

TOWN OF CHEVY CHASE, MARYLAND

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TOWN COUNCIL

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PUBLIC MEETING ON THE PURPLE LINE

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WEDNESDAY,
JUNE 6, 2007

+ + + + +

The Council convened at 7:00 p.m. in the Leland Community Center Town Hall, 4301 Willow Lane, Chevy Chase, Maryland, the Honorable Linna Barnes, Mayor, presiding.

COUNCIL MEMBERS PRESENT:

THE HONORABLE LINNA BARNES, Mayor
ROB ENELOW, Vice Mayor
KATHY STROM, Secretary
LANCE HOFFMAN, Treasurer
MIER WOLF, Community Liaison

STAFF PRESENT:

TED POCHTER
DAVE WALTON

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C O N T E N T S

	<u>PAGE</u>
Introduction, The Honorable Linna Barnes . . .	3
Presentation by Mike Madden	5
Public Speakers:	
Rolf Sinclair	55
Roger Mitchell	58
Jean Buergler	61
Naomi Kaminsky	63
John Keppler	65
Donna Worsham	68
Jim Mitch	70
John Barnes	72
Veda Charrow	74
Marie Gaarder	76
David Rubashkin	78
Pam Browning	81
Deborah Vollmer	83
Ted Rowse	85
Deden Ingram	87
Will Blacklow	89
David Steeds	92
Bruce Russell	94
Julie Stanish	96
Susan Blacklow	98
Howard Sachs	100
Joan Rood	102
Marty Saggese	104
Andrew Bennett	106
Lawrence Rothman	108
Joe Frankel	110
Betsy Johnson	112
Eleanor Harris	114
Barbara Bocker	115
Rachel Bocker	118
Jim Roy	119
Andrea Boiarski-Mazell	144

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P R O C E E D I N G S

(7:02 p.m.)

1
2
3 MAYOR BARNES: First of all, thank
4 you all for coming. As you know, this is
5 going to be -- it's not a public hearing.
6 What it is is a public meeting because the
7 Town Council and the Long Range Planning
8 Committee want to know what the residents
9 think about the Purple Line. We also want to
10 have the opportunity for residents to hear
11 from our state representative Mike Madden --
12 not State, delegate representative, but
13 representative from the State Transportation
14 Department -- about what's going to happen.

15 And then there will be time for
16 residents to speak. It will be really a
17 strict two minutes because we have 38 people
18 signed up. so you can tell that's a really
19 long number of speakers. If you can multiply
20 that by two and it takes some time to get up
21 and down, it's going to be long.

22 There will also be questions. I'm

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1 not sure how many we'll be able to have. The
2 Long Range Planning Committee has written some
3 questions, and we'll see if Mr. Madden answers
4 them. They won't have to answer them, but
5 they will ask other ones if they're not
6 answered.

7 And we may be able to have a couple
8 of questions that you put on the yellow
9 sheets, on the yellow cards if you don't have
10 something answered.

11 All I have to really say is I hope
12 everyone will be civil, as I know we were very
13 civil with the moratorium meetings two years
14 ago, and I assume the same thing will happen
15 tonight.

16 All that said, I apologize there
17 are no more chairs, but all of the chairs that
18 are in the town are out. So we need --
19 there's one there. There might be a couple
20 around, but otherwise it's standing room.

21 So that said, let's have Mr. Madden
22 start for us and hear what he has to say.

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1 MR. MADDEN: Okay. I'm one of the
2 lucky ones that has a chair. It's nice to be
3 here.

4 I'm Mike Madden.

5 MAYOR BARNES: Go behind the podium
6 because we're recording.

7 MR. MADDEN: Okay.

8 MAYOR BARNES: I'm sorry.

9 MR. MADDEN: Good evening. I'm
10 Mike Madden from the Maryland Transit
11 Administration, and I work under the Maryland
12 Department of Transportation for the state,
13 and it's the state that is conducting the
14 study for the Purple Line.

15 Yes, it is called the Purple Line.

16 At one time it was Bi-county Transitway under
17 a previous administration, but we're back to
18 calling it the Purple Line since that's what
19 everybody knew it as all along.

20 I have a number of consultants with
21 me this evening I will introduce. They will
22 be here to help us, help answer some of the

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1 questions also.

2 We have roughly, I think, as
3 requested by Mier Wolf, roughly a 30 minute
4 PowerPoint presentation that we want to go
5 through that talks very briefly about the
6 project overall, but then focuses on the
7 Master Plan alignment through the Chevy Chase-
8 Bethesda community as it goes up towards Jones
9 Mill Road.

10 I'll be glad then to answer some of
11 the questions. We have a list of them from
12 Mier Wolf. We'll go over those, and then it's
13 up to the Mayor in terms of how exactly your
14 meeting runs.

15 With me tonight is Carlos, Carlos
16 Avaneda. He works for MTA also as a public
17 outreach person.

18 Monica Mead is one of our
19 consultants. Monica does public involvement
20 and everything else. She's the transportation
21 planner.

22 Joe Romanowski is our lead

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1 engineer. He's a consultant on RK&K. Monica
2 is with PB, and Greg Benz, he's our consultant
3 project manager, also from PB.

4 We'll go ahead and get through this
5 presentation, and if we can get through this
6 without the questions, and then we'll be glad
7 to answer your questions, and we'll go from
8 there. Does that sound okay?

9 MAYOR BARNES: Not stopping for
10 questions that Pat Berger has.

11 MR. MADDEN: Okay, okay. So
12 tonight we're just going to give a very brief
13 overview of the project, history of the Master
14 Plan alignment. It has got rather a long
15 history in terms of the county trying to
16 preserve the right-of-way along the former
17 Georgetown Branch right-of-way.

18 We want to talk some about where
19 else with trails. This is the federal act
20 through which the county purchased the right-
21 of-way, and then talk about the trail
22 analysis.

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1 What we've done is we've looked at
2 the trail and the trail was always assumed to
3 be on the south side of the alignment. We see
4 some advantages for a good portion of that
5 moving it to the north side, and we'll go
6 through that analysis and through our
7 recommendations and reasons as to why.

8 Again, the Purple Line is a 16 mile
9 transitway. We're starting both light rail
10 transit and bus rapid transit. It extends
11 from Bethesda. Downtown Bethesda would
12 connect through the CSX corridor into Silver
13 Spring, serve the Silver Spring Transit
14 Center. That way it would connect both
15 branches of the Red Line.

16 The project would continue east
17 beyond Silver Spring Transit Center through
18 east Silver Spring Transit Center, would
19 extend along University Boulevard. It would
20 serve the Transit Center, which will be
21 located at the crossroads of Maryland 193 and
22 New Hampshire Avenue, 650.

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1 Then it would continue east and go
2 directly through the campus of the University
3 of Maryland, and then it would connect to the
4 Green Line at the College Park Metrorail
5 station, continue east to serve the University
6 of Maryland Research Park along River Road,
7 and then eventually on to 410 and Veterans
8 Parkway into the New Carrollton Station
9 connecting to the Orange Line.

10 Okay. This just gives, again, a
11 brief overview of the project, and right now
12 we're actually studying up to approximately
13 20, 21 stations. That's more than we had
14 before. The other thing is that the project
15 would connect to all three of the MARC
16 commuter rail lines, to Amtrak at New
17 Carrollton and also to local and regional
18 buses.

19 Are you coming in?

20 MR. POCHTER: No.

21 MR. MADDEN: Okay. In terms of the
22 project schedule, our original schedule

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1 indicated that this time this spring we would
2 be completed with the draft environmental
3 impact statement. That's not the case. We
4 had to push the schedule out roughly a year
5 mainly because of additional work we had to do
6 on the regional travel forecasting model, and
7 some of that relates to the Federal Transit
8 Administration requirements. Their
9 requirements are very stringent in terms of
10 making sure that the model is up and running,
11 that the model is providing accurate
12 information.

13 So now we pushed the project out a
14 year, but this fall we're scheduling. We will
15 be having public open house meetings. At that
16 time we should have the model up and running.

17 We should have estimates for the ridership,
18 ridership for each of the alternatives that we
19 are evaluating. We also should have
20 information in terms of more detailed
21 information as far as impacts and costs also.

22 So hopefully all of you are on the

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1 mailing list and you will be notified of our
2 public meetings, again, some time in mid or
3 late fall this year.

4 The alternatives analysis draft
5 environmental impact study statement, which is
6 the study process we have been going through
7 for a couple of years, that will be completed
8 next spring, the spring of '08. At that time
9 we would hold public hearings where testimony
10 is taken from the public on that document that
11 is distributed ahead of time.

12 That will have all of the
13 information in terms of all the impacts, all
14 of the benefits, all of the costs, the cost
15 effectiveness, all of that on each of the
16 alternatives we are evaluating.

17 Following that public hearing the
18 preferred alternative would be selected, and I
19 know there was a question in terms of who
20 makes that decision, how the county,
21 Montgomery County, relates to the state. All
22 I can tell you is the final decision is up to

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1 the state, up to the governor, and I'm sure he
2 would consult with both counties, other
3 elected officials, whoever he wants to consult
4 with.

5 But the final decision in terms of
6 the preferred alternative is made by the
7 state, and then that is submitted to the
8 Federal Transit Administration, along with a
9 request to go into the next phase, which would
10 be preliminary engineering and the final EIS.

11 So that would happen some time after summer
12 of '08.

13 The earliest that the project could
14 begin construction would be 2012. Again,
15 that's optimistic, assuming that all of the
16 federal and state money that we need to bill
17 and design the project would be available.

18 Okay?

19 PARTICIPANT: So fascinating.

20 MR. MADDEN: Well, in terms of the
21 history of the project, I thought it would be
22 beneficial to go back through the history.

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1 Probably a lot of you are very familiar with
2 this history, but it actually goes back to the
3 1970s when Montgomery County requested that
4 the Bethesda station be designed so that it
5 accommodated a future transit facility.

6 What they did was at the southern
7 end of the Bethesda station, which is down
8 under Wisconsin Avenue, they built knockout
9 panels, knockout panels meaning they can be
10 easily removed and a new station entrance can
11 be built.

12 That is intended for the Purple
13 Line, where the Purple Line would come in and
14 connect to the existing Metrorail station. It
15 would just be another entrance.

16 That's part of this project. I
17 know Montgomery County has tried to accelerate
18 the design of that project, but in terms of
19 construction, we are assuming it will be part
20 of the Purple Line, although that could happen
21 on its own. It has its own benefits in terms
22 of providing access to more of the downtown

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1 Bethesda area.

2 In 1985, CSX, which has taken over
3 the Georgetown Branch line from the B&O
4 railroad, announced its intention to terminate
5 freight service, which actually had been
6 operating since I think it was 1892 on the
7 Georgetown Branch right away. The county then
8 completed a feasibility study for a transit
9 line, a future transit line on the railroad
10 right-of-way, and Montgomery County purchased
11 the right-of-way from CSX in 1988, and it was
12 specifically to serve as both a transitway, a
13 transportation corridor, and as a permanent
14 trail.

15 You can stand up here with me if
16 you want to.

17 So that was in 1988. I think it
18 was \$10 million that the county purchased the
19 right-of-way with.

20 They then in 1989 issued the
21 Georgetown Branch corridor study, which
22 recommended that the project in terms of a

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1 future transitway and a permanent hiker-biker
2 trail be included in their Master Plan. It
3 was adopted as part of the 1989 Georgetown
4 Branch Master Plan, the Silver Spring CBD
5 sector plan also, but the Bethesda 1994 CBD
6 sector plan.

7 So the project has been on the
8 Master Plans since that time. In 1993, the
9 Council of Governments was doing a study
10 around the whole region. At that time they
11 identified the Georgetown Branch as what they
12 considered to be the most promising rail
13 linkage in the region.

14 In 1995, that's, I believe, when
15 the county decided that the right-of-way until
16 the Georgetown Branch transitway, later the
17 Purple Line, was to be built, that at that
18 time the right-of-way could be used as an
19 interim trail. They removed the railroad ties
20 and put crushed stone down, and that's what
21 you all use and enjoy today, but they made it
22 very clear at that time, and in fact, they

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1 consulted with the Federal Transit
2 Administration. They wanted to make it clear
3 that the interim use would not impact at all
4 the future use of the right-of-way as both a
5 transitway and a trail.

6 And then in 1996, MTA came in and
7 carried out what was called a major investment
8 study and draft environmental impact
9 statement, and that looked at both a busway
10 and a light rail along the Master Plan
11 alignment. The state and the county then
12 reached agreement in 1998 that the project
13 should go forward, "the project" meaning
14 Bethesda to Silver Spring only, should go
15 forward as the Georgetown Branch transitway
16 and trail along the Georgetown Branch railroad
17 right-of-way.

18 And this is the alignment that
19 we're talking about. This is what's referred
20 to as the Master Plan alignment. I will
21 mention that in addition to the Master Plan
22 alignment we at MTA are also evaluating an

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1 alignment that would go into Bethesda, would
2 serve the NIH station, would continue along
3 from the Bethesda Metrorail Station along
4 Woodmont Avenue, would connect up to NIH, the
5 station there, and would continue along Jones
6 Bridge Road across Wisconsin Avenue and then
7 across Connecticut Avenue and hook up with the
8 Georgetown Branch right-of-way just west of
9 Jones Mill Road.

10 That's another alignment. That
11 alignment is only being evaluated as a BRT, or
12 bus rapid transit, alternative. We felt
13 because of the right-of-way and the residences
14 along there that the only option that could
15 work would be bus rapid transit, and that's
16 the only alternative we are evaluating for
17 that alignment.

18 But we continue to evaluate that,
19 and we'll continue to look at that throughout
20 the entire study.

21 In terms of the Master Plan
22 alignment, it begins at Woodmont Avenue, and

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1 the right-of-way in that section is very
2 narrow, 32 feet wide. We have worked with the
3 private developers to provide space in their
4 development for the right-of-way to have two
5 tracks that would extend out to the end of
6 Woodmont Avenue, and then it goes under the
7 Apex and Air Rights Building.

8 When it goes under that existing
9 tunnel that's out there today, the only way we
10 can take the trail through there is to
11 actually put the trail up on top of one of the
12 tracks. We have to lower the track in that
13 area so that we have room to fit the trail.
14 It's not a good situation at all, but we
15 wanted to make sure that there was an option
16 on the table that would take the trail
17 directly through the tunnel.

18 We also in terms of the trail are
19 evaluating an option that would keep the trail
20 on the surface, on the roadways through there.

21 And then when it comes out of the
22 tunnel, the right-of-way soon after that is 66

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1 feet, maintains a minimum of 66 feet. When we
2 go further east through the Columbia Country
3 Club, the right-of-way is 100 feet, and in
4 that area, the golf course is actually
5 encroached in the right-of-way. What you see
6 out there today in terms of the fence around
7 the trail is only a very small portion of the
8 right-of-way. The right-of-way is much wider
9 through there.

