appropriations. At this time, limited federal and state dollars preclude providing transit services free of charge. Fare collection systems will be evaluated during this project planning process. Consistency of fare collection between transit systems is a priority to establishing system connectivity.

---

## 6.6 FUNDING

---

### Comments:

- Build off road light rail and wait until you have the money to do this.
- How will this project be funded?
- Higher taxes.
- County presently owns about 1/10 of projected transitway- structure costs for above ground. Old and new alignments will be costly to maintain on long-term (20 and year time frame) basis. The transitway will cost taxpayers too much and transport two few #'s.
- Will this be affordable?
- What will be the cost of this to the public
- Higher taxes.
- As to the cost benefit analysis, it strikes me as just off or even irrational that such an expenditure can be an efficient expenditure.
- A transitway along the trail would never have the support of the community or of trail users. The divisiveness of such a project would always make it undeserving and non-competitive as a candidate for federal funds.

### Response:



FTA requires the development of a financial plan that identifies the local financial commitment to complement the federal funding for a project. The financial plan must demonstrate the stability, reliability, and availability of the proposed sources of funding. MTA will apply for Bi-County Transitway funding under FTA's New Starts program. Under this program the Bi-County Transitway will be compared against all of the other projects in the country competing for federal transit funding. The maximum federal share for a New Starts project is 80%, however, the majority of new projects are proposing a 50% or lower federal share due to the heavy competition for scarce federal funding. During the preparation of the AA/Draft EIS, a financial plan will be developed that clearly outlines the required federal, state, and local contributions for construction and operation of the selected alternative. Innovative methods for funding, such as new federal programs and public-private partnerships will be explored. The AA/Draft EIS will present a summary of the financial plan. Impacts on the tax bases will be part of the socioeconomic analysis conducted for this project. As such it will be presented for public review in the AA/Draft EIS.

---

## **6.7 PURPOSE AND NEED**

---

### **Comments:**

- Takoma Park and east Silver Spring Master Plans (2000) address land use and transportation in the area- support commercial revitalization, improved housing quality, provision of social services.
- I don't see this project as having a high priority. We need to rebuild Rockville Pike, Connecticut Avenue, etc. We need rail to Dulles Airport, we need an outer loop Capital Beltway, and we need Metro to go much further out. This is not really needed.
- None of the alignments meet the needs of the people who will need to use the light rail or buses.
- It was confirmed by several people that interest is not to decrease traffic along I-495 or even East-West Highway. I do not think the benefit justifies the cost (it is not designed to decrease traffic)
- (Letter to Michael Madden dated September 10), Re: Project News Issue No 1: The "Purple Line carries the connotation of a transit line of a quality similar to and integrated with the Metrorail system. Your renaming of the projects sets shortsighted limits.
- I think overall the alignment is very good. It hits the two connecting points well.

- Maryland Metro authority chose to locate stations at population centers (cities) as opposed to Virginia choice of locating Metro along roadways both spurred development at station areas. Maryland approach benefits towns and established centers; better community building; strengthens potential multi-method transportation options.
- Just to bring the route as close as possible to the most likely riders - to cut down on driving, and the less driving, the better for keeping air unpolluted.
- I'm not convinced that there is sufficient ridership to justify this incredibly expensive and disruptive project. If the justification is getting people to and from the University of Maryland, please note that the existing bus service between the Silver Spring Metro and the College Park campus is underused at best. It makes not sense to disrupt long-established residential neighborhoods when existing major highways are available US 29, University Boulevard, East-West Highway) and are home destinations riders would want to reach.
- Why are we wasting hard earned tax dollars, and throwing them at a situation that would not solve any traffic problems!
- Focus limited public funds on the ICC- something that a majority of county residents want and will be an economic benefit in the county and state.
- There are other methods for creating jobs in our declined economy.
- While some motivations of those who support the light rail or bus line are understandable-- specifically: the desire to provide a new mass transit option to connect workers who live in eastern Montgomery or Prince George's Counties to jobs in Bethesda and Rockville-- this particular mass transit solution would not achieve other goals in the public interest.
- The project is designed to make the transit easier between Silver Spring and Bethesda. This should be a low-priority goal considering the several more critical priorities that scarce public funds could support. Ample public transport in the form of buses already exists between the two areas. There are at least two comparatively non-congested roads between the two (Jones Bridge Road and East-West Highway), in addition to (an admittedly circuitous) underground link. State funds could be better spent on education, the upkeep of roads (several of which are in perilous condition), or a modernization of the electricity system, which is entirely above ground and therefore subject to frequent failure. We are writing this by candlelight.
- If Maryland wants to spend money on transportation why not add lanes to the Capital Beltway and build the Intercounty Connector? They would really help.

- Continue to pursue the Bi-County Transitway to provide badly needed transit services and redevelopment for the Takoma Park community and the other communities in Prince George's County and Montgomery County along the route. Include attractive, well-designed permanent transit stations in the Takoma/Langley and Long Branch areas to serve area residents and assist in revitalization efforts.

**Response:**

The Bi-County Transitway project has a number of objectives and potential benefits, in terms of justification and need for the project. These objectives and benefits, such as supporting regional mobility and improving access to employment centers and activity centers, and encouraging economic development efforts, will be presented for public input in the Purpose and Need for the project. The purpose and need for the project will be documented in a Purpose and Need Statement as part of the AA/Draft EIS document. All alternatives will be evaluated as to how well they address the transit needs in the corridor and the project goals, and compared to costs and impacts of each alternative.

## **6.8 SCHEDULE**

---

**Comments:**

- Please move forward quickly on the Inner Purple Line.
- I strongly favor the light rail plans and hope it doesn't take too long to complete.
- We can't wait for any more studies.
- Get it started!
- It's terrible that we are starting over again. How many more parking spaces, cars, VMT, pollution have occurred because of delays? It's been 12 years since the rail line was bought by the county for both rail and trail.
- Thankfully, the next election for Governor is 2004. Please wait until then to make final decision. The data and political (social) justifications presented here do not merit serious consideration.
- It is an environmental sin to delay the Purple Line study so it finishes years after the ICC study.
- The purpose of starting up this study is to delay the Purple Line project so it does not compete with the ICC.
- Get it done as soon as possible.
- Speed up the study and build it!

- Timeline for draft environmental impact study is too far out.
- Consider starting project in Prince George's. Build this before considering ICC.
- Please hurry! We need a Purple Line as soon as possible.
- This should proceed as quickly as possible.
- Is there a way to speed up this process? If a decision on this portion isn't made until 2007, when will it be built? We need it now! And we need to move ahead on additional portions of the Purple Line, all around Washington.
- None - other than the sooner the better
- Speed ahead. 2007 seems a long way off.
- Build it in my lifetime! I'm 53 now.
- Please, I hope some solution can be implemented.
- Don't let a final environmental impact statement completion in 2006 or 2007 kill project because of no willingness to wait for next septennial transit funding bill. Choose LRT Option B. Premium undedicated bus service has one option against it because the Metro route 14a-d is being cancelled for inefficiency.
- This process is designed to delay and deny the public a light rail system that is desperately needed now.
- As a taxpayer, I am incensed that the Ehrlich administration instead of doing the right thing, is wasting more taxpayers' dollars in a "Bi-County BRT", when a busway was already studied, and is stalling a good project which could have been incorporated by 2008. Do the results of the engineering studies change when the government changes?
- ACT, The voice of the transit rider in Montgomery County questions why, after 12 years of study, MDOT wants to start over again. What new ground is MDOT going to cover? BRT has been looked at and rejected. Millions of dollars of public money has been spent.

**Response:**

The entire Project Planning Process is anticipated to be completed by the Spring of 2007. Public Scoping, where we ask the public for feedback on alternatives and issues to be addressed is being conducted in the Fall of 2003. The Definition of Alternatives Report, or the alternatives retained for detailed study, will then be developed. This is anticipated to take 12 months. The analysis of potential impacts follows the alternatives retained effort, and findings will be documented in a AA/Draft EIS, which is followed by a public hearing and selection of the preferred alternative, in Spring 2006. Preliminary Engineering and the Final Environmental Impact Statement on the preferred alternative will be completed, and then the Record of Decision should be completed in Spring 2007.

---

## 7.0 PUBLIC INVOLVEMENT

---

**Comments:**

- Friendly MTA reps-- thanks! This is an exciting undertaking!
- The environmental impact study process should be a totally open one. This project will have an enormous effect on the citizens of Prince George's and Montgomery Counties; they should be heard on and advised of the project's progress every step of the way.
- Excellent presentation. Hope a lot of people see it.
- You can send me some information on the stations.
- How will people be able to get access to the final environmental impact statement and view comments for Bi-County Transitway? Keep old comments from Purple Line studies included.
- Interesting and helpful.
- Please consider the majority of us who benefit from the Purple Line instead of the few NIMBY groups who stand in the way.
- Information is sufficient
- We need more opportunities to let the communities affected have their say. Could hold a few more forums like this at local schools, etc. At varying times so parents could attend?
- I would like to see a list of organizations that support my point of view.



- North Chevy Chase Elementary School is evidently not as important as Columbia Country Club. Shame.
- Well, transportation has been studied with millions in costs and is included in six Master Plans. None of those people probably outnumber Georgetown Branch Columbia Country Club, Citizens Organized to Save the Trail? – Georgetown Branch, Columbia Country Club funder of Citizens Organized to Save the Trail? – Georgetown Branch, but don't have money or time to make commitment to come to comment scoping
- Listen to what people want - not what politicians are pushing!
- Keep in contact with me as chairman of Maryland's International Corridor Community Development Corporation.
- We believe that a presentation should be made by a speaker in order to help understand what the project is and to answer questions and it is difficult for me to understand all the illustrations.
- Need to do better job of advertising the project. Remember not everyone has computers.
- Again it is difficult to understand so much information.
- Thanks for engaging the community and being attentive to our voices.
- Need community input.
- Recently, we attended the scoping meetings for the project organized by the Department of Transportation. Although we welcomed the opportunity to learn about the proposals being examined and present our own views, we believe that these meetings had some shortcomings. In particular, the format was not conducive to properly understanding the details of the proposed project. To a layperson, a series of charts containing words such as "at-grade" and "above-grade" is rather confusing. Several participants at the meeting we attended expressed similar frustrations. Hence we would like to propose that the Department of Transportation organize a series of presentations in which an expert group of experts could explain, perhaps with the help of slides and charts, exactly which alternatives are available. It would be helpful if such presentations could be done after 6 pm to ensure that working people can attend. Informal meetings with state officials and technical consultants would be far more useful after such a
- I would like to be kept abreast of all future publications and meeting notice for our association.
- I'm glad to see the Bi-County Transitway website getting filled out, but I don't find any link to it from the MDOT or MTA web pages, nor does its url come up on the hit list when I do a search on MDOT's website. What can be done to better connect the new website to MDOT's or MTA's website?

- When will the "online meetings" area be filled with information? I missed the last scoping meeting yesterday due to illness and would like to see the information.
- With respect to the "scoping" meetings held on the Bi-County Transitway, we in the Greater Bethesda Chevy Chase Coalition appreciate all the hard work you and your staff put into the sessions; many of which, as you know, I personally attended.

**Response:**

The MTA is committed to a proactive public involvement process for the Bi-County Transitway project. In addition to the Public Scoping Meetings held in September 2003, MTA maintains a website ([www.Bi-CountyTransitway.com](http://www.Bi-CountyTransitway.com)) where the public can access project information and submit comments and questions regarding the project. Public Meeting presentation material can be accessed through the *Public Involvement/Public Meetings* and *Online Meeting* pages. Additional Public Meetings will be held at milestones in the project planning process and MTA has met with and will continue to meet with affected municipalities, community groups and interested parties upon request. The website offers links to a number of transportation agencies including MTA and MDOT, which can be accessed through the *Related Project and Links* page. It is anticipated that the AA/Draft EIS will be published in 2006 and will be available for public review and comment. Meeting notifications and project newsletters will be distributed to the entire project mailing list. Please make sure that you are on our mailing list, through the project website.

---

## 8.0 STATIONS

---

**Comments:**

- Consider service to Washington Adventist Hospital and Columbia Union College. They are planning massive parking structures (1,100-1,320) for Washington Adventist Hospital and (1,000+) for Columbia Union College as part of their current and long-range expansion plans.
- There needs to be a station at Washington Adventist Hospital/ Columbia Union College. Several thousand cars come and leave this point every day.
- Love the idea of a Woodside stop. Also on Colesville would be useful. Lots of options for Takoma Park, too, please.
- I like the idea of a light rail station in my neighborhood of North Woodside
- Long Branch should have station.

- Connect Montgomery College on Georgia Avenue where they have recently expanded their campus.
- Put one in the clubhouse of the Columbia Country Club.
- There must be a station at Riggs Road and University Boulevard.
- There is a plan to have a multicultural service center at McCormick Mansion.
- Having a station at Riggs Road will provide access to the center.
- Master plan locations are fine in Montgomery County.
- The stations mentioned are suitable to me
- The station locations are excellent.
- Need two stations on University of Maryland. One must be near center of campus.
- There were few, if any, proposals for Takoma Park stations.
- At Wayne and Flower or Piney Branch and Flower as well as Dale and Colesville Road.
- Need to serve Langley Park crossroads and center of University of Maryland campus.
- Let's try for stations that serve a larger portion of the population.
- No station at Chevy Chase Lake-- will lead to over-development and more traffic on Connecticut Avenue.
- If they don't want rail cancel Chevy Chase Lake and west Silver Spring stops. When people see property values, economic development east and constrained in Central Business District, the Georgetown Branch Country Club, Citizens Organized to Save the Trail-Georgetown Branch petition drive to save a trail will come crawling back for stations.
- Stations should be at the centers it passes through, not 1/2 mile away.
- Insufficient stations on LRT route between Bethesda and Silver Spring. Large number of current bus users.
- You don't present a coherent picture of "station-to-station" service. Some routes seem to have no "stations."
- The stations on a light rail system will revitalize the areas in which they are located. Bus stops will do nothing to revitalize any of these areas and their locations are insignificant.
- Chose locations based on redevelopment/ economic development potential.
- Station location placement intentionally vague- when questioned, reps could not pinpoint exact placement or site description of station locations. Unsatisfactory explanation or diagrams of site development.

- An additional station in vicinity of East-West Highway will create even greater congestion than already existing.
- You need more stations!
- Station locations and parking proposed for the light rail alignment (East-West Highway trail) almost guarantee sub-optimal ridership levels.
- To be effective, and of use to residents in eastern Montgomery County and Prince George's County, there should be additional stations (stops) for the busway
- There must be no station at Chevy Chase Lake nor between there and Bethesda
- Station as close as possible to Metro rail station
- More stations like Wheaton or Glenmont would be favorable.
- Critical that it go where density is- where people and businesses connect. At least 2 stops on University of Maryland campus
- I think stations should be connected with neighborhoods in addition to Metro stations
- Station locations look good
- Add a station at Riggs Road and University Boulevard (MD 193) in Langley Park - Hyattsville.
- There should be a station at College Park. Langley park desperately needs access to rail transportation.
- Not enough
- Too few stations between Metro stops
- More stations on route at major intersections
- Stations at major residential/ retail/ commercial centers
- For my needs the locations would be fine.
- I favor stations locations at Silver Spring, Flower village, Langley Park, though University of Maryland (at Campus Drive; US 1; College Park Metro) - this would allow for great access for students, staff, and faculty! Less cars!
- No one will ride a system that only has stops once a mile or so, which means driving to it. Look at tram system in Europe or elsewhere if you need a model

- Need stations along northern route. General- more frequent stations along light rail. Provides limited local access- a mid-solution to local buses and Metro
- The more stations there are the greater the likely ridership in terms of feasibility and convenience. But we are aware that that many stops will probably add a minute or so to travel time. So, if travel time is as slow as driving, the riders will not come
- Consider light rail "trunk" with BRT shuttles serving secondary central places, such as at Columbia Union College/ Washington Adventist Hospital in Takoma Park connecting to the Takoma Metro, Flower Village, Takoma-Langley stations
- The stations as planned for light rail seem fine to me.
- Have as many as possible. Because traffic will only get worse. It will also increase ridership and help neighborhood associations support building in "their back yard." It may also raise home values...surprisingly.
- None (no stations) would be required
- Bethesda/Silver Spring/College Park/New Carrollton/Largo
- Please put a stop at Riggs Road and MD 193.
- Need to show potential stops along the alignments.
- Consider adding Riverdale at Kenilworth Avenue.
- Add stations if mode selected is BRT.

**Response:**

The location of stations is based upon transportation system considerations, travel demand, accessibility to nearby development, and availability of right-of-way. The MTA presented twelve station locations at the Public Scoping Meetings. The public suggested preference for a number of additional station locations and expressed opposition to a number of locations as well. Station location considerations include: cost; engineering feasibility; available right-of-way for station facilities; vehicular access, pedestrian and bicycle accessibility; ridership; compatibility with surrounding land uses; environmental impacts; developmental potential; impacts on travel time. Coordination on station locations and station design plans with local municipalities, community groups, affected property owners and the general public will be carried out throughout the study process. Findings will be presented in the AA/Draft EIS along with station area access and traffic impacts analysis for proposed station locations.

---



---

## 8.1 16TH STREET

---

### Comments:

- Support station locations at 16th Street/ Woodside and Long Branch. Both will add needed community accessibility.
- Like the 16th Street location. Might like to be further south on 16th Street, perhaps in the Spring Street shopping strip.
- I support the station at 16th Street and CSX in Silver Spring.

### Response:

The location of stations is based upon transportation system considerations, travel demand, accessibility to nearby development, and availability of right-of-way. The MTA presented twelve station locations at the Public Scoping Meetings. The public suggested preference for a number of additional station locations and expressed opposition to a number of locations as well. Station location considerations include: cost; engineering feasibility; available right-of-way for station facilities; vehicular access, pedestrian and bicycle accessibility; ridership; compatibility with surrounding land uses; environmental impacts; developmental potential; impacts on travel time. Coordination on station locations and station design plans with local municipalities, community groups, affected property owners and the general public will be carried out throughout the study process. Findings will be presented in the AA/Draft EIS along with station area access and traffic impacts analysis for proposed station locations.

---

## 8.2 BETHESDA

---

### Comments:

- Bethesda is a better terminus than the National Naval Medical Center, but running buses between Bethesda and the Center will destroy travel timesavings.
- An end point at Bethesda right-of-way in Bethesda is not satisfactory, it should be underground with direct transfer to Metro without elevators or walking to escalators.
- The Bethesda station with four elevators and seemingly reached by a shuttle when you reach the station is inefficient. Riders will not use this station.

- Bethesda seems to be the most capable.
- Yes- Grosvenor - not Bethesda - should be the station destination. Bethesda is too congested.
- I would also like the Bethesda light rail stop to be as close to the Bethesda Metro stop if possible.

**Response:**

The location of stations is based upon transportation system considerations, travel demand, accessibility to nearby development, and availability of right-of-way. The MTA presented twelve station locations at the Public Scoping Meetings. The public suggested preference for a number of additional station locations and expressed opposition to a number of locations as well. Station location considerations include: cost; engineering feasibility; available right-of-way for station facilities; vehicular access, pedestrian and bicycle accessibility; ridership; compatibility with surrounding land uses; environmental impacts; developmental potential; impacts on travel time. Coordination on station locations and station design plans with local municipalities, community groups, affected property owners and the general public will be carried out throughout the study process. Findings will be presented in the AA/Draft EIS along with station area access and traffic impacts analysis for proposed station locations.

The Bethesda terminal associated with the Master Plan Georgetown Branch alignment would provide a direct, convenient connection to the Bethesda Metrorail platform. Ridership demand and capacity at the Bethesda station will be reevaluated under each alternative.

---

### **8.3 COLLEGE PARK**

---

**Comments:**

- Multiple at College Park.
- Strongly support College Park stop.
- Study River Road station east of College Park.
- The University of Maryland should definitely have one on campus College Park/Metro with access to College Park Airport Museum and tennis complex also a high priority.

- The City of College Park supports a three-station concept for the city that includes: a west/central campus stop holds promise of serving existing and future traffic-generating development including much of the central campus area as well as the new Clarice Smith Center for the Performing Arts, Byrd Stadium, the Comcast Center and University of Maryland/University College.

**Response:**

The location of stations is based upon transportation system considerations, travel demand, accessibility to nearby development, and availability of right-of-way. The MTA presented twelve station locations at the Public Scoping Meetings. The public suggested preference for a number of additional station locations and expressed opposition to a number of locations as well. Station location considerations include: cost; engineering feasibility; available right-of-way for station facilities; vehicular access, pedestrian and bicycle accessibility; ridership; compatibility with surrounding land uses; environmental impacts; developmental potential; impacts on travel time. Coordination on station locations and station design plans with local municipalities, community groups, affected property owners and the general public will be carried out throughout the study process. Findings will be presented in the AA/Draft EIS along with station area access and traffic impacts analysis for proposed station locations.

---

#### **8.4 CONNECTICUT AVENUE**

---

**Comments:**

- The stop at Connecticut looks like it benefits the Chevy Chase Land Company's proposed new high-rise. Where would parking be for commuters? Looks like the neighborhoods would be further burdened.
- Prefer no stop on Georgetown Branch between Connecticut and Wisconsin- add too much extra traffic to the neighborhood.
- There could be a station at Connecticut Avenue at the trail. A station at Connecticut Avenue and Jones Bridge Road makes no sense.
- Connecticut Avenue is already too congested.
- No stations in Connecticut Avenue.
- Don't put in one at Connecticut Avenue. That will turn into a nightmare. Use buses-- people can get on and off when they need to.

**Response:**

The location of stations is based upon transportation system considerations, travel demand, accessibility to nearby development, and availability of right-of-way. The MTA presented twelve station locations at the Public Scoping Meetings. The public suggested preference for a number of additional station locations and expressed opposition to a number of locations as well. Station location considerations include: cost; engineering feasibility; available right-of-way for station facilities; vehicular access, pedestrian and bicycle accessibility; ridership; compatibility with surrounding land uses; environmental impacts; developmental potential; impacts on travel time. Coordination on station locations and station design plans with local municipalities, community groups, affected property owners and the general public will be carried out throughout the study process. Findings will be presented in the AA/Draft EIS along with station area access and traffic impacts analysis for proposed station locations.

---

**8.5 DESIGN/PLANNING**

---

**Comments:**

- Because this project hasn't been finalized you noted on map #5 the intersection of MD 193 and MD 650 are proposed stations. How will they be set up there?
- Do you really need "stations"? Simple platforms as in old streetcar systems. Keep close to streetcar or articulated bus system with reserved lanes rather than physically separated right-of-way. Provision to control signals in approach.
- The traffic congestion around Medical Center and National Institute of Health would get worse than it is at present.
- Will the stations be easily accessible
- Need to know what facilities you would provide at the station. My preference would be a "Woodley Park" or "Cleveland Park" level of access and service, rather than increased auto traffic/ parking etc with establishment of more access.
- Don't build Chevy Chase Lake temporarily. Let other areas of Inner Purple Line blossom and prove safety (what opposition boils down to with environmental and development as code words) property values near rail rise, not fall, and should build infrastructure for development that would come anyway- fighting transportation just more convenient target because of open government processes compared to secret developer processes. Why not demand they be open because if public must look at results if approved deserve better seat at planning table.
- Station location looks good with adequate bike pedestrian connections and we definitely don't need auto parking.

- They look good
- They are great.
- Stations' locations are less important to me as long as there's bicycle access.
- Parking and congestion are growing concerns for College Park residents and students. A Purple Line light rail connection could help alleviate some of these problems.
- Signage be a major component of any system design.

**Response:**

The location of stations is based upon transportation system considerations, travel demand, accessibility to nearby development, and availability of right-of-way. The MTA presented twelve station locations at the Public Scoping Meetings. The public suggested preference for a number of additional station locations and expressed opposition to a number of locations as well. Station location considerations include: cost; engineering feasibility; available right-of-way for station facilities; vehicular access, pedestrian and bicycle accessibility; ridership; compatibility with surrounding land uses; environmental impacts; developmental potential; impacts on travel time. Coordination on station locations and station design plans with local municipalities, community groups, affected property owners and the general public will be carried out throughout the study process. Findings will be presented in the AA/Draft EIS along with station area access and traffic impacts analysis for proposed station locations.

---

## **8.6 JONES BRIDGE ROAD**

---

**Comments:**

- It makes little sense to have a station at Connecticut Avenue and Jones Bridge Road. I do not think many riders would use this - not enough to merit the costs involved of building a station.
- Stations at National Institute of Health and Jones Bridge Road and Jones Lane
- A "flag" stop should be included at corner of Jones Mill and Jones Bridge Road to assist employees of the nursing home - now walking from East-West Highway.

**Response:**



The location of stations is based upon transportation system considerations, travel demand, accessibility to nearby development, and availability of right-of-way. The MTA presented twelve station locations at the Public Scoping Meetings. The public suggested preference for a number of additional station locations and expressed opposition to a number of locations as well. Station location considerations include: cost; engineering feasibility; available right-of-way for station facilities; vehicular access, pedestrian and bicycle accessibility; ridership; compatibility with surrounding land uses; environmental impacts; developmental potential; impacts on travel time. Coordination on station locations and station design plans with local municipalities, community groups, affected property owners and the general public will be carried out throughout the study process. Findings will be presented in the AA/Draft EIS along with station area access and traffic impacts analysis for proposed station locations.

---

## 8.7 LYTTONSVILLE

---

### Comments:

- The Lyttonsville station would be very close to my home making it an attractive transportation alternative.
- The only stop for the LRT in this area is for the facility yard. No provision for anyone but employees not residents.

### Response:

The location of stations is based upon transportation system considerations, travel demand, accessibility to nearby development, and availability of right-of-way. The MTA presented twelve station locations at the Public Scoping Meetings. The public suggested preference for a number of additional station locations and expressed opposition to a number of locations as well. Station location considerations include: cost; engineering feasibility; available right-of-way for station facilities; vehicular access, pedestrian and bicycle accessibility; ridership; compatibility with surrounding land uses; environmental impacts; developmental potential; impacts on travel time. Coordination on station locations and station design plans with local municipalities, community groups, affected property owners and the general public will be carried out throughout the study process. Findings will be presented in the AA/Draft EIS along with station area access and traffic impacts analysis for proposed station locations.

---

## 8.8 NATIONAL INSTITUTE OF HEALTH (NIH)

---

### Comments:

---

- A station at National Institute of Health/National Naval Medical Center would be an expensive transit mess that would reduce neighborhood security.
- National Institute of Health and Bethesda must be destination on the route. These are the work centers.
- Stations at National Institute of Health
- National Institute of Health is a big destination. I think more people would use the mass transit if National Institute of Health were a station.

**Response:**

The location of stations is based upon transportation system considerations, travel demand, accessibility to nearby development, and availability of right-of-way. The MTA presented twelve station locations at the Public Scoping Meetings. The public suggested preference for a number of additional station locations and expressed opposition to a number of locations as well. Station location considerations include: cost; engineering feasibility; available right-of-way for station facilities; vehicular access, pedestrian and bicycle accessibility; ridership; compatibility with surrounding land uses; environmental impacts; developmental potential; impacts on travel time. Coordination on station locations and station design plans with local municipalities, community groups, affected property owners and the general public will be carried out throughout the study process. Findings will be presented in the AA/Draft EIS along with station area access and traffic impacts analysis for proposed station locations.

The National Institute of Health is a major destination in the Bi-County Transitway corridor. Access to the Institute will be considered for each of the alternatives being studied. MTA will coordinate with Institute personnel, as well as local agencies and the community, on this issue throughout the project planning process.

---

## **8.9 NEW CARROLLTON**

**Comments:**

- The light rail should stop at the New Carrollton Shopping Center rather than using MD 410 to enter the New Carrollton and Amtrak stops. I travel often to New York City by train and would love for the Amtrak station to be more accessible to College Park.

**Response:**

Coordination with other transit systems to achieve system connectivity is a goal of the Bi-County Transitway project.

The location of stations is based upon transportation system considerations, travel demand, accessibility to nearby development, and availability of right-of-way. The MTA presented twelve station locations at the Public Scoping Meetings. The public suggested preference for a number of additional station locations and expressed opposition to a number of locations as well. Station location considerations include: cost; engineering feasibility; available right-of-way for station facilities; vehicular access, pedestrian and bicycle accessibility; ridership; compatibility with surrounding land uses; environmental impacts; developmental potential; impacts on travel time. Coordination on station locations and station design plans with local municipalities, community groups, affected property owners and the general public will be carried out throughout the study process. Findings will be presented in the AA/Draft EIS along with station area access and traffic impacts analysis for proposed station locations.

---

## **8.10 PARKING**

---

### **Comments:**

- I'd like to see positive plans for parking of cars so people will get out of them and get on a train.
- The stations for light rail are meaningless because there is no parking.
- What will the parking be like?
- I'm concerned about where light rail or bus rapid transit passengers would park. For instance parking at the College Park Metro is insufficient. With LRT or BRT, more people will want to park near the station. That impacts my neighborhood.

### **Response:**

Many of the stations along the Bi-County Transitway project will not include additional or new parking. Many of the existing Metro stations that will be serviced by this transitway have parking. The demand or need for parking transit patrons will be evaluated and considered for the remaining stations, as an element of the travel forecasting effort, and will be coordinated with affected local agencies and the public.

---

## **8.11 PINEY BRANCH**

---

### **Comments:**

- Consider Long Branch area, along Piney Branch Road from University Boulevard to Flower Avenue as a station location; area has very high density of transit users.
- Needs stops in Long Branch - Piney Branch Road at Flower and/or University.
- We need a station at Piney Branch and Flower Avenue.
- Silver Spring - Langley should be routed to serve high-density housing in Flower Avenue area.
- Piney Branch Road and Flower Avenue.
- Given alignment, stations should be placed at: 1. Flower Avenue / Piney Branch 2. Piney Branch/New Hampshire Avenue.
- I support station at Flower Avenue and maybe at Piney Branch and Sligo Avenue.
- A station needs to be added around Flower Avenue to pull the east side Silver Spring into LRT.
- Add Long Branch.
- Put a station in the Pine Branch/Flower Avenue area.
- Needs a stop in Long Branch (Flower/Piney Branch area) 30k residents.
- Put a stop along Flower Avenue.

**Response:**

When the MTA met with the City of Takoma Park in October 2003, as a follow-up to our scoping meetings, the City expressed a strong desire for an additional station in the area of Piney Branch Road and Flower Avenue. The City indicated this area is an “Enterprise Zone”, where commercial development is encouraged.

The location of stations is based upon transportation system considerations, travel demand, accessibility to nearby development, and availability of right-of-way. The MTA presented twelve station locations at the Public Scoping Meetings. The public suggested preference for a number of additional station locations and expressed opposition to a number of locations as well. Station location considerations include: cost; engineering feasibility; available right-of-way for station facilities; vehicular access, pedestrian and bicycle accessibility; ridership; compatibility with surrounding land uses; environmental impacts; developmental potential; impacts on travel time. Coordination on station locations and station design plans with local municipalities, community groups, affected property owners and the general public will be carried out throughout the study process. Findings will be presented in the AA/Draft EIS along with station area access and traffic impacts analysis for proposed station locations.

---

---

## 8.12 SILVER SPRING

---

### Comments:

- Silver Spring is fine. Tear down one of the run down buildings or hook it with the Metrobus stations, perhaps on north side of Colesville between McDonalds (2nd Avenue) and Georgia Avenue.
- There should be a station in east Silver Spring (e.g., Sligo Avenue and Piney Branch Road) and a stop in north Takoma Park (Piney Branch and Flower, or along Flower Avenue near Washington Adventist Hospital).
- Serve south Silver Spring
- Add 2 or 3 more stops in Silver Spring.

### Response:

The location of stations is based upon transportation system considerations, travel demand, accessibility to nearby development, and availability of right-of-way. The MTA presented twelve station locations at the Public Scoping Meetings. The public suggested preference for a number of additional station locations and expressed opposition to a number of locations as well. Station location considerations include: cost; engineering feasibility; available right-of-way for station facilities; vehicular access, pedestrian and bicycle accessibility; ridership; compatibility with surrounding land uses; environmental impacts; developmental potential; impacts on travel time. Coordination on station locations and station design plans with local municipalities, community groups, affected property owners and the general public will be carried out throughout the study process. Findings will be presented in the AA/Draft EIS along with station area access and traffic impacts analysis for proposed station locations.

---

## 8.13 TAKOMA PARK/LANGLEY PARK

---

### Comments:

- Definitely want access in Takoma Park to the light rail.
- There should be at least one between the "new" Takoma/Langley stop and the Silver Spring Metro station. How else can/will the project benefit the population living between/along the route?
- Important to include a station at Langley Park and on the University of Maryland campus in College Park.



- A station/connection between the Metro and Langley Park area is very important.
- Serve Takoma/Langley and University of Maryland.
- Have a potential station location along University Boulevard around the Takoma Langley Shopping Center.

**Response:**

The location of stations is based upon transportation system considerations, travel demand, accessibility to nearby development, and availability of right-of-way. The MTA presented twelve station locations at the Public Scoping Meetings. The public suggested preference for a number of additional station locations and expressed opposition to a number of locations as well. Station location considerations include: cost; engineering feasibility; available right-of-way for station facilities; vehicular access, pedestrian and bicycle accessibility; ridership; compatibility with surrounding land uses; environmental impacts; developmental potential; impacts on travel time. Coordination on station locations and station design plans with local municipalities, community groups, affected property owners and the general public will be carried out throughout the study process. Findings will be presented in the AA/Draft EIS along with station area access and traffic impacts analysis for proposed station locations.

---

#### **8.14 UNIVERSITY OF MARYLAND**

---

**Comments:**

- Purple Line needs to connect centers- it must have stops (2) at University of Maryland campus, Langley Park, Takoma Park. Routes that avoid these centers would greatly diminish its value.
- Please look at the MD 193n /Campus Drive/ Comcast Center/Metzerott Road US 1 station/ Branchville junction with Metro Green Line/ (a new Metro station there).
- I want to know if the [illegible] stations will be next to Comcast Center and the [illegible]
- Don't avoid the University of Maryland. Transportation modes must take people to where they want to go, not for a scenic tour.
- The top of the University is fine, but the system must link the left University and New Carrollton.
- Important to include a station at Langley Park and on the University of Maryland campus in College Park.

- University of Maryland doesn't need 3 stations. Otherwise station locations are okay.
- Need two stops on University of Maryland. Need rail.
- Near Clarice Smith Performing Arts Center and the station – near US 1 at campus entrance.
- Make University of Maryland accessible and central to plans.
- Any alignment must include the University of Maryland to alleviate a considerable and growing traffic problem on US 1.
- Must include the University of Maryland. Connecting New Carrollton to Bethesda is a good idea
- Alignment should connect with the University of Maryland and College Park Metro.
- At the University of Maryland, we often visit Clarice Smith Center for Performing Arts.
- 1. University College 2. Cole Field House 3. east campus (east of US 1) at Paint Branch 4. College Park- University of Maryland Metro.
- At University of Maryland the line through the center of campus (past student union) provides the best service option and possibly the least disruptive and most easily navigated by buses. Station at Student Union area is center of campus.
- I like them just the way they are presented. In particular, the 2 stations at the University of Maryland will be most helpful for school and athletic events as well as the College Park community.
- The University of Maryland needs multiple stops.
- College Park portions should transit the University of Maryland campus.
- On campus stop (University of Maryland)
- Serve University of Maryland.
- It must serve the University of Maryland and the College Park Metro system. Think of University of Maryland games, commuters. Don't do it on the cheap, we will all regret it.
- Put at least 2 on University of Maryland campus. Have 1 stop at US 1 with tunnel so pedestrians can safely cross road.
- One at College Park Metro. One at US 1 side of campus, one at Clarice Smith side
- Should connect with the existing Metro station and serve Clarice Stadium/Stadium at other end
- (Added to maps already) University of Maryland needs 2 stops. With 30-50,000 people on campus (too many are commuters), it is insane not to have good Metro access.

- Need one station in the area of Cole Student Activities Building, one at the College Park/ University of Maryland Metro station. Potential for another station at University College location.
- I support the suggested stations and the LRT Option A (at grade).
- University of Maryland priorities- 2-3 stations at 1. University College; 2. Cole Field House; 3. east campus (east of US 1 at Paint Branch Parkway)
- Both College Park stations are logical choices.
- University of Maryland- please consider above-ground Metro station to Comcast Center, underground Comcast Center to Clarice Smith Performing Arts Center, then above-ground space west, either stations at Comcast and space.
- University of Maryland should be served. Why is a new option being considered that bypasses it?
- Serve Takoma/Langleigh and University of Maryland.
- I think especially in University of Maryland area you need to take into consideration sporting events and performances at the Clarice Smith Performing Arts Center. Therefore, I would definitely recommend a stop at MD 193 and Stadium Drive.
- The University of Maryland should definitely have one on campus. College Park/ Metro with access to College Park airport museum and tennis complex also a high priority.
- A stop at University Boulevard near Riggs Road would be very popular.
- Need to have a bus or train station and stops near the field hockey fields and Comcast Center.
- Critical need for two stops at University of Maryland: at Clarice Smith Center and at US 1.
- Put a stop at US 1 with exits on either side of US 1. Go under US 1, thus providing safe pedestrian way under US 1.
- The City of College Park supports a three-station concept for the city that includes: a west/central campus stop holds promise of serving existing and future traffic-generating development including much of the central campus area as well as the new Clarice Smith Center for the Performing Arts, Byrd Stadium, the Comcast Center and University of Maryland/ University College.

**Response:**

The University of Maryland is a major destination in the Bi-County Transitway corridor. Access to the campus and connection to the Metrorail Green Line at the existing College Park station are high priorities and will be considered for each of the alternatives being studied. Every effort will be made to make a connection to Metrorail at this station as convenient as possible. MTA will continue to coordinate and meet with the University of Maryland, the City of College Park, Prince George's County, government agencies, elected officials and the public, on station location and alignment.

---

## 9.0 TRAIL/GEORGETOWN BRANCH RIGHT-OF-WAY

---

### Comments:

- I still support the original inner purple line alignment and light rail as proposed in the previous "Listening Session" Meetings. This was a well thought out proposal, which serves the needs and desires of the community. The Governor and Transportation Secretary say they want to save money, but it is a travesty to waste time and money on a new 3-year study, when the work for the inner purple line was practically completed.
- Transit needs in this region are substantial. The Washington Regional Network for Livable Communities does not believe the state study should begin reviewing new and problematic alignments for the western segment of this project, such as Jones Bridge/Jones Mill Road, while ignoring the Georgetown Branch Right-of-Way, which was purchased for both transit and trail use.
- Important to have good design in whatever is done. Trail can be put over rail or above rail, on weekends trains next to trail can be slowed to 30 mph to reduce impact.
- Use the Georgetown Branch not Jones Bridge Road. The Georgetown Branch was purchased for transit.
- The previous compromise for trolley and trail into Silver Spring was a good one and should be refined.
- This means light rail along the Purple Line route.
- I prefer the light-rail on the Georgetown Branch right-of-way
- Follow the Purple Line route as originally proposed.
- Go through Columbia Country Club. It's the only logical alternative.

- (11 comments) - As a member of the Silver Spring business community, I join the greater Silver Spring chamber of commerce and the coalition to build the Inner Purple Line in supporting the Inner Purple Line light rail (IPL). The IPL is the best east-west transportation alternative because: it connects the central business districts of Silver Spring and Bethesda; it connects through commercial centers to the east and the University of Maryland; it takes vehicles off the roads; it serves the communities in southern Montgomery County which need transit the most; it is planned for a county-owned right-of-way between Silver Spring and Bethesda; it has been fully studied, and thus, can be accomplished faster than any other alternative; it is the best solution for economic development in southern Montgomery County.
- I continue to support the light rail on the Georgetown Branch.
- Use light rail along the Georgetown Branch right-of-way as previously approved and as locally desired (County Council, M-NCPPC).
- I strongly favor light rail built along the Georgetown Branch alignment.
- The proposed light rail or bus rapid transit on the existing Georgetown Branch is a terrible idea. Please do not do it.
- The original alignment of the Purple Line from Bethesda to New Carrollton is clearly the best and only route for the project.
- Use the Georgetown Branch- it was purchased for trolley and trail.
- Not using the Georgetown Branch right-of-way would defeat one of the major benefits of either LRT or BRT- a new and uncongested right-of-way.
- Light rail system preferred; bus/ on road system impractical and demonstrates lack of commitment by local, regional and state entities. Connect LRT with Bethesda station. Provide LRT and biker/hiker trail along Georgetown/Crescent and connect Bethesda with Silver Spring.
- It has been promised and not delivered! As a member of the Silver Spring business community, I join the greater Silver Spring chamber of commerce and the coalition to build the Inner Purple Line in supporting the Inner Purple Line light rail (IPL). The IPL is the best east-west transportation alternative because: it connects the central business districts of Silver Spring and Bethesda; it connects through commercial centers to the east and the University of Maryland; it takes vehicles off the roads; it serves the communities in southern Montgomery County which need transit the most; it is planned for a county-owned right-of-way between Silver Spring and Bethesda; it has been fully studied, and thus, can be accomplished faster than any other alternative; it is the best solution for economic development in southern Montgomery County.



- Strongly support light rail on the Georgetown Branch to promote rapid transit in the heart of the developable areas- Bethesda, Chevy Chase Lake (center of dev), Rosemary Hills, (Lyttonsville) apartments, and downtown Silver Spring. Jones Bridge.
- Yes, I believe the Purple Line is the way to go.
- I am very glad you are re-thinking the Bi-County Transitway and hope your selected route will not impact the Georgetown Branch trail.
- Don't use bike paths for mass transit
- Bike lanes are good
- Keep the bike trail too.
- I strongly oppose the destruction of the Georgetown Branch/ East-West Highway trail as it now exists as a tree-lined gravel bikeway/pedestrian trail. We need to preserve the little green space we have in this congested Metropolitan region. This already narrow link between Bethesda and Silver Spring serves many purposes: --"safe" habitat for wildlife, already under great stress due to our human activity -- an environment for humans to commune with nature quietly and safely - trees, which improve air quality in an area with terrible air quality - exercise options in a nation dying of obesity-related illness. Opponents of my opinion argue that a hikers/bikes trail can co-exist with a light rail. I am sure they can, but I do not want to bike or walk next to a noisy, high- speed light rail nor do I want to lose any of the natural greenery that already exists along this narrow stretch of land. I would favor using bus rapid transit along the very congested East-West Highway to connect Silver Spring to Bethesda
- There should be more emphasis on linking the various trails in connection with any transitway. There should be more information on how the BRT/LRT will impact on Beltway traffic, if at all.
- The construction of either LRT or BRT on the Capital Crescent Trail will involve clear cutting thousands of mature trees and a fatal degradation of the trail.
- If possible, the Capital Crescent Trail should be extended along the route.
- There is no need to spend anymore taxpayer money for another hiker biker trail. We have Sligo Park and Rock Creek Park on either side of us, we don't need this.
- Light rail and trail would be the best alternative.

- The impact upon the entire East-West Highway trail must be thoroughly analyzed for all options. This means studying the whole future trail, not just the portion already built in Chevy Chase neighborhoods. Over 1/2 of the future East-West Highway trail between Bethesda
- If the trail must be used, and it shouldn't be, use cut -n- cover.
- Once the rural nature of the trail is compromised, usage will drop considerably.
- Noise! Whether bus or rail, the noise will destroy any hiker biker trail that is adjacent.
- I would also like to protect the bike trail from Silver Spring to Bethesda.
- I do not support building any transit on the interim trail between Bethesda and Silver Spring. I believe that the trail has enormous recreational value and should be preserved for that. I would support another route that would preserve the existing trail
- The existing trail is an undervalued resource for everyone in the county. I would support rapid transit if that would really work, not the halfway solutions that have been proposed so far.
- I think the Georgetown Branch/ East-West Highway trail should be widened and improved to accommodate the heavy volume of hikers and bikers both on the weekend and during the week.
- I would like the trail to be wider.
- Please no rail. The trail is fine.
- Please don't put in a light rail. Only a trail.
- If you go on their trail you will see for yourself how popular a trail this really is, a place very much needed in the fast pace we live in.
- Save the trail
- Please save the trail
- I think many people are interested to know the specifics of how a hiker/biker and LRT can co-exist (e.g., pictures of cities where this has worked, details about noise abatement, etc.)
- The Georgetown Branch trail is a lovely stretch of nature populated by old trees, and home to opossums, foxes, raccoons and more. To destroy this beautiful area in favor of a dubious transportation link is wrong.

- Anything other than bikes and pedestrians on the trail will do irreparable damage to the environment that won't be repairable in our lifetime.
- Neither rail or bus lines is satisfactory on the East-West Highway trail unless the rail or bus line is deep underground or at least cut and cover from Rock Creek Park to Bethesda.
- Why is this even being considered? There are tons of families and family pets and children that use the trail. We need to protect what little green space we have, and do not need a rail or buses polluting nature.
- The opposition is saying that our green space would not be affected. They are wrong.
- Light rail and express buses on the East-West Highway trail would be the ruination of the trail. Instead of a respite from an increasingly urban suburb, it would thrust it onto us, to say nothing of the destruction of thousands of trees.
- (Typed sheet) gentlemen: no way should the East-West Highway trail be used for any kind of transportation, because this is the most important asset for the health of our community. Everyday hundreds of walkers, joggers, bicyclists, office goers to the Bethesda Metro, high school kids to the school, kindergarten children, etc. use this trail. So, please keep our beloved East-West Highway trail intact.
- I think in order to satisfy some people you will destroy or have a negative impact on many other people's lives. Tearing up our greenery and supplanting it with more metal- no- no- no, plus the noise and smoke and danger to users of the trail.
- It took years of study and "committees" that studied the environment before the crescent trail was built- now you want to destroy it.
- The alternative that wrecks the Georgetown Branch trail is bad. (the fact that your orange line runs through my condominium in order to distinguish from the light rail line influences my opinion. In reality either would be too close for comfort.
- The alignment is impractical and incompatible with recreation use of the trail. The right-of-way is too narrow for buses (or light rail).
- The East-West Highway trail must be preserved - it is part of the Washington, DC biker Beltway and if completed, more people would bike to Bethesda.
- Trolley = ruin trail
- Save the trail!
- Save the trees on the Georgetown Branch! Georgetown Branch is well used and appreciated by our community.

- You wreck the trail
- I do not believe that the Georgetown Branch right-of-way is large enough to accommodate a transitway and the trail. The trail should have precedence.
- The [illegible] alternative makes it difficult to comment specifically. However, I am steadfastly opposed to using the East-West Highway trail for transit.
- Don't use the East-West Highway trail for transit!
- Neither the BRT nor the LRT should use the Georgetown Branch trail; to do so would adversely affect the quality of life in east Bethesda and Chevy Chase. Further, it would destroy an urban park used by a huge number of people. Realistically, who would enjoy walking/ hiking next to a speeding bus or train? The BRT should use Jones Bridge Road. LRT is a destructive option to be avoided.
- They would need to the thousands of trees cut in order to use the Georgetown Branch trail. This would be an environmental disaster. The few parks available in Bethesda must be preserved; the trail is a park and represents a priceless resource to Montgomery County.
- Here must be no transit on the East-West Highway system - used by thousands in a Metro-wide trail system.
- Our community is strongly opposed to any transit on the trail. It will kill 41,000 trees while carrying low ridership especially if it's only Silver Spring to Bethesda. CSX project rejection is fatal to transit on trail.
- Please see attached letter - Dear sir/madam, I am writing to register my views on the proposed Inner Purple Line light rail transit system between Bethesda and Silver Spring. I feel strongly that this is such a terrible idea. As a frequent user of the East-West Highway trail, I assure you that any such train-line would ruin the character of the trail in this area, and induce me to stop using the trail. To build the line would mean cutting down a swathe of trees along the corridor. Even if a wall is constructed between train-line and the trail, the noise would make it impossible to enjoy the trail. Moreover, the wall itself would spoil completely the park-like nature of the trail in this corridor, which is certainly worth preserving. Finally, pollution from the train-line in a densely populated area would affect not just trail-users, but everybody living in the neighborhood.
- The noise and air pollution from the light rail or bus rapid transit would ruin the East-West Highway trail as well as the adjoining homes - one of which I live in.
- It will destroy the trail that so many people (Washington, DC residents and Maryland residents from outside immediate area) enjoy.

- People will shun the Bethesda to Silver Spring section of the trail.
- Issues: light rail would cause destruction of trees/green space, would cause undo noise to neighboring homes, would cause trail to lose its beauty, tranquil setting.
- The train and the trail for reservation are not compatible. How can anybody walk in peace with a trail running besides the pedestrians.
- The great loss of trees in a lovely area of Maryland. It is the only place a person can walk and bike without worrying about the traffic. It is a marvelous linear park that needs to be preserved for generations to come. Noise levels for neighborhood residences will be unbearable.
- You must keep all transit off the trail.
- You must save the East-West Highway trail as a quiet, tree-shaded treasure.
- Keep the trail open for biking and hiking.
- As a trail user and taxpayer I am completely opposed to construction of the trail or bus line along the Georgetown Branch trail. First, the trail would be ruined. With trains running frequently, hiking or walking along the trail would be extremely unpleasant. Second, the light rail or exclusive bus lanes along the trail seem the most expensive way to reduce congestion. It raises concerns about the use of public funds. Third, the light rail or bus line along the trail is isolated from the existing transit system. The idea of the train or the trail is quixotic. Use the existing roads.
- The light rail should not be built. Neither should bus lines along the trail.
- The construction of the light rail or a bus line on the trail will require clear cutting of many mature trees. They will take decades to grow back to their current density and return the trail to its possible nature.
- Please keep transit off the trail. Please save this green gem, the trees and so on.
- Trees, green space, shade, quality of life near the trail. Quality of trail use.
- Jones Bridge Road = yes, good alternative to destroying East-West Highway trail.
- The trail is a treasure that must be preserved.
- Strongly oppose both light rail and BRT along the East-West Highway trail.
- The East-West Highway trail is an invaluable asset, which should not be sacrificed.
- I am going for any mass transit made that does not impact the East-West Highway trail or Georgetown Branch trail.



- The existing recreational trail is a vital environmental and community resource. There is no constituency in Bradley Hills Civic Association for sacrificing this resource.
- Please keep transit off the Georgetown Branch trail. It is a natural treasure that enhanced the quality of life for all that use it. The alternatives seem quickly thought up and poorly designed.
- The wildlife along the trail, the natural beauty, and the enjoyment of the trail would be destroyed by the light rail or bus placed upon it. I believe the community would suffer a serious loss.
- BRT will not solve the transit problems. It needs to be put on another thruway to make an impact not on a current road. As long as the Purple Line light rail preserves the trail along side of it. Then all sides should be happy. It appears that Columbia Country Club's golf course is infringing on the public land of the trail's right-of-way.
- Please do not build anything on the East-West Highway trail. It would destroy 5,000 trees and the peace and beauty of our neighborhood.
- Don't do anything to the trail please!
- Please do not built anything on the East-West Highway trail.
- Noise pollution, loss of trees, safety on the trail would be destroyed if bus or light rail were built.
- Save the trail.
- Trees and wildlife, save the Capital Crescent Trail.
- The local alternative is needed because of space and the desire to use the trail.
- The trail is so nice and useful as it is.
- I enjoy the trail and like to have easy access to it without sharing it with bus or rail. The access places are often not convenient and would place bikers on the streets.
- The most important issue is that the trail between Bethesda and Silver Spring be saved for future generations as the last and most-used green space in the area. LRT Options A and B are particularly egregious.
- Keep in mind the number of users, especially families, of the trail, not to mention the noise and loss of trees that putting any kind of transit on the trail would entail.
- Make the trail wider.
- There should be no light rail. Only trail!

