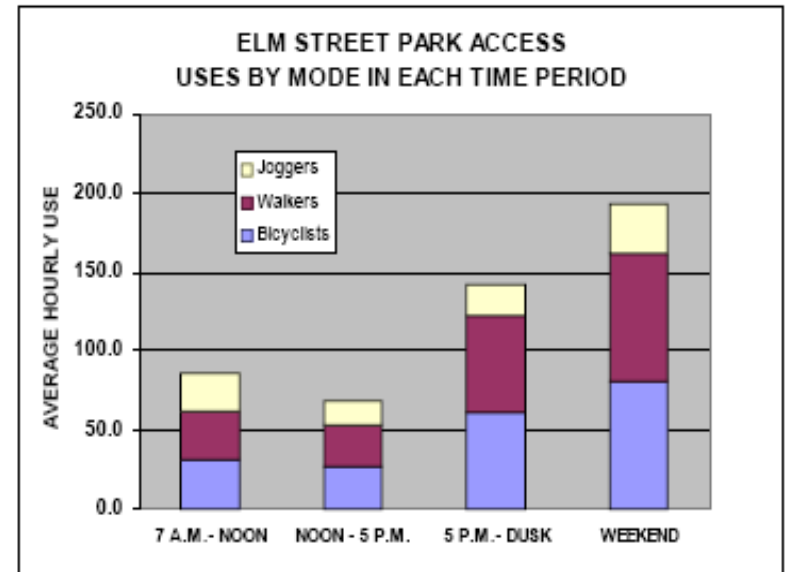


Source – September 2006 Survey



Source – September 2006 Survey

Estimated Purple Line Bethesda Station Average Weekday Boardings - 2030

	BRT	LRT
Low	1,400	11,300
Med	8,400	12,700
High	9,000	13,300

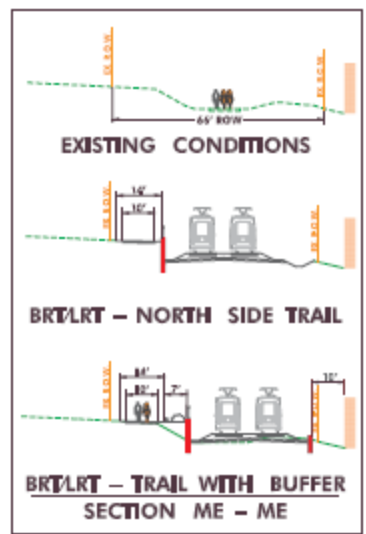
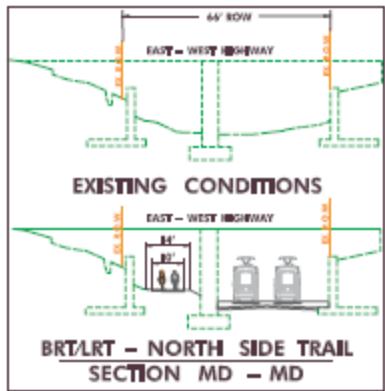
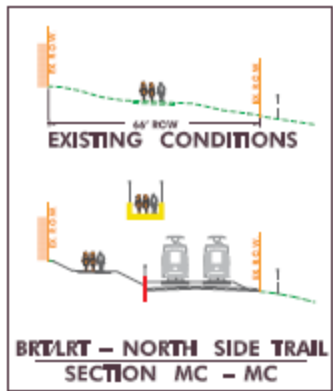
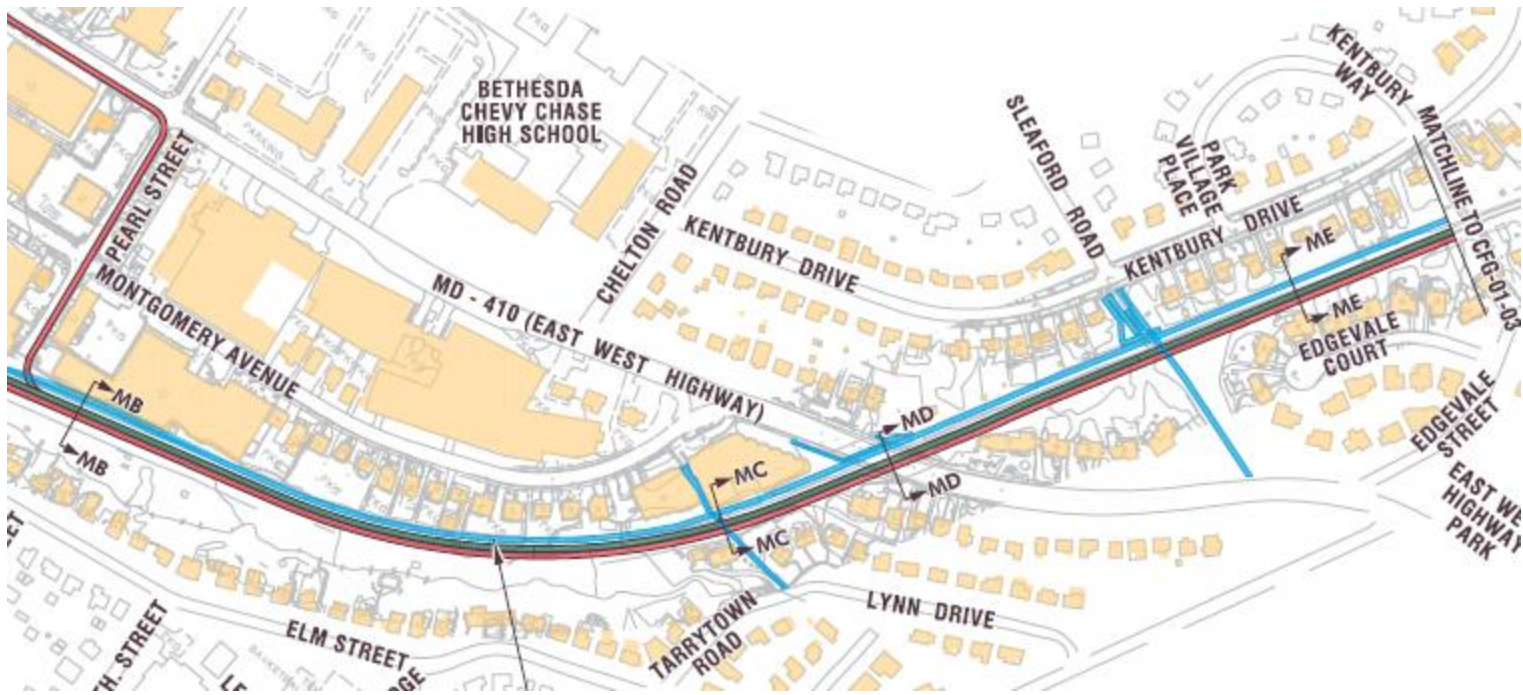


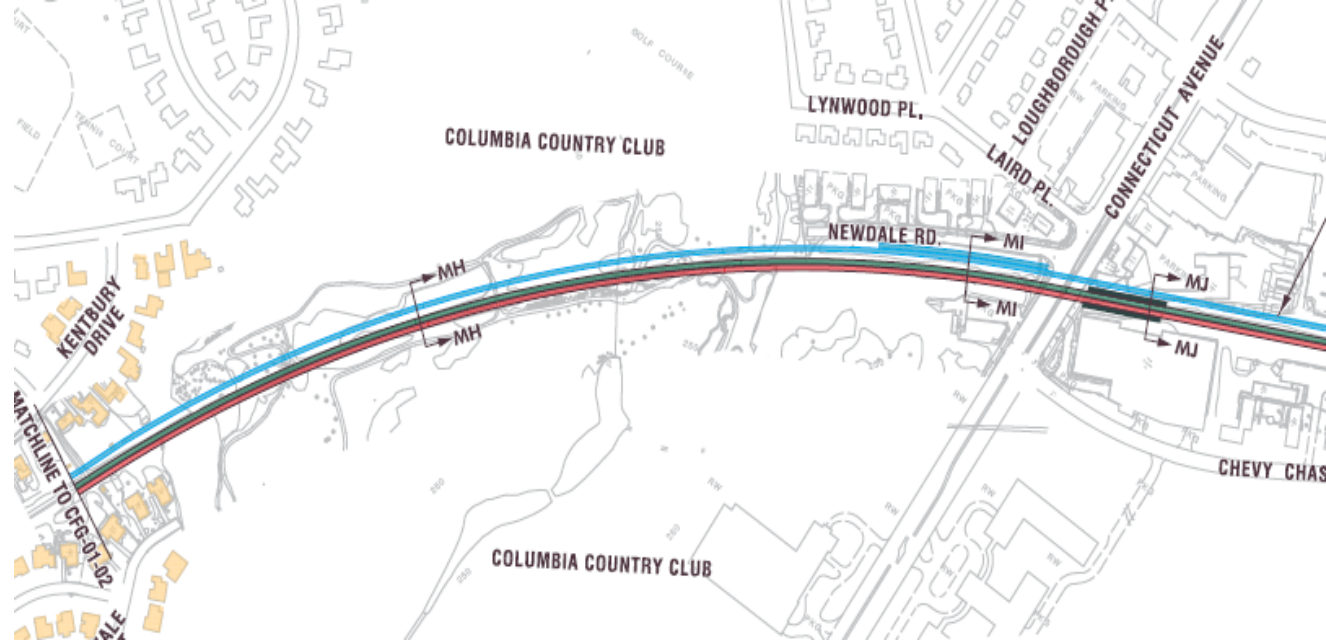
Bethesda Metrorail Station Facts

- FY 2008 Average Red Line Weekday Boardings At Bethesda Station – 10,500
- FY 2005 Walk / Bike Station Access % For Bethesda Metrorail Riders- 73%
- FY 2005 Bus and Connecting Rail % For Bethesda Metrorail Riders – 11%

