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 lists were compiled and additional comments were taken until September 9, 2008.

The following are attendees by group for the September 2, 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.

Jonathan Jay, Laurie Kelly, Ed Asher, Lisa Fadden, Veda Charrow, Allison Driver, Todd Solomon (Scribe – Jose Dory, staff)
Ted Power, Fred Schultz, Anne Martin, Caleb Kriesberg, Byrne Kelly, Chris Richardson, Phil Alperson, Peter Gray (Scribe – Katherine Holt, staff)
Harry Sanders, Andy O'Hare, David Saltzman, Marcy Fisher, Karen Roper, Bill Mellema, Mier Wolf (Scribe – Andy O'Hare, MPAG member)
Sue Knapp, Karen FitzGerald, Tony Hausner, Pat Baptiste, Joe Rodriguez, Rob Rosenberg (Scribe – David Paine, staff)
Michele Cornwell, Ginnane Italiano, Heather Dlhopolsky, Webb Smedley, Tina Slater, Don Slater, Jessie Slater, Maureen Jais-Mick, Jon Elkind, Ravi Singh, Wayne Phyillaier, John Murphy, Anne Humphrey (Office of Congressman Chris Van Hollen), Allan Sutter, Helen Reed (Scribe – Dan Hardy and Tina Schneider, staff) Emailed comments: John Murphy, Tom Armstrong, Tom DeCaro, Susan Andrea, Carol Leventhal, Diane Nemeth, Anne Spielberg, Christine Arnold-Lourie, Charles Vest, David Schneider, Kathleen Samiy, Gloria Pasternak, Elaine Ellis, Wendy Caswell

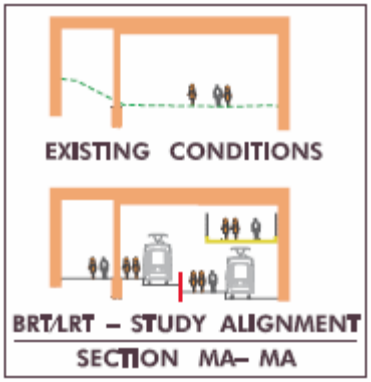
Bethesda to Pearl Street (pages 2-5 of presentation)

Pro	**Con**
Master Plan Alignment (Main Line for 1 track)	(LRT) Tunnel (in existing tunnel): Trail User Issues
	Problems of access for bikers crossing Wisconsin Avenue
Connectivity for LRT to Metro	Don't see 2 dedicated lanes along Woodmont for BRT
BRT should have connectivity	Trail not going through tunnel
	People crossing Wisconsin isn't a good idea
Travel times faster with LRT	Tail tracks south of Woodmont
LRT direct connection to Metro	Trail crossing of Woodmont problematic
Green tracks for LRT, which is	Infeasible to have trail and train in tunnel

environmentally sensitive and common in Europe	
BRT more flexible	Trail should not cross Wisconsin at grade
Metro attracts residents	Trail access points are too limited
	32'-66' for ROW too narrow for trail and train especially with new trail speed limit and its high commuter and exercise use. Ideally want 16' wide trail.
	Don't favor BRT
	Wide spread loss of old tree canopy
	LRT high and medium – too expensive
	BRT cannot have green tracks
BRT	
BRT has lower/more desirable cost effectiveness	Lower ridership, longer travel time
Through tunnel, at grade a plus	Longer loop can create slower turnaround in Bethesda
One-way loop an advantage with stops	Narrower section at Pearl Street not enough ROW for BRT and trail
Ease with which can change route	Bad congestion, BRT adds to congestion
	Cuts through public amenity space
LRT	
Faster, greater ridership, less noise	Less cost effective
Less air pollution (perceived)	Breakdowns harder to clear
Run electric lines better for energy use	Kicks trail out of tunnel
Trains greater capacity	Noisy
Harder to adjust to different routes (can be a pro for investment)	Harder to adjust to different routes (can be a pro for investment)
Rail bias	
High Purple Line to Metro ridership	Elm Street trail
Options can accommodate Purple Line and trail	Tail track at Woodmont East
LRT noise/fumes more compatible with trail than BRT	
Improved transit access for trail users	
Improved access to Bethesda job base from residences to east	
Get south entrance	

Questions:

- *Are there alternatives for the bike trail?*
  We are not aware of any programmed (funded) improvement to the trail between Bethesda and Jones Bridge Road on the Master Plan alignment under a scenario where the selected alternative is the Jones Bridge Road alignment.