- I think it is very important to maintain plans for expansion of the East-West Highway trail for recreation and bicycle commuting.
- Build the light rail (and trail) now!
- Under no circumstances should transit be built on the interim trail.
- First and foremost, saving the East-West Highway trail (from Silver Spring to Bethesda and beyond towards Washington, DC) in its present form must be given a high priority so that any scheme for the transitway must include this.
- There should be no transit (bus or rail) alongside the Georgetown Branch (East-West Highway) trail. The trail and its canopy of trees, is a park and there is no room for a rail line or a busway. Save the trail!
- The trail is a park, needed green space in an overdeveloped part of the country. Please don't ruin the park by putting a rail line or bus alongside the trail.
- There are a few "jewels" in the Washington area- the Georgetown Branch from before the trestle to the East-West Highway trail is one of these "jewels." in my opinion it is short sighted to change it to a combination trolley/ biker/ hiker trail.
- Both environmentally and from the community's viewpoint, the Georgetown Branch should remain solely a bike/ hiker trail. There is no way to accommodate a trolley without the destruction of the beautiful character of the current trail.
- Do not put the Transitway on the Georgetown Branch Trail. The Trail is a treasure, and would not solve the traffic problem destroying it.
- Placing the transitway on the trail or alongside it would have both negative environmental impact and neighbors would...  
(original comment incomplete)
- The trail provides green space and recreation for south Montgomery. Placing a transitway on or along side would destroy the quiet and the beauty. Many trees would be cut. No one wants a transitway 20 feet from his or her house.
- Please do not put transit on trail - it will destroy the trail, be too close to homes, and will be a financial disaster for the county.
- Opposition to the transit on trail is much bigger than members of Columbia Country Club.
- Both alternatives would destroy the trail. We need to save the green space and protect the trees.
- I object to the loss of trees and trails.

- No transit on the trail.
- Rails or buses on trail would be dangerous, especially with so many children using the trail!
- Don't run buses near trestle over Rock Creek Park.
- Rails or buses on trail would destroy the trail, the trees, animal habitats, streams, (Coquelin Run). No one wants to hike or bike next to trains or buses. No transit - no buses - no trains on the trail.
- No problem crossing the Columbia Country Club. As a percentage, tree loss is irrelevant.
- I own a mid-priced house (\$380,000) on the East-West Highway trail Georgetown Branch. I am a college professor- I'm not a millionaire. Don't destroy my home!
- Save the trail - green spaces are a precious resource that should be preserved.
- The parallel existence of LRT and the trail is incomparable on both practical and aesthetic terms.
- Green space - whether private (as in the Columbia Country Club) or public (as in Rock Creek Park) must be preserved.
- Alignment should utilize trail (Bethesda to Silver Spring) required for this purpose.
- I use both transit and the East-West Highway trail, and believe that both could share the way-of-way.
- The trail from Bethesda to Silver Spring should be maintained - look at the usage during a weekend.
- Many trail supporters are ready to make reasonable accommodation for the trail to share with the Georgetown Branch corridor as part of a good quality transit/trail project. We recognize transit can bring significant benefits to trail users, in particular in helping to get access to the CSX corridor needed to complete the East-West Highway trail in Silver Spring. But any transit must accommodate the trail. The future East-West Highway trail must remain on its Master Plan alignment as a good trail. Transit options that threaten to leave no room for the future East-West Highway trail in the Georgetown Branch and CSX corridor will draw fierce opposition.
- I want to travel between Bethesda and Silver Spring and the University of Maryland. I don't want to go to National Institute of Health! Build the Inner Purple Line light rail. I also want the East-West Highway trail to connect directly into the Silver Spring Transit Center and the Metropolitan Branch trail. The on-road trail is not feasible. Bethesda, Chevy Chase now have a private trail that I do not have reasonable, safe access to.
- Keep the Purple Line in Montgomery County. I support finishing the hiker/biker trail between Bethesda and Silver Spring.

- Please consider tunneling or cut and cover through Columbia Country Club.
- The East-West Highway trail from Georgetown to Silver Spring is a very much enjoyed nature trail for so many of our citizens. Don't ruin this by building a rail or bus service.
- Please preserve the trail! Bikes, hikers and kids can't co-exist with buses. It won't be safe. Surely it would [illegible]. The trail to the east towards Silver Spring is more heavily used with every passing week.
- Please take time to study the issue. Do not rush to destroy these lovely woody areas that make our community so attractive. Make the buses more reliable. Have a lane only for the buses at rush hour along Connecticut Avenue please save the trail.
- Governor Ehrlich is simply catering to the NIMBYs of Chevy Chase. This is a necessity for Montgomery and Prince George's Counties and it should go as planned- as Glendening wanted it- and that means following the East-West Highway trail's Georgetown Branch.
- I am an older woman (almost 76 to be exact) and 5 days a week I walk over to Bethesda and back from Chevy Chase. On that walk I see all sorts of people- walking, biking or airing their babies or dogs. They are people of all races, ages, size and shapes. I have no fear at all of being accosted. I greet almost everyone who passes me, as they do in return. It is a huge asset to our community to have such a place for physical fitness and neighborliness. To lost it would be a tragedy. It is not just used by our local community but by many from other areas who enjoy its beauty and lack of automobiles and pollution.
- We oppose the creation of a light passenger transport line along the existing Capital Crescent Trail between Silver Spring and Bethesda.
- While most governmental agencies in the United States are developing more venues for public participation in healthful recreation. The plan to use the existing crescent trail for a commuter pathway is contrary to progressive public policy of finding more ways for the public to participate in healthful neighborhood recreation.
- It is of great concern, to our community in Chevy Chase, Bethesda, Maryland, that the trail is to be saved. Our community speaks with one voice.
- Our trail is therapeutic and environmentally healthy. We jog there every hour of the day. Our family's bike-ride the trail. We take peaceful walks in that trail every day. The trail is our heaven. Our sanctuary. The trees make is very peaceful.
- The trail must be saved!

- I cannot express strongly enough that as a bicyclist, a walker and an ecology-minded citizen, there must be no transit on the Capital Crescent Trail, which, incidentally, needs paving on the final part.
- Please, keep this trail for us without buses or rails.
- I want to encourage you not to make another slash across what little natural area we have left in lower Montgomery County by putting a busy transportation route along the old railroad right-of-way (now the Capital Crescent Trail). It is such a great recreational resource, and could be forever.
- We are writing to express our opposition to converting the Capital Crescent Trail between Silver Spring and Bethesda from the current hiker-biker trail to a light rail or bus line. Finally, it would degrade or destroy a major recreational area for thousands of area residents- the Capital Crescent Trail. We urge you to preserve and enhance the Capital Crescent Trail.
- I am strongly opposed to operating any kind of transit system along the Capital Crescent Trail between Bethesda and Silver Spring.
- My family and I bicycle along the trail often and we think it is one of the best features of living in Montgomery County.
- I was appalled to hear of your proposed transit proposition for trail through Chevy Chase. I personally ride my bike on the trail several times a week and any time I encounter many fellow bikers, joggers and walkers. On weekends, the number rises to many hundreds, and these people have nowhere else to go.
- We write to express our opposition to the proposed plan to run buses along the Georgetown Branch of the Capital Crescent Trail.
- Please consider the options for mass transit in Bethesda and save the trail.
- The branch of the Capital Crescent Trail between Wisconsin Avenue and Rock Creek Park will be destroyed by any form of mass transit. It is in fact a narrow linear park. It is enjoyed by hundreds every day and more on weekends. It contributes greatly to the quality of life for all citizens in the area.
- I pray that your department will consider the alternatives and save our trail/park.
- I am writing to express my opposition to the building of a light rail extension from Bethesda to Silver Spring that would use the route currently in use as a hiker/biker trail.

- The enjoyment my family gets from this trail and our ability to bike from our doorstep into Bethesda on almost exclusively on a quiet, wooded trail cannot be described. It would certainly be ruined by the construction of a light rail line along the path with its associated noise, dismal appearance and destruction of woodland.
- We are writing to register our views regarding the proposed construction of a transit system on the Georgetown Branch Trail between Bethesda and Silver Spring. We are strongly opposed to any construction along this stretch of Capital Crescent Trail, whether it is in the form of a light-rail system or a dedicated bus line.
- We urge you to walk the trail itself to understand its importance as a local recreational resource.
- That's my house on Capital Crescent Trail, and we're not millionaires.
- Leave the trail alone.
- Save the trail.
- Our home on Jones Bridge Road would be condemned by the alignment, while the Capital Crescent Trail requires no home to be condemned.
- The light rail or bus rapid transit on the Georgetown Branch would ruin the Capital Crescent Trail. Please do not do this.
- I strongly oppose putting any transitway, either buses or rail, along the Capital Crescent Trail. More than 10,000 trail users signed petitions asking to save the Capital Crescent Trail. The residents of Montgomery County and the whole region cherish the natural quality of this popular trail. More than a million hikers and bikers use this trail every year. Putting either buses or a rail line on the Capital Crescent Trail would devastate the trail.
- I am writing to oppose the construction of the Bi-County Transitway (formerly the Inner Purple Line). The construction would take place, if I understand it correctly, on the trail between Bethesda and Silver Spring. For the past 5 years, my wife, my children and I have used the trail regularly for running and walking and visiting Bethesda. We live off of Connecticut Avenue about a mile from where the trail hits Connecticut Avenue.
- I, as one of the residents who live by the side of the cross county trail that has been designated by your Department of Transportation as the route for a light rail (commuter train) from Silver Spring to Bethesda, am writing to protest.
- I am strongly opposed to any transit, either buses or trains, along the capital crescent trail. As you know, the Capital Crescent Trail is the most popular trail in Montgomery county. More than a million hikers and bikers use this trail every year.



- This path is enjoyed by so many citizens (and old- for recreational purposes, enjoyment and health, especially walking and jogging).
- The information and materials made available at those meetings has served to confirm our strong conviction that there is no realistic way in which the Georgetown Branch of the Capital Crescent Trail can be adapted for shared use with mass transit.
- (2 comments) - As a runner and member of the Montgomery County Road Runners, a non-profit running club of over 3,000 members, I would like to voice my support of the continued use of the Capital Crescent Trail in it's current form. Again as a runner and member of this club, this trail, specifically the part between Bethesda and Silver Spring, it is used often by myself and fellow runners for races and training. The Capital Crescent Trail is the most popular trail in Maryland. The segment between Bethesda and Silver Spring, known as the Georgetown Branch Trail, is an essential link in a 25-mile circuit of trails. This link connects the Capital Crescent Trail coming from Georgetown to Kensington, Rockville, Silver Spring, Rock Creek Park, Sligo Creek Park, Mt. Vernon and more. For runners, hikers and bikers, it is a unique treasure. As a member of the Montgomery County Road Runners, I personally oppose placing any transit, either buses or light rail, along the trail. Transit would seriously degrade the natural beauty, safety, and popularity of the trail. We believe the trail should be maintained and improved for the benefit of all the runners, hikers, bikers, families, children, and elderly who love to use the trail.
- I am glad you are looking at alternative routings including 16th Street. It is clear that while the Georgetown Branch ROW may have been a nice route for a weekend excursion trolley between downtown Silver Spring and Bethesda; it is wholly unsatisfactory as the route for a major transportation route. Further, all prior studies improperly focused on this one route and failed to consider other, better, routings. You must not run any transit on the surface of the Capital Crescent Trail between Silver Spring and Bethesda Metro. Over 10,000 trail users signed a petition requesting that you not do this.
- Transit needs in this region are substantial. The Washington Regional Network for Livable Communities believes the state study should begin reviewing new and problematic alignments for the western segment of this project, such as Jones Bridge/Jones Mill Road, while ignoring the Georgetown Branch right-of-way, which was purchased for both transit and trail use.
- I still support the original inner purple line alignment and light rail as proposed in the previous "listening session" meetings. This was a well thought out proposal, which serves the needs and desires of the community. The governor and transportation secretary say they want to save money, but it is a travesty to waste time and money on a new 3 year study when the work for the inner purple line was practically completed.

- Community has been waiting for years to get the transit on a right-of-way bought for this-- purpose in tandem with the trail. We have spent years + lots of money in studying- it's time to move on the proposal that was ready to go into engineering study for LRT.
- The mode should be light rail or as direct a path as possible using Georgetown Branch.
- The Capital Crescent Trail is the most popular trail in Maryland. The segment between Bethesda and Silver Spring, known as the Georgetown Branch trail, is an essential link in a 25-mile circuit of trails. This link connects the Capital Crescent Trail coming from Georgetown to Kensington, Rockville, Silver Spring, Rock Creek Park, Sligo Creek Park, Mt. Vernon and more. For runners, hikers, and bikers, it is a unique treasure.
- We support completion of the trail into downtown silver spring where it will connect with the Metropolitan Branch trail into Washington - creating a major recreational resource for inner city residents as well as Maryland and DC bicycle commuters.
- Governor Ehrlich is simply catering to the NIMBYs of Chevy Chase. This is a necessity for Montgomery and Prince George's Counties and it should go as planned - as Glendening wanted it - and that means following the Capital Crescent Trail's Georgetown Branch.
- Support light rail along the grade separated route formerly identified as the Inner Purple Line that was to have run between Silver Spring and College Park along Piney Branch Road and University Boulevard. Such a route should be constructed in a manner that if it begins as bus rapid transit it can be converted to light rail should that option later become available.

- The Greater Bethesda-Chevy Chase Chamber of Commerce support for Georgetown Branch light rail, opposition to Jones Bridge Road Purple line busway

Submitted to the Maryland Transit Administration-- September 17, 2003

By Thomas D. Murphy, President (Eaglebank)

For more than a decade one of the top priorities of the Greater Bethesda Chevy Chase Chamber of Commerce has been the construction of the Georgetown Branch light rail/ hiker biker trail linking the Bethesda and Silver Spring central business districts. The project remains our number one transportation priority. With that in mind, we strongly oppose the Jones Bridge Road Purple Line busway proposed by the Maryland Department of Transportation. A Bethesda- Silver Spring light rail transitway along the Georgetown Branch alignment is consistent with the principles of smart growth. It would provide a direct, convenient connection between Montgomery County's two largest inside-the-beltway job centers. These areas cannot rely on increased vehicular traffic because of limited road capacity and safety considerations. We believe the recent Montgomery County planning board staff review of the proposed Jones Bridge busway, with its myriad of identified road problems, validates this conclusion. Most of the right-of-way for Bethesda-Silver Spring light rail already has been acquired with public funds and has been earmarked for joint transit/trail purposes. Accordingly, there should be limited need for further land acquisition and taking of private property. That would not be true with the Jones Bridge busway alternate, where significant property acquisition and relation would have to occur.

The integrity of the planning process is also at issue. For a number of years the Georgetown Branch alignment with its dual uses for transit and recreational purposes has appeared on approved master plans. Decisions have been made and expectations have been focused on this particular alignment. In view of our fragile economy and the need to nurture the county's and the region's financial health, now is not the time to scrap years of careful public and private planning efforts and to generate an atmosphere of future uncertainty. Years of thorough study of the Bethesda-Silver Spring Georgetown Branch light rail project were ready to be concluded when the new administration and MDOT changed focus with the reintroduction of the Jones Bridge Road bus concept. Up to that point every indication was that the Georgetown Branch light rail/trail project would be the most advantageous in terms of cost, ridership, and economic benefits. Environmental concerns and neighborhood impact issues were being addressed by the discussion of possibly undergrounding in certain areas. For various reasons, alternatives such as Jones Bridge Road alignment had previously been rejected. Further time and effort should not be expended to revisit a concept that has little chance of success.

We urge the county and the state to refocus once again and to direct all available commitment and resources to the Georgetown light rail transit project.

- (Letter date 9/17/03 addressed to the honorable Robert L. Flanagan)

Re: September 16 letter to the Washington Post Editor

Dear Secretary Flanagan,

I would like to congratulate you on behalf of the East Bethesda Citizens Association (EBCA) for your candid and thoughtful reply to a recent Washington Post editorial concerning the efforts of the Maryland Department of Transportation to address the transit needs of Maryland.

You made it clear that you are serious about providing cost-effective, flexible transit solutions for those most in need. Of particular interest to EBCA, was your sincere expression of concern for the fate of the Capital Crescent Trail. EBCA, like you and Governor Ehrlich, strongly support the preservation of the trail as just that, a trail. The trail is too precious a resource to permanently sacrifice for a transit line.

EBCA is one of the largest citizens associations in Montgomery County. The association was founded in the 1930's and represents over 1,200 households. The Capital Crescent Trail bisects East Bethesda. Accordingly, the community has steadfastly opposed any proposal which would place transit on the surface of the trail.

EBCA believes that the transit needs of those desiring to travel from east to west in Montgomery County or from Prince George's county to Montgomery County may be met more expeditiously and cost effectively through enhanced express bus service along existing thoroughfares.

Bus solutions have multiple benefits. They may be implemented in the near term, are flexible and thereby responsive to changing transit needs, and avoid the stranding of limited capital in the construction of dedicated transit right-of-ways.

EBCA looks forward to working with you and other officials from the Department of Transportation to devise east-west transit solutions that 1. Preserve the Capital Crescent Trail as a linear park, strictly for use by hikers and bikers, 2. Reduce congestion, 3. Address demonstrated transit needs, and 4. Are flexible and cost effective.

Thank you very much for your leadership on these matters and for considering the views of EBCA. I may be reached at 301-718-1925 to address any questions concerning the perspectives of EBCA on the Capital Crescent Trail or the Bi-County Transitway.

Sincerely,

Andrew T. O'Hare

Vice President

**Response:**

The Georgetown Branch Trail is an interim trail section of the Capital Crescent Trail extending northeast from downtown Bethesda to Stewart Avenue in Silver Spring. It is crushed stone and is approximately 3 miles in length. On August 1, 1995, the Montgomery County Council approved funding for MCDPW&T to provide a discontinuous interim (unpaved) hiker/biker trail in two sections of the right-of-way. One section of the interim trail travels from downtown Bethesda, under the Apex building to the Rock Creek Trestle. A temporary bridge across the Rock Creek Stream Valley Park has been recently completed. To the east of Rock Creek Stream Valley Park, the second section of the interim trail continues until just east of Lyttonsville Place. The Council's resolution notes that the interim trail is intended to permit use of some of the Georgetown Branch right-of-way, which has been owned by Montgomery County since 1988, until decisions are made regarding funding of a permanent transitway/trail. On the advice of the FTA regional office, the resolution contains specific language reiterating County policy that the interim trail is not to diminish the joint development of the right-of-way and that the right-of-way was purchased for transportation purposes (transit and trail). The MTA is committed to maintaining the Georgetown Branch hiker/biker trail under all alternatives being considered; including Build alternatives that utilize the Georgetown Branch trail alignment.

If an alignment along the Georgetown Branch interim trail is selected as the preferred alternative, a permanent trail from Bethesda to Silver Spring will be provided. In this case, every effort will be made to ensure that the transit line and parallel trail are compatible so that a safe and pleasant trail experience is provided.

---

## 10.0 TRANSPORTATION

### 10.1 MOBILITY

---

**Comments:**

- Bethesda Metro to Silver Spring Metro. Wayne Avenue needs it - many poor people in apartments. University Boulevard needs it more.
- I am thrilled by MTA's decision to connect such communities as Langley Park to the communities in which their residents work (Silver Spring, Bethesda).

- As a Prince George's County homeowner, I feel strongly that the future well-being of our richly diverse community depends upon our citizens equal access to the public transportation enjoyed by other commuters (namely the federal government workers living near the Red Line in Montgomery County).
- Connect commercial centers.
- I just want to be able to get from Silver Spring to Rockville Pike reasonably.
- Multiple station locations connect neighborhoods and get people out of their cars. I like the idea of a light rail station in my neighborhood of North Woodside with connections to Brookeville, Rock Creek, and Chevy Chase. The short-lived heavy rail version was useless in this regard.
- There are many service employees living in New Carrollton and working in Bethesda/Rockville that need transportation. You must provide for families that can't afford the cars/gas/time to take care of these in the west.
- We need a system that significantly reduces travel time
- Connecting Bethesda/ Rockville and Silver Spring makes so much sense.
- Good, quality rapid transit is needed to connect downtown Bethesda, downtown Silver Spring, Langley Park, College Park and New Carrollton. Transit alignments that bypass any of these major centers will not address our needs. Please stick to transit alignments that take us where we need to go-- not where it is easy to build.
- This would really help many of the struggling neighborhoods in Prince George's County, especially at the University of Maryland.
- Major impact on houses and ability of people to use existing roads.
- This is for the benefit of many people - not just the few privileged ones.
- Employment traffic patterns, transit-dependant communities/ populations, transits, leveraging potential for commercial revitalization, coordination of any plan with curb-to-curb or door-to-door transit alternatives for residents who require.
- Development of critical mass of activity- foot, bike and transit? -- How does each alternate maximize this?
- What are the overall impacts to transportation in the region?
- More houses on East-West Highway and the rest of the local routes would provide much more direct transit to users destinations.



- Don't let Chevy Chase Land Company determine how to move low-income unskilled workers between Prince George's County and downtown Bethesda.
- The priority would have to be a system that would move fast enough to be feasible. Right now on transit College Park to Bethesda is about an hour on Metro and an hour and 10 minutes or so on the bus. If you don't substantially speed that up, what is the point?
- Should be limited to operate at a decent speed. Connection with the green line at College Park, allowing for a stop at University of Maryland makes the most sense.
- If Maryland wants to spend money on transportation why not add lanes to the Capital Beltway and build the Intercounty Connector? They would really help.

**Response:**

One of the Bi-County Transitway's major goals is to improve regional mobility by increasing the speed, reliability and access to transit services in Montgomery and Prince George's Counties. Other key project goals are to serve transit oriented populations and to improve connections between major employment and activity centers, including Bethesda, Silver Spring, Takoma Park/Langley Park, the University of Maryland, College Park, and New Carrollton.

---

## **10.2 SYSTEM CONNECTIVITY**

---

**Comments:**

- Existing Metro stations should be connected, including College Park.
- Light rail would be best integrated into the existing Metro subway system – let's not contribute to the marginalizing of communities (like Langley Park) that this is intended to help!
- The station should terminate at bus/rail combination stops.
- Silver Spring Transit Center (hopefully accommodations will be made) also accommodations for bike paths.
- Connect existing Metro stations.
- Road locations not suitable in the intermediate points. Rail and transit fully compatible.
- Which alternate maximizes pre-existing county and regional transit? Investment in Metro.
- Light rail makes no sense unless it is integrated into the Metro system and can go west without changing trains.

- It should be underground with direct transfer to Metro without elevators or walking to escalators.
- Connecting with stations on the Blue, Orange, Green, and Red Lines, and, possibly attending to Dulles Airport or the Virginia sides.
- Seamless transfer
- As with the Metro subway system, stations should be located at points where convenient transfer to local bus routes is available.
- Any transit proposal should reduce congestion. Moving existing transit users from one mode of transit to another is not a good investment.
- I am not clear as to proposed links of any system to the Bethesda Metro. It goes without saying that care must be taken to ensure that the linkage does not add to an already congested area.
- They should hook up with existing Metro stations, MARC stations and, if possible Amtrak stops as well.
- Stations need to connect with Metro and Amtrak to extent possible.
- New Carrollton Metro station - good - connect to Amtrak and MARC.
- Consider ridership with a new MARC/Amtrak transfer capabilities, especially new suburb-to-suburb. Suburb-to-Baltimore commuters, etc.
- No matter what mode is chosen, it is critical that the route be put onto WMATA's Metrorail service map, so that people who naturally only will ride Metrorail and no other transit) will consider this as a transportation option.
- Make sure passengers can use their Metro flash cards to ride and can easily board and transfer from Metro or bus.
- Buses or light rail trains will not solve the region's long-term transportation needs, will not directly connect both arms of Metro's Red Line, will not reduced pollution, and will result in the loss of some 4,000 trees and the destruction of a well-used trail and a naturally beautiful recreation area.
- It would also fail to connect the two arms of Metro's Red Line and is inconvenient since transfers would be needed to use other rail or bus services. A large cost for construction, concomitant with the destruction of the invaluable recreation resource, for little relief in the way of traffic congestion.

- The University of Maryland is the largest employer and traffic generator in Prince George's County and the Bi-County Transitway will provide, based on experience elsewhere in the country, a quality link that can be expected to ensure far higher levels of transit ridership if it serves the University of Maryland campus. It will certainly improve the connectivity between the University and many Maryland businesses and communities, fostering partnerships and supporting transit-oriented economic development.
- The City of College Park supports a three-station concept for the city that includes: a College Park/ University of Maryland Metro station stop will serve the expanding FDA complex, provide for transfers to MARC and the existing Metro Green Line to downtown Washington, and support the master plan concept for new mixed-use development in the area, including the proposed University of Maryland's Technology Research Park.

**Response:**

One of the Bi-County Transitway project goals is to improve system connectivity and increase transit usage by providing an essential and convenient link to the Metrorail radial lines, as well as to other rail or bus services in Montgomery and Prince George's Counties. The Bi-County Transitway is being planned by the MTA to provide direct connections to the Metrorail Red, Green and Orange lines.

---

### **10.3 TRAFFIC CONGESTION**

---

**Comments:**

- Putting any additional public transportation on already congested roads is worse than useless.
- My concerns are congestion - is already a big problem for this area.
- Too many cars and single occupant vehicle trips. The hospital and college say they can't develop at off-site locations and operate a shuttle system to their campuses.
- Look to established 6 lane roads for bus or rail. There are already very crowded streets too.
- Doing anything further to increase traffic on Philadelphia will destroy part of Takoma Park.
- There are already some 20 to 30 Metro/ Montgomery County. Buses traveling past my house on Philadelphia Avenue, this road is already handling more traffic than designed for. It goes through a totally residential area. We can't take any more.

- We need to remind people what will happen (given the increase in traffic and population) if we do nothing or if we fail. DC is one of the few growth areas in this County now but it is a very unpleasant place for motorists and pedestrians.
- Look at effect on existing traffic.
- This is already in congested, built-up, environmentally stressed. Any solution should have minimal environmental, community impact. I feel the answer to #1 is the best alternative.
- There is already too much congestion in Bethesda, Chevy Chase.
- Also, how would the current roads bear additional buses, were they to be located on Jones Bridge Road?
- College Park and the Hollywood neighborhood in particular are fed up with the traffic on US 1. If either alternative will help this I am for it.
- People are tired of traffic, parking problems, especially from here going west. The roads are a nightmare-- the Capital Beltway is awful and Inner alternatives are no better. US 1 itself has also become its own nightmare.
- The proposed Bi-County Transitway responds to only one factor, i.e., that an inter-connector public transit system will reduce traffic on roadways and its unhealthful by-products. This is a misconception. One needs only to visit the Capital Beltway and East-West Highway.
- It would not reduce congestion on the Capital Beltway or other nearby east-west routes.
- A large cost for construction, concomitant with the destruction of the invaluable recreation resource, for little relief in the way of traffic congestion.
- It is important to note that currently, traffic along East West Highway is not as congested as other major arteries in Montgomery County.
- I urge the folks involved in planning this project to seek alternatives that would be less globally impacted than an already overused area such as Takoma Park.
- Would bring current traffic to a standstill.

**Response:**

During the analysis of alternatives, the MTA will conduct traffic impact studies for the alignment options as well as at the potential station locations. For alternatives that use roadways, existing and future traffic conditions and issues will be assessed fully. In addition, travel times for all alternatives will be evaluated and considered when comparing the various alignment options for BRT and LRT alternatives. These findings will be presented in the AA/Draft EIS, which when completed will be the subject of a public hearing.

---

#### **10.4 TRAVEL FORECASTING**

---

##### **Comments:**

- There is no data showing a need for this. How many people now take the Metro from New Carrollton to Bethesda and vice versa? This is a waste of taxpayer money. What is needed is closing the loop on the Red Line from Glenmont to Shady Grove.
- Connect Shady Grove to Glenmont instead.
- Concentrate on a line along I-270.

##### **Response:**

Extending the Red Line between Glenmont and Shady Grove is outside the scope of this project. However, one of the key goals and potential benefits associated with the Bi-County Transitway project is providing a direct link between the two branches of the Metrorail Red Line in Montgomery County. As part of the AA/Draft EIS, the current ridership and future ridership for the corridor will be estimated and analyzed.

A separate project, the I-270/US Multi-Modal Transportation Study is considering transit service in the I-270 corridor.

---

##### **Comments:**

- There should be more emphasis on linking the various trails in connection with any transitway. There should be more information on how the BRT/LRT will impact on Capital Beltway traffic, if at all.
- Do a study of ridership between Bethesda and Silver Spring, Silver Spring and University of Maryland. What number are we talking about?
- Can't imagine ridership on a bus route will be significant if buses are simply using existing roadways. Offer no real alternative to personal vehicle adding the Purple Line as planned makes the most sense and has the greatest likelihood of easing road congestion.

- Because there is heavy traffic east bound on the Capital Beltway in the morning, a study should be conducted to find out where the bulk of the traffic originates.
- Which provides most capacity and diverts most traffic?
- Why not try a cross-country express bus route on exiting modes and see what the ridership is. There hasn't been enough work on existing routes.
- Ridership data comparisons between Silver Spring and Bethesda Montgomery County and Silver Spring National Institute of Health are not here.
- Because the stations on the proposed plans are limited to very few stops, many passengers will take other buses and won't take the J4, which is supposed to follow the route of the Inner Purple Line.
- Ridership numbers are heavily overstated based on walking traffic.
- Before we commit the time and capital we should do research on possible ridership - not just guesses. No point in destroying our trail for a hollow dream.
- I have ridden the bus from Bethesda to Silver Spring. It is not used to capacity. What makes you think people will leave their cars (in the numbers that you need to make it economically viable) to take the Inner Purple Line option?
- It's not at all clear to me that a large number of travelers would go from Bethesda to Silver Spring.
- The new easement at East-West Highway and Connecticut Avenue should help with the backup of traffic at rush hour. Are people going to use it! The trees will be destroyed!
- It seems to me that this transitway as planned is a solution in search of a problem. While transportation problems are indeed pressing in this area, connecting Silver Spring to Bethesda is a waste.
- Creating a new public transit line that runs from Prince George's County to Montgomery County essentially provides for one-way service. Folks who need to get from Prince George's County to Montgomery County for jobs and return home will use the connector until they are able to buy an automobile-- then they will turn to the convenience of the automobile. Citizens of Montgomery County generally have little use for a bi-county transitway. They rarely travel to Prince George's County for work or recreation, while they do use the Metro Red Line to go to Washington for work and recreation.
- Due to projected low ridership, it would impose substantial costs on the public purse and not reach a break-even point for many years.



- My experience with riding the local buses is that they are about 10 % filled during the day, so why do we need more public transport? With the state in its current financial bind the whole project is foolhardy
- Although I realize the need for mass transit options, the placement of the proposed inner purple line would do very little, if anything, to relieve the existing, or predicted future, traffic congestion in this area.
- Questionable patronage east of Kenilworth Avenue.
- Very few people refuse to ride the Metrorail. Having a light rail Purple Line would be wonderful, particularly for my commute to the University of Maryland- College Park from Rockville. Residents of MD counties, DC, and northern Virginia would gladly appreciate the addition of the light rail. The bus or BRT option would not be extensively used and in my opinion is a complete waste of time, effort, and the public's money. I plan to live and work in Montgomery or Prince George's County for most of my future and the new rail would open up my possibilities. Please move forward and build the Purple Line rail!
- I strongly object to the consideration of MD 410 through Takoma Park for the Bi-County Transitway. Not only is MD 410 a poor choice for the residents in its path, but it would make a bad choice for the transit riders. My reasons follow: MD 410 through Takoma Park and into Silver Spring is very curvy. Not only would it be dangerous and inefficient to send more mass transit on that route, but it would be a slow ride for users! Traffic is already at a standstill during rush hours. There already exist a number of traffic slowing mechanisms (for safety reason), like stop signs. MD 410 would be a poor choice if you want riders to reach their destinations quickly. MD 410 in Chevy Chase was not considered because of these obstacles; why is MD 410 in Takoma Park still being considered? Establishing a transitway on an already-established large highway would make much more sense; for example, University Boulevard..

**Response:**

The daily boardings and alightings estimates from 1996 Georgetown Branch Transitway Trail MIS/DEIS for 2020 were 19,529 for light rail and 18,607 for the busway for the portion from Bethesda to Silver Spring. The Capital Beltway/Purple Line Findings and Recommendation Report estimated 56,220 riders for the entire corridor from Bethesda to New Carrollton. As part of the travel forecasting modeling and operations planning, ridership and travel times will be reevaluated and analyzed for each of the Build alternatives and documented in the Draft EIS. While many factors affect ridership, current modeling techniques are based on travel time rather than distance.

---



# *Bi*County *transitway*



## Appendix D

Index to Comments



Last Name	Appendix C Section Number
A Friend	1.1
Ahmad, I. Dean	4.1, 4.6, 8.0, 9.0
Aiyar, Franziska Ohnsorge and Shekhar	2.0, 2.8, 4.2, 6.7, 7.0, 9.0
Aiyar, Shekhar	1.2, 4.2, 9.0
Ambler, Anne	2.2, 4.1, 4.4, 8.0, 8.14, 9.0
Anderson, David J.	1.6, 2.2, 4.3, 9.0, 10.2
Anderson, James	1.4, 1.7, 2.5, 2.8
Anderson, Susan	1.7, 2.5, 5.0
Anonymous	1.0, 1.2, 1.3, 1.4, 1.5, 1.6, 1.7, 1.8, 1.10, 1.11, 1.13, 1.14, 1.16, 1.17, 2.1, 2.2, 2.5, 2.6, 2.7, 2.8, 2.9, 2.10, 2.11, 3.0, 4.1, 4.2, 4.3, 4.4, 4.5, 4.6, 4.7, 5.0, 6.0, 6.2, 6.4, 6.5, 6.6, 6.7, 6.8, 7.0, 8.0, 8.2, 8.3, 8.4, 8.5, 8.8, 8.11, 8.12, 8.13, 8.14, 9.0, 10.1, 10.2, 10.3, 10.4
Arriepede, Ana-Maria	2.7, 8.5
Baldwin, Emory Luce	1.7, 2.2, 4.4
Barakat, Esper	1.6, 5.0
Barclay, Laura	1.7, 1.17, 2.2, 2.5, 2.8
Barclay, Richard	1.7, 2.2, 2.5, 2.8
Bates, Patricia	2.3, 3.0, 4.1, 4.4, 9.0
Beckett, Amy	1.2, 1.4, 1.16, 2.0, 5.0

**Last Name**

**Appendix C  
Section Number**

Bernstein, Catharina	9.0, 10.3
Biffl, Richard	1.10, 4.4, 6.0, 8.14
Bishop, Mary Louise	2.8, 2.10, 9.0
Blackwell, Louise	5.0, 6.1
Blass, Irvin	2.2, 4.2, 9.0
Bowler, Charles E.	1.1, 1.2, 1.5, 1.16, 1.17, 8.14
Boyle, Roxanne	2.1, 4.3, 6.8, 8.15
Bradley Hills Civic Association	1.5, 1.8, 9.0
Brauch, Helen Elisabeth	9.0
Braud, Nick	6.8, 9.0, 10.1, 10.2, 10.4
Braun, David	2.0, 3.0, 6.7, 9.0, 10.3, 10.4
Brayman, Stephen A. (Mayor, City of College Park)	1.10, 1.17, 2.0, 2.2, 2.9, 8.3, 8.14, 10.2
Breslow, May	9.0
Brooks, Joyce	2.2, 5.0, 6.0, 6.6, 8.5, 10.3
Brown, Joe	1.16, 2.10, 9.0
Browning, Pam	1.2, 1.3, 2.8, 2.10, 4.2, 5.0, 8.0, 9.0, 10.3
Brumfield, Cynthia	9.0, 10.4
Buckanek, Joseph Parlante and Elizabeth	1.6, 2.2, 2.7, 2.10, 5.0, 8.4
Bulger, Margaret A.	1.7, 2.2, 2.5, 2.8
Bulger, Peggy	1.7, 1.14, 2.0, 2.8, 4.4



Last Name	Appendix C Section Number
Burke, Karen	1.7, 2.0, 2.2, 2.5, 2.8, 5.0, 6.1, 10.3
Cain, Chris	1.1, 1.16, 2.0
Calle, MD Angela	1.8, 2.10, 4.1, 4.5, 9.0
Cantolupo, Lou	2.8, 3.0
Cantrel, Anne (Chairman, Village of N. Chevy Chase)	1.6, 2.8, 5.0, 6.0, 8.6, 9.0
Cantrill, Jesse	3.0, 4.7, 6.7, 9.0
Carroll, John	6.7
Carroll, Paul	1.16, 2.10, 5.0, 10.1
Cember, Richard	2.8, 5.0, 6.2
Chadwick, B.	2.12, 9.0
Charnu, Kathy	1.0, 1.16, 2.0
Church of Ascension, Sligo Parish	2.2, 2.7, 6.0, 8.13
City of Takoma Park	1.7, 1.11, 4.4, 6.7, 9.0
Clarke, James	6.8
Cobb, Carolyn	2.2, 4.2, 4.4, 6.0, 8.11
Cobb, Jr., Calvin H.	6.0, 6.6, 9.0
Czuprynski, Jennifer	2.2, 4.1
Davies, Cornelius	1.8, 4.5, 9.0
Deluise, Candida	1.7
Denbo, Bev	1.8, 4.1, 5.0, 8.0

<b>Last Name</b>	<b>Appendix C Section Number</b>
Desjardins, Doug	1.3, 4.1, 4.4, 6.8, 10.2
Diaz, Alphonso	1.7, 2.8, 5.0
Dimasi, Mrs. Thomas	1.8, 2.8, 3.0, 4.2, 9.0
Dinawooz, T.	1.2, 1.9
Downing, Don	1.7, 2.8, 6.0, 6.7, 8.11
Doyle, Sam	2.0, 7.0
East Bethesda Citizen's Association	4.1, 7.0, 9.0
Eipstein, Lisa	1.6, 9.0
Eisenberg, Loyed and Diane	3.0, 9.0, 10.3, 10.4
Emerson, Susan	2.4, 3.0, 4.1, 4.4
Ergen, Norman	2.2, 3.0, 4.1, 4.4, 8.0
Fair-Weather, Scott	2.7, 2.8, 4.4, 8.0
Fisher, J. H.	1.5, 4.4, 8.11
Fitzgerald, Jean	1.2, 1.14, 2.8, 4.1
Fitzgerald, Joe	1.14, 4.1, 4.4, 4.6, 5.0, 6.7, 8.0
Franz, Bill	1.6, 8.9, 9.0
Fraser, Andrew	4.4, 9.0
Freedman, Mark	2.9, 4.1, 4.2, 4.7
Frels, Judy K.	1.0, 1.16, 9.0
Friedman, Robert	4.2, 4.5, 9.0

Last Name	Appendix C Section Number
Fuchs, Thomas	1.0, 4.1, 4.4
Fuchs, Tom	1.4, 4.3
Gagarin, G.G	1.6, 3.0, 4.1, 8.6
Gardiner, Mary C.	2.8, 2.10, 4.2, 5.0, 6.6, 9.0
Garrand, Betty	1.2, 2.2, 9.0, 10.1
Gartner, PHD Susan	1.6, 1.16, 6.0, 9.0
Garvin, James P.	3.0, 4.4, 8.5
Ghee, Cassie L.	2.2, 4.4, 8.2, 8.9
Grayer, Stacey and Mark	1.6, 4.1, 9.0
Greater Bethesda Chevy Chase Coalition	1.0, 2.6, 6.4, 7.0, 9.0

Last Name	Appendix C Section Number
Greater Silver Spring Chamber of Commerce and the Coalition to Build the Inner Purple Line Geng Chan Norman Yergen – Columbia Union College Gary Still Andrew Fraser - Sandglass Daniel Meiver – Daneo Electronics David Hidalgo – GSSCC Stacey Wahlert – Chevy Chase Land Company Rich Parsons – MCCE Lew Winarsky – Sky Properties Charles Gegerman – Cameron Hill Homeowner Barbara Sandes – Action Committee for Transit Dale Tibbitts Mary Ann Zimmerman – Management Consultant and downtown Silver Spring resident	9.0
Griffin, PHD Daniel	1.7, 2.2, 10.3
Gubits, J.	2.10, 3.0, 4.1, 4.2, 4.4, 8.5
Gubits, Jon	2.10, 4.1, 6.8, 7.0, 8.0
Hale, Terrel Dene	9.0
Halestead, Roland W.	1.7
Harrington, Virginia	4.2, 4.6, 7.0, 8.10
Hartman, Isaac	1.0, 9.0

**Last Name**

**Appendix C  
Section Number**

Haverkamp, Jennifer	1.7, 2.8, 4.1, 4.4
Henriquez, Jane	7.0, 9.0
Hicks, Robert	4.1, 4.4, 6.0, 8.14, 10.2
Historic Takoma, Inc.	1.7, 2.2, 2.5, 8.0
Holmes, Jane	2.2, 3.0, 6.0, 6.1, 8.0, 10.1
Horgan, David	1.9, 2.2, 3.0, 10.4
Horgan, Marta	1.9, 8.4, 9.0
Hoye, Richard	4.4, 6.0, 9.0
Hubbard, Margaret Morgan	2.0, 2.9, 4.4, 4.5, 8.0, 8.14
Hudson-Taylor, Diana	4.4, 6.5, 6.6, 10.3
Hudson-Taylor, Norman	4.1, 9.0
Inerfeld, Rob	1.7, 1.11, 2.2, 4.4, 8.0, 9.0
Ivie, Rachel	1.6, 4.4, 5.0, 8.0
Jack T.	1.6, 4.3, 8.10, 9.0, 10.2, 10.4
Jacobsen, Laurence	1.16, 2.7, 8.2, 9.0, 10.2
Johnson, Judith	1.0, 1.8, 2.4, 9.0, 10.1
Johnson, Todd	1.1, 2.2, 8.1, 9.0
Kapastin, Mark "Kap"	1.0, 4.4, 7.0, 8.0
Kelly, Bill	2.0, 4.4, 6.3, 8.5
Kelly, RNA Byrne	1.3, 2.9, 6.0, 8.14

Last Name	Appendix C Section Number
Khan, Karen Shakira	2.2, 4.2
Kiernan, Gerard F. (Council Member, Town of Riverdale Park)	3.0, 8.0
Kim, Jin	4.3
Kirby, Emily	4.1, 4.4, 5.0
Klevan, Morton and Larla	1.6, 1.8, 2.1, 2.7, 9.0
Kollin, Cheryl	4.1, 4.4, 8.6, 8.8, 9.0
Krasnopoler, Aron	2.1, 2.2, 4.4, 6.1, 8.7, 9.0
Kyerson, Joel B.	3.0, 7.0, 8.14
Leatherbury, Douglas	4.1, 4.4, 9.0, 10.3
Leland, Mr. And Mrs. James	2.0, 5.0, 6.7, 9.0
Levenson, Deborah	4.1, 4.4, 8.10
Levy, Jay	1.7
Levy, Sharon	1.7
Lewis, Jon	1.6
Lewis, Jon Roderick	1.6
Lineban, Jason	4.4, 7.0, 9.0
Ludlow, Anne	1.0, 2.1, 4.2, 4.4, 6.8, 8.13
Mackrill, Mrs. Ladler B.	2.0, 9.0, 10.4
Macneil, Phil	1.6, 1.16, 9.0
Mallari, Bill	3.0



Last Name	Appendix C Section Number
Marks, Richard	1.2, 2.8, 8.5, 8.11
Mathieu, Renee	2.0, 2.3, 6.4, 8.1, 8.5
Mauray, William P.	1.17, 4.4, 8.0, 8.14
McCormick, Deborah	2.7, 3.0, 4.1, 4.2, 8.0
McGille, Jason	2.2
McKelpin-Turnbow, Peggy Ann	5.0
Mcrae, Donald A.	2.0, 9.0
Merchant, Laura	1.9, 2.8, 5.0, 9.0, 10.4
Middleheuts, William H.	2.0, 4.5, 6.0, 8.2, 9.0
Midlen, John	2.7, 9.0
Miller, Eve	4.4, 8.3, 8.5
Miller, Julie	1.7, 2.8
Milligan, David	4.1, 4.4, 6.8, 8.3, 8.14
Mitchell, Sue	1.16, 2.10, 4.4, 8.0
Mukherjee, Dipak and Elsa Maria	9.0
Murphy, Thomas D.	9.0
Nash-Lebon, Judith	1.6, 4.4, 8.0, 9.0
Neal, Daniel	1.6, 4.4, 6.2, 8.8, 9.0
Nelson, Susie	2.2, 5.0, 6.7, 9.0
Nickell, Nancy	4.5

<b>Last Name</b>	<b>Appendix C Section Number</b>
Noll, Ellen	2.0, 4.2, 9.0
Nuan, Carroll	1.6, 4.1, 4.4, 5.0
O'Hare, Andy	4.1, 9.0, 10.2
O'Leary, Patricia	1.17, 3.0, 4.5, 8.14
Otsuka, Adam	4.2, 4.4, 6.0, 8.14, 10.2
Page, J.E.	3.0, 4.1, 4.4, 6.8, 8.0
Palladino, Brad Piemeier and Grace	2.0, 9.0, 10.2
Pang, Michael	4.4, 8.15, 9.0, 10.1
Parsons, Richard	4.4, 6.8, 7.0, 8.0, 8.13, 8.14, 9.0
Patenan, Dr. Phyllida	2.0, 3.0, 4.4, 8.0, 10.1
Paul, Susannah Jech	4.4, 7.0, 10.1, 10.2
Pearsall, Lorr	1.7
Perehmuter, Ninel	2.0, 9.0
Perez, Rodolfo	6.2, 6.3, 6.8
Perkins, David	1.0, 1.2, 4.4, 9.0, 10.2
Peterson, John	1.15, 3.0, 6.8, 7.0, 10.4
Peterson, Raymond	4.4, 6.8, 8.0
Phyllaier, Wayne	4.1, 9.0, 10.1
Poling, Bill	3.0, 6.0, 8.0
Potter, Sarah (Chair, New Carrollton City Council)	1.3, 1.18, 4.1, 8.5

**Last Name**

**Appendix C  
Section Number**

Pratt, Mark	3.0
Pressman, Stephen G.	9.0
Price, E.	2.2, 2.3, 2.8, 6.6
Purdie, Edith	4.2, 4.4, 9.0, 10.3, 10.4
Radichevich, Alexander	8.5
Reed, Daniel	4.1, 4.4, 6.0, 8.0, 9.0, 10.1
Reed, Mrs. Dallas	2.7, 2.8, 3.0, 9.0
Reitzel, Todd	7.0
Rellahan, Kevin Howcroft and Barbara	2.2, 9.0, 10.2, 10.3, 10.4
Rhoye, Richard	2.2, 4.4, 6.8, 9.0
Rice, C.E.	4.1
Rice, Eleanor M.	1.6, 2.7, 3.0, 4.4, 8.0, 9.0
Riskin, Irv	1.8, 9.0
Roberts, E.	1.6, 1.16, 4.2, 4.4, 9.0
Rogers, Nancy	4.2, 9.0, 10.4
Sanders, Harry	4.1, 4.4, 8.1, 9.0
Sandes, Barbara	1.2, 1.6, 6.2, 8.0, 9.0
Schulken, Susan	1.7, 2.5
Seltes, Yosefi	4.4, 4.5, 6.8, 8.12, 10.2
Sharp, Derek	1.0, 1.14, 5.0, 8.0

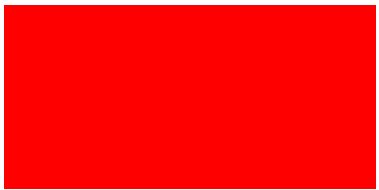
Last Name	Appendix C Section Number
Shesser, Ira	1.8, 6.5, 8.0
Shew, Russell J.	1.2, 4.4, 7.0, 8.12
Sinclair, Rolf	9.0
Snow, Cindy	9.0
Snyder, Leland	1.4, 1.7, 6.7, 8.14
Spencer, Elizabeth	2.7, 8.2, 9.0
Spencer, John	6.7, 9.0
Spiezio, Esq.	1.16, 1.2, 2.2, 4.1, 7.0, 8.13
St. Anselm's Abbey - (Fr) Gabriel Myers, OSB	9.0
Stark, Frank	4.5
Steinwurtzel, Richard A.	2.2, 4.2, 6.2, 6.6, 9.0
South Four Corners Citizens Association	2.1, 4.2, 4.4, 4.6, 5.0
Swiontkowski, Mike	4.1, 4.4, 10.4
Taylor, Allan W.	6.0
Taylor, Jerry	1.7, 1.16, 2.2, 4.4, 9.0
Trus, Bene	9.0
Vollmer, Deborah	1.16, 4.2, 9.0
Washington Regional Network for Livable Communities	1.7, 4.4, 9.0
Waters, John F.	4.6
Weesner, Robert	1.6, 3.0, 8.4

<b>Last Name</b>	<b>Appendix C Section Number</b>
Weiss, Rebecca	1.7, 5.0
Westmoreland, Tim	1.7, 4.1, 4.4, 8.14
Whetzel, James	1.6, 2.7, 2.10, 4.1, 4.4, 8.8, 9.0, 10.2
White, Julie	1.8, 1.9, 4.2, 8.4
White Oak Manor Citizen's Association	7.0
White, Thomas X.	1.7, 2.0, 4.4, 6.8, 8.0
Whitley, Tom	1.16, 4.1, 4.4, 9.0
Wilhelm, Dan	2.8, 4.1, 8.0, 8.14, 10.1
Williams, Bruce	1.7, 2.8, 4.4
Wilson, Beth	1.11, 4.1, 10.1
Wilson, William G.	1.12, 1.17, 6.7, 6.8, 8.0
Winarskey, Lew	1.11, 2.7, 4.4, 8.0
Withbroe, Nancy	1.7
Witkop, PHD Bernhard	3.0
Wolf, Mier (Mayor, Town of Chevy Chase)	8.2, 9.0
Yokoyama, Jerry	4.2, 4.4, 6.0, 8.11
Young, P.A. Oxley	2.2, 9.0, 10.2
Yp, Gregory	2.7, 4.4, 8.4
Zirkin, Harold	2.2





# *Bi*County *transitway*



## Appendix E

Agency Invitation Letter

Agency Scoping Meeting Presentation

Agency Scoping Meeting Sign-In Sheet

Agency Scoping Meeting Summary



## Agency Invitation Letter



**MARYLAND TRANSIT ADMINISTRATION**

**MARYLAND DEPARTMENT OF TRANSPORTATION**

Robert L. Ehrlich, Jr., Governor • Robert L. Flanagan, Secretary • Robert L. Smith, Administrator

September 10, 2003

Federal Transit Administration  
Ms. Gail McFadden-Roberts  
1760 Market Street  
Suite 500  
Philadelphia, PA 19103-4124

Dear Ms. Gail McFadden-Roberts:

The Maryland Transit Administration (MTA) in cooperation with the Federal Transit Administration (FTA) respectfully requests your attendance at an Agency Scoping and Maryland Streamlined Environmental and Regulatory Process meeting on Thursday, September 25, 2003 to kick-off the Bi-County Transitway project Draft Environmental Impact Statement (DEIS).

