

Item 11 - Correspondence

From: [Ashish Gupta](#)
To: [MCP-Chair](#)
Subject: Comments to the Planning Board on the Capital Crescent Surface Trail and Tunnel
Date: Friday, October 8, 2021 2:02:07 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

To the Chair and Members of the Planning Board:

Please fund and build out a tunnel for runners and bikers under 355 parallel to where the Purple line tunnel will be. It will make a noticeable difference in the safety of trail users, their convenience in getting to and from Bethesda, and therefore in the usage of the trail. We want more and more folks to use the trail.

Thank you for your consideration.

-Ashish

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Ashish Gupta

Mobile: 973.462.7971

From: [w.yetvin](#)
To: [MCP-Chair](#)
Subject: Comments to the Planning Board on the Capital Crescent Surface Trail and Tunnel
Date: Friday, October 8, 2021 5:18:14 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Dear MoCo Planning Board,

I fully support the MCDOT's Capital Crescent Surface Trail Phase 2 and Capital Crescent Trail Under MD 355 projects. I support the renovation of Elm Street Park as well to accommodate these projects. I hope these projects are passed as planned, fully funded, and implemented as soon as feasible.

Thank you,

Will Yetvin

Chevy Chase resident and long time Capital Crescent Trail and Metro user

From: [Ben E.](#)
To: [MCP-Chair](#)
Subject: Supporting CCT Phase 2 and Tunnel Under MD 355
Date: Sunday, October 10, 2021 7:42:40 AM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hello,

Ahead of Thursday's review of the Capital Crescent Surface Trail Phase 2 and Capital Crescent Trail Under MD 355 project, I am writing to offer my complete support. I biked the CCT and used the former tunnel before Purple Line construction began and I currently detour through the Town of Chevy Chase most weekdays for my bike commute. The rebuilt trail and tunnel will be game changers for me, other commuters, and recreational trail users. I'm especially supportive of the tunnel. While I appreciate the surface connection across Wisconsin that is under construction, separating bikes and pedestrians from cars under this busy road will create safeties and efficiencies for all users. I urge the Planning Board and Montgomery County more broadly to keep up and accelerate the good work.

Thank you,
Ben Englert
2603 Spencer Rd, Chevy Chase, MD 20815

From: [Douglas Verner](#)
To: [MCP-Chair](#)
Subject: Proposed Capital Crescent Trail Improvements
Date: Monday, October 11, 2021 2:52:39 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

1. Definitely need to have the trail be grade separated from Wisconsin Avenue (tunnel or bridge). I think the tunnel idea is best, since Wisconsin Avenue is already at the crest of the topography in this area.
Separation will minimize traffic delays and serious accidents in this highly-congested area.
2. Trail width should be 14 feet in this congested area. Ten feet seems too narrow, but if only 10 feet are available, it is better than nothing.

Thank you for considering my comments. I hope this project proceeds quickly. I appreciated the need for the Purple Line, but bike access and convenience should not be given short shrift.

Sincerely,

Douglas H, Verner
6612 Struttman Lane
Rockville (or North Bethesda) 20852
C (240) 401-5531

From: [chris](#)
To: [MCP-Chair](#)
Cc: [Anspacher, David](#)
Subject: Capital Crescent Surface Trail and Tunnel
Date: Monday, October 11, 2021 6:08:59 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good afternoon,

I offer the following two comments on the proposed project:

1. Coordinate Phase I with the Farm Womens Market project.
2. Bicycle Parking Station - do not include "public" showers, restrooms and changing rooms. Private rooms and spaces accessible to the public are dangerous. This will become a destination for the regions homeless.

Thank you.

Chris Bruch
4410 Leland Street
Chevy Chase, MD 20815

From: [Todd Hoffman](#)
To: [MCP-Chair](#); [Anderson, Casey](#); [Cichy, Gerald](#); [Patterson, Tina](#); [Verma, Partap](#)
Subject: Town of Chevy Chase Comments on Capital Crescent Trail (Item 11, October 14, 2021)
Date: Wednesday, October 13, 2021 9:31:47 AM
Attachments: [TOCC Comments on CCT Mandatory Referral 10-14-21.pdf](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Please see the attached comments from Town of Chevy Chase Mayor Barney Rush. Thank you.

Todd Hoffman
Town Manager
Town of Chevy Chase, Maryland
[4301 Willow Lane](#)
[Chevy Chase, MD 20815](#)
[301-654-7144](#) (P)
[301-718-9631](#) (F)
thoffman@townofchevyCHASE.org



Barney Rush, *Mayor*
Irene Lane, *Vice Mayor*
Joy White, *Treasurer*
Joel Rubin, *Secretary*
Ellen Cornelius Ericson, *Community Liaison*

October 14, 2021

Mr. Casey Anderson, Chair and Members of the County Planning Board
Montgomery County Planning Board
2425 Reedie Drive, 14th Floor
Wheaton, MD 20902

Dear Chair Anderson and Members of the Planning Board,

We appreciate the opportunity to provide comments during this mandatory referral process for two projects that are very important to the Town of Chevy Chase -- the Capital Crescent Surface Trail Phase 2 and the Capital Crescent Trail Tunnel Under MD 355.