- *What is going on with people above and below in the design of the MA cross-section? Is the trail going to split?*
  The folks depicted in the lower level immediately below the trail that is above the train are standing on the station platforms. It is unclear to staff what the folks outside of that envelope represent. We will run this by the MTA.

- *Woodmont East BRT alignment?*
  The BRT buses would (westbound) exit the Master Plan alignment at Pearl Street returning to the Master Plan alignment via the Bethesda Metro Center by operating over a counter-clockwise one-way loop. The Low Investment BRT would operate in both directions on Woodmont East – to and from the existing Bethesda Metrorail (North) Station entrance. There would be no on-street parking on Woodmont from Rockville Pike to the Metrorail Station under the Low LRT alternative.

- *Why is traffic congestion better with LRT if it is a true BRT?*
  The staff would like to get a clarification of this question. It is unclear to us in the context of this segment of the alignment.

Pearl Street to Connecticut Avenue (pages 6-8 of presentation)

Pro	Con
Master Plan Alignment	Renderings of vegetation is inaccurate
Flyover, which protects joggers, etc.	North – south traffic will be further delayed?
Connects points of the trail isn't currently connected	On Connecticut, if the crossing is at grade, it is dangerous
Connect today (Trail Improvement)	
Trail connection over Connecticut Avenue since it doesn't exist today	Rendering looking in the wrong direction at Sleaford Road (looking west in drawing, but sections look east)
The Purple Line is on the Master Plan alignment	Trees may not be saved
Taller trees can be planted and grow with the BRT option	Can't plan large trees with LRT options because of the cantenary wires
Trail users would prefer LRT vs. BRT	Interference with Colquin Run
LRT uses flexible energy source	Negative impact on golf course
LRT will have skirts to lower noise level, which would be good for pedestrians and trail users	Limited trail access
LRT on rails	Trail too narrow needs to be 12'-16' wide

LRT runs on electric power	Need to plan for trail use far into the future
	Significant elevation changes
	Trail could be dropped altogether if transit costs too high
	BRT steerable buses that are subject to driver error or slippery conditions.
	BRT creates exhaust emissions and runoff
BRT – ROW already owned	Neighbors displeased/upset
BRT can avoid fallen trees	Up to Edgevale – narrow at 66' inferior trail fits without more ROW
BRT only section can pick up speed and is direct and faster	Limits access points to trail
LRT	
Stacking would be better	Would be more expensive
Fewer trees cut and better trail	
Uses county-owned land ROW	Reduce width of ROW along Wisconsin (buffer width not trail)
Crosses Connecticut above grade (safer trail)	
ADA compliant trail access at Sleaford	
Better interface with Connecticut Ave. (already a commercial area)	
Bridge to country club has attractive architecture	

Questions:

- *Why only 900 riders projected for medium LRT?*
  We will ask the MTA. The Connecticut Avenue station is in the middle of the most dedicated segment of right of way for five of the six build alternatives so it makes some since for there to be relatively little variance in ridership among the build alternatives of the same mode.

- *Where are the access points to the trail?*
  The access points to the trail for this segment are just west of Connecticut Avenue adjacent to Newdale Road.

Connecticut Avenue to Jones Mill Road (pages 9-11 of presentation)

Pro	**Con**
MTA proposed 'Greentracks' feature for LRT, which is environmentally sensitive	Concerns with Green Alternatives and it not being used for the sake of 'cost-cutting'
LRT produces zero emissions	Concerns of the integrity of residential areas
LRT enhances property values and economic development (They have a proven track record	

of having positive fiscal impacts)	
Connectivity to and at Connecticut Avenue	Can't get 2 dedicated lanes for BRT on Jones Bridge Road
	Connecticut and Jones Bridge Road are under study by SHA as a part of BRAC, which will add more turn lanes. This will be bad if the BRT option is added to this intersection.
Take trail under Jones Mill Road	Potential at grade crossing at Jones Mill Road
Elevated crossing at Connecticut Avenue	Trail access points are too few and sparse
Parisian look of bridges	
Not in traffic	Clear cut trees, old growth trees
Flexibility, change routes to pick up riders	Bus or rail should not be at grade – traffic too heavy
Shorter travel time than Jones Mill Road (only one stop)	
Potential for new development	Potential for new development
Uses County ROW	
No traffic conflicts, uses ROW, good quality of transit service. Scenic!	