10 Continuing east, the right-of-way
11 is roughly 90 feet through the residential
12 area west of Jones Mill Road to east of Jones
13 Mill Road. When it goes through Rock Creek
14 Park, the right-of-way widens out to 225 feet
15 wide, and then it goes back down to 66 feet
16 when it gets into the industrial area near
17 Lyttonsville.

18 And then in the vicinity of
19 Brookville Road and Lyttonsville there's a
20 small portion, a small segment there that also
21 goes down to 60 feet.

22 In terms of rails with trails,

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1 we've looked at other examples throughout the
2 country to find out are there any similar
3 types of examples, and what is rails with
4 trails all about. Basically, the definition
5 as we understand it from looking at what's out
6 there today is that they are pedestrian
7 pathways constructed on or adjacent to active
8 railroad rights-of-way. So there are examples
9 of a trail next to railroads. In fact,
10 there's quite a few.

11 And in 1996, there were over 37
12 active rails with trails with over 60
13 additional projects of a trail next to an
14 active railroad that were being proposed or
15 planned at that time.

16 In 2002, right now there are seven
17 active light rail rails with trails projects.

18 Actually the majority of them are trails next
19 to freight railroads that are active today.

20 In terms of the benefits of rails
21 with trails, they provide connections that are
22 separated from traffic, from highway, and they

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1 have designated access points. Obviously they
2 offer scenic qualities in most cases and
3 context sensitive solutions and aesthetics in
4 terms of how they're designed, and they do
5 connect to a variety of different land uses
6 from one activity center to another, and they
7 provide recreational opportunities, long
8 distance, off road connections between lots of
9 points of interest along the way, and in most
10 part they support community enhancement and
11 economic development opportunities, and we've
12 seen a lot of examples of that throughout the
13 country.

14 In terms of safety, the general
15 conclusion of the projects that have been
16 studied and that have been built out there
17 today are that trails are compatible with
18 active railroads. Rails with trails are just
19 as safe as other trails, and in fact, they
20 often serve to help keep people off of active
21 railroad tracks.

22 In some cases there are barriers

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1 between the two. In other cases barriers do
2 not even exist. This is an example of what
3 are the rails with trails projects that exist
4 today that we looked at. The tracks, the
5 center line of the track to the trail, roughly
6 25 to 30 feet, which is similar to what we're
7 talking about for the master plan alignment.

8 In terms of design guidelines, we
9 could not find anything out there that were
10 actually adopted guidelines. They have a lot
11 of ideas and concepts that they encourage
12 people to go by to use as a guideline. So
13 what we did was we incorporated a lot of their
14 recommendations, their guidelines in terms of
15 rails with trails.

16 This is a publication that was put
17 out in 2002 that looked at examples of rails
18 with trails throughout the country.

19 We looked at a couple of case
20 studies, and in this particular rails with
21 trails in Pennsylvania, it's a four mile
22 project that connects Philadelphia to Valley

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1 Forge, approximately 20 freight and commuter
2 rail trains run along the line each day. The
3 trail is similar to what we're talking about
4 for the Master Plan alignment, ten to 12 feet
5 wide, a variance setback between the trail in
6 the transitway with a minimum of ten feet and
7 generally the train speeds are 20 to 40 miles
8 per hour.

9 And they have issue in terms of
10 some trespassing in areas adjacent to the
11 trail, but not related to the trail. Overall
12 benefits, obviously it's highly used and it
13 provides connection between several points of
14 interest in terms of downtown Philadelphia and
15 outside of Philadelphia.

16 In Texas there was also another
17 trail that we looked at which is ten miles
18 long. It's used for tourist excursions. So
19 the amount of trains that were on there would
20 be a lot less than along the Master Plan
21 alignment. It's roughly two freight trains
22 each year in addition to the excursion trains.

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1 Again, there's a setback of 25 foot
2 setback, and when we say "setback," we're
3 talking about the center line of the track to
4 the edge of the trail. The trains in this
5 case in Texas do not exceed 30 miles per hour.

6 The track, the railroad track and the trail
7 do go through a residential area, and in terms
8 of benefits, one of the officials there noted
9 that it has helped to reduce cost of right-of-
10 way maintenance, that is, for the railroad,
11 and also law enforcement has noted how popular
12 the trail is.

13 In terms of what we wanted to
14 accomplish and why we were looking at the
15 trail, we wanted to evaluate the trail
16 location. We had some of the community say,
17 "Why don't you look at it on the north side?"

18 And we wanted to take a good look at that.
19 We didn't want to just put that kind of idea
20 aside, but we wanted to evaluate it from an
21 objective standpoint.

22 So we looked at the trail in terms

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1 of the north side versus the south side, and
2 our intent all along was to see if it would
3 make a difference in terms of providing for a
4 better trail experience, to see if it would
5 allow us to have more separation between the
6 trail and the transitway.

7 Again, this just lists our
8 objectives a little bit in more detail in
9 terms of improving the aesthetics of the trail
10 from what it was earlier under the earlier
11 design. We wanted to see if by putting it on
12 the other side, if that would help in terms of
13 following the existing lay of the land, the
14 topography. We wanted to see if it would help
15 to minimize the retaining walls.

16 In fact, these are all things that
17 convinced us that it would be better to be on
18 the north side. It gives us more separation
19 between the transitway and the trail. It does
20 put the trail in a more natural setting in
21 terms of the lay of the land, the topography,
22 and we feel it gives more comfort to the trail

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1 users because in most cases we're able to put
2 the trail up above where the transitway would
3 be in terms of the wheels of the train on the
4 track or for BRT also.

5 Our second objective was to provide
6 for a better separation between the two, not
7 just from a vertical standpoint, but also from
8 a horizontal standpoint, and then to see if we
9 could improve the setting of the trail and not
10 have the trail users walking and hiking right
11 next to the transitway, but instead ot provide
12 some kind of buffer, landscape buffer between
13 the two, and that's what we were able to
14 accomplish by putting it on the north side.

15 These are some cross-sections. Up
16 above shows what the earlier design was going
17 to provide for, and you can see how close --
18 this is just before East-West Highway -- how
19 close the trail was to the transitway. And
20 the reason for that is because under this
21 design when the trail was on the south side of
22 the transitway, when it went under East-West

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1 Highway, one of the tracks was on one side of
2 the existing wall and the pillars that were
3 built for East-West Highway and the other
4 transitway was on the other side. That's why
5 you had that much more separation between the
6 two tracks.

7 But what that ended up resulting in
8 is that the trail had to be very close to the
9 transitway. So when we look at what happens
10 if we put the trail on the other side, this is
11 just before East-West Highway in the area of
12 the Riviera Apartment complex. When we put it
13 on the other side, the trail, just before it
14 goes under East-West Highway and as it goes
15 under East-West Highway, it's actually on the
16 other side of the wall for the roadway that
17 exists there, that the two tracks of the train
18 can then be squeezed much closer together.

19 So you have much more of a buffer
20 between the transitway and the trail because
21 of that. And, in addition, the trail is able
22 to be at a higher elevation than the track is.

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1 And east of 410, East-West Highway,
2 again, in this case the trail was at the same
3 level as the tracks, and by putting it on the
4 south side, we were able to put the trail up
5 higher. We think that provides for a better
6 trail experience, and it gives a better level
7 of comfort, and it appears obviously to be
8 farther away from the transitway also.

9 And adjacent to the Columbia
10 Country Club, again, this is an area where we
11 have a 100 feet right-of-way. We're not using
12 that entire right-of-way, but when we put the
13 trail on the south side, we're able to have
14 the trail at a higher elevation, again, than
15 the transitway, and we are able to provide
16 more of a buffer between the two instead of
17 having more retaining walls to build the
18 transitway.

19 And just west of Jones Mill Road,
20 at Jones Mill Road the transitway goes under
21 Jones Mill Road. Just west of there before it
22 goes under, again, we're looking at putting the

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1 trail on the north side, and again, that
2 allows us to put the trail on the natural lay
3 of the land instead of cutting it into the
4 hillside, and it provides for more of a
5 buffer.

6 Just beyond there is where the
7 trail goes back to the other side.

8 In terms of four recommendations, we
9 wanted to maintain the trail at a minimum of
10 three to four feet above the transitway,
11 increase the separation between the trail and
12 the transitway, and to provide a landscaped
13 area, landscaping.

14 We're not talking about large
15 trees. We're talking mostly about ground
16 covers and shrubs in between the transitway
17 and the trail, and so it's roughly a distance
18 of 1.7 miles.

19 At first, after the trail comes out
20 of the tunnel, when it does that, when it goes
21 through the tunnel, it's up in the air. It's
22 above the transitway. It then has to come

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1 back down to grade.

2 The trail then goes to the north
3 side for 1.7 miles up just before it goes
4 under Jones Mill Road, and then on Jones Mill
5 Road the trail would go to the south side, and
6 it would be on the south side as it goes
7 across Rock Creek Park.

8 That's the PowerPoint presentation
9 that we have. We can turn the lights back on
10 if we want.

11 I do have a list of questions here.
12 Do you want me to go through these now?

13 MAYOR BARNES: That would be great.
14 Yes, please do.

15 MR. MADDEN: Okay, okay. The first
16 question is what is the role of the state
17 versus Montgomery County in route selection,
18 and I think I already covered that again. the
19 final decision, the final say in terms of the
20 preferred alternative is up to the state.
21 Obviously the state will coordinate, will
22 consult with the counties and other elected

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1 officials.

2 And then the next question is: is
3 the DEIS performed with respect to a
4 particular route or will option routes, such
5 as the Beltway route to medical center, also
6 be studied for the DEIS? And will the DEIS
7 consider any tunneling or only above grade?

8 I think this first part of the
9 question refers to what was proposed, and it
10 was called the Metrorail Loop. We have
11 evaluated that alignment quite a long time
12 ago. We also worked with Park and Planning
13 Commission to evaluate that alternative. We
14 did not see any benefit in terms of serving
15 the purpose and need for the Purple Line for
16 that project.

17 What we found is that project would
18 certainly help the existing Metrorail system,
19 but that does not serve the same purpose in me
20 of the Purple Line, which is to connect the
21 radial Metrorail lines, to connect one
22 activity center or one central business

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1 district to another to serve the University of
2 Maryland, to serve some of the transit
3 dependent populations along the corridor.

4 The Metrorail loop did not fare
5 well at all in terms of comparing that to how
6 well the purpose and need are met from the
7 other alternatives.

8 The document that we have the
9 public hearing on will provide information in
10 terms of the reasons that we didn't carry that
11 option through the detailed study. It will
12 also talk about the other options that we
13 have, such as East-West Highway, Colesville
14 Road through Silver Spring, and in terms of
15 tunneling, we have looked at tunneling, three
16 different tunnel options along the national
17 plan alignment from Pearl Street again just to
18 west of Jones Mill Road, and we came up with
19 an estimate of at least \$150 million more that
20 tunneling the project along the master plan
21 would cost versus building it on the surface
22 on the grade that exists today, and our

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1 estimate is that because you're not gaining
2 any travel time benefits, and that is what the
3 Federal Transit Administration identifies as
4 cost effectiveness, it's the travel time
5 benefits divided by the operating costs and
6 the capital cost.

7 In this case, since we weren't
8 getting any travel time benefits, our estimate
9 is that that would not be cost effective to
10 tunnel that entire segment, that roughly two
11 miles. The cost would make the project
12 unaffordable, not cost effective.

13 We're not studying that option any
14 longer in our study. And, again, that will
15 all be documented in the alternatives analysis
16 and environmental impact statement.

17 Next is a recent study of a Purple
18 Line tunneling option between the Air Rights
19 Center and Jones Bridge Road which is what I
20 was just talking about. Note that it is not
21 worthwhile to further study the underground
22 tunnel options.

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1 In light of Governor Martin
2 O'Malley's recent comments in favor of an
3 underground system, we will study the options
4 further. My answer still is no. We don't
5 intend to study it further.

6 In terms of the governor's
7 statement, the governor is very supportive of
8 transit. He thinks the Metrorail system is
9 probably the greatest thing going.

10 At the same time, he knows that the
11 Purple Line has a long history. He does not
12 want to delay the project. He does understand
13 that we need to find a cost effective solution
14 if the project is to go forward with. So he's
15 comfortable with the direction that we're
16 going in in terms of not further studying
17 underground alignments.

18 The next question is has the state
19 discussed an underground connection from
20 Silver Spring as part of the existing
21 Metrorail system. Is the Washington
22 Metropolitan Area Transit Authority at all

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1 interested in this?

2 Unfortunately, I don't know what
3 this is referencing. I don't know of anything
4 that WMATA is interested in in terms of an
5 underground connection from Silver Spring. So
6 I'm not sure what this question is about.

7 Mier, do you want to help me with
8 this?

9 MR. WOLF: As I understand the
10 Purple Line is not going to be party to this
11 system; is that correct? In other words, the
12 rail fare and Metro is not going to have a
13 link through the Purple Line.

14 MR. MADDEN: It has not been
15 determined, first of all, in terms of who
16 would operate the system. That decision needs
17 to be made probably at the time that we showed
18 for the selection of the preferred
19 alternative, if not before then.

20 It could be. It could be Metro.
21 It could be the Washington Metropolitan Area
22 Transit Authority that operates the system.

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1 It could be the State of Maryland MTA. It
2 could be one of the counties, Montgomery
3 County or Prince George's County.

4 In terms of fair, we're assuming
5 that it would be a seamless connection in
6 that something similar, if not the same, as a
7 Smart Card would be used. You'd be able to
8 transfer from one system to another
9 seamlessly. So it is not a Metrorail system,
10 but it would be operated in conjunction with
11 that closely in terms of making connection one
12 to the other.

13 Greg, did you have anything to add
14 to that?

15 MR. BENZ: I think the question is
16 it's a different technology.

17 MR. MADDEN: Was that the question
18 about the technology? I think he was asking
19 about from a fair standpoint.

20 MS. STROM: I actually think that
21 the question had a further component among the
22 committee as well, and I think we were also

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1 interested in knowing to what extent you might
2 have had discussions with Washington
3 Metropolitan Transit Authority to discuss
4 whether there -- I know that we all who have
5 ridden the subway know that an east-west link
6 through the Metro system, for example, an
7 underground that would be part of the existing
8 Metrorail, would be a benefit, and it would
9 probably get more ridership because you
10 wouldn't have to come up and go onto -- we're
11 thinking had that option even been considered,
12 that it could be part of the subway system
13 that we have in the Washington Metropolitan
14 area.