Bethesda / Chevy Chase			
BRT			
Alternative 3: Low Investment BRT	The transitway goes from the Bethesda Metro Bus station up Woodmont Avenue to Jones Bridge Road.	On Jones Bridge Road the buses are in shared lanes with queue jump lanes at key intersections.	At Jones Mill Road the transitway joins the Georgetown Branch right-of-way. A permanent trail will be constructed along the south side of the transitway. There will be two new bridges over Rock Creek, one for the transitway, one for the trail.
Alternative 4: Medium Investment BRT	The transitway begins with a one-way counter clockwise loop on Pearl St, East West Highway, Old Georgetown Road, Edgemoor Lane, Woodmont Avenue on to Georgetown Branch right-of-way alignment. Under the Air Rights Building there is a direct elevator connection to the Bethesda Metro Station. The trail is on the north side of transitway from Pearl Street east.	The transitway follows the Georgetown Branch right-of-way. There will be two bridges over Connecticut Avenue, one for the transitway, and one for the trail, as well as two new bridges over Rock Creek. The transitway and trail go under Jones Mill Road. Just west of Jones Mill Road the trail crosses to the south side of the transitway.	
Alternative 5: High Investment BRT	The transitway begins with a one-way counter clockwise loop on Pearl St, East West Highway, Old Georgetown Road, Edgemoor Lane, and Woodmont Avenue on to Georgetown Branch right-of-way. Under the Air Rights Building there is a direct elevator connection to the Bethesda Metro Station. The trail is on the north side of transitway from Pearl Street east.	The transitway follows the Georgetown Branch right-of-way. There will be two bridges over Connecticut Avenue, one for the transitway, and one for the trail, as well as two new bridges over Rock Creek. The transitway and trail go under Jones Mill Road. Just west of Jones Mill Road the trail crosses to the south side of the transitway.	

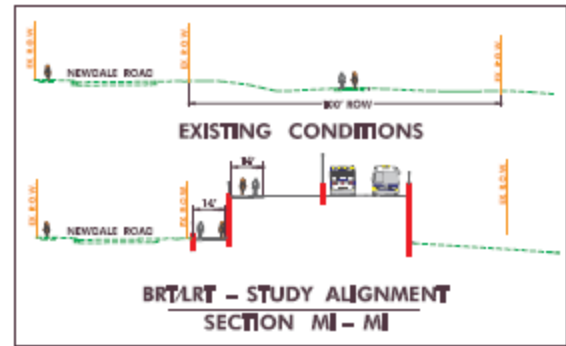
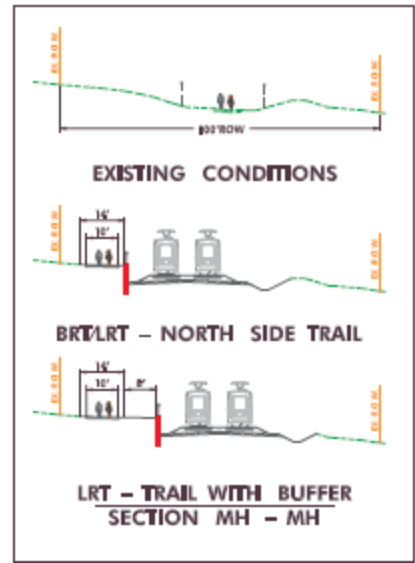
Bethesda / Chevy Chase		
LRT		
Alternative 6: Low Investment LRT	The alignment follows the Georgetown Branch right-of-way. The alignment starts under the Air Rights Building with a direct elevator connection to the Bethesda Metro Station. The trail does not go under the Air Rights Building, but off the alignment through Elm Street Park. The trail is on north side of the transitway from Pearl Street east.	The transitway follows the Georgetown Branch right-of-way. The LRT and the trail cross Connecticut Avenue at grade. There would be two new bridges over Rock Creek, one for the transitway, and one for the trail. The transitway and trail go under Jones Mill Road. Just west of Jones Mill Road the trail crosses to the south side of the transitway.
Alternative 7: Medium Investment LRT	The alignment follows the Georgetown Branch right-of-way. The alignment starts under the Air Rights Building with a direct elevator connection to the Bethesda Metro Station. The trail does not go under the Air Rights Building, but off the alignment through Elm Street Park. The trail is on north side of the transitway from Pearl Street east.	The transitway follows the Georgetown Branch right-of-way. There will be two bridges over Connecticut Avenue, one for the transitway, and one for the trail, as well as two new bridges over Rock Creek. The transitway and trail go under Jones Mill Road. Just west of Jones Mill Road the trail crosses to the south side of the transitway.
Alternative 8: High Investment LRT	This alignment starts under the Air Rights Building with a direct elevator connection to the Bethesda Metro Station. Under the Air Rights Building the trail is in the tunnel, elevated above eastbound tracks. The trail is on the north side of the tracks between Pearl Street and just west of Jones Mill Road.	The transitway follows the Georgetown Branch right-of-way. There will be two bridges over Connecticut Avenue, one for the transitway, and one for the trail, as well as two new bridges over Rock Creek. The transitway and trail go under Jones Mill Road. Just west of Jones Mill Road the trail crosses to the south side of the transitway.

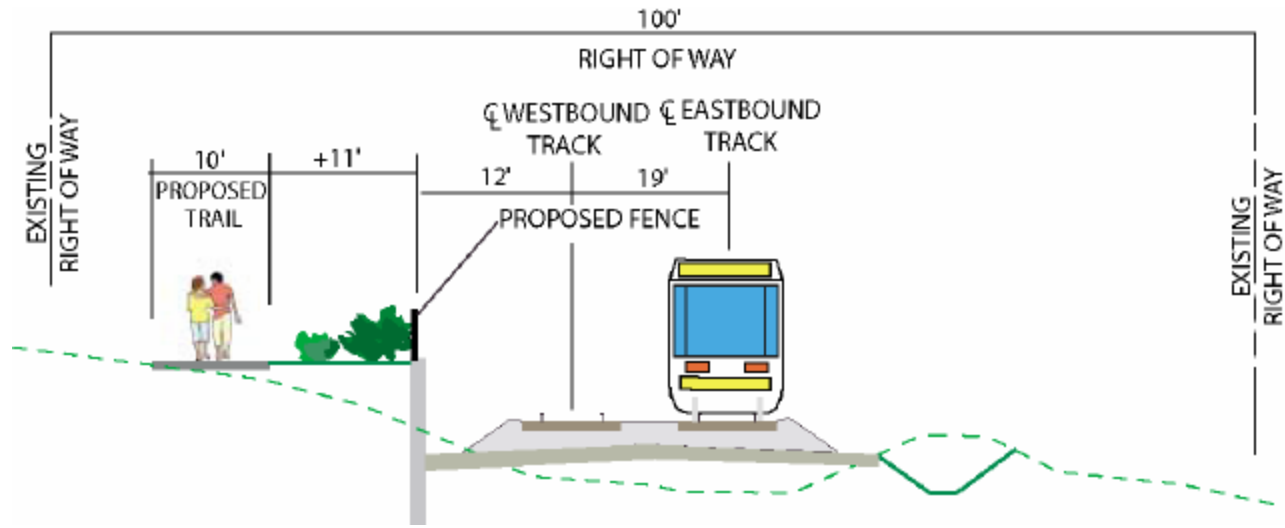


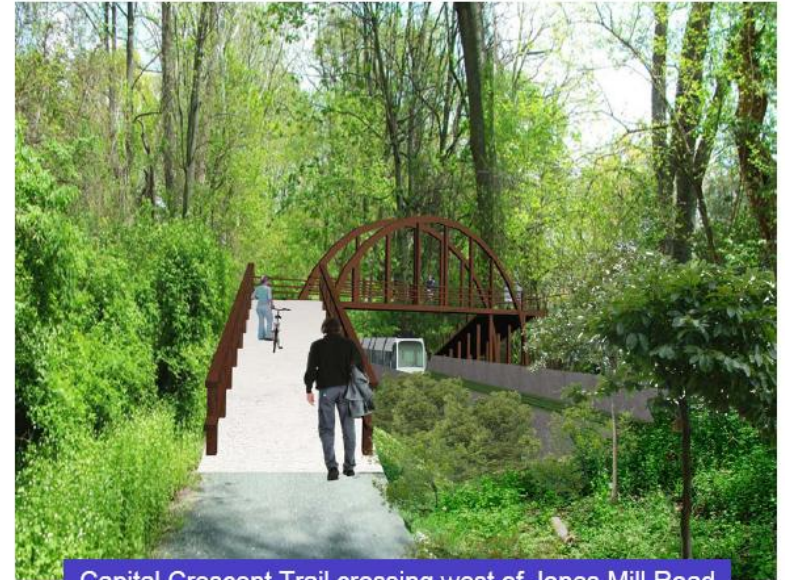
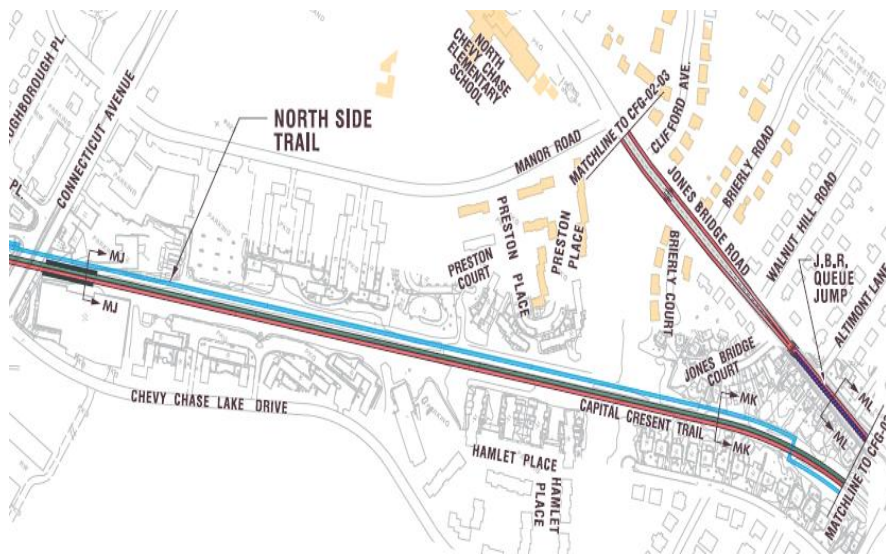