Questions:

- *Was there a resolution with Columbia Country Club?*
  Not that we are aware of.

- *What's the update?*
  We do not have any new information related to any discussions or meetings between the MTA Project Team and the Country Club. This does not mean that there have been no discussions. It means we are not aware of any discussions.

- *For what are the 2 bridges used? LRT and bikes?*
  The bridges are used for LRT and bikes (if the reference is to the bridges over Rock Creek) – one for the transitway and one for the trail.

- *What is the cost difference to satisfy the country club vs. tunnel vs. other options? This question stems from the bridge rendering and the understanding that bridges are costly.*
  It is our understanding that the additional cost attributable to a tunnel would be around $150 million. We can confirm that with the MTA.

- *What is the location of the trail access points for the entire length of the Purple Line?*
  We believe a reasonable first attempt at documenting this would look like the following:
  1. Woodmont Avenue at the Master Plan alignment
  2. Elm Street Park (south side of right of way)
  3. Pearl Street (north side)
  4. Lynn Drive (south side) and Montgomery Avenue (north side)
  5. East West Highway (north side)
  6. Sleaford Road (north and south side)
  7. Newdale Road (north side)
  8. Jones Mill Road (south side)
  9. Rock Creek (south side)
  10. Lyttonsville Place (south side)
  11. Stewart Avenue (south side)
  12. 16th Street (north side)
  13. Ballard Street (north side)
  14. 2nd Avenue / Wayne Avenue (north side and Low BRT only)
  15. Silver Spring Transit Center

- *Where is the kiss and ride lot or pull off at Connecticut?*
  We will have to check with the MTA Project team. The Georgetown Branch Master Plan (page 60) suggested ten spaces on the west side of Connecticut adjacent to the dry cleaners. The Bethesda Chevy Chase Master Plan recommends consideration is given to a parking area on the east side as well.

- *Trail over rail slant should continue on north side till bridge over Rock Creek Park then trail should go under bridge at Rock Creek Park, which is more attractive.*

Jones Bridge Road to Woodmont (BRT) (pages 10-13 of presentation)

Pro	Con
BRAC alignment addressed increases in traffic	Jones Bridge Road – ROW would have to increase creating impacts and increasing traffic at the elementary school
No damage to Georgetown Branch Trail	Would this take more vehicles on or off the road? Alternate studies would be negligible
	It will be tough to accommodate 2030 ridership projections on BRT
	Difference between travel times between Silver Spring and Bethesda
Build 1-dedicated reversible lane for peak direction for the BRT option from Jones Mill to Woodmont	There is no room for 2 dedicated lanes
	Downtown Woodmont section takes away from the parking
	Jones Bridge Road and Wisconsin Avenue are under study by SHA as a part of BRAC, which will add more turn lanes. This will be bad if the BRT option is added to this intersection.
Addresses anticipated BRAC changes at NIH and Naval Medical Center	Slower travel times
Saves mature trees on trail	Lower presumed ridership
Cost effective	Redundant transit link between Bethesda and Medical Center
	Ridership figures don't anticipate NIH/Navy growth over 30-50 years
	Exhaust emissions and runoff
Picks up Navy Medical Center passengers	Much longer travel time
Captures Woodmont Triangle area	Lower ridership
Least expensive	Different sort of neighbors upset (either alignment chosen someone will be upset)
	Not true BRT no queue jumpers, no dedicated lanes
	Queue jumpers can't be built at Connecticut
	Designed to fail (limited ROW)
	Negative effect on elementary school
	Not pedestrian friendly

Questions:

- *It is possible to recapture travel lanes and stay narrowed?*
  The simplest answer to this question may be that the Bethesda Chevy Chase Master Plan (Table 14) calls for an ultimate pavement width on Jones Bridge Road (classified as a primary residential street for the section east of Connecticut Avenue) to be no more 36 feet. The alternative described by the Town of Chevy Chase consultant that can be accommodated within that pavement width is an alternative that provides for an exclusive bus lane in one direction only. Other options have been examined by both the Town's consultant, the MTA, and the Planning Board (see staff memo related to June 26, 2003 Planning Board agenda item). All of those options require wider pavement and in some instances, additional right of way. Some of the options forwarded by the Town's consultant include options with (exclusive) bus and auto lanes that are ten feet wide. The bus lane needs to be a minimum of 11 feet and preferably 12-13 feet (TCRP Report 90 – page S-7). Regardless, the biggest challenge is the conflict between a transit "facility" and a primary residential street and the conflict involves a number of things – street and lane width, transit facility capacity, neighborhood impact, etc.

