

Tom Autrey began the meeting at 7:05 p.m. and explained the rules for the evening. Each small group will create a list of Pros and Cons for each segment of the Purple Line that Tom presented.

The following are attendees by group for the September 16, 2008 meeting, which correspond to the comments given below. The first four groups consist of members of the Purple Line Master Plan Advisory Group. The fifth group (gray background) are interested citizen participants or representatives of groups or offices not specifically represented on the (Planning Board) appointed Purple Line Master Plan Advisory Group.

Staff received several emails giving input on the Purple Line. Several emails are opposed to the Purple Line along Wayne Avenue and have determined that the only option for the Purple Line is for it to be underground. Several emails are concerned with the overall noise, impact to their community, traffic jams, and travel patterns to get in and out of neighborhoods, ridership numbers for stations, and the schedule to give MTA comments about the Purple Line.

Jonathan Jay, Laurie Kelly, Michele Cornwall, Lisa Fadden, Veda Charrow, Michael Marsh, Todd Solomon (Scribe – Jose Dory, staff)
Ted Power, Fred Schultz, Anne Martin, Caleb Kriesberg, Byrne Kelly, Chris Richardson, Peter Gray (Scribe – Katherine Holt, staff)
Harry Sanders, Marcy Fisher, Karen Roper, Bill Mellema, Mier Wolf (Scribe – Karen Roper, MPAG member)
Karen FitzGerald, Tony Hausner, Pat Baptiste, Joe Rodriguez, Judy Tso (Scribe – David Paine, staff)
Heather Dlhopsky, Tina Slater, Don Slater, Pam Browning, Forrest Popkin, Elaine Ellis, Jon Elkind, David Crosson (Scribe – Melissa Williams, staff) <b>Email:</b> Paul Guinnessy, Anne Spielberg, Diane Nemeth, Tom DeCaro, Tom Armstrong, Susan Andrea, Joe Cholka, Laurie Palmer, Mark Gabriele, Carol Leventhal, Cathy Kristiansen, Vicki Warren, Wendy Caswell

### East Silver Spring: LRT/BRT High (tunnel)

Pro	Con
Avoids congestion on Wayne	Less ridership than the Wayne Ave
Elevated rail on Piney Branch would be safer for pedestrians, etc.	East Silver Spring Elementary school is a safety issue
Tunneling through downtown and residential East Silver Spring would be faster	Danger to environment/wildlife (displaced, etc.)
	Going on surface on Thayer and on residential streets causes problems with traffic, loss of parking, and other adverse effects to the residential neighborhoods (noise pollution)
	Trees may not be saved

No congestion on Wayne	Environmental impacts
Good location if new development doesn't occur (retain existing residents)	Not a good location for station for ridership
Low income/pedestrian being served without gentrification	Increase rents/gentrification
Serves density	Safety impacts to kids around portal
Fewer stops means faster travel time	Less cost effective than Wayne because bypass CBD
	No eastern stop at the CBD and Wayne Ave allows for stops within the CDB
	Doesn't respond to population density
Faster because of tunnel	Tunnel portal
Less impact on street traffic because of tunnel	Loss of parking
Serves Flower Ave	Near school
	Impact on Sligo Creek
	Traffic impact Flower/Piney Branch
	Traffic – one-lane from Flower to Piney Branch
	Long segment without station because of aerial crossing
Allow faster east-west transit to transit dependent population	Near elementary school
Has less impact on traffic as opposed to Wayne (possibly)	Between Dale Drive and Manchester Road – environmentally sensitive section
	Affordable housing/ long branch displaced gentrification
	Should be an effort to maintain Battery Lane
	An aerial option could have 4-F impacts to the park
	Greater negative impacts that Jones Bridge section...need consistency in comparison of two sections
Save private property	Expense of underground tunnel
Save homes	Hazard of tunnel portal to nearby school (students)
Reduce disruption to community	Bypasses retail area since there isn't a stop in retail area (Arliss Street and Transit Center are only stations)
Protect downtown revitalization and prevent irreparable harm to our neighborhood	
More direct route to College Park	
LRT	

Quieter	Elevated track would cut through parkland
Shorter traffic times	Not flexible
Predictable route and in streetscape	More expensive and not cost effective
Stated Bi-county preference	
<b>BRT</b>	
More flexible, less costly, and responsive to community needs	

**Questions:**

- Need literature on where gentrification could occur due to LRT and BRT.
- Why did they remove Fenton Street and Thayer station?
- What are the environmental impacts?
- Will there be student conflicts at the portal?