15 I think that was the other aspect
16 of that question.

17 MR. MADDEN: Yes. Not that I'm
18 aware of.

19 MS. STROM: Not at all?

20 MR. MADDEN: I mean, we have Metro
21 staff on our project team. We work very
22 closely with them. They're very familiar with

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1 what the project is about. We're working
2 closely with them in terms of making sure that
3 we have good connections from the Purple Line
4 to Metrorail.

5 They see it obviously as a benefit
6 to their system. They've never said, you
7 know, that it should be an underground
8 Metrorail system. I'm not sure where else
9 you're coming from.

10 Joe.

11 MR. ROMANOWSKI: I also think the
12 connection whether underground Metro or light
13 rail, you still have to defer where you're
14 coming. If you had a Metro line in Bethesda,
15 you still have to connect from where we are
16 today down to the Metro.

17 But, again, Metro would mean that
18 they would either be tunneled together or be
19 very separated because of the third rail.
20 The cost would be a lot higher than the cost
21 that we have right now for the light rail.

22 MAYOR BARNES: I'm going to have to

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1 ask. It's wonderful for everybody to
2 participate, but because our court reporter is
3 recording it, it really is helpful if people
4 come to the podium to speak. I appreciate
5 your being willing to answer questions, but
6 from where you're seated, but it doesn't work
7 as well.

8 MR. MADDEN: Okay. That's my
9 fault. I apologize.

10 The next question is some advocates
11 of the Purple Line discuss future connection
12 of the Purple Line to Tysons Corner, Virginia.

13 Has the state discussed this option? If so,
14 what is the proposed route?

15 We have not discussed that. We
16 have not evaluated any proposed option. As
17 far as I know, we're studying the Purple Line
18 from Bethesda east to New Carrollton. We're
19 not looking at anything that goes west.

20 Next is does the state view this
21 future connection as an important -- I guess
22 that related to the same question.

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1 Okay. Another question on the
2 schedule. What is likely the fastest track
3 that the Purple Line schedule might follow
4 from DEIS to Maryland government approval to
5 ground breaking?

6 I think we showed that tonight in
7 our slide. The earliest, the very earliest
8 that construction could even begin is 2012.

9 Of the three major state
10 transportation projects in the planning
11 stages, Baltimore Red Line, Quarter (phonetic)
12 City's transitway, Purple Line. There's
13 actually another one that's called the Green
14 Line in Baltimore.

15 What is the most optimistic
16 schedule for completion of all three? Okay.
17 That's one question.

18 All those other projects, at least
19 the Red Line and the Quarter City's
20 transitway, are on almost the exact same
21 schedule that the Purple Line is on. The
22 Green Line in Baltimore, that schedule is a

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1 little, probably one or two years behind.

2 The next part of that question
3 says: could Maryland expect to fund
4 simultaneously, I guess, all of these
5 projects? And would the federal government
6 fund each of them at the same time?

7 That question, the answer to that
8 question I don't know. From a transportation
9 planning standpoint, we think it's unlikely
10 that the federal government would give all of
11 this money to Maryland at the same time and
12 even the State of Maryland probably couldn't
13 afford to fund all of those projects at the
14 same time.

15 So somewhere along the line there
16 has got to be priorities. It doesn't mean
17 that they all cannot be eventually funded.
18 Most likely there will be a priority of one
19 funded before the other. What that will be,
20 that decision will be made way above my head.

21 Can we get our concerns to the
22 authors of the DEIS in advance of the draft?

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1 You have the authors right here tonight, and
2 one of the things of pushing the schedule out
3 a year has given us is more opportunity to get
4 out in the community. We have certainly been
5 out in the community in Silver Spring a lot,
6 in Bethesda, College Park, University of
7 Maryland. It has given us an opportunity to
8 listen to concerns expressed by the community.

9 We will continue to do that, and
10 we'll make sure that your concerns are
11 addressed, and they will be part of our study
12 process and part of the AA DEIS.

13 What level of ridership on the
14 Purple Line is necessary for the state to
15 pursue the project?

16 What level of ridership is
17 necessary for federal funding of the Purple
18 Line? What ridership levels and other factors
19 are necessary for federal funding?

20 I think I'm going to have Greg try
21 to answer that. I think the short answer is
22 we don't know exactly. We don't know exactly

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1 what the ridership will end up to be.

2 We do know that there is a
3 threshold that's been established by the
4 federal government, by the Federal Transit
5 Administration, a threshold that says if your
6 project reaches this level of cost
7 effectiveness, then it at least qualifies for
8 federal funding. If it doesn't it doesn't
9 even qualify for federal funding.

10 But beyond that, in addition to
11 qualifying for federal funding, this project,
12 the Purple Line, has to compete with projects
13 all over the country for a very limited amount
14 of money.

15 MR. BENZ: Yes, the federal
16 government and the state use a measure of cost
17 effectiveness and a measure of mobility.
18 Mobility is how well does this help people
19 make their trips, and rather than look at
20 absolute ridership numbers, because you could
21 get rid of all the other bus service and force
22 everybody onto this line, and you would have

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1 very good ridership numbers, but you wouldn't
2 necessarily have improved everybody's travel,
3 ability to travel.

4 So what they're looking at is a
5 mobility measure that's based on
6 transportation system user benefits, and it's
7 a fancy name, but it really comes down to
8 travel time savings. Does this help? Are
9 people able to make a more convenient and
10 faster trip with the alternatives you're
11 proposing versus what it would be in the
12 future on the existing bus system you have or
13 as good a bus system as you could create using
14 the existing street network.

15 So that measure of mobility and
16 this travel time savings is compared to the
17 effective cost of each of the alternatives,
18 that cost being a combination of the capital
19 cost, an annualized version. Think now if you
20 were paying this office a mortgage, what you
21 would pay each year to build this project,
22 plus the incremental capital cost or operating

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1 cost that it would take to operate this
2 system.

3 This is all compared to what you
4 would do with the existing bus system in the
5 future to --

6 MR. MADDEN: And that's what in the
7 past we've referred to as the TSM or baseline
8 alternative, which basically means you look at
9 the bus routes, the bus services that are out
10 there today. You add routes, you increase
11 frequencies, you do a lot of other things
12 short of investing in a new transit way.

13 And that is the alternative that
14 all the build alternatives are compared to.

15 MR. BENZ: This cost effectiveness
16 measure then gives you -- the federal
17 government cost is a cost per hour of travel
18 time saved, and so each time you add more
19 capital cost to the project to either provide
20 a faster trip through a tunnel or some other
21 grade separation, does it provide a
22 commensurate improvement in the travel time?

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1 And that's how they -- it sort of
2 addresses your question about tunneling or any
3 other improvement we have made to try to make
4 the transit service, whether it's the BRT or
5 the LRT, go faster. The whole time you're
6 trying to meet this measure that they are
7 using as a threshold that they say makes the
8 product have a chance of getting federal
9 funds, and then ultimately you're into a
10 competitive what's your cost effectiveness and
11 how much money are you asking for from the
12 federal government and the state government,
13 in this case, compared to the other products
14 that are in competition with you.

15 MR. MADDEN: Yes, one other thing
16 we should mention in terms of this federal
17 funding is right now there's sort of a
18 standing policy that they limit the amount of
19 federal funding on any project to 500 million.
20 Apparently they're getting some leeway on
21 that.

22 What that means, and the most that

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1 they would provide in terms of a share is a
2 50-50 share. So if they're limiting it to
3 somewhere around 500 million for each project,
4 that means that that project is generally
5 limited to a billion dollars in terms of what
6 that project is.

7 That's all part of their effort to
8 spread the limited amount of money around the
9 country as much as they can.

10 Another part of that question was
11 what subsidies will be necessary annually.
12 Obviously there will be subsidy. None of
13 these transit systems actually make money.
14 There will be a subsidy that will be part of
15 the cost affecting this calculation in terms
16 of the operating cost.

17 I can't tell you what that is
18 today. That will be part of the DEIS though.

19 Let's see. What cost will not be
20 covered by fares? The same question.

21 What are the proposed fares? I
22 know we do use some fare estimate in the

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1 travel demand model. I'm not sure. Do you
2 know what that is, how we do that?

3 MR. BENZ: Fares are included in
4 the estimate. Fares and other out-of-pocket
5 costs are considered in estimating what are
6 the costs of fares, the cost of parking
7 although the Purple Line is not proposing any
8 new parking facilities in any of the stations,
9 and it's compared in the case of someone who
10 might use their auto. What is their cost of
11 travel, including the parking cost and tolls,
12 if there were any?

13 But the fare structure that we're
14 proposing to use an estimate would be based on
15 the WMATA distance based fare system that the
16 fare will be based on how far you are planning
17 to travel just like we do with WMATA today.

18 MR. MADDEN: Right. Then the
19 second to last question is: has current trail
20 usage been studied or documented by the state?

21 In terms of the trail, let me make
22 it clear that the trail would be operated,

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1 maintained by Montgomery County. I know that
2 Park and Planning Commission in Montgomery
3 County has done studies in terms of usage of
4 the trail. Obviously we've looked at that.
5 we are aware of having people use the trail,
6 but again, the trail itself in terms of the
7 width, in terms of exactly how the trail is
8 operated and maintained, that is up to the
9 county.

10 Lastly, if the trail is on the
11 north side of the -- oh, here's Monica.

12 MS. MEAD: We have asked the county
13 to do a new updated count of trail users.

14 MR. MADDEN: Right.

15 MS. MEAD: They're going to do it,
16 but we did request that they do that because
17 we know that the existing survey is pretty old
18 now.

19 MR. MADDEN: Thank you.

20 Lastly, if the trail is on the
21 north side of the rail, what access points
22 will there be to the trail for residents of

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1 the Town of Chevy Chase? Will there be access
2 points between Bethesda and East-West Highway?

3 The answer is yes. There will be
4 access points. First of all, there will be
5 access to the trail from Woodmont Avenue. In
6 working with the developer there would be an
7 access to the trail at the very western end of
8 the project. There would also be an access to
9 the trail right a little bit before East-West
10 Highway, right adjacent to the west side of
11 the Riviera. There would also be access to
12 the trail from 410, East-West Highway, and
13 just a little bit east of there, there would
14 be access to the trail. I think it's where it
15 connects to Kentberry.

16 So those are the designated trail
17 access points. We can look at -- yes --

18 MR. ROMANOWSKI: There's one just
19 east of the Air Rights Building where it comes
20 out. There will be a connection to the
21 upstream department right over here.

22 MR. MADDEN: Well, I did look into

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1 that today.

2 MR. ROMANOWSKI: We're up in the
3 air?

4 MR. MADDEN: The issue that we're
5 up in the air. So we'll.

6 MR. ROMANOWSKI: We're looking to
7 try and make that happen.

8 MR. MADDEN: We're looking. See,
9 when the trail was on the south side there,
10 there wasn't a connection, but we're going to
11 look to see if we could provide another
12 connection to the trail from the Elm Street
13 Park.

14 The issue is that, again, as we go
15 under the tunnel, the trail has to be above
16 the transitway. There's not wide enough space
17 there to fit the trail next to the transitway.

18 Again, it's only 32 feet through there. So
19 we'll have to look at how we can make that
20 connection from the park.

21 Okay? Up to you.

22 MAYOR BARNES: Pat, did you have

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1 any questions?

2 I don't think we really have time
3 to have other questions because we have a lot
4 of speakers and more people have come in. We
5 already have more speakers than we have time
6 allowed. Obviously, anyone can come and give
7 their comments to the town, write something
8 out.

9 I will say also I want to thank Mr.
10 Madden. Thank you so much.

11 MR. MADDEN: One other thing.
12 Anyone can also provide us with comments, and
13 we will consider them.

14 MAYOR BARNES: Okay. Thank you.
15 So thank you so much for being here.

16 (Applause.)

17 MAYOR BARNES: In terms of the
18 comment period, obviously anyone in their
19 time, their two minutes, can speak to anything
20 they want to. The most helpful thing tonight
21 would be to have comments of what issues the
22 residents who are speaking see that we should

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1 use, we should propose to a consultant because
2 we have this money that's available, and we're
3 going to be hiring someone.

4 The Long Range Planning Committee
5 is looking at this, and they would really like
6 to hear what residents want to hear about. I
7 know many people are very passionate on both
8 sides of this issue, and you may certainly
9 speak to that, but it doesn't inform the
10 process of what we really want to hear about
11 tonight.

12 At the end of the speakers, we
13 really can only go to before ten o'clock. We
14 have to be out of here before ten, and we have
15 enough speakers now with just two minutes to
16 speak more than that, to go more than that
17 time. So I really do think if you have
18 comments, we will welcome them in the town
19 office, and both the council members and the
20 Long Range Planning Committee members will be
21 looking at those.

22 And I should introduce Pat Burda,

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1 is the Chair of the Long Range Planning
2 Committee, and she's here. And Kathy Strom is
3 the Chair of that committee or not the Chair.

4 I'm sorry. The Council Liaison. Mier Wolf
5 is here tonight, a council member. Rob Enelow
6 is here and also Lance Hoffman, and we're
7 quite honored to have our State Senator with
8 us, Rich Madaleno, who has come to hear what's
9 going on, our Senator for District 18.

10 So with that said, we are going to
11 ask people to go to the podium. If you can
12 also go up and sort of be in waiting. Rolf
13 Sinclair is first, and then Roger Mitchell is
14 second.

15 So we'll start with Mr. Sinclair,
16 and I guess some people might want to leave
17 now. So if people want to from the back move
18 in, there are seats. You should definitely
19 grab one.

20 So Mr. Sinclair. And remember that
21 you have two minutes, and the lights will be
22 there.

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1 MR. SINCLAIR: Okay. My name is
2 Rolf Sinclair. I live on Terrytown Road --

3 MAYOR BARNES: Let's all be quiet.
4 Okay? Thank you.

5 MR. SINCLAIR: Okay. -- for the
6 last 30-something years.

7 I want to address one very serious
8 point.

9 PARTICIPANT: Can't hear you.

10 MR. SINCLAIR: I want to address --
11 if you'd be quiet -- I want to address one
12 serious point which we've been shown how jolly
13 it is to have rails right next to a hiker-
14 biker trail, squeezing the hiker-biker trail
15 into the available space. These drawings show
16 a rather wide trail and rather few people, a
17 ten foot trail.

18 Now, let me go to the reality of
19 the situation.

20 Next one, please.

21 The reality is that we have an 11
22 foot paved trail west of Bethesda to which

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1 people have added five feet extra on the side
2 sort of in desperation because the trail is
3 overused.

4 Next one.

5 This shows what you have to do when
6 the trail is full of bicycles. You first walk
7 alongside the trail simply because on the
8 trail itself in the last six months we have
9 had three hospitalization level accidents that
10 we know of, and this is simply because we know
11 the people involved and we don't know how many
12 others there are.