Estimated Purple Line Connecticut Avenue Station Average Weekday Boardings - 2030

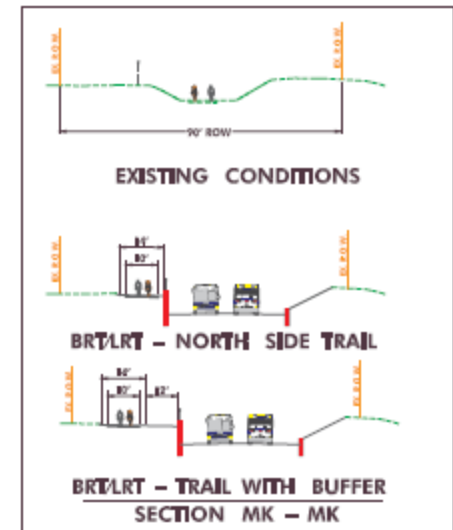
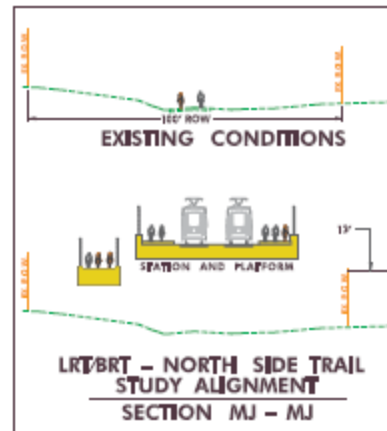
	BRT	LRT
Low	N/A	900
Med	500	900
High	500	1,000

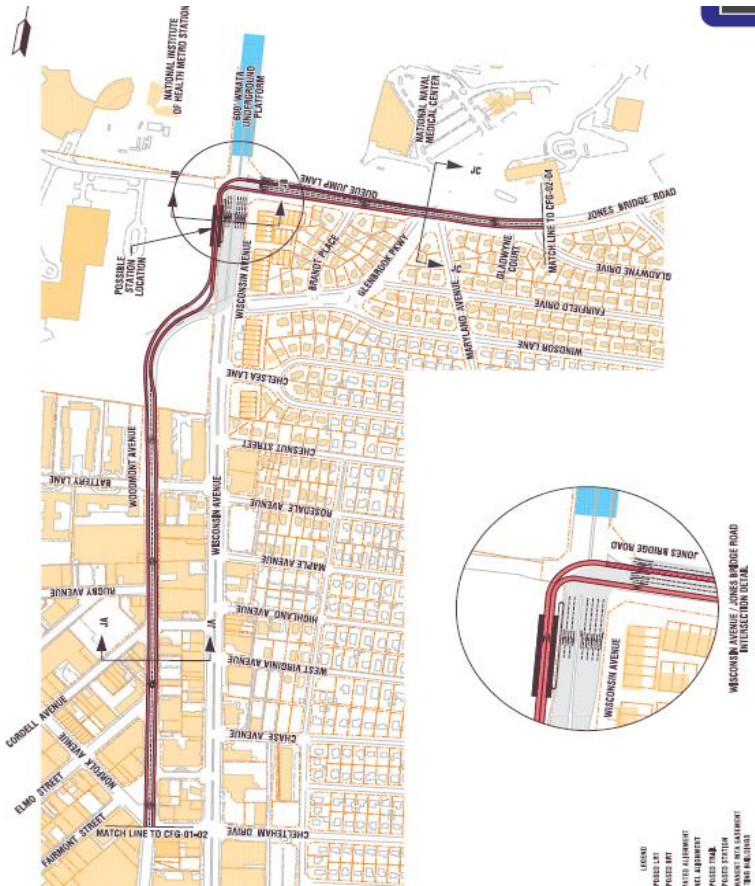






Capital Crescent Trail crossing west of Jones Mill Road

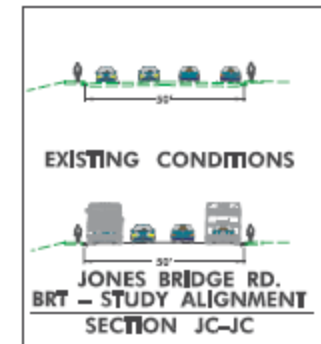
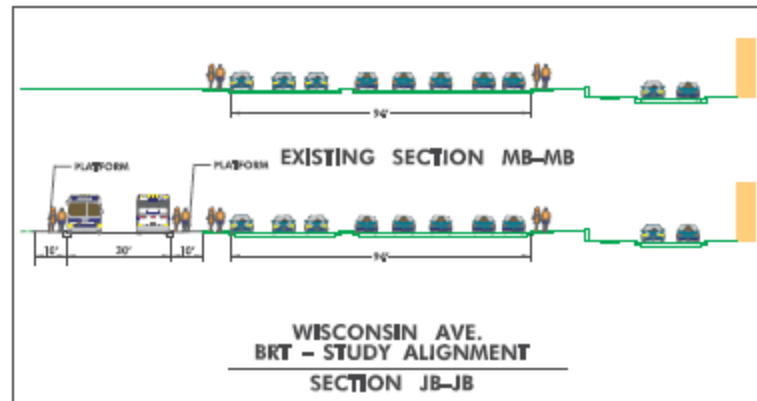
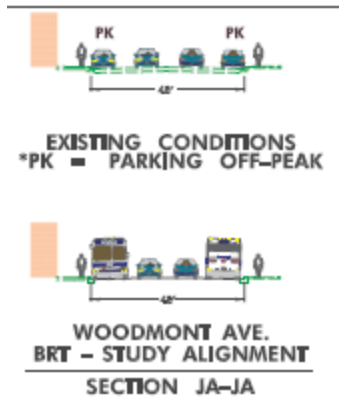


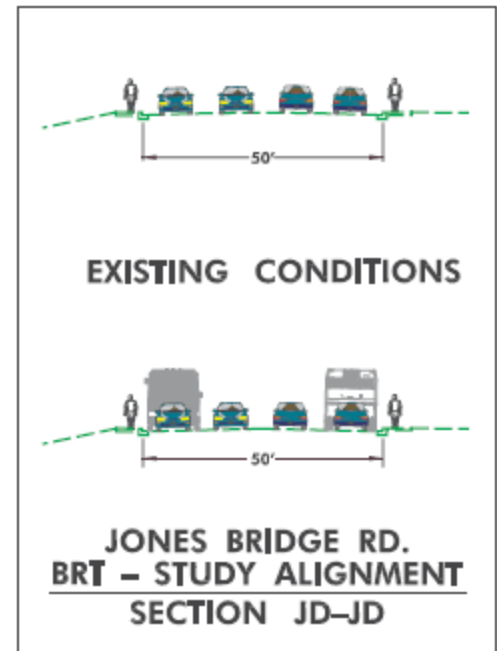
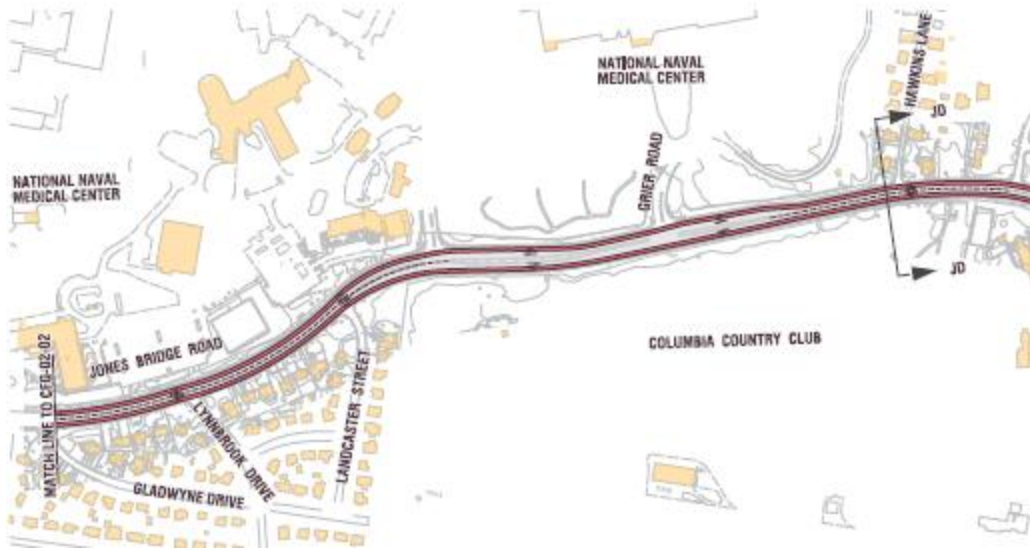


