

How The Purple Line Came To Be

Makeover Montgomery Conference
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How the Purple Line Came To Be

Part 1

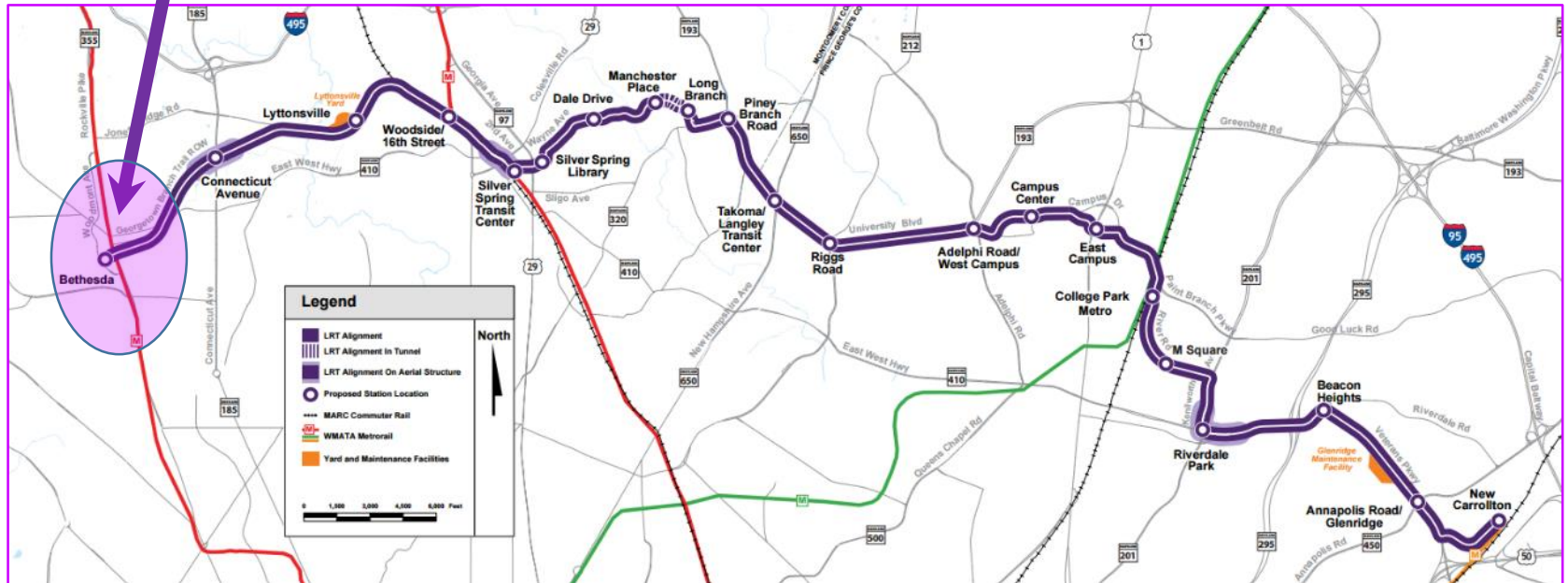
Nick Brand



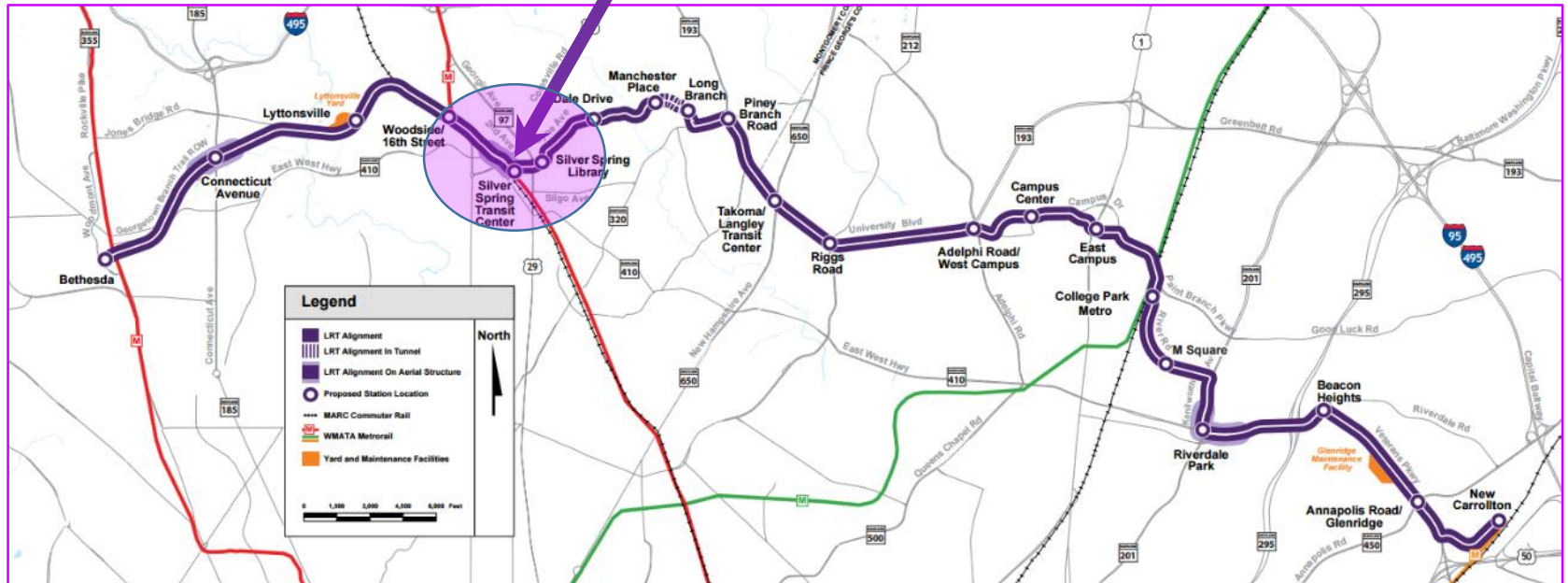
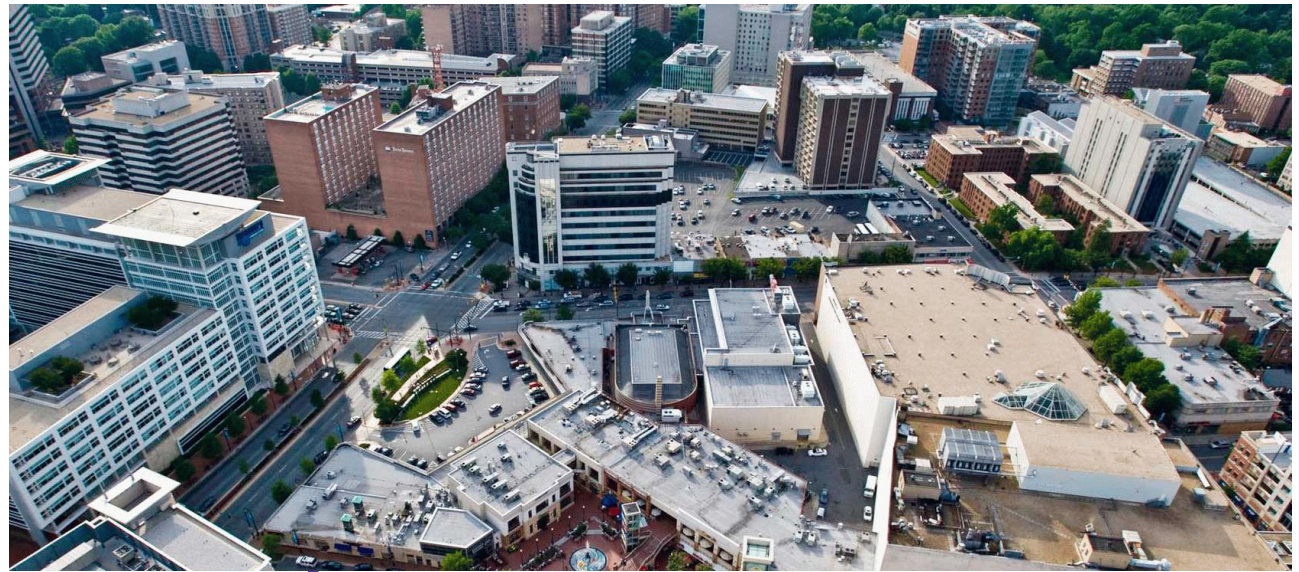
From Georgetown Branch Trolley to Purple Line