13 A ten foot trail carrying this kind
14 of load of traffic is a recipe for danger.
15 It's a recipe for continued accidents at the
16 level we're getting them. We are now looking
17 into widening this trail or putting in a
18 second trail for bicycles.

19 This is one very clear reason why
20 we need an independent study of the MTA
21 proposal to find such points as this and match
22 them against our experience here in the town.

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1 This trail is an important part of the park
2 system of Montgomery County.

3 Next one, please.

4 And, for example, it's used for
5 parties.

6 (Laughter.)

7 MR. SINCLAIR: This is completely
8 forbidden by a narrow, ten foot trail hemmed
9 in by the right-of-way of the railway.

10 MAYOR BARNES: Okay. Thank you so
11 much. We really appreciate.

12 (Applause.)

13 MAYOR BARNES: Let me just say I
14 understand people feel very emotional about
15 this and want to applaud, but that will just
16 mean people at the end will not get to speak.

17 So I think that that's the way it's going to
18 work because we don't have enough time.

19 And after Mr. Mitchell it's Jean
20 Buerghler. Okay. Thank you.

21 So Mr. Mitchell.

22 MR. MITCHELL: Hi. My name is

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1 Roger Mitchell. I live at 4501 Elm Street.
2 I'm president of the Elm Street-Oakridge Lane
3 Civic Association. For seven years I was the
4 vice present of the largest mass transit
5 company in the world, and I have worked at 35
6 major transit authorities around the country.

7 I'm going to talk very briefly
8 about ridership, the ridership, and I think
9 this is what's driving the governor to make
10 his comment about putting it underground.
11 He's jealous of the ridership that you get on
12 the Metro system here because on his surface
13 transit in Baltimore, they are getting well
14 less than half of the projected ridership.

15 Now, this has a major impact in
16 terms of the ability of the government to fund
17 this because luckily there's some rationality
18 to this, and they say that if there's no
19 demand, we can't fund it.

20 In the case of the Baltimore MTA,
21 the projected cost for each new rider, and
22 this is the way they measured things up until

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1 a few years ago, was about 19, \$20,000 per new
2 rider. It is currently -- and this is all
3 corrected for today's numbers -- \$39,000
4 because the ridership is less than half.

5 On this particular what was the
6 previous study by these folks on the section
7 of the Purple Line between Silver Spring and
8 Bethesda, called for new riders, about 2,700
9 per day, a nice, big number. But when they
10 factored in the cost, the capital cost per new
11 rider, it was \$139,000 per new rider. So it
12 was five times more expensive than what
13 Baltimore was projecting, and that was their
14 numbers.

15 So if we assume it's going to be
16 double that, so we're talking \$200,000 per new
17 rider. So they've changed the method on the
18 way they're doing things.

19 We notice that in this particular
20 study one of the reasons why they have
21 extended it until next year is because the
22 ridership numbers that they were coming up

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1 with weren't good enough. So they're going to
2 study it for another year.

3 I think it's incumbent upon us to
4 use the funds that we have to make sure that
5 this is all done properly.

6 Thank you.

7 MAYOR BARNES: Thank you.

8 (Applause.)

9 MAYOR BARNES: It really does waste
10 time, and it's not accomplishing anything.

11 So Jean and then Sandy Burke is
12 after that.

13 MS. BUERGLER: Sandy's not coming.

14 MAYOR BARNES: Oh, she's not?
15 Okay. Thank you.

16 MS. BUERGLER: I'm Jean Buerghler.
17 I live over in Oakridge Avenue, and I've lived
18 in the town for 12 years.

19 I think the Purple Line is a
20 wonderful program that they are trying to do.

21 I don't think that the Town of Chevy Chase
22 needs to spend \$250,000 studying what it

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1 appears that they're really working hard and
2 that our other tax money is going to study.

3 You think about the ridership.
4 Well, I go running up East-West Highway
5 because I don't really like the trail here
6 because it's kind of narrow and all of those
7 trees kind of hanging around and the gravel.
8 I like that smooth trail, and I'm looking
9 forward to that smooth trail.

10 But I run up East-West Highway and
11 I pass every car in the evening that's going
12 there and they never pass me by the time I get
13 to Connecticut, and then I run down Bradley
14 and everybody is sitting there for about 15 or
15 20 minutes, and I get all the way to Wisconsin
16 before they even start moving.

17 So I believe that the ridership is
18 going to be awesome. I think that is' going
19 to be a wonderful transportation, and I'm
20 sorry that it's going to be postponed until
21 2012. I hope that we can support this trail
22 and rail. I think that we can, you know, do

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1 this together. I don't think that we have to
2 eliminate one for the other.

3 I'm sorry that some of the people
4 in our neighborhood will not be able to use
5 some of the property that is adjoining the
6 trail that they may be using that doesn't
7 belong to them right now, but I hope that, you
8 know, the town doesn't need to see that we
9 need to spend \$250,000 to study what I think
10 has already been studied.

11 Thank you.

12 MAYOR BARNES: Thank you.

13 I'm sorry. Are you finished?

14 MS. BUERGLER: That's all I have to
15 say.

16 MAYOR BARNES: Naomi Kaminsky and
17 then John Keppler is next.

18 MS. KAMINSKY: I'm Naomi Kaminsky.

19 I live at 6903 Oakridge Avenue. I've been
20 there for more than 40 years, and my husband
21 and I very often walk our dog along the -- and
22 we like it a lot.

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1 I'm going to talk about something
2 else first. I'd like to address the way in
3 which this proposed study was presented and
4 approved as a budget line item.

5 The study made its first appearance
6 at the May council meeting at which the budget
7 was finalized for submission to the annual
8 meeting. Most residents didn't know such a
9 study was even a gleam in the council's eye,
10 nor did they know that a quarter million
11 dollars of our taxpayer's money was to be
12 budgeted for it.

13 This method of inserting a major
14 expenditure in the budget without prior notice
15 is ill considered and anti-democratic. The
16 sensible way to proceed on an outlay like this
17 is to survey the town's residents on whether
18 they think it's a good idea.

19 If a majority approves, a town
20 committee is appointed to examine the issues
21 and recommend actions. This process is used
22 successfully when residents made their wishes

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1 known last year about new home construction.

2 What one does not do is throw money
3 at a problem because a handful of people think
4 it's a good idea.

5 Second, I question the usefulness
6 and purpose of the, quote, proposal to fund an
7 independent analysis, unquote, of the Purple
8 Line's local impact. The State of Maryland is
9 in the middle of a \$30 million study. That's
10 120 times the cost of our proposal. If the
11 state study supports a light rail system, what
12 will our study produce that's going to
13 convince them that they're wrong?

14 Finally, I think the Purple Line is
15 a vital link in Montgomery County's
16 transportation system. It's wrong to oppose
17 it because of a prospective minor injury to
18 the edge of our community. Why? Because
19 thousands of people living in Silver Spring,
20 Takoma Park and Prince George's County need a
21 fast, dependable link to the thriving business
22 environment of Bethesda, and we need a fast

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1 and dependable link to the thriving social
2 environment of Silver Spring.

3 MR. ROMANOWSKI: Thank you very
4 much.

5 Mr. Keppler and then Nathan
6 Kingerley (phonetic).

7 PARTICIPANT: No, Nathan Kingsley.
8 He stepped out.

9 MR. KEPPLER: Good evening. My
10 name is John Keppler, and I live at 7508 Lynn
11 Drive with my wife and two children.

12 Many federal projects, many local
13 projects that face opposition typically are
14 labeled with a NMBY, not in my backyard,
15 label. I want to point out actually it's a
16 not in my bedroom issue for me. That train
17 would come within six feet of my bedroom
18 window regardless of what the right-of-way it
19 seems to indicate from your list there.

20 I want to talk, Mayor Barnes,
21 explicitly about why this study is so
22 important. Because I've heard this evening

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1 Mr. Madden sit in front of us and say the
2 following words: \$150 million for a tunneling
3 proposal would make this project untenable.

4 Even if this project cost a billion
5 dollars and secures the federal funding on a
6 50-50 basis that Mr. Madden suggests, that's a
7 15 percent differential.

8 He will exceed that, this project
9 will exceed that in cost overruns and delays
10 absent any litigation, outside costs,
11 destruction of the quality of life,
12 destruction of the tax base of this community,
13 destruction of property values, and the
14 overall economic impact of this project.

15 To say today that that is what
16 would make this project untenable and un-cost
17 effective is absurd, embarrassing, and I
18 believe, quite frankly, if there's a focus of
19 the effort of this study, it is to directly
20 quantify the economic impacts of this
21 community of that proposed rail through this
22 town.

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1 I don't mean to take any more of
2 your time this evening. This is a trail that
3 I use every day. I've lost 40 pounds on that
4 trail if you want to talk about health
5 benefits.

6 (Laughter.)

7 MR. KEPPLER: My two children
8 learned to walk on that trail. My wife uses
9 it every day to commute by foot. This is a
10 trail that is frequently noted as one of the
11 most important and most effective rails to
12 trails in urban outdoor activities by Outside
13 Magazine, Runner's World, Tri-athlete.

14 All of the things that we see out
15 there every day, all of those pictures of
16 people on that trail, nothing showed up in Mr.
17 Madden's PowerPoint. One or two crazy little
18 people on a bike. Do you know why they're not
19 running or biking? Because they're going to
20 get hit.

21 Thank you very much.

22 (Applause.)

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1 MAYOR BARNES: Number 8 who is
2 Donna Worsham. Hi.

3 And after this Jim Mitch.

4 MS. WORSHAM: I'm Donna Worsham,
5 and I live on Woodbine Street.

6 And I guess if they go forward with
7 this study what I'm interested in is how much
8 of this pull toward the rail versus the bus or
9 versus nothing is because of the ability of
10 developers to put more highrise buildings on
11 Connecticut Avenue. My understanding is that
12 if you have a transit stop, that that enables
13 you to put more buildings up, and I really
14 wonder how much of this is about transit and
15 how much of it is about buildings.

16 And I guess the other thing I
17 wanted to say is I'm very interested in the
18 real ridership issue. My husband took the bus
19 back and forth to Silver Spring for his job
20 for a number of years. In rush hour the buses
21 were less than 30 percent full.

22 So I am wondering where all of

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1 these riders are going to come from. I think
2 that when this proposal for the Purple Line
3 was made, there was a big feeling that people
4 were going to go downtown and that you needed
5 this circle to get people downtown.

6 When most of the jobs now are out
7 on 270 and further, places where mass transit
8 is never going to be, I really wonder what the
9 point is.

10 That's all I have to say.

11 MAYOR BARNES: Thank you.

12 Mr. Mitch.

13 MR. MITCH: Jim Mitch, 4400 Walsh
14 Street.

15 I'll freely admit that I'm not near
16 where the Purple Line is going to be. I'll
17 just state that right for the record.

18 I don't really have an opinion on
19 it at this stage because I'm still trying to
20 find out facts, and I appreciate the
21 presentation. I've been trying to do a lot of
22 research, and I see a lot of what I call

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1 political going back and forth jousting on
2 this.

3 A lot of people know me. I'm into
4 empirical evidence. So I'm generally in
5 favor. I don't have any problem with funding
6 for this study, but it's kind of like asking
7 me, you know, would you like a car. It's
8 like, well, yeah, but what did you have in
9 mind? What are the specifics of this?

10 So I'd really like to see this
11 study just sort of focus on quantifiable
12 impacts, the noise specifically to this town,
13 environment, safety, any specific issues that
14 we can help mitigate residents because some
15 residents are going to be impacted.

16 I would say I really don't think it
17 should address the impact on property values.

18 I know that's a touchy issue. We went
19 through that with the setback issues in the
20 moratorium, and I was one who was up there
21 pounding my gavel on the whole issue of how it
22 was going to impact our property values.

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1 That kind of got washed under the
2 table. Everyone said, "Oh, you're whining.
3 You've got to think of the greater good," and
4 all of that, and so the town kind of put that
5 aside. I think to raise it at this stage
6 really makes us look like a bunch of NMBYs.
7 Our property values are very high in this
8 town. If they go down a little bit and
9 recover later, I mean, that's the way it is
10 sometimes.

11 And the final observation is that
12 we value a lot of our diversity in the housing
13 styles that we have around here. We have a
14 lot of Sears houses and a lot of those kit
15 houses, and the only reason why those kit
16 houses are here is because we're near the
17 railroad. That's how they were delivered.
18 They were brought in. They were dropped off.

19 People brought them over and built them, and
20 I think it's kind of ironic that we're
21 objecting to the means that brought them here.

22 Thank you.

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1 MAYOR BARNES: John Barnes.

2 MR. BARNES: I think the study is
3 vital. My reasons for doing so is shown on
4 the next slide. I think the town has a
5 genuine duty to protect the quality of life of
6 its residents.

7 Next slide.

8 The Purple Line will impact this
9 quality of life due to its effect on the
10 factors that I've enumerated there. Those are
11 all simple, common sense factors, but the kind
12 of approach that addresses residents' concerns
13 rather than addresses engineering feasibility
14 is the sort of thing that we really need to
15 see out of this study.

16 I did a little, brief study of my
17 own using Google Earth to see, just get some
18 idea what the right-of-way when placed on the
19 ground would look like. Well, the slide is a
20 little dark here, but for the most part there
21 is a decent separation between the edge of the
22 right-of-way and the houses, except when you

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1 get close to East-West Highway.

2 The next slide reveals a problem.
3 I think it may be the gentleman with six feet
4 from his bedroom. This is a house here.
5 There's another house up here that impinges
6 inside of that space.

7 This is really tight, and I'm just
8 wondering what the state does propose to
9 mitigate those potential problems, and I think
10 if we look along the rest of the way, we'll
11 see the same thing.

12 And this is my summary. Thank you.
13 I strongly support the study.

14 MAYOR BARNES: Thank you, John.

15 Next I believe Tessa, Tessa on
16 East-West Highway is gone.

17 PARTICIPANT: Yes.

18 MAYOR BARNES: Okay. Thank you.

19 So Veda Charrow is next and then
20 Marie Gaarder.

21 MS. CHARROW: Well, I don't have
22 beautiful slides or anything of that sort, but

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1 it has occurred to me throughout this whole
2 discussion of the Purple Line that nobody has
3 ever answered the question what's the problem
4 that we're trying to solve.

5 And it seems to me when I look at
6 the problem we're trying to solve it's we're
7 trying to solve the problem of the people out
8 in Silver Spring and P.G. County and so on and
9 so forth, and that's as a person who tries to
10 avoid political correctness whenever possible.

11 I find that a rather spurious sort of reason
12 for having the Purple Line.

13 The other thing that I have noticed
14 in all of this is that you've evaluated just
15 about everything here, except the impact on
16 the people, the residents and so on. Other
17 people have brought this up as well, and the
18 impact on the town.