The Town of Chevy Chase is generally supportive of the design concepts that have been developed to date for both projects. And we broadly support the use of the Town's rights-of-way for these projects.

That said, we are actively working to negotiate and sign a Memorandum of Understanding (MOU) with the Montgomery County Department of Transportation that will:

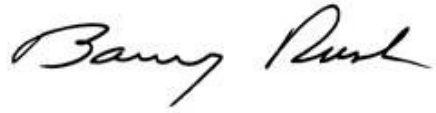
- address the exact use of the Town's rights-of-way during construction, including storage of equipment and traffic management, as well as ongoing maintenance responsibilities,
- ensure that the Town receives timely updates on the designs of both projects,
- verify that any design updates conform to what was previously agreed to by the Town Council in 2019, and
- establish that the Town will still be able to review and provide feedback on the final design plans.

Having this MOU signed will enable the Town of Chevy Chase to allow the Town's rights-of-way to be used for this important project.

Finally, the Town supports the Planning staff's recommendation to underground the three utility poles along the 47th Street portion of the Capital Crescent Surface Trail Phase 2 project. Under the current design, the relocation of the utility poles does not enable the replacement of numerous trees that will be lost due to this construction effort, and we strongly believe that a tree-lined buffer along the CCST Phase 2 will provide for enhanced safety and comfort of trail users.

Thank you for considering our comments.

Sincerely,

A handwritten signature in black ink, appearing to read "Barney Rush". The signature is written in a cursive, flowing style with a large initial 'B' and 'R'.

Barney Rush
Mayor

From: [Maj-Britt Dohlie](#)
To: [MCP-Chair](#)
Cc: [Mike Evenson](#)
Subject: Capital Crescent Trail in downtown Bethesda
Date: Wednesday, October 13, 2021 10:52:45 AM

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This is to support the completion of the tunnel under Wisconsin Ave and the extension along 47th St sooner rather than later. Biking and walking in the downtown area continue to be a challenge and a disgrace considering promises made in the master plan.

In addition we ask that Parks consider a water feature for children in the playground area. Considering all the heat islands being created and increasingly warm days predicted, water features for children are a must.

Regards,

Maj-Britt Dohlie and Michael Evenson

Chevy Chase

Sent from my iPhone

From: [Anthony Marra](#)
To: [MCP-Chair](#)
Subject: Capital Crescent Trail - Item 11 for October 14, 2021 Meeting
Date: Wednesday, October 13, 2021 11:38:31 AM
Attachments: [CCCT Planning Board STATEMENT OCTOBER 14 2021 WPS edits.docx](#)

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Please find attached a statement from the Coalition for the Capital Crescent Trail regarding Item 11 on your agenda for tomorrow's meeting. Thank you for the opportunity to provide our comments.

Tony Marra
Chair of the Coalition for the Capital Crescent Trail



STATEMENT OF THE COALITION FOR THE CAPITAL CRESCENT TRAIL – OCTOBER 14, 2021

Planning Board Review of Capital Crescent Surface Trail Phase 2 and Capital Crescent Trail Under MD 355

The Coalition for the Capital Crescent Trail is a Washington area community group whose primary mission is to preserve, protect, and improve the Capital Crescent Trail (CCT). We have always been a major supporter of a tunnel for the CCT under Wisconsin Avenue, primarily based on safety concerns for the thousands of people who daily use the CCT for recreational or commuting purposes. Consistent with this, our comments regarding in the two CCT projects before the Planning Board focus on safety issues and we would welcome the opportunity to have further discussions about our safety concerns with the Montgomery County Department of Transportation and other stakeholders. Our concerns can be summarized as follows:

CONGESTION/COLLISION RISK: We are very concerned about the traffic intersection at Elm Street and 47th Street and the feeder routes leading to this location and also about the design of the entrance to the tunnel. The Elm/47th junction has the potential to be an extremely dangerous place for anybody crossing it. Elm Street is a major pedestrian thoroughfare for those going to and from the Metro station on Wisconsin Avenue. As a commuter thoroughfare, it is heavily trafficked during the rush hours, the exact time when there will be a heavy surge of commuter cyclists crossing Elm Street on the Surface Trail. There needs to be a plan for dealing with this situation. There are also a number of design issues relating to the feeder routes leading to this intersection that should be addressed in order to better manage traffic along the CCT and reduce the risk of accidents.

TRAIL WIDTH: The CCT at Ourisman Plaza is 12 feet wide, as will be the effective width of the CCT tunnel and new section of the CCT paralleling the Purple Line. However, the Surface Trail is narrower; sometimes 10 feet wide and in other places 11 feet wide. It appears that the future CCT section connecting the tunnel to the Purple Line CCT section will also be 11 feet wide. Recognizing that there will be a significant increase in CCT traffic to and from Silver Spring when the Purple Line section is completed, the Surface Trail and the CCT connections to the tunnel should be a consistent 12 feet in width. Creating choke points on the Surface Trail and the CCT only increases the risk of accidents.