30 years of working to plan & fund
a cross -suburb light rail line

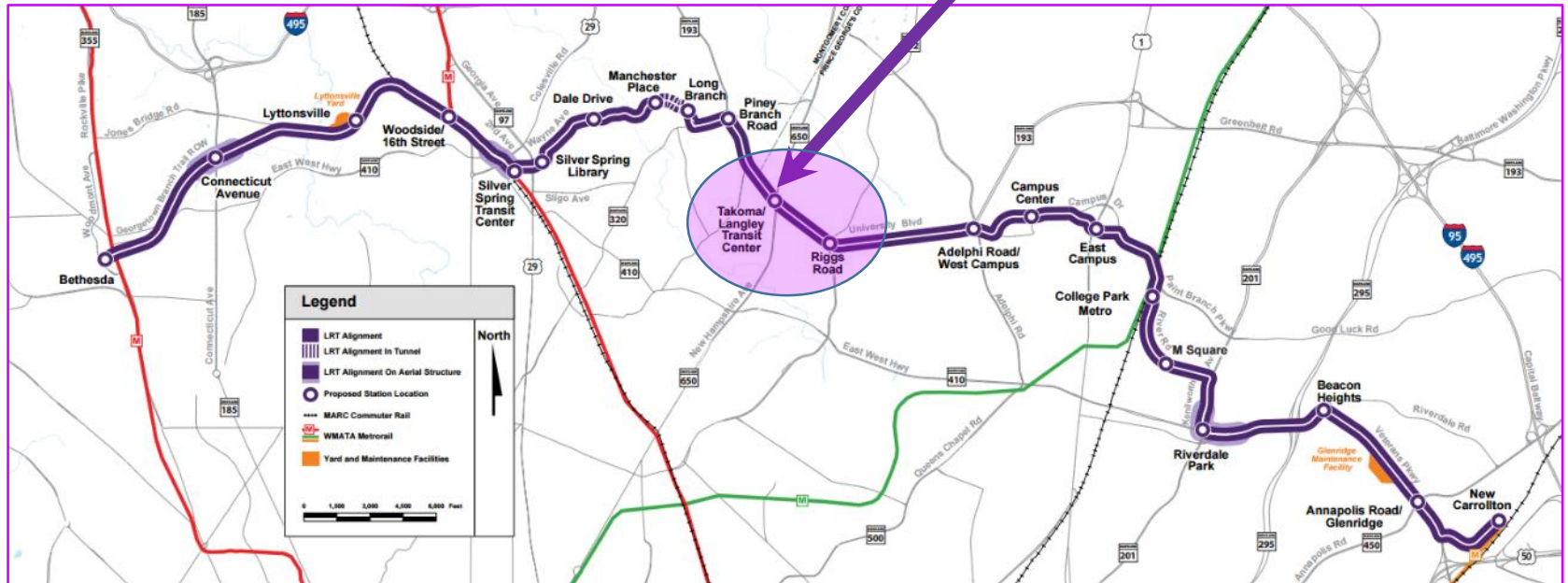
Bethesda & Red Line (west leg)



