MTA Maryland

MARYLAND TRANSIT ADMINISTRATION

MARYLAND DEPARTMENT OF TRANSPORTATION
Martin O'Malley, Governor • Anthony G. Brown, Lt. Governor
James T. Smith, Jr., Secretary • Robert L. Smith, Administrator

May 12, 2014

Francoise Carrier, Chairwoman
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring MD 20902

Dear Chairwoman Carrier:

Thank you for transmitting the Mandatory Referral comments of the Montgomery County Planning Board regarding the Purple Line, Bethesda Metro South Entrance, Silver Spring Green Trail and Capital Crescent Trail. As the Board requested, the Maryland Transit Administration (MTA) and State Highway Administration (SHA) have coordinated our response to the Board's comments, which is enclosed with this letter.

MTA and SHA, in partnership with the Montgomery County Department of Transportation, are committed to developing the Purple Line in a manner that achieves high-standards in bicycle and pedestrian accommodations, environmental protections and stakeholder involvement. Many of the detailed recommendations included in your letter are consistent with the efforts of the MTA and SHA ensure the Purple Line is well integrated with communities along the route. While some issues will provided for in the Request for Proposals, many of the issues can only be resolved during final design of the project.

As indicated in Secretary James Smith's letter of April 11, 2014 and previously committed to by MTA, an Interagency Work Group will be formed to work through final design issues and concerns, including comments raised by the Planning Board, once a Concessionaire is selected. We ask, though, that the Planning Board and staff be mindful of the many trade-offs which must be considered, including total project cost, and the federal laws and regulations which must be adhered to in developing the Purple Line. We also request that the Planning Commission, acting in its role as the Parks Board, reconsider some of its policies which restrict the use of parkland for environmental mitigation measures so communities along the corridor can realize a greater share of tree canopy and stormwater management benefits of the project.

Please be assured that we will continue to work with all stakeholders to see that their concerns are addressed or responded to in the most appropriate manner. MTA will, of course, remain available to brief the Planning Commission as necessary. Thank you again for the diligent work of the Planning Board and its staff.

Sincerely,

Henry M. Kay
Executive Director for Transit Development and Delivery

Enclosure

cc: Mr. Art Holmes, Director, Montgomery County Department of Transportation
Mr. Don Halligan, Director, Office of Planning and Capital Programming, MDOT
Ms. Melinda Peters, Administrator, SHA

MTA Maryland

Purple Line Light Rail, Mandatory Referral No. MR2014033
Summary of Comments/Recommendations