The Bi-County Transitway extends 14 miles from the western branch of Metro's Red Line in Bethesda to the New Carrollton Metrorail Station. This project includes the projects previously known as the Georgetown Branch Transitway/Trail (Bethesda to Silver Spring) and the Purple Line "East" (Silver Spring to New Carrollton). The project is proposed to examine the engineering feasibility, benefits, costs, social, cultural, economic, built, and natural environmental impacts of alternatives to improve transit mobility in Montgomery and Prince George's Counties.

This meeting will start at 9:30 a.m. and end at 1:30 p.m. Lunch will be provided. The meeting will be held at State Highway Administration's District 3 Office Auditorium. District 3 is located at 9300 Kenilworth Avenue in Greenbelt, Maryland. The preliminary agenda includes a project description and schedule; a history of studies in the corridor; an overview of alignments; modes, and station locations to be considered; and an overview of environmental resources within the Bi-County Transitway study area.

A NOI for the project DEIS was published in the Federal Register on Wednesday, September 3, 2003. Public Scoping Meetings will be held at select locations along the proposed transitway on September 10th, 16th, 17th, and 24th (see attached project newsletter for detailed information). This Agency Scoping/Streamlined Environmental meeting will signify the initiation of the environmental studies of this project. Your involvement and expertise is crucial. Comments related to alternatives; modifications to the study area and/or project termini; key environmental concerns and constraints; and specific resources of concern; properties where anticipated development will occur; potential Section 106 consulting parties; and any other issues, are requested. We appreciate your input on this important project.

Enclosed is a draft agenda for the meeting, Bi-County Transitway regional and project area maps and a Summer 2003 Project Newsletter. Alignments will be refined during the coming months. Your comments will help us identify issues and challenges to the feasibility of options within the corridors.

The next agency review meeting will be held later this year to review and refine the DEIS Purpose and Need. However, should issues arise before then, please do not hesitate to contact us.

Please confirm your attendance by Friday, September 19, 2003 via telephone at 410.767.3769, postal mail 6 St. Paul Street, Baltimore, MD 21202, or email at [jnewton@mdot.state.md.us](mailto:jnewton@mdot.state.md.us). We look forward to your involvement in the Bi-County Transitway project.

Sincerely,

John D. Newton, Chief  
Environmental Documentation  
Office of Planning

Attachments: Meeting Agenda  
Bi-County Transitway Region Map  
Bi-County Transitway Project Area Map  
Notice of Intent  
Summer 2003 Project Newsletter

cc: Tony Brown, Maryland Transit Administration, Manager, Division of Project Planning  
Mike Madden, Maryland Transit Administration, Project Manager  
Diane Ratcliff, Maryland Transit Administration, Manager, Division of Environmental Planning

## Agency Meeting Presentation

**Bi-County**  
transitway

# Welcome

to the

## Agency Scoping and Streamlined Environmental Regulatory Process Meeting

**MTA**  
Maryland

**Bi-County**  
transitway

### Agenda

- Welcome and Introductions
- Bi-County Transitway Project Overview
  - Purpose of Today's Meeting
  - Project Background and Goals
  - Modes to be Considered
  - Evaluation Factors
  - Environmental Features
  - Project Timeline and Next Steps
- Resource Agency Questions & Answers/Lunch

**MTA**  
Maryland

**Bi-County**  
transitway

### Purpose of Today's Meeting

- To initiate resource agency coordination and the streamlined environmental process for the Bi-County Transitway Project's Draft Environmental Impact Statement
- To receive input on resources in the study corridor and issues to be considered
- To present the study process and schedule
- To introduce the range of possible alternative transit modes, alignments and station locations to be studied

**MTA**  
Maryland


**Bi-County**  
transitway

### The Streamlined Environmental and Regulatory Process

- The Streamlined Environmental and Regulatory Process is intended to achieve the timely and efficient identification, evaluation and resolution of environmental and regulatory issues.
- Receive agency concurrence at key decision points in the NEPA process
  - Purpose and Need
  - Alternatives Retained for Detailed Study
  - Selection of Preferred Alternative and Conceptual Mitigation
- Agency coordination will continue on resource issues throughout the EIS process



**MTA**  
Maryland

## Agency Meeting Presentation





### Project Background

- Georgetown Branch Transitway/Trail MIS/DEIS – May 1996
- Capital Beltway/Purple Line Study – Findings and Recommendations – August 2002
- Georgetown Branch Supplemental DEIS and PE/FEIS – December 2002
- Purple Line “East” Alignment Feasibility and Preliminary Scoping – December 2002
- Re-initiation of project as Bi-County Transitway from Bethesda to New Carrollton – March 2003
- Bi-County Transitway’s Scoping Meetings – September 2003



### Agency Involvement

- Agency Comments from 1996 Georgetown Branch Transitway/Trail MIS/DEIS
- Post-1996 MIS/DEIS Planning Process
  - Georgetown Branch
  - Purple Line “East”
- Presented Purple Line “West” project at SHA’s Interagency Meeting on December 18, 2002


### Project Goals

- Optimize public investment by providing, at a reasonable cost, efficient, safe and reliable transit service
- Improve regional mobility by increasing the speed, reliability and access to transit services in Montgomery and Prince George’s Counties
- Improve system connectivity and increase transit usage by providing an essential link to the Metrorail radial lines, as well as to other rail or bus services in Montgomery and Prince George’s Counties
- Support economic development and revitalization through improved connections to central business districts and activity centers
- Support regional clean air quality goals with a cost effective transit alternative

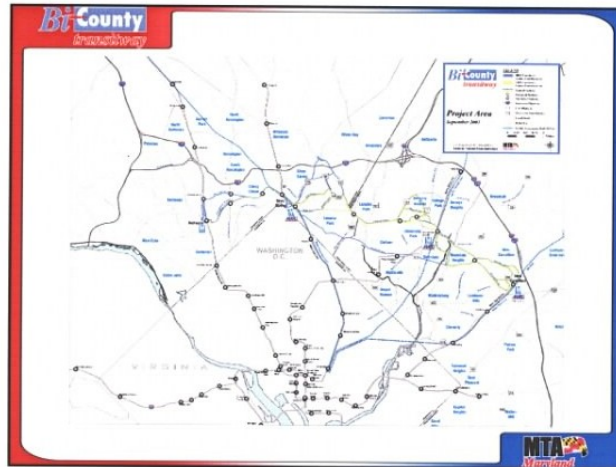
### Alternative Transit Modes to be Considered

- No – Build**
  - Includes long-range planned improvements
  - Includes all existing transit services
- Transportation System Management (TSM)**
  - No major capital investments
  - Expanding routing and service availability
  - Improving quality of transit service
  - Transit coordination, support and marketing
  - Improving accessibility with complementary modes such as pedestrian and bicycle modes
- Bus Rapid Transit**
  - Option A (Shared Bus lanes)
  - Option B (Shared and Dedicated Bus lanes)
  - Option C (Dedicated Bus lanes)
- Light Rail Transit**
  - Option A (Primarily At-Grade)
  - Option B (Primarily Grade Separated)





## Agency Meeting Presentation



**BiCounty**  
transitway

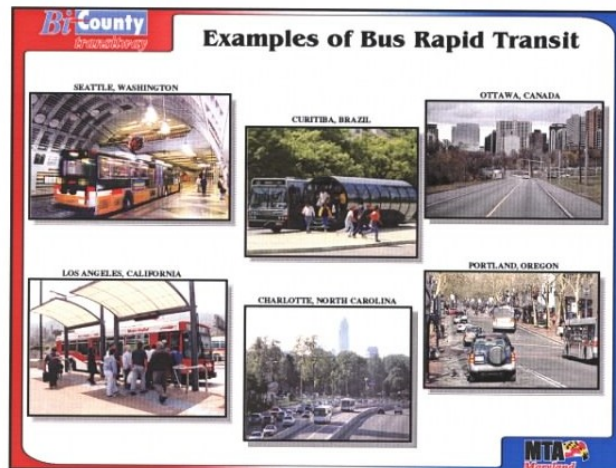
### Description of Bus Rapid Transit

Bus Rapid Transit (BRT) is a versatile, rubber-tired rapid transit mode that combines stations, vehicles, services and guideway into an integrated system with a strong positive image and identity. BRT is a permanently integrated system of facilities, services and amenities that collectively improve the travel time, reliability and identity of bus transit.

Bus Rapid Transit systems can provide:

- ▶ Potentially lower capital cost
- ▶ Cost-effectiveness
- ▶ High-quality
- ▶ High-performance rapid transit services that can be quickly implemented
- ▶ Medium to high capacity service depending on project conditions

**MTA**  
Maryland



**BiCounty**  
transitway

### Issues to be Considered- Bus Rapid Transit

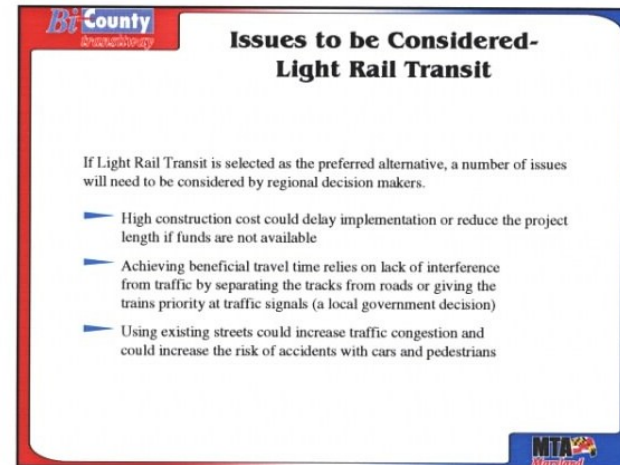
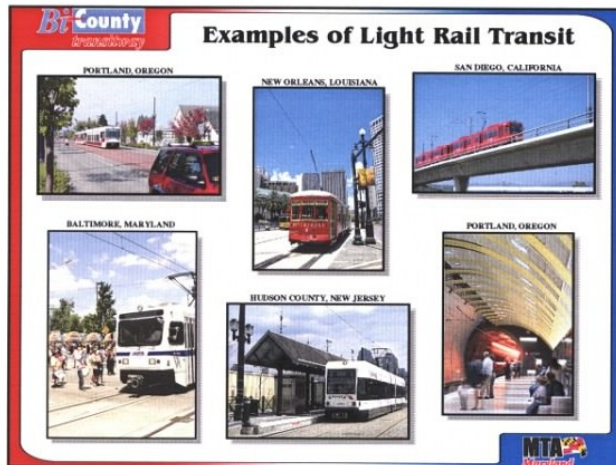
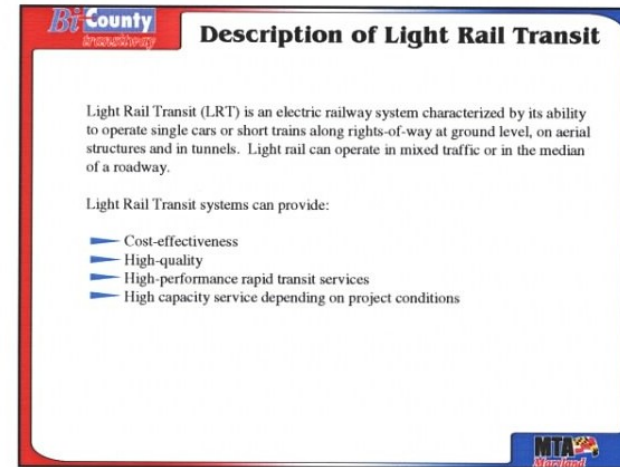
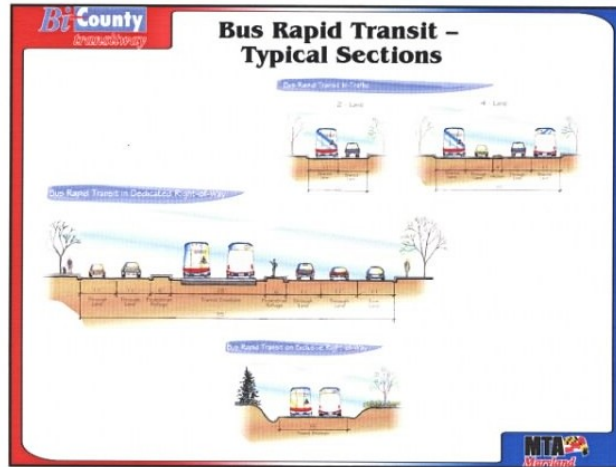
If Bus Rapid Transit is selected as the preferred alternative, a number of issues will need to be considered by regional decision makers.

- ▶ Significant capital costs would be required to decrease travel time compared to current bus service
- ▶ Priority treatment for buses on existing roads could increase traffic congestion
- ▶ Giving BRT vehicles priority at traffic signals would have to be accomplished in cooperation with the local government

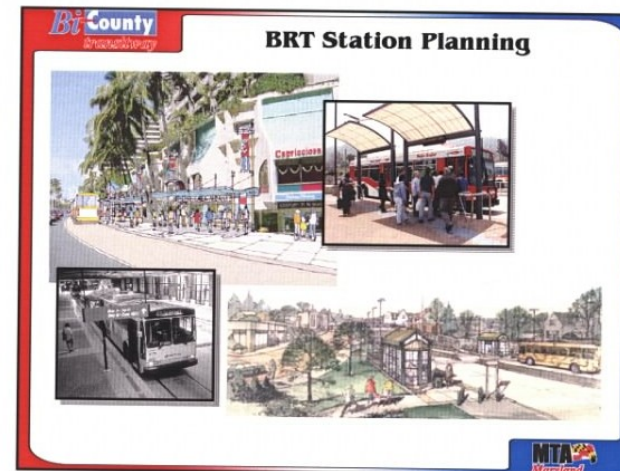
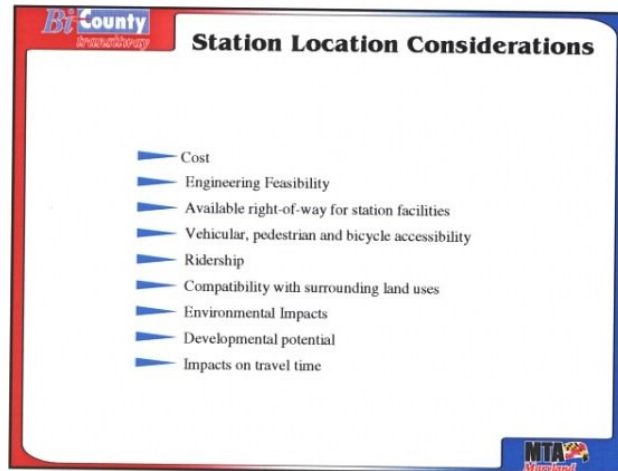
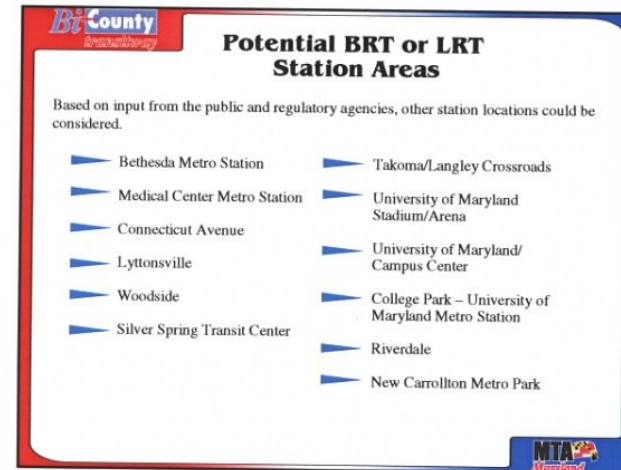
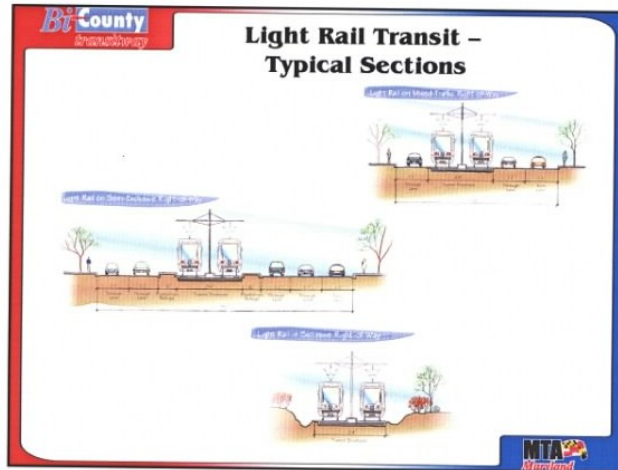
**MTA**  
Maryland



## Agency Meeting Presentation




## Agency Meeting Presentation



## Agency Meeting Presentation

**BiCounty**  
transitway

### LRT Station Planning



REVERTON CENTRAL  
P.L.R.A.

MTA Maryland

**BiCounty**  
transitway

### Evaluation Factors

Many evaluation factors will be used to compare the alternatives during the study. These factors will include:

- Cost Effectiveness
- Ridership Projections
- Engineering Feasibility
- Environmental Effects
- Community Effects
- Accessibility, Connectivity and Travel Time
- Public/Agency Comments
- Capital and Operating Costs
- Time to Completion
- Economic Development Benefits

MTA Maryland

**BiCounty**  
transitway

### Environmental Considerations

Key environmental considerations will be investigated and effects of the transit alternatives on each resource will be determined.

<u>The Human Environment</u>	<u>The Natural Environment</u>
■ Aesthetics and Viewsheds	■ Air Quality
■ Noise/Vibration	■ Forested Areas and Significant Trees
■ Communities/Neighborhoods	■ Wetlands
■ Impacts on Minority and Low Income Populations	■ Floodplains and Streams
■ Existing and Future Land Use	■ Water Quality
■ Economic Development/Employment	■ Biological Resources (Rare, Threatened and Endangered Species, Wildlife and Wildlife Habitat)
■ Cultural Resources (Historic and Archaeological)	■ Secondary and Cumulative Effects
■ Recreational Facilities/Parklands	
■ Safety and Mobility	
■ Transportation and Traffic	

MTA Maryland

**BiCounty**  
transitway

### Environmental Issues

- Neighborhood impacts and community preservation throughout the corridor
- Noise and vibration issues along residential communities
- Environmental Justice concerns in Takoma Park/Langley Park area
- Pedestrian issues associated with University of Maryland
- National Park Service issues at Baltimore-Washington Parkway Crossing

MTA Maryland



## Agency Meeting Presentation

**BiCounty**  
transitway

### Environmental Issues Continued

- Major surface water bodies along Georgetown Branch Transit/Trail:
  - Coquelin Run
  - Rock Creek
  - Total of 1,930 linear feet of stream channel impacts
- Major surface water bodies east of Silver Spring:
  - Sligo Creek
  - Northwest Branch
  - Paint Branch
  - Impacts not determined
- Wetlands along Georgetown Branch Transit/Trail:
  - Less than 0.3 acres of impacts
- Wetlands east of Silver Spring:
  - Potential impacts likely to be associated with stream valleys
- Forest Impacts
  - Georgetown Branch Transit/Trail – 17 acres
  - East of Silver Spring – Potential impacts likely to be associated with stream valleys

MTA Maryland

**BiCounty**  
transitway

### Historic Resources

- Preliminary research indicates 82 previously identified archaeological sites and historic properties within the study area.
- The study area has been extensively investigated for archaeological sites and historic properties; however, additional work will be required to evaluate other potential resources.

**National Register of Historic Places (6)**

- Baltimore-Washington Parkway (NR-436)
- Polychrome Historic District (NR-1169)

**Maryland Inventory of Historic Properties (60)**

- Old Bethesda Commercial District (M: 35-14)
- Columbia Country Club (M: 35-140)
- Talbot Avenue Bridge (M: 36-30)
- College Park Historic District (PG: 66-3)
- Ardwick Historic District (PG: 69-23)

**Maryland Historic Trust – Archaeological Sites (16)**

- Taylor Site (18MO243 – National Register Eligible)
- College Park Airport (18PR200 – National Register)

MTA Maryland

**BiCounty**  
transitway

### Key Design Enhancements

Key design enhancements are an important aspect of the study:

- Rock Creek bridge crossing
- Cross Sections – Riviera Towers
- Trail Connectivities at Silver Spring and Bethesda
- Trail Characteristics
- Columbia Country Club
- CSX – Under or Over
- Station Area Development and Access

MTA Maryland

**BiCounty**  
transitway

### Project Timeline

- Scoping – Fall 2003
- Alternatives Retained for Detailed Study – Fall 2004
- Draft Environmental Impact Statement – Spring 2006
- Preliminary Engineering/Final Environmental Impact Statement/Record of Decision – Spring 2007

MTA Maryland

## Agency Meeting Presentation

**Public Scoping Meetings**

- Takoma Park/  
Langley Park Area

September 10, 2003 – 4:00 pm to 8:00 pm  
Langley Park Community Center  
1500 Merrimac Drive,  
Hyattsville, MD 20783
- Silver Spring Area:

September 16, 2003 – 4:00 pm to 8:00 pm  
Holiday Inn at Silver Spring  
8777 Georgia Avenue  
Silver Spring, MD 20910
- Bethesda Area:

September 17, 2003 – 4:00 pm to 8:00 pm  
Bethesda-Chevy Chase High School  
4301 East-West Highway  
Bethesda, MD 20814
- College Park Area:

September 24, 2003 – 4:00 pm to 8:00 pm  
College Park City Hall  
4500 Knox Road  
College Park MD 20740

MTA Maryland

**Next Steps**

- Scoping Process - Fall 2003

  - Public Scoping Meetings
  - Resource Agency Scoping
  - Scoping Report
- Purpose and Need

  - Draft to agencies – November
  - Agency Field and Office Meeting – December
  - Final Draft – Mid-December
  - Approval of Purpose and Need – Mid-January 2004
- Select Initial Alternatives – Fall 2004

  - Preliminary evaluation of alternatives
  - Convene Resource Agencies for review of alternatives retained for detailed study
  - Hold Public Meetings to present retained alternatives
  - Agency concurrence of retained alternatives

MTA Maryland

**Process through FEIS/ROD**

- Detailed Evaluation of Retained Alternatives – Fall 2004 thru Spring 2006

  - Conduct detailed analysis and environmental evaluation
  - Circulate DEIS/Section 4(f) Evaluation
  - Hold Public Hearing
  - Select Preferred Alternative
  - Convene Resource Agencies for review and concurrence of the Preferred Alternative and conceptual mitigation
- Preliminary Engineering and Final Environmental Impact Statement

  - Conduct PE and define mitigation
  - Convene Resource Agencies for review of FEIS and mitigation
  - Publish FEIS/Section 4(f) Evaluation
  - FTA Record of Decision – Anticipated Spring 2007


MTA Maryland

**Questions and Answers**

**Lunch**

MTA Maryland

## Agency Meeting Sign-In Sheet




Agency Scoping Meeting - September 25, 2003  
Sign-In Sheet

Name	Agency	Phone Number
Beth Cole	Maryland Historical Trust	(410) 514-7631
Tim Tamburrino	Maryland Historical Trust	(410) 514-7637
Greg Golden	Maryland Department of Natural Resources	(410) 260-8334
Alex Hekimian	MNCPPC - Montgomery County	(301) 495-4531
Tony Giardini	Metropolitan Washington COG	(202) 962-3317
Anne Fothergill	MNCPPC - Montgomery County Historic Preservation Coordinator	(301) 563-3400
Eric Foster	Prince George's County - Countywide Planning Division	(301) 952-3117
Cicero Salles	Prince George's County - DPW&T	(301) 883-5600
John Nichols	United States National Marine Fisheries	(410) 226-5723
Joseph Ossi	FTA	(202) 366-1613
Gail Rothrock	Historic Preservation and Public Facilities	(301) 952-3671
Barbara Rudnick	EPA	(215) 814-3322
Bill Argute	EPA	215 814-3767
Glen A. Smith	SHA	(410) 545-5675
John Magarelli	WMATA	(202) 962-1357
Paul Wettlaufer	USACOE	(410) 962-5676
Mary Huie	FHWA	(410) 962-4342 703 329-0360






## Agency Meeting Sign-In Sheet



Agency Scoping Meeting - September 25, 2003  
Sign-In Sheet



Cindy Nethen	MDE	(410) 537-3819
David Whitaker	Maryland Department of Planning	(410) 767-4564
Mike Madden	Maryland Transit Administration	(410) 767-3694
John Newton	Maryland Transit Administration	(410) 767-3769
Jose Vazquez	Maryland Transit Administration	(301) 565-9665
Greg Benz	Parsons Brinckerhoff	(410) 385-4141
George Walton	Parsons Brinckerhoff	(410) 385-4143
Lisa Zeimer	Parsons Brinckerhoff	(410) 385-4152
Eob Boot	Parsons Brinckerhoff	(410) 752-9619
<i>Terrence Hancock</i>	<i>SHA-RIPD</i>	<i>410-545-5275</i>
<i>Beth Cole</i>	<i>hms</i>	<i>410-514-7631</i>
<i>Stephanie Yencio</i>	<i>pedestrian safety SHA-D3 Traffic</i>	<i>301-513-7317</i>
<i>John Nichols</i>	<i>VMFS</i>	<i>410 226-5123</i>

## Agency Meeting Summary

### MEMORANDUM

Date: October 8, 2003  
 To: Distribution  
 From: John Newton, Chief  
 Environmental Documentation  
 RE: Agency Scoping Meeting – September 25, 2003  
 Meeting Summary

The Agency Scoping and Streamlined Environmental and Regulatory Process meeting was held September 25, 2003 at the Maryland State Highway Administration District 3 office in Greenbelt, Maryland. Agency representatives and project staff who attended are listed below:

Beth Cole,	Maryland Historical Trust
Tim Tamburrino,	Maryland Historical Trust
Greg Golden,	Maryland Department of Natural Resources
Alex Hekimian,	M-NCPPC – Montgomery County
Tony Giardini,	Metropolitan Washington Council of Governments
Anne Fothergill,	M-NCPPC–Montgomery County Historic Pres. Coordinator
Eric Foster,	Prince George's County – Countywide Planning Division
Cicero Salles,	Prince George's County – DPW&T
John Nichols,	US National Marine Fisheries
Joseph Ossi,	Federal Transit Administration
Barbara Rudnick,	US Environmental Protection Agency
Bill Arguto,	US Environmental Protection Agency
Glen A. Smith,	Maryland State Highway Administration
Terrance Hancock,	Maryland State Highway Administration
Stephanie Yanovitz,	Maryland State Highway Administration, District 3
John Magarelli,	Washington Metropolitan Area Transit Authority
Paul Wettlaufer,	US Army Corps of Engineers
Mary Huie,	Federal Highway Administration
Cindy Nethen,	Maryland Department of The Environment
David Whitaker,	Maryland Department of Planning
Mike Madden,	Maryland Transit Administration
John Newton,	Maryland Transit Administration
Jose Vazquez,	Maryland Transit Administration
Greg Benz,	Parsons Brinckerhoff
George Walton,	Parsons Brinckerhoff
Lisa Zeimer,	Parsons Brinckerhoff
Bob Boot,	Parsons Brinckerhoff

Following is a summary of the information presented and the discussion on these issues.

Mike Madden, MTA Project Manager, opened the meeting and led the attendees' introductions. John Newton, MTA Chief of Environmental Documentation, thanked the agencies for attending and provided an overview of the project. The Bi-County Transitway project is a combination of two previous projects: the Georgetown Branch Transitway/Trail project and the Purple Line East project. The Georgetown Branch project had almost completed the Supplemental Draft EIS while the Purple Line East project was in the early stage of study and no NEPA document had been initiated. The two projects are now combined into one study and this meeting represents the initiation of a brand-new EIS for the Bi-County Transitway Project.

The purpose of today's meeting is to start a dialogue with the resource agencies to identify resources of concern in the corridor. Known information on resources in the corridor was presented, as well as alignments and modes to be studied, evaluation factors, and the project process and schedule. This meeting initiated the resource agency coordination and the streamlined environmental and regulatory process for the Bi-County Transitway Project's Draft Environmental Impact Statement.

The goal of the streamlined environmental and regulatory process is to achieve the timely and efficient identification, evaluation, and resolution of environmental and regulatory issues, as well as concurrent review of information. MTA will be asking for agency concurrence on the project's Purpose and Need and Alternates Retained for Detailed Study (ARDS). MTA will continue to meet and confer with the agencies through the life of the project.

Mike Madden presented the project history. Many of the agencies present were involved in the previous Georgetown Branch Transitway/Trail project for which an MIS/DEIS was published in May 1996. This earlier study was transit service along the Georgetown Branch right-of-way for 3.3 miles and along the CSX Metropolitan Branch right-of-way for 1.1 miles. The preferred alternative was a light rail transit alignment along this alignment. In October 2001 the Maryland Governor Glendening directed MTA to move ahead with the Georgetown Branch Transitway/Trail project from Bethesda to Silver Spring. In Fall of 2002 MTA was completing the Supplemental Draft EIS document for the project and looking forward to the Final EIS when the new state administration decided to combine the Georgetown Branch Transitway/Trail project and the Purple Line East project and reconsider bus-based alternatives in addition to new light rail transit alignments.

The initiation of the combined projects as the Bi-County Transitway from Bethesda to New Carrollton began in March 2003. Over the past three weeks Public Scoping Meetings were held at four locations along the proposed alignments:

Takoma Park / Langley Park	September 10, 2003 – 4:00 pm to 8:00 pm Takoma Park Community Center 1500 Merrimac Drive, Hyattsville, MD 20783
Silver Spring Area:	September 16, 2003 – 4:00 pm to 8:00 pm Holiday Inn at Silver Spring 8777 Georgia Avenue Silver Spring, MD 20910

## Agency Meeting Summary

Bethesda Area: September 17, 2003 – 4:00 pm to 8:00 pm  
Bethesda-Chevy Chase High School  
4301 East-West Highway  
Bethesda, MD 20814

College Park Area: September 24, 2003 – 4:00 pm to 8:00 pm  
College Park City Hall  
4500 Knox Road  
College Park MD 20740

There was agency involvement during the previous Georgetown Branch Transitway/Trail project. From this involvement and the extensive environmental investigations conducted many of the potential impacts along the Georgetown Branch alignment are known. The new study will build on this information as we develop the Bi-County Transitway alternatives.

The project's purpose and need are currently being developed. Project goals, on which the purpose and need are based, generally include:

- Optimize public investment by providing, at a reasonable cost efficient, safe and reliable transit service
- Improve regional mobility by increasing the speed, reliability and access to transit services in Montgomery and Prince George's Counties
- Improve system connectivity and increase transit usage by providing an essential link to the Metrorail radial lines, as well as to other rail or bus services in Montgomery and Prince George's Counties
- Support economic development and revitalization through improved connections to central business districts and activity centers such as Bethesda, Silver Spring, University of Maryland, College Park, and New Carrollton
- Support regional clean air quality goals with a cost effective transit alternative

Greg Benz reviewed the alternatives being considered under the Bi-County Transitway project.

### No Build Alternative

Includes long-range planned improvements and all existing transit services. Note that the No Build alternative is the baseline for the environmental evaluations.

### Transportation System Management (TSM)

Includes no major capital investments, expands routing and service availability, improves quality of transit service, transit coordination, support and marketing and improves accessibility with complementary modes such as pedestrian and bicycle modes. Note that the TSM alternative is typically the baseline for the FTA funding evaluations.

Two transit technologies are currently being considered, Bus Rapid Transit and Light Rail Transit. Both modes represent capital investment options. Both modes can operate at a low end (on street) and at a high end (dedicated facility). During the previous studies a number of potential alignments were identified and investigated. Some were found to be feasible, while others were found to be infeasible. Most alignments strive to connect the existing radial transit services.

Under the Bus Rapid Transit alternative three options are being considered: Option A (Shared Bus lanes), Option B (Shared and Dedicated Bus lanes), and Option C (Dedicated Bus lanes).

Bus Rapid Transit is a new term that describes a higher level of bus service. It is a versatile, rubber-tired rapid transit mode that combines stations, vehicles, services and guideway into an integrated system with a strong positive image and identity. BRT is a permanently integrated system of facilities, services and amenities that collectively improve the travel time, reliability and identity of bus transit. Fares are prepaid and passengers can board from all vehicle doors resulting in faster boarding and improved travel times. An advantage of BRT is that it does not require a continuous dedicated facility.

### Agency questions/comments:

*What would be the fuel type?*

### MTA Response:

*Typical diesel buses could be used, however, modern hybrid cleaner buses are possible.*

### Agency questions/comments:

*Is there a general consensus on the quality of service?*

### MTA Response:

*With LRT you can add extra vehicles on to the train without additional labor costs. With buses, each additional vehicle requires a driver, which affects the cost effectiveness of expanded service.*

BRT systems operating in locations around the world were reviewed.

### Agency questions/comments:

*There is a difference in the effectiveness of systems that are planned and those that are retrofitted. The BRT system in San Paolo, Brazil (retrofit) is a better comparison system for this project than the system in Curitiba, which was planned from scratch.*

### MTA Response:

*Comment noted*

Under the Light Rail Transit alternative two options are being considered: Option A (Primarily At-Grade) and Option B (Primarily Grade Separated).

Light Rail Transit (LRT) is an electric railway system characterized by its ability to operate single cars or short trains along rights-of-way at ground level, on aerial structures and in tunnels. Light rail can operate in mixed traffic or in the median of a roadway. Issues to be considered for light rail include the costs of construction relative to those of BRT.

Both systems have similar cross sections.

## Agency Meeting Summary

*Agency questions/comments:*

*Are alternative modes other than light rail transit and bus rapid transit being considered?*

*MTA Response:*

*Not at this time. However, there may be other modes suggested during scoping. Heavy rail was evaluated during the Georgetown Branch Transitway/Trail study and found to be not cost effective. It may be briefly studied to document why it is not to be carried forward in this study. Heavy rail is not as flexible in design and operation as light rail transit, which will need to match closely with the needs of the adjacent communities.*

*Agency questions/comments:*

*What is the length of the project?*

*MTA Response:*

*Fourteen miles.*

*Agency questions/comments:*

*Are there any other segments that would be looked at (crossing the Woodrow Wilson Bridge)?*

*MTA Response:*

*This project is limited to this corridor.*

*Agency questions/comments:*

*Prince George's County is looking at future extensions.*

*MTA Response:*

*Comment noted.*

Potential station locations were reviewed. During the public scoping meetings many people suggested specific locations for stations. The following stations are currently being considered:

Bethesda Metro Station	University of Maryland Stadium/Arena
Medical Center Metro Station	University of Maryland/ Campus Center
Connecticut Avenue	College Park – University of Maryland Metro Station
Lyttonsville	Riverdale
Woodside	New Carrollton Metro Park
Takoma/Langley Crossroads	Silver Spring Transit Center

*Agency questions/comments:*

*The distance between Bethesda and Silver Spring is 4.4 miles and the distance between Silver Spring and New Carrollton is 10 miles, however the number of proposed stations in each segment is the same. Prince George's County is looking to identify additional station locations, as they want more access in their neighborhoods.*

*MTA Response:*

*Comment noted.*

*Station location considerations include:*

Cost  
Engineering Feasibility  
Available right-of-way for station facilities  
Vehicular, pedestrian and bicycle accessibility  
Ridership  
Compatibility with surrounding land uses  
Environmental Impacts  
Developmental potential  
Impacts on travel time

Station planning for both BRT and LRT would consider amenities such as passenger information and ticket/fare purchasing.

*Agency questions/comments:*

*Has there been a study on destinations?*

*MTA Response:*

*Previous ridership studies identified work/job locations. In general the primary morning destinations in the corridor are Bethesda and the NIH. Connecticut Avenue and Lyttonsville are origin locations. Silver Spring and Bethesda are destination and transfer locations. The Purple Line study found that some trips in the corridor were destined to major activity centers but the majority of trips to access radial transit lines.*

*Agency questions/comments:*

*Which stations would offer parking?*

*MTA Response:*

*Demand for parking and right-of-way issues will be investigated, but it is not MTA's intent to provide parking at all stations.*

*Evaluation factors used to compare the alternatives during the study will include:*

Cost Effectiveness  
Ridership Projections  
Engineering Feasibility  
Environmental Effects  
Community Effects  
Accessibility, Connectivity and Travel Time  
Public/Agency Comments  
Capital and Operating Costs  
Time to Completion  
Economic Development Benefits



## Agency Meeting Summary

*Agency questions/comments:*

*How detailed will the engineering get?*

*MTA Response:*

*During Project Planning engineering is taken to about 15%. This includes line and grade, cross-sections, and slope limits. It will be enough engineering to identify environmental impacts.*

*Agency questions/comments:*

*At what scale is the work being engineered?*

*MTA Response:*

*Most work will be displayed at 100-foot or 200-foot scale. The level of the base mapping determines the engineering accuracy. Our base mapping includes two-foot contours.*

*John Newton explained two issues are the most important to the Secretary: cost effectiveness and buildability.*

George Walton reviewed the known environmental resources in the corridor. The project is located in an urban/suburban setting. Community impacts, such as noise, are a major concern. In addition there are environmental justice communities located along the alignment in particular in the Takoma Park/Langley Park communities. The University of Maryland is a major entity and destination point in the corridor.

As a result of past efforts we know much more about the resources between Bethesda and Silver Spring than we do about resources located between Silver Spring and New Carrollton. Clearly we will take advantage of all previous work conducted to date. There are two major streams along the corridor between Bethesda and Silver Spring: Rock Creek and Coquelin Run. No impacts to Coquelin Run are anticipated, and Rock Creek will not be impacted due to the elevation planned for the Transitway/Trail bridge crossing the stream. The one linear surface water impact anticipated would be to a ditch adjacent to the Georgetown Branch right-of-way just beyond the Air Rights Building in Bethesda. Major surface water bodies east of Silver Spring include Sligo Creek, Northwest Branch, and Paint Branch. Impacts to these streams have not been determined at this time.

Forest impacts are anticipated to be a major concern. We are looking at approximately 17 acres of forest impacts along the right-of-way between Bethesda and Silver Spring. The Georgetown Branch right-of-way was expressly purchased for use as a transitway and trail and is currently being used as a temporary trail. For each of the alternatives being considered along the Georgetown Branch, the full right-of-way would be required.

There are 82 known historic sites in the corridor, six of which are on the National Register. Sixteen archaeological sites have been identified as well. Resource boundaries and potential effects will be coordinated with the Maryland Historical Trust.

Greg Benz reviewed key design enhancements that have been developed under the previous project efforts. These are an important aspect of the study and a similar design approach will be applied to our future work. Examples include: Rock Creek bridge crossing, noise mitigation at

Riveria Towers, trail connections at Silver Spring and Bethesda, trail characteristics, Columbia Country Club, CSX, and station area development and access.

John Newton reviewed the project schedule and the next steps. Scoping – Fall 2003, Alternatives Retained for Detailed Study – Fall 2004, Draft Environmental Impact Statement – Spring 2006, and Preliminary Engineering/Final Environmental Impact Statement/Record of Decision – Spring 2007. The draft Purpose and Need will be distributed to the agencies for comment in November 2003 and a field tour will be conducted in December 2003.

*Agency questions/comments:*

*At ARDS will mode be determined?*

*MTA Response:*

*No. It is expected that both BRT and LRT will be included in the ARDS.*

*Agency questions/comments:*

*I do not see the Master Plan in the Evaluation Factors listed in the presentation. Will master plan consistency be included as a factor?*

*MTA Response:*

*Yes.*

*Agency questions/comments:*

*Will we see details regarding pedestrian connections where the Bi-County Transitway meets the Metro?*

*MTA Response:*

*A key driver of the planning and design at the stations that interface with Metrorail and/or other transit services is convenient transfers.*

*Agency questions/comments:*


*Was the National Park Service invited to this Agency Scoping Meeting?*

*MTA Response:*

*Yes, they could not attend because of the aftermath of the storm.*

John Newton closed the meeting, thanking everyone for his or her participation.

If you have questions, comments or changes, please contact me at 410.767.3769 or at JNewton@MTAMaryland.com.

by:   
John Newton, Chief  
Environmental Documentation







## **Appendix B**

### **November 2004 Open House Meetings**





## Bi-County Transitway Public Meetings Scheduled Public Invited to Review Proposed Alternatives

### Open house meetings to be held in November

**T**he Maryland Transit Administration (MTA) encourages you to come and take a look at the proposed alignments for the Bi-County Transitway as part of its Definition of Alternatives phase. The MTA solicits your input as they present those alternatives proposed to be carried forward into detailed study as well as those alternatives recommended to be dropped from further consideration.

The Bi-County Transitway would provide a rapid transit connection between Bethesda in Montgomery County and New Carrollton in Prince George's County. The project would also provide an essential link between the Metrorail Red, Green and Orange lines, and improved connections to central business districts and key activity centers. The Definition of Alternatives phase is where alternatives are developed and evaluated with consideration of impacts on cultural, socioeconomic and natural resources. In developing alternatives that meet the purpose and need of this project, the MTA is seeking to strike a balance between meeting transportation objectives, minimizing environmental effects, and serving community needs in a cost effective manner.

Section 106 of the National Historic Preservation Act of 1966 requires that government agencies consider the effects of projects on historic properties (buildings, historic districts, archaeological or cultural sites) that are eligible for the National Register of Historic Places. If you are interested in the Section 106—Public Involvement process, preservation specialists will be available at the meetings to provide information and take your comments.

MTA representatives will be on hand to answer your questions, take comments and discuss the project. Maps and other displays will be available. We encourage you to participate and give us your thoughts on the alternatives that have been selected for more detailed study.

All locations are accessible to persons with disabilities. To request special services such as an interpreter for the hearing impaired, please call 410-767-3694 at least one week prior to the meeting.

All meetings will be held  
from 4 PM to 8 PM.

#### **Takoma Park-Langley Park**

Monday, November 8, 2004

Langley Park Community Center

1500 Merrimac Drive, Hyattsville

Served by Metrobus F8, K6; Ride-On Bus 16,  
17, and 18; and The Bus 17 and 18.

#### **New Carrollton**

Wednesday, November 10, 2004

New Carrollton Municipal Center

6016 Princess Garden Parkway

New Carrollton

Served by Metrobus R12, B24, B25, B27, and F13.

#### **Silver Spring**

Monday, November 15, 2004

Gwendolyn Coffield Community Center

2450 Lyttonsville Road, Silver Spring

Served by Ride-On Bus 2.

#### **Bethesda**

Tuesday, November 16, 2004

Bethesda-Chevy Chase High School  
(cafeteria)

4301 East-West Highway, Bethesda

Served by Metrobus J2 and J4; Ride-On Bus 33;  
and Bethesda Metro Station within half mile.

#### **College Park**

Wednesday, November 17, 2004

College Park City Hall

Municipal Center Council Chambers

4500 Knox Road, College Park

Served by Metrobus 83 and 86; Laurel Connect-  
a-Ride Bus G; and College Park Metro Station  
within 1.5 miles.

For additional information please visit [www.bi-countytransitway.com](http://www.bi-countytransitway.com)  
or contact:

Michael D. Madden, Project Manager  
Office of Planning, Maryland Transit Administration  
6 St. Paul Street  
Baltimore, Maryland 21202-1614  
(410) 767-3694



# Reuniones comunitarias han sido programadas para el Proyecto de Transito Vial "Bi-County Transitway"

*Venga y vea cuales son las nuevas propuestas.*

## Horario de Talleres Comunitarios de Noviembre 2004

**C**omo parte de sus Talleres Informativos para Noviembre, la Administracion de Transito de Maryland (MTA) le invita a participar en estas reuniones para que se informe acerca de las nuevas propuestas ó alternativas para la ruta del Bi-County Transitway como parte de la fase de Definiciones de Alternativas. MTA solicita su opinion acerca de las nuevas propuestas ó alternativas al igual de las propuestas que se darán de baja sin mas consideracion. El Bi-County Transitway proveera un transporte público rapido entre Bethesda en el Condado de Montgomery y New Carrollton en el Condado de Prince George's. El proyecto también provera una conexión esencial entre las lineas de Metrorail Red (rojo), Green (verde), y Orange (naranja), y mejores conexiones para las zonas comercial del centro (CBD) y centros de actividades claves. La fase de Definicion de Alternativas es en donde se estudian las alternativas tomando en cuenta los impactos culturales, socioeconomicos y ambientales. Al desarrollar estas alternativas MTA buscará un balance entre las necesidades del sistema de tránsito, los impactos al medio ambiente y a las necesidades de las comunidades.

Los representantes del MTA estarán a la mano para tomar sus comentarios u opiniones y para discutir el proyecto. Mapas y algunos exhibiciones serán disponibles. Anímese a participar en las reuniones públicas y denos su opinion en las alternativas selectadas para detalle de estudios.

La Sección 106 del Acta Nacional de Preservación de Sitios Histórico requiere que las agencias federales consideren los efectos de los proyectos sobre las propiedades históricas (edificios, distritos históricos, sitios arqueológicos o culturales) o que sean elegibles para el Registro Nacional de Sitios Históricos.

La opinion del público es muy importante como parte del proceso de la Sección 106; es una oportunidad para las personas interesadas conocean mas sobre el proyecto, proveer informacion, y comentarios sobre la manera en que el proyecto puede afectar estos lugares.

Si usted está interesado en participar en el proceso de la Sección 106, especialistas en preservación de lugares históricos estarán disponibles en la reunión para facilitar informacion y tomar sus comentarios.

Todas las reuniones  
seran de 4 PM a 8 PM.

### **Takoma Park-Langley Park**

Lunes, 8 de Noviembre 8, 2004

Centro Comunitario de Langley Park

1500 Merrimac Drive, Hyattsville

Use Metrobus F8, K6; Ride-On Bus 16, 17, and 18;  
and The Bus 17 and 18.

### **New Carrollton**

Miercoles, 10 de Noviembre 10, 2004

New Carrollton Municipal Center

6016 Princess Garden Parkway

New Carrollton, MD 20784

Use Metrobus R12, B24, B25, B27, and F13.

### **Silver Spring**

Lunes, 15 de Noviembre 15, 2004

Gwendolyn Coffield Community Center

2450 Lyttonsville Road, Silver Spring

Use Ride-On Bus 2.

### **Bethesda**

Martes, 16 de Noviembre 16, 2004

Bethesda-Chevy Chase High School  
(cafeteria)

4301 East-West Highway, Bethesda

Use Metrobus J2 and J4; Ride-On Bus 33;

A media milla de la Estación de Bethesda.

### **College Park**

Miercoles, 17 de Noviembre 17, 2004

College Park City Hall

Municipal Center Council Chambers

4500 Knox Road, College Park, MD

Use Metrobus 83 and 86; Laurel Connect-a-Ride Bus  
G; A milla y media de la Estación de College Park.

*Todos los sitios para las reuniones son  
accesibles para personas con incapacidades.*

Para mas informacion en Español comuniquese con:

Jose M. Vazquez

Maryland Transit Administration

8720 Georgia Avenue

Silver Spring, Maryland 20901

301-565-9665





## Comment Form



Please use the following space for your comments concerning the Bi-County Transitway Project. Your comments will be taken into consideration as part of the Definition of Alternatives phase. We appreciate your interest and participation in the project's Alternatives Analysis/DEIS process.

Name: \_\_\_\_\_ Date: \_\_\_\_\_

Affiliation, if any: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_ Email: \_\_\_\_\_

Comments: \_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

*Please use reverse side for additional comments*

Please deposit in the Comment Box or mail to:

Michael Madden, Project Manager  
Office of Planning, Maryland Transit Administration  
6 St. Paul Street,  
Baltimore, MD 21202







## **Appendix C**

### **June 2006 Open House Meetings**



**T**he Maryland Transit Administration (MTA) is holding public meetings on the Bi-County Transitway. The Bi-County Transitway is a proposed 14-mile transit line that will run from Bethesda to New Carrollton with stops in Silver Spring, Takoma/Langley Park, University of Maryland, College Park and Riverdale Park. Our goal is to provide you with faster, more reliable transit service through these communities, and better connections to Metro. The Bi-County Transitway will make it easier to get to jobs, shopping, school, entertainment, and more!

Help us design a project that best serves your community!  
Please come to our meetings and learn the latest about the project, and tell us what you think. The MTA study team will be available to answer your questions and listen to your comments.

***Where should we have stations?***

We have stations planned, but do you think they are in the right places?

***What should they look like?***

We want to design stations that will fit well in your neighborhood.  
Come tell us what you like.

Learn what you neighbors have been telling us about the project.  
We have been meeting with representatives of local community groups who have given us lots of very helpful insights into issues that we need to address.

*We need your participation!*

All meetings will be held  
from 4 PM to 8 PM.

**Monday, June 12, 2006,  
4:00-8:00 PM**

**Holiday Inn Crowne Plaza  
8777 Georgia Avenue  
Silver Spring, MD 20910**

**Wednesday, June 14, 2006,  
4:00-8:00 PM**

**Langley Park Community Center  
1500 Merrimac Drive  
Hyattsville, MD 20783**

**Monday, June 19, 2006,  
4:00-8:00 PM**

**Bethesda Chevy Chase High School  
(cafeteria)  
4301 East-West Highway  
Bethesda, MD 20814**

**Wednesday, June 21, 2006,  
4:00- 8:00 PM**

**College Park City Hall  
Municipal Center Council Chambers  
4500 Knox Road  
College Park, MD 20740**

For more information about the project visit our website at

**[www.bi-countytransitway.com](http://www.bi-countytransitway.com)**

If you have further questions contact:

**Michael D. Madden, Project Manager**

**Office of Planning, Maryland Transit Administration**

**6 St. Paul Street, Baltimore, Maryland 21202-1614**

**(410) 767-3694**

**En Español**

**Carlos Abinader, Maryland Transit Administration**

**8720 Georgia Avenue, Suite 904**

**Silver Spring, MD 20910**

**(301) 565-9665**

**L**a Administración de Tránsito de Maryland (MTA) va a facilitar reuniones públicas sobre el Bi-County Transitway (Bi-Condado Via de Tránsito). El Bi-Condado Via de Tránsito es un propuso para crear una Linea de Tránsito de 14 Millas que corre desde Bethesda hasta New Carrollton con paradas en Silver Spring, Takoma/Langley Park, University of Maryland, College Park y Riverdale Park. Nuestra meta le deberá de proporcionar con un servicio más rápido y más seguro de tránsito por estas comunidades, y va a proveer mejores conexiones al Metro. ¡El Bi-County Transitway lo hará más fácil de obtener trabajos, las compras, la escuela, el entretenimiento, y más!

**¡Ayúdenos diseñar un proyecto que sirva mejor a su comunidad!**

Por favor, venga a nuestras reuniones y aprenda sobre las últimas novedades del proyecto, y díganos lo que usted piensa. El Equipo del estudio del MTA estará disponible a contestar sus preguntas y a escuchar sus comentarios.

**¿Donde debemos tener nosotros las estaciones de transito?**

¡Tenemos las estaciones planeadas, pero piensa usted que estas estan en los lugares apropiados?

**¿Cómo deben las estaciones aparentar?**

Queremos diseñar las estaciones en forma de que quedaran bien en su vecindario. Venga y nos dice si le gusta.

**Aprenda lo que sus vecinos nos han estado diciendo acerca del proyecto.**

Hemos estado encontrando reuniendonos con representantes de los grupos del vecindario quienes nos han estado dando muchas ideas útiles en los asuntos que necesitamos dirigir.

**¡Necesitamos su participación!**

All meetings will be held  
from 4 PM to 8 PM.