19 And we live here. We have to live
20 with this thing if you, in fact, are going to
21 do it, and I see it simply as a nuisance, more
22 than a nuisance. I see it as a very negative

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1 thing for our town; that there are far better
2 ways of solving the problem of how to get
3 people from here to there, and that you have
4 rejected them out of hand.

5 And, frankly, I found that your
6 presentation was rather arrogant in that
7 respect and I didn't appreciate it.

8 (Applause.)

9 MAYOR BARNES: Thank you. I really
10 do believe very strongly in civility in public
11 meetings, and so I just say that. I really do
12 think it's important, and everyone needs to
13 respect everyone else who is here. I'm always
14 bothered if that doesn't happen in the Town of
15 Chevy Chase.

16 So please, I hope everyone will
17 follow that from now on.

18 Thank you.

19 MS. GAARDER: My name is Marie
20 Gaarder, and my husband and I live at 42021
21 Oakridge Lane.

22 I support the budget allocation of

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1 \$250,000 to analyze the environmental and
2 community impacts of the Purple Line for
3 present and future generations of our town
4 and, sir, I commend you on your study, but
5 when you came to Dallas, I didn't see any
6 houses. I didn't see any trains. I saw
7 rails, the railing in which a child could slip
8 through very easily, and that frightened me
9 because the distance was enough for two
10 children to be able to get through, and that
11 really concerned me, and I just want to bring
12 that to your attention because our town is
13 interested in the safety of our children and
14 in how this issue is addressed, and I thank
15 you.

16 My husband and I have lived here
17 for 40 years, and when we raised our two
18 children in the town, we believed it offered
19 the best quality of life, the best of
20 communities and the best of schools, and when
21 our sons were young, the environment was as
22 healthy as the town. There was a coal train

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1 that came down the tracks behind our yard and
2 it went about five or ten miles an hour, and
3 it went by twice every other day, and the
4 engineer would blow his whistle and the boys
5 would wave.

6 Now we have the trail, and the
7 trail is used by 10,000 people a week. My
8 husband and I do our slow and fast walking.
9 When our boys come home, they jog, and our
10 grandchildren ride bikes and run for fun.

11 The trail presently is serving many
12 purposes, and I want very much to emphasize
13 them. The townspeople, all of us can walk to
14 Bethesda, to Barnes & Noble and all of the
15 restaurants and not have to worry about
16 parking or paying meters.

17 Children can bike with their
18 parents. There's enough room for all of them
19 to bike together, and since it's no longer
20 safe for our children to walk to school, it
21 gives them an opportunity to have a family
22 life and to be able to socialize.

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1 And I just want to say one thing.

2 MAYOR BARNES: Thank you. I'm
3 sorry.

4 MS. GAARDER: I'm sorry.

5 MAYOR BARNES: Thank you.

6 Next is David Rubashkin and then
7 Pam Browning is after that. So thank you.

8 MR. RUBASHKIN: Good evening. I'm
9 David Rubashkin, and I live at 4104 Leland
10 Street with my wife Pamela Karasik (phonetic)
11 and our three children.

12 And we all heartily support the
13 Town Council's proposal to study the effects
14 of building the above-ground rail system in
15 the Capital Crescent Trail right-of-way. I
16 recommend that the town study focus on three
17 issues: safety, windfall economic benefit,
18 and traffic congestion.

19 A light rail system will convert
20 what is a wonderfully safe place to run, walk
21 and bicycle into a noisy, possibly frightening
22 depending on how many trains we're talking

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1 about, exposed to the sun, constricted path.
2 It's inconceivable to me that mothers with
3 toddlers or the elderly will use that space
4 and that the day care center would never take
5 the risk of taking children to the trail as
6 they do every day now.

7 BCC students, of which I will have
8 two next year, will be forced onto East-West
9 Highway, not a pedestrian friendly
10 thoroughfare that has few safe crossing zones,
11 lacks a sidewalk between Maple and Leland
12 Street. I cringe at the prospect of teenagers
13 before sunrise, late for school, attempting to
14 dash across train tracks.

15 The younger brother of a childhood
16 friend of mine died on train tracks near our
17 high school.

18 The study should enumerate the
19 towns and the states, how an above-ground
20 railroad impacts the safety of all users of
21 the trail, particularly small children, the
22 elder and BCC students. The study should

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1 examine the safety at the narrowest portions
2 of the proposed pedestrian bicycle path for
3 pedestrians and bicycles who are at speed and
4 when they pass each other.

5 On economic benefit, this projects
6 seems to be underlying supported by those who
7 are going to get development benefits. How
8 much benefit are they going to get? The town
9 should know. The town should know who they
10 are, and then the question is: will the state
11 legislature step up, tax them on a business
12 development basis, and get the money for the
13 150 million for the tunnel.

14 Thank you very much. Act
15 decisively.

16 (Applause.)

17 MAYOR BARNES: Pam Browning is
18 after that.

19 MS. BROWNING: Sorry. I had to
20 keep it outside.

21 I meant to have more photos in my
22 presentation, but my technological abilities

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1 weren't that good. So I'm putting this here.

2 It's not just in our backyard.
3 It's not just about that. Adverse impacts
4 will be at a much broader range. The capital
5 Crescent Trail is part of a larger
6 metropolitan area circuit trail system. The
7 section of the trail between Bethesda and
8 Silver Spring is an essential link between
9 Mount Vernon and Georgetown, Bethesda, Rock
10 Creek Park, Kensington, Rockville, Silver
11 Spring and Takoma Park.

12 The trail between Bethesda and
13 Silver Spring has over 10,000 uses weekly.
14 More than 10,000 hikers and bikers from all
15 over the region have signed the petition to
16 save the trail which says, "Please construct
17 the Purple Line either as a tunneled Metroline
18 between Bethesda and Silver Spring or in
19 another location, such as the Purple Line
20 Loop."

21 The Purple Line Loop was proposed
22 by Doug Duncan and WMATA four years ago. The

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1 Purple Line Loop would put Metrorail along the
2 Beltway between Silver Spring and Medical
3 Center where Walter Reed will bring thousands
4 more employees, patients and visitors daily.

5 We shouldn't have to choose between
6 trail and transit. There are superior
7 alternative Purple Line routes, and the town
8 should actively promote them.

9 What is at stake? And I had hoped
10 to have more photos. We'll see what my two
11 minutes brings me, but please take a look at
12 these.

13 All of the trees in these photos
14 will be cut down. A 66 foot wide swath will
15 be bulldozed. None of the trees that line the
16 trail will be left after the Purple Line is
17 built.

18 I have a little more time?

19 No transit system in the U.S. runs
20 trains as fast and as frequently while so
21 close to homes and a popular natural trail as
22 the proposed Purple Line. Other systems, like

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1 St. Louis, may have little biker lanes, but
2 they are not trails used by walkers and
3 families for pleasure and are not comparable
4 to a natural trail.

5 MAYOR BARNES: Thank you.

6 Next is Deborah Vollmer, who I
7 thought was up at the front. Yes, and
8 following Ms. Vollmer is Ted Rowse.

9 MS. VOLLMER: I'm Deborah Vollmer.
10 I live at 7202 44th Street. It's not one of
11 the properties adjoining the trail, but I use
12 the trail a lot.

13 I'm a walker. I'm not a biker. I
14 sometimes walk in the other end of the trail
15 or on the segment between Bethesda and
16 Georgetown, which is paved, and I cringe when
17 I'm in a situation on a busy day and the
18 bicyclists are going by, and I as a hiker, I
19 don't wear earphones. I'm careful. I watch,
20 but sometimes they come up very fast, and it's
21 hard to get out of the way.

22 And I am concerned about any -- you

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1 know, I love the trees, and we should preserve
2 the trees. I grew up in this area when there
3 was a lot more green space in our part of the
4 county. You know, there's not as much now,
5 but I'm concerned. Anything on the surface in
6 terms of a train is going to force hikers and
7 bikers in closer proximity, and we're going to
8 have accidents like the one that was written
9 about in the Post.

10 Let me quickly make reference to an
11 impact on my life, and it's the kind of thing
12 that I think a study at the level of the town
13 can look at very closely, which we're not
14 going to get in a study by the state because
15 they're just not focused on individual needs.

16 I go to a Yoga school which is just
17 outside our town, on the other side of East-
18 West Highway. I walk on the trail to get to
19 my water Yoga class. The Yoga class is in a
20 house. There are actually two houses that are
21 part of the Yoga school, one on either side of
22 the trail, but on the other side of East-West

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1 Highway, and I'm concerned. That's one place
2 I would go. How do I get there and what's
3 going to happen to that house?

4 MAYOR BARNES: Thank you.

5 MS. VOLLMER: That house --

6 MAYOR BARNES: Thank you.

7 MS. VOLLMER: -- is in the way --

8 MAYOR BARNES: Thank you, Deborah.

9 Thank you.

10 MR. ROWSE: I'm Ted Rowse. I live
11 at 7411 Oak Lane, and I'm a very frequent user
12 of the trail. In fact, I think it might be a
13 little more frequent than a lot of people
14 here.

15 I would like to address my remarks
16 to a little larger issues here, such as
17 traffic. It's not just traffic on East-West
18 Highway and not just the impact on residents
19 of East-West Highway or people who use the
20 Beltway or East-West Highway. We all are
21 involved in this traffic problem. We are the
22 ones that have to cope with the bumps on all

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1 the streets in this town. We're the ones that
2 have to cope with these one-way streets, and
3 we're the ones that have to cope with all of
4 the traffic coming in here during the working
5 hours of the day trying to find ways through
6 the town to avoid these traffic jams on these
7 big roads.

8 And I think the trail could do a
9 lot to relieve the traffic problems here.

10 I'd like to say one other thing and
11 that's regarding this huge amount of money
12 being spent for a study. I would like to see
13 part of that study done for a survey of the
14 town. After receiving objective remarks about
15 what the trail would do and everything and the
16 rail, get some kind of a reading on how people
17 feel about this.

18 Tonight we have a packed meeting
19 here. It's not representative of our town.

20 Thank you.

21 MAYOR BARNES: Thank you.

22 Ms. Deden Ingram is next, and she's

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1 followed by Will Blacklow.

2 MS. INGRAM: My name is Deden
3 Ingram. I live at 4411 Elm Street, and I've
4 been a resident of the town for more than 20
5 years. I also am a heavy user of the trail.
6 My property does run right back up to the
7 trail.

8 I am very much in favor of the town
9 spending money to study, evaluate the state
10 study, verify their numbers, validate their
11 numbers, and cover some of the things that the
12 state will not cover because there are small
13 issues that are pertinent to this town.

14 For example, Copeland Run has some
15 of its headwaters along the trail. It's a
16 small stream that runs along Elm Street and
17 then down and through the park and across
18 under East-West Highway. This stream is
19 perennially wet. I can get water out of that
20 creek at any time of year, and I'm concerned
21 that the construction on the trail will remove
22 the water that naturally flows into that

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1 creek, thus reducing the normal levels of
2 water, and will increase dramatically the
3 storm water runoff into that creek.

4 Right now, as we've heard at other
5 public hearings, there's a huge amount of
6 storm water runoff because of the increased
7 development in Bethesda. If the train goes in
8 place and all of the trees and vegetation that
9 currently soak up a lot of that water are
10 removed and a hard scape trail is put in, a
11 lot more storm water is going to be running
12 into the town, and it's going to have to be
13 dealt with, and it's going to impact a lot of
14 people.

15 I also am concerned about the
16 impact of removal of the current scenic trail
17 and replacement by a ten foot wide constrained
18 trail. It's hardly a very enjoyable place to
19 go and exercise and walk and probably with the
20 speeds that the bikes are going to hit when
21 they have a nice, smooth surface to ride on,
22 it's not going to be safe for walkers.

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1 I would also like to see the town
2 evaluate some of the ridership figures that
3 they get from the state. I'm curious to know
4 if some of those cost benefits are being
5 derived from the part of the train tracks that
6 are going to be east of Silver Spring going
7 towards College Park, and if they're going to
8 break down that amount at all.

9 MAYOR BARNES: Mr. Blacklow and
10 David I think it's Shields.

11 MR. STEEDS: Steeds.

12 MAYOR BARNES: Steeds, Steeds, on
13 Elm Street is after Willie.

14 MR. BLACKLOW: My name is Willie
15 Blacklow. I live at 6912 Oakridge Avenue.
16 I've been there for about 27 years.

17 First of all, thank you for
18 convening this session and thanks to those who
19 extended their work day to accommodate us.

20 First, I want to echo Mayor Barnes'
21 concern and ask that we avoid the kind of
22 acrimonious and negative comments that we

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1 heard towards the end of last month's session,
2 relying on heated hyperbole about concrete
3 pours and other insulting accusations. It
4 doesn't help.

5 I recognize how emotional the
6 entire topic is, but I would hope that those
7 particular gentlemen could refrain from those
8 kind of ad hominem attack.

9 I want to focus also on the town
10 supplemental appropriations. The request that
11 was approved at a prior town session was
12 adopted with virtually no notification or in
13 depth discussion. I think that that level of
14 spending, \$250,000, needs more clarification
15 and much more discussion before a final vote.

16 What exactly do we intend to study?

17 With \$30 million already allocated
18 on the state level to study the Purple Line
19 and more of our tax dollars allocated because
20 of a flawed study on ridership numbers, again,
21 on the state level, what exactly do we expect
22 to accomplish with our additional money?

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1 Would it be equally important to
2 look at it perhaps in terms of the state's
3 draft EIS? I don't have the answer. I just
4 would like to know.

5 Personally, I would support a
6 Purple Line that had its terminus at the
7 National Naval Medical Center Metro station,
8 since it's apparent that that's where the
9 action is going to be in terms of added
10 traffic. That's where it makes sense to place
11 it.

12 However, I have seen comments right
13 here that that will only be considered as a
14 bus route. Why not a light rail route? I
15 don't understand, but we are going to need a
16 Purple Line one way or the other.

17 Thank you.

18 MAYOR BARNES: And then -- I've
19 already forgot.

20 MR. STEEDS: David Steeds.

21 MAYOR BARNES: David Steeds. And
22 after that it's Frank Cavanaugh, is following

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1 Mr. Steeds.

2 MR. STEEDS: Hi. I live on Elm
3 Street, 4507. I submitted to the council two
4 very, very short notes which I'd like to go in
5 the record.

6 One note says if we had to buy this
7 trail adjacent to our town, how much would it
8 cost? The answer is \$11 million, at least. I
9 suggest that spending up to a quarter of a
10 million on a study to save an \$11 million open
11 space would be a fantastically good investment.

