

Purple Line Mitigation Advisory Group (MAG) Meeting
Monday, September 13, 2010
Leslie Hill, Minute Taker

Present: Mary Anne Hoffman, Chair; Pat Burda, Town Council Liaison; David Salzman; Jacob Bardin; Joan Rood; Leslie Hill. Absent: John Burnes, Rich Brancato and Andy Hill.

The meeting was called to order at 7:00 pm. Council member Burda and Mary Anne reviewed the status of the Purple Line Project to date: The County Council has voted to amend the Master Plan to place the Trail on the north south of the tracks (away from the Town). MAG discussion then turned to what we now know about MTA's plans and the mitigation measures the Town wants most urgently.

MAG now knows that MTA is planning for:

1. A 3-4' sound barrier on each side of the tracks with an industrial-style chain link fence
2. Tracks will lie in the current Trail bed, their location constrained by the Wisconsin Avenue tunnel and East-West Highway bridge.
3. The crossing of the tracks at Lynn Drive will be at-grade.
4. Trains will travel at speeds of 45-50 mph at the Lynn Drive crossing. MTA has said that trains will be required to slow down at this point if sight distance studies show the need for slower train speeds. MAG has not yet received any specifics on findings of the State's sight distance studies
- 5.. There is 16 feet of unused space on the south side of the tracks
6. The tracks will be depressed in the Wisconsin Avenue tunnel

In the discussion that followed, MAG identified the Town's three major mitigation concerns: safety, noise and visual impact.

1. **SAFETY** is the ultimate concern all along the tracks. In the Town of Chevy Chase, the greatest threats to safety are the crossing at Lynn Drive and potential access to the tracks due to low walls or fences. The trains will be moving quickly, and there will be little reaction time for the train drivers. MAG will work with MTA on what types of signals will be used and what will keep the children safe, particularly at Lynn Drive crossing tracks early in the morning on the way to school when it is dark outside.

2. **NOISE** could be mitigated with higher walls and depressed tracks to minimize train rumble. Higher walls would be a safety feature as well if designed so that they cannot be climbed. Areas of particular concern are where brakes will be applied and at any curves.

3. **VISUAL IMPACT** could be mitigated by earth berms and high noise walls with vegetation on them.

The committee acknowledged that the Town may need to hire a consultant to help identify the best ways to mitigate its safety, noise and visual impact concerns.

There being no further business the meeting was adjourned at 8:45 pm. The next meeting of MAG is scheduled for October 5th at 7 pm.