Purple Line

Comment No.	Section	Page No.	Subject	Comment/Recommendation	Response
Mandatory Referral No. 1: Purple Line Light Rail					
1Rev	Public Private Partnership	1-13		In future P3 projects endeavor to provide greater assurance to the public and municipalities, before the final concessionaire is selected, about what aspects of the project are binding and what aspects of the project the bidding concessionaires have the opportunity to change. If the final design of this project or future projects changes in any substantial way from what has been presented to the Board for review, the requirement in State law for Mandatory Referral of the project will not have been met and MTA will need to resubmit the project for Mandatory Referral.	Comment noted
2	Public Private Partnership	1-14		Provide regular briefings to the Planning Board on the Purple Line project over the course of final design and construction, much as the state did for the Intercounty Connector project.	MTA will brief the planning board as requested during final design and construction.
3	Corridorwide	1-15		Commit to regular meeting with neighborhood working groups throughout final design and construction of the project to: 1) provide communities with regular updates, 2) hear community concerns with construction, 3) to receive feedback on final design treatments.	MTA will continue its community outreach program through design and construction of the project.
4Rev	Corridorwide	1-15		Consider design guidelines that have been approved or will be approved by the Montgomery County Planning Board for station areas (such as for the Bethesda CBD, Chevy Chase Lake Sector Plan, Silver Spring CBD, Long Branch Sector Plan, and Takoma Langley Crossroad Sector Plan) and community feedback for the design of retaining walls, traction power substations, catenary poles and wires, and other structures that will have a visual presence.	MTA has established architectural guidelines and a menu of finishes along the corridor for the stations, bridge structures, retaining walls and noise walls. These guidelines are part of the Contract Documents that the Concessionaire must abide by. Landscaping requirements for the TPSS locations are also part of the requirements that must be met by the Concessionaire. The landscaping and how the project aesthetics fit into the community will be something that will be worked out through the design process in coordination with the Counties and the communities.
5	Corridorwide	1-15	Pedestrian and Bicycle Accommodation	Conduct a multimodal level of service analysis within the immediate station areas. If deficiencies are identified, MTA, in coordination with MDOT, SHA, and MCDOT, should identify potential solutions and incorporate them into the Purple Line RFP.	Various traffic and level of service analyses have been conducted across the corridor in coordination with SHA and MCDOT, all of which have been submitted and reviewed by the agencies. Where pedestrians are expected at or near station platforms they have been incorporated into the analysis to confirm that sufficient time and space is provided to accommodate them.
6	Corridorwide	1-17	Pedestrian and Bicycle Accommodation	Commit to providing quality pedestrian and bicycle improvements between station and the communities in their immediate vicinities. (MCDOT, SHA, MTA)	MTA and SHA support MCDOT in their ongoing efforts to prioritize pedestrian and bicycle improvements near Purple Line Stations as evidenced by the following: Inclusion of the CCT; Relocation of the CCT to improve community access; Inclusion of Silver Spring Green Trail ; 16.5 miles of new/reconstructed bike facilities; Sidewalk improvements on Newdale, Jones Mill, Stewart, 16th Street, MD193, Wayne, Arliss, Piney Branch; Design option for University Boulevard focused on improved pedestrian safety; 2 years of community meetings on station access with M-NCPPC and MCDOT participation; Bicycle parking at stations where feasible; New traffic signals and pedestrian crosswalks.
7	Corridorwide	1-17	Pedestrian and Bicycle Accommodation	In addition to sending comments to MCDOT, SHA, and MTA as the agencies directly responsible for incorporating specific changes or additions to the projects covered by these mandatory referrals, MDOT should take the lead to ensure the highest level of coordination among the agencies. (MDOT)	Please refer to the response provided by the Maryland Department of Transportation.