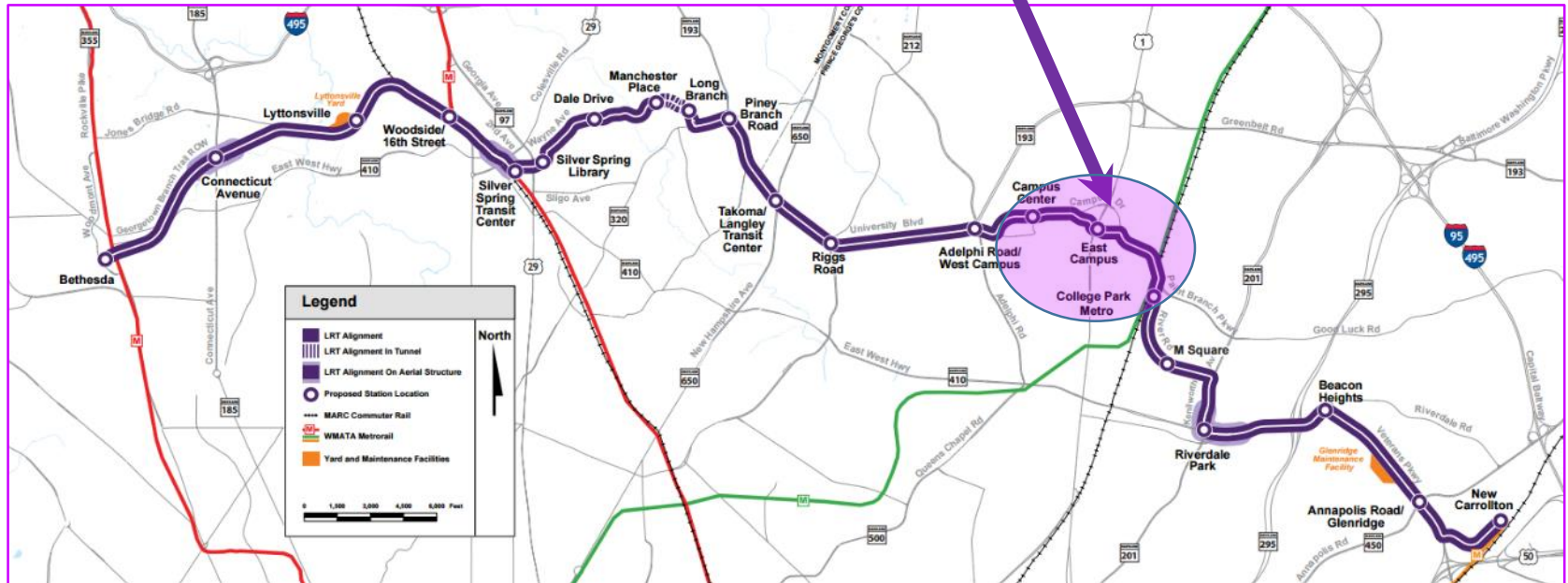
Silver Spring, Red Line (east leg), MARC, Transit Center