Lunes, Junio 12, 2006,  
4:00-8:00 PM  
Holiday Inn Crown Plaza  
8777 Georgia Avenue  
Silver Spring, MD 20910

Miercoles, Junio 14, 2006,  
4:00-8:00 PM  
Langley Park Community Center  
1500 Merrimac Drive  
Hyattsville, MD 20783

Lunes, Junio 19, 2006,  
4:00-8:00 PM  
Bethesda Chevy Chase High  
School (cafeteria)  
4301 East-West Highway  
Bethesda, MD 20814

Miercoles, Junio 21, 2006,  
4:00- 8:00 PM  
College Park City Hall  
Municipal Center Council Chambers  
4500 Knox Road  
College Park, MD 20740

Para información adicional contacte por favor a:

[www.bi-countytransitway.com](http://www.bi-countytransitway.com)

If you have further questions contact:

Michael D. Madden, Project Manager

Office of Planning, Maryland Transit Administration

6 St. Paul Street, Baltimore, Maryland 21202-1614

(410) 767-3694

En Español

Carlos Abinader, Maryland Transit Administration

8720 Georgia Avenue, Suite 904

Silver Spring, MD 20910

(301) 565-9665

# Bi-County Transitway Goals

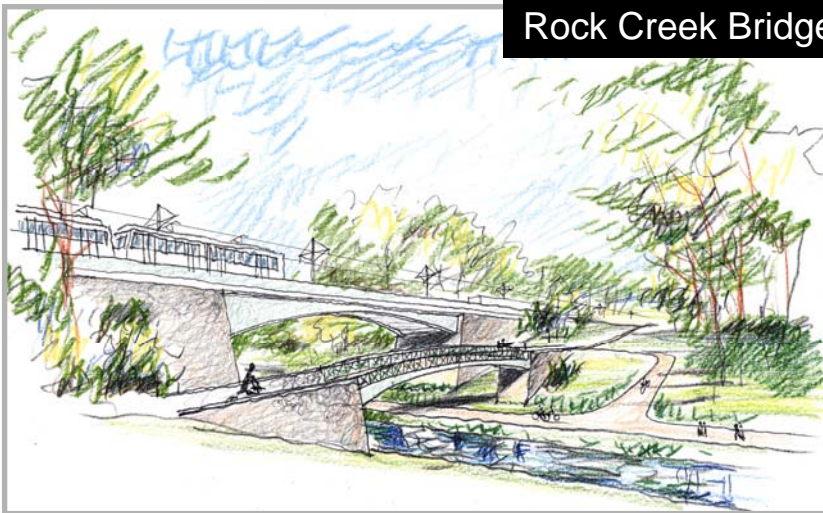
- Provide faster transit service in the corridor
- Make it easier to get to the Metrorail lines
- Serve transit-dependent populations
- Minimize and mitigate impacts to the natural and human environment in the corridor
- Provide a safe and attractive transit service that fits in with the local community character
- Show that the overall benefits of the transitway justify the cost of building and operating it
- Support local, regional and state policies and adopted Master Plans
- Increase potential for Transit Oriented Development at existing and proposed stations in the corridor
- Make it easier to get to existing and planned shopping and business areas in the corridor



# The Capital Crescent Trail

The Bi-County Transitway project includes the construction of the Capital Crescent Trail on the Georgetown Branch right-of-way between Bethesda and Silver Spring.

Rock Creek Bridge



While there are no official standards for separation between transitways and trails the MTA will include fencing or a barrier of some kind where the transitway is on the same level as the trail.

St Louis Metro Link



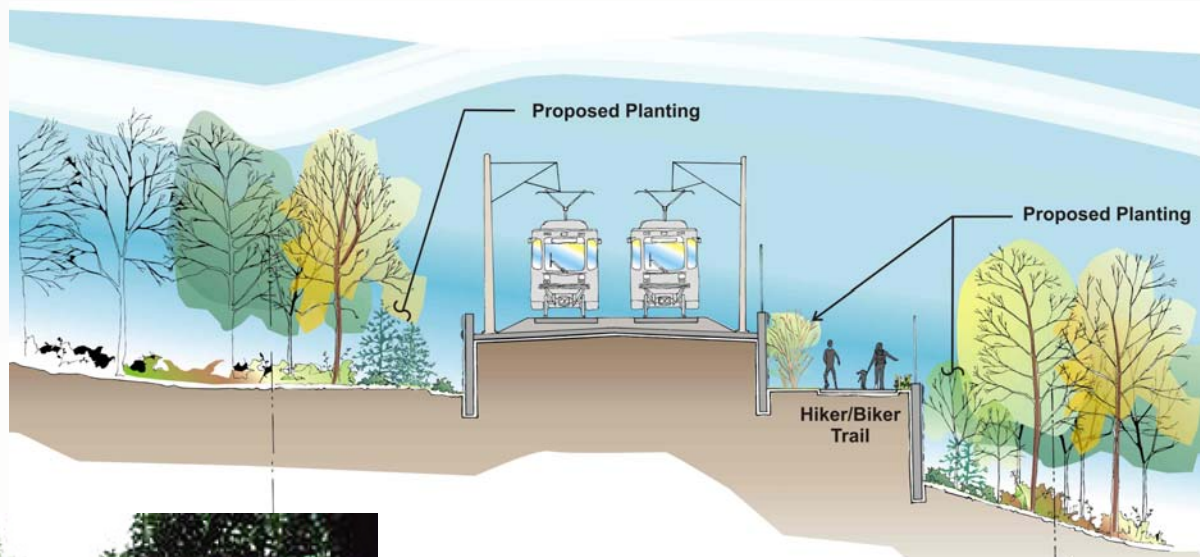
Port Melbourne, Australia



The MTA will make every effort to design a trail and transitway that is safe and attractive.



# The Capital Crescent Trail



Australia

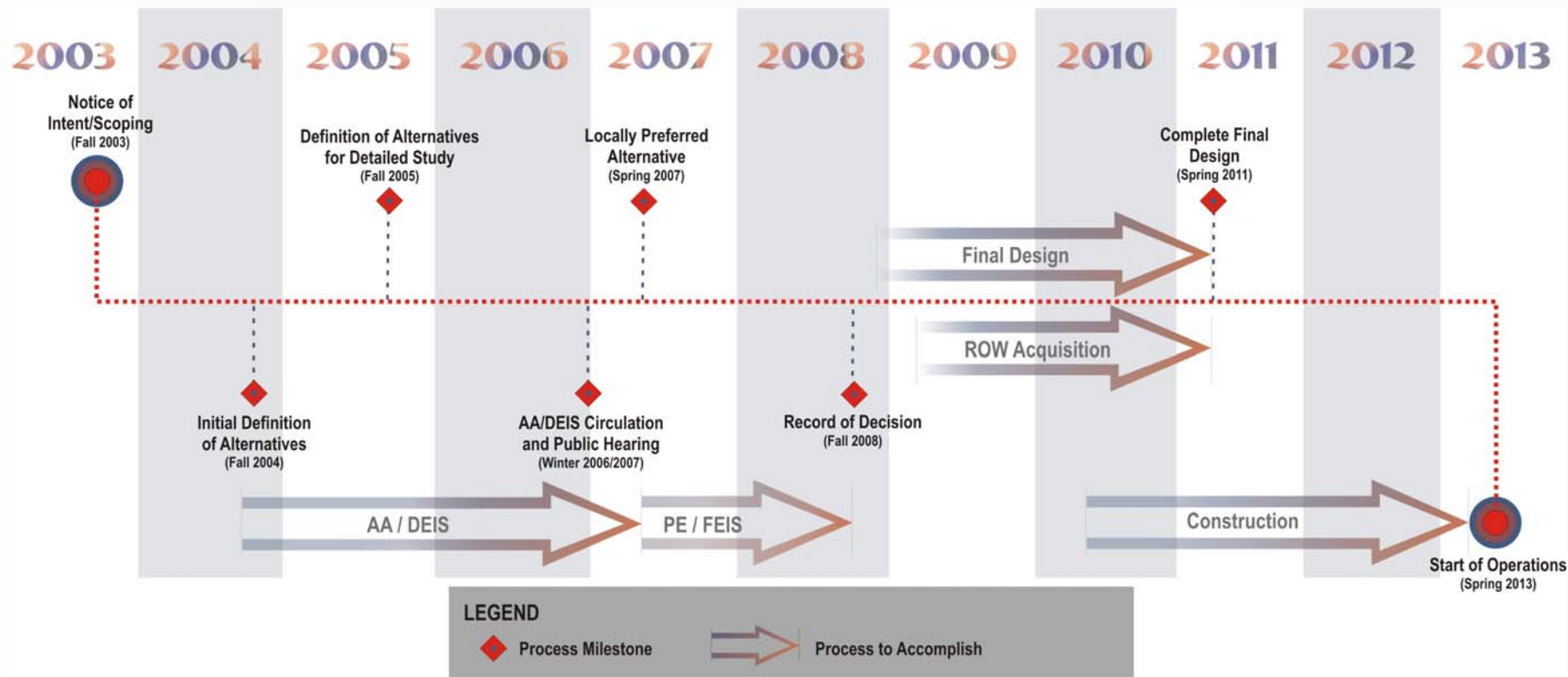
## Why We Need the Bi-County Transitway

- More people are traveling east to west and vice versa
- There is a large population in the area that relies on transit
- The roads are highly congested
- An east-west bus service that is unreliable, and slow
- It is difficult and slow to get from many parts of the study area to the Metro
- The number of people and jobs in the area are growing, which will make traffic even worse

# Project Overview

- The Bi-County Transitway is a proposed 14-mile rapid transit line extending from Bethesda in Montgomery County to New Carrollton in Prince George's County.
- It connect with the Metrorail system, connecting the two branches of the Red Line, the Green Line and the Orange Line; at Bethesda, Silver Spring, College Park, and New Carrollton.
- It will also connect to MARC and AMTRAK and local bus services.
- Twelve station locations are currently being studied, with additional stations under consideration.
- The Bi-County Transitway will be either light rail or bus rapid transit and will operate largely at street level.

# Project Schedule



# Public Involvement

- Community Focus Groups
- Meetings with community organizations
- Briefing for State House Committee
- Meetings with large employers
  - National Institutes of Health
  - National Naval Medical Center
  - Walter Reed Army Medical Center
  - University of Maryland
- Takoma/Langley Park Transit Center public meeting
- Newsletters
- Website
- Meetings with local developers
  - Federal Realty
  - Chevy Chase Land Company
  - and others

# University Boulevard CFG

- Action Langley Park
- CASA of Maryland
- Cool Spring Terrace Civic Assn
- Eighth Precinct Civic Assn
- Langley Park/McCormick Elementary School
- Langley Park Plaza Shopping Center
- Lewisdale Citizens Assn
- Long Branch Business League
- Maryland's International Corridor CDC
- Montgomery Co. Dept of Housing & Community Affairs
- New Hampshire Estates Civic Assn
- New Hampshire Estates Elementary School
- New Hampshire Gardens Citizens
- Prince George's County, Latino Affairs Liaison
- Prince George's County 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 Assn



# Master Plan CFG

- Bethesda-Chevy Chase Chamber of Commerce
- Chevy Chase Crest Homeowners Assn
- Chevy Chase Hills Civic Assn
- Chevy Lake Apartments
- Chevy Chase Valley Citizens Assn
- Coalition for the Capital Crescent Trail
- Columbia Country Club
- Coquelin Run Citizens Assn
- East Bethesda Citizens Assn
- Eight One Zero One
- Elm Street-Oakridge-Lynn Civic Association
- Greater Bethesda-Chevy Chase Coalition
- Hamlet Citizens Assn of Chevy Chase
- Hamlet House Condo
- Hamlet Place Owners
- Northern Chevy Chase Citizens Assn
- Preston Place
- Riviera of Chevy Chase Condo
- Rollingwood Citizens Assn
- The Chevy Chase Land Company
- Western Montgomery County Citizens Assn

# Silver Spring CFG

- Alexander House
- Between the Creeks Neighborhood Assn
- Bonaire Homes Assn
- Cameron Hills Homeowners Assn
- Carole Highlands Citizens Assn
- Carolyn Condo Assn
- Dept of Housing & Community Affairs
- Discovery Communications
- District Court House
- East Silver Spring Citizens Assn
- East Silver Spring Elementary School
- Elizabeth House Residents Assn
- Falklands Chase
- First Baptist Church
- Foulter Pratt – NOAA
- Grtr Silver Spring Chamber of Commerce
- Hartford-Thayer Condo
- Historic Takoma
- Hodges Heights Citizens Assn
- Lee Development Group
- Long Branch Business League
- Metro Plaza
- North Takoma Citizens Assn
- Parkside Plaza Condo Assn
- Pineway Towers Condo
- Rome Village Homeowners Assn
- Seven Oaks-Evanswood Citizens Assn
- Silver Spring Carroll Neighborhood Assn
- Silver Spring Citizens Advisory Board
- Silver Spring Int'l Middle School
- Silver Spring Takoma Traffic Coalition
- Silver Spring Thayer Opposed to the Plan
- Sligo Branview Community Assn
- Sligo Creek Elementary School
- Sligo Park Hills Citizens Association
- St. Michael the Archangel Catholic Church
- Save Our Sligo
- Top of the Park Condo

# Woodmont/Jones Bridge Road CFG

- Battery Park Citizens Assn
- Bethesda Coalition
- Bethesda Urban Partnership, Inc.
- B-CC Chamber of Commerce
- Chevy Chase Hills Civic Assn
- Chevy Chase Lake Apartments
- Chevy Chase Recreation Assn
- Chevy Chase Valley Citizens Assn
- Christopher Condominium
- City Homes of Edgemoor HOA
- Columbia Country Club
- Coquelin Run Citizens Assn
- East Bethesda Citizens Assn
- East Edgemoor Property Owners
- Edgemoor Citizens Assn
- Grtr Bethesda-Chevy Chase Coalition
- Hamlet House Condo
- Hamlet Place Owners
- Hawkins Lane Historic
- Howard Hughes Medical Institute
- Jones Mill Road Citizens Assn
- National Naval Medical Center
- National Institute of Health
- N. Chevy Chase Elem School
- N. Chevy Chase Elem School PTA
- Northern Chevy Chase Citizens Assn
- Outdoor Nursery School
- The Chevy Chase Land Company
- N. Chevy Chase Swimming Pool Assn
- Uniformed Services University
- Village of North Chevy Chase
- Western Montgomery Co. Citizens Assn
- Rosemary Hills PTA
- Preston Place

# Brookville Road/CSX CFG

- Barrington Apartments
- Claridge House Apartments
- Coalition for the Capital Crescent Trail
- East Bethesda Citizens Assn
- Friendly Gardens
- Lyttonsville Citizens Assn
- Maisel Hollins Development Company
- North Woodside-Montgomery Hills
- Park Sutton Condo
- Rock Creek Forest Citizens Assn
- Rosemary Hills Primary School
- Round Hill Apartments
- Silver Spring Advisory Board
- Walter Reed Army Medical Center
- Woodlin Elementary School
- Woodlin Elementary School PTA
- Woodside Civic Assn
- Woodside Mews Homeowners Assn
- Woodside Way Community Homeowners Assn

# College Park/University of Maryland CFG

- Berwyn District Civic Association
- Calvert Hills Citizens Assn
- City of College Park
- College Park Estates Civic Association
- Lakeland Civic Association
- North College Park Citizens Association
- Old Town Civic Association
- University Commuters Association
- University Hills Civic Assn
- University of Maryland, Facilities Planning
- University of Maryland, University College
- Washington Metropolitan Area Transit Authority
- West College Park Citizens Association
- Yarrow Citizens Association

# Riverdale Park/New Carrollton CFG

- Beacon Heights Citizens Assn
- City of New Carrollton
- Coat of Many Colors Church
- East Pines Citizens Assn
- First Korean Presbyterian Church
- Frenchmans Creek Condominium Assn
- Glenridge Citizens Assn
- Kentland Civic Assn
- Pentecostal Church of God Laf  
Tinieblas
- Refreshing Spring Church of God
- Residents Association for  
Progress in the Town of Riverdale
- Riverdale Heights
- Riverdale Historical Society
- St. John Evangelical Lutheran  
Church
- Templeton Knolls Citizens Assn
- Town of Riverdale Park
- West Lanham Estates Citizens  
Assn
- West Lanham Hills Citizens Assn





## **Appendix D**

### **December 2007 Open House Meetings**



**T**he Maryland Transit Administration (MTA) will be holding public meetings on the Purple Line Study. The Purple Line is a proposed 16-mile transit line that will run from Bethesda in Montgomery County to New Carrollton in Prince George's County. The goal is to provide faster, more reliable transit service options, and better connections to Metro. Help us design a project that best serves your community!

Give us your feedback on:

- Ridership and Travel Time Projections
- Cost Estimates
- Updated Alignment Mapping
- Project Schedule

If you have any further questions about the project or the upcoming Open Houses please contact:

Michael D. Madden, Project Manager	En Español
Office of Planning	Carlos Abinader
Maryland Transit Administration	Maryland Transit Administration
6 Saint Paul Street	4351 Garden City Dr., Ste. 305
Baltimore, MD 21202-1614	New Carrollton, MD 20785
(410) 767-3694	(301) 577-2063
mmadden@mtamaryland.com	cabinader@mtamaryland.com



## Purple Line December Open Houses



Monday, December 3, 2007  
5:00 pm – 8:30 pm  
East Silver Spring Elementary School  
631 Silver Spring Avenue  
Silver Spring, MD 20910

Wednesday, December 5, 2007  
5:00 pm – 8:30 pm  
College Park City Hall  
4500 Knox Road  
College Park, MD 20740

Monday, December 10, 2007  
5:00 pm – 8:30 pm  
Langley Park Community Center  
1500 Merrimac Drive  
Hyattsville, MD 20783

Wednesday, December 12, 2007  
5:00 pm – 8:30 pm  
Bethesda-Chevy Chase High School  
Cafeteria  
4301 East-West Highway  
Bethesda, MD 20814

Thursday, December 13, 2007  
**(Snow Date: Tuesday, December 18, 2007)\***  
5:00 pm – 8:30 pm  
West Lanham Hills Recreation Center  
7700 Decatur Road  
Landover Hills, MD 20784  
\*Snow Date is for the final meeting only



# Purple Line December Open Houses



La Administración de Tránsito de Maryland (MTA) sostendrá reuniones públicas acerca del Estudio de Línea Púrpura. La Línea Púrpura es un corredor de tránsito de 16 millas que correrá desde Bethesda en Montgomery County hasta New Carrollton en Prince George's County con paradas en Silver Spring, Takoma/Langley Park, la Universidad de Maryland, College Park y Riverdale Park. El objetivo principal del proyecto es proveer un servicio de tránsito más rápido, confiable y con mejores conexiones con el Metro. ¡La Línea Púrpura hará más fácil llegar a lugares de empleo, compra, escuela, entretenimiento, y más!

¡Ayúdenos a diseñar un proyecto que mejor sirve a su comunidad!

Por favor venga a nuestras reuniones y aprenda lo último sobre el proyecto, y díganos lo que usted piensa. El equipo de estudio de MTA estará disponible para contestar sus preguntas y escuchar sus comentarios.

En esta ronda de reuniones, la información presentada incluirá:

- Número de Viajeros y Proyecciones de Tiempo de Viajes
- Estimaciones de costos
- Mapas de Alineaciones
- Horario del proyecto

Por favor venga a las reuniones para aprender más sobre el proyecto, y darnos su reacción.

Si tiene preguntas acerca del proyecto o de las reuniones contacte a:

Michael D. Madden, Director del  
Proyecto  
Office of Planning  
Maryland Transit Administration  
6 Saint Paul Street  
Baltimore, MD 21202-1614  
(410) 767-3694  
mmadden@mtamaryland.com

En Español  
Carlos Abinader  
Maryland Transit Administration  
4351 Garden City Dr., Ste. 305  
New Carrollton, MD 20785  
(301) 577-2063  
cabinader@mtamaryland.com

All meetings will be held  
from 5 PM to 8:30 PM.

Lunes 3 de Diciembre, 2007  
5:00 pm – 8:30 pm  
East Silver Spring Elementary School  
631 Silver Spring Avenue  
Silver Spring, MD 20910

Miercoles 5 de Diciembre, 2007  
5:00 pm – 8:30 pm  
College Park City Hall  
4500 Knox Road  
College Park, MD 20740

Lunes 10 de Diciembre, 2007  
5:00 pm – 8:30 pm  
Langley Park Community Center  
1500 Merrimac Drive  
Hyattsville, MD 20783

Miercoles 12 de Diciembre, 2007  
5:00 pm – 8:30 pm  
Bethesda-Chevy Chase High School  
Cafeteria  
4301 East-West Highway  
Bethesda, MD 20814

Jueves 13 de Diciembre, 2007  
(Día de Nieve: Martes 18 de Diciembre, 2007)\*  
5:00 pm – 8:30 pm  
West Lanham Hills Recreation Center  
7700 Decatur Road  
Landover Hills, MD 20784  
\*Día de Nieve es solamente para la ultima reunion



# Welcome

- The purpose of tonight's meeting is to:
  - Present current information on the alternatives under consideration
  - Provide information on benefits of the project including ridership and travel time savings
  - Share initial findings on the projected costs and impacts of the alternatives
  - Solicit input from the public on the Purple Line alternatives
  - Answer questions and listen to concerns

Thank you for coming...your input is vital and appreciated.



# What is the Purple Line?

- A 16-mile east-west rapid transit line extending from Bethesda in Montgomery County to New Carrollton in Prince George's County.
- The Purple Line will be either light rail or bus rapid transit and will operate largely at street level.
- A hiker-biker trail is included along the Georgetown Branch and CSX/WMATA corridor as part of the Capital Crescent Trail.
- Twenty-two station locations are currently under consideration.
- Provides direct connections to Metrorail at Bethesda, Silver Spring, College Park, and New Carrollton; linking the two branches of the Red Line, the Green Line and the Orange Line.





# What will the Purple Line do?

- Provide faster and more reliable transit service.
- Provide better connections to Metrorail, commuter rail, and local bus.
- Serve transit-dependent populations.
- Provide a safe and attractive transit service that fits in with the local community character.
- Support local, regional and state policies and adopted Master Plans.
- Encourage Smart Growth, community revitalization, and transit oriented development.
- Make it easier to get to existing and planned destinations in the corridor.
- Encourage the use of transit as an alternative to the automobile for commuters and regional travelers.



# Why do we need the Purple Line?

- More people are traveling east to west and vice versa.
- The existing roads are highly congested.
- The numbers of people and jobs in the area are growing, which will make traffic even worse.
- There is a large population in the area that relies on transit.
- The existing east-west bus services are unreliable and slow.
- It is difficult and slow to get from many parts of the study area to Metro.



# Bus Rapid Transit (BRT)



Low floor buses are easy to board

- BRT looks and feels much like a railcar but uses rubber wheeled vehicles.
- It can operate either on streets, or in a separate busway.
- Like a rail system it has permanent stations, services, and amenities.

- BRT vehicles typically are low floor making them easier to board, and often have several doors for faster boarding.
- Features generally associated with a BRT system include signal priority at intersections, queue jump lanes, and off board fare collection.
- Vehicles are typically fueled with low emission hybrid electric or Compressed Natural Gas.



# Light Rail Transit (LRT)

- Light Rail Transit is an electric railway system that can operate single cars or short trains.
- LRT can operate in mixed traffic, like traditional streetcars, or in dedicated lanes or a separate right-of-way.



Montpellier, France



Portland, Oregon

- Unlike Metrorail, LRT tracks are safe for pedestrians to cross.
- Signal priority can be used to ensure that the LRT is not delayed by traffic signals.



# Stations





# Alternatives

## ***Alternative 1: No-Build***

- Includes the existing transportation network as well as all the transit and roadway improvements that the region has committed to building.

## ***Alternative 2: Transportation System Management (TSM)***

- Lower cost investments to improve and enhance existing service. Typical improvements include more frequent and additional service, and signal and intersection improvements.

## ***Alternative 3: Low Investment BRT & Alternative 6: Low Investment LRT***

- Mostly at-grade and shared use on existing roadways with minimal tunneling for LRT, where steep grades require it.

## ***Alternative 4: Medium Investment BRT & Alternative 7: Medium Investment LRT***

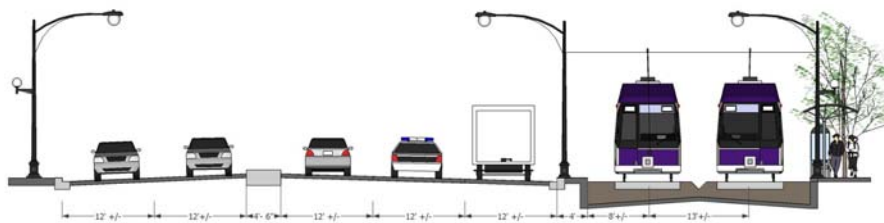
- Generally at-grade, mostly in dedicated lanes, with key areas grade-separated.

## ***Alternative 5: High Investment BRT & Alternative 8: High Investment LRT***

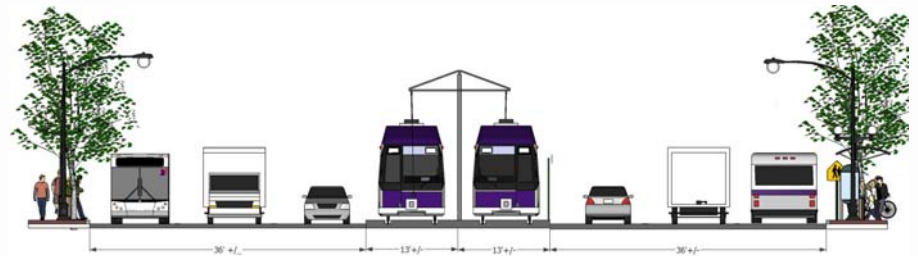
- Largely dedicated lanes, exclusive where possible, with grade separation in key areas.



# Typical Sections



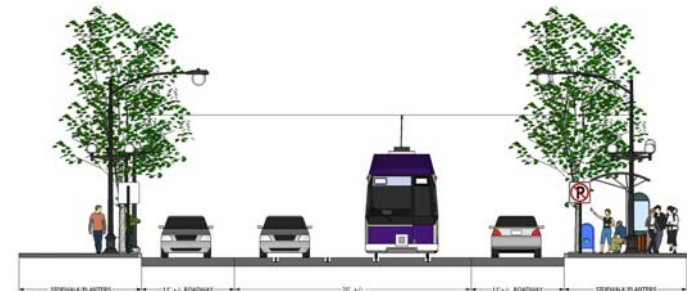
Transitway in Exclusive Right-of-Way



Transitway in Dedicated Lanes



Transitway in Shared Lanes



Transitway in Shared or Dedicated Lanes



2-Lane Transitway



Transitway in Dedicated Lanes

# Typical Sections



Transitway in Shared Lanes



2-Lane Transitway



Transitway in Shared or Dedicated Lanes



Transitway in Dedicated Lanes

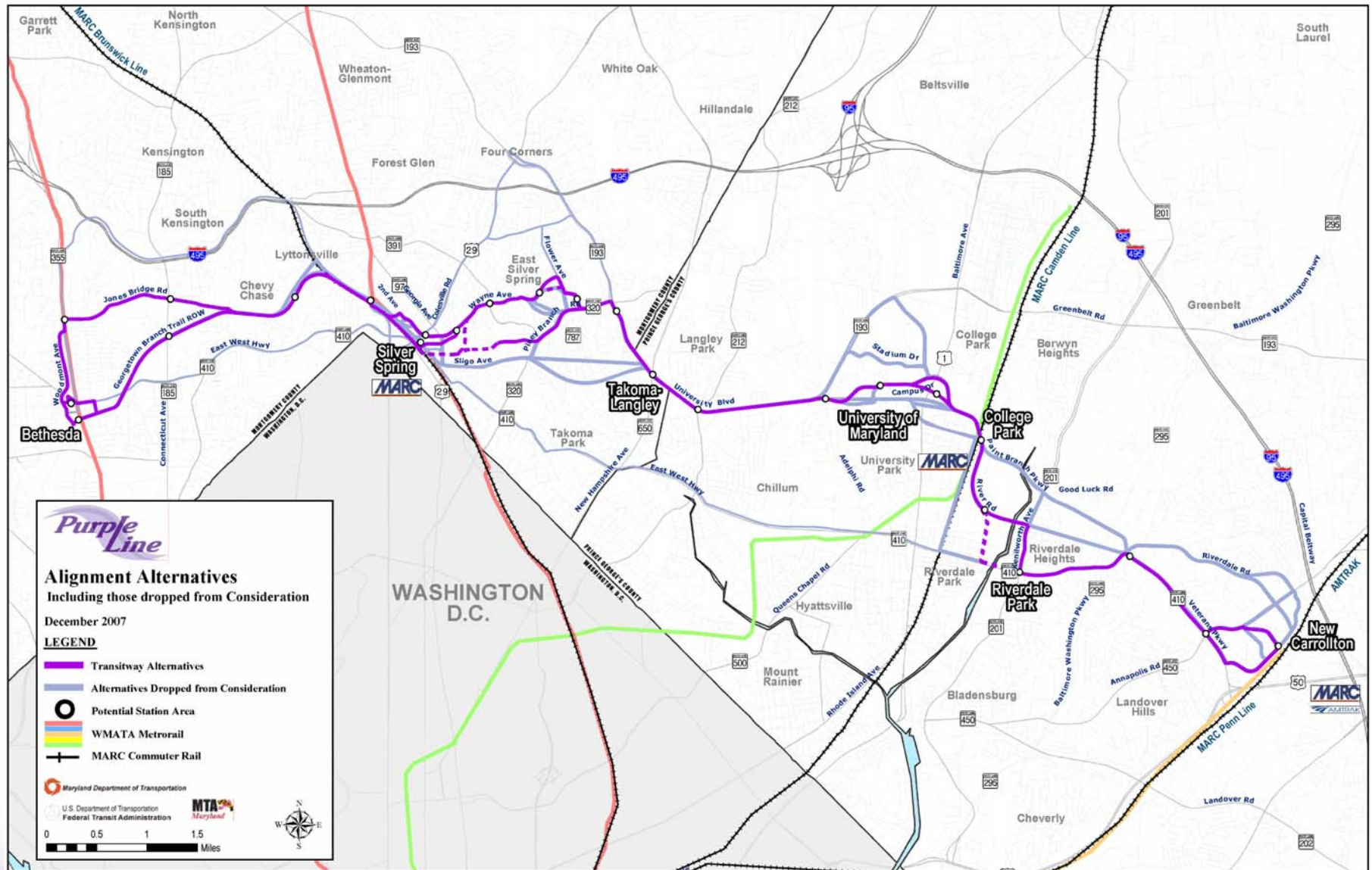


Transitway in Dedicated Lanes





# Alternatives Considered





# Ridership & Costs

## Ridership

- Based on Future Year 2030 Population & Employment Forecasts
- “Travel times” are between New Carrollton and Bethesda
- “Boardings” are the number of riders who would use the Purple Line on a typical weekday
- Ridership (boardings) estimates do not yet include expected trips by University of Maryland students and special event visitors. These forecasts are under development.

## Capital Costs

- Estimates in 2007 Dollars; subject to inflation to the time when a project is implemented
- Includes costs to design, manage and construct facilities, acquire right-of-way, and purchase equipment including transit vehicles

## Operating and Maintenance (O&M) Costs

- Estimates in 2007 Dollars; subject to inflation to the time when a project starts operating
- Includes costs to operate transit services and maintain the vehicles, facilities, and equipment
- Accounts for adjustments to local bus services



# Ridership & Costs

Purple Line Alternatives Preliminary Travel Demand Forecasts & Cost Estimates				
Alternative	End to End Peak Period Travel Time (minutes)	Ridership (Daily Boardings)	Capital Costs (Millions -2007\$)	Operating & Maintenance Costs (Millions -2007\$)
Alternative 2: TSM	108	N/A	\$105	\$8
<b>BRT</b>				
Alternative 3: Low Investment BRT	73	29,000 - 35000	\$450 - 520	\$9
Alternative 4: Medium Investment BRT	64	38,000 - 41000	\$650 - 750	\$9
Alternative 5: High Investment BRT	57	42,000 - 45000	\$1,170 - 1,340	\$8
<b>LRT</b>				
Alternative 6: Low Investment LRT	59	38,000 - 41,000	\$1,160 - 1,330	\$20
Alternative 7: Medium Investment LRT	52	42,000 - 45,000	\$1,170 - 1,350	\$18
Alternative 8: High Investment LRT	46	44,000 - 47,000	\$1,580 - 1,790	\$17

\* Preliminary estimates; subject to change based on possible refinements to the alternatives.

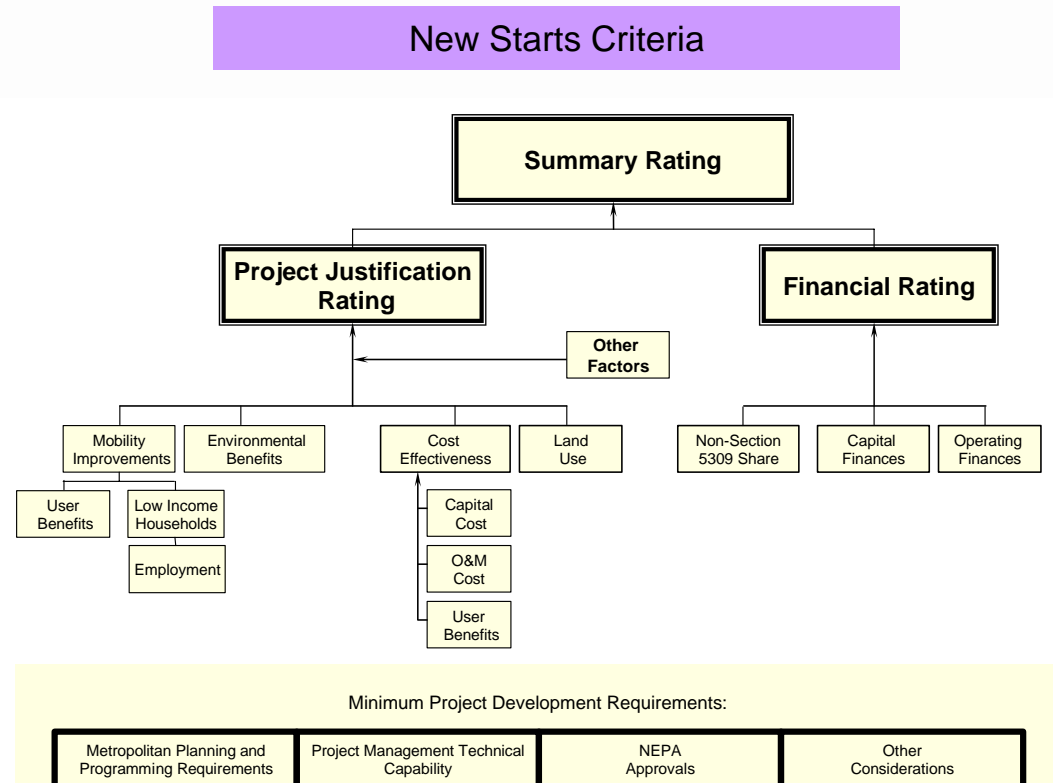
\* Note: The Ridership (Daily Boardings) estimates do not yet include expected trips by University of Maryland students and special event visitors. These forecasts are under development.

- The ridership forecast levels compare well with similar projects being implemented around the US.



# How Projects Get Funded

- The Purple Line would be built using a combination of Federal, State and local funding.
- Federal funding comes from the Federal Transit Administration's (FTA) New Starts program.
- To receive Federal funding the project must compete nationally with other projects for limited funds.
- The FTA evaluation process is a rigorous assessment including funding capacity and cost vs. benefit.
- The amount of Federal funding is typically 50% of total project costs.





# Traffic

- Developed existing and projected future traffic volumes on area roadways.
- Assessing impacts to traffic on main roads and cross streets.
- Assessing the needs, benefits, and effects of shared or dedicated transit lanes.
- Assisting in the development of transit travel times using traffic simulation models.
- Evaluating the need for and impact of intersection improvements such as turn lanes, queue jump lanes and signal prioritization to improve travel times.



Simulations allow us to better understand how the transitway would operate within the existing roadway network.

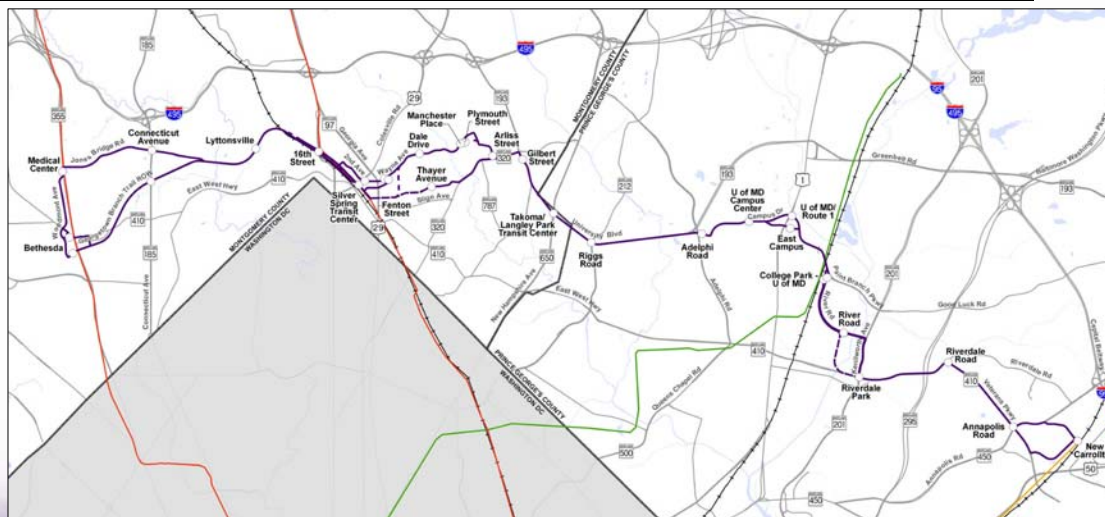
# Travel Times

*Estimated 2030 Travel Times (in minutes) between Stations by Alternative*

Station-to-Station	TSM	Low BRT	Med BRT	High BRT	Low LRT	Med LRT	High LRT
Bethesda - New Carrollton	108	73	64	57	59	52	46
Bethesda - College Park	85	54	47	41	42	36	32
Bethesda - Riverdale Park	94	59	53	46	47	42	37
Bethesda - Silver Spring	32	22	17	16	11	9	9
Bethesda - Takoma/Langley	61	37	31	28	25	21	20
Manchester - College Park	42	27	25	20	24	23	19
Manchester - Riverdale Park	52	32	31	26	30	29	24
Manchester - Silver Spring	10	5	5	4	6	4	4
Manchester - Takoma/Langley	18	10	10	7	8	8	8
New Carrollton - College Park	23	19	17	16	17	16	14
New Carrollton - Riverdale Park	13	14	11	11	12	10	9
New Carrollton - Silver Spring	75	51	47	41	48	43	37
New Carrollton - Takoma/Langley	47	36	33	29	34	31	26
Silver Spring - College Park	52	32	30	25	31	27	23
Silver Spring - Riverdale Park	57	38	36	30	36	33	28
Silver Spring - Takoma/Langley	28	16	14	12	14	12	12
Takoma/Langley - College Park	24	16	16	13	17	15	12
Takoma/Langley - Riverdale Park	34	22	22	18	23	21	17
Takoma/Langley - Silver Spring	28	16	14	12	14	12	12

\* Preliminary estimates; subject to change based on possible refinements to the alternatives.

The Purple Line will save time for many travelers along the corridor.





# Environmental

- In assessing the alternatives, we consider the full range of potential affects of the project including potential impacts to:
  - Historic and archaeological resources
  - Wetlands, streams, floodplains
  - Habitat and forest areas
  - Rare, threatened, and endangered species
  - Parkland
  - Socio-economic resources
  - Communities, businesses, and residences
  - Safety
  - Noise and vibration
  - Air quality
  - Visual
- We use the environmental analysis in refining our alternatives so that impacts are avoided or minimized.
- The results will be presented in the Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) anticipated in Spring 2008.



# Refinements

- As the project moves forward, refinements will continue to be made to the alternatives to:
  - Respond to community concerns
  - Address engineering or site constraints
  - Avoid potential environmental impacts
  - Minimize and mitigate unavoidable impacts
  - Better fit into surrounding community and environment
  - Maximize transportation system benefits
  - Balance cost and user benefit



# National Historic Preservation Act of 1966

## Section 106 Review:

Historic Buildings, Districts and Archaeological Resources are an important and valued part of many communities. The Section 106 Process provides the public an opportunity to:

- Learn more about the project
- Provide information on important local cultural resources
- Discuss how the project might affect those resources

### Section 106 applies to:

- Properties listed in the National Register of Historic Places (NRHP)
- Properties that are determined to be eligible for the NRHP
- Properties that may be NRHP eligible, but have not yet been evaluated
- If a property has not yet been nominated to the NRHP, or determined eligible for inclusion, it is the responsibility of the federal agency involved (the Federal Transit Administration, in this case) to find out if it is eligible.

### Properties are eligible for the NRHP if they meet at least one of the following criteria:

- A:** The property is associated with events that have made a significant contribution to the broad patterns of our history.
- B:** The property is associated with the lives of persons significant in our past.
- C:** The property embodies the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.
- D:** The property has yielded, or may be likely to yield, information important on history or prehistory.



### Your input helps us to:

- Gain insight on the history of your community
- Identify and understand the cultural resources that are important to you and your community.
- Avoid and minimize project impacts to these resources
- Find ways to help the project to better fit in with the surrounding community



# Noise

- We are using FTA procedures to assess noise impacts along the alternatives.
- We have measured existing noise levels at locations throughout the corridor.
- As part of the study, we are identifying land uses and sites sensitive to noise impacts along the alternatives.
- Studies will include quantifying the extent of potential noise impacts at locations along the alignments and identifying possible mitigation options to minimize adverse impacts where appropriate.
- Existing noise levels together with predicted project-related noise levels determine the degree of impact at a given location.
- A noise impact occurs when a transportation improvement generates noise levels that substantially exceed existing noise levels.
- If appropriate, typical mitigation measures that could be employed include berms, landscape screening, low track-side barriers or knee-walls, vehicle skirts, and under car absorption materials.

The FTA groups land uses sensitive to noise impacts into three categories:

Category 1 is buildings or parks where quiet is an essential part of their purpose.

Category 2 is residences and buildings where people usually sleep. This also includes hospitals and hotels where nighttime sensitivity is considered to be of utmost importance.

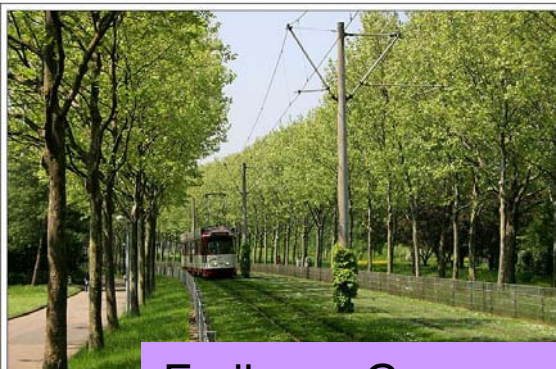
Category 3 is institutional land uses with primary daytime uses that depend on quiet as an important part of operations, including schools, libraries and churches.



# Capital Crescent Trail

## Georgetown Branch

- Based on community input, evaluated trail on north vs. south side of transitway.
- Maintained the trail 3-4' above the transitway, where possible.
- Increased the separation between the trail and the transitway to provide 10' wide landscaped area, where possible.
- Considering the use of “grass” tracks.



Freiburg, Germany

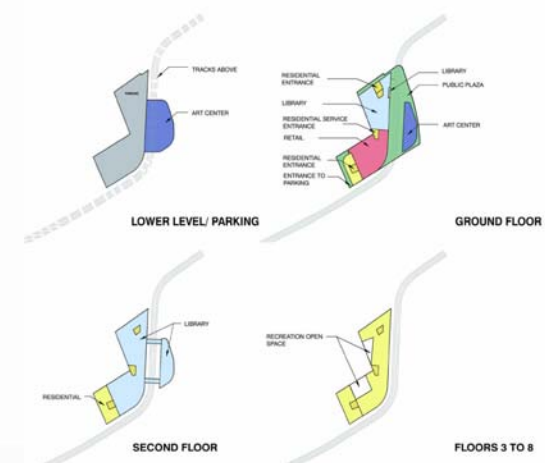
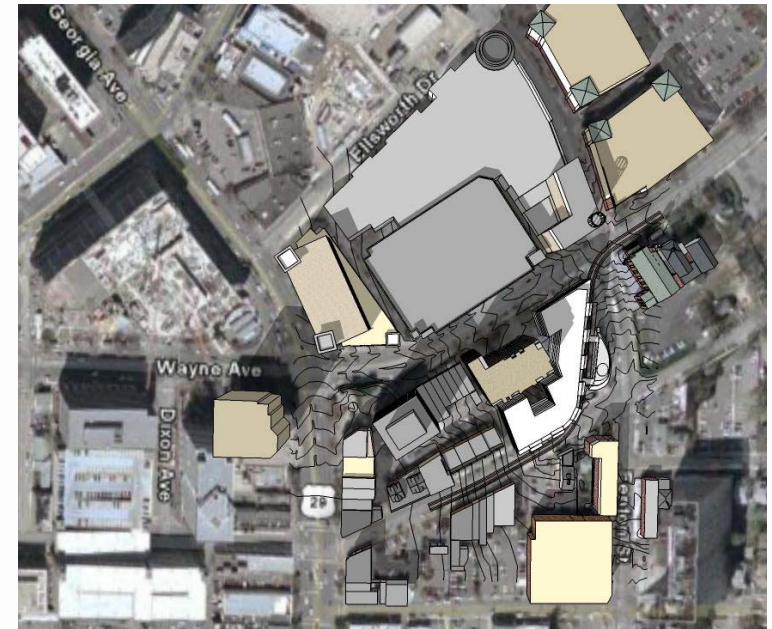


Le Mans, France

- ✓ Results in a more naturalistic environment and a buffer/screen between the trail and transitway.
- ✓ Creates greater comfort level for trail users.
- ✓ Improves trail experience.
- ✓ Minimizes retaining wall heights.

# Silver Spring Library

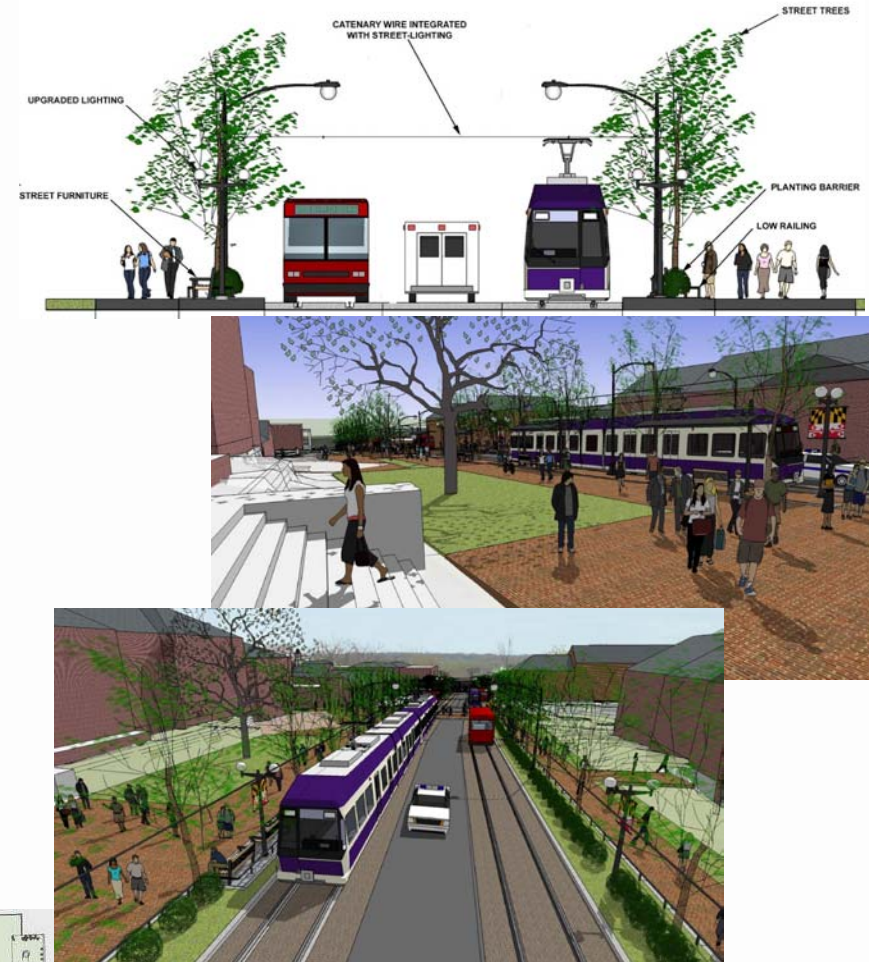
- MTA is coordinating with Montgomery County to integrate the transitway and station into the new library site.





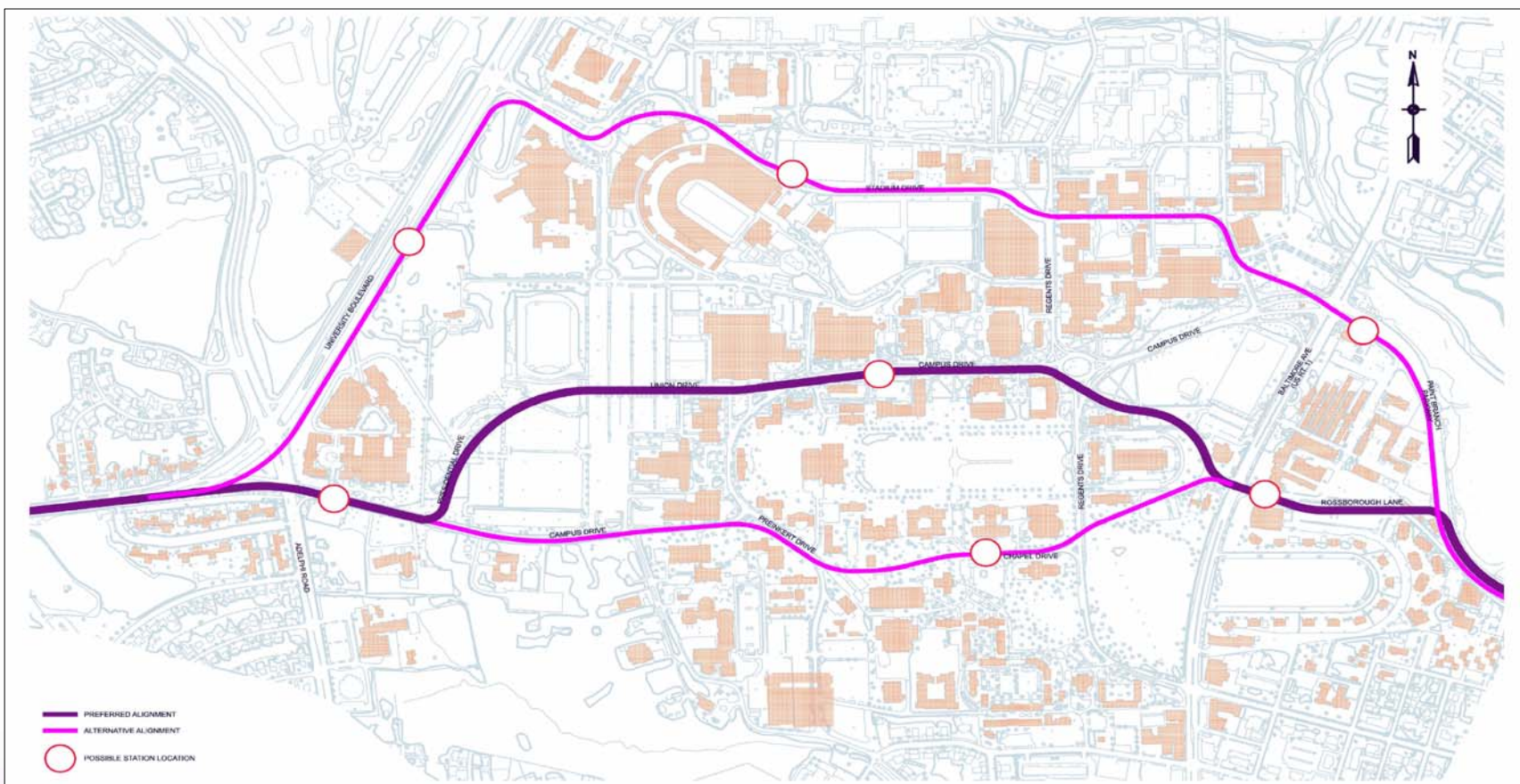
# University of Maryland

- Preferred Campus Drive alignment developed to:
  - Minimize conflicts with non-transit vehicles
  - Create a pedestrian-friendly corridor
  - Connect the main campus, east campus, and Metro/MARC
  - Provide intermodal connectivity
  - Conform to the University Master Plan
  - Be cost-effective



# University of Maryland

- At the request of University officials, we continue to evaluate two additional alignments through campus.