Comment No.	Section	Page No.	Subject	Comment/Recommendation	Response
8Rev	Corridorwide	1-18	Pedestrians	Conduct a thorough review of this project with the goal of meeting both AASHTO recommendations for pedestrian facilities as well as ADA Best Practices at a minimum. (MTA, MCDOT, SHA, MDOT)	In developing the highway alignment plans, sidewalks and sidewalk ramps have been designed to meet or exceed the AASHTO and ADA criteria. Where feasible and appropriate, and based on coordination with the agencies, sidewalks have been widened, and sidewalk buffers have been included, especially at or near station platforms to accommodate the higher volume of pedestrians expected in these areas.
8a	Corridorwide	Page 2	Pedestrians	Identify near term and long term improvements to enhance station access.	See responses to Comments 4 through 8.
8b	Corridorwide	Page 2	Parks	All parks shall be restored to a condition that Parks considers fully functioning for long-term park usage following construction.	Provided for in commitments regarding County parks.
9	Corridorwide	1-18	Pedestrians	Conduct a bus service planning study to determine how routes, frequencies, span of service and the location of bus stops will be adjusted when the Purple Line opens for service. MCDOT should also coordinate service changes for metrobus routes with WMATA. (MCDOT)	MTA defers to MCDOT for a response to this comment.
10Rev	Corridorwide	1-18	Pedestrians	All intersections must be made fully ADA-compatible. At intersections where a safe crossing cannot be provided, signs prohibiting the crossing to all pedestrians should be installed, but SHA must ensure that there are adequate crossing opportunities, particularly in the vicinity of all bus stops. (MCDOT, SHA)	All intersections are being designed to be fully ADA-compatible. Additional signalized crossings are being provided where appropriate, as well as near station platforms.
11Rev	Corridorwide	1-19	Bicycles	Utilizing a "Bicycle Pedestrian Priority Area Projects" annual program to enhance pedestrian and bicycle station access in locations where redevelopment is unlikely in the next 5 to 10 years. This program was recommended by the full Council on March 25, 2014, pending budget reconciliation.	MTA defers to MCDOT for a response to this comment.
12	Corridorwide	1-19	Bicycles	Establish a mechanism during the final design and construction phases of the Purple Line project to enable Montgomery County to supplement Purple Line funding to enhance pedestrian and bicycle station access in locations where additional infrastructure is needed. This will ensure efficient use of public funds and minimize post-Purple Line disruption.	Improvements would need to be identified by the County and could be considered. There is a mechanism to accommodate change orders.
13	Corridorwide	1-19	Bicycles	Estimate the number of bicycle parking spaces needed at each station based on the Purple Line / Red Line Urban Design Guidelines and determine how many additional spaces are needed beyond what the Purple Line project can accommodate.	Bicycle parking spaces have been identified at each station, largely based on available space.
14	Corridorwide	1-20	Environmental Analysis Forest Mitigation	Work with Montgomery County Planning staff to identify forest mitigation opportunities outside of parkland prior to approval of the Forest Conservation Plan.	MTA will continue to meet with MC Parks staff to identify and review potential reforestation sites.
15	Corridorwide	1-20	Environmental Analysis Forest Clearing	Minimize the clearing of the forest along with its associated steep slopes and erodible soils.	The design has been developed to minimize forest impacts.
16	Corridorwide	1-20	Environmental Analysis Specimen, Individual & Tree Cover	Provide the draft Maryland Forest Conservation Plan when available for staff comment and information about the quantities proposed for forest clearing, specimen tree removal, and mitigation sites.	MTA will provide a copy for informational purposes.
17Rev	Corridorwide	1-20	Environmental Analysis Landscaping	Modify the landscape plans to clearly differentiate the trees that will be removed from the trees that are proposed for planting.	Final tree removal and landscaping design will be developed by the P3 contractor during the final design phase. Final design will be done under the supervision of a certified arborist.
18	Corridorwide	1-20	Environmental Analysis Landscaping	Provide native canopy cover landscape trees as a replacement for canopy tree loss due to the construction of the Purple Line. Canopy cover trees must reach a height of 50 feet or greater at maturity.	MTA will meet the requirements of the Maryland Forest Conservation Act.