**Wayne Avenue: BRT/LRT Low, Med., High**

<b>Pro</b>	<b>Con</b>
Faculty and student access to International School congestion is reduced	A 400-foot portal on Wayne, at the Cedar Street edge of the Central Business District and only a half block from the entrance to the Whole Foods parking lot, extending from Cedar Street eastward, would be located in one of the worst possible places, create bottlenecks entering the downtown, and require additional street widening where there are homes on both sides of the street.
	If there is a tunnel through downtown Silver Spring and through the residential neighborhood exiting at Wayne and Cedar, it makes little sense not to have an additional half mile of tunneling on Wayne from Cedar Street to near Mansfield Street so as to avoid a 400-foot portal tying up traffic on the very edge of the Central Business District.
<b>Med. LRT</b>	
	The Purple Line should be tunneled under Wayne Avenue to provide faster transit, eliminate the probability of the surface Wayne route increasing gridlock leading into downtown Silver Spring, and prevent irremediable harm to the neighborhoods.
	Wayne Avenue will be the only residential street on the 16 miles of the Purple Line.
	More than two-thirds of the one-mile length of Wayne on which the Purple Line would travel,

	from Fenton Street to the other side of Sligo Creek Parkway where it would veer off of Wayne, would be widened, thereby increasing traffic capacity and, eventually traffic on Wayne, not reducing it.
	Some of Wayne will be widened to 70 feet, the width of Colesville Road.
	Shared lanes between trains and cars on Wayne will make for a slow train there.
	Access to the large parking lot from Wayne Avenue behind the elementary and middle schools (at Wayne and Dale) will be closed, with traffic being rerouted onto Dale and into neighborhood side streets behind the schools.
	The bike Green Trail planned for Wayne will be combined with the sidewalk in a walk/bike path that will be unsafe for pedestrians and bikers, including residents in the assisted living facility and schoolchildren.
	Too many stations are being planned for Wayne Avenue, including downtown Silver Spring and Long Branch, with stops each half mile making this more of a supped-up bus through Silver Spring than rapid transit.
	A stop at Dale Drive in a low-density neighborhood of single-family homes only half a mile from other planned stations on either side of it is unnecessary.
	MTA estimates of daily station boardings at the Dale station, more than the number of homes within half a mile, are several times too high and defy common sense.
	Station at Dale Drive opens up the possibility of transit-oriented development at Wayne and Dale in the form of commercial and/or higher-density residential in what has been a quiet neighborhood primarily of single-family homes.
	Left turns onto Dale by westbound traffic on Wayne will be difficult due to delays when trains are in the Dale station.
	Traffic study on Wayne made significantly unrealistic assumption about what it estimated to be low rate of traffic increase on Wayne, despite enormous redevelopment in downtown Silver Spring, and, in addition, failed to take

	into consideration the fact that substantial street widening on Wayne will have the effect of increasing the traffic capacity, and, therefore, the traffic on Wayne.
	Noise levels will increase on Wayne and in the nearby neighborhoods each time a train passes, brakes and stops at the station at Dale, with bells clanging, and the wheel squeal which comes from rounding the several sharp curves on Wayne.
	Proposed widening of the street at Sligo Creek Parkway for the Purple Line will require destruction and rebuilding of the bridge there – a bridge that was expensively rebuilt only a few years ago and resulted in a closing of a large portion of Wayne for nearly two years.
	Construction on Wayne will take at least as long as, if not longer, for a surface route than tunneling due to the extensive widening of the street and the rebuilding of the bridge at Sligo Creek.
	MTA has never directly advised, consulted with, or asked for feedback from the residents in the many homes on Wayne or the two public schools, St. Michael's Church and its school, and the assisted living facility of the significant changes planned all along Wayne for the Purple Line, having enormous consequences for their homes and institutions.
	It is obviously not true that you must build a train on Wayne in order to plant trees, which some are suggesting.
<b>High BRT</b>	
No wires and no track; therefore, no visual impact to the community	Lose lane of traffic
	Lose parking in non-rush hour
	Fossil fuel
	Lose of street parking might negatively impact Old Blair project
<b>Low/Med BRT &amp; LRT</b>	
Fewer stops	Car traffic overwhelm
	Station farther from school
	Doesn't improve transit and adds congestion
<b>High</b>	
Speed and higher ridership	Portal on Wayne in front of a house
Avoids Fenton and Wayne congestion	Tunnel under property and homes at Silver