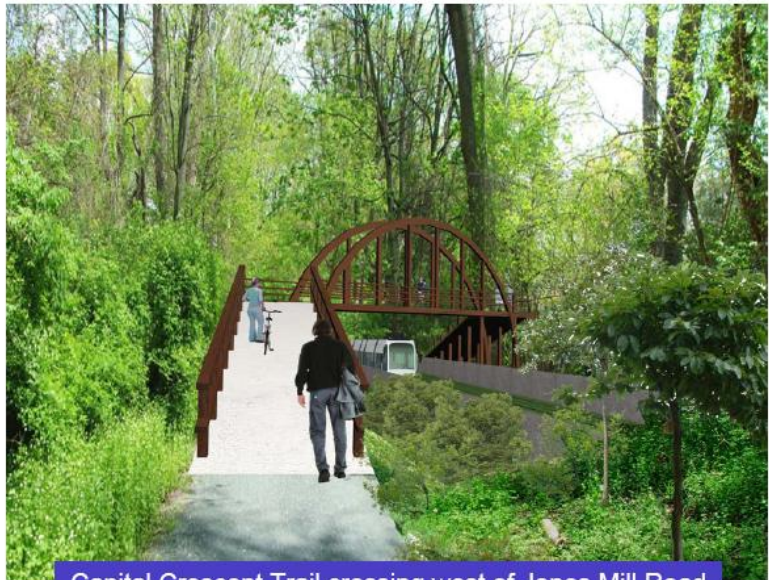
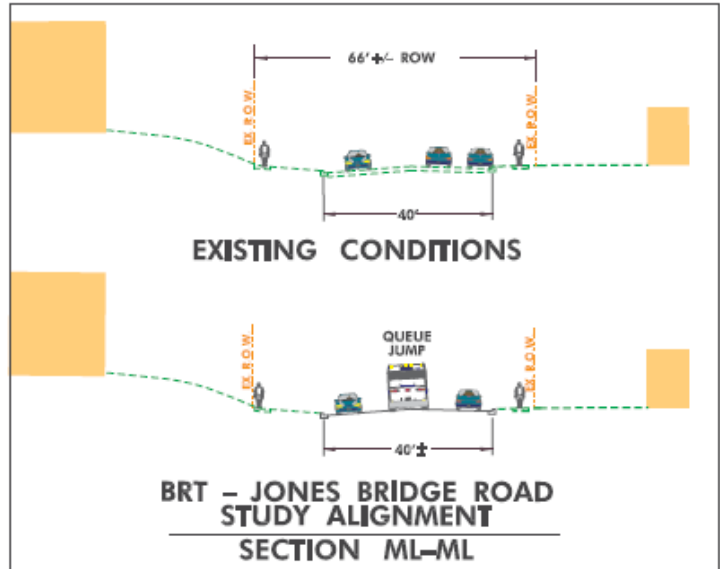
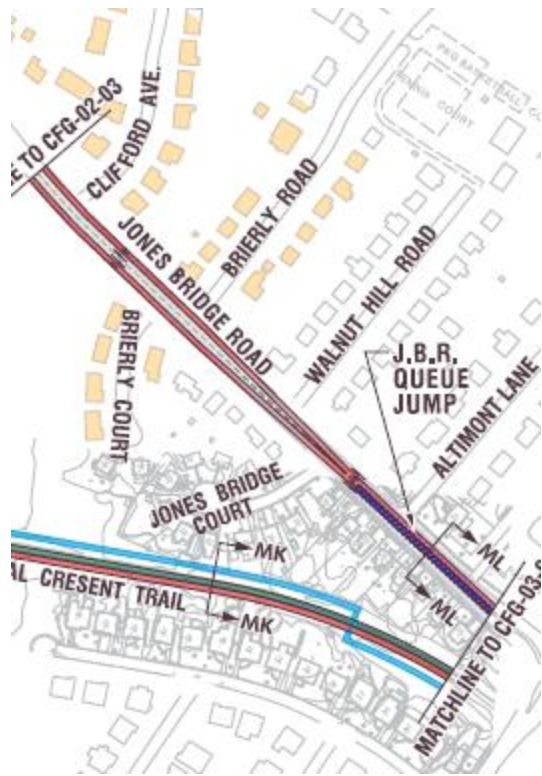
Estimated Purple Line Medical Center Station Average Weekday Boardings - 2030

	BRT	LRT
Low	3,900	N/A
Med	N/A	N/A
High	N/A	N/A

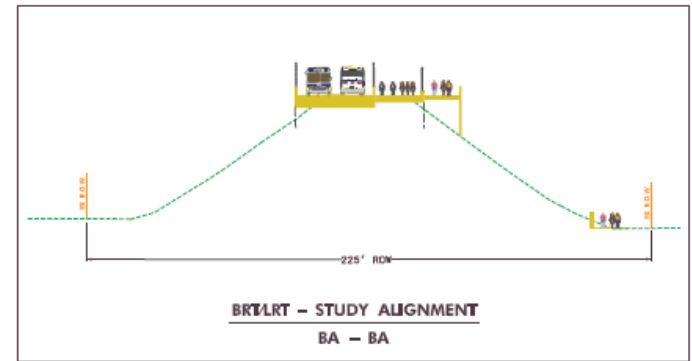
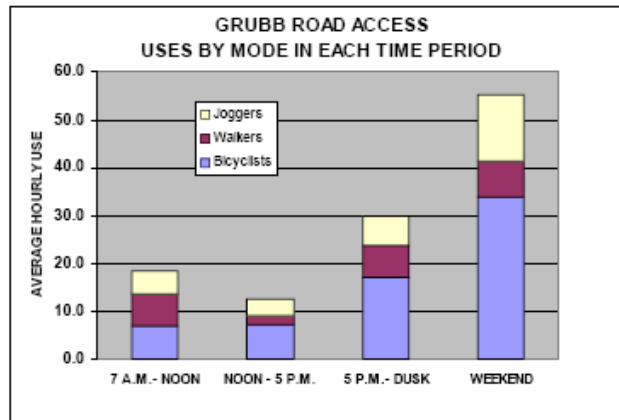
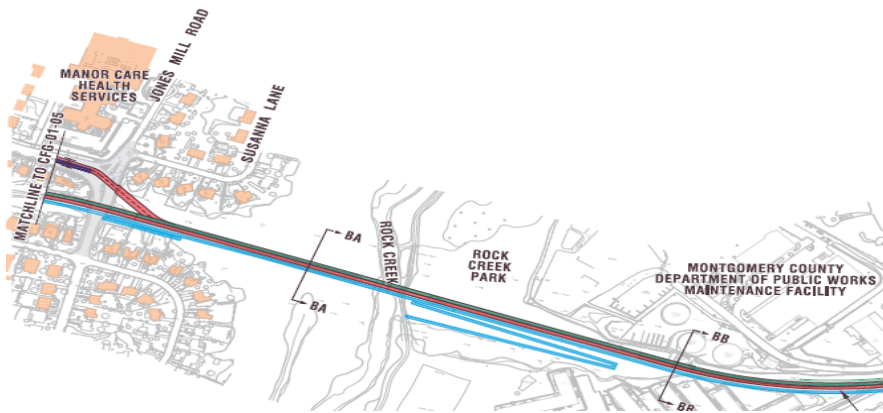
- FY 2008 Average Red Line Weekday Boardings At Medical Center Station – 5,174
- FY 2005 Walk / Bike Station Access % For Medical Center Metrorail Riders- 66%
- FY 2005 Bus and Connecting Rail % For Medical Center Metrorail Riders – 22%

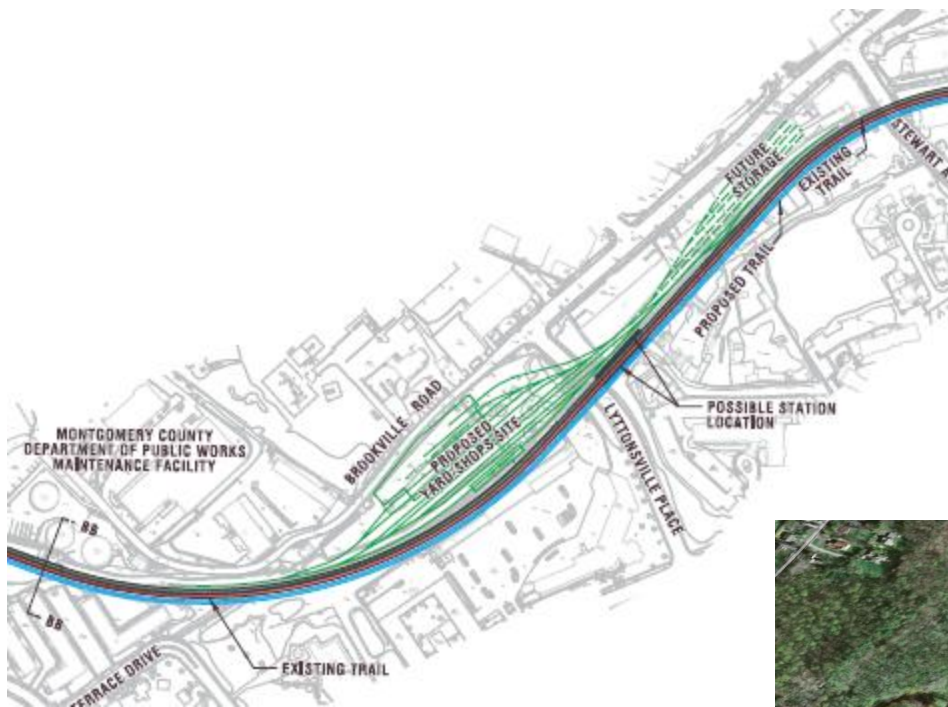






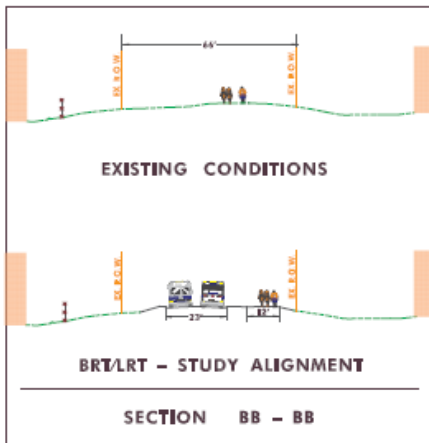
Capital Crescent Trail crossing west of Jones Mill Road