Jones Bridge Road to Lyttonsville (pages 14-15 of presentation)

Pro	Con
Added access to the Rock Creek bridge with switchback	
Walter Reed Annex will undergo a BRAC process and it will be good to have a station near this	
Good to have Metro stop at Lyttonsville	
Access to the park	
BRT traveling from Bethesda to Medical Center	
Train underground at Jones Mill Road	Trail crossing Jones Mill Road at grade
Serves Walter Reed Annex, Rosemary Hills, and Claridge House Apartments with 900 daily riders.	Stop should be closer to Walter Reed Annex
LRT – Why location bad?	LRT - Yard and shop location only considered for Silver Spring to Bethesda
BRT – More flexible routes/ alternatives	BRT – berm huge on both sides of Rock Creek Park
BRT – Lots of options for redevelopment	

(Walter Reed Annex Medical Center)	
Gets to job locations	Only serve a low number of daily boardings
Great connection for Capital Crescent users	Less direct access between Silver Spring and Bethesda
Trail goes under Jones Mill for all but low BRT making it less dangerous for hikers/bikers	Connecticut Avenue connection is in residential area
Uses County ROW	Travel time to downtown Bethesda will be the same as it is now. No benefit
	Trellis replaced by lower trail bridge

Questions:

- *Does the trail go under Jones Bridge Road?* Yes.
- *What is the cross-section for Jones Bridge Road?*
  The typical section consists of four 12 foot lanes with buses operating in the (shared) curb lanes in each direction.
- *Does the trail go under Jones Mill? Or at grade?* See above answer.

Lyttonsville to CSX ROW (pages 16-17 of presentation)

Pro	**Con**
	Trail is not shown in cross-section.
	Have not addressed concerns of Rosemary Hills Lyttonsville communities
	Stop should be closer to Walter Reed Annex
	Access to CSX ROW needs to be obtained
LRT – Why location bad?	LRT - Yard and shop location only considered for Silver Spring to Bethesda
BRT – More flexible routes/ alternatives	BRT – berm huge on both sides of Rock Creek Park
BRT – Lots of options for redevelopment (Walter Reed Annex Medical Center)	
Increase economics to Lyttonsville and Brookville	
Extends trail into Silver Spring	
Uses County owned ROW	
Services Walter Reed Annex, apartment buildings, annex, and Seminary Place	

Questions:

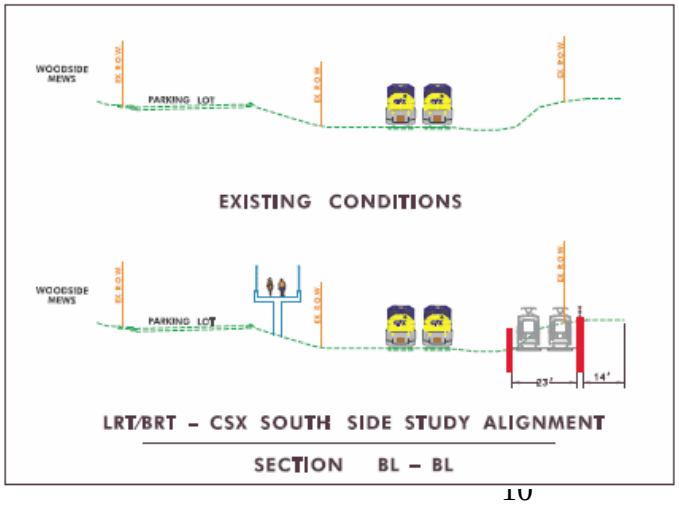
- *Is CSX okay with this option and using their ROW?*
  The MTA is using guidelines provided by CSX for separation from other tracks in the right of way.