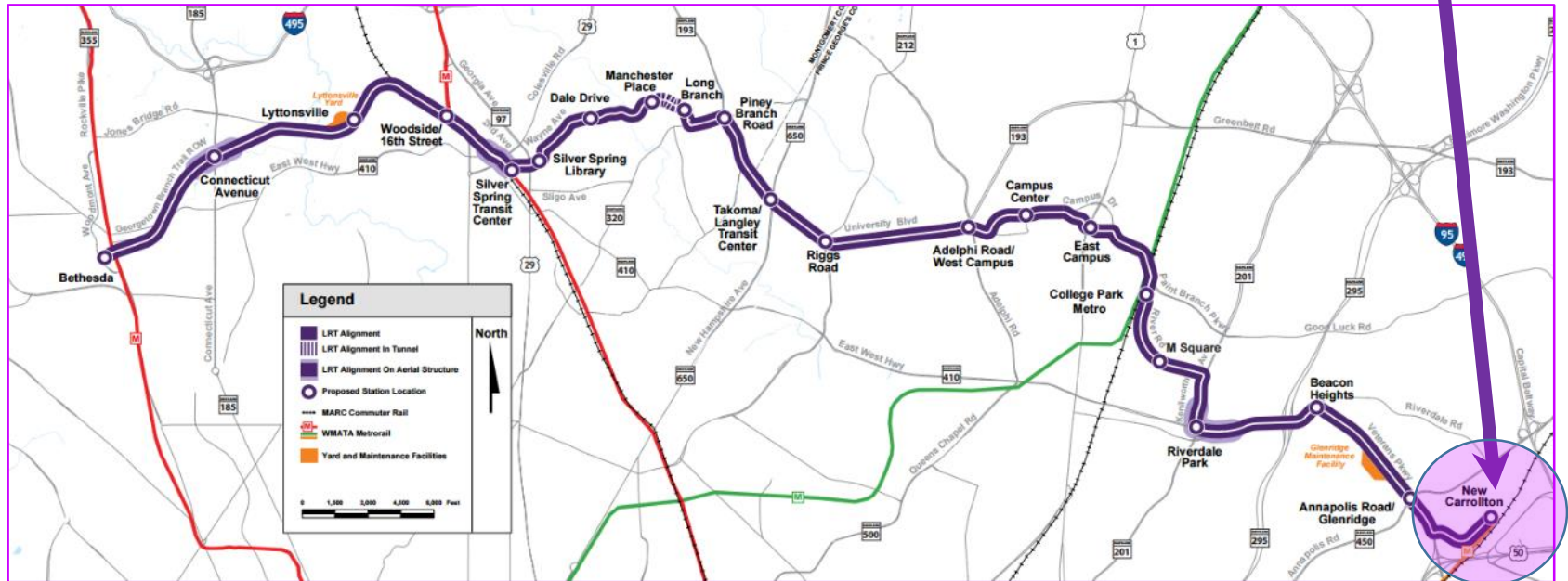
Langley Park & Transit Center



College Park, University of Maryland, & Green Line

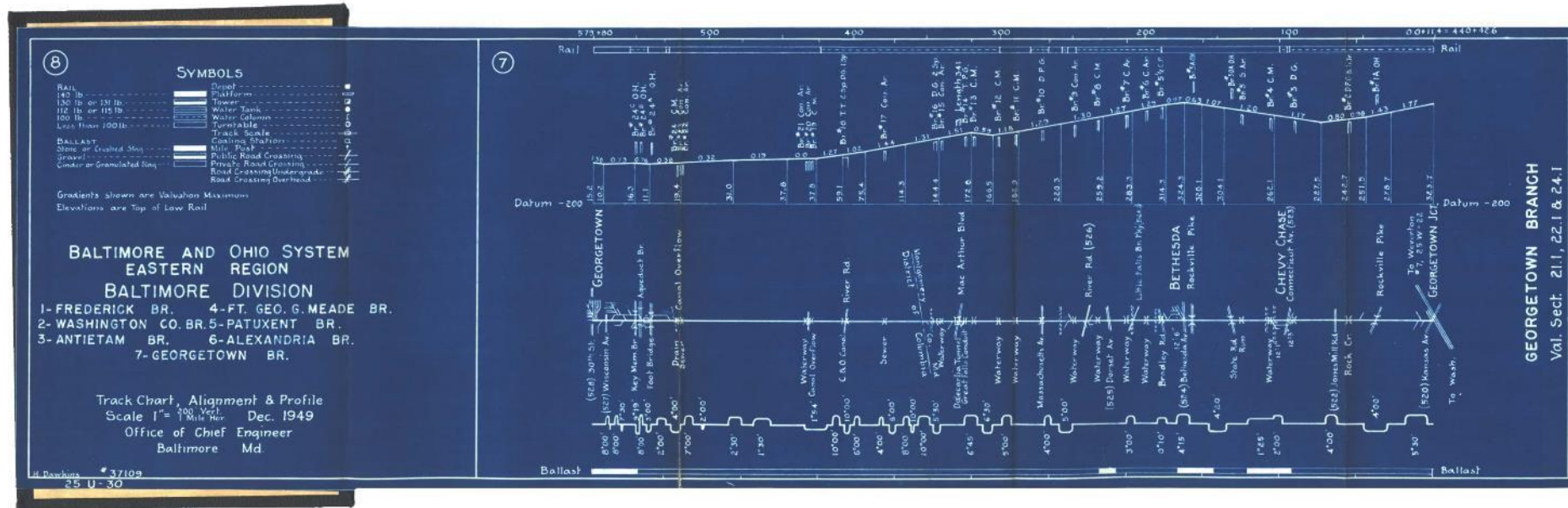


New Carrollton, Orange Line, MARC, & Amtrak



The original Georgetown Branch rail line

- Opened from Silver Spring to Georgetown, through Lyttonsville, Chevy Chase, Bethesda, & D.C. in 1909
- Delivered coal, building supplies, chlorine, etc.