12 The second note suggested that
13 there were many, many, many defects in the
14 work done by Mr. Madden and his colleagues.
15 To summarize, those studies are incomplete,
16 out of date, and misguided.

17 and if you want to know why, I have
18 these papers with me. I will give them to you
19 afterwards.

20 I have listened very carefully this
21 evening to those people who spoke against
22 putting \$250,000 into these studies, and I

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1 really hear only two objections. One, we've
2 already done a lot of studies.

3 Well, to that I say yes, but they
4 are not good enough because we can't draw
5 informed conclusions, and it would be
6 irresponsible to make decisions on the basis
7 of incomplete, out of date, or misguided
8 studies. That's why we need to have some of
9 our own money.

10 Second, I think that among us there
11 are a lot of us that could actually volunteer
12 our expertise. So I regard the town's money
13 as a kind of supplement to what those of us
14 who have some expertise could offer in this
15 area.

16 The other issue raised was
17 ridership. Well, frankly, I don't understand
18 why we need another year's study unless it is
19 to cook the books.

20 (Laughter.)

21 MAYOR BARNES: Thank you.

22 After then it was Mr. Cavanaugh.

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1 Is he still here? No. Then Mr. Russell,
2 Bruce Russell is after that, and then Julie
3 Stanish.

4 MR. RUSSELL: My name is Bruce
5 Russell. I live at 7107 Oakridge Avenue.

6 I was intrigued when I saw the
7 presentation and look at all of the different
8 key milestones from 1972 until today. What I
9 didn't see in those key milestones was a
10 recent BRAC that's moving Walter Reed to
11 Bethesda Naval Hospital. I didn't see all of
12 the money that's been pumped into National
13 Institutes of Health, which has created a
14 major mega center there.

15 And I think that if you're looking
16 at the planning factors that the state may
17 have used -- I'm not sure. I haven't looked
18 at it very closely -- there's a certain
19 momentum that assumes certain things which
20 identify that Bethesda downtown would be a
21 logical endpoint for the Purple Line, but
22 those planning factors have significantly

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1 changed or they should have changed because
2 the center of a lot of the transportation
3 needs is going to be further north, ending at
4 NIH.

5 To dump the traffic into the middle
6 of downtown and say, "Oh, we're going to bus
7 it up to NIH," I was a transportation planner
8 in my Marine era, but that's absurd. I mean,
9 I sat there and was saying I'm sort of on the
10 fence. I like transportation. I like -- but
11 I just found that incomprehensible that that
12 didn't be taken into account.

13 The next point that I want to make
14 is I like that trail, but the trail as it is,
15 but the trail that's being proposed is going
16 to be concrete and unusable, unaccessible, and
17 from my perspective just a waste. I would
18 never use it, and I love the trail where it
19 is.

20 Thank you.

21 MAYOR BARNES: Thank you.

22 Julie Stanish and then Susan

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1 Blacklow. And there are seats up front if
2 people want to move up.

3 MS. STANISH: Hi. It's often
4 characterized that people that are NMBYs are
5 evil and bad people. I live at 4307 Elm
6 Street, and this trail-train thing will be in
7 my backyard directly with the train right in
8 my backyard.

9 And my backyard is important to me,
10 and I know it's important to the other 36
11 houses that abut the trail, as well as many
12 other people that might be impacted on other
13 ways.

14 And I'm not afraid to say that it's
15 impacting my backyard, and I'm proud of my
16 backyard. It's a nice place to be, and I
17 don't think that that \$250,000 is too much to
18 spend for something that's going to impact
19 that many houses in this neighborhood.

20 And I think it's only reasonable to
21 try to oppose something that's going to impact
22 a great number of houses in this town, and the

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1 quality of life for those individuals that do
2 about the trail.

3 I know that not everybody feels
4 that way, but you know, it's important to
5 those of us who do about the trail, and it's a
6 nice trail to have right there now. It makes
7 my backyard nice.

8 With a train running every three
9 minutes, it's not going to be a nice place to
10 live, and it's not going to be a nice place
11 for many of us who might want to move or
12 otherwise, and I think we need to study what
13 the impacts to the town because all of the
14 things that you guys talk about are what's the
15 greater good for the community at large, but
16 not what's going to be the best for the people
17 who are actually living there.

18 So thank you.

19 MAYOR BARNES: Thank you.

20 And then Susan Blacklow.

21 MS. BLACKLOW: Hi. I'm Susan
22 Blacklow at 6912 Oakridge Avenue, and no

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1 matter what my husband says, this is our 31st
2 year here.

3 I want to thank you for the
4 opportunity to address these timely topics,
5 but first of all, let me express my initial
6 concern. I'm now thinking that this session
7 was designed merely for appearances, as
8 opposed to substance and a true question and
9 answer with members of our community.

10 I remain dismayed at the minimum
11 opportunity to provide extensive question and
12 answer session. I don't think we had it.

13 I'm also curious about how the
14 council expects to get a real sense of
15 residents' opinions, both on the \$250,000
16 budget request and on the rail line itself. I
17 have serious concerns about the wisdom of
18 using our money for this study, especially
19 right now, in light of the millions of dollars
20 already spent by the state. But if it appears
21 in time that a study is necessary, a
22 supplemental budget request can be made after

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1 a thoughtful discussion of options and
2 probably at a hearing.

3 Perhaps first we need to prepare a
4 town survey. It might be the responsibility
5 of the Long Range Planning Committee, but I'm
6 not sure who's the sole arbiter of that for
7 the questioning.

8 Finally, without further
9 information that might change my opinion, I
10 believe that the county needs a Purple Line.
11 However, having said that, I also believe it
12 should be closer to the Naval Medical Center,
13 and would urge the state to update and
14 reevaluate their past study of this
15 possibility.

16 Thank you.

17 MAYOR BARNES: Thank you.

18 Howard Sachs and then he's followed
19 by Joan Rood.

20 MR. SACHS: Hi. I'm Howard Sachs
21 at 4200 Leland Street.

22 I wanted to thank you for letting

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1 me speak a little bit.

2 I wanted to say I don't think
3 anyone in this room probably is more connected
4 to mass transit than I am. I've been here
5 over 20 years. I've used that subway
6 regularly day after day. I am a strong
7 proponent of mass transit.

8 I have some very gut feeling about
9 this trail. I also use the trail a lot myself
10 and my family. We love the trail. It's a
11 very unique part of the city, a very small
12 area of natural beauty in this very urban
13 environment.

14 My gut feeling is that when the --
15 and I know the state is just trying to deal
16 with transportation issues. My gut feeling is
17 that when they take over this trail and put
18 all of this cement and what have you in it,
19 it's gone for the daily users. I mean it's --
20 I hate to use such colloquial language -- but
21 it's a joke to think that there's going to be
22 hikers and bikers sitting on this narrow trail

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1 by a train track. It's just not going to
2 occur. Nobody is going to want to use it.

3 And I just am very strongly in
4 support of the town using this \$250,000
5 particularly to try to grasp these
6 intangibles, our loss of quality of life in
7 this whole region by losing this very
8 beautiful trail that connects all the way from
9 Silver Spring downtown.

10 I grew up in Dade County, Florida.
11 We had the state always there putting
12 highways all over the city. The quality of
13 life in Dade County, Florida has been
14 tremendously reduced. Everybody can get
15 everywhere, but it's ugly. It's full of
16 cement, and it's nasty looking, and that's
17 what this is going to be I fear.

18 Thank you.

19 MAYOR BARNES: Ms. Rood, and then
20 Marty Saggese.

21 MS. ROOD: Thank you.

22 My name is Joan Rood. I live at

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1 4509 Elm Street, and I support the town's
2 setting aside funds to investigate several
3 aspects of the proposed Purple Line.

4 As I understand it, and I think Pam
5 mentioned this, too, there are several
6 hundred, if not thousands, of trees that will
7 have to be cut down to build this transitway.

8 These trees serve as an important green space
9 buffer for our town, and they also perform a
10 crucial environmental function. I would hate
11 to see further deforestation and loss of this
12 buffer for a transitway when other
13 alternatives for that transitway exist.

14 I actually support mass transit,
15 and I think we need it in this area, but there
16 are alternatives.

17 I'm also very, very disturbed that
18 the MTA has rejected some alternatives because
19 the light rail would be too close to homes
20 along these other alternatives, and yet it has
21 no qualms about putting the transitway right
22 next to many of our homes. I'd like to know

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1 what it is about the light rail that makes it
2 -- I'd like to know what it is about the light
3 rail that makes it undesirable to be near
4 homes. Is it noisy? Does it destroy property
5 values? Is it dangerous? What is it that
6 makes the MTA not want to place this light
7 rail next to homes along alternative routes,
8 but they want to place it near our homes?

9 And again, I'm not favoring putting
10 it in someone else's backyard. I'm favoring
11 not putting it in anyone's backyard.

12 I think these are issues that the
13 town needs to investigate. The noise, the
14 safety and also property value. It's
15 important to me since I live right along the
16 trail.

17 I am also personally --

18 MAYOR BARNES: Thanks. I think
19 that's it. Thank you.

20 And then Andrew Bennett is next
21 after.

22 MR. SAGGESE: I'm Marty Saggese

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1 from Oakridge Lane. I've been there for ten
2 years, and in a prior life I was Vice
3 President for Planning and Finance at the Long
4 Island Railroad in New York, and we did run
5 trains through people's backyard. It was
6 never a happy mixture.

7 I'm a transit supporter, a Metro
8 rider.

9 This project in my opinion is well
10 intentioned but poorly conceived, and I would
11 strongly encourage the town to conduct an
12 independent study and to target that study on
13 a couple of areas.

14 Ridership, the ridership numbers
15 I've seen are unrealistic.

16 Safety, trains and bikes and kids
17 do not mix.

18 Viability of the trail as a
19 recreational space when this is done, the
20 notion that people are going to want to walk
21 on a trail suspended over trains is just I
22 don't think going to happen.

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1 And finally, the lack of adequate
2 consideration to alternate routes for all of
3 the reasons that folks have mentioned today.
4 This is not a proposal -- the proposal is
5 getting a lot of energy from hard working
6 transit planners, but it is not taking account
7 of the whole range of community concerns that
8 I'd encourage the town to proceed with the
9 analysis, and I'm willing to be helpful to the
10 town or the committee in any way as this goes
11 forward.

12 Thank you.

13 MAYOR BARNES: Thank you.

14 Mr. Bennett and then Mr. Lawrence
15 Rothman is after Mr. Bennett.

16 MR. BENNETT: I'm Andy Bennett. I
17 live on Maple Avenue, and I frequently use the
18 trail, mostly the lower parts, to get into my
19 job at Georgetown.

20 I want to echo a lot of the things
21 that have been said already as far as the need
22 to study the trail. What I think the council

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1 really has to do, the strategic question here
2 is are we going to put the \$250,000 towards
3 trying to kill the trail or kill the train or
4 the Purple Line or to delay it indefinitely,
5 or do we want to put that money towards
6 abating the effects for our local community
7 should it look like the trail is going to go
8 forward whether we fight it tooth and nail or
9 not.

10 It seems to me that with \$30
11 million being spent setting on the state level
12 with questions of if you were to put a tunnel
13 it would be \$150 million, 250,000 is going to
14 be a drop in the bucket.

15 But I would say that I'm very
16 concerned from what I've heard today that some
17 of the things that could matter a lot to
18 whether a trail would be a disaster for the
19 town and merely a great nuisance for the town
20 haven't been given much thought: where the
21 egress points are to cross the trail; where do
22 people cross the trail now; how difficult

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1 would it be to get through the tunnel to
2 Bethesda.

3 Tonight I heard for the first time
4 that you'd be walking on top of the train.
5 What would that actually be like? What would
6 that look like? How can the town affect that
7 or change that?

8 There was no discussion in the
9 presentation tonight of abating noise or
10 vibrations or anything else for the town, for
11 the houses close to the trail. In none of the
12 pictures did we see any attention to sound
13 barriers or other kinds of limits between the
14 train and the town.

15 So I think the council has to
16 decide. Perhaps we need to challenge some of
17 the ridership numbers and make sure those are
18 realistic, but then we have to decide how much
19 of our money and time and effort are we going
20 to spend on working to make a livable train if
21 the train proves to be inevitable, and how
22 much are we going to spend just trying to kill

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1 this project if we think that's possible?

2 MAYOR BARNES: Thank you.

3 Mr. Rothman and then Joe Frankel is
4 next.

5 MR. ROTHMAN: I'm Lawrence Rothman,
6 and I've lived at 4219 Oakridge Lane for 23
7 years.

8 Oakridge Lane is the extension of
9 Elm Street, and I'm on the side that faces the
10 Copeland Run and the trail. So I would be
11 impacted by any kind of construction that was
12 done over there.

13 I'm also somewhat concerned that
14 there really has not been a whole lot of
15 planning to get synergy between the Purple
16 Line and the Metro system. It seems to me in
17 order for this to be successful in the long
18 run and to benefit the people at a whole, it
19 needs to be compatible with the Red Line and
20 have minimum inconvenience for people
21 transferring from it.

22 And the other thing I think is that

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1 I'd like to see it go from Bethesda to the
2 Bethesda Naval -- I'm sorry -- to the Medical
3 Center Metro and then maybe head on up to the
4 Beltway or next to the Beltway and then have
5 several stops there, and you know, maybe a
6 station in Glenmont and then down to Silver
7 Spring. That would satisfy the objective of
8 getting people from Bethesda to Silver Spring,
9 and it might impact fewer people or maybe
10 more. Who knows?

11 Thank you.

12 MAYOR BARNES: After Mr. Frankel --
13 go right ahead -- is Betsy Johnson and then
14 Eleanor Harris after Ms. Johnson.

15 MR. FRANKEL: Hi. I'm Joe Frankel.

16 I've lived in the town for about 18 years.

17 It seems to me that what we as a
18 town ought to be thinking about is how we
19 spend our town resources in the way that best
20 benefits the town. Earlier this evening I
21 stood in the back of the room for over an hour
22 listening to these fine and well intentioned

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1 transportation experts from Annapolis talk
2 about their project which has been on the
3 books for 35 years it turns out, and I did not
4 year one word, not one word about how this
5 project would benefit our town.

6 And I think the reasons for that
7 are pretty obvious. It's because it would not
8 benefit the town. To the contrary, I think it
9 would be a disaster for the town. It would
10 destroy our northern border.

11 And that being the case, it seems
12 to me that it's virtually a no brainer for the
13 town to harness a small portion of the
14 substantial resources that it has available to
15 it to constitute itself as some sort of
16 countervailing force.

17 For as long as I have lived here,
18 like I said, almost 18 years, we have been
19 subjected to an unending stream of propaganda
20 about what a wonderful project this is. Every
21 objection has been met by some fanciful
22 solution. Don't worry about it. It will all

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1 be taken care of. It is more than clear that
2 what they have shown us cannot exist in the
3 real world of the Town of Chevy Chase, and
4 therefore, I just say do the math. It's money
5 well spent.