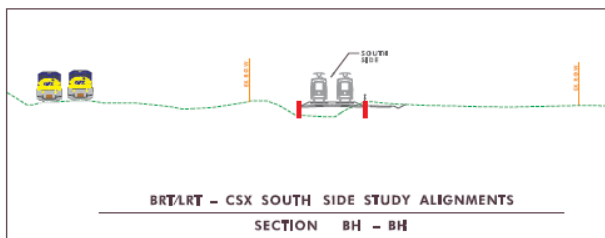
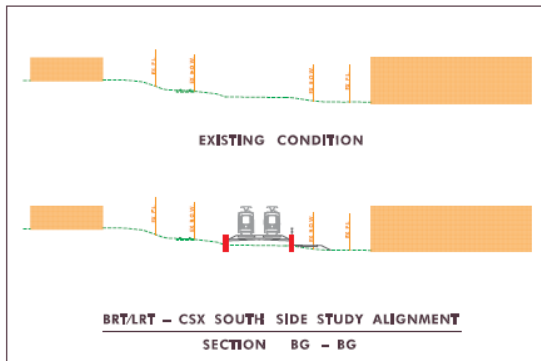


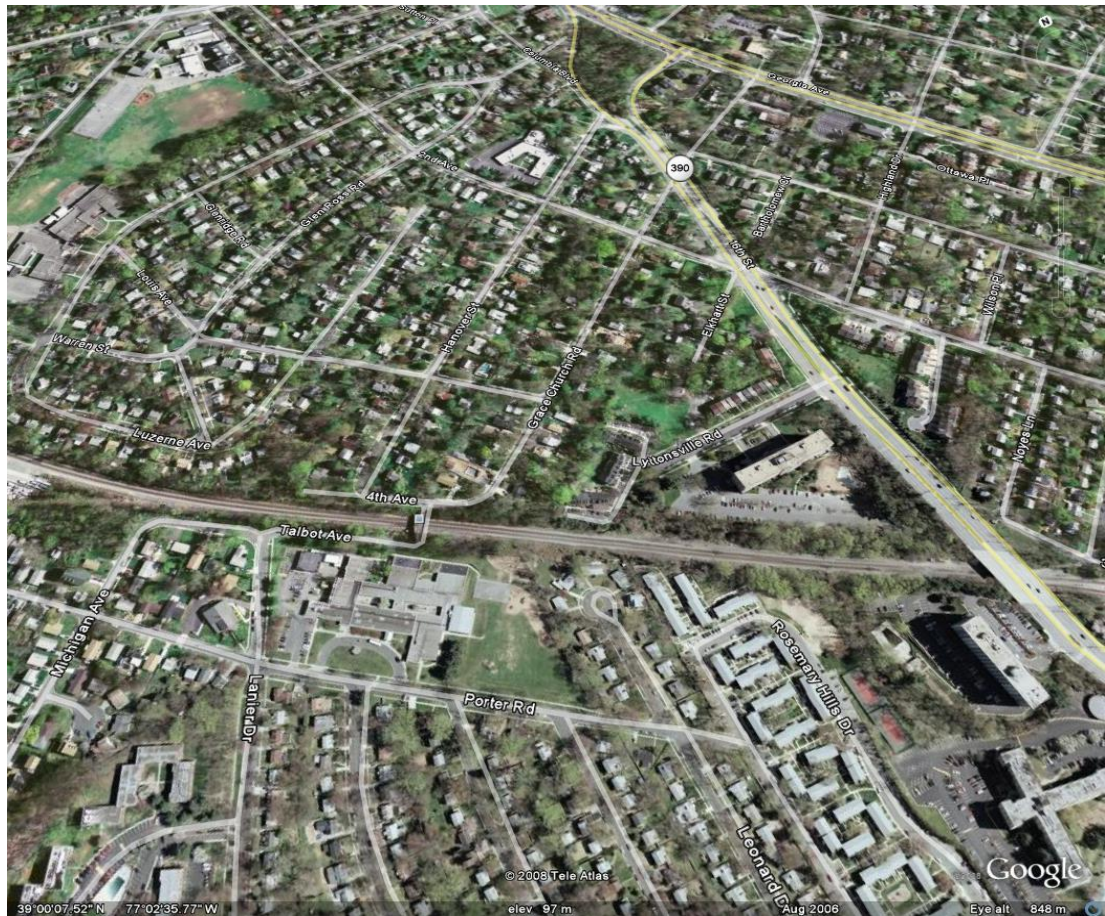
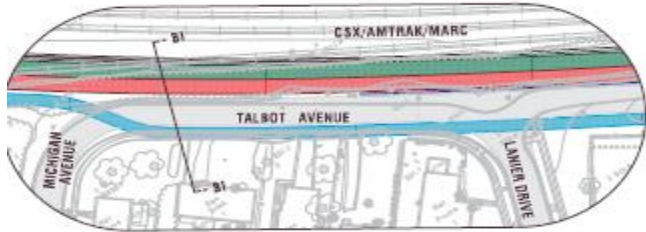
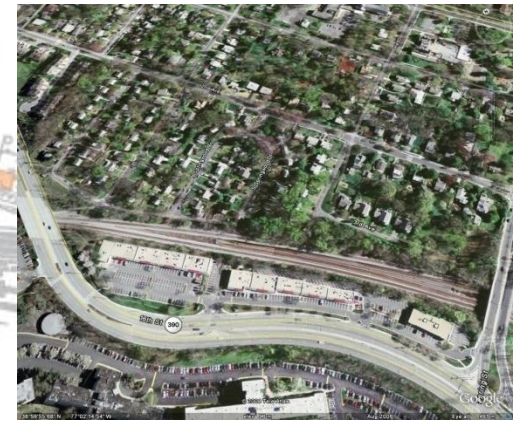


Estimated Purple Line Lyttonsville Station Average Weekday Boardings - 2030

	BRT	LRT
Low	600	800
Med	700	800
High	700	900

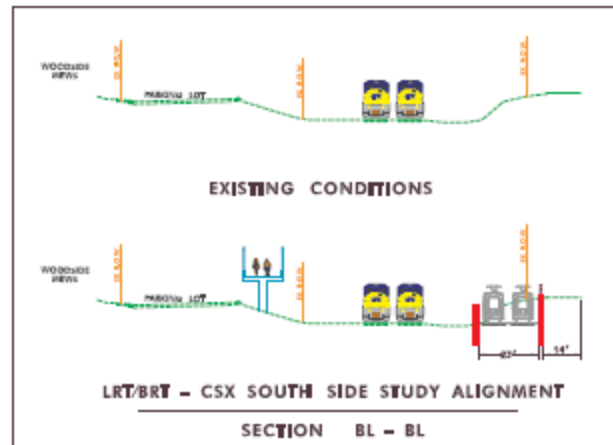
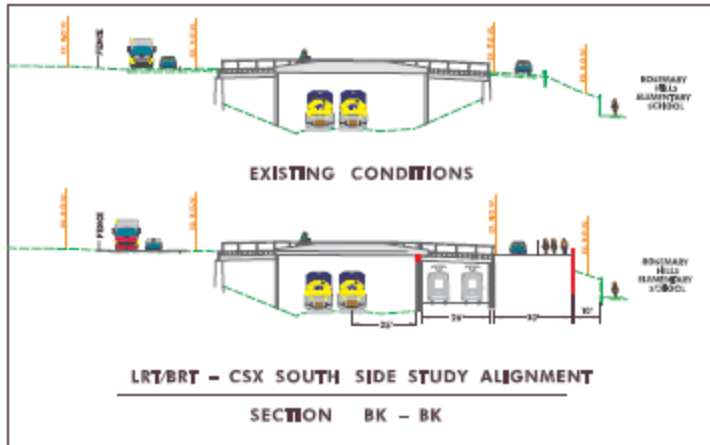
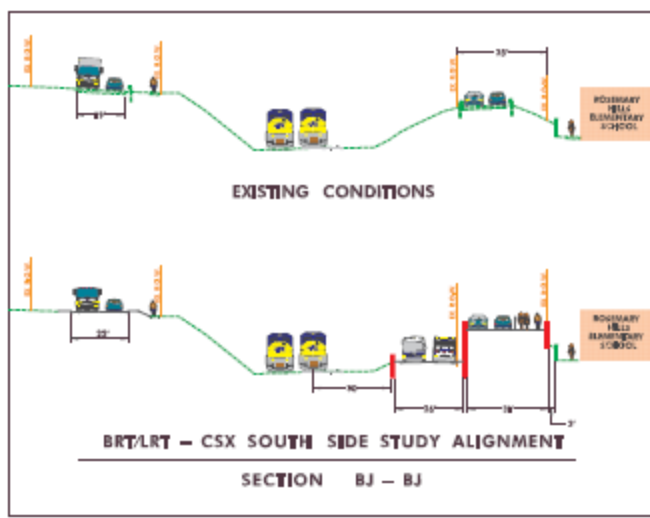
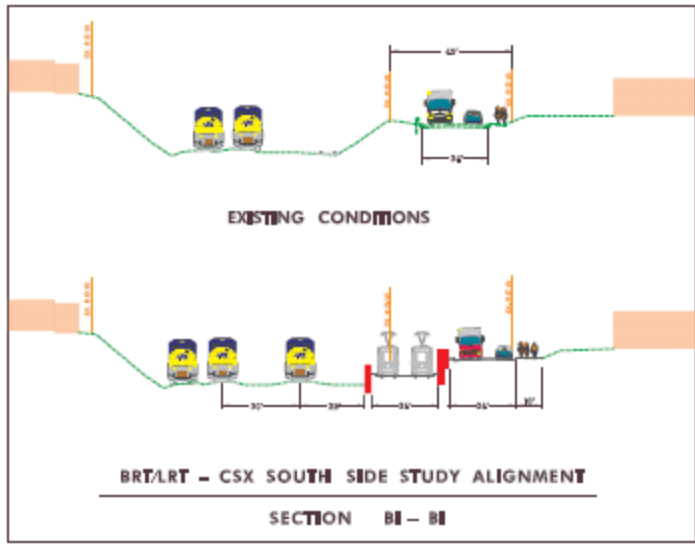