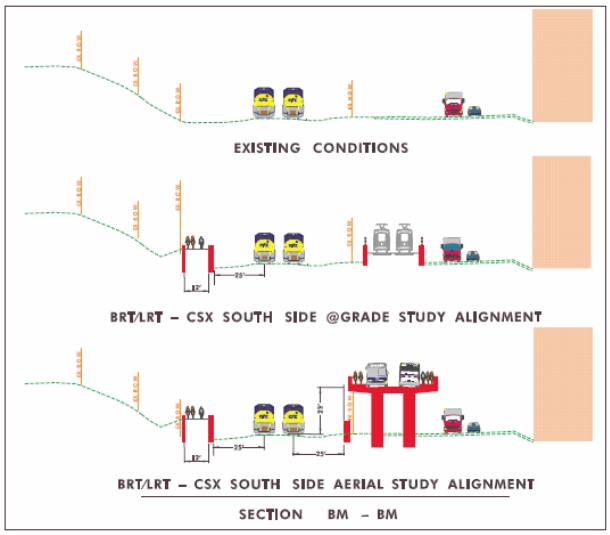
CSX ROW to Rosemary Hills/16th Street (pages 17-19 of presentation)

Pro	Con
Trail is completed	Negative impact on Rosemary Hills Elementary School
Allows faculty to easily access Rosemary Elementary School	How can there be 2,300 boardings per day at 16th Street/Woodside Station?
The trail is within the CSX ROW	If the trail is not within the CSX ROW
Like 16th Street stop	Access to CSX ROW needs to be obtained
New trail	Have not addressed concerns of Rosemary Hills Lyttonsville communities
Serves Suburban Towers, Park Sutton, and Woodside communities with 2,300 daily riders	Trail is way too narrow
	Elevated monorail train too expensive; dangerous
Total use of Ridership is greater than total population of Chevy Chase	
Good location for a north Silver Spring stop	
Western stop of 16th Street is a better stop. There are a lot of people in community.	
Trail bridge across CSX	

Questions:

- *How can there be 2,300 boardings per day at 16th Street/Woodside Station?*
  Traffic Zone 36 has around 11 households per acre – now and for the 2030 forecast. It includes Summit Hill Apartments. Refer to our previous handout on households and density by Traffic Zone for 2005 through 2030 to get an idea of the relative densities along the corridor.





- *Is the trail within the CSX ROW?*

We will have to check with the MTA. It appears in section BL it is not in the right of way but in section BM it appears it is in the right of way.

- *Where's the 16th Street overpass and where's the tunnel in cross-section BM?*

The overpass is not shown and there is no tunnel.

- *Where is the trail at 16th Street?*

We are assuming it crosses at grade but we will confirm that with the MTA.

Rosemary Hills/16th Street to Silver Spring CBD (pages 17+ of presentation)

Pro	Con
Connectivity of all modes (bus, rail, ped, etc.)	Traffic Congestion at 16th Street and Metro
	Pedestrian safety
Connection to the transit center for Red Line link	Low BRT – the trail and the bus are crossing at grade at Wayne Avenue
Anything that facilitates a connection is good expect the low BRT	
LRT	
	Taking of Faulklands Apartments
	No connection to Metropolitan Branch Trail
	Rapid bus
BRT	
Doesn't impact traffic on Bonifant and Fenton	Doesn't connect to Metro
	Uncertain how BRT connects to Silver Spring Metro
	No apparent connection to Metropolitan Branch Trail
	BRT is treated differently unfavorably by MTA analyses compared to LRT
Trail very important connection at this location	Nowhere else to put it
	Trail completely separated - could too easily be dropped (i.e. ICC)
	Clips Faulklands

	Cross - section BL – trail up high
By spending cost here it contributes to the connection/travel speed between Silver Spring and Bethesda	Disconnect between low BRT and the alternate station (Silver Spring Transit)
Grade separating crossing at Colesville Road completes Capital Crescent Trail safely	Doesn't use ROW; South side – rates that go to Silver Spring Transit Center at Faulklands
	Low BRT does not allow for a south option

- *Will CSX grant ROW for the trail?* We do not know the extent of any commitments by CSX at this time.