# Community Involvement

- Public involvement is an integral part of the planning process.
- Public comment has helped shape the alternatives.
- Eight Community Focus Groups have provided valuable input on specific community issues through four rounds of meetings.
- Over 150 individual meetings have been held with property owners, community groups, and/or interested parties.
- Project Team consists of representatives from MTA and the local agencies and jurisdictions.



☞ Please contact a member of the project team to arrange a meeting with your group or association.



# Next Steps

- Refinement of Alternatives Ongoing
- Public Outreach Ongoing
- Detailed Evaluation of Alternatives Ongoing
- Open Houses Winter/Spring 2008
- Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) Spring 2008
- Public Hearings Late Spring 2008





*Thank you for coming to the Purple Open Houses. Your comments are important to us. Please take a few minutes to give us your thoughts. We are particularly interested in what you see as the advantages and disadvantages of the different alternatives.*

[illegible]

Over

**Additional Comments:**

---

---

---

---

---

---

---

---

---

---

---

---

**How did you learn about this meeting? (Please note all sources.)**

☐ Mailing to your home/business

☐ Newspaper article/Advertisement

☐ Community Association

☐ Word of Mouth

☐ Other: \_\_\_\_\_

**Sign up to be on the project mailing list.**

Name: \_\_\_\_\_

Organization: \_\_\_\_\_

Address: \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Phone: \_\_\_\_\_

Email: \_\_\_\_\_

Please Return to:  
Michael Madden, Project Manager  
Maryland Transit Administration  
6 Saint Paul Street, 9<sup>th</sup> Floor  
Baltimore, MD 21202  
Phone: 410-767-3694



## Ridership & Costs

### Ridership

- Based on Future Year 2030 Population & Employment Forecasts
- “Travel times” are between New Carrollton and Bethesda
- “Boardings” are the number of riders who would use the Purple Line on a typical weekday
- The Ridership (Daily Boardings) estimates do not yet include expected trips by University of Maryland students and special event visitors. These forecasts are under development.

### Capital Costs

- Estimates in 2007 Dollars; subject to inflation to the time when a project is implemented
- Includes costs to design, manage and construct facilities, acquire right-of-way, and purchase equipment including transit vehicles

### Operating and Maintenance (O&M) Costs

- Estimates in 2007 Dollars; subject to inflation to the time when a project starts operating
- Includes costs to operate transit services and maintain the vehicles, facilities, and equipment
- Accounts for adjustments to local bus services

Purple Line Alternatives Preliminary Travel Demand Forecasts & Cost Estimates				
Alternative	End to End Peak Period Travel Time (minutes)	Ridership (Daily Boardings)	Capital Costs (Millions -2007\$)	Operating & Maintenance Costs (Millions -2007\$)
Alternative 2: TSM	108	N/A	\$105	\$8
<b>BRT</b>				
Alternative 3: Low Investment BRT	73	29,000 - 35000	\$450 - 520	\$9
Alternative 4: Medium Investment BRT	64	38,000 - 41000	\$650 - 750	\$9
Alternative 5: High Investment BRT	57	42,000 - 45000	\$1,170 - 1,340	\$8
<b>LRT</b>				
Alternative 6: Low Investment LRT	59	38,000 - 41,000	\$1,160 - 1,330	\$20
Alternative 7: Medium Investment LRT	52	42,000 - 45,000	\$1,170 - 1,350	\$18
Alternative 8: High Investment LRT	46	44,000 - 47,000	\$1,580 - 1,790	\$17

\*Preliminary estimates; subject to change based on possible refinements to the alternatives.

- The ridership forecast levels compare well with similar projects being implemented around the US.



***Estimated 2030 Travel Times (in minutes) between Stations by Alternative***

<b><i>Station-to-Station</i></b>	<b><i>Low BRT</i></b>	<b><i>Med BRT</i></b>	<b><i>High BRT</i></b>	<b><i>Low LRT</i></b>	<b><i>Med LRT</i></b>	<b><i>High LRT</i></b>
Bethesda - New Carrollton	73	64	57	59	52	46
Bethesda - College Park	54	47	41	42	36	32
Bethesda - Riverdale Park	59	53	46	47	42	37
Bethesda - Silver Spring Transit Center	22	17	16	11	9	9
Bethesda - Takoma/Langley Transit Center	37	31	28	25	21	20
Silver Spring Transit Center - Manchester / Plymouth	5	5	4	6	4	4
Silver Spring Transit Center - College Park	32	30	25	31	27	23
Silver Spring Transit Center - Riverdale Park	38	36	30	36	33	28
Silver Spring Transit Center - Takoma/Langley Transit Center	16	14	12	14	12	12
Manchester / Plymouth - College Park	27	25	20	24	23	19
Manchester / Plymouth - Riverdale Park	32	31	26	30	29	24
Manchester / Plymouth - Takoma/Langley Transit Center	10	10	8	8	8	8
Takoma/Langley Transit Center - College Park	16	16	13	17	15	12
Takoma/Langley Transit Center - Riverdale Park	22	22	18	23	21	17
New Carrollton - College Park	19	17	16	17	16	14
New Carrollton - Riverdale Park	14	15	11	12	10	9
New Carrollton - Silver Spring Transit Center	51	47	41	48	43	37
New Carrollton - Takoma/Langley Transit Center	36	33	29	34	31	26

Preliminary numbers, subject to change



## **Appendix E**

### **May 2008 Open Houses**







# *Join us!*

*Purple  
Line*

The Maryland Transit Administration (MTA) will hold a series of Open Houses on the Purple Line Study. These meetings will include **updated information** from the Open Houses held this past winter and will be the last round of large public meetings before the Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) is released this fall.

The Purple Line is a proposed 16-mile transit line from Bethesda in Montgomery County to New Carrollton in Prince George's County. The goal is to provide faster, more reliable transit service and better connections to Metro. Help us design a project that best serves your community!

**See meeting dates in your area on the other side.**

## **GIVE US YOUR FEEDBACK ON:**

- **Updated Travel Times, Costs, and Ridership**
- **Ridership by Station**
- **Results of the Environmental Impact Statement**
- **Purple Line Options Serving Your Community**

**New May  
Open House  
Schedule!**

*See other side.*

## **QUESTIONS? CONTACT:**

Michael D. Madden, Project Manager  
Phone (410) 767-3694 • [mmadden@mtamaryland.com](mailto:mmadden@mtamaryland.com)

## **En Español:**

Carlos Abinader  
Phone (301) 577-2063  
[cabinader@mtamaryland.com](mailto:cabinader@mtamaryland.com)

## CHOOSE A PURPLE LINE OPEN HOUSE DATE AND LOCATION TO ATTEND

All meetings except May 21 are from  
5:00 p.m. – 8:00 p.m.

### **Thursday, May 8, 2008**

College Park City Hall  
4500 Knox Road  
College Park, MD 20740

### **Monday, May 12, 2008**

West Lanham Hills Recreation Center  
7700 Decatur Road  
Landover Hills, MD 20784

### **Wednesday, May 14, 2008**

East Silver Spring Elementary School  
631 Silver Spring Avenue  
Silver Spring, MD 20910

### **Thursday, May 15, 2008**

Bethesda-Chevy Chase High School Cafeteria  
4301 East-West Highway  
Bethesda, MD 20814

### **Wednesday, May 21, 2008\*** – 4:00 p.m. – 6:30 p.m.

Langley Park Community Center  
1500 Merrimac Drive  
Hyattsville, MD 20783

\*This Open House is being held in conjunction with the Takoma/Langley  
Crossroads Sector Plan Community Meeting



Michael D. Madden, Project Manager  
Maryland Transit Administration  
6 Saint Paul Street  
Baltimore, MD 21202-1614

PRESORTED  
FIRST CLASS  
U. S. POSTAGE  
**PAID**  
PROVIDE



# Welcome

- The purpose of tonight's meeting is to:
  - Present current information on the alternatives under consideration
  - Provide information on benefits of the project including ridership and travel time savings
  - Share initial findings on the projected costs and impacts of the alternatives
  - Solicit input from the public on the Purple Line alternatives
  - Answer questions and listen to concerns

Thank you for coming...your input is vital and appreciated.



# What is the Purple Line?

- A 16-mile east-west rapid transit line extending from Bethesda in Montgomery County to New Carrollton in Prince George's County.
- The Purple Line will be either light rail or bus rapid transit and will operate largely at street level.
- A hiker-biker trail is included along the Georgetown Branch and CSX/WMATA corridor as part of the Capital Crescent Trail.
- Twenty-two station locations are currently under consideration.
- Provides direct connections to Metrorail at Bethesda, Silver Spring, College Park, and New Carrollton; linking the two branches of the Red Line, the Green Line and the Orange Line.





# What will the Purple Line do?

- Provide faster and more reliable transit service.
- Provide better connections to Metrorail, commuter rail, and local bus.
- Serve transit-dependent populations.
- Provide a safe and attractive transit service that fits in with the local community character.
- Support local, regional and state policies and adopted Master Plans.
- Encourage Smart Growth, community revitalization, and transit oriented development.
- Make it easier to get to existing and planned destinations in the corridor.
- Encourage the use of transit as an alternative to the automobile for commuters and regional travelers.





# Why do we need the Purple Line?

- More people are traveling east to west and vice versa.
- The existing roads are highly congested.
- The numbers of people and jobs in the area are growing, which will make traffic even worse.
- There is a large population in the area that relies on transit.
- The existing east-west bus services are unreliable and slow.
- It is difficult and slow to get from many parts of the study area to Metro.





# Bus Rapid Transit (BRT)



Low floor buses are easy to board

- BRT looks and feels much like a railcar but uses rubber wheeled vehicles.
- It can operate either on streets, or in a separate busway.
- Like a rail system it has permanent stations, services, and amenities.

- BRT vehicles typically are low floor making them easier to board, and often have several doors for faster boarding.
- Features generally associated with a BRT system include signal priority at intersections, queue jump lanes, and off board fare collection.
- Vehicles are typically fueled with low emission hybrid electric or Compressed Natural Gas.



# Light Rail Transit (LRT)

- Light Rail Transit is an electric railway system that can operate single cars or short trains.
- LRT can operate in mixed traffic, like traditional streetcars, or in dedicated lanes or a separate right-of-way.



Portland, Oregon



Montpellier, France

- Unlike Metrorail, LRT tracks are safe for pedestrians to cross.
- Signal priority can be used to ensure that the LRT is not delayed by traffic signals.



# Stations







# Alternatives

## ***Alternative 1: No-Build***

- Includes the existing transportation network as well as all the transit and roadway improvements that the region has committed to building.

## ***Alternative 2: Transportation System Management (TSM)***

- Lower cost investments to improve and enhance existing service. Typical improvements include more frequent and additional service, and signal and intersection improvements.

## ***Alternative 3: Low Investment BRT & Alternative 6: Low Investment LRT***

- Mostly at-grade and shared use on existing roadways with minimal tunneling for LRT, where steep grades require it.

## ***Alternative 4: Medium Investment BRT & Alternative 7: Medium Investment LRT***

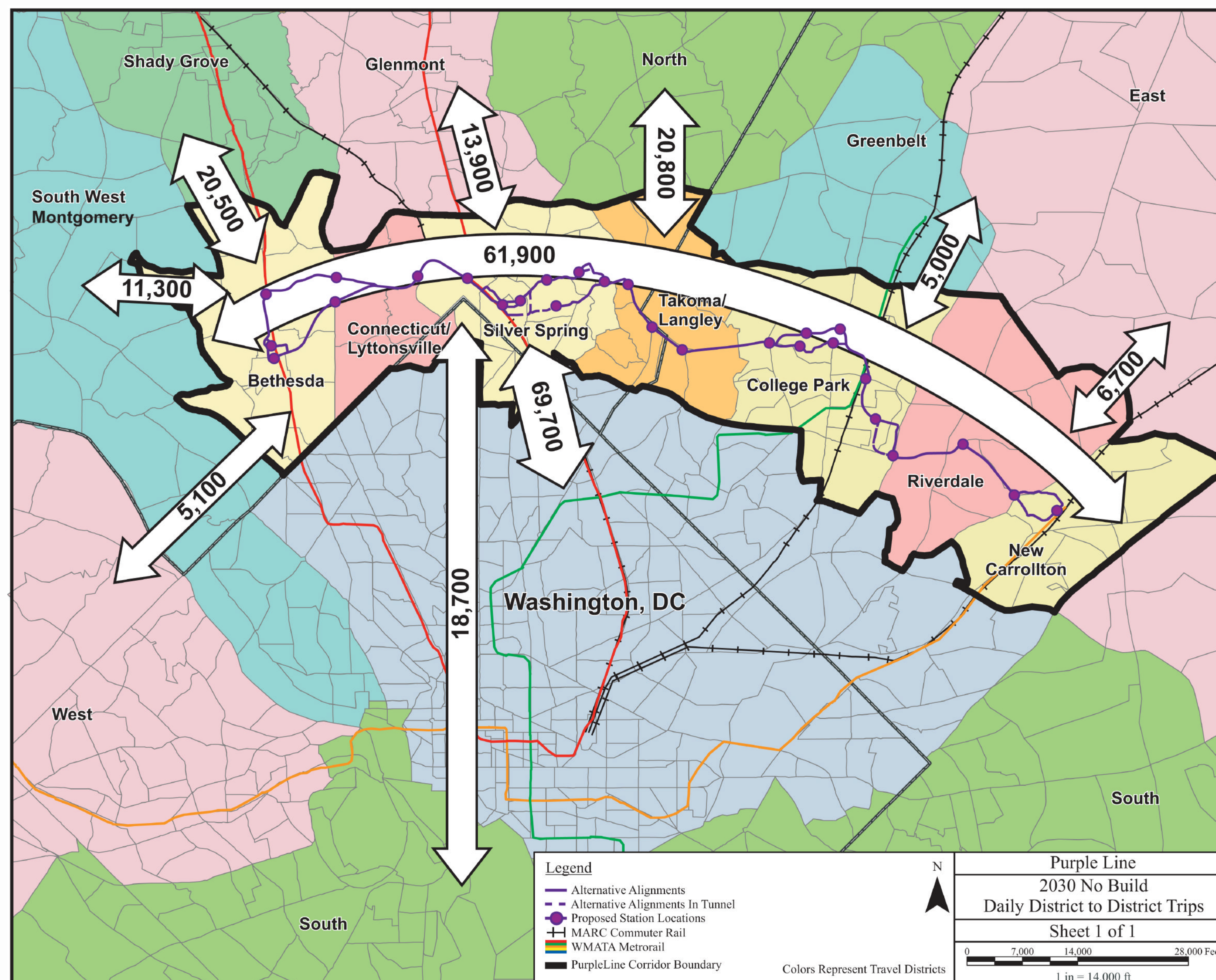
- Generally at-grade, mostly in dedicated lanes, with key areas grade-separated.

## ***Alternative 5: High Investment BRT & Alternative 8: High Investment LRT***

- Largely dedicated lanes, exclusive where possible, with grade separation in key areas.



# 2030 No-Build Daily Transit Trips



- Future trip patterns show a high demand for trips both within the Purple Line corridor and connecting to the north/south.





# Travel Markets

- Feeding and distributing passengers to/from radial corridors via Metrorail/MARC
  - South towards Washington
  - North on the Red Line, Green Line, or MARC
- Provide service within the corridor
  - To Major Activity Centers
  - Between Major Activity Centers
  - Between Other Areas in the Corridor





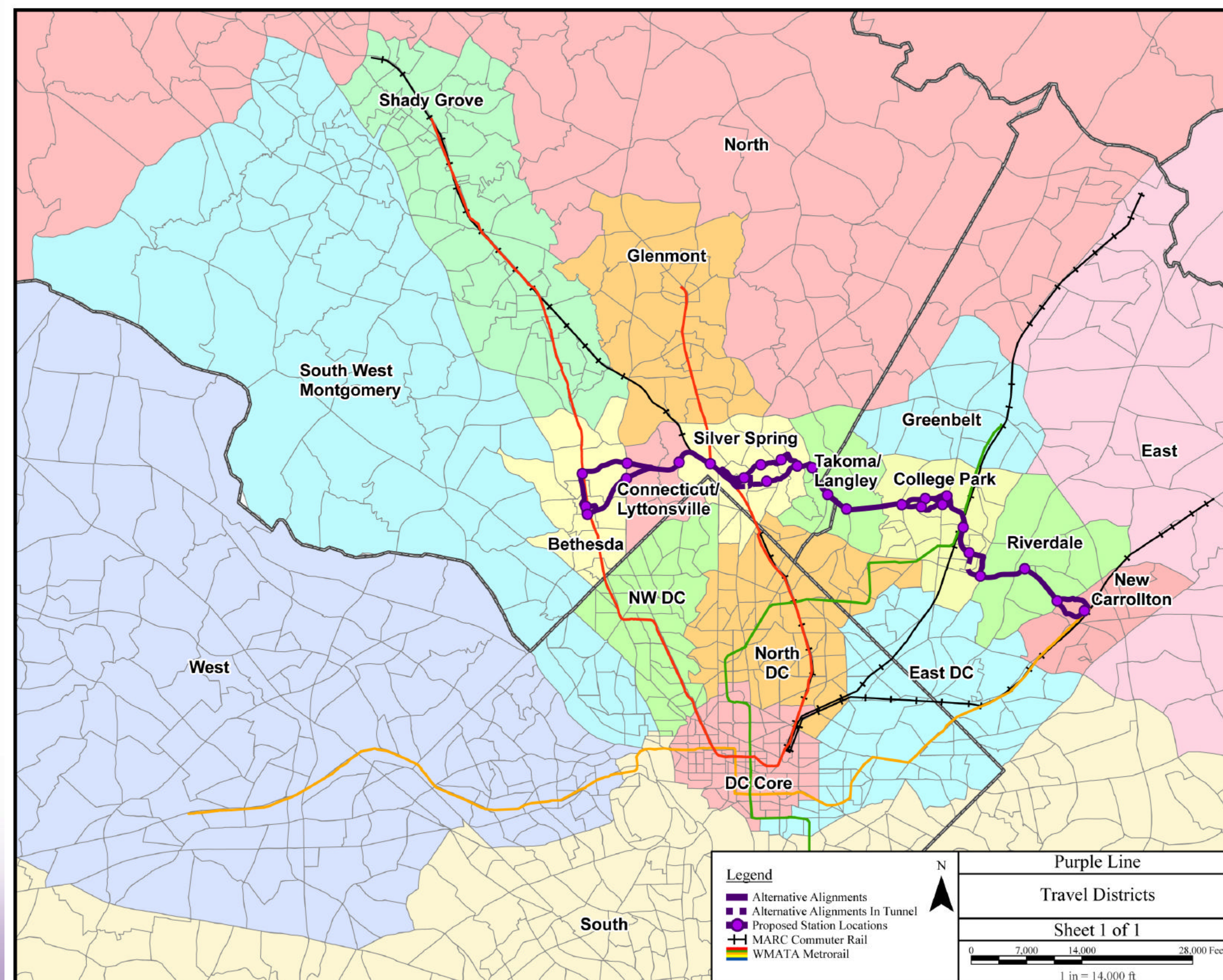
# TSM Alternative

- Includes improved bus service and a new through-route from Bethesda to New Carrollton
  - Replaces existing J4 route
  - Adds service on the F4/F6 routes between College Park and New Carrollton
  - Follows same route as Build Alternatives except between Bethesda and Silver Spring, where it operates on East-West Highway
  - Provides enhanced service on J1 route between Silver Spring and NIH/NNMC
- Service improvements include:
  - Limited stops
  - Selected intersection improvements
  - Selected signal preference strategies
  - Upgraded bus stop amenities
  - Six minute peak/ten minute off-peak headways
- The TSM Alternative would provide faster one-seat rides between major activity centers within the corridor.
- The TSM may improve reliability; however, by 2030, traffic and congestion levels will be far greater than today and travel times on the TSM will be longer than the build alternatives.



# Reduction in Auto Trips

- The Purple Line will reduce the number of auto trips in the areas surrounding the corridor.
- The largest reduction in trips are in College Park, followed by Silver Spring, Bethesda, and Takoma-Langley.



Purple Line Build Alternatives						
Daily Reduction in Auto Trips by District Compared to No-Build						
District	Low BRT	Med BRT	High BRT	Low LRT	Med LRT	High LRT
Bethesda	900	2,000	2,200	3,700	4,200	4,300
Connecticut / Lyttonsville	1,000	1,000	1,000	1,200	1,300	1,300
Silver Spring	2,800	4,300	4,900	5,200	5,600	5,900
Takoma / Langley	1,300	2,400	3,400	3,000	3,300	3,900
College Park	5,500	6,300	6,900	6,500	6,600	7,100
Riverdale	2,400	2,600	2,900	2,700	2,600	2,900
New Carrollton	1,000	1,200	1,500	1,300	1,200	1,500
Shady Grove	1,000	1,300	1,500	1,800	2,000	2,200
Glenmont	500	900	1,000	1,300	1,400	1,500
Greenbelt	700	900	1,000	900	900	1,100
DC (All 4 Districts)	2,200	2,800	3,300	3,300	3,400	3,900
Southwest Mont. Co.	100	400	500	500	600	700
North	1,000	1,700	1,900	2,100	2,300	2,500
South	900	1,100	1,200	1,200	1,200	1,300
East	1,200	1,500	1,800	1,600	1,500	1,900
West	100	100	200	100	100	200

- Actual reduction in trips is expected to be higher as numbers only reflect trips starting or ending in a district but not passing through.





# Ridership & Costs

Purple Line Alternatives Preliminary Travel Demand Forecasts & Cost Estimates				
Alternative	Ridership (Daily Boardings)	New Transit Trips Over TSM	Capital Costs (Millions -2007\$)	Operating & Maintenance Costs (Millions -2007\$)
Alternative 2: TSM	-	N/A	\$45-50	\$14.6
<b>BRT</b>				
Alternative 3: Low Investment BRT	37,000 – 40,000	3,000 – 3,200	\$420 – 460	\$17.3
Alternative 4: Medium Investment BRT	49,000 – 52,000	6,900 – 7,200	\$620 – 700	\$15.6
Alternative 5: High Investment BRT	56,000 – 59,000	9,100 – 9,400	\$1,120 – 1,240	\$14.4
<b>LRT</b>				
Alternative 6: Low Investment LRT	57,000 – 59,500	9,700 – 10,000	\$1,160 – 1,270	\$26.4
Alternative 7: Medium Investment LRT	60,000 – 63,000	10,600 – 11,000	\$1,175 – 1,350	\$25.0
Alternative 8: High Investment LRT	65,000 – 68,000	12,400 – 12,900	\$1,580 – 1,750	\$22.8

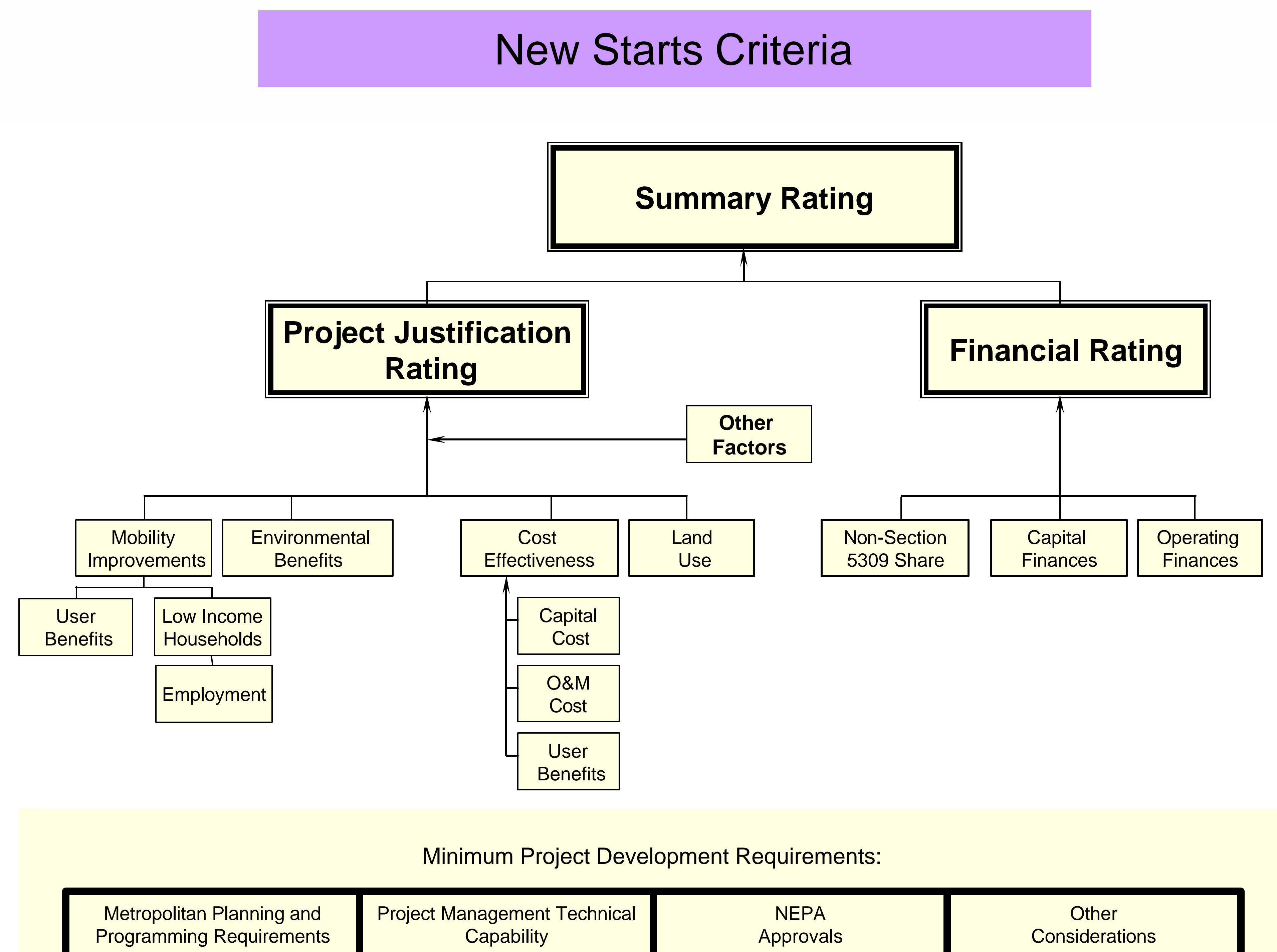
- The ridership forecast levels compare well with similar projects being implemented around the US.





# How Projects Get Funded

- The Purple Line would be built using a combination of Federal, State and local funding.
- Federal funding comes from the Federal Transit Administration's (FTA) New Starts program.
- To receive Federal funding the project must compete nationally with other projects for limited funds.
- The FTA evaluation process is a rigorous assessment including funding capacity and cost vs. benefit.
- The amount of Federal funding is typically 50% of total project costs.





# Cost-Effectiveness

- Cost-effectiveness is approximately 50% of project justification rating
- Must get a “medium” rating in cost-effectiveness for a project to be recommended
- Cost Effectiveness Factors:
  - Project Capital and Operating Costs
  - Travel time savings
  - Other user benefits
    - Parking costs reductions
    - Out-of-pocket costs reductions
    - Comfort, convenience and other perceived benefits
- As costs go up or benefits go down, cost-effectiveness goes up
- As costs go down or benefits go up, cost-effectiveness goes down





# Daily Boardings by Station

Build Alternatives Daily Boardings						
Segment	Low Investment BRT	Medium Investment BRT	High Investment BRT	Low Investment LRT	Medium Investment LRT	High Investment LRT
Bethesda Metro, North Entrance	1,400	5,600	6,000	N/A	N/A	N/A
Medical Center Metro	3,900	N/A	N/A	N/A	N/A	N/A
Bethesda Metro, South Entrance	N/A	2,800	3,000	11,300	12,700	13,300
Connecticut Avenue	400	500	500	900	900	1,000
Lyttonsville	600	700	700	800	800	900
Woodside/16 <sup>th</sup> Street	1,400	2,000	2,500	2,200	2,300	2,400
Silver Spring Transit Center	5,100	8,700	10,400	11,100	12,200	13,600
Fenton Street	600	600	N/A	700	700	N/A
Dale Drive	1,200	1,300	1,400	1,300	1,400	1,500
Manchester Place	700	800	1,100	800	900	1,200
Arliss Street	800	900	1,700	1,300	1,500	2,200
Gilbert Street	300	900	1,300	1,200	1,200	1,400
Takoma/Langley Transit Center	1,400	2,300	3,200	2,700	3,000	3,700
Riggs Road	400	600	800	700	800	900
Adelphi Road	500	600	700	600	700	700
UM Campus Center	1,500	2,100	2,200	2,100	2,200	2,200
US 1 – East Campus	4,400	4,400	4,700	4,500	4,500	4,700
College Park Metro	8,000	8,600	9,100	8,600	8,600	8,900
River Road	1,500	1,500	1,500	1,500	1,500	1,500
Riverdale Park	1,400	1,500	1,600	1,600	1,500	1,600
Riverdale Road	500	500	700	600	500	700
Annapolis Road	900	1,100	1,200	1,000	1,000	1,200
New Carrollton Metro	3,100	3,800	4,500	3,800	3,700	4,500
<b>Total Boardings</b>	<b>40,000</b>	<b>51,800</b>	<b>58,800</b>	<b>59,300</b>	<b>62,600</b>	<b>68,100</b>





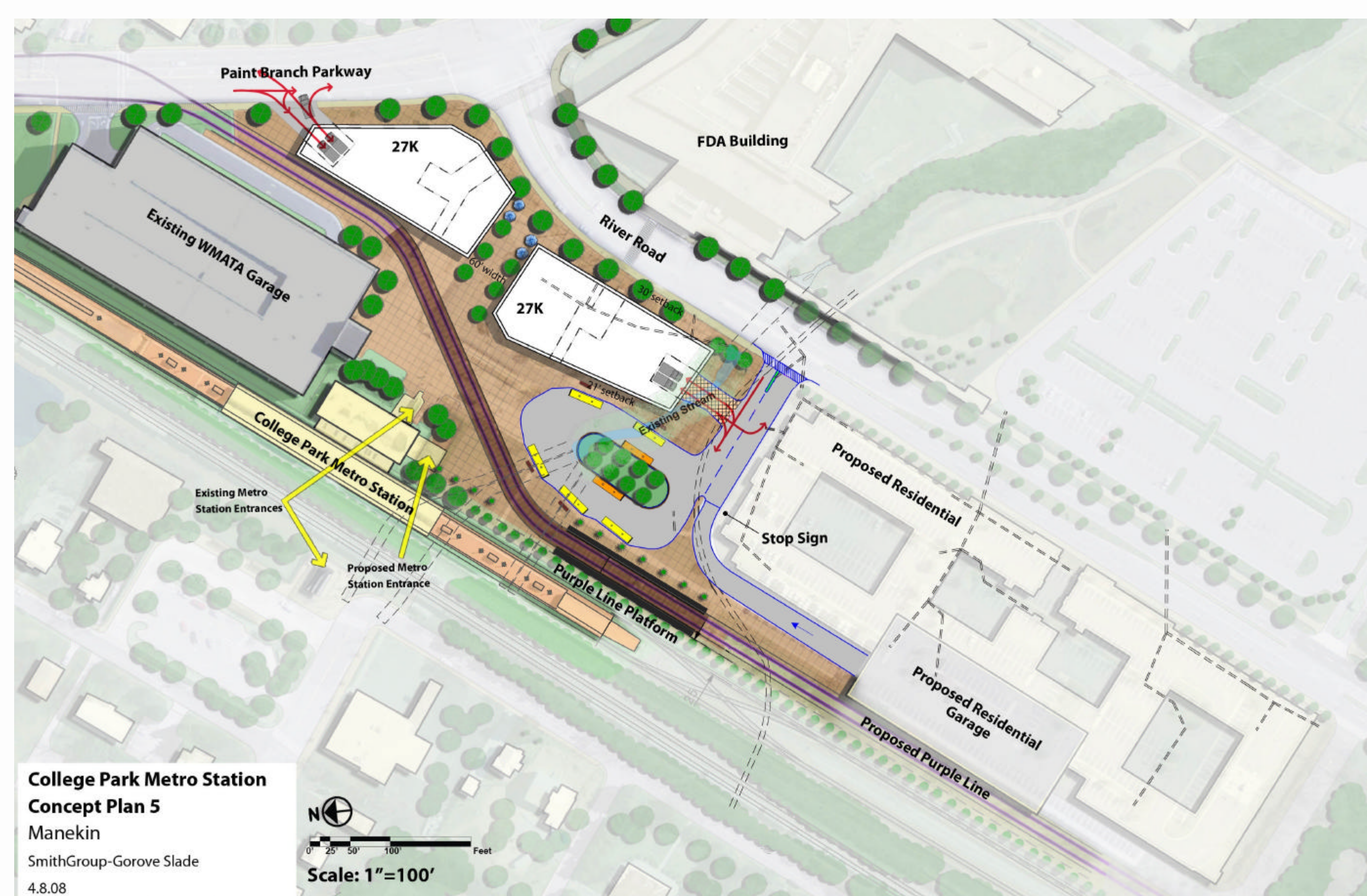
# Travel Times

Average Station-to-Station Travel Times (minutes)						
Segment	Low BRT	Medium BRT	High BRT	Low LRT	Medium LRT	High LRT
Bethesda Metro, North entrance to Medical Center Metro	4.7	N/A	N/A	N/A	N/A	N/A
Bethesda Metro, North entrance to Bethesda Metro, South entrance	N/A	5.2	5.2	N/A	N/A	N/A
Medical Center Metro to Connecticut Ave	6	N/A	N/A	N/A	N/A	N/A
Bethesda Metro, South entrance to Connecticut Ave	N/A	5.5	5.5	4	2.4	2.4
Connecticut Avenue to Lyttonsville	5.2	3.1	3.1	2.3	2.3	2.3
Lyttonsville to Woodside/16th Street	2.4	2.4	2.4	2.1	2.1	2.1
Woodside/16th Street to Silver Spring Transit Center (SSTC)	6.2	2.1	2.1	2.8	2	2
SSTC to Fenton Street	4.6	3.1	N/A	3.1	3.1	N/A
SSTC to Dale Drive	N/A	N/A	4.1	N/A	N/A	3.6
Fenton Street to Dale Drive	2.8	3	N/A	3.8	3.1	N/A
Dale Drive to Manchester Place	2.3	2.3	2.1	3.1	2.8	2.4
Manchester Place to Arliss Street	4.8	4.7	1.4	1.4	1.4	1.4
Arliss Street to Gilbert Street	6.6	3.4	4	3.8	3.8	3.8
Gilbert Street to Takoma/Langley Transit Center	4.8	2.3	2.2	2.2	2.2	2.1
Takoma/Langley Transit Center to Riggs Road	5.6	2.7	1.7	2.4	2.4	1.7
Riggs Road to Adelphi Road	5.7	5.6	3.1	3.3	3.3	3.1
Adelphi Road to UM Campus Center	3.7	2.9	2.6	2.9	2.9	2.6
UM Campus Center to UM East Campus	8.6	3	2.9	3	3	2.9
UM East Campus to College Park Metro	2.2	3	3	3	3	3
College Park Metro to River Road	1.8	1.9	1.9	1.9	1.9	1.9
River Road to Riverdale Park	5.4	4.3	3.2	4.6	4.6	3.1
Riverdale Park to Riverdale Heights	4	4.7	2.9	4.8	4.8	2.9
Riverdale Heights to Annapolis Road	4	3.6	3.5	3.5	3.5	3.3
Annapolis Road to New Carrollton Metro	4.4	3.8	3.5	3.9	3.9	3.6
<b>Total Running Time (rounded up to the nearest minute)</b>	<b>96</b>	<b>73</b>	<b>60</b>	<b>62</b>	<b>59</b>	<b>50</b>



# Transit Oriented Development

- MTA is working with the counties and WMATA to coordinate the Purple Line with proposed Transit Oriented Development (TOD) at the existing Metro Stations and revitalization areas.
- Designs are being developed to facilitate transfers between the Purple Line, Metro and local bus service.
- Development proposals are incorporating space for the Purple Line.



The developer's concept plan at College Park Metro offers riders an easy transfer from the Metro to the Purple Line.



A multimodal transit center at the intersection of MD 410 and Kenilworth provides opportunities for transit oriented development.



# Bethesda / Chevy Chase

- MTA continues to modify the Master Plan alignment to enhance the trail design and minimize community impacts.
  - Trail separated from transitway by approximately 10 feet where possible
  - Trail raised above transitway approximately 4 feet where possible
  - Short walls reduce potential noise effects
  - Design of trail access points
- Access to Bethesda Metro is being coordinated with WMATA and Montgomery County
- Improved pedestrian/bicycle connections to Bethesda station and trail being studied







# Effects of BRAC

- Approximately 2,200 jobs and 1,850 daily visitors will be added to the National Naval Medical Center (NNMC) as part of the Base Realignment and Closure (BRAC) process.
- MTA evaluated the effects of BRAC on the Purple Line.
- BRAC jobs would result in approximately 60 additional peak hour trips on the Purple Line; most additional trips will be carried by the local roads, Metro, and local buses.
- BRAC changes, while large, are a small percentage of the expected job and population growth in the Bethesda area by 2030; the Bethesda CBD remains a much larger travel market.
- Alternatives along the Master Plan alignment would provide comparable or faster service to both downtown Bethesda and the NNMC than surface alignments along Jones Bridge Road.



# Silver Spring

- MTA has been working with community and stakeholders on design issues:
  - Performed detailed traffic analysis
  - Studied options for Bonifant Street
  - Developed traffic simulation and video renderings to show the Purple Line on Wayne Avenue
  - Studying options for improved access at the Whole Foods
  - Studied longer tunnel to Wayne near Mansfield
  - Analyzed effect of eliminating station at Dale Drive
- MTA is continuing to coordinate with Montgomery County and the Silver Spring Library to integrate transitway and additional station at Fenton Street into new library development site.
- Extensive community outreach will continue.







# Wayne Avenue

- Studies were conducted for several options along Wayne Avenue:
  - Tunnel to Wayne near Cedar
  - Longer tunnel option to Wayne near Mansfield
  - Surface Alternatives
    - Dedicated
    - Shared
    - Shared with added left turn lanes at key intersections

Option	Stations	Cost	Length (feet)	Travel Time (mins)
Surface	SSTC, Fenton, Dale & Manchester	\$120M	7,950	9.0
Tunnel to Cedar	SSTC, Dale & Manchester	\$270M	9,250	6.0
Tunnel to Mansfield	SSTC & Manchester	\$335M	9,150	6.1 * 5.4 **

Note: Underground Dale Drive Station would add additional cost of \$100M-\$110M for Tunnel to Mansfield alternate.

\*With Dale Drive Station \*\* Without Dale Drive Station

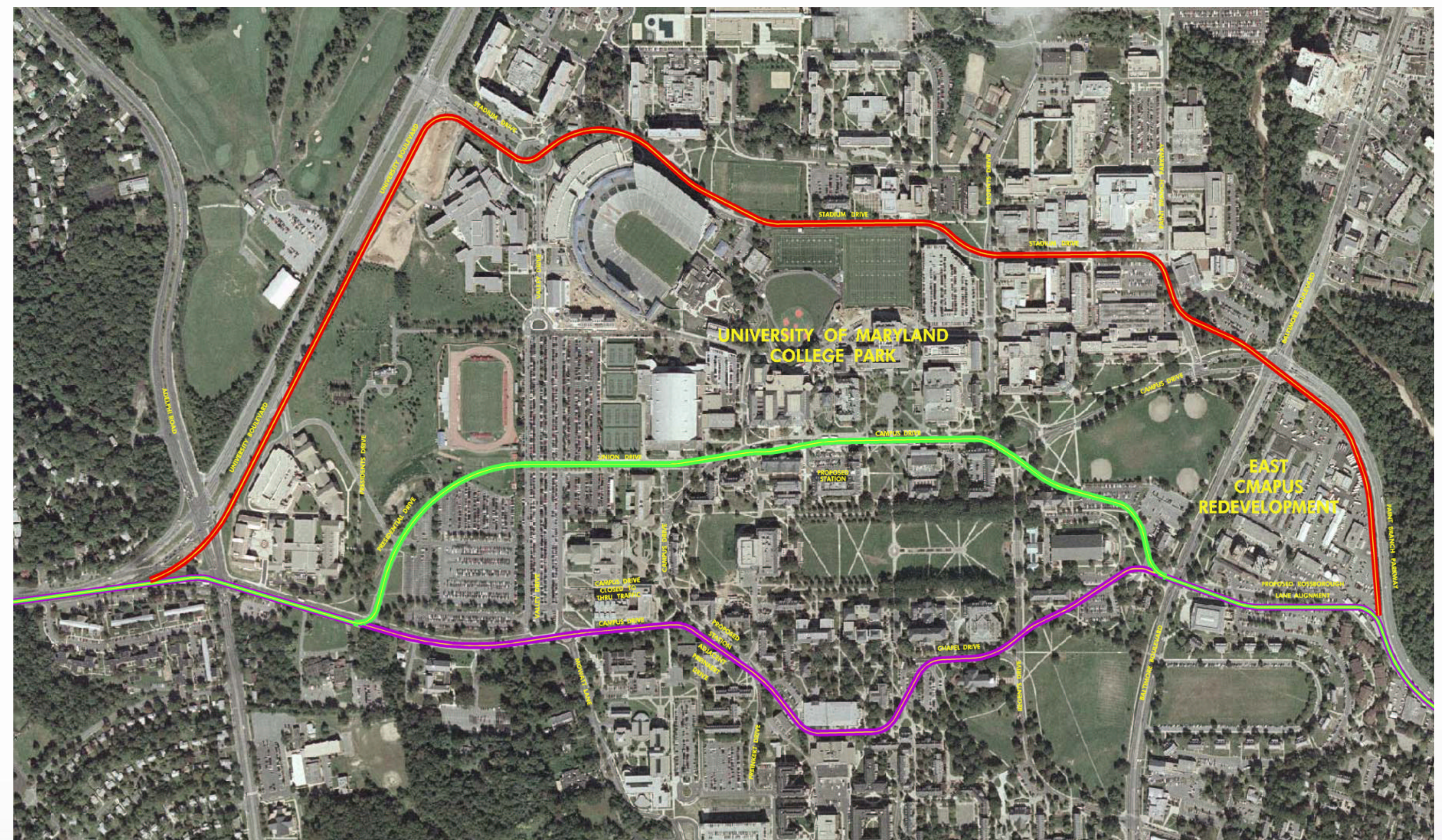
- Current studies indicate that for surface alignments, the transitway would operate in shared traffic lanes with added turn lanes.
  - Would allow on-street parking in most areas during off-peak periods
  - Would not significantly increase cut-through traffic on adjacent streets
  - The addition of turn lanes would improve traffic operations over the No-Build alternative
  - Best balance of community concerns and transportation operations





# University of Maryland

- Since the last round of Open House meetings, MTA continues to work closely with the University to refine the alignments through campus.
  - Studied and dropped the Stadium Drive alignment.
  - Modified the alignments to cross US 1 at Rossborough Lane and continue through East Campus.
  - Refined the Campus Drive alignment based on University input.
  - Developed the Preinkert/Chapel Drive alignment at the request of University Officials.
- MTA will continue to work with a committee of key department heads and University representatives on:
  - Plaza concepts
  - Visual impacts
  - EMI and vibrations
  - Pedestrian safety







# University of Maryland

- Campus Drive remains the MTA's preferred alignment.
- Both alignment options will continue to be considered.

University of Maryland Alignment Comparison		
	Campus Drive	Preinkert/Chapel Drive
Travel Time	7 mins. 40 secs.	8 mins.
Cost	\$44 million	\$47 million (without transit center)
Pedestrian Activity	Higher volume of pedestrians. Reduces vehicular/pedestrian conflict by restricting traffic (eliminates 7 out of 9 vehicles per minute).	Lower volume of pedestrians. Introduces an additional transportation corridor on campus; new locations with vehicular/pedestrian conflicts.
Engineering / Alignment	Follows existing roadway. Straighter alignment. Ample width for pedestrian plazas, landscaping, bicycles, etc.	Requires more grading. Sharper curves. Limited width (62 feet at Dining Hall) limiting sidewalks and landscaping.
Station Location	Existing transit center.  Near activity center of campus.	Requires new transit center. Walk time to most activity centers is 4 mins. longer.
Traffic / Operations	Restricts traffic between Union Lane and the "M". Improves traffic operations.	Introduces new transportation corridor on campus. Improves transit circulation.
Visual / Historic Effects	Follows an existing roadway through campus. Visual impacts more easily mitigated with aesthetic treatments.	Introduces transit into historic core of campus. Changes visual setting in historic core and Memorial Chapel.







# Community Involvement

- Public involvement is an integral part of the planning process.
  - Public comment has helped shape the alternatives.
  - Eight Community Focus Groups have provided valuable input on specific community issues through four rounds of meetings.
  - Over 150 individual meetings have been held with property owners, community groups, and/or interested parties.
  - Project Team consists of representatives from MTA and the local agencies and jurisdictions.
- ➡ Please contact a member of the project team to arrange a meeting with your group or association.





# Noise

- **LRT**

- Noise from LRT would be below the FTA impact thresholds due largely to MTA's commitment to use vehicle skirts.
- Wheel squeal occurs when trains make sharp turns; the sharper the turn, the more likely wheel squeal will occur. During the next phase of the study, design modifications will be evaluated to reduce the potential for this noise annoyance.



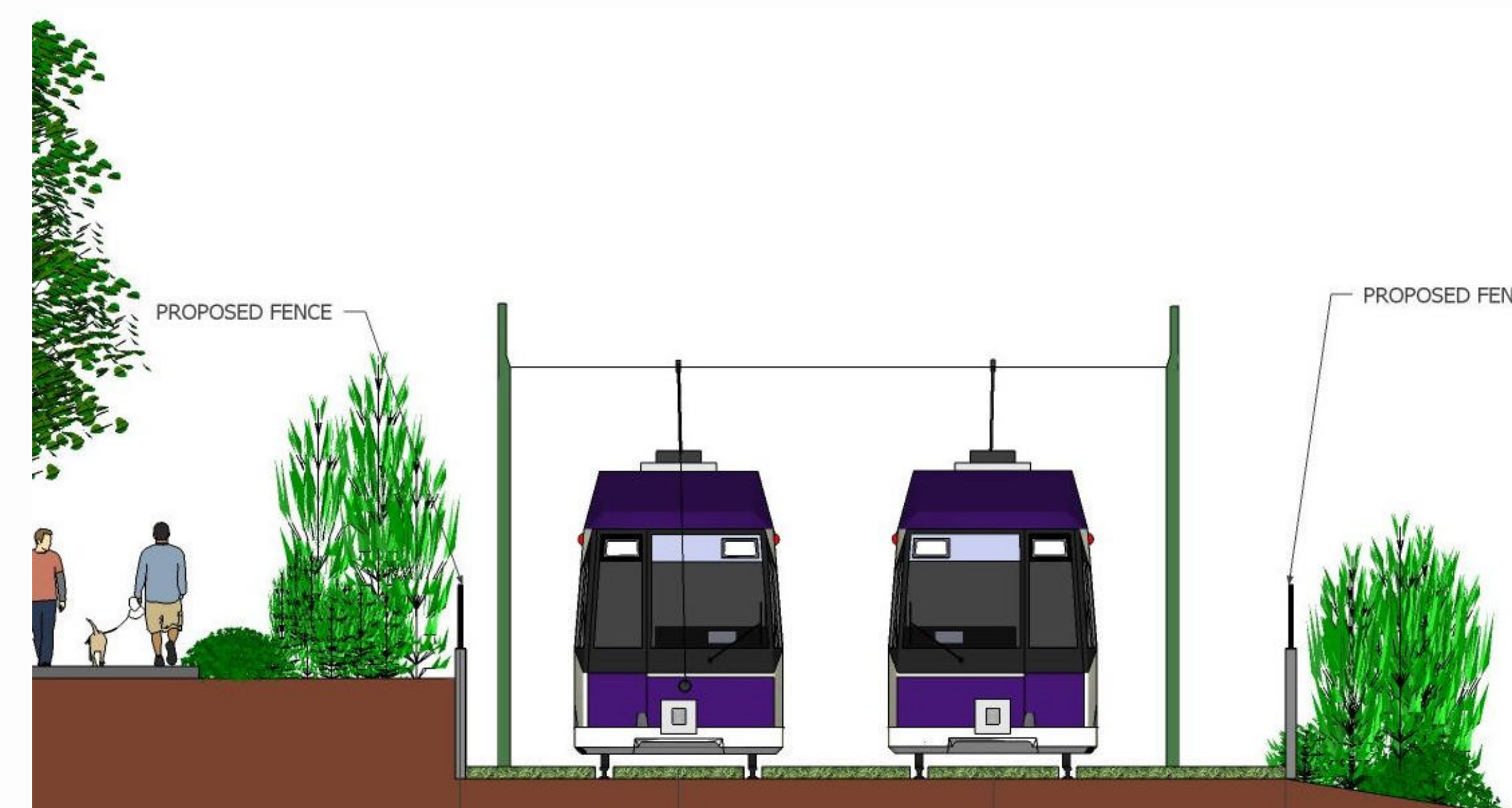
Vehicle skirts are panels that cover the wheels of light rail vehicles and reduce the noise impacts by 6 to 10 decibels.

- **BRT**

- There would be moderate noise impacts along the CSX corridor west of the Silver Spring Transit Center, along Wayne Avenue, and at Arliss Street. Levels were in the lower end of the impact scale averaging 1 to 3 decibels above the FTA impact threshold.

- **Operations, Maintenance & Storage Facilities**

- Potential noise impacts are anticipated in the areas near the two proposed facilities. These impacts could be mitigated by noise barriers adjacent to any residential communities.