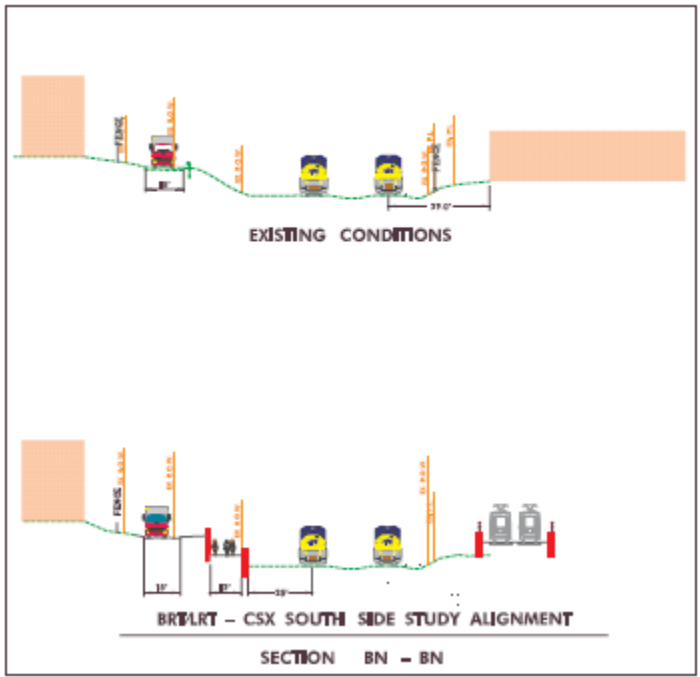
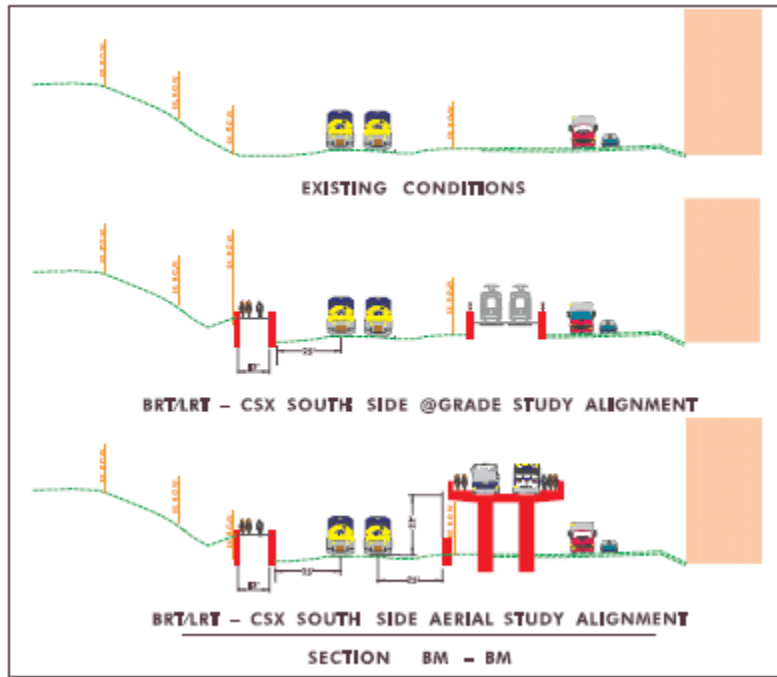


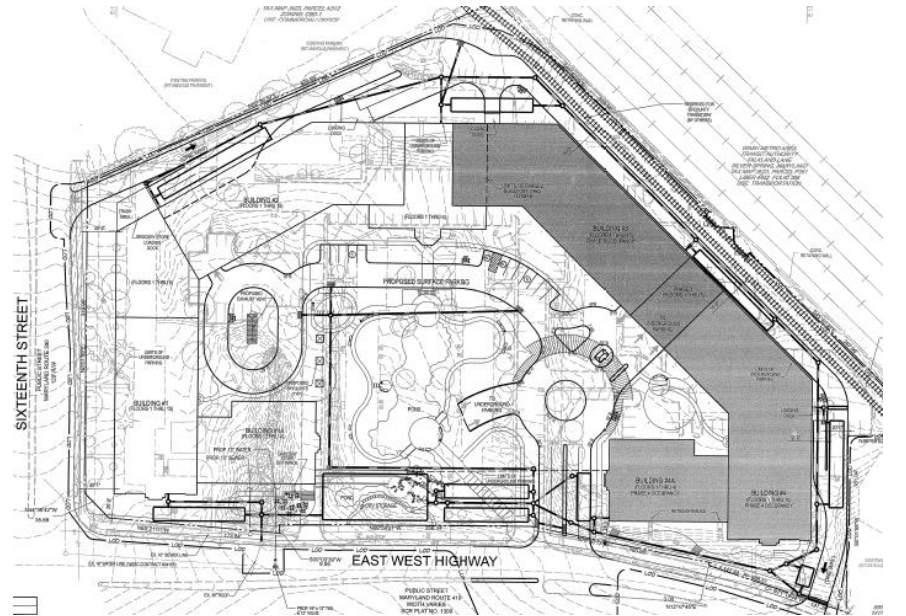
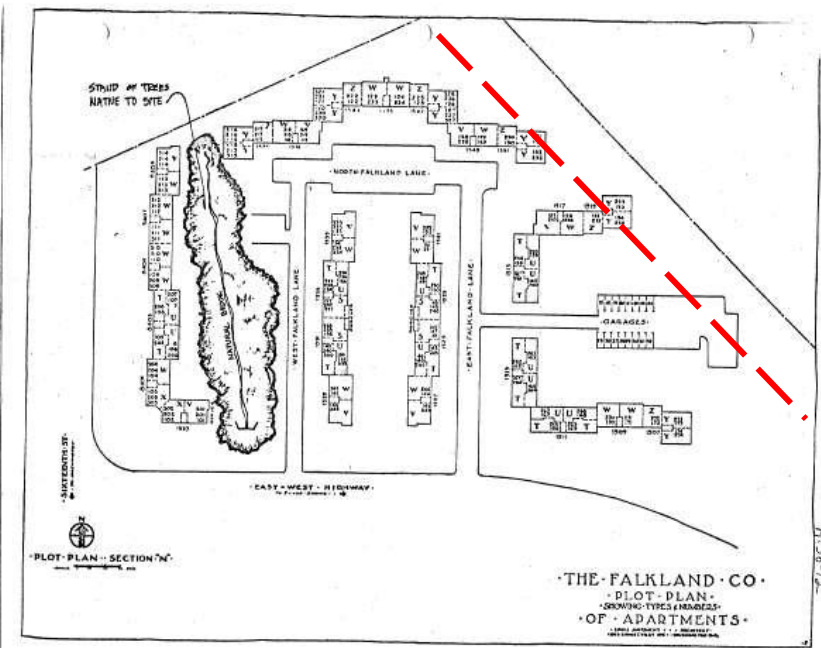
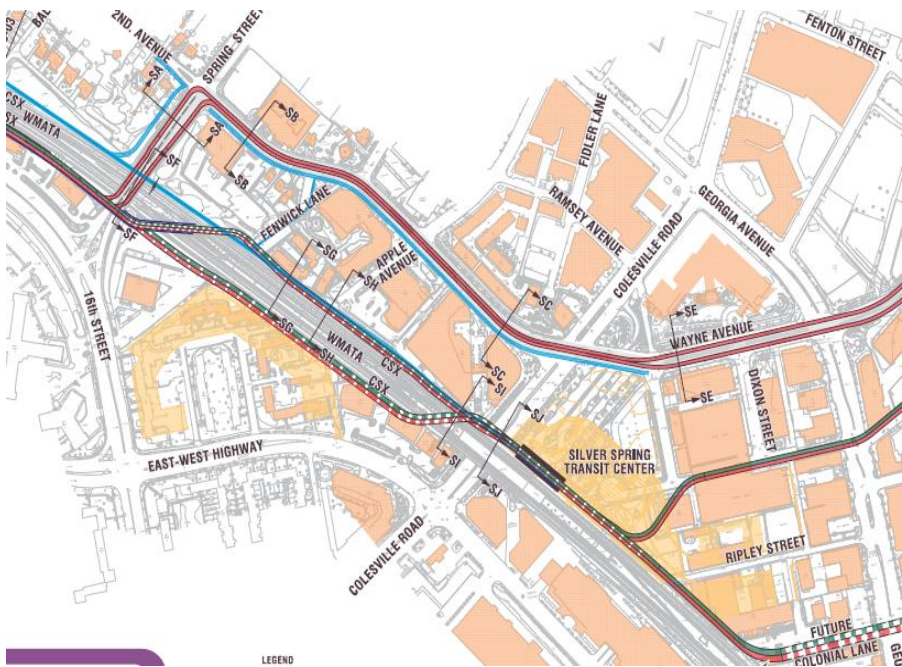