	Spring and Grove
Avoids Fenton and Wayne congestion	Widening to Wayne especially at Dale
Stop in CBD	Shared lanes – slow
Stop at Dale will serve school and auditorium (when done)	Noise
	Problem if don't add trees
	Narrow or no bike trail/shared with pedestrians
	Neighborhood cut through traffic
	Loss of parking
	Loss of local ride-on routes
High BRT	
	Portal at Cedar impact to motorists
	Wayne after Cedar is residential streets
	Significant widening of Wayne Ave (takings)
High LRT	
	On road/shared makes no sense because the transit will come out of the tunnel fast and must slow down for the residential street. This is a poor design.
High BRT	
Cost effective	No downtown station in route
Faster Route	Portal in middle of Wayne Ave – disruptive
No overhead wires/utility poles	Fewer riders because of lacking downtown stop
	Required more vehicles to move same number of people (BRT)
	Street level emissions
High LRT	
Requires fewer vehicles than BRT	No downtown station/fewer riders
No street level emissions	Portal in middle of Wayne disruptive
Higher ridership	Less cost effective
	More expensive
	Intersection will be worse at Wayne and Dale, which is already a speed trap
	Increase traffic, decrease pedestrian usage, and severely harm community
	A 400-foot portal on Wayne, at the Cedar Street edge of the Central Business District and only a half block from the entrance to the Whole Foods parking lot, extending from Cedar Street eastward, would be located in one of the worst possible places, create bottlenecks entering the downtown, and require additional street widening where there are homes on both

	sides of the street.
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	to be low rate of traffic increase on Wayne, despite enormous redevelopment in downtown Silver Spring, and, in addition, failed to take into consideration the fact that substantial street widening on Wayne will have the effect of increasing the traffic capacity, and, therefore, the traffic on Wayne.
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	Too many stations

**Questions:**

- What makes high BRT?

*Features like exclusive right of way and grade separation at major intersections. See the following link on the MTA project web site:*

[http://www.purplelinemd.com/linked\\_files/alt\\_matrix/BRT%20Alternatives%20Matrix%204-30-08.pdf](http://www.purplelinemd.com/linked_files/alt_matrix/BRT%20Alternatives%20Matrix%204-30-08.pdf)

*Also see the following link from a prior presentation:*

[http://www.mcparkandplanning.org/planning/viewer.shtm#http://www.mcparkandplanning.org/Transportation/projects/documents/PurpleLineorientation\\_000.pdf](http://www.mcparkandplanning.org/planning/viewer.shtm#http://www.mcparkandplanning.org/Transportation/projects/documents/PurpleLineorientation_000.pdf)



- What is the cross section for Wayne? Do you lose a travel lane?

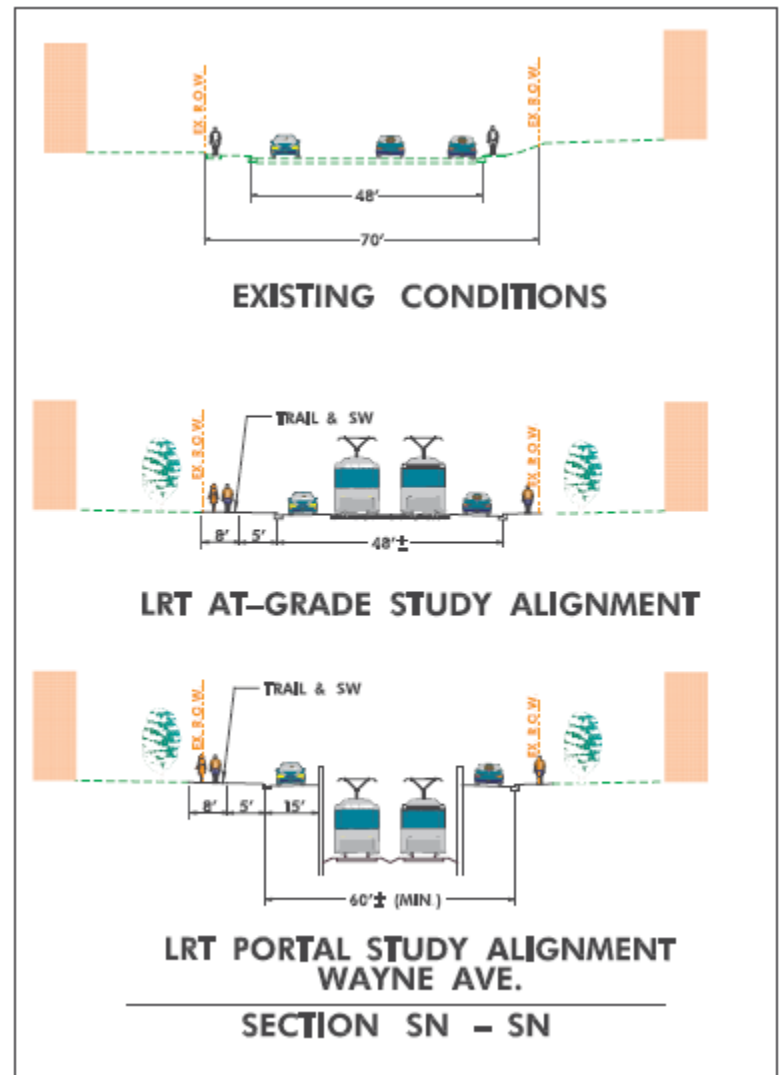
*Just east of Cedar, there are four lanes or 48 feet of pavement as noted in the drawing.*