6 Thank you.

7 MAYOR BARNES: Ms. Johnson.

8 (Applause.)

9 MAYOR BARNES: And then Eleanor
10 Harris.

11 I really do appreciate people
12 because we're really getting through this so
13 that we can have time for questions and then
14 more people speaking because we haven't been
15 applauding.

16 Thank you.

17 MS. JOHNSON: I'm Betsy Johnson. I
18 live at 4413 Ridge Street, and I've been here
19 for 30 years.

20 I am in favor of the Purple Line.
21 I am coming out of the closet in favor of the
22 Purple Line. I'm very concerned about two

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1 issues that are looming in our future that
2 will affect our children, not our
3 grandchildren or great grandchildren, but our
4 children. One is global warming and one is
5 oil depletion.

6 What are we going to do when gas
7 goes to \$10 a gallon? I mean, we need ways to
8 get around in our area. We need as much mass
9 transit as we can possibly get.

10 Maybe there are improvements to the
11 Purple Line, but I would like to see -- it
12 will benefit our town, and I know that there
13 are people, you know, who will be impacted by
14 this, and I understand their concerns, but
15 it's going to help us as well. We'll be able
16 to get to Silver Spring. We'll be able to get
17 to the University of Maryland. We'll be able
18 to get to New Carrollton where we can take a
19 MARC train to BWI.

20 I urge you to look at the broader
21 picture here. The area will benefit from the
22 purple line, and I hope we make the wise

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1 choice to not interfere with the study, but
2 maybe we can use this \$250,000, but to use it
3 to help to make this project compatible with
4 the town.

5 We can be good stewards of our
6 planet, and we can help ourselves also. These
7 don't have to be mutually exclusive goals.

8 Thank you.

9 MAYOR BARNES: Thank you. Is
10 Eleanor Harris still -- oh, there you are. I
11 hadn't seen you.

12 And following Ms. Harris it's
13 Duncan Kirk.

14 MS. HARRIS: My name is Eleanor
15 Harris. I live at 4212 Stanford Street, Chevy
16 Chase, corner of Maple.

17 I don't expect to use the Purple
18 Line. I don't think that it's within walking
19 distance from me, and what I have not before
20 thought about is the fact that this is going
21 to be an inaccessible trail because in order
22 to protect or to guarantee that the train will

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1 be able to run at, say, 30 miles an hour, in
2 order to make it save time to get from Place A
3 to Place B, and I have done this kind of work
4 in my profession. So modeling is an old,
5 familiar process to me, and I do know that you
6 have to use some kind of a payoff function,
7 and if it's saving time, I doubt that this
8 trail with the safeguards that are going to
9 have to surround it where you have to worry
10 about adults walking in close proximity to a
11 train or children or even animals, and the
12 animals will get caught in there if they get
13 there, and it seems to me that these kinds of
14 factors are not modelable. You can't build a
15 model unless it's by saying you're going to
16 have to run the train slow to avoid
17 collisions.

18 And I think further study is really
19 important. So I support that, but I hope that
20 as many of these factors that add a little
21 realism to it can be included in this study as
22 possible.

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1 MAYOR BARNES: Thank you so much.
2 Mr. Kirk. Is Mr. Kirk -- oh, okay.
3 Not here. So terry Banks. Is he still here?
4 Barbara Brocker.

5 MS. BROCKER: My husband and I have
6 three kids and our dog. Thank you for moving
7 forward on conducting this important analysis.

8 I would argue that the town has a
9 responsibility to do an analysis of all major
10 projects on its perimeter, and this is
11 certainly a major project.

12 There's immediate concern which
13 everybody continues to discuss, which is the
14 destruction of the trail as we know it, and it
15 will be destroyed despite the fact that an
16 alternate trail is proposed by the trail
17 tracks, but I would say that the study should
18 particularly look at the collateral impact of
19 the development that is definitely going to
20 occur on Connecticut Avenue and increase in
21 downtown Bethesda.

22 At that point it becomes an issue

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1 for the entire town as all the roads
2 surrounding the town will become more
3 congested, and the traffic through the town
4 will increase. So I really want the analysis
5 to look at that.

6 Mr. Madden and his consultants work
7 for the project. They don't work for the
8 town, and despite the fact that \$30 million
9 has been spent on this, there is nobody who
10 will look after the town's interest like a
11 consultant to the town. We need this.

12 Next.

13 This is how close the trail is
14 currently to houses on the perimeter, the
15 north perimeter of the town. While the MTA is
16 revisiting its flawed ridership numbers, we
17 need to conduct our own analysis.

18 Again.

19 I'm a pro mass transit person, and
20 I just want to encourage the people that have
21 fallen for the simplified logic of all mass
22 transit is good, the Purple Line is mass

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1 transit, therefore, it must be good, to think
2 a little bit because really good mass transit
3 is well thought out, environmentally friendly,
4 predicated on actual writers, which would be
5 important, and it doesn't create more
6 congestion than it proposes to resolve, and I
7 would argue that this might be the case and we
8 should study this.

9 So thank you very much.

10 (Applause.)

11 MAYOR BARNES: Rachel Brocker
12 follows, and then Jim Roy is the last speaker.

13 MS. BROCKER: Good morning, Madam
14 Chairs and Mr. Chairs. Good evening, sir.

15 My name is Rachel Brocker, and I
16 live on 4401 Elm Street, and behind my
17 backyard is the beautiful pathway, well
18 vegetated, called the Capital Crescent Trail,
19 and I use it nearly every day, and I would be
20 very upset if one day a loud, noisy train came
21 plowing through there.

22 Here we are faced up against people

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1 I like to refer to as the "Oncelers," and for
2 those of you who don't know who that is, they
3 are characters from a Dr. Seuss book who were
4 very greedy and always had to have more.

5 One thing the Oncelers will not get
6 is the Capital Crescent Trail, my trail.

7 (Applause.)

8 MAYOR BARNES: Mr. Roy.

9 And I think after Mr. Roy, he's the
10 last one on our list. So I think let me just
11 say I only have a couple of questions to ask.

12 No one seems to have filled out a card. If
13 you want, we can ask some questions. So I
14 don't have any questions, right? There's one
15 over here, but if we could ask Mr. Madden some
16 questions, and then if anyone else wants to
17 speak, that would be fine.

18 Thank you.

19 MR. ROY: Well, my name is Jim Roy.

20 I live at 4511 Elm Street, which is the last
21 house on the right just before the park. I
22 personally use the trail two to three times a

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1 day minimum every single day of the week, and
2 I see lots of people enjoying it.

3 And the reason why I strongly
4 support the spending of \$250,000 doing our
5 own evaluation is if the same people who
6 created the presentation that we saw are the
7 ones collecting the data and spending the
8 money on that, I think it's important to spend
9 our own money to verify that data because I
10 found the presentation to be, in a word,
11 misleading, in a civil word.

12 I do believe that if we're going to
13 do something we should do it right. We should
14 spend enough money to do it right the first
15 time rather than do it and then kind of regret
16 how we do it later.

17 So if we're going to do it, let's
18 go underground if that's where it has to be or
19 let's put it up where we already have a lot of
20 mass transportation.

21 I heard today that the trail may
22 need to be subsidized. That was the first

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1 time I've heard that, and I'm wondering who
2 the county is going to turn to to pay that.
3 Are we going to get a special assessment here?

4 I don't think the people in Germantown are
5 going to be willing to pay for mass transit
6 down here.

7 Thank you.

8 MAYOR BARNES: Thank you.

9 So Mr. Madden --

10 PARTICIPANT: He'll be right back.

11 MAYOR BARNES: Okay. I think he
12 had to talk a little bit longer so we had more
13 time.

14 MR. ROY: All right. So we only
15 have a couple more minutes, Linna. Let's talk
16 about the fact that there is going to be a
17 train station basically underneath the tunnel
18 right now. The last time I saw this
19 presentation --

20 PARTICIPANT: There isn't. The
21 platform extends under there now.

22 MR. ROY: All the way to the

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1 ground. Perfect. It will be a great place to
2 have the new one, too.

3 If we were to do it, the last time
4 I saw this presentation -- it's the first time
5 I've seen it -- it was going to have eight
6 feet of clearance on a catwalk over the trains
7 that are going to be going below us. It's
8 going to destroy the use of basically going
9 from here to where the Barnes & Noble is
10 without having to cross Wisconsin.

11 So I guess I ran to it.

12 MAYOR BARNES: Okay. We're not
13 going to have a dialogue. I'm sorry. I
14 shouldn't have -- I should have known it.

15 Let me read -- maybe someone else
16 other than Mr. Madden can answer questions.
17 Thanks.

18 One of the ones was about how will
19 the Purple Line cross streets, specifically
20 Connecticut Avenue, but I think they were
21 talking about other streets it will be going
22 across, how that's going to happen.

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1 MR. BENZ: Both the bus rapid
2 transit and the light rail transit can operate
3 in mixed traffic environments. It can operate
4 -- they cross the street the same way a bus
5 would cross or any other vehicular traffic
6 crosses it. It can either be with the traffic
7 signals or other types of traffic control
8 devices just like we control any other
9 intersection today. They operate like that
10 throughout the country.

11 MAYOR BARNES: But it will be on
12 grade, at grade.

13 MR. BENZ: If it's at grade --

14 MAYOR BARNES: At Connecticut
15 Avenue.

16 MR. BENZ: At Connecticut we've
17 also studied in the past the possibility of a
18 grade separate, a bridge over Connecticut
19 Avenue.

20 PARTICIPANT: It's like an
21 additional intersection.

22 MAYOR BARNES: I'm sorry. We're

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1 not -- thanks. I really don't want it to be a
2 back-and-forth.

3 What about what other streets will
4 it be crossing other than Connecticut? Will
5 it be going like Wisconsin, those streets?

6 MR. BENZ: No, Wisconsin -- well,
7 I'll field this question. It depends on the
8 alternative and the technology for light rail
9 that would operate on the Master Plan on Line
10 1, the Georgetown Branch. There's a possible
11 grade crossing at Wisconsin -- I'm sorry --
12 Connecticut, and then the next grade crossing
13 would likely be up in the vicinity of Georgia
14 Avenue, but for bus rapid transit, some of
15 those operate on -- I'm sorry. You're right.

16 Stewart Avenue is a small street off of
17 Brookville Road that goes into some industrial
18 areas.

19 VICE MAYOR ENELOW: What about
20 Jones Mill Road?

21 MR. BENZ: We are underneath that.

22 VICE MAYOR ENELOW: Underneath

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1 Jones Mill Road, tunneling underneath.

2 MR. BENZ: That's a bridge. It
3 will be bridged -- the ridge will be bridged
4 over the tracks.

5 MAYOR BARNES: All right. What
6 about in terms of decibels do you know how
7 noisy the train will be? Specifically will
8 the noise it make exceed 55 decibels?

9 MR. MADDEN: Our study includes
10 assessment of noise. In fact, they will be
11 taking noise measurements very soon. What
12 they do is take measurements of the noise that
13 exists out there today, and then on top of
14 that they measure what the noise would be for
15 each one of the alternatives, whether it's
16 light rail or bus rapid transit, and then
17 there are noise criteria from the Federal
18 Transit Administration. I believe Montgomery
19 County has their own noise criteria also that
20 we have to meet, and in cases where the noise
21 may exceed what's allowed, then we have to
22 look at a range of measures to mitigate that

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1 noise, to bring it back down to acceptable
2 levels.

3 That can be done through noise
4 walls. It can be done through other kind of
5 walls, barriers, landscape berms. There's
6 also treatments you can do to the right-of-way
7 itself, to the track to reduce the noise
8 because most of the noise, almost all of it is
9 generated, at least for light rail, generated
10 by the rail wheels on the track itself.

11 Generally noise walls just cover
12 that noise, but it all depends on where the
13 noise receptors are. I don't know what the
14 55 --

15 MAYOR BARNES: I do know what the
16 decibel levels are. I guess I don't know
17 what --

18 MR. MADDEN: I'm sure it varies for
19 different types of train. It varies whether
20 it's on a straight away, which through the
21 Master Plan alignment it is. Light rail
22 trains can get noisy if they're on sharp

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1 curve. This is not the case on the Master
2 Plan alignment, and obviously buses have a
3 different noise from the light rail vehicles.

4 I'm not sure about the 55. Are
5 you?

6 MR. BENZ: Well, it's the noise of
7 the train. I know the exact number. It
8 depends on a lot of the factors everybody
9 talked about, but you add a 55, whatever the
10 decibel noise generation of the train or the
11 bus to the ambient level, and it's not
12 additive because decibels are a logarithmic
13 function. So it goes up, you know, maybe one
14 or two decibels.

15 But the FDA has -- the noise
16 measurement standard that has to be met takes
17 into account the hours of operation of the
18 train and what type of environment sends. So
19 in a residential area any noise that might be
20 generated by trains in the event or these
21 trains won't be running all night long, but,
22 say late evening or early morning, that noise

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1 impact would get weighted heavier than what
2 would happen in the middle of the day in a
3 residential area because of the potential
4 impact it might have on sleeping and other
5 household activities.

6 MAYOR BARNES: I don't want to put
7 you on the spot, but do you know offhand what
8 the federal noise levels are, an absolute
9 number?

10 MS. MEAD: It's on the LTA Website.

11 MAYOR BARNES: Okay. You might
12 send some of these questions along and you can
13 get more feedback.

14 MR. BENZ: Sure.

15 MAYOR BARNES: I guess there was a
16 question about with a medical center stop, the
17 Naval Medical Center and the moving of Walter
18 Reed and a lot more people working there. Is
19 that going to be taken into account with the
20 study that's coming up?

21 MR. MADDEN: Yes, that will be
22 taken into full account. I'm part of the BRAC

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1 team that is evaluating that. That number has
2 changed. The latest I've seen is roughly
3 2,400 additional employees and the National
4 Naval Medical Center.

5 There's a lot of different
6 improvements they're looking at, and certainly
7 our study would take all of that into
8 consideration.

9 VICE MAYOR ENELOW: And besides
10 employee, that includes people visiting --

11 MR. MADDEN: I was going to finish.
12 That in addition to the employees, obviously
13 there's patients. There's visitors, and that
14 will add a lot more. Those are numbers that
15 are coming to us from the National Naval
16 Medical Center, but we're in close contact
17 with them.

18 MR. HOFFMAN: Excuse me. On that,
19 since you're going to get presumably some
20 changes in numbers, that will obviously change
21 your prior estimates of the --

22 MR. MADDEN: Let me make it clear.

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1 There is no flawed ridership numbers. We
2 don't have ridership numbers today. However,
3 it was reported in the newspaper.