Low BRT – Wayne to Fenton

Pro	**Con**
	MTA has not discussed BRT in detail with Silver Spring Community
	(Medium & High) Crossing Georgia Avenue
	BRT buses going through downtown Silver Spring at surface level either on Wayne Avenue or Bonifant would be very slow.
	BRT buses going through downtown Silver Spring at surface level would tie up traffic for blocks on Georgia Avenue, Fenton Street, and Wayne Avenue due to frequent and slow crossings at Georgia Avenue and the intersection of Wayne and Fenton
Bus can maneuver around cars	Running BRT at grade creates conflicts with existing traffic
Aerial or a tunnel option	Study alternative alignments for downtown
Doesn't impact Bonifant traffic	No apparent trail
Cheaper (?)	Congestion at Georgia Avenue
Can navigate Wayne Avenue grade	40 or 60 buses per hour in the peak would be needed and would have to run in packs along the whole system
Serves apartment buildings in the vicinity of Colesville Road and Fenton Street with 700 daily riders	
Similar general pros	Wayne BRT traffic terrible in and out of Silver Spring Transit Center
Closer to ridership in retail area	Doesn't naturally access Silver Spring Transit Center (awkward)

MTA state that level of service would be improved with LRT option compared to no build. This should result in less cut thru traffic on side streets.	Cannot work through downtown Silver Spring due to traffic
An at-grade alignment would cost less than the alternatives that involve tunneling.	It's on the road
The proposed station at the library site would provide good access to Ellsworth Drive, the civic building, the library, and nearby stores in Fenton Village.	BRT by comparison there will be more vehicles needed to move the same number of people
The proposed station at the library site would provide good transit access to nearby residents of East Silver Spring, especially those who want to travel east towards Langley Park and College Park (these residents would not have to walk to the Silver Spring metro stop and backtrack on the Purple Line to head east).	Dense congestion, noise, and visual blight
The proposed station at the library site is near some high density residential development—the Silver Spring Towers, the Crescent, and the future residences on the library site (and maybe on the Baptist Church site if this becomes a development) and ridership would benefit from the station's close proximity to this residential development.	An at-grade alignment might result in slower overall travel times than an alignment that is underground.
	Loss of parking, which would cause spillover parking on side streets
	Loss of trees
	Increase pressure for higher density and/or commercial development
	Loss of some property for extra turn lanes
	Detrimental to neighborhood, commercializing residential area and reducing quality of life
	Decline of homeowner property values
	Several stops
	The at-grade alignment on Bonifant Street could adversely impact the small businesses on this street by eliminating the on-street parking or causing traffic congestion or additional noise or vibration.
	The at-grade alignment could have general adverse impacts on residents of Wayne Avenue (noise, vibration, loss of on-street parking, traffic congestion and traffic and pedestrian

	safety).
	The at-grade alignment could cause traffic congestion and safety problems at the intersection of Fenton and Wayne in particular.
	The route overall does not seem to travel the shortest distance between the Silver Spring metro and University Boulevard. The Thayer/Silver Spring alternative may travel a shorter distance and result in faster travel times.
	The proposal to tunnel from Wayne Ave to Flower Ave could be costly.
	Adding a station stop at the library site could increase overall travel times.
	Inefficient due to may stops, pedestrians, traffic (stop and go) and hazardous

Medium LRT & BRT (Transit Center to Cedar)

Pro	**Con**
	Crossing Georgia Avenue
	A surface route through downtown Silver Spring will choke the newly revived downtown, not relieve traffic congestion.
	Slowly moving 180-foot long trains crossing Georgia Avenue on Bonifant, entering the intersection of Wayne and Fenton diagonally as a 5th stream of traffic, and then passing the entrance to the Whole Foods parking lot, at rush hour on the average of every 3 minutes from one direction or the other, will substantially worsen already horrendous traffic for blocks on Georgia Avenue, Fenton Street, and Wayne Avenue.
	It will take a long time to take the train through downtown Silver Spring
	Two lanes for traffic or parking will be removed on Bonifant
	Considerable space, including that which was reserved for green space in the heart of downtown Silver Spring, will be taken from the planned new Silver Spring library at Bonifant and Fenton by the train cutting a wide swath across the property of the library and