- Are there any impacts on the Green Trail because of widening?  
*The Green Trail section would consist of a section that would be comprised of a 3 foot grass median, 8 foot trail, and 5 foot sidewalk.*

- What are the energy sources?  
*The LRT source is electricity and the BRT source could be hybrid electric, clean diesel, CNG, or even fuel cells if further developed.*
- Energy sources could be a pro and a con depending on the mode.
- Does Ride-on still travel on the route?  
*Yes – Route 15 is the primary route. See the following link:*

<http://www.montgomerycountymd.gov/tsvtmpl.asp?url=/content/dot/transit/routesandschedules/allroutes/route15.asp>

- What about lane management?  
*The Low and Medium Alternatives include shared lanes and the High Investment alternative is dedicated lanes.*
- It is not required to plant trees only if the Purple Line is along Wayne Avenue.



**Wayne Avenue (Cedar to Sligo): BRT/LRT Low, Medium**

Pro	Con
Add turn lanes will reduce traffic congestion	Grid locked traffic with shared lane
Dale stop will serve school and auditorium (when done)	Left turns
	Impacts on Sligo Creek
	Loss of parking especially at station at Dale Ave
	Bus will run in packs
Medium LRT	
	Questionable ridership numbers for Dale and Wayne
	Inclement weather Dale and Wayne crash frequently with ice and snow, which is unsafe
	Shared traffic will mean slow traffic
BRT	
	Doesn't achieve speeds/inefficiencies
	Station at Wayne and Dale compromises students
	Close entrance to school, which is bad for school circulation and traffic in neighborhood
	Declining property values
More above ground stops	More disruption to community 60-70 homes impacted because of land requirements for BRT/LRT
Compared to projections of future traffic; high LRT will improve all critical intersections except one	Bonifant Street – loss of parking becomes one-way
Without Purple Line, Wayne Ave will be under pressure to widen in future	Access problems for residents on side streets (Wayne Ave)
Without Purple Line, Wayne Ave will have to restrict parking (loss of parking)	Access to retail (i.e. Whole Foods) disrupted
Purple Line will replace some of the buses (noisy, diesel, etc.)	Access to established retail and institutions along route
Air quality improves because of vehicle trip reductions (auto)	Impact on children at St. Michael's School and International Middle School who need to cross Wayne Avenue as well as the elderly
Purple Line construction – provides wider sidewalks (i.e. more pedestrian friendly)	Widening of road
	Closure of parking lot entrance used by both SCES and SSIMS, which would need a new

	entrance per County Public School policy that there is a separation between car and bus traffic
	Gasoline pollution from idling engines, noise and visual pollution,
	Area around the intersection of Wayne and Sligo Creek Parkway has flooded in the past and will flood again and closes at the threat of flooding.

### Wayne from Sligo Creek to Flower: BRT Low, Medium

Pro	Con
	Congestion increases
	Taking of house and tight turning radius
	Shared lanes
	Add congestion to intersection at Flower and Wayne
	Loss of houses at Wayne and Flower
	Traffic shared lanes on Flower and Piney Branch
	Slower
	Low ridership
	Bus bunching
	Gentrification – loss of affordable housing
Should consider elevating from past Dale or the low/medium option should use Arliss tunnel, too.	Wayne is narrower. Where will MTA get the space?
	Buses cannot get up the hill in snow or ice
	This is not a true BRT without stations
Serving large number of transit depend communities	More gridlock on Sligo Creek Parkway especially when there is back-up on Capital Beltway
Doesn't require overhead power lines/poles on side	Loss of property (home at corner of Wayne and Flower)
	Street level emissions

### Questions:

- In general, need to show impacts conservatively for building impacts. People are skeptical this is being done.