Comment No.	Section	Page No.	Subject	Comment/Recommendation	Response
19	Corridorwide	1-21	Environmental Analysis Landscaping	Provide uniform tree planting spacing (35'-40' on center) and additional native canopy tree cover in the following areas within the Limits of Disturbance, where feasible: <see letter to MTA (April 1, 2014) for additional detail for this comment>	See response to Comment No. 18.
20	Corridorwide	1-22	Environmental Analysis Landscaping	Work with property owners to plant optional native trees, flowering trees, or shrubs on their private property as buffers to the Purple Line in the following locations: <see letter to MTA (April 1, 2014) for additional detail for this comment>	MTA will provide landscaping within LOD.
21	Corridorwide	1-22	Environmental Analysis Landscaping	Staff requests MTA collaborate with Columbia Country Club for tree replacement locations and species preferences as there are numerous trees being removed and planting proposed which may further affect the view and experience of the Club members.	MTA has an agreement with the CCC to collaborate on these issues.
22	Corridorwide	1-22	Environmental Analysis Landscaping	Collaborate with M-NCPPC Parks Department to provide acceptable plantings for stratified reforestation areas (non-mitigation sites) on parkland to include shrubs, flowering and canopy trees in the following Park natural areas: ***Rock Creek Stream Valley Park, Sligo Creek Stream Valley Park, Long Branch Stream Valley Park***	MTA will coordinate with M-NCPPC as final landscape design plans are developed in all parklands.
23	Corridorwide	1-23	Environmental Analysis Noise	Demonstrate how the noise levels will either be abated for, or be in compliance with Montgomery County Noise Ordinance for the seven single family residences and four apartment buildings identified as M-23, M26, M-27A & M-28 in the FEIS (Noise Technical Report, page 20).	The noise impact at these locations is derived from use of transit warning bells/horns at stations and crossings. MTA is developing a bell and horn policy which will address noise sensitive areas and may further mitigate projected noise levels. For operations we will neet FTA noise criteria/standards and County noise ordinances during construction. The Technical Provisions include standard operating procedures for mitigating noise during construction and operations.
24Rev	Corridorwide	1-23	Environmental Analysis Stormwater Management	Work with M-NCPPC and DEP staff to provide stormwater treatment, particularly by increasing the use of ESDs within the limit of disturbance.	MTA has been coordinating with M-NCPPC and DEP staff to optimize stormwater treatment within the alignment and will continue to work with both agencies to provide stormwater treatment.
25Rev	Corridorwide	1-23	Environmental Analysis Stormwater Management	While MTA is only required to meet minimum MDE standards for stormwater management ('SWM') on this project, there appear to be significant opportunities to retrofit existing untreated impervious areas that drain through the project area to help mitigate some of the existing water quality issues along this urban corridor. M-NCPPC requests that MTA view this as an opportunity to provide additional SWM treatment to these areas and continue to work with DEP and the Department of Parks to determine stormwater management opportunities within the impacted watershed.	MTA will meet MDE standards for stormwater management and will continue to work with M-NCPPC and DEP to determine stormwater treatment opportunities throughout the corridor and maximize on-site treatment.
25a	Corridorwide	Page 5	Environmental Analysis Stormwater Management	It is imperative that the design team identify ways to maximize on-site treatment, ensure impervious runoff is actually intercepted, and balance the treatment facility capacity with the impervious areas draining to them.	Refer to the response to Comment No. 25.
26	Corridorwide	1-24	Environmental Analysis Stormwater Management	Based on the Department of Parks initial review of the Concept SWM Plan for the Purple Line, we believe more work needs to be done to intercept and adequately treat runoff from impervious areas within the LOD that discharge directly onto parkland. Where site constraints restrict on-site stormwater management, the Department of Parks would like to work with MTA to identify potential sites for stormwater management on parkland to treat this runoff.	Refer to the response to Comment No. 25.
27	Corridorwide	1-24	Environmental Analysis Wetlands	Continue to work with the Department of Parks and DEP to identify specific areas for compensatory wetland mitigation down-county and as close to the affected wetlands as possible.	MTA has been coordinating with M-NCPPC and DEP staff to identify specific areas for compensatory wetland mitigation and will continue to do so.