	stopping on its property.
	Too many stations are being planned for downtown Silver Spring and Wayne Avenue, with stops each half mile making this much more of a slow streetcar than rapid transit
	Station at new Silver Spring Library (Fenton Street) opens up the possibility of transit-oriented development into the edges of the adjacent residential neighborhood of single-family homes.
	The Purple Line should be tunneled under downtown Silver Spring and under Wayne Avenue to provide faster transit, eliminate the probability of gridlock created by the train at surface level, protect the downtown, and prevent irremediable harm to the neighborhoods.
	Access to and exit from the Whole Foods parking lot on Wayne Avenue will become even more difficult than it is now
There is one traffic conflict at Georgia Avenue with the LRT and BRT	Medium LRT eliminates green space for downtown
Connects to transit center vs. other options	
Doesn't interfere with traffic	
Tunnel and aerial	
Lower cost than high BRT	Congestion at Fenton and Wayne and Georgia and Bonifant
Two car trains run every 6 mins. in peak periods, which is less than the amount of buses needed.	No parking on Bonifant
	Bonifant one-way
	Sharing lanes on Wayne Avenue
	Widening of Wayne Avenue; takings of properties
	No access for deliveries, to small businesses on Bonifant
	Vibrations in businesses on Bonifant
Huge advantage to go through the transit center	Small business impacts
Much less cost than tunnel	Added leg to intersection at Fenton won't work
Speed is fast after Fenton	Stop at library takes away green space
	Ridership low to justify a stop
	Currently congested and stays congested in future, which can't be accommodated

	Whole Foods and Wayne garage traffic backed up/mess (may need to limit lefts to the garage)
	Skeptical that at grade traffic will improve at Fenton with widening
Serves the entertainment, shopping areas for residents	Crosses over Georgia Avenue – already too busy
Fenton Street stops services Fenton Village	Eliminates green space that was part of the new library
Avoids Wayne Avenue garage	Travel at a slow speed
	Make traffic worse
	Lose two lanes of traffic and/or parking
	People will avoid going to businesses to avoid congestion
	Loss of parking, which would cause spillover parking on side streets
	Loss of trees
	Increase pressure for higher density and/or commercial development
	Whole Foods and Wayne garage traffic backed up/mess
	Inefficient due to may stops, pedestrians, traffic (stop and go) and hazardous
	Detrimental to neighborhood, commercializing residential area and reducing quality of life
	Entering and exiting Marriott parking lot
	Long trains
	5th stream of traffic
	Several stops
	The at-grade alignment could have general adverse impacts on residents of Wayne Avenue (noise, vibration, loss of on-street parking, traffic congestion and traffic and pedestrian safety).
	The at-grade alignment could cause traffic congestion and safety problems at the intersection of Fenton and Wayne in particular.
	The route overall does not seem to travel the shortest distance between the Silver Spring metro and University Boulevard. The Thayer/Silver Spring alternative may travel a shorter distance and result in faster travel times.
	Adding a station stop at the library site could increase overall travel times.
	Inefficient due to may stops, pedestrians,

	traffic (stop and go) and hazardous
	The at-grade alignment on Bonifant Street could adversely impact the small businesses on this street by eliminating the on-street parking or causing traffic congestion or additional noise or vibration.

Questions:

- *Why is there not a tunnel along Bonifant Street for part of Wayne to the Silver Spring Transit Center, instead of alignment on the surface? This option would avoid much of Wayne , and would start around the intersection of Wayne and Fenton. There might also be a variation of a tunnel starting at Wayne and Cedar, but going under Bonifant, which also would be much less distance than the tunneling already offered as a possible alignment.*
  We assume this was not looked at because the Purple Line would need to get down to the tunnel portal and there is not enough room to that at Bonifant west of Georgia Avenue. We will confirm this with the MTA project team.

- *Why was this not studied?*
  See above answer.