Along the Georgetown Branch, the proposed design includes a 4-foot retaining wall between the trail and transitway, and a 4-foot noise wall on the opposite side. The low walls would reduce the noise impacts by approximately 4 decibels.



# Natural Resources

- All of the build alternatives would have impacts to water resources including wetlands, streams, open water, and floodplains.
- Many of the impacts are a result of culvert and/or bridge extensions.
- More detailed design will incorporate measures to further avoid, minimize, and mitigate unavoidable impacts.
- The build alternatives may also affect habitat and wildlife within the corridor; however, impacts are expected to be minimal because the alternatives mostly follow existing transportation corridors.
- Wildlife corridors, especially in stream valley parks, will be maintained.







# Parks, Recreation & Open Space

- The Purple Line may require minor right-of-way or have other impacts to 11 public parks.
- None of the impacts are expected to alter the use or function of the parks or impede access.
- The Interim Georgetown Branch, Sligo Creek, and Rock Creek trails would be affected.
- The Purple Line may also affect several public schools depending on the alternative.

Public Schools with Potential Impacts
<b>Montgomery County</b>
North Chevy Chase Elementary School
Sligo Creek Elementary School
Silver Spring International Middle School
East Silver Spring Elementary School
Rosemary Hills Elementary School
<b>Prince George's County</b>
Glenridge Elementary School
University of Maryland

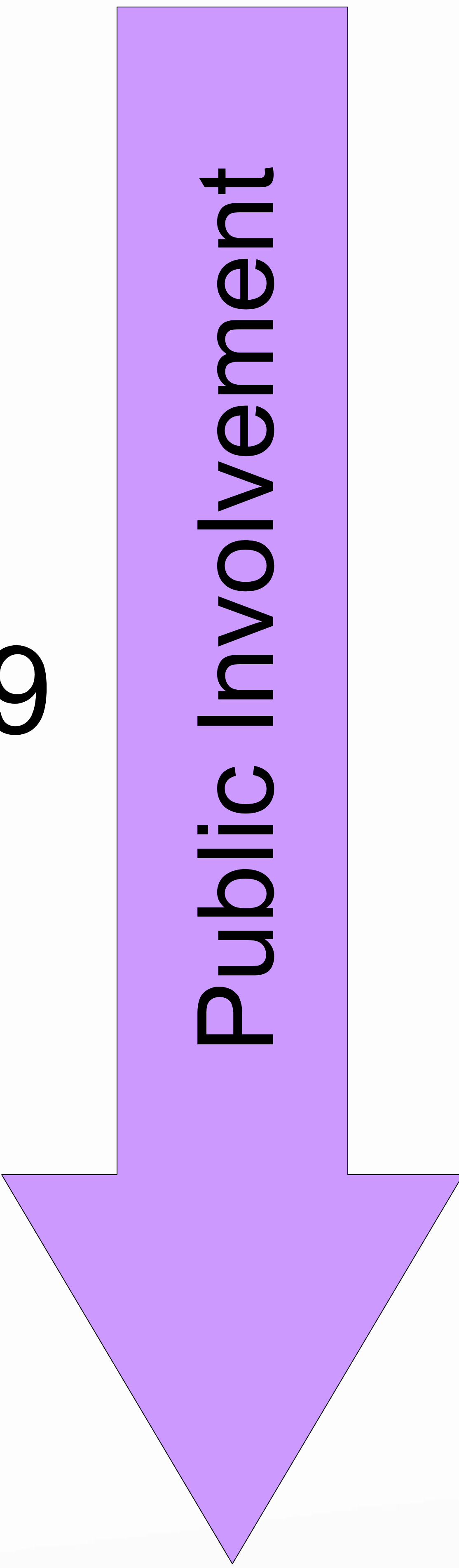
Summary of Potential Park Impacts for Build Alternatives		
Park Name	Total Size (Acres)	Range of Impacts (Acres)
<b>Montgomery County</b>		
North Chevy Chase Local Park	32	0 - 0.02
Sligo Creek Stream Valley Park – II	39	0.43 - 0.90
Long Branch Local Park	14	0.01 - 0.06
New Hampshire Estates Neighborhood Park	5	0.05 - 0.14
<b>Total (Montgomery County)</b>	90	0.51 - 1.11
<b>Prince George's County</b>		
Adelphi Manor Community Recreation Center	34	0.03 - 0.07
Northwest Branch Stream Valley Park – I	519	0.25 - 0.36
University Hills Neighborhood Park	7	0.02 - 0.18
College Park Airport	5.3	0.004 - 0.005
Anacostia River Stream Valley Park	794	0 - 0.65
Park Police Headquarters	6	0.002 - 0.45
W. Lanham Hills Neighborhood Recreation	9	0 - 0.46
<b>Total (Prince George's County)</b>	1,374	0.58 - 2.06

- Potential impacts are minimized by mostly staying within existing rights-of-way and crossing parks/trails where existing crossings exist today.
- The Purple Line would provide direct access to the parks and trails by transit, bike, and pedestrians.



# Next Steps

- Public Hearing – September 2008
  - Opportunity for public testimony on project
- Selection of Locally Preferred Alternative (LPA) – December 2008
- Preliminary Engineering (PE) – March 2009
  - Detailed design of selected alternative
  - Landscape and streetscape concepts
  - Details on station location and design
  - Specific plans for impact avoidance, minimization & mitigation
  - Final Environmental Impact Statement (FEIS)

A large, solid purple arrow pointing downwards, spanning the right side of the slide.

Public Involvement





## **Appendix F**

### **Newsletters, Fliers, and Handouts**





## **MEMORANDUM**

TO: Attendees, plus Distribution

FROM: Michael Madden, Project Manager  
MTA

DATE: October 4, 2004

SUBJECT: **Bi-County Transitway**  
Resource Agency and Project Team Meeting  
Meeting Summary

A Resource Agency and Project Team meeting was held on October 1, 2004 at the District 3 Offices of the Maryland State Highway Administration in Greenbelt, Maryland.

Team members and project staff who attended are listed below:

Gary Erenrich	MC-DPW&T	Monica Meade	PB
Alex Hekimian	M-NCPPC – MO	Bob Boot	PB
Margaret Rifkin	M-NCPPC – MO	George Walton	PB
Glenn Kreger	M-NCPPC – MO	David Esch	ZGF
Faramarz Mokhtari	M-NCPPC – PG	Joe Romanowski	RK&K
Harold Foster	M-NCPPC – PG	Jonathan Schneider	RK&K
Terry Schum	City of College Park	Tim Winslow	MDOT/TSO
Suzanne Ludlow	City of Takoma Park	Gail McFadden Roberts	FTA
Mike Madden	MTA	Bill Arguto	EPA
John Newton	MTA	John Magarelli	WMATA
Tony Brown	MTA	Kiman Choi	MDP
Jose Vazquez	MTA	Bihui Xu	MDP
Greg Benz	PB	Glen Smith	SHA
		Tim Tamburrino	MHT
		John Nichols	NMFS

The purpose of the meeting was:

- To continue coordination and receive agency and jurisdictional input on the Definition of Alternatives
- To provide an update on current status
- To review screening process
- To review the alignment alternatives and other information that will be presented to the public during the fall meetings
- Present the schedule and next steps

### **Presentation**

Mike Madden gave a PowerPoint presentation on the following subjects.

#### Status Update:

The scoping report has been completed and posed on the website.

The team has submitted the Purpose and Need to FTA and is waiting for their concurrence.

The team is continuing to evaluate, refine and screen the potential alignment options. The team is preparing for public meetings in November.

### Alternatives Screening

The screening approach was presented, and the criteria on which each alignment are being evaluated. These criteria are based on the goals and objectives of the Purpose and Need.

A number of alignments have been dropped based on scoping, inability to meet project purpose and need and this screening. These include:

Alignments dropped as a result of scoping:

- MD 410 alignment through Takoma Park (City of Takoma Park resolution & public comments)
- Alignment behind New Carrollton Mall (City of New Carrollton and public comments)
- Paint Branch Parkway to Riverdale Road via Brier Ditch (USACOE)

Alignments dropped as a result of not meeting purpose and need:

- Metrorail (Purple Line) Loop

Alignments dropped as a result of screening criteria:

- East West Highway from Bethesda to Silver Spring
- All alignments using Colesville Road
- University Boulevard (bypassing the University of Maryland) up to Paint Branch Parkway
- Tunnel under College Avenue in College Park (Adelphi Road to College Park METRO)
- Paint Branch Parkway to CSX corridor to East-West Highway
- River Road to new alignment to 51st Avenue to East-West Highway
- Riverdale Road to Annapolis Road to 85<sup>th</sup> Avenue

George Walton presented the alignments that will be retained for detailed study; they have been grouped by segment:

#### *Bethesda CBD to Rock Creek*

- Woodmont/Wisconsin to Jones Bridge Road
- Master Plan Alignment

#### *Rock Creek to Silver Spring Transit Center*

- Brookville Road
- Master Plan Alignment
- 2nd Avenue to Wayne Avenue
- 16th Street to East-West Highway to Colesville Road

#### *Silver Spring to Takoma Park/Langley Park*

- Sligo Avenue to Piney Branch to University Boulevard



- Wayne Avenue to Flower Avenue to Piney Branch to University Boulevard
- One way pair – Sligo Avenue and Wayne Avenue
- Tunnel from Sligo Avenue to University Boulevard
- Tunnel from Wayne Avenue to University Boulevard

*Takoma Park/Langley Park to University of Maryland*

University Boulevard

*University of Maryland to College Park METRO*

- Campus Drive
- Stadium Drive
- One Way Pair – Campus Drive and Stadium Drive

*College Park METRO to Riverdale*

- Paint Branch to Kenilworth to East-West Highway
- River Road to Kenilworth to East-West Highway

*Riverdale to New Carrollton*

- Riverdale Road straight through to METRO
- Veterans Parkway to Ellin Road
- One Way Pair – Riverdale and Veterans

Several alignment alternatives have been added for further consideration. These are:

- Ripley Street to Georgia Avenue to Wayne Avenue or Sligo Avenue
- Tunnel on Wayne Avenue to University Boulevard
- Tunnel from River Road straight to Riverdale

#### Public Involvement

A newsletter will be sent out in October announcing the public meetings.

Five public meetings will be held to present the alternatives proposed to be carried forward into detailed study and solicit comments. The meetings will be held in November at Bethesda, Silver Spring, Langley Park, College Park, and New Carrollton. The first meeting will be November 8<sup>th</sup> at the Langley Park Community Center.

#### Next Steps/Project Timeline

- Hold Public Meetings and assess community comments
- Prepare Definition of Alternatives Report (Fall 2004)
- Continue evaluation, refinement and coordination on alternatives
- AA/DEIS and Preferred Alternative – Spring 2006
- Preliminary Engineering/Final Environmental Impact Statement/Record of Decision – Spring 2007

## **Discussion**

*Gary Erenrich* had comments on the Purple Line Loop. His comments were as follows:

- The Loop does meet the Purpose and need.
- The MNCPPC analysis rejecting the Loop was too quick and superficial.
- The timing of the project is no longer an issue, and this was the main reason for it being rejected by the County Council.
- Homeland security would be improved.

- Metrorail system connectivity would be improved.
- The ROW is already in public hands.
- There would be no parkland or environmental impacts.
- Cost is not a reason to eliminate an alignment at this phase of the project.
- The Secretary promised it would be studied.
- This alignment has not been rated on the basis of FTA New Starts criteria.
- Funding should not be diverted from the existing Metrorail system.

*Alex Hekimian* - A MNCPPC meeting was held September 30<sup>th</sup> on the alignment options recommended for further study by the MTA. This was also a public hearing with community representation. The M-NCPPC still supports the Master Plan alignment and wants to stick with existing County plans and policy. The County Council will look at the Planning Board's alignment recommendations for further study from Bethesda to Silver Spring on October 4<sup>th</sup> and 5<sup>th</sup>, and then the Council recommendations will go to the state.

*John Newton* - The Definition of Alternatives report, which will come out in early 2005, will detail the reasons for dropping the Loop.

*Greg Benz* - The Purpose and Need says the project is to address the east-west travel market, New Carrollton to Bethesda. The context of the project includes a number of highly transit-oriented populations in the corridor and heavily congested roadways resulting in slow travel times for the existing bus routes. The Loop does not address these issues.

*Gary Erenrich* - The project should accommodate a future Georgia Avenue LRT connection to Silver Spring from the District of Columbia since this is currently being studied by the District of Columbia.

*Faramarz Mokhtari* - There are M-NCPPC proposals for grade separating the intersection of Adelphi Road and MD 193. Traffic studied for the new development on River Road predicts problems at Kenilworth and River Rd and it will be very hard to get surface LRT or BRT in here.

*Gail McFadden-Roberts* would like to meet with Gary Erenrich, Alex Hekimian and Mike Madden to discuss the Purple Line Loop.

MTA, in response to the "problem areas" in the corridor identified the most as:

- CSX corridor – CSX offset requirements and negotiations
- East of the Silver Spring Transit Center – community impacts, steep grades, and constrained ROW
- Langley Park to UMD (University Boulevard is the only route)
- University of Maryland (pedestrian safety)
- Kenilworth Avenue to East West Highway (traffic congestion)

MTA emphasized that it is important to be aware of the sometimes conflicting needs of local and regional service. Most people on the BCT will be traveling for segments of the

transitway, either as destinations or to access the Metrorail radial routes, not the entire route. We do not have the travel data from the MWCOG models yet.

*Alex Hekimian:* Asked if the station recommendations of MNCPPC will be considered.

*Answer:* MTA indicated that other recommendations and additional station sites will be evaluated.

*Terry Schum:* She indicated that she like what she saw for the University of Maryland and College Park, though she's not so excited about the use of Stadium Drive.

*Faramarz Mokhtari:* Since this is a priority project it would be good to have the ROD sooner than Spring 2007.

*Harold Foster:*

1. The BCT is the only transportation project in the Prince George's County General Plan.
2. There exist three land use plans or pending land use plans that include the BCT: International Corridor (University Blvd), College Park, and New Carrollton.
3. Members of the Prince George's County Council see the station locations as major sources of economic development (and therefore very important).

## **Distribution**

Attendees plus:

Glenn Orlin, Montgomery County Council  
Richard Hawthorne, M-NCPCC, MO  
Daniel Hardy, M-NCPCC, MO  
Noah Simon, City of College Park  
Ernie Baisden, MTA  
Diane Ratcliff, MTA  
Cicero Salles, PG - DPW&T  
Terrence Hancock, SHA, RIPD





## **MEMORANDUM**

TO: Attendees, plus Distribution

FROM: Michael Madden, Project Manager  
MTA

DATE: April 10, 2006

SUBJECT: **Bi-County Transitway  
Resource Agency and Project Team Meeting  
Meeting Summary**

A Resource Agency and Project Team meeting was held on April 7, 2006 at the offices of Maryland-National Capital Park and Planning Commission, in Silver Spring, Maryland.

Team members and project staff who attended are listed below:

Gary Erenrich	MC-DPW&T	Terry Schum	City of College Park
Tom Autrey	M-NCPPC – M	Suzanne Ludlow	City of Takoma Park
Glenn Kreger	M-NCPPC – M	Mike Madden	MTA
Dan Hardy	M-NCPPC – M	Carlos Abinador	MTA
Richard Hawthorne	M-NCPPC – M	Charlie Scott	MTA
Harold Foster	M-NCPPC – PG	Diane Ratcliff	MTA
L. Hudson Pinkney	PG – DPW&T	David Esch	ZGF
G. Toni Giardini	MWCOG/TPB	Greg Benz	PB
Tim Winslow	MDOT/TSO	Monica Meade	PB
Bill Arguto	EPA	Calvin Thomas	RK&K
Heather Murphy	SHA	Odessa Phillip	RCI
Jeff Kuttesch	RK&K	Tim Cooke	RCI

---

### **The purpose of the meeting was:**

- To continue coordination and receive agency and jurisdictional input on the draft Detailed Definition of Alternatives Report
  - To provide an update on the current project status
  - To present the recent and upcoming public involvement activities
  - To present an update on the traffic studies
  - To present a brief overview of the future travel forecasting
  - Present the schedule and next steps
- 

### **Presentation**

Mike Madden gave a PowerPoint presentation on the following subjects.

Draft Detailed Definition of Alternatives Report:

Mike gave a brief outline of the eight alternatives. The draft detailed definition of alternatives report was sent out to all invitees of this meeting for their comments.

Greg Benz reminded the team that the MTA is midway through a 3-stage process. When this report is complete it will be sent to FTA for their review. The following information will be added to the report as it is completed:

- Operations
- Ridership forecasts
- Policy
- Design features

Gary Erenrich reiterated the position of the Montgomery County Executive that the Metrorail Loop should be fully analyzed. In particular the implications of a heavy rail alternative east of the SSTC should be evaluated since the improved travel times might result in higher ridership, and therefore improved cost effectiveness.

Gary says that Definition of Alternatives report refers to impacts to parklands and approximately 25 residences, but that the Park and Planning report on the Metrorail loop evaluates an alignment that does not extend beyond the existing SHA right-of-way and therefore would not have these impacts.

Gary pointed out that the report does not mention the trail in the discussion of the Master Plan alignment. Mike Madden agreed that this will be added.

Gary stated that the goals and objectives of the project keep changing. Mike said the goals and objectives in the Definition of Alternatives report are directly from the Purpose and Need, which was reviewed by the project team.

Gary pointed out that on page 15 of the draft report there is a reference to parking at the Silver Spring Transit Center, while in actuality there isn't any commuter parking at the Silver Spring Transit Center itself, but in adjacent facilities.

The table on page 3 showing the Average Daily Traffic should indicate the size and type of facility.

Ride On is spelled without a hyphen, but with a space.

Mike Madden asked for comments on the Definition of Alternatives in two weeks (by April 21, 2006).

### Maintenance & Storage Facilities

Greg Benz explained the different fleet sizes and the required acreage for a yard and shop depending on the length of the transitway, and whether the entire line or a portion of it is built first.

There was a discussion of the need for a maintenance facility in the eastern half of the alignment and various suggestions for sites were made.

The Prince George's County Council wants joint development at New Carrollton, not more industrial uses. It was noted that the PB PlaceMaking TOD study of the New Carrollton station area did suggest that eventually the rail yards at New Carrollton could be decked over, and development could occur above.



The existing yard at Greenbelt was suggested, but it was pointed out that the Greenbelt facility is currently at capacity.

If the Brookville Road site were the main yard and shop then the second site could perhaps just be for storage. This would reduce the acreage needed.

Harold Foster asked that the team identify sites and then talk to him and Eric Foster and they will check with Prince George's County.

Terry Schum suggested that we should point out to the University of Maryland that we can not have LRT (which they strongly prefer) without a yard and shop, and therefore they may want to help us identify a site.

BRT is less of an issue because any site that works for LRT will work for BRT. It was mentioned that the Landover garage is underused and could probably accommodate BCT BRT vehicles.

### Impacts

The US Army Corps of Engineers has reviewed the Jurisdictional Report, and requested that several ephemeral streams be removed from their jurisdiction. These changes have been incorporated, and it is expected that the JD will be issued this spring. Bill Arguto asked the extent of expected wetlands impacts. Monica Meade stated that we don't have an exact number available, but since the transitway is on existing roadways the impacts will be minimal.

Gary asked if the MTA has identified the sensitive receptors yet. It was noted that we had identified the sensitive receptors for the Bethesda to Silver Spring segment as part of the earlier Georgetown Branch study, but not for the entire 14-mile corridor. This will still have to be done for the entire project.

### Public Involvement

Mike Madden gave an summary of the recent and upcoming public involvement activities, including the Community Focus Groups and the Spring 2006 newsletter.

Project team members will be emailed the dates and locations of the next round of Community Focus Groups in April and May.

Public open houses will be held in June 2006 in Bethesda, Silver Spring, Langley Park and College Park.

### Traffic

Jeff Kuttesch discussed the status of the traffic study. Preliminary levels of service have been determined (using the Critical Lane Volume method) to identify the poorly performing intersections. More detailed analyses are coming, as well as computer modeling. Jeff will need to be kept informed of any planned county intersection or roadway improvements, as well as approved developments (and the associated traffic impact studies).

### Travel Forecasting

Greg Benz gave an overview of the new and expected FTA travel forecasting requirements. Diane Ratcliff gave an update of the travel forecasting model used for the Corridor Cities Transitway, which is expected to be modified for use by the BCT.

Harold Foster discussed Prince George's County's new travel demand model. It uses a different platform. It is called "TransForm" and is based on "TransCAD". The MTA should have a meeting with Prince George's County on the subject of the models.

Whatever model is used will have to be acceptable to both Prince George's and Montgomery Counties and FTA.

### Miscellaneous

Suzanne Ludlow suggested a station between Long Branch and the Silver Spring Transit Center. She pointed out that this might ameliorate some of the community opposition. MTA indicated that we have begun to look at another station in this area since it has been discussed at our focus group meetings.

### Next Steps

- Complete the traffic study
- Develop the operations plan
- Finalize the Detailed Definition of Alternatives Report
- Continue the public outreach
- Community Focus Groups
- Public Open Houses
- Identify a Yard and Shop site in Prince George's county,
- Advance involvement in Prince George's County
- Continue to refine the alternatives

If you have questions, comments or changes, please contact me at 410.767.3694 or at [mmadden@mdot.state.md.us](mailto:mmadden@mdot.state.md.us).

---

## **Distribution**

Attendees plus:

Barbara Rudnick	EPA	Gail Rothrock	M-NCPPC – PG
Gail McFadden Roberts	FTA	Faramarz Mokhtari	M-NCPPC – PG
Bob Zepp	USFWS	Eric Foster	M-NCPPC – PG
Shawn Norton	NPS	Anne Fothergill	M-NCPPC – M
Susan Hinton	NPS	Margaret Rifkin	M-NCPPC – M
Ray Dintaman	DNR	Aaron Overman	PG – DPWT
Greg Golden	DNR	Frank Bell	PG – DPWT
Robert Cooper	MDE	John Magarelli	WMATA
Amanda Sigillito	MDE	Glenn Orlin,	Montgomery Co.
Tim Tamburrino	MHT		Council
Elizabeth Cole	MHT	Jeffery Klem	City of New
David Whitaker	MDP		Carrollton

Pat Prangley

Ernie Baisden

Town of  
Riverdale Park  
MTA

Robert Burris  
Joe Romanowski  
Shiva Shrestha

MTA  
RK&K  
SHA







## **Appendix G**

### **Agency Team Meeting Minutes**





# Purple Line progress

Fall 2007 Volume Two



## MTA ANNOUNCES ALIGNMENT CHANGES

In May, the Maryland Transit Administration (MTA) dropped several of the alignments from further study and consideration for the Purple Line. Other alternatives are being modified. The alignments were dropped for a variety of reasons, including community impacts, engineering constraints, environmental impacts, transit operations, traffic impacts, and costs. After meeting with local communities, county planners, and local officials for their comments and reactions to these proposed changes, MTA has decided to carry out the recommendations.

## ALIGNMENT OPTION MODIFICATIONS

### Georgetown Branch Transitway and Trail Alignment

We have evaluated the suggestion of relocating the permanent hiker/biker trail from the south side of the transitway to the north in conjunction with trying to widen the separation between the transitway and the trail so that a landscaped buffer could be provided between the two. Our evaluation shows that for a section of about 1 ½ miles between Pearl Street and just west of Jones Mill Road, locating the trail on the north side will allow for a better trail environment. The north side is higher than the south side and, therefore, putting the trail on the north places the trail 3 to 4 feet above the transitway in most areas.

Moving the trail to the north side also allows for an increased separation between the transitway and the permanent trail (with a goal of a 10 foot landscaped buffer). This will provide a more attractive trail experience, with lower retaining walls along this portion of the right-of-way.

Another goal is to maintain all formal access points along the interim trail that exist today.

## ALIGNMENT OPTIONS DROPPED FROM FURTHER CONSIDERATION

### New Carrollton to Riverdale Park

- Riverdale Road between New Carrollton and Riverdale Park. This would mean that the transitway would be on Veterans Parkway.

### East Silver Spring

- Surface alignment on Sligo Avenue.
- Tunnel alignment under Sligo Avenue.
- Silver Spring/Thayer Avenues alignment, cut-and-cover tunnel behind a section of the houses between Silver Spring and Thayer Avenues. A bored tunnel option is still under evaluation for this alignment option.

### CSX Corridor and Downtown Silver Spring

- The north side of the CSX corridor from the Georgetown Branch alignment.
- The Bus Rapid Transit (BRT) alternative that travels on 16th Street from the CSX corridor to East West Highway and then up Colesville Road to Wayne Avenue.
- The light rail alternatives and the BRT alternative with an overpass at Colesville Road along Second Avenue to Wayne Avenue.

### Brookville Road

- Brookville Road in the Lyttons ville area.

### Downtown Silver Spring

We are working closely with Montgomery County to evaluate a street-running alignment from the Silver Spring Transit Center to Wayne Avenue that would use a section of Bonifant Street within the downtown core. This alignment would extend beyond the Transit Center and continue east on Bonifant Street towards Fenton Street.

Before reaching Fenton Street, the transitway alignment would cut across the County's new library site on a diagonal and then enter Wayne Avenue as a new leg to the Wayne Avenue/Fenton Street intersection. The MTA will continue coordinating with the County and the community to incorporate a future Purple Line station as part of the new library plans, should this alignment option be selected as part of the Preferred Alternative.

# Purple Line

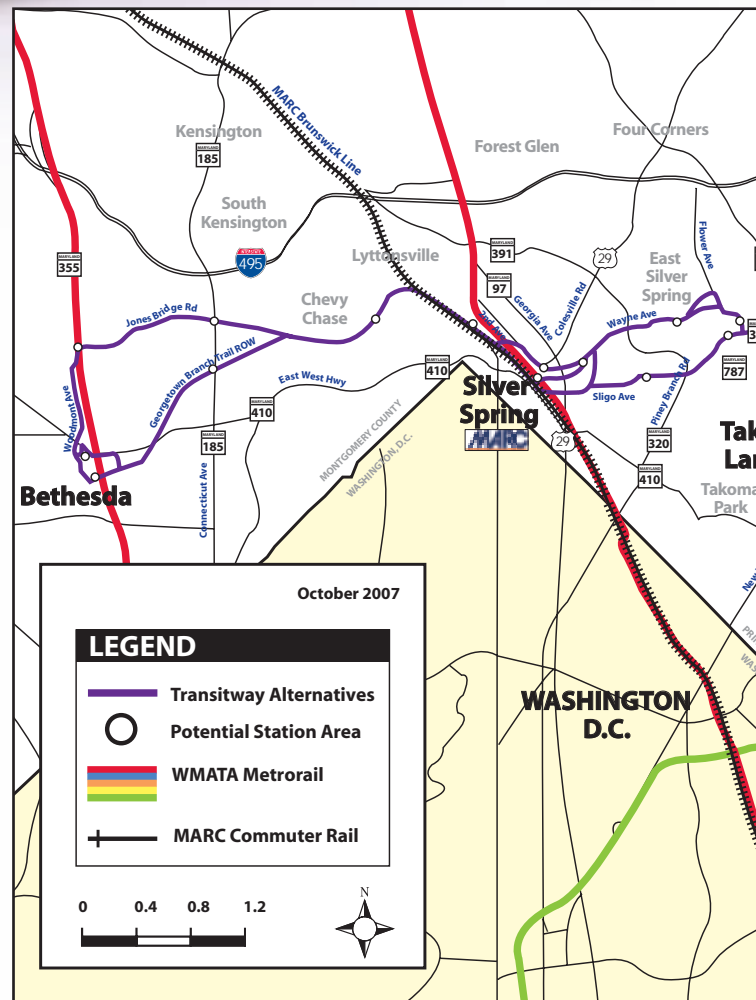
## STATION LOCATIONS TO BE IDENTIFIED

As the current study process for the Purple Line has progressed, the MTA is gaining a better understanding of the type of service required to best serve the community's transportation and mobility needs. The initial focus of the Purple Line was on long trips, such as the 16-mile ride between Bethesda and New Carrollton. However, it is now becoming clear that a much greater emphasis should be placed on accommodating shorter trips to better serve local residents and employees traveling to destinations such as the Metrorail stations, at Bethesda, Silver Spring, Langley Park, and the University of Maryland/College Park.

The emphasis on shorter trips and a more local focus to ridership signal a need for more stations. In the past year, the MTA has been meeting with community associations and asking if they would support a Purple Line station in or near their community. Because the Purple Line will not have any park-and-ride facilities except at existing Metrorail stations, good access to the stations by pedestrians is key, as are transfers from other transit services. In major activity centers and areas with the potential for high transit ridership, additional station locations are being considered. The average distance between stations along the Purple Line, even with a number of stations recently added for study, is approximately eight-tenths of a mile.

Choosing the most appropriate number of stations is a continuing balancing between the need to provide access for more people to use the Purple Line, and the additional time required to board and drop off passengers. The MTA is working with the surrounding communities to identify appropriate locations for the stations.

## ALIGNMENT

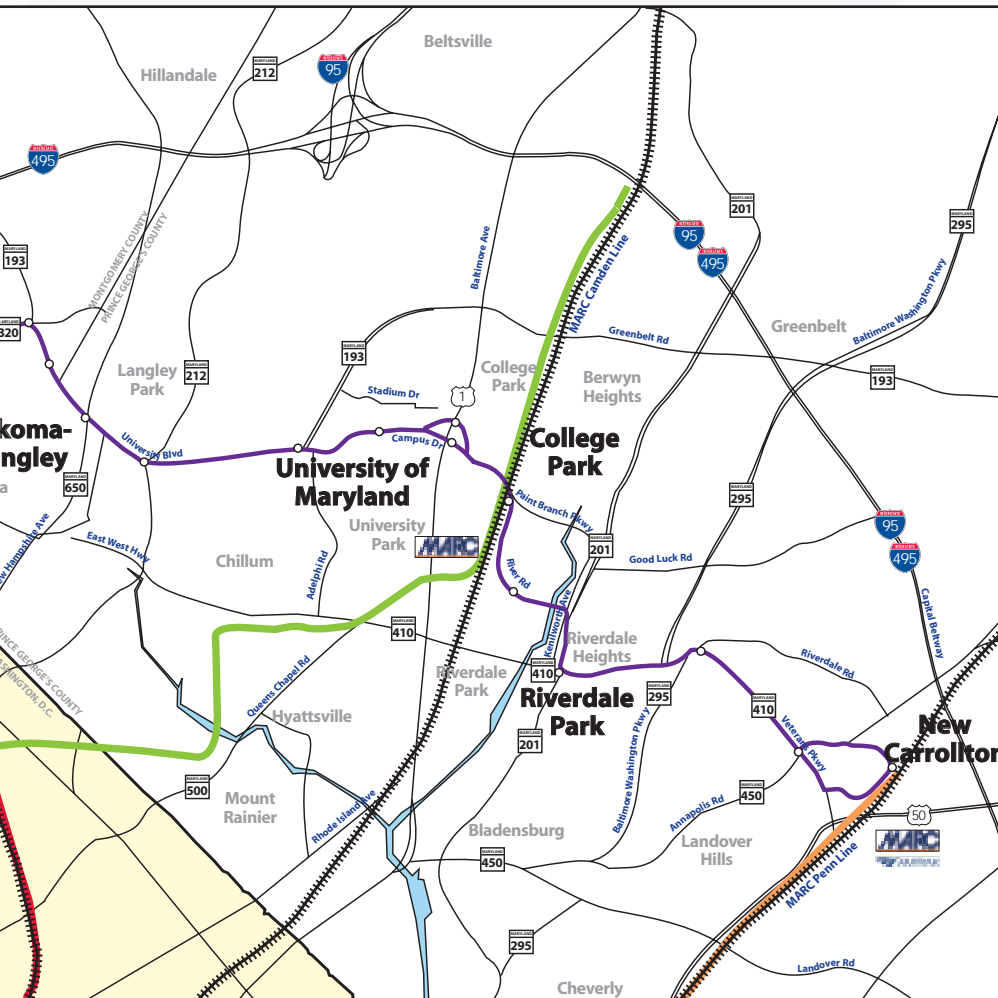


## GRASS TRACKS BEING CONSIDERED

One design concept that the MTA is considering along the Georgetown Branch Master Plan alignment is the use of "grass tracks" for the transitway. The idea of growing grass between the tracks is becoming increasingly popular for transit systems built in Europe, such as Stuttgart and Freiberg Germany, and Basle, Switzerland. Visually attractive, this design feature also is more environmentally friendly, with the potential to help reduce noise and better absorb rainwater. Grass tracks would not work where the light rail runs on well-used roadways or where vehicles would need to drive across the tracks frequently.



# NT ALTERNATIVES



## TUNNELS

The MTA is evaluating the use of tunnels in several sections of the Purple Line corridor. Tunnels are being studied for portions of the project where they may be needed to avoid major congestion points on roadways that could have a significant impact on travel times (and therefore ridership), such as in downtown Silver Spring. For the light rail alternative, tunnels are also being considered in very hilly areas, since light rail vehicles do not operate well on steep grades.

Tunnels can be effective if there is a significant savings in travel time. However, building a transitway in an underground tunnel

is very expensive. Underground transit tunnels can cost up to \$250 million per mile. For example, a recent study that assessed the cost of building a large portion of the Georgetown Branch Master Plan alignment in an underground tunnel revealed that this option would cost at least \$150 million more than the surface alternatives under study. Without generating any travel time savings compared to the at-grade alternatives, tunneling this segment of the project would not be cost effective.

## RIDERSHIP ESTIMATES COMING SOON

The MTA has been working with the Metropolitan Washington Council of Governments (MWCOG) to refine their travel demand model so that it can accurately model transit ridership at a level of detail needed when comparing the different Purple Line alternatives. The ridership projections will be available this Fall, allowing the MTA to further refine the alternatives and have an understanding of the level of cost-effectiveness of each alternative.

## PUBLIC OUTREACH MEETINGS TO BE HELD IN THE FALL

This Fall, as part of our continuing public outreach efforts, the MTA is holding Community Focus Group meetings in certain sections along

the corridor to discuss the latest refinements, answer questions, and solicit input. Later in the Fall, the MTA will also hold four Open House meetings to update the public on the project. At these meetings, the MTA will present the ridership forecasts and the results of the environmental analyses to date. Please check local newspapers and the new project website at [www.purplelinemd.com](http://www.purplelinemd.com) for notices about upcoming public meetings. We encourage you and your community to remain actively involved in the study process for the Purple Line. If your community association or neighborhood organization is interested in meeting with the MTA on the Purple Line to discuss specific concerns or questions, please contact our Project Manager, Michael Madden, at 410-767-3694 or [mmadden@mtamaryland.com](mailto:mmadden@mtamaryland.com).



## NEED MORE INFORMATION?

If you would like to learn more about the Purple Line, you can visit our website at [www.purplelinemd.com](http://www.purplelinemd.com).

### IF YOU HAVE FURTHER QUESTIONS CONTACT:

**Michael D. Madden, Project Manager**

Office of Planning  
Maryland Transit Administration  
6 Saint Paul Street  
Baltimore, MD 21202-1614  
(410) 767-3694  
[mmadden@mtamaryland.com](mailto:mmadden@mtamaryland.com)

### EN ESPAÑOL:

**Carlos Abinader**

Maryland Transit Administration  
4351 Garden City Dr., Ste. 305  
New Carrollton, MD 20785  
(301) 577-2063  
[cabinader@mtamaryland.com](mailto:cabinader@mtamaryland.com)



# Purple Line progress


Spring 2007 Volume One



## BACK TO THE "PURPLE LINE" AS STUDY MOVES AHEAD

The Purple Line study is moving forward with a renewed energy. The new Secretary of Transportation for Maryland, John Porcari, has directed the Maryland Transit Administration (MTA) to restore the project to its former name, the Purple Line, rather than the Bi-County Transitway. While the Bi-County Transitway name reflected the two-county area of the proposed project, the Purple Line was the original name for the project and has continued to be used by most people. The project study has not changed, and the Purple Line continues to be a high transportation priority.

The project website will be changed very soon to [www.purplelinemd.com](http://www.purplelinemd.com), but the old address, [www.bicountytransitway.com](http://www.bicountytransitway.com), will still work. The website has just been overhauled to make it more user-friendly. Please drop in and take a look!



### DRILLING UNDERWAY TO BETTER ASSESS TUNNEL OPTIONS

Recently you may have noticed drilling equipment in East Silver Spring neighborhoods. The MTA has been taking borings in the area

to determine what types of soil and rock are underground. This information will help us to better assess the tunnel options that are under consideration for East Silver Spring. The type of soil and rock will determine what tunneling methods would be most appropriate, and allow for a more accurate estimate of the cost of possible tunnel options.

At this stage of the study, all of the drilling is being done on public property. The drilling is only taking place on weekdays during the day.

After taking the borings in East Silver Spring, the MTA will be moving the drillings on to other areas of the study corridor.

In the next few months, you may see other specialists collecting data for the project study. Cultural historians will be documenting historic structures and biologists will be identifying environmental features such as wildlife habitat and wetlands. You may also see noise experts in your community measuring the existing noise levels with special equipment.

### COMMUNITY FOCUS GROUPS HELP SHAPE THE FUTURE PURPLE LINE

The MTA has recently been conducting another round of meetings with Community Focus Groups to discuss specific issues potentially affecting their community and to present the latest ideas and design concepts for the Purple Line alternatives. Leaders of your local communities associations should be able to let you know the details of these meetings. To make sure your community association is included, please check the project website. Although only community association and business organization leaders receive individual notices of these work sessions, anyone interested in actively following the study process for the Purple Line is invited to attend. We want your input and urge you to actively participate as we continue to look for ways to address your concerns and respond to your questions. You can make a difference in what the Purple Line looks like.



### WE'D LIKE TO MEET WITH YOU

If your community association or neighborhood organization is interested in meeting with the MTA on the Purple Line to discuss specific concerns or questions, please contact us through our project website at [www.purplelinemd.com](http://www.purplelinemd.com) or by contacting Project Manager, Michael Madden, at [mmadden@mtamaryland.com](mailto:mmadden@mtamaryland.com).



# Purple Line

## CHANGES TO REGIONAL TRAVEL FORECASTING EXTEND STUDY BY ONE YEAR

Recent newspaper articles have reported schedule revisions for the Purple Line study, as well as for other major transit studies in Maryland. The Maryland Department of Transportation recently announced that it would take approximately one additional year to complete the current study phase of the Purple Line — the Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS). The schedule change is the result of additional work or refinements that need to be made to the regional travel forecasting.

First, the refinements to the travel forecasting model must be carried out to ensure that we have more accurate information when evaluating and comparing the different alternatives under consideration. Secondly, the improvements to the model are needed so that we present the most credible and supportable case to the Federal Government when requesting funding for the project, especially since the allocation of Federal funds for major transit projects like the Purple Line is very limited and extremely competitive. In addition, in recent years the Federal Transit Administration (FTA) has increased its oversight and requirements for accuracy relating to the travel forecasting model that is used to produce ridership projections. Therefore, it is imperative that we take the time now to develop the best possible information that can pass scrutiny for reliability of ridership forecasts.

The results that the MTA gets from the travel demand model are also used to show if there will be enough riders to justify building the project and what are the best locations and optimum number of stations. The model will also help us develop the service plans for the alternatives — how frequently should the LRT or BRT vehicles run? Where and when will the highest ridership occur? All of this information will assist us in planning and designing a better project.

However, it is important to point out that although the schedule has been modified, all work on the Purple Line is continuing. We now realize that it will take us longer to complete the study, but the project's importance and priority remain the same. The MTA plans to use this additional time wisely, especially by continuing our expanded public outreach activities and efforts to address community concerns.



## DESIGN PLACES GEORGETOWN BRANCH TRAIL/ TRANSITWAY IN NATURAL, ATTRACTIVE SETTING

The MTA presented new design concepts for the Georgetown Branch right-of-way at the most recent Community Focus Group meeting for the Master Plan alignment and to Montgomery County and the Maryland-National Capital Park and Planning Commission. In an effort to improve the experience of trail users, compared to earlier





## MEETING OR EXCEEDING FTA'S STANDARDS FOR COST EFFECTIVENESS

The most critical factor in being eligible for Federal funding is to meet the FTA's standards for cost effectiveness, which is a function of the number of riders and the improved travel times, relative to the capital and operating cost of the project. So if the Purple Line is predicted to carry 100 commuters, who are saving 15 minutes by taking the Purple Line, that would be 100 times 15, divided by the annualized cost of building the Purple Line plus the annual cost of operating it. The travel forecasting model will tell us how many riders we can realistically expect. If the Purple Line is designed such that it has a cost effectiveness index that meets or exceeds FTA's requirements, the project will become eligible to obtain the Federal dollars needed to help finance its construction.

The entire ridership estimating effort is a complex process that requires many reviews and iterations. The MTA looks forward to having the model ready for use by June of this year so that the ridership projections and cost effectiveness can be calculated for each of the different alternatives.

## ADDITIONAL SITE SOUGHT FOR MAINTENANCE FACILITY

The MTA is working closely with Prince George's County to identify a site for a storage and maintenance facility for light rail or BRT vehicles at the eastern end of the Purple Line. The project already has a maintenance site planned on Brookville Road in Montgomery County along the Georgetown Branch, but a second site is needed at the opposite end of the corridor for improved operations.

plans for the transitway, we are proposing that the space between the trail and the transitway be expanded with a goal of maintaining a landscaped buffer of approximately 10 feet wide between the two, and wherever possible, that the trail be built at a slightly higher elevation than the transitway. This would place the trail in a more natural and attractive setting, while also reducing noise from the transit vehicles and improving the overall comfort level of trail users. In order to accomplish these enhancements, the permanent hiker/biker trail needs to be relocated to the north side of the transitway between approximately Pearl Street and just west of Jones Mill Road.

## TRAFFIC ANALYSIS UNDERWAY AT THE UNIVERSITY OF MARYLAND

The Purple Line traffic analysis continues and is being used to help us evaluate the different alignments. The MTA is conducting a separate study of traffic through the University of Maryland to better understand how to accommodate the Purple Line and the existing traffic through campus. This study includes counting the average daily traffic not only through campus, but also on neighboring roads. Counts of pedestrians are being collected, as well as data on accidents. A thorough understanding of who drives and walks through campus, and where they are coming from and going to will allow us to design an alternative that optimizes mobility through campus and maintains, or even improves, pedestrian flows and safety.



By putting the trail along the north side of the transitway within this portion of the Master Plan alignment, the trail takes advantage of the natural differences in the lay of the land so that in many areas it sits three to four feet higher than the transitway with minimal retaining walls. Designated trail access points would be provided wherever formal access points exist today. Additional safe crossings of the transitway would also be provided. The MTA believes that with these changes, the trail and transitway will better coexist, enabling the project to provide both a high quality transit service and a good, very important trail connection.

## NEED MORE INFORMATION?

If you would like to learn more about the Purple Line, you can visit our website at [www.purplelinemd.com](http://www.purplelinemd.com).

### IF YOU HAVE FURTHER QUESTIONS CONTACT:

**Michael D. Madden, Project Manager**

Office of Planning  
Maryland Transit Administration  
Baltimore, MD 21202-1614  
(410) 767-3694  
[mmadden@mtamaryland.com](mailto:mmadden@mtamaryland.com)

### EN ESPAÑOL:

**Carlos Abinader**

Maryland Transit Administration  
4351 Garden City Dr., Ste. 305  
New Carrollton, MD 20785  
(301) 565-9665  
[cabinader@mtamaryland.com](mailto:cabinader@mtamaryland.com)



**MTA Maryland**  
Office of Planning  
6 St. Paul Street  
Baltimore, MD 21202-1614

## ***You're Invited to June 2006 Public Open Houses***

The MTA will hold Open House meetings for the Bi-County Transitway in June 2006. As in the past, these meetings will use a self-guided tour format, with MTA project team members available to answer your questions and discuss the project with you. We will be presenting ideas on station plans and

design concepts for the project alternatives and asking for your thoughts and ideas. This is also an opportunity for you to meet with us and learn more about the project and for us to learn more about your community. Your participation will make this a better project.

### **Silver Spring**

Monday, June 12  
4 PM – 8 PM

*Grant Room 4th floor*  
Holiday Inn- Silver Spring  
8777 Georgia Avenue  
Silver Spring, MD 20910

### **Takoma Park/Langley Park**

Wednesday, June 14  
4 PM – 8 PM

*Auditorium*  
Langley Park Community Center  
1500 Merrimac Drive  
Hyattsville, MD 20783

### **Bethesda**

Monday, June 19  
4 PM – 8 PM

*Cafeteria*  
Bethesda-Chevy Chase High School  
4301 East West Highway  
Bethesda, MD 20814

### **College Park Municipal Center**

Wednesday, June 21  
4 PM – 8 PM


*Council Room*  
4500 Knox Road  
College Park, MD 20740

### ***What is the Bi-County Transitway?***

The Maryland Transit Administration (MTA) is studying a new rapid transit link between Bethesda in Montgomery County and New Carrollton in Prince George's County called the Bi-County Transitway. This 14-mile corridor extends from the existing Metrorail station in Bethesda to the New Carrollton Metrorail Station. The project would provide direct connections between the two branches of the Metrorail Red Line, the Green Line at College Park, and the Orange Line at the New Carrollton Metrorail Station. The project will also directly link to the University of Maryland Campus. The study is evaluating the use of either Light Rail Transit (LRT) or Bus Rapid Transit (BRT) on various alignments. A key element of the Bi-County Transitway study process is public involvement and community input; we encourage your participation!

*Connecticut Avenue northbound at Manor Road.*

### ***Traffic Studies: What are they and why do we conduct them?***



One of the questions we hear often is "How can you put transit on roads that are already congested?" Combining transit vehicles with automobiles is one of the major challenges of planning for a new transit service. Congested roads are a reflection of the need for improved transit and they offer opportunities for cost-effective transit solutions. In order to introduce the proposed Bi-County Transitway on existing roads, we need to know how

much traffic is already on the roads, what will happen to this traffic in the future, and what travel times we can expect for transit on these roadways.

The first step in conducting a traffic study is to assess the current traffic conditions. The number of cars passing through an intersection per hour are counted, and the busiest travel times and directions are identified. Once this information is collected and analyzed, we will understand what is happening on the roadways and where the worst congestion points are. We will then compare the number of vehicles to the number of travel lanes and the traffic signal information to determine

*(continued on page 2)*



## Silver Spring Transit Center Plans

Plans for the Silver Spring Transit Center are in final design. The project will rebuild the site of the existing bus depot as a mixed-use development while still incorporating the current bus, taxi and rail connections. The new Transit Center will be three levels and the site will include two condominium structures and a hotel. At street level there will be shops and restaurants. The buses entering the Transit Center will enter from Colesville Road and Ramsey Street, which will improve the traffic flow in the area. Connections between local and commuter buses, Metrorail, MARC, and taxis are anticipated to be easy and convenient. The Transit Center has been designed to accommodate the Bi-County Transitway in the future. Silver Spring has undergone a rapid and dramatic transformation in the last few years and this project, in the very heart of Silver Spring, will be a major improvement of the area. The project is expected to be completed in 2009.

Another related project, the Takoma/Langley Park Transit Center, is also moving forward. This project incorporates a centralized transit center at the

intersection of New Hampshire Avenue and University Boulevard with pedestrian safety and roadway intersection improvements on these two heavily used roadways.



*Computer rendition of Transit Center*

## Traffic Studies: What are they and why do we conduct them?

*(continued from page 1)*



how the roads are operating.

A letter grade ranging from "A" to "F" (with "A" indicating free flowing traffic, and "F" indicating highly congested conditions) will then be assigned to the lanes and the intersections based on established traffic standards. We have recently completed the traffic counts at 87 intersections for this project and we are now analyzing the data.

The next step is to consider future traffic conditions. The Metropolitan Washington Council of Governments has estimated the population and job growth in the Washington region for the next 10 and 20 years. We will combine the traffic information we have gathered with the population and job growth information to create computer simulations that can project increases in the traffic for the future. In addition, we will account for predicted transportation improvements proposed by the State and Counties and estimate how these

improvements will affect traffic operations.

Finally, computer models will be used to assess how each alternative for the Bi-County Transitway would operate considering the current and future traffic conditions. Different routes and alternatives will be reviewed, both in terms of how the transitway works and the kind of impact the different alternatives would have on the rest of the traffic in the corridor. We will also evaluate a range of measures aimed at improving the projected transit travel time, where needed for each alternative under consideration, such as the use of dedicated lanes or signal priority options. Each intersection or segment of roadway could have several possible options so this analysis is essential for designing a project that is both cost effective and sensitive to the adjacent communities. When completed this information will be shared with the public at future meetings.

Traffic conditions are just one of the many factors we must consider in planning the Bi-County Transitway. Some of the other environmental impacts that will be studied include noise and vibration, impacts to historic resources, and impacts to natural resources, as well as potential effects on the community. The impacts will be weighed, along with the costs, against the benefits to determine which alternatives are the most cost effective.

## ***Community Focus Groups***

The MTA is just completing a second round of Community Focus Group meetings for the Bi-County Transitway. This public involvement initiative began last fall and will likely continue through the study. The focus groups are made up of designated representatives from local community associations, institutions and business organizations. The focus groups have allowed the MTA project team to discuss more detailed plans with community representatives, and learn about specific community concerns and issues. The comments and questions raised at these focus group meetings are recorded and shared with all members. Copies of the questions and answers generated at these meetings are posted on the project website at [www.bi-countytransitway.com](http://www.bi-countytransitway.com). At the second round of meetings we reviewed responses to the questions raised earlier and began addressing the issues and concerns discussed at the initial meetings. Here are some of the questions we were asked at the Focus Groups.

### ***1. Is this the Purple Line?***

Yes. The most recent project known as the Purple Line was a study of a light rail service in two sections. The initial portion was the 4.4-mile line between Bethesda and Silver Spring. The MTA began to study a continuation of the Purple Line beyond Silver Spring to New Carrollton. It was decided to combine these two segments into one comprehensive study and name it the Bi-County Transitway. This was done in order to meet consistent project goals and to ensure that the alternatives would be assessed from the perspective of the entire corridor.

### ***2. How were the station areas selected?***

A major goal of the project was to connect four branches of the existing Metrorail service, the Red Line at Bethesda and Silver Spring, the Green Line at College Park and the Orange Line at New Carrollton so that people in the study area have access to the Metrorail system and the MARC commuter rail lines. Other areas where there exist large numbers of potential ridership, such as Langley Park and the University of Maryland, were obvious areas that needed to be served by a transit station. Intermediate stations were selected by looking at concentrations of residents and jobs, and current land use patterns and future trends. The location and number of intermediate stations are not finalized, and new stations could be added or stations already suggested could be dropped, while the locations of some stations could also be shifted. The input of local residents and users, along with additional factors such as future

development proposals or redevelopment plans and jurisdictional input will help us in these decisions.

### ***3. What is the distance between the proposed stations on the transitway?***

For the entire 14-mile Bi-County Transitway corridor, the average distance between stations/stops is approximately one mile. In general, stations need to be located farther apart than for bus routes serving the corridor today. The objective of the project is to plan for and design “rapid” transit alternatives, which would provide a faster trip than bus services. Exact station locations will be determined based on a number of considerations including: the need to serve key ridership markets, cost effectiveness, transit travel time factors, availability of property, traffic and accessibility factors, community and agency input, and potential impacts.