- Wayne is narrower. Where will MTA get the space?
- Where are the stations?

*See insert below:*



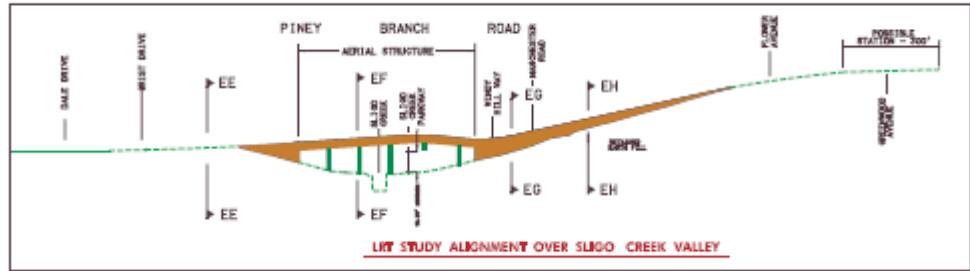
### Wayne from Sligo Creek to Flower: All LRT options and BRT - High

Pros	Cons
Boost economic development in Long Branch.	A 400 to 600-foot portal on Arliss in the Long Branch business district, as the train or bus exits from tunnel, in the center of the planned Long Branch redevelopment, will cause substantial traffic and neighborhood problems for the Giant, Long Branch library, new businesses and office buildings, and residences, since the portal cannot be crossed.
Safe, no noise pollution, etc. (tunneling)	
Works with topography	Cost
More direct and more rapid	Potential for flooding
Responds to density	Environmental impacts
Consolidate two station at the portal and near Dale into one station at the ball field by the high school	
High LRT (aerial)	
Goes across the creek with less impact on the watershed	Cuts through trees
Avoids traffic lights	
Avoids trail	
Avoids flood plain	
Faster	Open portal on narrow street with lots of apartments at Manchester
Relatively higher ridership	Stop at entrance to tunnel (portal) on Wayne
No loss of houses	Gentrification – loss of affordable housing in Long Branch
Serve Long Branch commercial core	Loss of local Ride-on bus routes

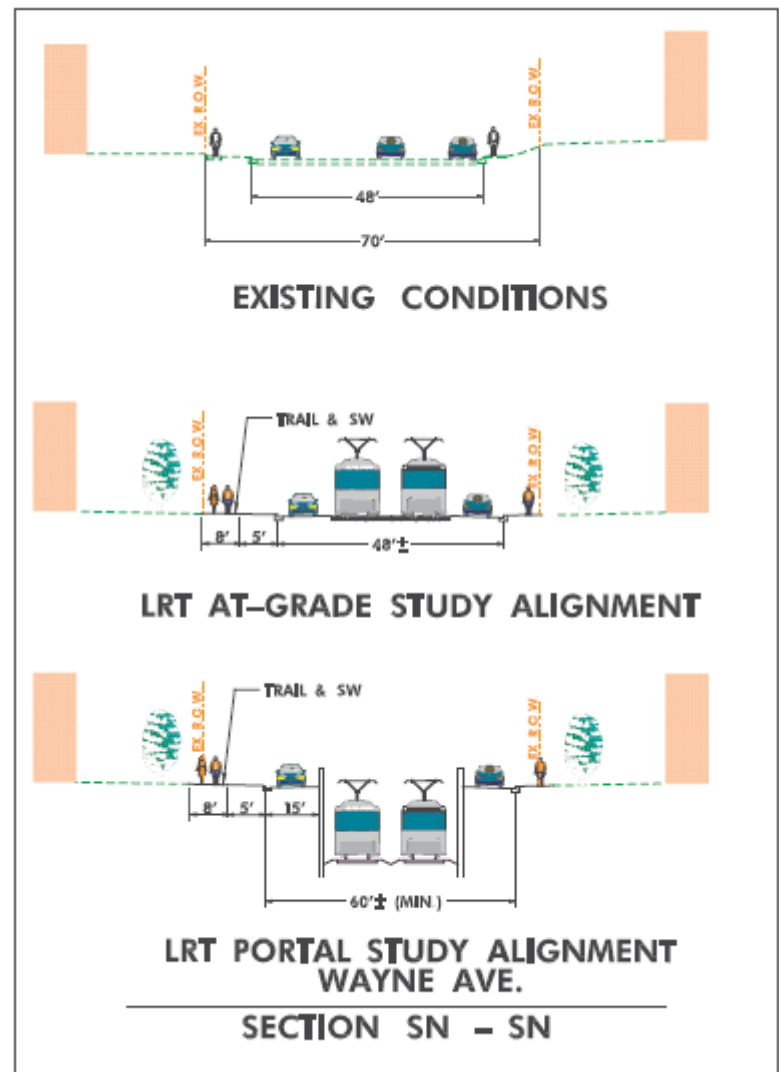
Serves a lot of transit dependent population	More expensive and less cost effective
Higher ridership projections than BRT	
Avoids traffic	
Reduces auto's on road	