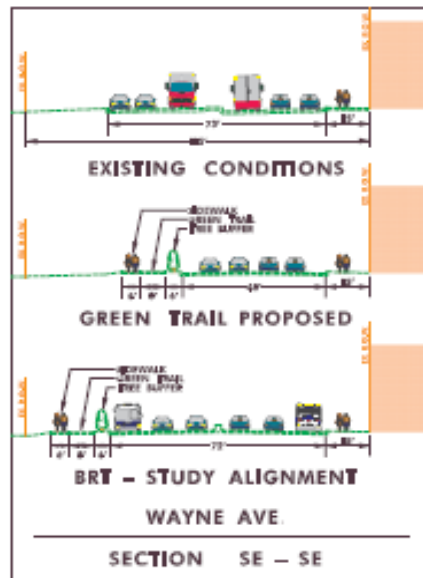
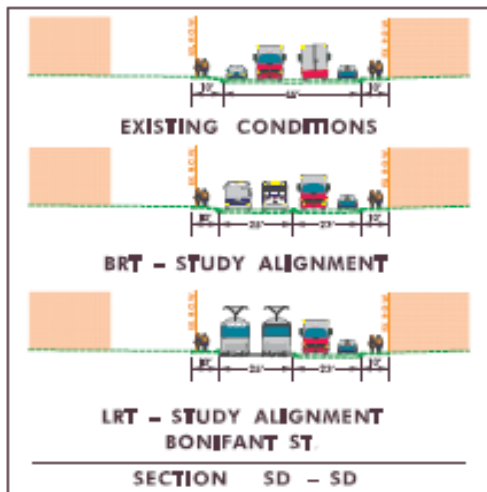
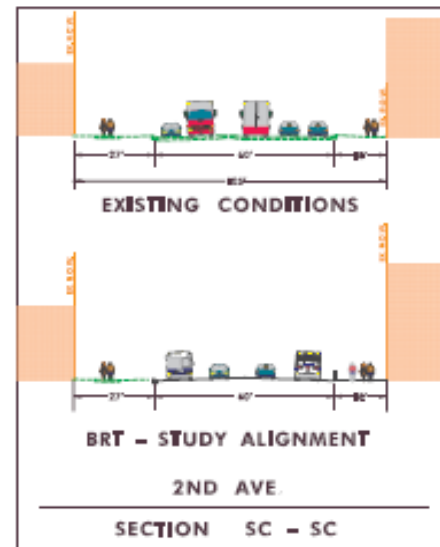
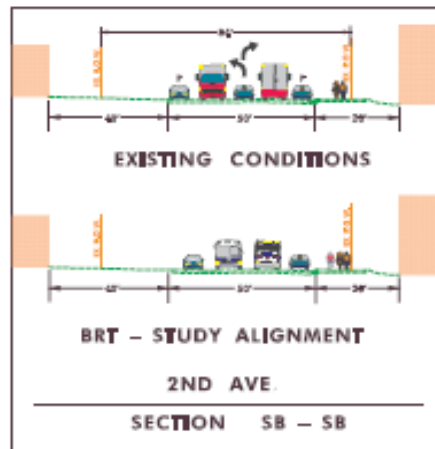
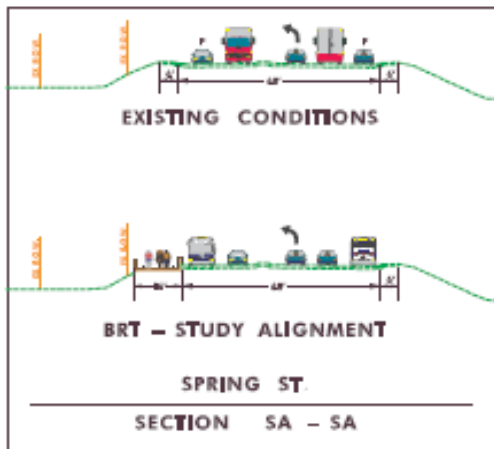
**Estimated Purple Line 16th Street Station
Average Weekday Boardings - 2030**

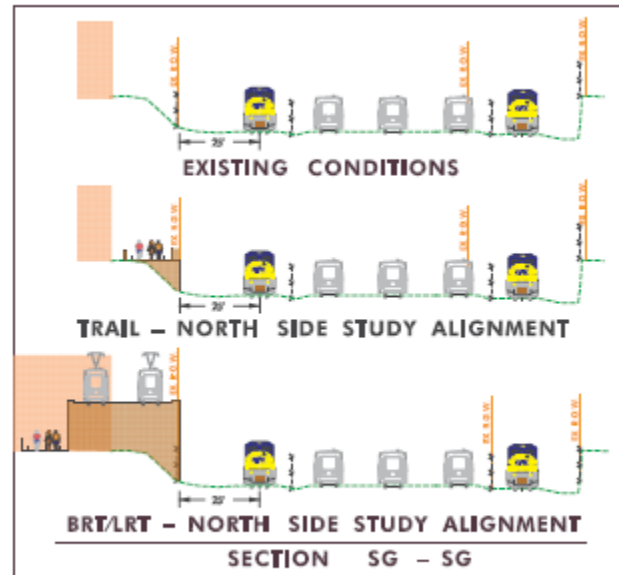
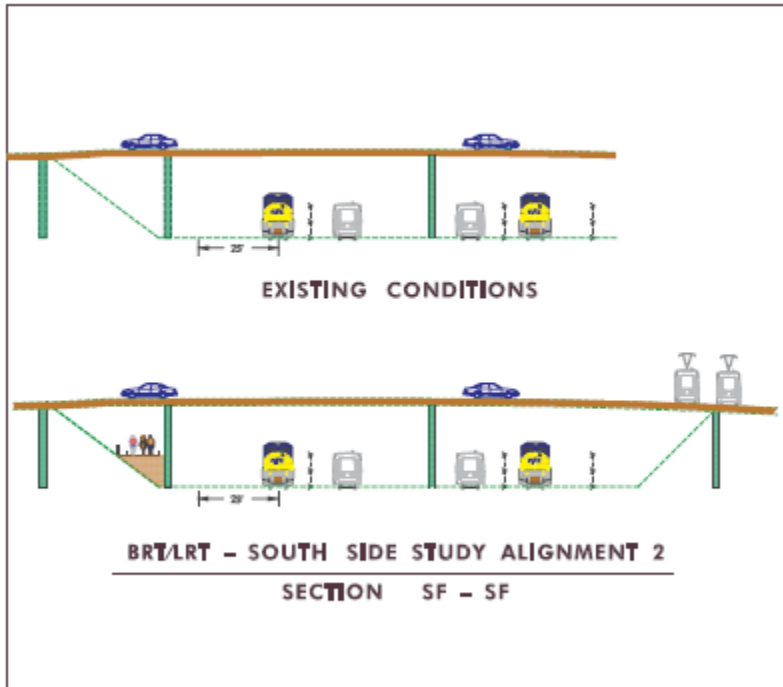
	BRT	LRT
Low	1,400	2,200
Med	2,000	2,300
High	2,500	2,400

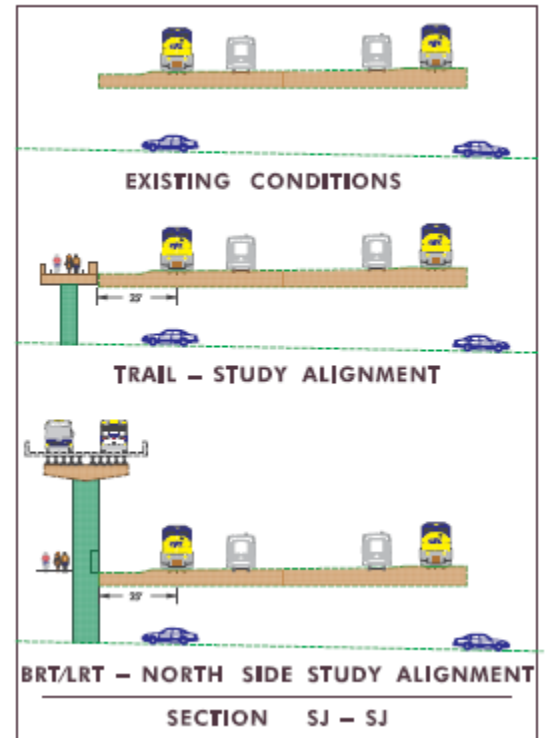
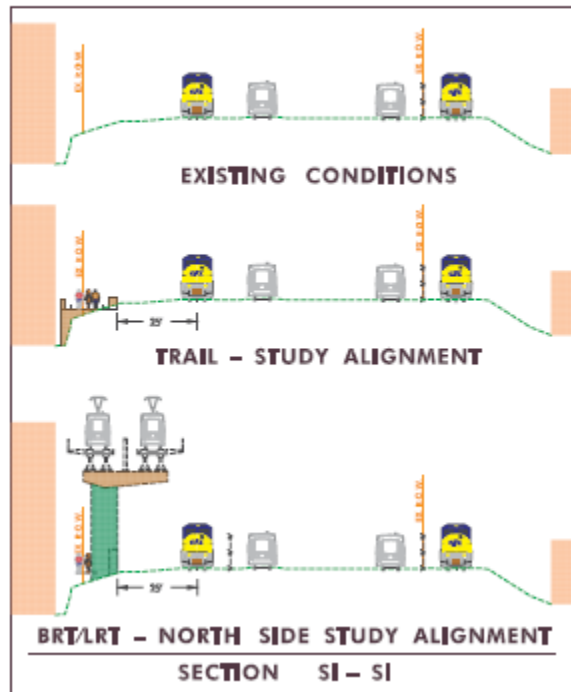
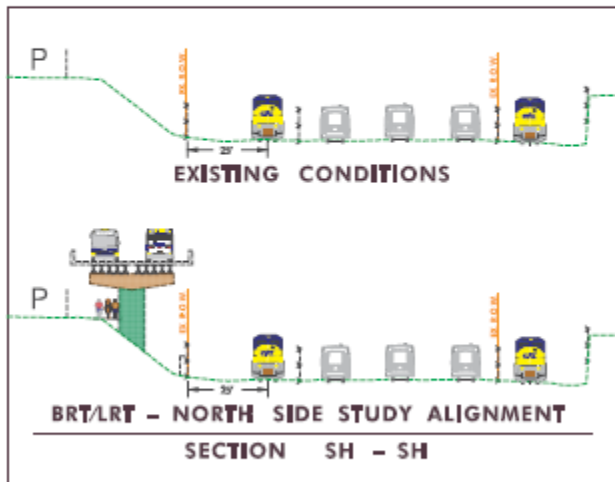