### ***4. Why was the trail put on the south side of the transitway?***

The south side of the right-of-way was where Montgomery County showed the trail in the 1990 Georgetown Branch Master Plan Amendment. One of the reasons for that decision was the access to trail connections. In addition, the bypass to the tunnel under Wisconsin Avenue on Elm Street would require that the trail be south of the transitway. However, this does not mean that we cannot reevaluate that assumption. Therefore, the MTA has decided to reexamine the feasibility of putting the trail on the north side so that we can compare the advantages/disadvantages of this option.

### ***5. Why is East West Highway not being considered?***

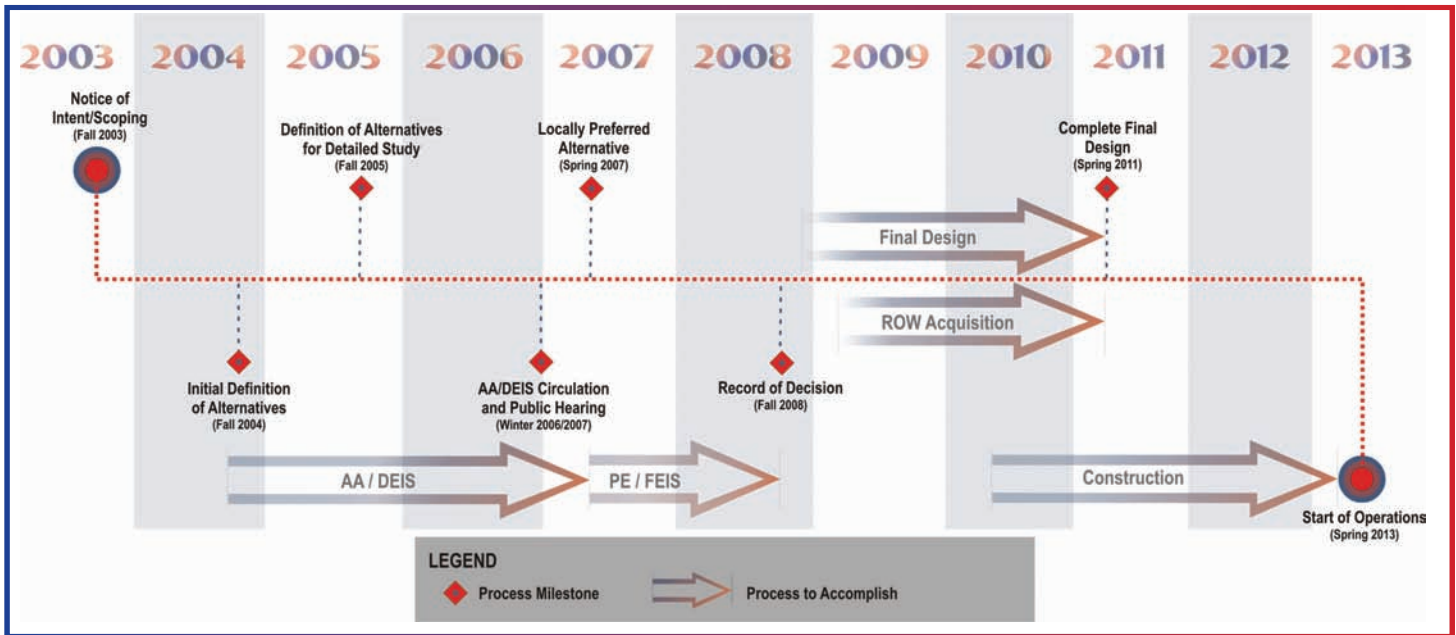
East West Highway was initially evaluated during the Scoping Process, but it was not one of the Build alternatives retained for detailed study. The key reasons for removing this alignment from further study include: the existing and projected heavy traffic congestion along East West Highway, the steep hills (which preclude light rail) and curves of the roadway, the narrowness of the roadway and limited right-of-way, and the proximity of the existing houses to the roadway. In addition, the portion of East West Highway through Takoma Park would involve significant impacts to a historic district.

East West Highway could be considered for BRT; however, the existing level of service for automobile traffic is very poor and the existing bus routes on East West Highway add to the congestion. The TSM or Baseline alternative may include bus service on East West Highway, since it is an evaluation of possible improvements to existing service.

## Project Schedule

The original project schedule anticipated the completion of the Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) in Spring 2006. However, the project schedule has been extended by one year. This decision was made for a number of reasons. These include the need to do additional analysis of some of the alternatives, the desire to expand the public outreach program (including the Community

Focus Groups and more meetings with local civic and community organizations), and increased requirements by the Federal Transit Administration before the MTA can proceed into the final stage of project planning. We believe that this additional time will improve the planning and design of the project.



## COMMUNITY PRESENTATIONS

The MTA has been meeting with local community groups to talk to local residents about the project.

If you would like us to come to your community please call Michael Madden, Project Manager, at 410-767-3694.

For more information about the project visit our website at [www.bi-countytransitway.com](http://www.bi-countytransitway.com)

If you have further questions contact:

Michael D. Madden, Project Manager

Office of Planning, Maryland Transit Administration  
6 St. Paul Street, Baltimore, Maryland 21202-1614

(410) 767-3694

En Español

Carlos Abinader, Maryland Transit Administration

8720 Georgia Avenue, Suite 904

Silver Spring, MD 20910

(301) 565-9665



Maryland Transit Administration  
Office of Planning  
6 St. Paul Street  
Baltimore, MD 21202-1614

PRSRT STD  
U.S. POSTAGE PAID  
ROCKVILLE, MD  
PERMIT NO.800

**Robert L. Ehrlich, Jr.**  
Governor of Maryland

**Michael S. Steele**  
Lt. Governor

**Robert L. Flanagan**  
Secretary of Transportation

**Lisa L. Dickerson**  
Administrator, Maryland Transit Administration



## Langley Park Transit Center Moves Ahead

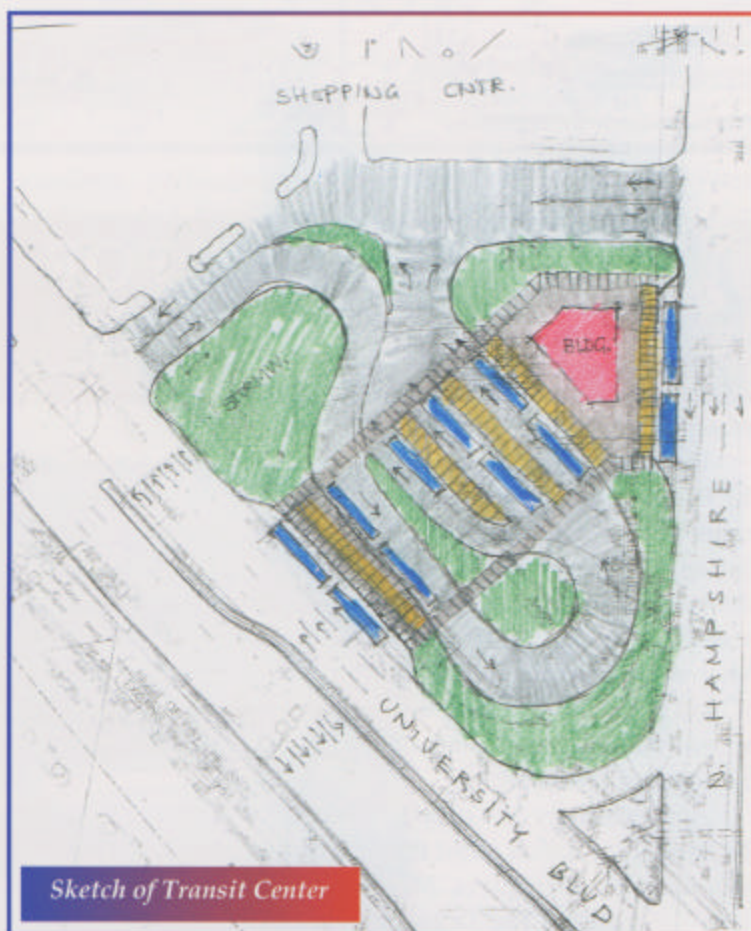
The Ehrlich-Steele Administration announced plans to move full speed ahead on a Transit Center for the Takoma/Langley Crossroads area. The new Transit Center will be located along the alignment of the future Bi-County Transitway. The site of the Transit Center will be the northwest corner of the University Boulevard and New Hampshire Avenue intersection in Langley Park.

The project is a joint effort between the Maryland Transit Administration (MTA) and the State Highway Administration (SHA) and will include pedestrian safety, roadway and intersection improvements with new sidewalks and crosswalks. The Crossroads is the busiest non-Metrorail transit hub in the region, with different bus routes and 61 buses in the peak hour passing through this area. The bus stops are spread fairly far apart and riders transferring from one bus to another sometimes have to walk as much as 1,100 feet, and cross both University Boulevard and New Hampshire Avenue.

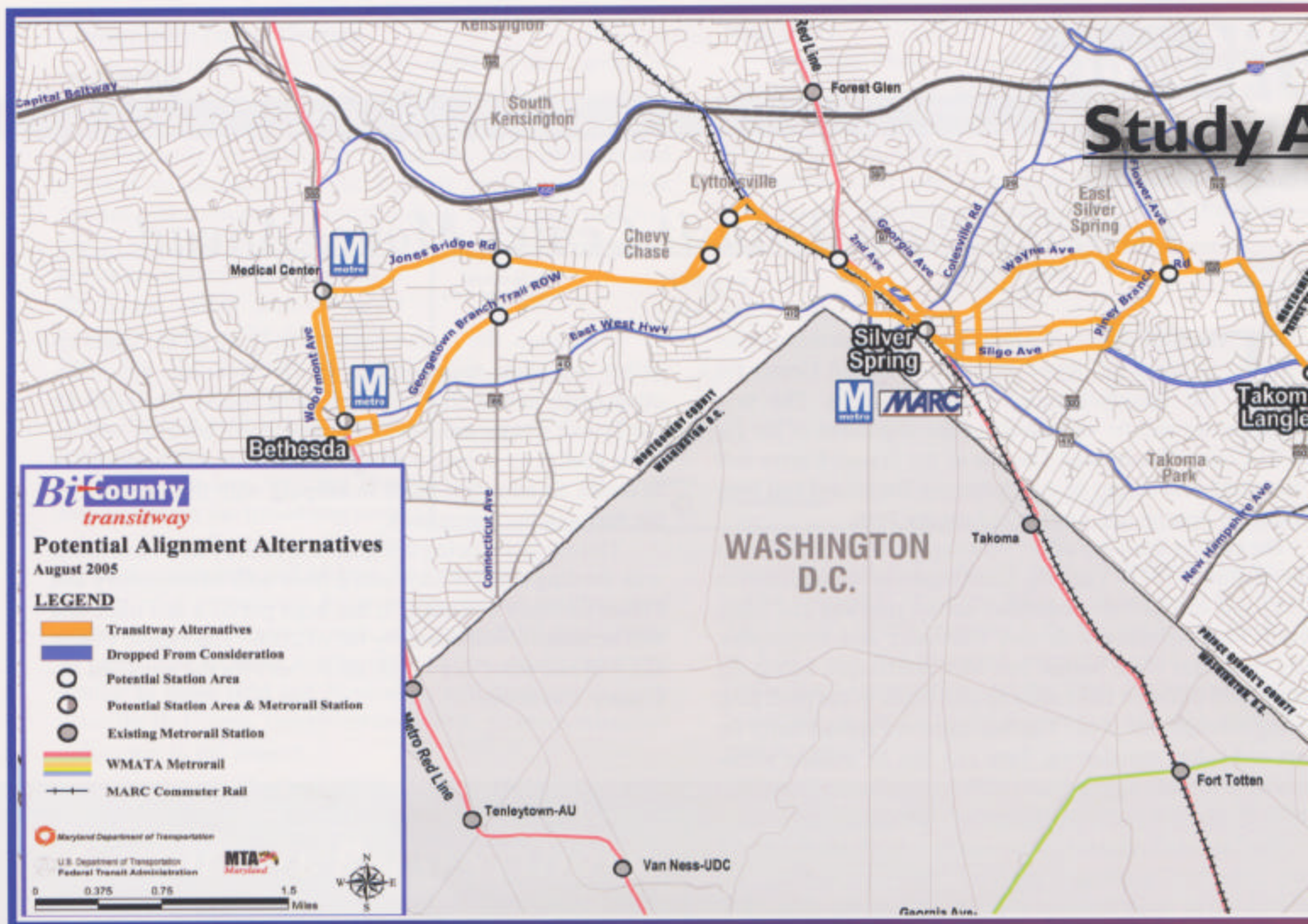
The Takoma/Langley Crossroads area has been the site of many pedestrian accidents. SHA has been studying the area and looking at ways to make it safer. One of the goals is to encourage people to cross in the crosswalks, where they are safer. Plans include the installation of a fence in the roadway median so that people will not cross mid-block.

In addition, the Transit Center will bring all the buses together and allow passengers to transfer from one bus to another, easily and safely, without crossing streets. The plans for the Transit Center are still being developed, but they will include shelter for people waiting for buses and will be designed to create an attractive place in keeping with the character of the surrounding community.

This project is being designed and built by MTA and SHA, with funding support anticipated from both Montgomery and Prince George's Counties. It has been put on a fast track and will be under construction by fall of 2006. The Transit Center site will also serve as a future station area for the proposed Bi-County Transitway.







## ALTERNATIVES FOR DETAILED STUDY

### WHAT WE HEARD

In November 2004, the MTA hosted five open houses on the Bi-County Transitway. The meetings were held in the evenings in New Carrollton, College Park, Langley Park, Silver Spring, and Bethesda. A series of large aerial photographs showed the alignments and alternatives that were being proposed for detailed study as part of the project's Definition of Alternatives. Display boards also showed sketches and photos of light rail and bus rapid transit and how the transitway could be incorporated into existing roadways and designed to fit into the adjacent communities.

Approximately 300 people attended the meetings to learn the latest information about the project alternatives and to talk with study representatives. MTA received over 200 comments from the public. The largest number of comments related to how the transitway would extend through the East Silver Spring communities to the proposed Flower Avenue station.

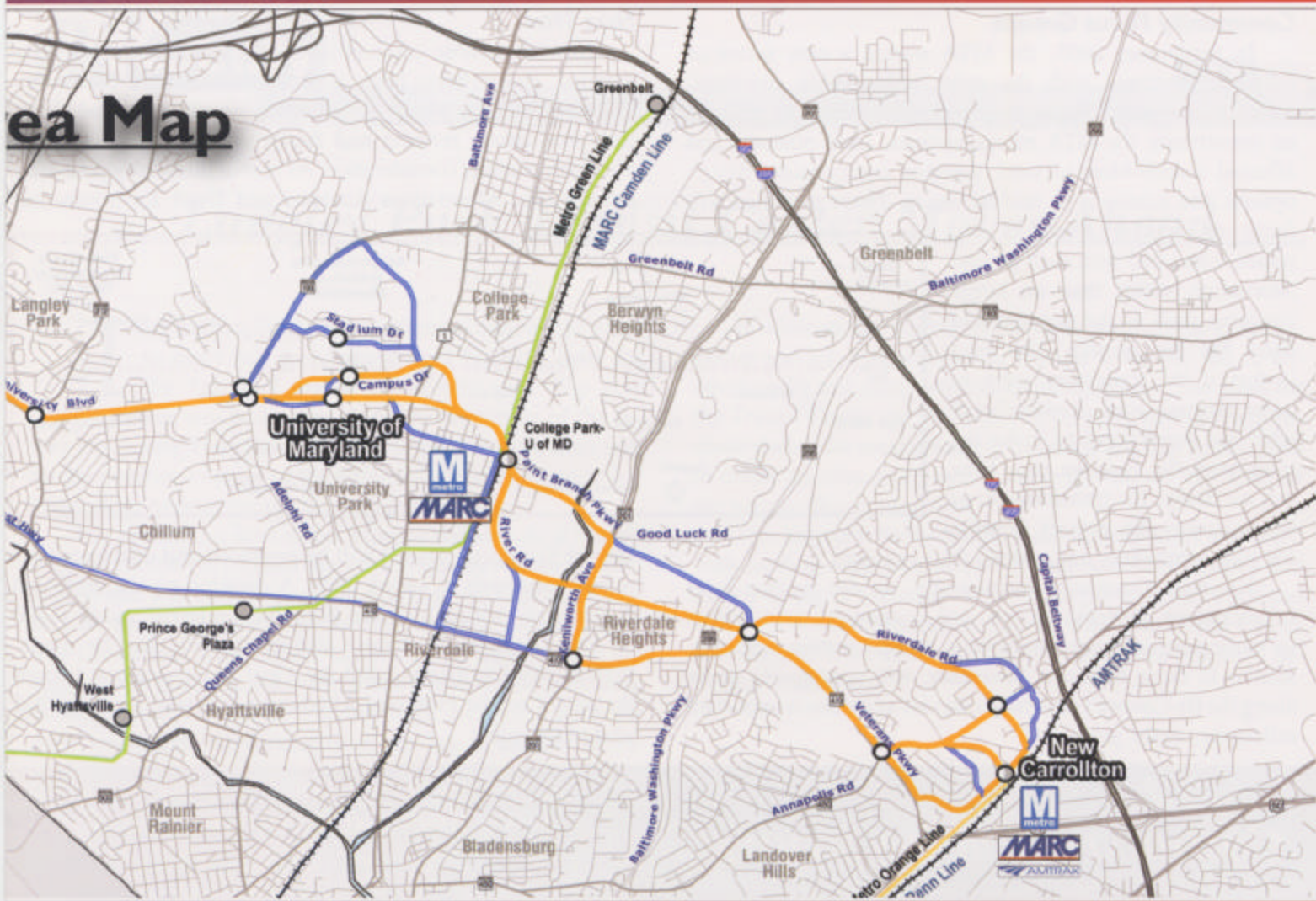
There were approximately 50 comments submitted about the alternatives on Wayne Avenue and Sligo Avenue. The major topics involved concerns about property takings, creation of a barrier through the community, safety, noise and vibration, traffic impacts, and possible impacts to the planned Green Trail along Wayne Avenue.

Some members of the public urged the MTA to consider other possible alignment options through the East Silver Spring community. The Project Team examined several routes as suggested by residents, including an alignment on Colesville Road north to the Four Corners area that was considered early in the study. Coordinating with Montgomery County, the MTA determined that a Colesville Road alignment option would not compare favorably to alternatives already being studied, especially in terms of travel time.

In an effort to address some of the concerns expressed by the communities in the Silver Spring portion of the project corridor, the MTA began to examine an option in which a portion of the alignment would be located between the residences of Thayer and Silver Spring Avenues. This segment of the new alignment would be designed as an underground tunnel along the rear of the backyards of these houses. The adjacent residents would have temporary impacts while the transitway was under construction, but once completed the transitway would be completely out of view. The MTA attended community



# ea Map



meetings in March 2005, and April 2005, to answer questions about the study process and to discuss this new option, which was added to the study for detailed evaluation.

The Georgetown Branch, or Master Plan alignment, continues to generate both support and opposition. During the November 2004 public meetings, a number of comments were received opposing the use of the Georgetown Branch right-of-way for a transitway, while a slightly smaller number of comments expressed opposition to a Jones Bridge Road alignment alternative. Some residents voiced serious concerns regarding preservation of the trail and the natural environment. A number of people also asked for more details on how MTA proposes to design for both the hiker/biker trail and the transitway within the current Georgetown Branch right-of-way.

The proposed station locations generated support by the public, with suggestions of several additional station

locations, particularly in Riverdale Park at the East-West Highway and Kenilworth Avenue intersection, and near the University of Maryland at US 1 in the City of College Park.

Bus Rapid Transit (BRT) and Light Rail Transit (LRT) were about equally supported, with 25 comments favoring LRT and 19 favoring BRT.



Public Meeting in Langley Park



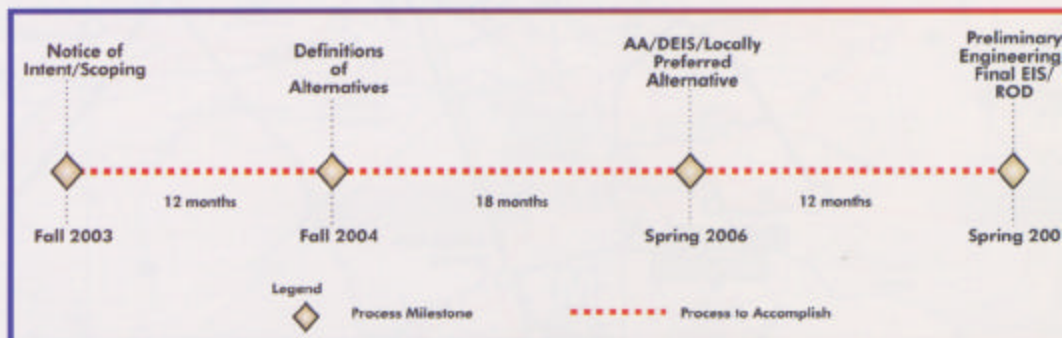
## Community Focus Groups

In September 2005, the MTA started a new series of outreach meetings with the community. These meetings, called Community Focus Groups are intended to provide an opportunity for MTA representatives, local planners and affected stakeholders to work together and consider design options and solutions to critical issues. These meetings will focus on smaller segments and issues associated with each project alternative, rather than on larger concerns such as the purpose and need for the project. The idea is that if the transitway were to come through your neighborhood, what are some ways to make the transitway the best we can. How can we design the transitway so as to maximize the project benefits for your community and address the key issues.

For each community focus group, we are inviting local organizations, business groups, and community associations to participate in these discussions. Larger public meetings, similar to those held last November, will continue to occur along the Bi-County Transitway corridor as we reach important milestones in the project.

## NEXT STEPS

Now that those alternatives being carried forward in detailed study have been determined for the Bi-County Transitway, the emphasis is on developing more detailed plans, fully evaluating, refining and finally comparing each of the alternatives under consideration. As part of this nearly year-long process, the Alternatives Analysis and Draft Environmental



Impact Statement (DEIS) will be produced and distributed for public comments in spring 2006. A decision on the Preferred Alternative, which includes both the preferred mode (Light Rail or BRT) and the preferred alignment, will then be made. Preliminary Engineering and the Final Environmental Impact Statement on the Preferred Alternative will take an additional year to complete.

## COMMUNITY PRESENTATIONS

The MTA has been meeting with local community groups to talk to local residents about the project.

If you would like us to come to your community please call Michael Madden, Project Manager, at 410-767-3694.

For more information about the project visit our website

**[www.bi-countytransitway.com](http://www.bi-countytransitway.com)**

If you have further questions contact:

Michael D. Madden, Project Manager

Office of Planning, Maryland Transit Administration

6 St. Paul Street, Baltimore, Maryland 21202-1614

(410) 767-3694

En Español

José M. Vázquez Maryland Transit Administration

8720 Georgia Avenue, Suite 904

Silver Spring, MD 20910

(301) 565-9665



Maryland Transit Administration  
Office of Planning  
6 St. Paul Street  
Baltimore, MD 21202-1614

PSRST STD  
U.S. Postage  
PAID  
Permit No. 800  
Rockville, MD

**Robert L. Ehrlich, Jr.**  
Governor of Maryland

**Michael S. Steele**  
Lt. Governor

**Robert L. Flanagan**  
Secretary of Transportation

**Lisa L. Dickerson**  
Administrator, Maryland Transit Administration

## Public Meetings Being Held - Study Progress Continues

### Public Involvement

**P**ublic involvement is a key component of any Maryland Transit Administration (MTA) project. Five public meetings addressing the Definitions of Alternatives for the Bi-County Transitway are being held from November 8-17. The Bi-County Transitway would provide a rapid transit connection between Bethesda in Montgomery County and New Carrollton in Prince George's County. This project is being studied in your neighborhood and we want to provide you with the information needed to assess the project alternatives. We are reaching out to the public as we strive to strike a balance between meeting transportation objectives, minimizing impacts and serving community needs. MTA wants your input and we need your involvement. The Bi-County Transitway will involve costs, benefits, trade-offs and impacts associated with it and we want you to learn about these as our study process moves forward.



#### What has been completed so far?

The initial stage of the study included the Scoping Process where the project was introduced to the public, issues of concern were identified, and a range of alignment concepts were shared with local agencies and the public. Considerable comments were generated during the scoping process, resulting in several alignment segments being dropped from further study and some new alignment options being added for study (see corridor map). Also completed was the project's Purpose and Need, which lays out the transportation deficiencies faced in the corridor and those problems and objectives that the Bi-County Transitway will address. This information is available both from project representatives and through the website by logging on to [www.bi-countytransitway.com](http://www.bi-countytransitway.com).

#### Why is this project being studied?

Your community is part of a corridor that is experiencing serious travel challenges such as increased congestion, slow travel times, growing mobility and accessibility issues, and a lack of transit connectivity. At the same time, the corridor has some of the busiest transit routes in the Washington region and a sizeable population that rely heavily on transit. Our goal is to benefit your community by addressing these transportation challenges. The transportation improvements that the Bi-County Transitway project is intended to achieve are summarized in the box below.

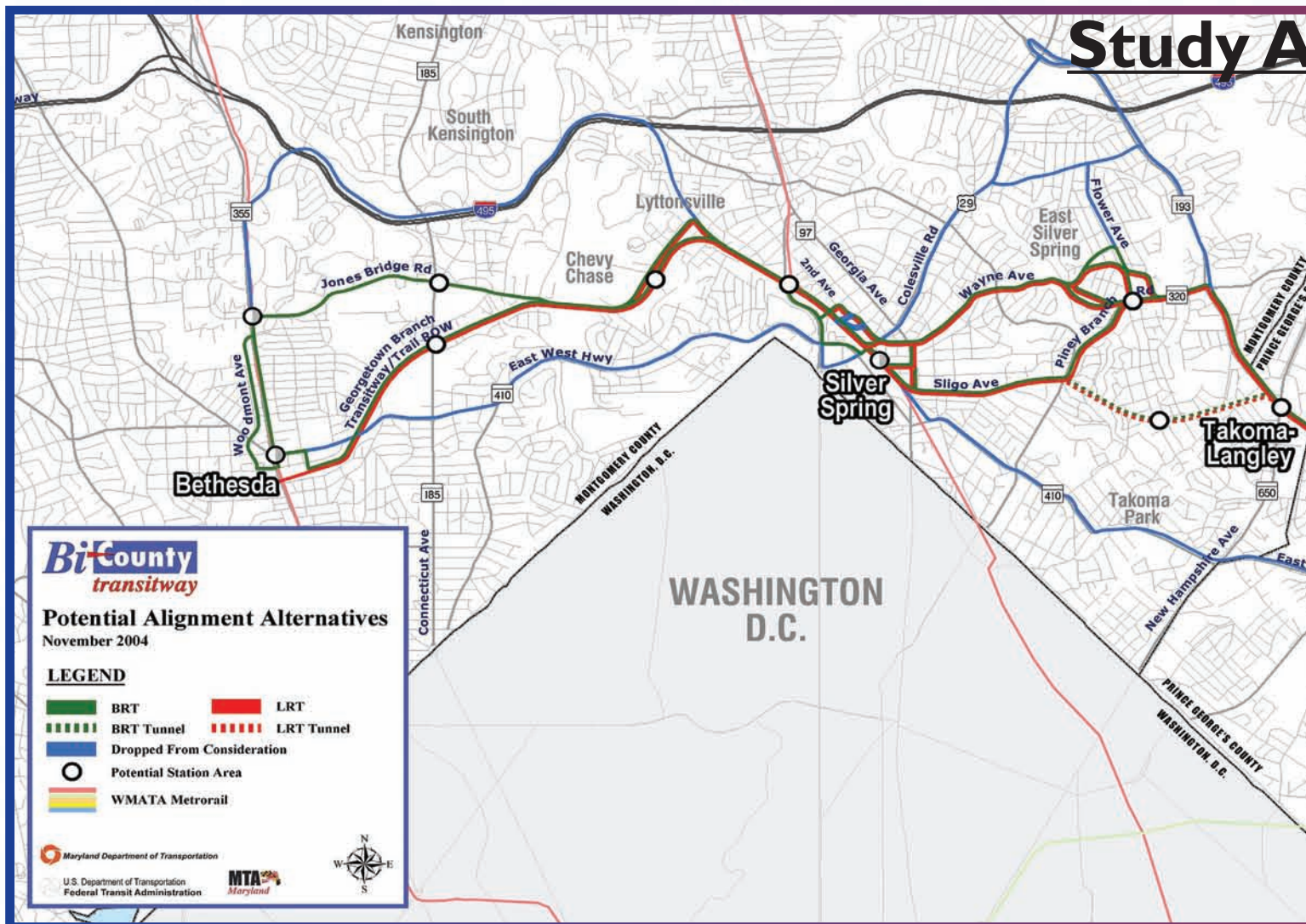
For more information on the alternatives under consideration, please turn to the back page of this newsletter.

#### ***The principal objectives of the project are to:***

- Improve mobility by reducing transit travel times
- Enhance accessibility by providing direct links to Metrorail radial lines, and to other rail and bus services
- Optimize transit efficiencies by providing a cost effective and reliable transit option that generates additional users
- Support community revitalization efforts and economic development by improving connections to central business districts and key activity centers
- Support environmental quality by providing a safe, attractive transit system that fits in with the surrounding area



# Study A



## Bus Rapid Transit (BRT)

Bus Rapid Transit (BRT) is a versatile, rubber-tired rapid transit mode that combines stations, vehicles, services and guideway into a permanent integrated system with a strong positive image and identity. BRT's services and amenities are aimed at collectively improving the travel time, reliability and image over traditional bus transit. BRT can operate on shared roadways, in dedicated roadways or on a separate guideway or busway.



BRT systems can provide:

- Potentially lower capital cost
- Cost-effective alternatives
- High-quality service
- High-performance rapid transit services that can be quickly implemented
- Medium to high capacity service depending on project conditions



## Light Rail Transit (LRT)

Light Rail Transit (LRT) is an electric railway system characterized by its ability to operate single cars or short trains along rights-of-way at ground level, on aerial structures and in tunnels. Light rail can operate in mixed traffic or in the median of a roadway on a separate right-of-way.



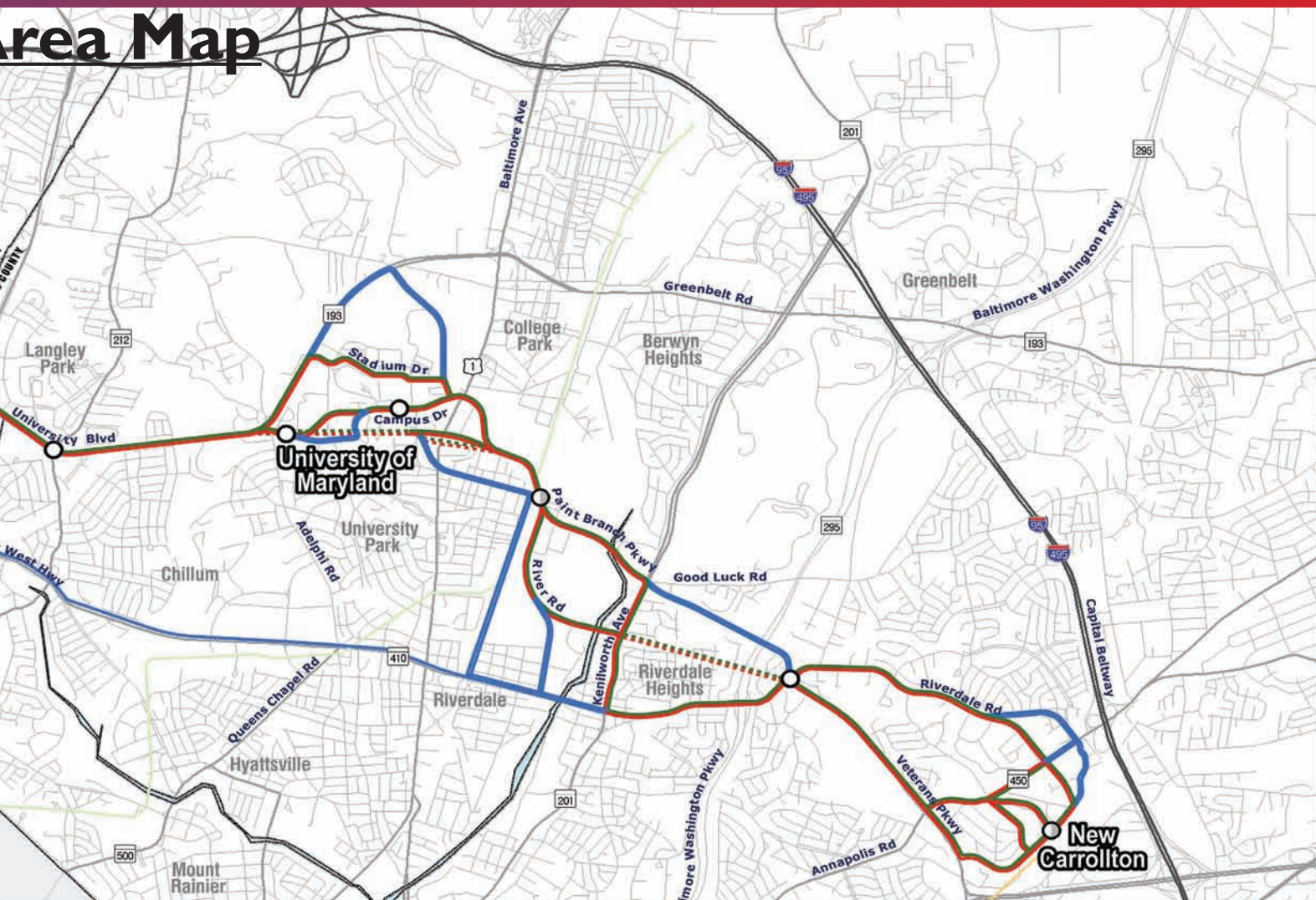
LRT systems can provide:

- Cost-effective alternatives
- High-quality service
- High-performance rapid transit services
- High capacity service depending on project conditions





# Area Map



## How Does Transit Benefit a Community?

The benefits for a community associated with a new transit investment are wide-ranging. Transit provides an affordable, high quality alternative to the automobile for commuters to work and other destinations; helps to reduce roadway congestion and improves mobility; cuts auto-related air pollution and decreases fuel consumption.

Development near public transit helps to maximize public investment in transit and the surrounding infrastructure. Transportation benefits increase the expansion of new developments and work jointly to increase property values and enable development and redevelopment around stations, promote ridership, and provide economic incentives to communities.

- In Dallas, Texas within five years of opening their light rail line (Dallas area Rapid Transit or DART), over \$1 billion in direct private business development has been invested near the train stations.
- Property values increase near rail lines; they decrease near freeways. In Dallas again, vacant land uses appreciated five times faster around light rail stations than around comparable non-DART areas.
- Ottawa BRT Transitway in Ontario expedites travel to downtown Ottawa and to all major activity centers located

at Transitway stations. The existence of a progressive transit system improved the image, confidence, and quality of life of a region of Ottawa by making it more attractive to businesses, which help existing businesses attract and retain highly-qualified employees.

- Massachusetts Bay Transportation Authority reports that the city of Boston's new rail line will increase ridership to Boston's neighborhood business districts for greater access to employment centers, provide economic growth and regional connections, and has shown that increase in accessibility by the new transit investment is the primary factor in increasing property values.
- In Phoenix, Arizona transportation officials at Valley Metro have discovered that transit has been proven to unite communities and carry more passengers at a lower cost. The city has found transit to be the only rational solution for improving traffic flow in the highest density traffic corridors.
- Money Magazine's Best Place to Live in America in 2000 Portland, Oregon gives much credit for this to a "superb light rail network and a new street car system [which] are helping make it a cinch to get around" Mayor Vera Katz says, "We're growing gracefully because we made decisions to honor pedestrian accessibility over the automobile and to plan out growth and transportation as a region."

## **Definition of Alternatives**

This important phase of the study is where a narrowed set of alternatives is proposed for detailed study and evaluation. A determination to drop an alignment option or alternative, or to carry it forward is based on many considerations. Most importantly, does the alternative meet the project's purpose and need. Does this alternative go to the right places? Is it convenient to key destinations and to those who it needs to serve? Will the alternative be able to achieve reasonable travel times? All of these factors are considered along with cost implications and potential impacts, at least to the level they are known at this point.

As the study continues in the coming months, each alternative will be better defined in terms of its physical characteristics, operating plan, integration into the surrounding area, station plans, ridership, and costs so that all effects on the environment and community are understood. Each alternative will be designed to optimize its effectiveness and minimize its impacts. Equipped with this information along with public input, alternatives can be properly assessed and compared to each other. These are the analyses and information that decision makers need as the process moves toward the selection of a Preferred Alternative, which is approximately 18 months from now.

The alternatives to be studied in detail include the following:

### **No-Build**

- Includes all existing transit services
- Includes long range projects that are in the financially - constrained plans adopted for the region

### **Transportation System Management (TSM)**

- Enhancing the quality of existing transit service
- Expanding bus routes and improving frequencies
- Improving route coordination, support and marketing of transit
- Providing for better access with complementary modes such as pedestrians and bicycles
- Implementing low cost technological aids such as smart card fare system and priority treatment for transit

For additional information please visit [www.bi-countytransitway.com](http://www.bi-countytransitway.com) or contact:

Michael D. Madden, Project Manager  
Office of Planning, Maryland Transit Administration  
6 St. Paul Street, Baltimore, Maryland 21202-1614  
(410) 767-3694



Maryland Transit Administration  
Office of Planning  
6 St. Paul Street  
Baltimore, MD 21202-1614

PRSRT STD  
U.S. POSTAGE PAID  
MILLERSVILLE, MD  
PERMIT NO. 45  
ZIP CODE 21108

Robert L. Ehrlich, Jr.  
Governor of Maryland

Robert L. Flanagan  
Secretary of Transportation

Lisa L. Dickerson  
Acting Administrator Maryland Transit Administration



## **MTA Kicks-off Bi-County Transitway Study with Scoping Meetings**

Over 350 people attended four Public Scoping meetings for the Bi-County Transitway, held at locations in Montgomery and Prince George's Counties in September. Public meetings were held



September 10, September 16, September 17, and September 24, 2003 from 4:00 pm to 8:00 pm in Takoma Park, Silver Spring, Bethesda, and College Park respectively. Scoping meetings kick off the

planning and environmental review process set forth by Federal legislation. Scoping introduces the project to the public and obtains input on the range of issues and alternatives to be addressed during the remainder of the study.

At each of the meetings, the MTA presented and discussed information relating to the purpose and need, project background, project goals, evaluation factors, environmental considerations, alternative transit alignments and modes under consideration, the planning and environmental process and project timeline. Large-scale aerial maps of the study area allowed visitors to examine the alternative corridors more closely and subsequently post their comments directly on the maps.

If you missed the meeting or want to review the materials presented at these meetings, the meeting materials may be found on the Public Involvement-Public Meetings section of the Bi-County Transitway website: <http://www.Bi-CountyTransitway.com>.

The public comment period for the scoping process was open through October 31, 2003. Over 1,200 comments have been reviewed and sorted into nine different issue categories. See "What We Heard" in this newsletter for a discussion of comments. The comments will be responded to in the Scoping Process Report, which summarizes the entire scoping process. This report will soon be available for public review on the project website and at local libraries convenient to the corridor.

### ***What We Heard***

The public participation and input in scoping helps us understand the issues that are most important to those who live and work in the corridor. This information will also be used to help us evaluate and refine all of the different alternatives. As we move towards a determination of alternatives that should be studied in more detail, and eventually make a decision on a preferred alternative, public participation and input will remain a vital component. The following briefly summarizes the issues and concerns that members of the public expressed by topic area.

✓ **Alignment** – Citizens expressed both support and opposition of general alignments and speci-

*(continued on page 2)*

### ***Thank You!***

The MTA wishes to extend a special thank you to the several hundred people who attended our public scoping meetings. Many of you may have already received a "thank you card." For those who did not leave an address, please accept our thanks for taking the time to offer written comments.



# What We Heard

(continued from page 1)

## *Bus Rapid Transit in Rouen, France.*



fic routes. While some voice support for a dedicated right-of-way for the project, others prefer that transit operate on existing roadways. Opposition to a transitway along East-West Highway east of Silver Spring and Sligo Avenue outweighed

support. Reaction to a Jones Bridge Road alignment for BRT was mixed. There also was mixed support and opposition for transit on the Georgetown Branch right-of-way between Bethesda and Silver Spring.

✓ *Environmental* – Environmental impacts to the Georgetown Branch Interim Trail are the predominant focus of comments on the environment. In addition, impacts to trees, noise and vibration, residential properties, communities and open space are mentioned. Other environmental comments focus on air quality, environmental justice, historic preservation (particularly in Takoma Park), visual impacts, homeland security, and transit-oriented development.

✓ *Mode* – The majority of comments submitted on mode express support for light rail (LRT) over bus rapid transit (BRT), but support for a BRT alternative is significant. Many people support building an underground subway along the Georgetown Branch to avoid impacts to the right-of-way and maintain a high level of transit service. Other alternative modes are also suggested for study, such as monorail.

✓ *Pedestrian Safety* – An issue influencing people's preferences for both the BRT and LRT alternatives is safety of pedestrians. For example, people are concerned about operating BRT in a safe manner with school children walking to North Chevy Chase Elementary School on Jones Bridge Road. Similarly, people are concerned about the safety of having a light rail line operating along what will become the Capital Crescent Trail in the Bethesda area.

✓ *Project Planning Process and Implementation* – A wide range of comments regarding the project planning process were received, ranging from cost issues to project schedule. A common theme among them is a desire to see the project move quickly through the development process.

✓ *Public Involvement* – The public expressed interest in future public involvement opportunities and want assurance that all voices will be heard by the MTA.

✓ *Stations* – The public identified numerous places where they would like to see transit stations located, both new sites and those identified as potential sites by the MTA. Some of the new station sites suggested by the public include the New Carrollton Shopping Center, Riverdale/Kenilworth Avenue, the Takoma Metro station, Wayne and Flower Avenues, Riggs Road and

## *Light Rail in Portland, Oregon.*



(continued on page 3)

## What We Heard

(continued from page 2)

University Boulevard, and the Comcast Center and other locations at the University of Maryland. In addition, some people expressed opposition to stations at West Silver Spring, Connecticut Avenue and Jones Bridge Road, Chevy Chase Lake, the Naval Medical Center at Connecticut Avenue, the National Institutes of Health, and Bethesda.

✓ **Trail** – Preservation of the Georgetown Branch right-of-way for exclusive use as a trail is desired by a large number of meeting attendees, particularly those that attended the Bethesda public meeting.

✓ **Transportation** – Comments in this category ranged among several topics, including accessibility to regional activity centers such as hospitals and universities, concerns about traffic congestion, questions about ridership and the demand for transit, concerns about the potential of transit to reduce congestion, and interest in transit system connectivity.



## Bi-County Transitway Now Online!

In September, the Maryland Transit Administration set up a website, [www.Bi-CountyTransitway.com](http://www.Bi-CountyTransitway.com), to provide information about the study that is currently underway. On this site you can find information on the following subject areas:

- Project overview
- Project schedule
- Environmental studies and documentation
- Explanations of Light Rail Transit and Bus Rapid Transit
- Public involvement efforts – newsletters, meeting announcements and other public events and activities
- Online public meetings – including displays shown at the recent Public Scoping Meetings
- Alternative alignments currently under consideration



**Bi-County transitway**

Welcome to the Bi-County Transitway project study website. This website will provide information about study efforts underway. As the MTA moves forward with the project, your input is needed to create an effective public transportation link between Montgomery and Prince George's County.

Stay tuned for project updates by visiting our web site at [www.bi-countytransitway.com](http://www.bi-countytransitway.com).

MONTGOMERY PRINCE GEORGE'S

- Interactive mapping that presents a close-up view and description of distinct sections of the project corridor
- Contact Us

As this study proceeds, the website will be updated with new information as well as announcements on future activities, including additional opportunities for public input. Please check back frequently.



## What's Next?

The next year will be spent analyzing and identifying the alternatives to retain for detailed study. The results of this process will be documented in a "Definition of Alternatives" report. Following completion of this report, the MTA will begin the formal alternatives analysis and environmental process. In this process those modal and alignment alternatives that are retained for detailed study are evaluated for their environmental impacts, community impacts, transportation benefits, and costs. The end product of these activities will be the Alternatives Analysis and Draft Environmental Impact Statement (AA/DEIS) document.

Public outreach through newsletters, the website, participation at community meetings, and public information meetings will occur throughout the study process. Specifically, public meetings will be held at each of the major milestones of the process to provide the public with the opportunity to learn about and comment on the MTA's progress before final decisions are made.

Preliminary Engineering and a Final Environmental Impact Statement (PE/FEIS) will be prepared based on the outcomes of the AA/DEIS process and the selection of a locally preferred

alternative. A "Record of Decision" (ROD) will be sought from the Federal Transit Administration at the completion of the PE/FEIS process. The ROD formally transitions a project from the planning and environmental process to design and construction.

### *Near Term Activities – next 12 months*

- An environmental inventory will be initiated that identifies area demographics, cultural, community, and natural resources in the study area.
- Criteria will be developed for selecting alternatives to be carried forth into future phases of the planning and environmental process.
- Alternatives will be evaluated and selected for further study.

### *Longer Term Activities*

- Definition of Alternatives Report will be developed (Fall 2004)
- Alternatives Analysis/Draft Environmental Impact Statement completion and public hearing (Spring 2006)
- Preliminary Engineering and Final Environmental Impact Statement (Spring 2007)

### ***For additional information contact:***

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

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



Maryland Transit Administration  
Office of Planning  
6 St. Paul Street  
Baltimore, MD 21202-1614

PRSRT STD  
U.S. POSTAGE PAID  
MILLERSVILLE, MD  
PERMIT NO. 45  
ZIP CODE 21108



***MTA to hold Scoping Meetings for the Bi-County Transitway***

The public is invited to attend the upcoming Bi-County Transitway scoping meetings (see *Study Process* on page 2), to be held by the Maryland Transit Administration (MTA). Maps and other displays will show the study corridor and present project information and potential alignment and technology alternatives. Staff from the MTA and the consultant team will be available to discuss

issues, take comments and answer questions. Meetings will run from 4 PM to 8 PM all four nights. No formal presentations will be made. The open house format allows the public to view the displays and interact with project staff at their leisure. Persons needing special assistance, such as translation services, must contact the MTA within 7 days of the appropriate meeting date.

***Takoma Park-Langley Park*****September 10, 2003****4 PM – 8 PM****Langley Park Community Center****1500 Merrimac Drive****Hyattsville, MD 20783*****Bethesda*****September 17, 2003****4 PM – 8 PM****Bethesda-Chevy Chase High School****4301 East-West Highway****Bethesda, MD 20814*****Silver Spring*****September 16, 2003****4 PM – 8 PM****Holiday Inn- Silver Spring****8777 Georgia Avenue****Silver Spring, MD 20910*****College Park*****September 24, 2003****4 PM – 8 PM****City Hall****4500 Knox Road****College Park, MD 20740*****MTA tendrá reuniones comunitarias en Septiembre referente al  
Bi-County Transitway***

Usted esta invitado a asistir a las reuniones comunitarias auspiciadas por la Administración de Transito de Maryland (MTA) que se llevaran acabo el mes de Septiembre referente al Bi-County Transitway, antes conocida como la Línea Morada. En cada reunión se exhibirán mapas indicando el corredor que esta bajo estudio, la posible alineaciones de la ruta, se presentaran las diversas alternativas tecnologías y otra información correspondiente. Todas las reuniones serán de 4:00 pm a 8:00 pm.

Durante las reuniones no habrá una presentación formal, si no mas bien el propósito es de brindar al

publico la oportunidad de proveer sus puntos de vista y opiniones referente al estudio. El personal de MTA estará disponible para discutir el tema, contestar preguntas y tomar comentarios.

Su participación y opinión es muy importante para el mejoramiento del sistema de transportación de nuestra región. Si usted tiene alguna pregunta o comentario favor de comunicarse con el Sr. José Vazquez en la oficina regional de MTA en Silver Spring al 301/565-9665. Si usted necesita servicios de traducción al español déjenos saber 7 días antes de la reunión.

***What is the Bi-County Transitway?***

The Bi-County Transitway will provide high-capacity transit along a 14-mile corridor that extends from the western limits of Metrorail's Red Line in Bethesda to the New Carrollton Metrorail Station. The Bi-County Transitway project incorporates the former Georgetown Branch Purple Line western segment (Bethesda to Silver Spring) and the Purple Line eastern segment (Silver Spring to New Carrollton) into one comprehensive study. The two previous studies are being combined to meet consistent project goals and to ensure all built alternatives are assessed from the perspective of the entire corridor. Light Rail Transit and Bus Rapid Transit alternatives will be evaluated and considered for the corridor.

*(continued on page 2)*

## Study Process

The entire 14-mile Bi-County Transitway project will be evaluated in one environmental document, an Environmental Impact Statement (EIS). The role of the EIS is to ensure that transportation, community and environmental impacts are assessed for the Bi-County Transitway project and that public participation and community input help guide the decision-making process. Scoping is the first step in the public involvement process. The MTA encourages public input on potential transportation, social, economic, and natural environmental issues. The Project Team will use the input from Public Scoping to develop a project Purpose and Need, determine the range of alternatives to be considered, and identify the issues related to the proposed alternatives that need to be addressed in the environmental document.

The Bi-County Transitway study process is expected to take approximately three and a half years. (See *Project Schedule* below) Public Scoping and identifying a set of alternatives to carry forward into the evaluation process will take approximately one year. Another 18 months will be used to fully analyze the alternatives, produce the Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS) and select a Preferred Alternative. The decision on a Preferred Alternative determines the preferred mode (Light Rail Transit or Bus Rapid Transit) and alignment from all of the alternatives studied. Preliminary Engineering and the development of the Final Environmental Impact Statement on the Preferred Alternative will take an additional year to complete.

## Public Involvement

Encouraging public involvement is a priority for the MTA's Bi-County Transitway project. Public involvement will include various techniques to ensure the general public as well as regulatory agencies, public officials, organizations and associations are kept informed and involved in project

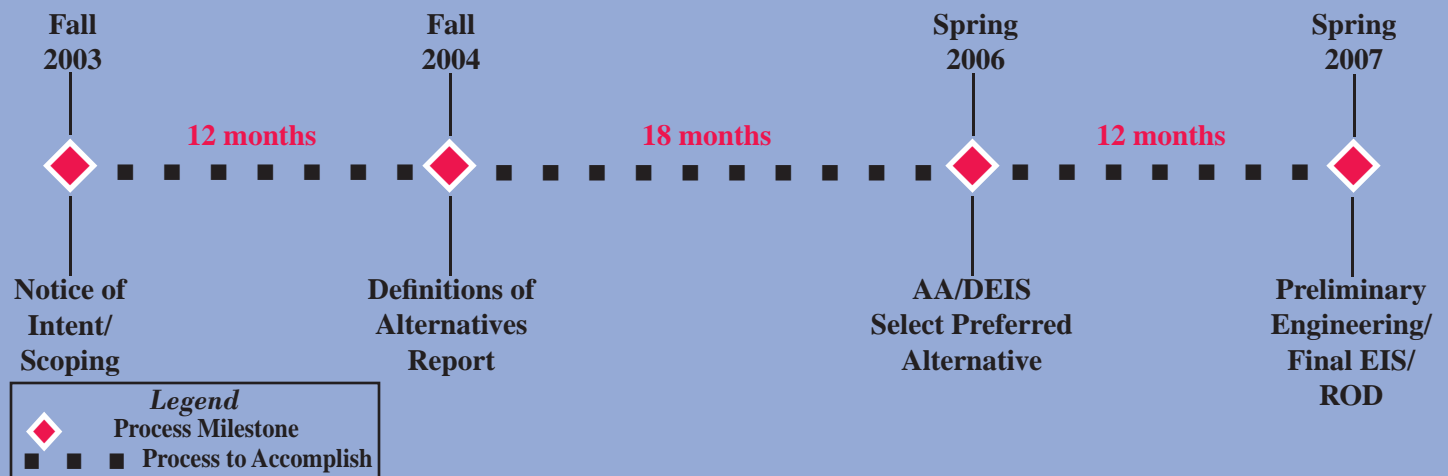
planning and design. Newsletters will be an important communication tool as will the project website. Public meetings will be held at various project stages to provide the public with an update of the project, as well as providing opportunities to comment on and ask questions about the project.