The original Georgetown Branch rail line



Crossing the Columbia Country Club, 1947

from Washington Star, courtesy Ben Sullivan

The original Georgetown Branch rail line

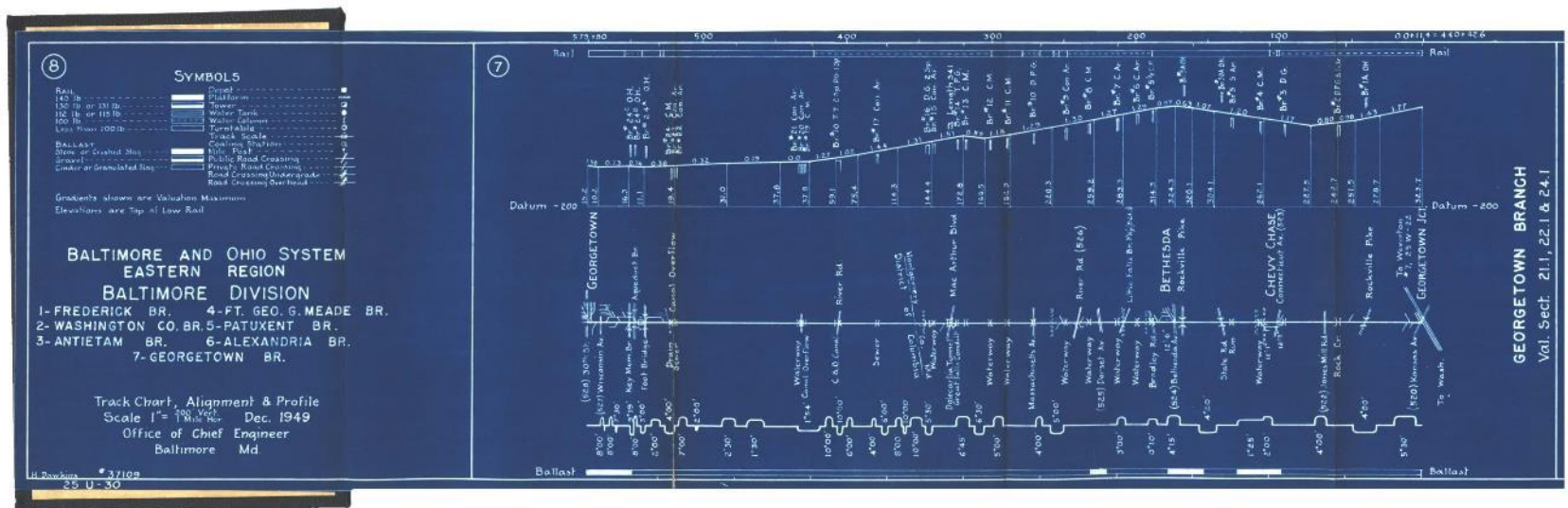


Under East-West Highway, in Town of Chevy Chase

Photo by William Duvall, 1972; courtesy Ben Sullivan

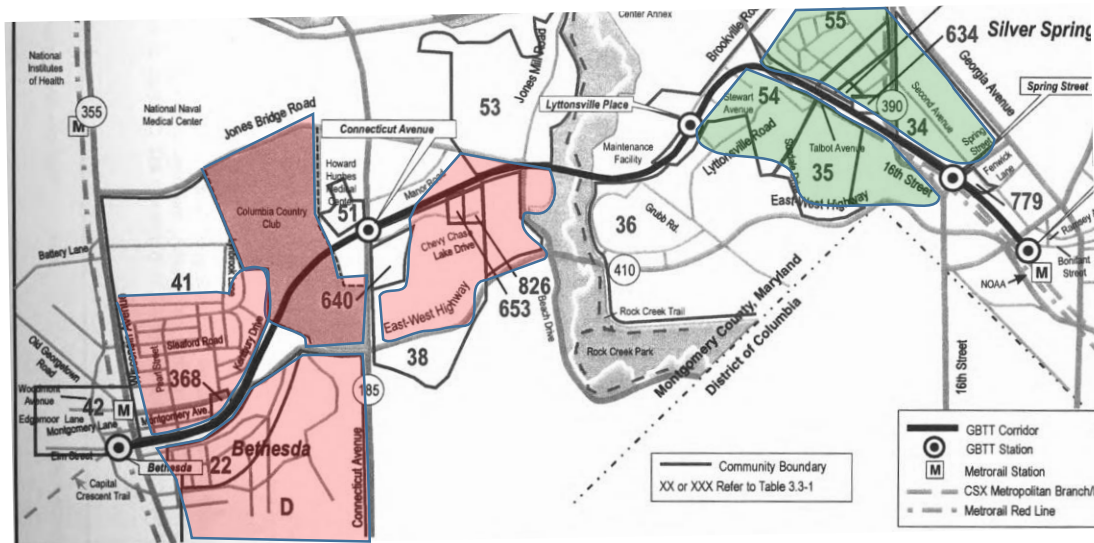
The original Georgetown Branch rail line

- Declining rail traffic in the 1970s & 80s led to including the line as a potential transit line in County plans
- In 1985 the railroad stopped service and soon abandoned the line



Georgetown Branch Trolley & Trail Bethesda – Silver Spring - 1986

- County study of joint trolley & trail started
- Coalitions form for and against trolley and for trail
 - Neighborhood associations and towns
 - Greater Bethesda Chevy Chase Coalition
 - Columbia Country Club
 - Action Committee for Transit



How the Purple Line Came To Be

Part 2

Gus Bauman



From 4-mile trolley to
16-mile light rail

Georgetown Branch Trolley & Trail Progress 1988 - 1990

- 1988 - rail line bought by Montgomery County – Council vote unanimous
- 1988 - MDOT study found GBTT most cost effective light-rail project in the State
- January, 1990 - Master plan adopted by County for the Trolley and Trail

Georgetown Branch Trolley & Trail Progress 1988 - 1990

- 1990 – Governor Schaeffer announced \$70 million available for construction, & legislature included in capital program
- Planning and design begun by State MTA

Political stalemate and steps backward 1991 - 1994

- 1991 - cost increases and transportation funding shortfall stop design work
- 1992 – State decision to apply for Federal funding – beginning years-long study period
- 1993 - Interim trail proposed by trail groups and trolley opponents- would take up tracks
- Interim historic trolley alongside trail proposed by ACT – would keep tracks
- 1994 - anti-trolley County Executive elected; planning stops

The Purple Line emerges

- MD DOT widening the Beltway study (1997-2002) includes light rail alternative
- Light rail line recommended, with expansion from Silver Spring to College Park & New Carrollton
- Named as a color to highlight interaction with Metro lines
- Support coalition greatly enlarged by addition of Prince George's county and University of Maryland

How the Purple Line Came To Be

Part 3

Ben Ross



Back from the Dead After 1995

Two-Pronged Revival Strategy

- Grass-roots membership group (Action Committee for Transit)
- Broad coalition (Purple Line Now)
- ACT first built support, then business & labor got active in coalition