### Questions:

- Was an aerial alternative considered over Sligo Creek to keep it level and above the flood plain? This option would eliminate a travel lane and works with the topography. *There is an aerial option over Sligo Creek for the High Investment alternative as noted to the right.*



- Need information for the stop at the entrance to the tunnel (portal) on Wayne such as widen road and take apartment building and parking lot.  
*See section SN (the drawing to the right). It pears an additional three feet of right of way is required. We will confirm this and any potential impact upon any adjacent building or parking lot.*
- Widening Wayne is the core concern of the neighborhood
- Other than a station at Dale, are we going to widen Wayne anywhere?  
*See response to related question above.*



## Arliss to Piney Branch to Takoma-Langley Crossroads

Pro	Con
Better transit access to local area residents	Fewer traffic lanes
Any public transportation mode option will benefit low-income residents. (+60% of residents use public transportation)	A 400 to 600-foot portal on Arliss in the Long Branch business district, as the train or bus exits from tunnel, in the center of the planned Long Branch redevelopment, will cause substantial traffic and neighborhood problems for the Giant, Long Branch library, new businesses and office buildings, and residences, since the portal cannot be crossed.
TLC Planners have promised to maintain low-income housing to residents	'Gentrification' of the area and upgrading of real estate as a result of the Purple Line in Long Branch and Langley Park will cause low-income people who might otherwise use the Purple Line to move further from the stations
Increase in economic development, increase of jobs, increased sales of small businesses	
Station at the Crossroads is important	Need two stops at different locations (one at Piney Branch and one after Carroll with pedestrian safety improvements)
Elevated LRT is more appealing and has a safer pedestrian crossing of the road	LRT at grade will have to sit in traffic and go through dangerous intersection
Promote economic development and investment in the area	Cross-section isn't appealing from a design standpoint and it needs to show pedestrian access to the station
	Gentrification
	The station isn't at traffic light intersection and not at a park, but should be located there
LRT ridership is relatively high	Takings – widening of University
Serve low income riders	Piney Branch – loss of middle left turn lane means grid lock and traffic
	Widening University will create impacts
	Loss of Ride-on bus routes
	Environmental impact – trees and green space
	Loss of affordable housing!
	Loss of economic diversity - businesses
For low income residents who retain faster transit for transit dependent community	Down Arliss to Piney Branch in ice is treacherous. Ice will shut down operation.
If done right, could be attractive boulevard in middle.	Gentrification

<ul style="list-style-type: none"> <li>• Pedestrian crossings midblock</li> <li>• Needs safe middle island or barrier</li> </ul>	
Long Branch task force to create another high density node with lower income housing concentrated similar to Silver Spring	9 lanes and traffic
	See UA. Very narrow between buildings and travel lanes
Attractive transit center	
Serves a totally transit dependent community	
Reduces numbers of bus changes for residents	
More efficient public transit commute to UMD	
<b>BRT</b>	
Less expensive and more cost effective	More polluting overall than LRT
Doesn't require unsightly overhead lines, poles, etc.	
<b>LRT</b>	
No street level emissions	
Current design for utilities include integrated light fixtures (improved streetscape)	
Significantly higher ridership (33% higher – medium BRT vs. medium LRT)	
Less polluting overall than BRT	

### Questions:

- Will University be widened if a LRT is chosen?

*Yes. We will confirm with the MTA project team but at the station at the transit center it appears to be about 15-20 feet (to accommodate the sidewalks) as noted in the drawing*

*It appears roughly the same amount of space will be needed west of the station as well along certain segments.*