Comment No.	Section	Page No.	Subject	Comment/Recommendation	Response
28	Corridorwide	1-25	Environmental Analysis Stream Restoration	Continue to work with the Parks Department and DEP to identify specific areas for stream mitigation down-county and as close to the affected stream reach as possible.	MTA has been coordinating with M-NCPPC and DEP staff to identify specific areas for compensatory stream mitigation and will continue to do so.
29	Corridorwide	1-25	Environmental Analysis Energy	Provide occupancy sensors on all platforms to dim lighting to 50% when platform is vacant. This will reduce energy costs and lower glare to drivers and the neighborhood. (MTA)	Concessionaire will be required to provide and coordinate the system-wide lighting design of the Stations, OMF, including the connections to the Energy Management Control System (EMCS) for operational management and control of the lighting systems. The EMCS will be located in the OMF's in accordance with the technical provisions as part of the LEED compliance for the management and control of energy.
30	Corridorwide	1-25	Environmental Analysis Green Tracks	Plant grass between and along the tracks where the line is parallel to the Capital Crescent Trail and where the tracks are in dedicated lanes and not on a bridge or in a tunnel.	A vegetated bioswale is proposed between the CCT and the Purple Line guideway from Bethesda to Rock Creek. A green track section is currently proposed from Bethesda to Stewart Avenue where the Purple Line is adjacent to the Capital Crescent Trail. The green track section consists of an 8" thick sedum planting medium between and on each side of the rails.
31	Corridorwide	1-25	Station Design	A consistent approach to the architectural style of each station can be maintained for all of the Montgomery County stations, however, MTA could incorporate art as part of an Art in Transit program, interpretive signage and wayfinding, lighting and landscaping, and pavers and building materials that represent the historical context unique to that station.	Recommendations are consistent with MTA'S approach to station design.
31a	Corridorwide	Page 6	Station Design	The aesthetic design of this project, including stations, materials, and finishes, should be consistent with the quality typical of major statewide and highly visible projects.	Purple Line aesthetics are being designed accordingly.
32Rev	Corridorwide	1-26	Traction Power Substations	Continue to investigate visual and noise mitigation for three traction power substations located in residential areas in Lyttonsville (TPSS #4), Wayne Avenue (TPSS #6), and Long Branch (TPSS #7). Relocation and undergrounding should be considered for these substations. If these residential substations cannot be relocated or put underground, and for all other substations, MTA should consider additional mitigation for visual and noise impacts that are consistent with the setting, including landscaping, screening, designs that resemble single story homes and materials that resemble existing homes in the area.	Alternate locations for these three substations have been assessed and is continuing for the TPSS in Lyttonsville. Each substation will include appropriate visual treatments based on setting and location and noise limits have been established for the substations.
33	Corridorwide	1-28	Overhead Catenary System	The catenary system used should minimize the visual impact. Other ancillary gear such as constant tension weights and electrical transmission cables should be covered or concealed within the pole structure.	Comment noted.
34	Bethesda Station Area	1-31	Master Plan Consistency	Should an agreement be made by mid April 2014 to demolish the Apex Building to allow an improved Bethesda station design to be built, MTA must submit the "alternative" station design to the Planning Board as a mandatory referral.	Comment noted.
35Rev	Bethesda Station Area	1-32	Community Concerns	Continue to work with the Town of Chevy Chase to address design refinements to the Purple Line and the Capital Crescent Trail to provide an additional grade-separated crossing of the trail and to reduce noise impacts and impacts to Elm Street Urban Park and residences adjacent to the park.	MTA is continuing to work with MCDOT to provide a safe, grade-separated crossing. A decision regarding this crossing is the responsibility of MCDOT and the Town of Chevy Chase. There are no noise impacts anticipated to Elm Street Park.
36	Elm Sreet Urban Park	1-35		MTA will maintain access to the park during construction.	MTA agrees. This is included in the Final 4(f) Evaluation, Attachment D of the Record of Decision.
37	Elm Sreet Urban Park	1-35		Land disturbed during construction of the proposed project will be returned to pre-construction conditions or better.	MTA agrees. This is included in the Final 4(f) Evaluation, Attachment D of the Record of Decision.
38	Elm Sreet Urban Park	1-35		Land upon which the temporary construction easement is placed will be returned to M-NCPPC upon completion of the construction of the trail connection.	MTA agrees. This is included in the Final 4(f) Evaluation, Attachment D of the Record of Decision.