Candidate Scorecard

WHERE THE CANDIDATES STAND ON TRANSIT					
Compiled by Action Committee for Transit COUNTY COUNCIL and EXECUTIVE					
District	Candidate	Purple Line	Ride-On Bus	Corridor Cities Transitway	People Before Cars
AT LARGE (DEM)	George LEVENTHAL	+	+	+	+
	Hans RIEMER	+	+	+	+
	Duchy TRACHTENBERG	+	+	+	+
	Marc ELRICH	+	+	+	-
	Nancy FLOREEN	+	-	-	+
	Becky WAGNER	+	-	-	+
	Jane DE WINTER	-	+	-	-
	Raj NARAYANAN	-	-	-	-
	Fred EVANS	-	?	?	-
1 (DEM)	Roger BERLINER	+	+	+	+
	Ilaya HOPKINS	-	-	-	+
2 (DEM)	Sharon DOOLEY	+	+	+	+
	Craig RICE	+	+	+	+
	Royce HANSON	+	+	-	+
	Charles KIRCHMAN	+	+	+	-
	Eddie KUHLMAN	-	?	?	?
County Executive (REP)	Daniel VOVAK	+	+	+	+
	Douglas ROSENFELD	?	?	?	?

KEY
 Purple Line: Plus supports light rail as planned without qualification.
 Ride-On Bus: Plus gives high priority to preserving bus service.
 Corridor Cities Transitway: Plus supports building of transit line from Shady Grove to Clarksburg before widening area roads.
 People Before Cars: Plus agrees that building walkable neighborhoods near Metro should not be tied to increases in road capacity.
 For more detailed explanations go to our website www.actfortransit.org

You may bring this chart with you into the voting booth.
 * Ratings are based on voting records, questionnaire, and public statements.
 * Candidates running unopposed in primaries are not shown here.
 * Full answers to all candidates' questionnaires received are on web.

 ACTION COMMITTEE FOR TRANSIT For more information, visit: actfortransit.org



Leaflet with Color Map

PUT THE PURPLE LINE ON A FAST TRACK



The Purple Line is a proposed light rail Metro line that will run parallel to the Capital Beltway. It will connect suburban communities and job centers, providing a quality alternative to driving on the congested Beltway. The line would serve the town centers of **Bethesda**, **Silver Spring**, **Langley Park**, **College Park** and **New Carrollton**, with two stops on the **University of Maryland** campus. It will tie together **four** Metro lines and **three** MARC commuter lines.

By linking major suburban centers and existing rail and bus lines, the Bethesda-to-New Carrollton light rail line will cut travel time for tens of thousands of area residents. For example, travel time from Langley Park to Bethesda will drop to about 15 minutes.

In the future, the Purple Line could be extended westward to Tysons Corner and eastward to Largo. A second segment could cross the new Wilson Bridge from Suitland through Oxon Hill to Alexandria, leading eventually to a rail line that encircles the city.

Internet: WWW.ACTFORTRANSIT.ORG and WWW.INNERPURPLELINE.ORG



Neighborhood Letters

- Signed by resident in each neighborhood
- In envelope with color flyer, coupon & return envelope
- Passed out door-to-door
- 50,000 homes over 6 years
- ACT paid membership peaked at 1200



Strategy of 99% vs 1%

- Purple Line benefits all, not just the poor
 - ▶ Emphasize travel to Bethesda restaurants in neighborhood letters
- Demonstrate that opposition comes from a small privileged minority



Bring Country Club Out from Behind the Curtain

On Connecticut Ave Sidewalk in Front of Country Club



Purple Line Now Coalition

- Business, labor, environmentalists, transit advocates
- Honesty
- Mutual trust
- Agree to disagree on other issues
- Shared annoyance at ability of small group to obstruct



Governor's Announcement - 2001



2002: Opponent Elected Governor

Gov. Ehrlich at a fundraiser at Columbia Country Club



2006: Supporter Elected Governor

Gov. O'Malley announces funding for the Purple Line



2014: Purple Line Again Issue

Maryland gubernatorial hopefuls debate Purple Line but rarely discuss traffic relief



New Governor Reverses Course Purple Line Moves Ahead



Current Status