High BRT & High LRT (Tunnel to Wayne)

Pro	**Con**
Tunneling under downtown Silver Spring would provide much faster transit, rather than a streetcar that takes very long to get through the downtown.	
Tunneling under downtown Silver Spring would eliminate the probability of gridlock in the downtown created by the train at surface level and protect the downtown from suffocating traffic.	
Tunnel and aerial	Takes people away from the CBD
Speed in tunnel	People cannot travel places within the CBD easily
	There was not a presentation nor a discussion about this option at the MPAG
Transit is underground (yeah!)	Destruction of houses on Grove Street
Faster travel times through tunnel	Intersections with Wayne Ave./tunnel exit/entrance appears dangerous
No at grade intersections through CBD	Cost of tunneling

Huge advantage to go through the transit center	Very expensive
Better for traffic	Lot of takings
Faster transit and a reason to use this new system	No stop in CBD station/area
Limit existing gridlock	Higher capital costs (transit time gains are small), no improvement in transit time, lose transit
Protects downtown revitalization and neighborhoods	Extended construction period – very disruptive
The tunnel to Wayne Avenue would avoid the problems associated with running the purple line at-grade through the intersection of Fenton and Wayne.	Tunnel back to Wayne will have access in center of Wayne and Cedar
The tunnel to Wayne Avenue would avoid the adverse impacts of the at-grade alignment on Bonifant Street.	The tunnel to Wayne Avenue would cost more than the at-grade option.
The tunnel to Wayne Avenue might provide faster travel times.	The tunnel to Wayne Avenue would negate the opportunity to provide a station stop at the library site.
	The tunnel option seems circuitous—the purple line would have to go down under Silver Spring Avenue and under Grove street to get to Wayne Avenue. The at-grade alignment would travel a shorter distance, which would reduce the cost.
	There may be traffic and pedestrian safety concerns associated with the purple line coming out of the tunnel and onto Wayne Avenue.

Questions:

- *Need ridership and time comparisons for this alternative*
  Please see the ridership and travel time boards on the purplelinemd.com web site for the High Investment Alternative for bith BRT and LRT. The link is http://www.purplelinemd.com/pages/meeting_0508.html.

Silver Spring to Thayer

Pro	Con
Transit in tunnel; decreases travel times	Tunneling under homes
	Tunnel exist on Thayer is too close to an elementary school
	No CBD stop
"Suck it up" – through movement faster purpose	Doesn't support smart growth
	Speed over connections
	High investment has high impacts to Sligo Creek
	Two systems in place 1. More stations with ridership east of Silver Spring 2. Fast system from Silver Spring to Bethesda
Relies on tunneling more than Wayne Ave., which may result in faster travel times than the alternative	No stop in CBD station/area
This alignment appears to be the shortest route between the Silver Spring metro station and University Boulevard, which may result in faster travel times than the alternatives.	Higher capital costs (transit time gains are small), no improvement in transit time, lose transit
The proposed station stop at the 500 block of Thayer Avenue would benefit nearby residents, especially residents of the adjacent apartment buildings who may depend on public transit to a greater degree than the population of Silver Spring as a whole.	Extended construction period – very disruptive
This alignment would avoid the adverse impacts to businesses on Bonifant Street that may occur under the Wayne Avenue alignment.	Misses population at Wayne Avenue and Sligo Creek Parkway
	Cannot be constructed in the existing ROW
	Because this alignment relies more on tunneling, it could end up costing more than the Wayne Avenue alignment.
	This alignment may raise environmental justice concerns. One of the principles of environmental justice is that public projects

	should not have disproportionately high and adverse impacts on predominantly minority and low-income populations. Under this option, the purple line would run underground under the 700 and 600 blocks of Silver Spring Ave and Thayer Ave, which are comprised of single family homes, and would run on the surface of the 500 and 400 blocks of Thayer Avenue, which are comprised mostly of apartment buildings, including public housing. This option may mean that the adverse effects associated with running the line at grade (noise, vibration, traffic safety, loss of street parking, etc) would be predominantly borne by the residents of the 500 and 400 blocks of Thayer Ave, who may be more likely to have lower incomes than their neighbors to the west.
	The proposed station at Thayer Avenue may not generate as much demand as the one at the library site—it would not be near to businesses and other destinations.

Questions:

- *Why no station on Thayer near East Silver Spring Elementary?*
  We will get a response from the MTA project team.

- *Why no station at Dale and Piney Branch?*
  We assume it is because a considerable amount of the immediate surrounding area is parkland but will check with the MTA project team.

- *High investment has high impacts to Sligo Creek.*
  That may be correct. We will have to wait until the DEIS is released to get a better handle on the total impact.

- Will MTA's DEIS consider the environmental justice implications of this option in more detail?

Comments for next sections:

Pro	**Con**
	The proposal to tunnel from Wayne Ave to Flower Ave could be costly. (Cedar to Long Branch)