For the safety of pedestrians, runners, and cyclists, we urge the Planning Board to recommend that there be further consideration, as well as input from stakeholders, concerning the serious safety issues presented by the two CCT projects under consideration today.

From: [Robert O. Eisinger](#)
To: [MCP-Chair](#)
Cc: [Tom Fauquier](#)
Subject: Purple Line Bethesda Tunnel.
Date: Wednesday, October 13, 2021 11:04:17 AM

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Planning Board

Five years ago, My partner (Tom Fauquier) and I presented a proposal to MTA to modify the configuration of the Bethesda Purple Line station to allow the continued use by Hikers and bikers, and remove the need to build a new tunnel that will cost the county \$60 Million dollars. They did not listen. We recently presented it again to MDOT and they are reviewing it. We prepared a power point for the discussion with MDOT, and I would be happy to share it with the Board and your staff, but it really should be in person (video) live.

Conceptually, it provides easier, faster, and greater access for pedestrian traffic into and out of the station, it allows the Hikers and bikers to continue to use the existing tunnel, and it precludes the need to build a separate new tunnel for hikers and bikers, it does not lengthen the trip on the Purple Line, and it does not materially impact access to the Red Line Southern Portal or the Purple Line Station.

Long and short: Stop the trains before they enter the tunnel. There is adequate space (covered) and utilize moving walkways under thru the tunnel. The power point shows all of the attributes.

We built the Air Rights buildings and the tunnel and parking garages and know all of the attributes.

I would be glad to give a presentation of the power point.

Bob Eisinger



Robert O. Eisinger / Principal
Managing Member

451 Hungerford Drive, Suite 700
Rockville, MD 20850
Cell: 301-370-4197
beisinger@promarkpartners.com

Vanguard Realty Group and Promark Real Estate have combined to form Promark Partners; visit our new website at www.promarkpartners.com

From: [Mary Cahill](#)
To: [MCP-Chair](#)
Subject: Tunnel and trail for pedestrians and bicyclists
Date: Friday, October 8, 2021 9:25:06 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

I am a resident of Chevy Chase for 35 Years. I used to be able to bike through the tunnel next to the movie theater, cross Connecticut Ave and continue into Silver Spring or the rock creek parkway. Since the construction for the purple line in downtown Bethesda I have been unable to access the tunnel I hope that your plan will allow me to go through and continue on the Capitol Crescent Trail in the eastern direction toward Silver Spring. Thank you.
Marycahill888@gmail.com

Sent from my iPhone

From: [Anspacher, David](#)
To: [MCP-Chair](#); [Komes, Linda](#)
Subject: FW: comments on Bike Master Plan/Elm Street Park
Date: Wednesday, October 13, 2021 1:27:28 PM

David Anspacher, Montgomery County Planning Department
david.anspacher@montgomeryplanning.org, 301-495-2191

From: John McNamara <mcnamarajf@yahoo.com>
Sent: Thursday, October 7, 2021 6:22 PM
To: Anspacher, David <david.anspacher@montgomeryplanning.org>
Subject: Fw: comments on Bike Master Plan/Elm Street Park

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Fyi

John McNamara

----- Forwarded Message -----

From: "John McNamara" <mcnamarajf@yahoo.com>
To: "mcp-chair@mncppc-mc.org" <mcp-chair@mncppc-mc.org>
Cc:
Sent: Thu, Oct 7, 2021 at 5:44 PM
Subject: comments on Bike Master Plan/Elm Street Park

The overall plan is excellent: well thought out and exciting. Two additional elements should be included, however.

1. Dog park in Elm Street Park. The pop up dog park experiment in Elm Street Park this summer was a rousing success and should be made permanent. Owners and dogs have delighted in the small space, without inconveniencing other park users or neighboring homes. Local citizens have adopted the space, adding water dishes, dog toys, waste bags, even a park bench for seating. Every conversation there began, "Are they going to keep this??" A similar plot of ground in the remodeled park should be identified now for use by our furry friends.
2. Access from Montgomery Ave/Pearl St. The Purple Line right of way has cut off half the potential users of the park from ready access: those living to its north. Also, students at Bethesda Chevy Chase High School or Our Lady of Lourdes parochial school on East West Hwy can be seen crossing the vacant lot on Pearl Street, weaving through a private parking garage, emerging on the south side of the Bethesda Tower building and jumping down a retaining wall before crossing Elm St park

heading to their homes. I believe a pedestrian bridge is ultimately envisioned at the foot of Pearl St to access the bike trail and the park, but this cannot come soon enough. It should be prioritized as an early deliverable, or a suitable temporary bridge should be installed.

I look forward to seeing these plans come to life.

Best regards,

John McNamara
240-899-8640
mcnamarajf@yahoo.com