Comment No.	Section	Page No.	Subject	Comment/Recommendation	Response
39	Elm Sreet Urban Park	1-35		MTA will not construct stormwater management facilities within the boundaries of the park.	MTA agrees. This is included in the Final 4(f) Evaluation, Attachment D of the Record of Decision.
40	Elm Sreet Urban Park	1-35		If not already provided by others, MTA will provide a "functional interim condition" for Elm Street Park that safely realigns the Capital Crescent Trail, diverting trail traffic through the park to 47th Street. The reconstructed trail shall be designed to be ADA compliant and maintain functional use of the rest of the park, as coordinated with the Department of Parks.	MTA will provide a functional interim condition for the park. The trail connection, as designed, is ADA compliant. The design and construction of the surface trail is a separate County project.
41	Elm Sreet Urban Park	1-35		MTA will minimize visual and noise impacts of the Purple Line on Elm Street Park. *•Views- The tunnel exhaust fan and the retaining walls associated with the CCT Bridge adjacent to the northern property line of Elm Street Park will be designed as an attractive edge to the park and may incorporate "Art in Transit" features, green screens and/or other high quality façade finishes and treatments. The park edge treatment shall be coordinated with the Department of Parks. •Noise- Noise mitigation will be provided. The regularly scheduled testing of the exhaust fan shall be scheduled at off park peak use hours to minimize impacts to park users.*	MTA will continue to coordinate with Department of Parks on the design of the northern edge of the park including the aesthetic treatment of this area. As designed, there are no anticipated noise impacts at the park and no noise mitigation is planned. The location of the trail connection and ventilation structure serve as both a noise and visual barrier between the park and the transitway. The schedule for testing the exhaust fan will be developed to minimize impacts to park users and adjacent residences.
42Rev	Connecticut Avenue Station Area	1-37	Master Plan Consistency Connecticut Avenue Bikeway and Streetscape	If feasible, redesign the geometry of the abutments to be parallel to Connecticut Avenue without narrowing pedestrian walkways.	The Connecticut Avenue abutments were set perpendicular to the Purple Line and CCT baselines for structural and station design reasons. The area that is created within the current geometry minimizes the span lengths of the structure to keep the profiles at a minimum over Connecticut Avenue. This creates room at street level to accomodate stairs, elevators and station amenities in street level plazas without encroaching on pedestrian movements and sight lines along the roadway.
43	Connecticut Avenue Station Area	1-37	Master Plan Consistency Connecticut Avenue Bikeway and Streetscape	Provide wall-wash lighting along the abutment walls to enhance pedestrian safety.	Lighting along abutment walls will be considered during the development of the art-in-transit program.
44	Connecticut Avenue Station Area	1-37	Master Plan Consistency Chevy Chase Lake, Street B-1	Construct a 100-foot-wide underpass for Street B-1 in the Chevy Chase Lake Sector Plan.	MTA intends to construct a 100' wide underpass subject to certain agreements with the Chevy Chase Land Company and Montgomery County DOT. The additional cost of the larger underpass will be a County or 3rd party cost. Should these agreements not be reached, MTA will revert to the 60' wide underpass as per the master plan.
45	Connecticut Avenue Station Area	1-38	Community Design	Consider whether it is feasible to integrate the traction power substation at Connecticut Avenue into the elevated fill for the tracks and trail, with service doors along the retaining wall, to reduce visual impacts.	MTA has worked with the existing property owner and tenant to move the traction power substation approximately 450-ft. off of Connecticut Avenue to the back portion of the property. This significantly shields the view of the TPSS from Connecticut Avenue.
46	Connecticut Avenue Station Area	1-39	Community Design	If feasible, redesign the Connecticut Avenue bridge structure to reduce visual obstructions both below and above the rail/trail bed. Staff suggests a shallow arch structure (or steel girder of similar profile if required) as the basis for design. This comment is consistent and more in keeping to the design intent indicated in the Chevy Chase Lake Master Plan. This comment can also apply to the proposed bridge over "New Street" just east of Connecticut Avenue.	Due to the 180' span a concrete arch structure would require a deep superstructure. To maintain adequate vertical clearance over the entire width of Connectict Avenue, this would require an increased height of the Purple Line over Connecticut Avenue. MTA's objective is to keep the CCT and Purple Line at the same elevation in order to facilitate connectivity to the station platform, and the CCT profile cannot be greatly modified due to ADA requirements.
47	Connecticut Avenue Station Area	1-39	Community Design	Design the trail to accommodate a stair on the north side of the trail and the east side of Street B-1 to be provided by developers at a future date.	A stair on the northeast side of Street B-1, north of the trail is not prohibited by the current trail horizontal or vertical design. Providing a stair to the trail is a County DOT decision.