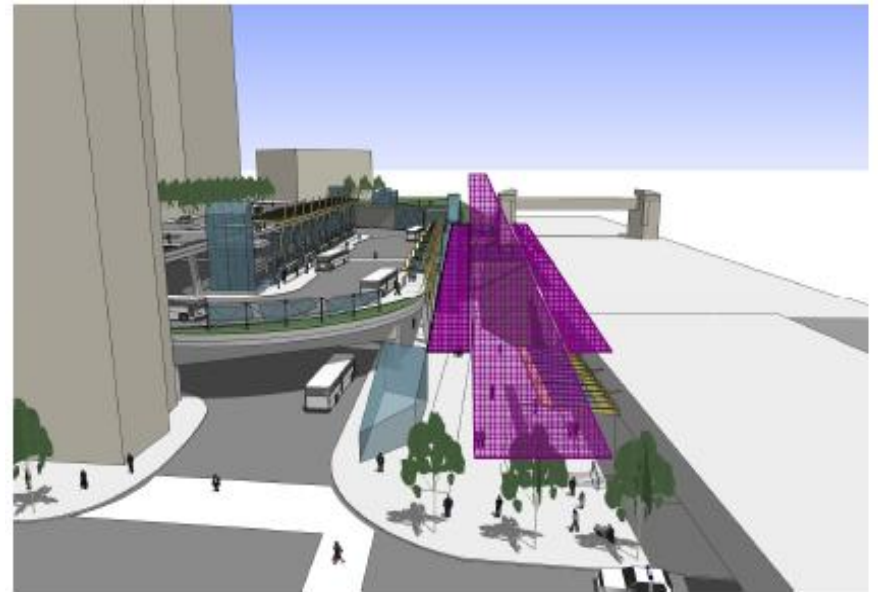




Estimated Purple Line Silver Spring Transit Center Weekday Boardings - 2030

	BRT	LRT
Low	5,100	11,210
Med	8,700	12,200
High	10,400	13,600

- FY 2008 Average Red Line Weekday Boardings At Silver Spring Station – 14,476
- FY 2005 Walk / Bike Station Access % For Silver Spring Metrorail Riders - 53%
- FY 2005 Bus and Connecting Rail % For Silver Spring Metrorail Riders – 30%

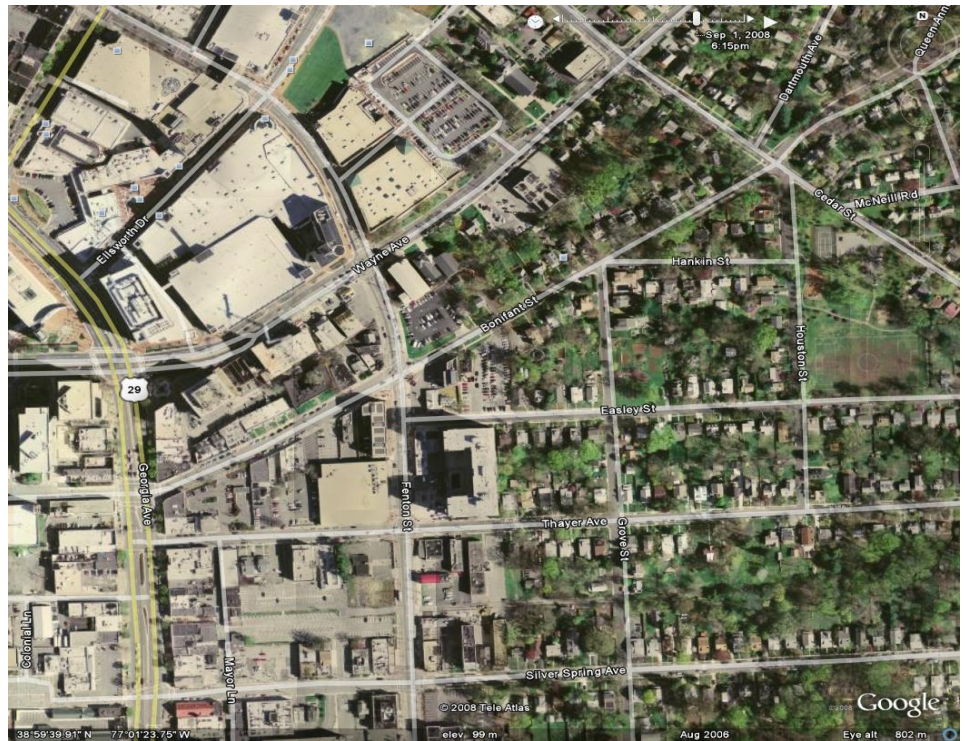


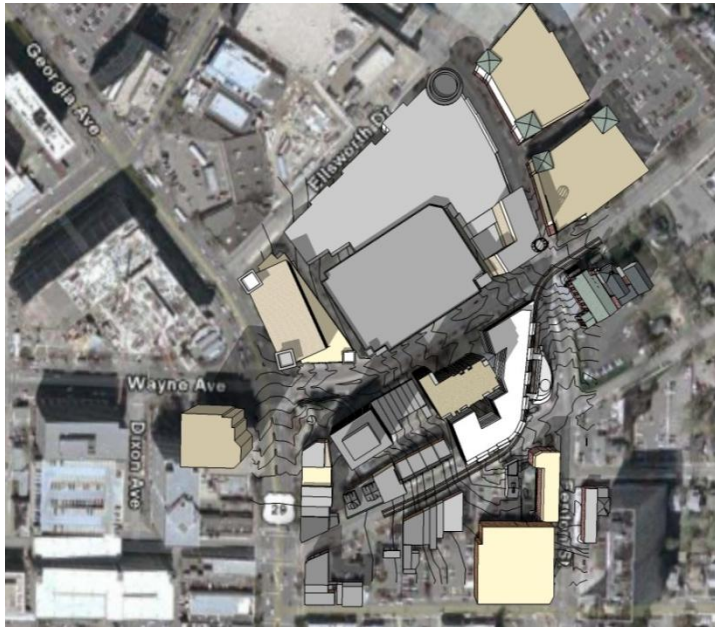
Silver Spring				
BRT				
Alternative 3: Low Investment BRT	At the CSX corridor the transitway stays on the south side of the CSX corridor, while the trail crosses CSX on a new bridge near Talbot Street Bridge. The transitway crosses 16 th and Spring Streets at grade.	Transitway crosses CSX at Spring Street and continues on Second Avenue. Buses enter Silver Spring Transit Center from Ramsey Street.	The buses continue up Wayne Avenue in shared lanes, to Flower Avenue, then Arliss Street.	
	▼			
Alternative 4: Medium Investment BRT	At the CSX corridor the transitway stays on the south side of CSX corridor, while the trail crosses CSX on a new bridge near Talbot Street Bridge. The transitway crosses 16 th and Spring Streets at grade.	East of Falklands Apartments the transitway crosses over CSX tracks, to arrive at the Silver Spring Transit Center.	The buses leave the CSX right-of way on Bonifant Street at grade in dedicated lanes.	Wayne Avenue in shared lanes with added left turn lanes, to Flower Avenue, then Arliss Street.
	▲			
Alternative 5: High Investment BRT	At the CSX corridor the transitway stays on the south side of CSX corridor, while the trail crosses CSX on a new bridge near Talbot Street Bridge. The transitway crosses 16 th and Spring Streets below the grade of those streets.	East of Falklands Apartments the transitway crosses over CSX tracks, to arrive at the Silver Spring Transit Center.	Tunnel from Silver Spring Transit Center to Wayne Avenue at Cedar Street	Wayne Avenue at grade in dedicated lanes, with a tunnel under Plymouth to Arliss Street.
	(Design option) The transitway crosses to the north side of the CSX corridor in a tunnel and continues along the north side.	(Design option) Aerial crossing of CSX west of Falklands Apartments with an aerial structure along Metro Plaza.	(Design option) Silver Spring/Thayer tunnel that emerges on Thayer Avenue behind East Silver Spring Elementary School.	

Silver Spring				
LRT				
Alternative 6: Low Investment LRT	At the CSX corridor the transitway stays on south side of CSX corridor, while the trail crosses CSX on a new bridge near Talbot Street Bridge. The transitway crosses 16th and Spring Streets at grade.	East of Falklands Apartments the transitway crosses over CSX tracks, to arrive at the Silver Spring Transit Center.	The LRT leaves the CSX right-of way on Bonifant Street at grade in dedicated lanes.	It travels on Wayne Avenue in shared lanes, entering a tunnel after Manchester Place and continuing under Plymouth to emerge on Arliss Street.
	(Design option) The transitway crosses to the north side of the CSX corridor in a tunnel and continues along the north side.			
Alternative 7: Medium Investment LRT	At the CSX corridor the transitway stays on south side of CSX corridor, while the trail crosses CSX on a new bridge near Talbot Street Bridge. The transitway crosses 16th and Spring Streets below the grade of those streets.	East of Falklands Apartments the transitway crosses over CSX tracks, to arrive at the Silver Spring Transit Center.	The LRT leaves the CSX right-of way on Bonifant Street at grade in dedicated lanes.	Wayne Avenue in shared lanes with added left turn lanes, entering a tunnel after Manchester Place and continuing under Plymouth to emerge on Arliss Street.
Alternative 8: High Investment LRT	At the CSX corridor the transitway stays on south side of CSX corridor, while the trail crosses CSX on a new bridge near Talbot Street Bridge. The transitway crosses 16th and Spring Streets below the grade of those streets.	East of Falklands Apartments the LRT crosses over CSX tracks, to arrive at the Silver Spring Transit Center.	Tunnel from SSTC to Wayne Avenue at Cedar Street	Wayne Avenue at grade in dedicated lanes, with a tunnel under Plymouth to Arliss Street.
	(Design option) The transitway crosses to the north side of the CSX corridor in a tunnel and continues along the north side.	(Design option) Aerial crossing of CSX west of Falklands Apartments with an aerial structure along Metro Plaza.	(Design option) Silver Spring/ Thayer tunnel that emerges on Thayer Avenue behind East Silver Spring Elementary School, but with an aerial structure on a portion of Piney Branch Road.	



**WAYNE AVENUE AT CEDAR STREET
PROPOSED CENTER BRT**





Estimated Purple Line Silver Fenton Street Weekday Boardings - 2030

	BRT	LRT
Low	600	700
Med	600	700
High	N/A	N/A