Those individuals who participate in public meetings should feel confident that the MTA hears your concerns. Comments from meetings held during the Bi-County Transitway Scoping meetings as well as the previous Purple Line western and eastern segment studies will be considered during the planning process. The Bi-County Transitway Project combines the previous two Purple Line studies into one project, to create a more effective, inclusive and clear decision making process. Many people may be wondering how the Bi-County Transitway project differs from the former Purple Line studies, and what remains the same.

## What has changed?

- Larger Study Area Combining the previous Purple Line studies into a single project means that the study area is expanded. Montgomery and Prince George's Counties, the cities of College Park and New Carrollton, the University of Maryland and a diverse cross-section of communities such as Bethesda, Silver Spring, Takoma Park, Langley Park and Riverdale all have a stake in the outcome of this regionally significant transportation study.
- Alternative alignment The MTA will consider alternative alignments as a way to minimize costs and avoid impacts.
- Bus Rapid Transit While it was to be considered as part of the Purple Line East study, Bus Rapid Transit (BRT) will now be considered for the entire Bi-County Transitway corridor. For more on BRT, see the article in this newsletter.

## Environmental/Planning Timeline



## What is the same?

- Project corridors East-west travel between Montgomery and Prince George's Counties along many of the area's oldest and densest communities has been a concern for decades. Planning and consideration for a transit facility along the Georgetown Branch right-of-way date back to the early 1970s. The project has been included in Montgomery County master plans for more than a decade.
- The Georgetown Branch Trail between Bethesda and Silver Spring is part of the Bi-County Transitway project. Maintaining a high quality hiker/biker trail remains an essential element of the project.
- Project Goals The project will address the need to improve access to existing transit services in Montgomery and Prince George's Counties. It will also provide effective transit options, enhance connectivity in response to regional growth, manage traffic congestion and support economic land use goals and plans within these two counties. Another important goal is to provide circumferential transportation in a corridor that contains key civic, educational and employment destinations and areas that need economic revitalization.

## What is Bus Rapid Transit?

BRT is a flexible, rubber-tired rapid transit mode that combines stations, vehicles, services, and guideway into an integrated system with a strong positive image and identity.

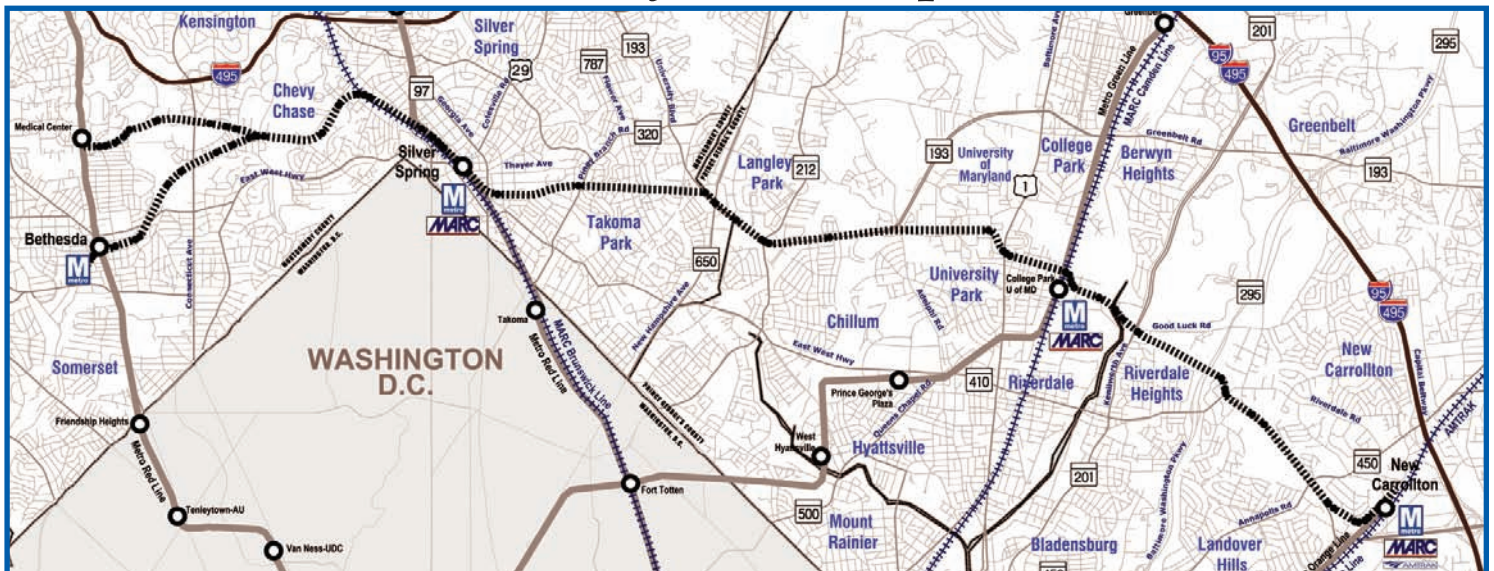
BRT is a permanently integrated system of facilities, services, and amenities that collectively improve the travel time, reliability, and identity of traditional bus transit.

BRT is new to Maryland, but not to many communities around the world. U.S. cities such as Pittsburgh and Seattle have long benefited from the attributes of BRT. BRT systems have shown that BRT can provide cost-effective, high-quality and high-performance rapid transit services, comparable to rail transit, in a variety of settings. A growing number of cost-effective systems demonstrate success in producing substantial service, ridership, and development benefits at relatively modest start-up and operating costs. These industry examples have caught the attention of the MTA as a way to develop cost-effective transit in Maryland in light of current statewide budget constraints.



(Photo Source: Simulation of proposed Boston BRT demonstration project, found on Federal Transit Administration Bus Rapid Transit Demonstration Program website: [www.fta.dot.gov/brt/projects](http://www.fta.dot.gov/brt/projects).)

## Study Area Map





## Coming Soon!

Coming soon is our Project website at [www.Bi-CountyTransitway.com](http://www.Bi-CountyTransitway.com). The website will feature the following:

- Project information, maps, schedule, news and events
- Interactive corridor map that allows visitors to obtain detailed information on the transitway project for specific locations along the 14-mile corridor at the click of a mouse, as information becomes available through the study.
- Notification of public meetings
- Copies of newsletters and other published documents
- “Virtual” public meeting sites that allow an electronic visitation to a public meeting with all displays and materials available and an electronic comment card from which you may automatically send the MTA comments on displayed material.
- Public meeting reviews – summaries of comments received at previously held public meetings, including the Purple Line Eastern segment “listening” meetings and the Purple Line Western Segment project definition meetings.

**[www.Bi-CountyTransitway.com](http://www.Bi-CountyTransitway.com)**

### Contact Us

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

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



Maryland Transit Administration  
Office of Planning  
6 St. Paul Street  
Baltimore, MD 21202-1614

PRSRT STD  
U.S. POSTAGE PAID  
MILLERSVILLE, MD  
PERMIT NO. 45  
ZIP CODE 21108



## What is the Purple Line?

- The Purple Line is a proposed 16-mile east-west rapid transit line extending inside the Beltway from Bethesda in Montgomery County to New Carrollton in Prince George's County.
- The Purple Line would operate largely at street level.
- The Purple Line would connect the major central business districts and activity centers of Bethesda, Silver Spring, Takoma/Langley Park, College Park/University of Maryland, and New Carrollton.
- The Purple Line would provide direct connections to Metrorail at Bethesda, Silver Spring, College Park, and New Carrollton; linking the two branches of the Red, Green, and Orange lines.
- The project would also connect to all three MARC lines, AMTRAK, and local bus routes.
- Twenty-one station locations are currently being evaluated.
- A hiker/biker trail is included along the Georgetown Branch and CSX/Metrorail corridors.

## What will the Purple Line be?

- The Purple Line would be either light rail (LRT) or bus rapid transit (BRT).
- The Purple Line would not be a Metro line, but it would be integrated with the region's Metrorail system through convenient connections.
- A BRT system has permanent stations, large buses that look and feel like a rail car, which operate on streets with traffic, in dedicated lanes or on a separate right-of-way.
- A LRT system is an updated streetcar line that operates on tracks with overhead wires, has permanent stations, and can run on

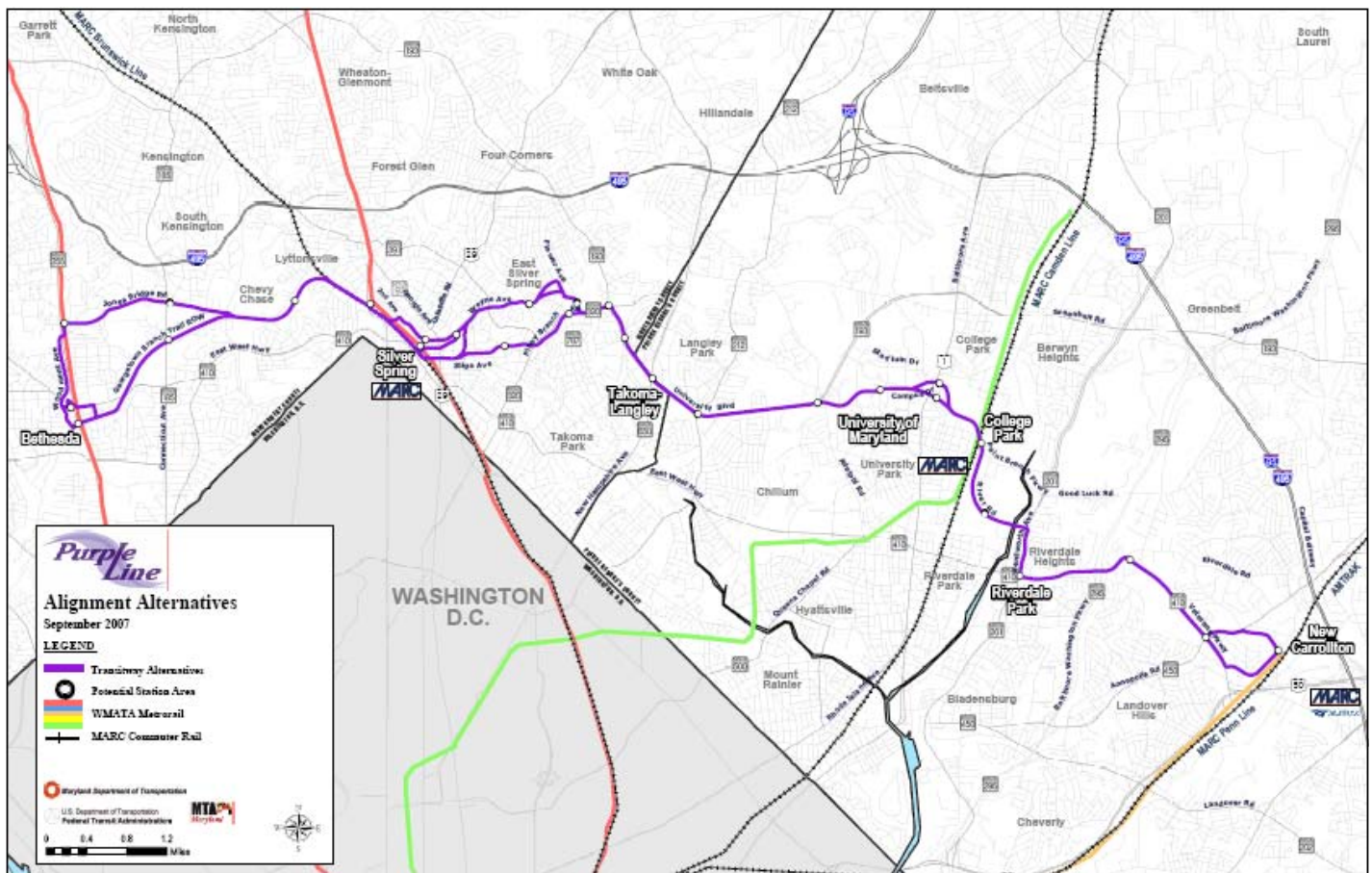
roadways in mixed traffic, in dedicated lanes or on a separate right-of-way.

- The Purple Line would be a pedestrian-friendly transit system that is sensitive to the surrounding community.



## Why do we need the Purple Line?

- The number of people and jobs in the area are growing and more people are traveling east to west and vice versa.
- The existing roads are highly congested, and commuting times continue to increase.
- The existing east-west bus services are unreliable and slow.
- The project would provide a high-quality, faster and more dependable east-west transit link that does not exist today.
- It is difficult and time-consuming to get from many parts of the corridor to Metrorail.
- It would provide a direct link to the state's primary university and largest employer in Prince George's County, the University of Maryland.
- There is a large population in the area that relies on transit and many residents who choose to take transit instead of driving.



## Where are we in the project schedule?

- The MTA is currently conducting an Alternatives Analysis and Draft Environmental Impact Statement (AA/DEIS).
- We are continuing to refine the Purple Line alternatives and working with the community to address their concerns and improve the design of the project.
- New information on the project's benefits, impacts, travel time estimates, costs and ridership will be shared with the public at open house meetings this December.
- The AA/DEIS will be completed in spring 2008, at which point public hearings will be held.
- A decision on the "Preferred Alternative" will be made after the AA/DEIS process, approximately summer 2008.
- The very earliest that construction on the Purple Line could begin is 2012.
- It would likely take 3 to 5 years to complete construction.

## How do I learn more about the Purple Line?

Visit our new website:

[www.purplelinemd.com](http://www.purplelinemd.com)

Come to our Open Houses this Fall

Ask us to come out to your community

Contact us through the website or by phone

or email: at 410-767-3694 or

[mmadden@mtamaryland.com](mailto:mmadden@mtamaryland.com)

(Mike Madden, MTA Project Manager)

En Español: Carlos Abinader

301-577-2063

[cabinader@mtamaryland.com](mailto:cabinader@mtamaryland.com)







### ¿Qué es la Línea Púrpura?

- La Línea Púrpura es un corredor de tránsito de 16 millas que se extiende desde Bethesda en Montgomery County hasta New Carrollton en Prince George's County.
- La Línea Púrpura operaría en gran parte en el nivel de la calle.
- La Línea Púrpura conectaría los centros comerciales y de actividad de Bethesda, Silver Spring, Takoma/Langley Park, College Park/University of Maryland, y New Carrollton.
- La Línea Púrpura proporcionaría las conexiones directas a las estaciones de Metro de Bethesda, Silver Spring, College Park, y New Carrollton; conectando las dos ramas de las líneas roja, verde y naranja.
- El proyecto también conectaría las tres líneas de MARC, AMTRAK y rutas de buses locales.
- Veintiuno ubicaciones para estaciones están siendo evaluadas.
- Un sendero para peatones y ciclistas será incluido a lo largo del Georgetown Branch y el corredor de CSX/Metrorail.

### ¿Qué será la Línea Púrpura?

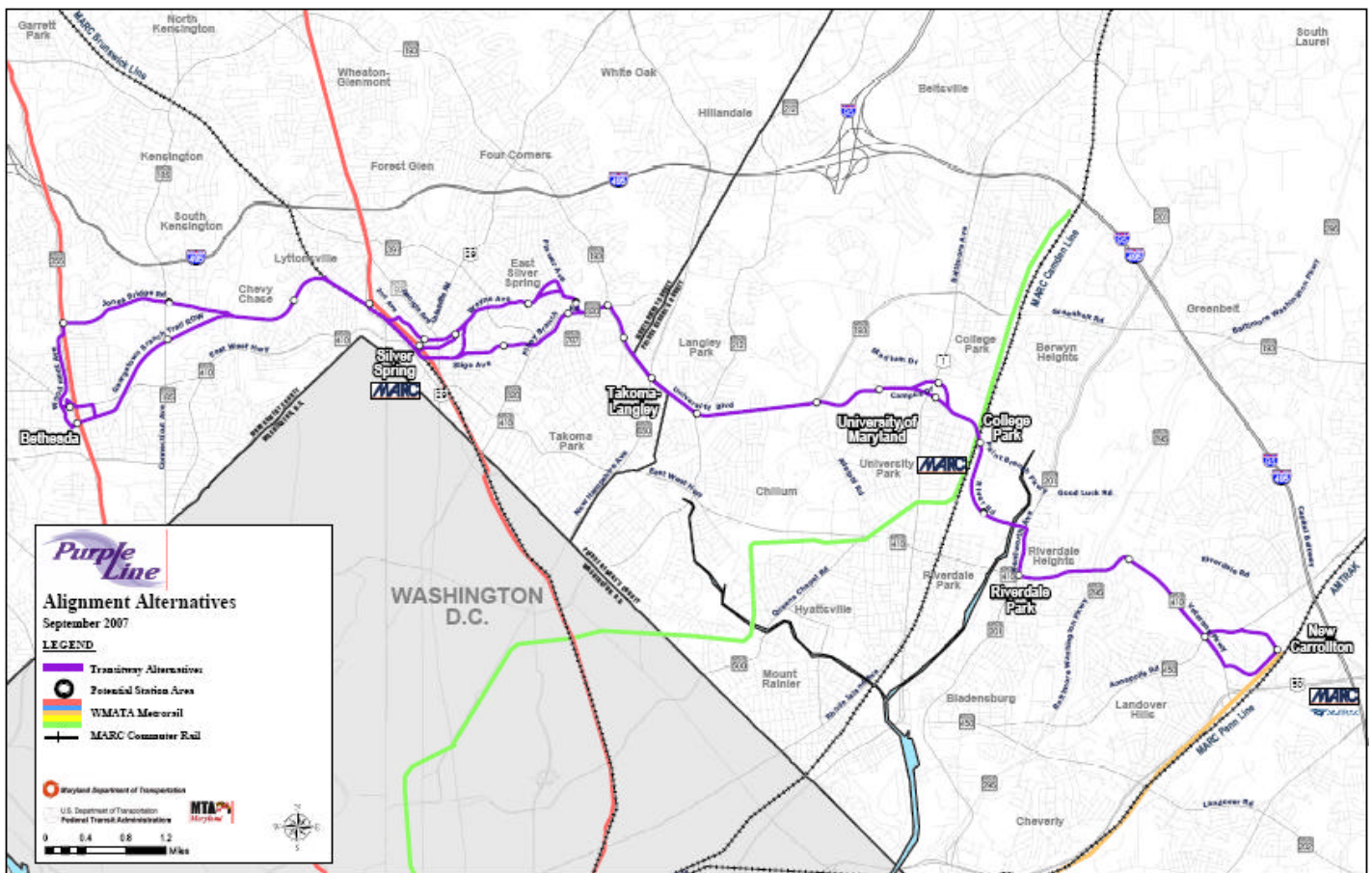
- La Línea Púrpura será tranvía eléctrico de tránsito (LRT) o bus de tránsito rápido (BRT).
- La Línea Púrpura no será una línea de Metro, pero será integrada a través de conexiones convenientes.
- El sistema de BRT tiene estaciones permanentes, buses grandes que se parecen y se sienten como un tren en rieles. Los buses operan en las calles con tráfico, en carriles dedicados, o en una calle separada.
- El sistema LRT es un tranvía que opera en rieles con alambres encima. Tiene estaciones permanentes y puede correr en calles con tráfico, en carriles dedicados o en una calle separada.

- La Línea Púrpura será un sistema amistoso de tránsito con peatones y sensitivo con la comunidad de alrededor.



### ¿Por qué necesitamos la Línea Púrpura?

- El número de personas y trabajos en el área está creciendo y más personas viajan de este a oeste y viceversa.
- Las calles existentes están muy congestionadas y el tiempo en el carro sigue aumentando.
- Los servicios de buses de este a oeste son poco fiables y lentos.
- El proyecto proporcionará un servicio de tránsito de alta calidad, que será más rápido y más fiable y que no existe hoy.
- Es difícil y consume mucho tiempo llegar desde muchas partes del corredor hasta una estación de Metro.
- Proveerá un vínculo directo a la principal Universidad del estado y el mayor empleador en el condado de Prince Georges, la Universidad de Maryland.
- Hay una gran población en el área que depende en el sistema de tránsito y hay muchos residentes que optan por usar tránsito en lugar de conducir.



## ¿Dónde estamos en el calendario del proyecto?

- La Administración de Tránsito de Maryland (MTA) está conduciendo el Análisis de las Alternativas/Plan de Declaración de Impacto Ambiental (AA/DEIS).
- Seguimos perfeccionando las alternativas de la Línea Púrpura y trabajando con la comunidad para atender sus preocupaciones y mejorar el diseño del proyecto.
- Nueva información sobre los beneficios del proyecto, los impactos, las estimaciones del tiempo de viaje, los costos y su uso será compartido con el público en las reuniones de puertas abiertas en Diciembre de este año.
- El AA/DEIS será completado en la primavera del 2008, momento en el que las audiencias públicas serán realizadas.
- La decisión sobre la "Alternativa Preferida" se hará después del proceso de AA/DEIS, en el verano del 2008 aproximadamente.

- Lo más temprano que la construcción de la Línea Púrpura podría comenzar es el 2012.
- La construcción demoraría de 3 a 5 años.

## ¿Cómo puedo obtener más información acerca de la Línea Púrpura?

Visite nuestra página web:

[www.purplelinemd.com](http://www.purplelinemd.com)

Ven a nuestra reunión este otoño

Pídanos que vallamos a su comunidad

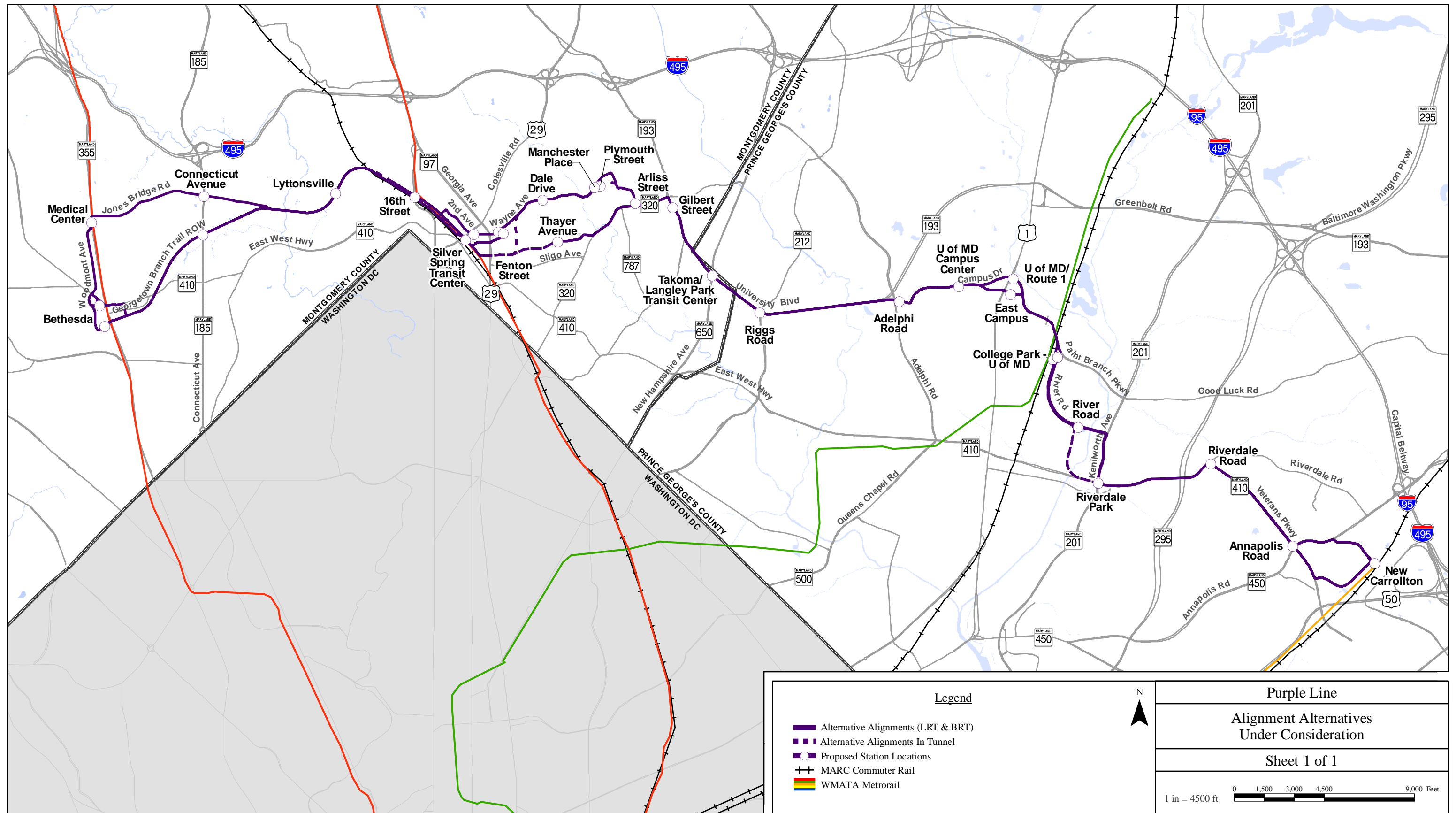
Contáctenos a través de la página web o por teléfono o email: 301-577-2063

[cabinader@mtamaryland.com](mailto:cabinader@mtamaryland.com)

(Carlos Abinader, MTA)













## MARYLAND TRANSIT ADMINISTRATION

### MARYLAND DEPARTMENT OF TRANSPORTATION

Martin O'Malley, Governor • Anthony G. Brown, Lt. Governor  
John D. Porcari, Secretary • Paul J. Wiedefeld, Administrator

## Environmental Resource Assessments Underway as Purple Line Study Progresses

*This informational flier is provided by the Maryland Transit Administration.*

As the Purple Line Study progresses, the Maryland Transit Administration (MTA) study team members will be assessing environmental resources in your area in an effort to better understand existing conditions in the study area. Analyses are being done along possible corridors. The information collected will be evaluated and used to prepare environmental and planning analyses for the Alternatives Analysis/Draft Environmental Impact Statement (AA/DEIS). The AA/DEIS is a federally required document that examines a proposed project's impact.

The Purple Line is a proposed 16 mile east-west transit line from the Bethesda to New Carrollton in Montgomery and Prince George's Counties. The Purple Line would provide service connecting with existing bus lines, and Metrorail and MARC services.

Team members will be collecting information on geology, ecology, cultural resources (historic and archeological,) and communities from your area. It is anticipated that the majority of these activities will occur from within the public right-of-way and on public lands. If it should be necessary to enter private property, the MTA will issue property owner notification letters. In residential areas, the work will be done on weekdays and is expected to last two to four weeks, weather permitting.

MTA appreciates your patience as we work to better understand the environmental conditions of the study area. All necessary utilities coordination will occur prior to any form of direct excavation and each small test unit will be filled at the end of the each day. Please keep all children and animals away from the equipment and holes, especially after dark, as some equipment may be left on site during the testing period.

*If you have questions or want to learn more about the Purple Line, please contact:*



**Mike Madden, Project Manager**  
**Maryland Transit Administration**  
**6 Saint Paul Street**  
**Baltimore, MD 21201**  
**Telephone: 410-767-3694**  
**Email: [mmadden@mtamaryland.com](mailto:mmadden@mtamaryland.com)**  
**Website: [www.purplelinemd.com](http://www.purplelinemd.com)**



## MARYLAND TRANSIT ADMINISTRATION

### MARYLAND DEPARTMENT OF TRANSPORTATION

Martin O'Malley, Governor • Anthony G. Brown, Lt. Governor  
John D. Porcari, Secretary • Paul J. Wiedefeld, Administrator

## **Evaluaciones de Recursos Ambientales en Camino Mientras el Estudio de la Línea Púrpura Avanza**

*La información en este folleto fue proporcionada por la Administración de Transito de Maryland (MTA).*

Mientras que el estudio de la Línea Púrpura avanza, la Administración de Tránsito de Maryland (MTA), en un esfuerzo para tener un mejor entendimiento de las condiciones existentes, va a asesorar los recursos ambientales en su área. Las evaluaciones se estarán conduciendo a lo largo de los posibles corredores de tránsito. La información coleccionada va a ser evaluada y usadas para preparar los análisis ambientales y de planificación para el Análisis de Las Alternativas/Plan de Declaración de Impacto Ambiental (AA/DEIS). El AA/DEIS es un documento que es un requerimiento federal que examina el impacto de un proyecto.

La Línea Púrpura es un corredor de transito este-oeste de 16 millas desde Bethesda hasta New Carrollton en los condados de Montgomery y Prince George's. La Línea Púrpura proveerá un servicio que conecte líneas de bus existentes, el Metro y servicios de MARC.

Miembros del proyecto van a coleccionar información en geología, ecología, recursos culturales (históricos y arqueológicos) y comunidades de su área. Es anticipado que la mayoría de estas actividades ocurrirán en dominio público. Si es necesario entrar en propiedad privada, el MTA mandara cartas a los dueños de la propiedad. En áreas residenciales, las actividades van a ser realizadas durante los días de semana y durará aproximadamente dos semanas, si el clima lo permite.

El MTA aprecia su paciencia mientras que trabajamos para entender los recursos ambientales en su área. Toda la coordinación necesaria con las compañías de las utilidades ocurrirá antes de cualquier forma de excavación directa y cada pequeña muestra será llenada al final de cada día. Por favor mantenga a los niños y animales lejos del equipo y hoyos, especialmente después del anochecer, ya que algún equipo puede ser dejado en el sitio durante el periodo de prueba.

*Si tiene preguntas o quisiera más información acerca del estudio de la Línea Púrpura por favor contacte:*



**Mike Madden, Director del Proyecto**  
Maryland Transit Administration  
6 Saint Paul Street  
Baltimore, MD 21201  
Telephone: 410-767-3694  
Email: [mmadden@mtamaryland.com](mailto:mmadden@mtamaryland.com)  
Website: [www.purplelinemd.com](http://www.purplelinemd.com)

**EN ESPAÑOL:**  
**Carlos Abinader**  
Maryland Transit Administration  
4351 Garden City Dr., Ste 305  
New Carrollton, MD 20785  
Telephone: 301-565-9665  
Email: [cabinader@mtamaryland.com](mailto:cabinader@mtamaryland.com)



# Soil, Rock and Water Samples Needed as Study Efforts Continue on the Purple Line Project

*This informational flier produced by the Maryland Transit Administration.*

The Purple Line is a proposed east-west transitway between Bethesda, Silver Spring, College Park, and New Carrollton in Montgomery and Prince George's counties. As the Maryland Transit Administration (MTA) continues study efforts on the Purple Line project, team members may be collecting soil, rock and water samples from your area in an effort to better understand underground conditions. No borings will be conducted on private property.



Analyses are being done throughout the study area and along multiple corridors under consideration. The information collected will be evaluated and used to assess the feasibility and costs of various alignments. Information will also be used to prepare environmental and economic analyses that will be part of the Draft Environmental Impact Statement (DEIS), a federally required document that examines a proposed project's impacts.

Equipment similar to what is pictured here will be used to create a boring (hole drilled into the ground) to test subsurface soil, rock layers and groundwater. To reach the depths required and to penetrate hard soil or rock, borings are created using motorized equipment. All activities related to this operation will be carefully planned and performed in accordance with required permits, including limited work hours if required. All work associated with these investigations will be performed on weekdays and in public rights-of-way. These types of investigations are often performed during planning phases of projects and do not represent a start of construction or a preference for an alignment.

MTA appreciates your patience as we work to better understand the environmental and geologic conditions of the study area. Please keep all children and animals away from the equipment, especially after dark, as the equipment will be left on or near the site during the testing period.



***If you have questions or to learn more about the project, please contact us at:***



**Mike Madden, Project Manager  
Maryland Transit Administration**

**6 St. Paul Street  
Baltimore, MD 21201**

**Telephone: 410-767-3694**

**Email: [mmadden@mtamaryland.com](mailto:mmadden@mtamaryland.com)**

**Website: [www.purplelinemd.com](http://www.purplelinemd.com)**







## What is the Bi-County Transitway Study?

The major transportation routes between Montgomery and Prince George's Counties are seriously congested and the Maryland Transit Administration (MTA) is looking at ways to provide convenient and reliable alternatives for east-west travel.

The Bi-County Transitway is a proposed 14-mile rapid transit line (see map inside) extending from Bethesda in Montgomery County to New Carrollton in Prince George's County. It will be integrated with the region's Metrorail system, connecting the two branches of the Red

Line, the Green Line and the Orange Line at Bethesda, Silver Spring, College Park, and New Carrollton, respectively. It will also connect to Amtrak and MARC commuter rail and local bus services. Ten to twelve station locations are currently being studied, with additional stations under consideration. The alternatives that are being studied include the No-Build, enhanced bus service or Transit System Management (TSM), light rail and bus rapid transit.

The Bi-County Transitway project will be evaluated in an Alternatives Analysis (AA)/ Environmental Impact Statement

(EIS). The purpose of the AA is to provide decision makers the information needed to select a Preferred Alternative. The role of the EIS is to ensure that:

- Transportation, community and environmental impacts from the Bi-County Transitway project are assessed;
- Public participation and community input are considered in the decision-making process;
- Impacts are avoided, minimized, or mitigated to the extent possible.

## Why do we need the Bi-County Transitway? How will it benefit us?

Many people in the Bi-County Transitway corridor rely on transit to go to work, shopping and entertainment; others have only limited travel options that increasingly take longer and are less reliable. While Metrorail service is fast, transit users must travel into D.C. and out again to get from one section of the Bi-County corridor to another. The existing bus service travels in an east-west direction, but since it uses the congested roads, service is slow and unreliable. What is missing is a high-quality east-west connection. The Bi-County Transitway would provide faster and more dependable transit service between Bethesda, Silver

Spring, Takoma Park, Langley Park, the University of Maryland, College Park, Riverdale, and

New Carrollton. It would also significantly enhance access to

*(continued on next page)*





## ***Why do we need the Bi-County Transitway? How will it benefit us?***

*(continued from previous page)*

the Metrorail system and therefore increase access to the entire region. Population in both Montgomery and Prince George's Counties is expected to increase by almost 25 percent by 2025; and employment is expected to increase by 29 percent in Montgomery County and 68 percent in Prince George's County by the year 2030. More residents and more jobs will mean more traffic on our overcrowded roads. Creating a rapid east-west link between Montgomery and Prince George's Counties could provide a convenient and reliable alternative to driving.

Transit stations along the Bi-County Transitway will be located and specifically designed to serve the needs of the surrounding community. The Bi-County Transitway will support economic development and community revitalization ef-

forts currently underway in many areas of the corridor by providing convenient transportation to those areas, and linking them to other major economic centers and key activity areas.

Because of its direct connections with the Metrorail system and easy

access to many of the region's busiest destinations, the Bi-County Transitway could ease the growth of traffic on our clogged roadways, improve transit travel time, and offer a safe and convenient alternative means of travel.

### ***Krefeld, Germany***



## ***What is the history of the project?***

Planning for a transitway and trail along the Georgetown Branch dates back over three decades to the 1970s. Originally a freight line, rail service on the line was terminated in 1985. In 1986 Montgomery County completed a feasibility study for

the 4.4-mile Georgetown Branch Transitway. Shortly afterwards the County purchased the right-of-way for future use as a transportation corridor. The Georgetown Branch project was then approved as part of the County's master plans.

### ***Bernhausen, Germany***



Conceptual plans for a transitway and hiker-biker trail between Bethesda and Silver Spring were developed in 1996 by the MTA. In the 1990s Maryland's State Highway Administration (SHA) began the Capital Beltway HOV study to consider ways to address the growing congestion on the Capital Beltway. The conclusion of that study was that congestion was so great, and expected to get so much worse, that no single transportation solution would provide significant relief. As a result, it was decided that both highway and transit solutions be studied in more detail, and the study became known as the Capital Beltway/Purple Line Study.

*(continued on next page)*



## What is the history of the project?

(continued from previous page)

Both "Inner" and "Outer" Beltway transit corridors were examined with the "Inner Beltway" corridor projected to have the greater transit need. In the 2002 Capital Beltway/Purple Line Study, the Bi-County Transitway was projected to generate more than 56,000 daily transit trips. The addition of high-capacity, rapid transit in this east-west corridor could provide travel options in the areas where the congestion of the Beltway is worst.

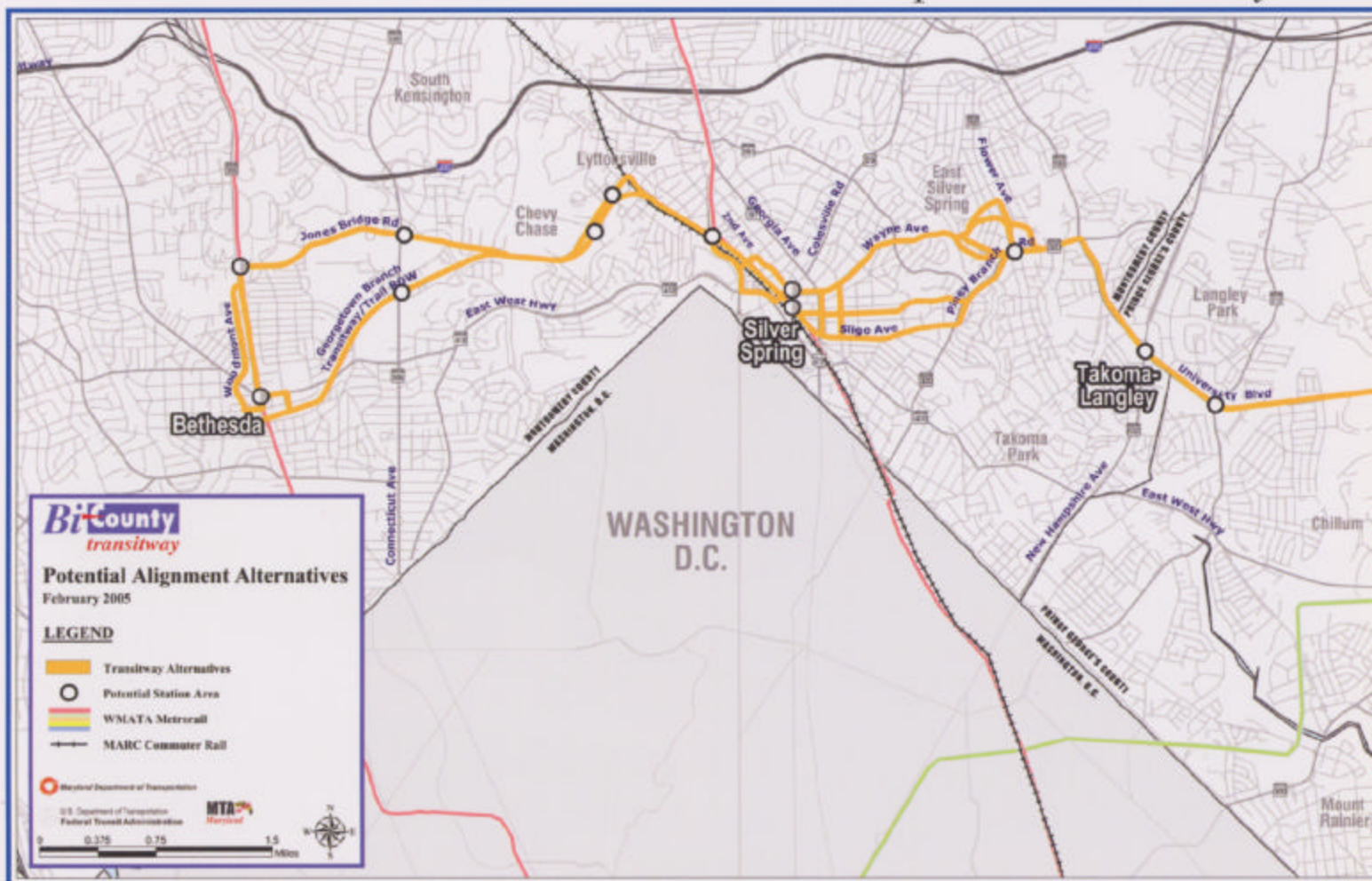
In 2002, MTA extended the Georgetown Branch study beyond

Silver Spring to New Carrollton. It was decided to combine these two segments into one comprehensive study and name it the Bi-County Transitway Study. This was done in order to meet consistent project goals and to ensure that the alternatives would be assessed from the perspective of the entire corridor.

Rouen, France



## Proposed Bi-County Tra





## *How is a project of this scale studied? What are the steps in the study?*

Public Scoping is the first step in the public involvement process. In September 2003, the MTA held a series of meetings inviting the public, government agencies and interested parties to provide input on potential transportation, community, and natural environmental issues. The input from public Scoping was used to further define the problem and identify the need for the project, settle on the initial range of alternatives to be considered, and identify potential issues related to the proposed alternatives that need to be addressed in the environmental document.

The next step is analyzing and identifying the alternatives to retain for detailed study. The results of this process are documented in a "Definition of Alternatives" report. During this step the formal alternatives analysis and environmental process begins. In this process the bus and rail alternatives and alignment options that have been retained for detailed study are fully evaluated and better defined so that their environmental effects, community impacts, transportation benefits, and costs can be accurately assessed. The end product of these activities

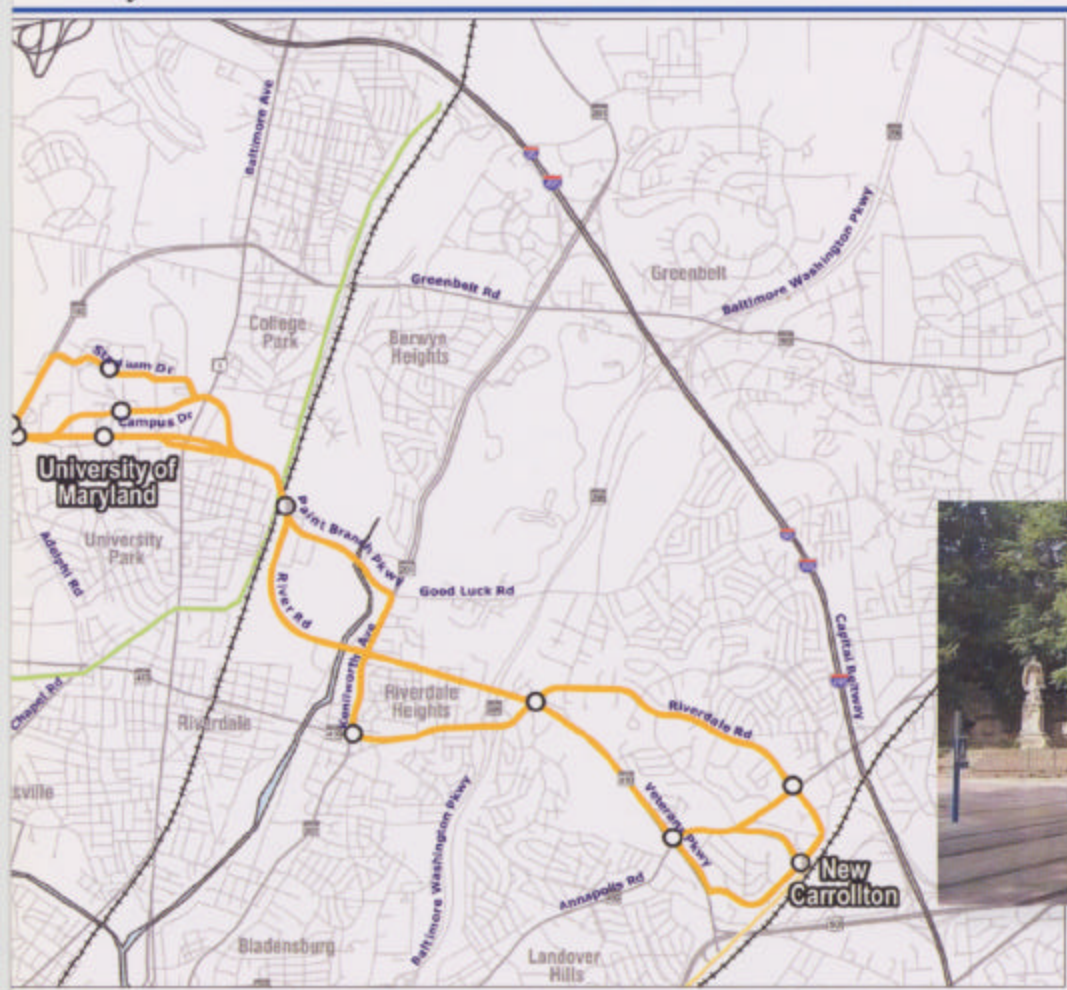
will be the Alternatives Analysis and Draft Environmental Impact Statement (AA/DEIS) document, which is distributed for review and then discussed at a formal public hearing.

Preliminary Engineering and a Final Environmental Impact Statement (PE/FEIS) will be prepared based on the outcomes of the AA/DEIS process and the selection of a Preferred Alternative. A "Record of Decision" (ROD) will be sought from the Federal Transit Administration at the completion of the PE/FEIS process. The ROD formally transitions a project from the planning and environmental process into design and construction.

The MTA is taking the lead on this project, with the support and close

coordination of a team that includes the Washington Metropolitan Area Transit Authority, Montgomery and Prince George's Counties, the Maryland-National Capital Park and Planning Commission for each county, State Highway Administration, and local municipalities in the project area.

sitway



*Montpellier, France*





## *Will the Bi-County Transitway be buses or trains?*

The MTA is studying both light rail transit (LRT) and bus rapid transit (BRT) modes along with a No-Build and enhanced bus service alternative. Both LRT and BRT can operate at street level, on aerial structures, or in a tunnel. Both types of systems also can be designed to provide a rapid, reliable, high-capacity and environmentally-sensitive transit alternative.

### Bus Rapid Transit (BRT)

Bus Rapid Transit (BRT) looks and feels much like a railcar but uses rubber wheeled vehicles. It can operate either on city streets, or in a separate busway. Like a rail system it has permanent stations, services, and amenities. Vehicles are typically fueled with low emission hybrid electric or Compressed Natural Gas. BRT is new to Maryland, but not to many communities around the world. US cities such as Pittsburgh and Seattle have long benefited from the attributes of BRT. BRT systems can provide:

- Potentially lower capital cost
- Cost-effective alternatives
- High-quality, flexible service
- High-performance rapid transit services that can be quickly implemented
- Medium to high capacity service depending on project conditions

*Eugene, OR*



### Light Rail Transit (LRT)

*Portland, OR*



Light Rail Transit (LRT) is an electric railway system that can operate single cars or short trains. LRT can operate in mixed traffic or in the median of a roadway on a separate right-of-way. A growing list of cities in the US and Europe have LRT systems including Baltimore, Dallas, Denver, St. Louis, and San Diego. LRT systems can provide:

- Cost-effective alternatives
- High-quality service
- High-performance rapid transit services
- High-capacity service depending on project conditions

### Metrorail (Heavy Rail Transit)

Metrorail (heavy rail) is an option that has been dropped from further consideration for this study. While heavy rail has many positive characteristics, it is prohibitively expensive to build. Because of the dangers of the third rail that powers heavy rail trains, the right-of-way must be completely separated from other uses and from the public.

This requires deep tunnels, aerial structures, or very wide exclusive rights-of-way. All of these factors make heavy rail a very expensive and potentially intrusive transit option. No new heavy rail systems are being built today in the US.

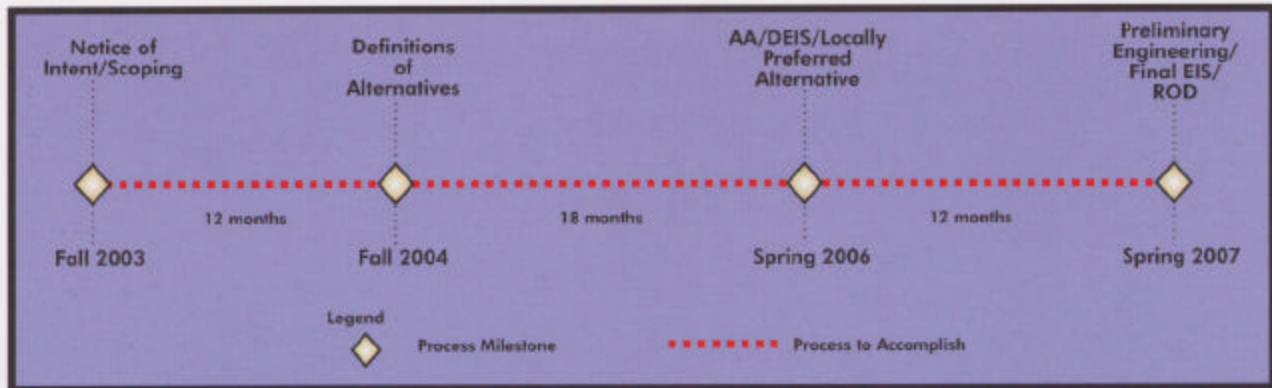


## How long will the study take?

The Bi-County Transitway study process is expected to take approximately three and a half years. Public Scoping and identifying a set of alternatives to carry forward into the environmental process has taken approximately

one year. Another 18 months will be used to fully analyze and develop conceptual plans for the alternatives, produce the Draft Environmental Impact Statement (DEIS), and select a Preferred Alternative. The decision on a Preferred Alternative includes both

the preferred mode (Light Rail or Bus Rapid Transit) and the preferred alignment. Preliminary Engineering and the Final Environmental Impact Statement on the Preferred Alternative will take an additional year to complete.



## How can the public be involved?

Active public involvement is an essential component of all MTA projects, and the Bi-County Transitway study is no exception. Public outreach through newsletters, the project website, community meetings, and public open houses will occur throughout the study process. Public meetings will be held at each of the major milestones of the process to provide the public with the opportunity to learn about and comment on the MTA's progress before final decisions are made. If you participate in public meetings, you should feel confident that the MTA hears your concerns. All comments from public meetings, emails, or other written correspondence relating to the project will be considered during the planning process.

The public meetings will be announced in local newspapers and on the project website. Please contact the MTA to get on the project mailing list so that you will be kept informed of the study's progress and of all public involvement opportunities.

The MTA is working with Montgomery and Prince George's Counties to form community working groups which will work directly with the study team and provide feedback to the MTA on community issues as the project progresses through the planning and environmental study process.

## Contact Information

For further information about this project, please visit the project website at [www.bi-countytransitway.com](http://www.bi-countytransitway.com) or contact us directly at:

Mike Madden, Project Manager  
Maryland Transit Administration  
6 St. Paul Street, Baltimore, MD 21202  
410-767-3694; [mmadden@mtamaryland.com](mailto:mmadden@mtamaryland.com)

En Español:

José M. Vázquez, Maryland Transit Administration  
8720 Georgia Avenue, Suite 904, Silver Spring, MD 20910  
(301) 565-9665; [jvazquez1@mtamaryland.com](mailto:jvazquez1@mtamaryland.com)