4 The fact is we didn't come up with
5 numbers and then say, "Oh, those don't look
6 good."

7 What happened is we stated to use
8 the Washington Council of Governments regional
9 travel forecasting model, and what we found is
10 that we could not validate the ridership that
11 was already out there today. So we knew that
12 there was a so-called problem, but there would
13 have to be improvements made to that model.
14 That's what has delayed the project.

15 We're not going back to cook the
16 numbers. We're making sure, and the federal
17 government will insist on this and the
18 governor will insist on this. The numbers are
19 not cooked. The model has to work correctly
20 because we can come up with reliable and
21 accurate ridership numbers.

22 MR. HOFFMAN: One further question

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1 on that. I was not about to say you were
2 cooking the numbers.

3 MR. MADDEN: Well, I know. It has
4 been said.

5 MR. HOFFMAN: I understand. When
6 you get these, you get your servers. Whatever
7 you're going to do you do. You finally have
8 some numbers you feel somewhat confident in.
9 two questions. I understand they'll be used
10 to justify your arguments to get federal
11 money, and that's what will be put in the
12 equation.

13 First of all, will that be looked
14 at not only by your team, but by independent
15 peer reviewers, and if so, do you know who
16 they are right now?

17 And secondly, would that
18 potentially have the effect -- I think you
19 mentioned something right at the very
20 beginning when you gave your talk of
21 potentially a route change. For example,
22 there's a whole bunch of people going out to

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1 NIH all of a sudden. Might that influence?
2 Is it too late to stop that pull? Is that
3 still possible to change that route or not in
4 what you're studying?

5 MR. BENZ: With regard to your
6 question on the ridership, the work that we're
7 doing, adjustments or improvements to the
8 model to, as Mike said, to get the model -- if
9 the model can't replicate using today's
10 traffic networks and today's population
11 employment situation, can't replicate the
12 numbers, the riders that are on there today,
13 how can we expect that in the future to give
14 us a reliable forecast?

15 So what we're doing today is to
16 make sure that it does a good job of doing
17 that and that model gets first reviewed before
18 we even start applying it by the Federal
19 Transit Administration. They have their own
20 set of staff that are among the best experts
21 in the country in this area. Plus they hire a
22 peer review just as you had asked. They have

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1 independent contractors that look not only at
2 the ridership, at the capital cost estimates,
3 the impact analysis, the land use analysis,
4 the financial analysis, the whole spectrum if
5 given an independent check by the federal
6 government because the FTA staff has to go
7 before Congress and vouch for those numbers.

8 At the time we submit these, they
9 cease to be our numbers. They become FTA
10 staff numbers. They're on the line for doing
11 that. So, yes, there is a peer review.

12 MR. MADDEN: What was the other
13 question?

14 MR. HOFFMAN: The other question
15 was supposing these numbers come back and as
16 some people have conjectured --

17 MAYOR BARNES: Naval Hospital.

18 MR. HOFFMAN: Naval Hospital. Can
19 you change the rack?

20 MR. MADDEN: Well, we are
21 evaluating and we'll have numbers for both the
22 Master Plan alignment and the Jones Bridge

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1 Road-Woodmont Avenue alignment. Is that what
2 you're asking?

3 That would tell us which of those
4 routes --

5 MR. HOFFMAN: The Jones Bridge
6 Road-Woodmont Avenue alignment as I remember,
7 I think I heard you say was a bus thing.

8 MR. MADDEN: Bus-rapid transit.

9 MR. HOFFMAN: Well, that's not what
10 I'm talking about.

11 MR. MADDEN: We'll have bus-rapid
12 transit on the Master Plan also.

13 MR. HOFFMAN: Okay, but you are
14 still not -- even if the numbers come back
15 very high up to NIH and Naval Medical Center,
16 you're not at this time thinking of
17 potentially saying, "Wait a minute. We really
18 ought to go back and look at bringing the
19 light rail or whatever kind of rail it is up
20 to that Metro station"; is that correct?

21 MR. MADDEN: You're referring to
22 the Metrorail loop?

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1 MAYOR BARNES: Yes.

2 MR. MADDEN: No. We're not
3 applying the ridership numbers to that. No,
4 we've already eliminated that from
5 consideration, and I know Park and Planning
6 Commission has supported us on that also.

7 MAYOR BARNES: We have a question
8 about how many trains per hour in both
9 directions will run in peak hours.

10 MR. MADDEN: I believe if it's
11 light rail our estimate, current estimate, is
12 that the trains would run approximately every
13 six minutes. If it's bus-rapid transit, they
14 don't have the same capacity. The buses would
15 be running more frequently than six minutes
16 because you can't carry as many people.

17 So if you're talking two-way, then
18 you're talking three minutes.

19 MR. BENZ: The six minute headway
20 estimate is what we're starting with as a
21 working assumption, but when you get the
22 ridership results back, we look at what the

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1 loads, you know, that the estimate says would
2 exist in the peak period, peak direction
3 versus what the capacity is, and then we make
4 we call it equilibration. We make an
5 adjustment to see the balance of the supply
6 and demand.

7 MR. MADDEN: To see whether that
8 goes up or down.

9 MAYOR BARNES: Okay. Has your
10 study or will your study look at other ways,
11 additional ways of receiving funding in
12 addition? You spoke about the state money and
13 the federal money. Would there ever be local
14 county money included in that?

15 MR. MADDEN: There could be local
16 county money, and there also could be private
17 money from the private sector. Those are
18 possibilities. When we say a project has
19 federal and local share, the local is
20 generally assumed to be state money, but it
21 doesn't have to be all state money. It could
22 also be county money, and in some case if

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1 there's a way to capture some private sector
2 money, that's a possibility also.

3 MAYOR BARNES: There was a question
4 about the parking garages. Parking garages,
5 were they removed from the plan or were they
6 never ever there?

7 MR. MADDEN: I don't know anything
8 about parking garages.

9 MAYOR BARNES: I think the idea of
10 Metro stations have to have parking around
11 them.

12 MR. MADDEN: Yes. Well, for the
13 Purple Line we're not planning any park and
14 ride lots. Let me emphasize these stations
15 that would be associated with the Purple Line
16 are not Metro stations. They're not big,
17 expensive stations. They're kind of elaborate
18 or glorified bus stations.

19 There may be a couple of locations
20 where we try to provide kiss and ride, but for
21 the most part, they will be dependent on walk-
22 up riders and bus transfers. That's true,

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1 people coming from other buses.

2 MAYOR BARNES: Just two more. One
3 is are there any ways there might be
4 additional accesses to the trail if the train
5 is on the south side, if the train borders the
6 town?

7 MR. MADDEN: We are willing to look
8 at any other access points that the community
9 would like. Obviously we've got to look at
10 that from the standpoint of the gray, from the
11 standpoint of just how we can make those
12 connections, but we can certainly look at
13 additional connections to the train, yes.

14 MAYOR BARNES: And then the final
15 one. What is the actual proposed distance
16 between the edge of the trains and the edge of
17 the trail when the right-of-way is 66 feet? I
18 mean, how wide is the trail bed, I guess, or
19 trail bed and the train?

20 MR. MADDEN: The sketch is always
21 to get ten feet between them as a minimum.
22 Between the edge of the transitway and the

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1 edge of the trail would be a minimum of ten
2 feet.

3 PARTICIPANT: If we can get more,
4 we'll get more.

5 VICE MAYOR ENELOW: Can you just
6 clarify for me one thing, just to follow up on
7 this question? You're still doing the
8 ridership studies and it's still in the
9 planning stages obviously. We're not talking
10 about ground breaking until 2012 at the
11 earliest. So if your ridership studies show
12 that significantly more riders today or in the
13 year 2015 --

14 MR. MADDEN: Well, we actually look
15 at 2025.

16 VICE MAYOR ENELOW: Right. 2025
17 would be going to --

18 MR. MADDEN: 2030.

19 VICE MAYOR ENELOW: Well,
20 significant more riders would be going to the
21 NIH area instead of Bethesda. I don't
22 understand why there's no consideration of

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1 rerouting the light rail directly through NIH.

2 Is that a political decision, an economic
3 decision, a technical decision?

4 I'm a little unclear on that.

5 MR. MADDEN: I'm not sure how you
6 would reroute the line to enable medication.
7 You're talking about from the --

8 MS. STROM: You said that the
9 decision had been made and had been studied,
10 but that was before the BRAC, I guess is part
11 of what we're thinking in our analysis. You
12 had at the time those decisions were made not
13 to look at that, not to pursue that loop,
14 which was the Silver Spring --

15 MR. MADDEN: We're pursuing the
16 Jones Bridge Road alignment. Are you talking
17 about the Metrorail line again?

18 VICE MAYOR ENELOW: No.

19 MS. STROM: No. I'm talking about
20 the Purple Loop.

21 VICE MAYOR ENELOW: Oh, the Purple
22 Loop?

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1 MR. MADDEN: Oh. Oh, you are
2 talking about the Purple Loop.

3 MS. STORM: Yes.

4 MR. MADDEN: There were a number of
5 issues with the Metrorail loop. In addition
6 to it was not discounted from a ridership
7 standpoint. We didn't have the ridership
8 numbers to compare.

9 The problems with it had to do,
10 first of all, with environmental impacts to
11 Rock Creek Park, the system that's going to be
12 built along the Beltway that would impact a
13 number of residences. It would also impact
14 the park.

15 The project itself in terms of
16 going from Bethesda to Silver Spring as a
17 Metrorail loop, again, would help the
18 Metrorail system, but it would not meet the
19 purpose and need of this project, which is to
20 provide an east-west connector along the
21 corridor to connect the activity centers,
22 connect to the University of Maryland. It

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1 would not meet the purpose and need of that
2 project, of our project, the purpose and need
3 of the Purple Line.

4 In addition, the cost estimates we
5 felt were not comparable to the alternatives.

6 We are continuing to evaluate.

7 Anything else?

8 MR. HOFFMAN: Let me ask another
9 question on that though because you said, in
10 essence, I think, in answer on previous
11 questions, you get things peer reviewed, in
12 essence, at the federal level, which is where
13 the peer review takes place it sounds like to
14 me, correct?

15 MR. MADDEN: Yes.

16 MR. HOFFMAN: So you don't get peer
17 reviews. You sub out the contractor. You get
18 the results back. You look at them
19 yourselves, but you don't have at the State of
20 Maryland level any independent economic or
21 engineering or transportation peer review; is
22 that correct or not?

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1 MR. MADDEN: In the State of
2 Maryland?

3 MR. HOFFMAN: Within the State of
4 Maryland before it gets to the -- before you
5 stick it under your grand proposal and say,
6 "Please give us the money."

7 MR. MADDEN: Well, I'm not sure
8 what you mean by "independent." I mean,
9 Maryland Transit Administration, Maryland
10 Department of Transportation will all evaluate
11 that along with this.

12 But do we go hire some other peer
13 review? No. That's done at the federal
14 level.

15 MAYOR BARNES: Well, it is 9:30,
16 and we really do need -- I guess if there are
17 only two or three people. I didn't -- well,
18 I've pretty much answered all of the
19 questions, and thank you, Mr. M.

20 MR. MADDEN: Can I just ask? I
21 have one request, and that if we could get a
22 copy of the transcript so that we could look

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1 at the concerns and issues that the community
2 brought up, we'd like to look at that.

3 MAYOR BARNES: Absolutely.

4 MR. MADDEN: And incorporate that
5 into our study.

6 MAYOR BARNES: Absolutely. We'll
7 definitely do that, and I think we will write
8 up some of these questions and perhaps get
9 written answers from you, and that way you can
10 provide -- because we'll put it on a Web site.

11 And you might want to look at the
12 questions, you know, write it out rather than
13 just what's being said, you know, of the top
14 of your head. I don't mean it's inaccurate,
15 but sometimes it can be clear if it's written
16 since we're going to answer the questions.

17 I guess if there are like two other
18 people that want to speak that's all the time
19 we have.

20 No, you've already spoken. You
21 have to go up here. That's the only place we
22 speak.

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1 Yes, please.

2 MS. BOIARSKI-MAZELL: I'm Andrea
3 Boiarski-Mazell. I live at 7105 45th Street.

4 I've been in the neighborhood for
5 two years, but I grew up in the town of north
6 Chevy Chase. I went to BCC. I taught at
7 Leland. So I'm very familiar with this
8 community.

9 I use that trail all the time. As
10 a walker, I walk my dogs. I have multiple
11 dogs and as a biker. the quality of life
12 issue about that trail and the trees and the
13 stream and the use for older people who walk
14 along it and the children is just enormous.

15 And I've heard lots of people
16 saying it, but I really want to reiterate that
17 that is a quality of life issue that cannot be
18 down played.

19 And I'm also in favor of mass
20 transit. I moved here because I take the
21 Metro downtown all the time. But something
22 has to be done where we don't have to lose one

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1 of the most beautiful aspects of this
2 community, which doesn't only benefit us.
3 It's not a NMBY issue. When you have 10,000
4 people using that trail, they're coming
5 through from other parts of the county in
6 Washington, D.C. It is an asset that should
7 not be discounted.

8 And I have ridden on other bike
9 with rail trails, and yes, they're functional.

10 You know, you do it if you have to do it, but
11 we lose all of those trees, and it's hot
12 walking on concrete with no trees, in addition
13 to the noise of the train and the danger
14 issues.

15 So please be aware that to this
16 community it's not just the Town of Chevy
17 Chase. To the Washington Metropolitan Area
18 that beautiful trail is really necessary. We
19 have to find a creative way to save it.

20 MAYOR BARNES: Thank you.

21 (Applause.)

22 MAYOR BARNES: Do any of the

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1 council members have anything they would like
2 to add very briefly so that we'll be able to
3 lock up?

4 Pam, I'm really sorry, but it's not
5 --

6 PARTICIPANT: (Speaking from an
7 unmiked location.)

8 MAYOR BARNES: Okay. Pam, I'm
9 really sorry, but we really do have a
10 structure for the meeting, and that's what
11 we're doing, and if you want to talk to people
12 afterwards, that's fine. I'm really sorry,
13 but it's not fair to the people that follow
14 the rules that are here. I'm sorry, but
15 that's what it is.

16 Everyone could stand up and talk
17 and give their viewpoints along, but that's
18 not the way we're doing it. I'm sorry, but
19 that's not it.

20 Any council members?

21 (No response.)

22 MAYOR BARNES: I think that said

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1 then we'll adjourn the meeting. Thank you so
2 much, all of you, for coming. I really
3 appreciate it.

4 Thank you so much for the state. I
5 really appreciate your being here tonight.

6 (Whereupon, at 9:32 p.m., the
7 meeting was concluded.)

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