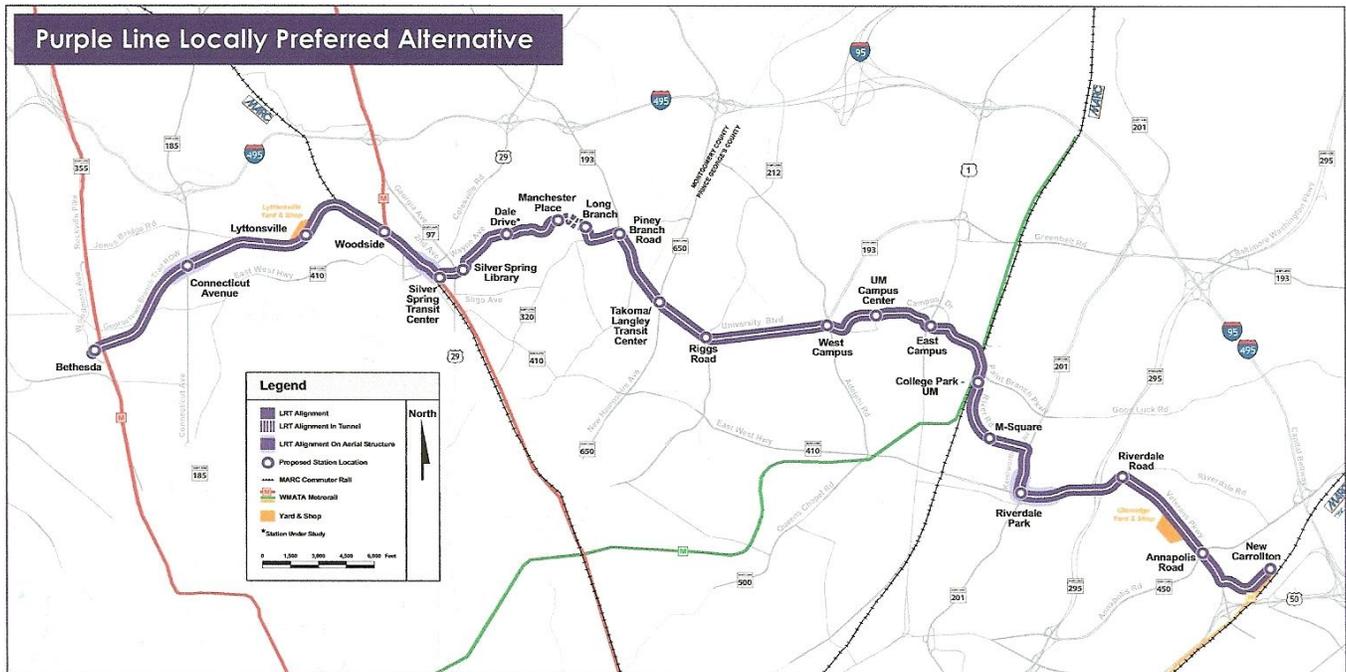


Purple Line meetings provide opportunities for community input

From Conservation Montgomery Community Reports



Public meetings are ongoing to review plans for the proposed Purple Line light rail, which consists of a two-track light rail and a paved biker/hiker trail running from Bethesda to Silver Spring using the full 66 feet of right-of-way along the route and most of the 90' right-of-way through the Columbia Country Club

At a May 4th meeting, the Maryland Transportation Administration (MTA) will present an overview of the current plans for the entire Capital Crescent Trail, including the community connections to the trail. This meeting will also be used as an opportunity for the MTA and Montgomery County to get input from residents on the issues related to the trail, including access points and design features. The hope is to have productive dialogue about the plans.

Attendees of an April 13th meeting hosted by MTA heard that the Purple Line is moving ahead with the support of Governor O'Malley. Unless Federal funds are not available, the Purple Line will be built as proposed. The meeting focused on the design, plans, and schedule of events leading up to and through construction.

MTA planners responded to questions and objections as they focused on moving the Purple Line toward reality. They emphasized the projected 60,000 daily ridership as a key step to serving residents' transportation needs while reducing vehicle traffic congestion.

A majority of the residents attending the April meeting opposed the plans for the Purple Line. The most vocal opponents are those whose homes and business properties are directly adjacent to the Capital Crescent Trail, including the members of the Columbia Country Club. Opponents of the proposed Purple Line argue that the project will:

- deny them the use of land that is the part of the right of way that they have been using for years
- remove nearly all of the trees along the right of way during the construction of the proposed Purple Line
- result in noise from several trains an hour running near their homes

Another group of opponents are trail users, bikers and hikers, led by the grass roots SaveTheTrail.org, who value the tree-lined, quiet environment of the current trail. In the April 13th meeting, opponents proposed installing the light rail or a BRT (Bus Rapid Transit) system along MD 410/East-West Highway as a cheaper, less disruptive alternative. A less-disruptive underground version of the Purple Line would be expensive and cost-prohibitive, particularly in the current economic

climate. Find details of the May 4th meeting in the “Calendar” section of this email or paste the link below into your browser.

For details on the upcoming May 4th meeting:

<http://purplelinemd.com/public-involvement/upcoming-meetings>.

To learn more about the Purple Line, visit these sites:

Wikipedia

[http://en.wikipedia.org/wiki/Purple_Line_\(Maryland\)](http://en.wikipedia.org/wiki/Purple_Line_(Maryland))

Artist Renderings:

Light Rail at East-West Highway

http://purplelinemd.com/images/stories/purpleline_documents/renderings/Capital_Crescent_Trail.pdf

Light Rail at Woodmont Avenue

http://purplelinemd.com/images/stories/purpleline_documents/renderings/Woodmont.pdf

Rail and Trail

http://purplelinemd.com/images/stories/purpleline_documents/renderings/Master_Plan_1.pdf

Government Sites

<http://purplelinemd.com/>

<http://purplelinemd.com/archive>

<http://mta.maryland.gov/projects/>

Proponents

<http://purplelinenow.org/>

Opponents

<http://www.savethetrail.org/>

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