Comment No.	Section	Page No.	Subject	Comment/Recommendation	Response
48	Connecticut Avenue Station Area	1-39	Community Design	Given the adjacency to residential and public spaces, the fill retaining walls should be designed with visual articulation. One suggestion is to provide concrete arch niches with appropriate depth to incorporate future community art. Pilasters between the niches can incorporate masonry veneer or stamped concrete forms to resemble local brick or stone materials.	MTA has established architectural guidelines and finishes along the corridor for the stations, bridge structures, retaining walls and noise walls. These guidelines are part of the Contract Documents that the Concessionaire must abide by, including local sector plan coordination. MTA has begun the process of coordinating the aesthetics throughout the corridor and recognized the need to coordinate the finishes in this location to be consistent with the intended context of the surrounding communities.
49	Rock Creek Stream Valley Park	1-40		Contingent upon approval by regulatory permitting agencies, as part of the removal of the existing bridge over Rock Creek, the pier foundation within the existing stream channel would be removed 12-18 inches below grade. The design of the...pier removal....will be further refined as the design of the project progresses.	MTA agrees. This is included in the Final 4(f) Evaluation, Attachment D of the Record of Decision.
50	Rock Creek Stream Valley Park	1-41		MTA will maintain access to the park and Rock Creek National Recreational Trail during construction.	MTA agrees. This is included in the Final 4(f) Evaluation, Attachment D of the Record of Decision.
51	Rock Creek Stream Valley Park	1-41		MTA will design the proposed CCT and the connection to the Rock Creek Trail to meet ADA requirements.	The current design for the CCT and the connection to the Rock Creek Trail meet ADA requirements.
52	Rock Creek Stream Valley Park	1-41		Within the county right of way, the Rock Creek National Recreational Trail would be raised out of the one-year floodplain on an elevated wooden boardwalk to reduce flooding and siltation that currently plague the trail. MTA coordination with M-NCPPC will be ongoing regarding the design of the raised section of trail.	The current design for the Rock Creek National Recretional Trail underneath the Rock Creek Bridge structure will elevate it out of the two-year floodplain on an elevated wooden boardwalk.
53	Rock Creek Stream Valley Park	1-41		MTA and the Purple Line Team has been and will continue to work extensively with National Capital Planning Commission (NCPC), M-NCPPC, and Montgomery County to improve the aesthetics of the proposed transitway and trail bridges through Rock Creek Stream Valley Park. The bridges will be designed as signature facilities with aesthetic considerations for park users.	MTA agrees. This is included in the Final 4(f) Evaluation, Attachment D of the Record of Decision.
54	Rock Creek Stream Valley Park	1-41		MTA will develop design of retaining walls, handrails and landscaping plans through the Park in consultation with M-NCPPC.	MTA agrees. This is included in the Final 4(f) Evaluation, Attachment D of the Record of Decision.
55	Rock Creek Stream Valley Park	1-41		The proposed detour of the Rock Creek National Recreational Trail will be temporary and for short periods of time during construction of the proposed project through Rock Creek Stream Valley Park.	MTA agrees. This is included in the Final 4(f) Evaluation, Attachment D of the Record of Decision.
56	Rock Creek Stream Valley Park	1-41		Selective tree clearing would occur within the Montgomery County right-of-way adjacent to Rock Creek Stream Valley Park. Replanting and restoration of disturbed areas would occur within the Montgomery County right-of-way to the extent reasonably feasible to mitigate for tree removal.	MTA agrees. This is included in the Final 4(f) Evaluation, Attachment D of the Record of Decision.
57	Lyttonsville Station Area	1-43	Master Plan Consistency	Create a mechanism during final design of the Purple Line to accommodate reasonable refinements at the Lyttonsville and Woodside stations that are identified during the preparation of the Greater Lyttonsville Sector Plan.	MTA will consider reasonable refinements at the Lyttonsvile and Woodside Stations that are identified so that they do not impact the Purple Line schedule.
58	Lyttonsville Station Area	1-44	Master Plan Consistency	Continue to work with the Planning Department during the Greater Lyttonsville sector planning process to accommodate potential for improved access and community development.	MTA will continue to work with the Planning Department during the sector planning process to allow for improved future access to the extent feasible.
59	Lyttonsville Station Area	1-44	Master Plan Consistency	Provide an elevator on the east side of the Lyttonsville Lane bridge leading down to the platform centerline, consistent with the Purple Line Functional Plan.	The current design does not provide an elevator, as it provides an ADA compliant pedestrian ramp.

Comment No.	Section	Page No.	Subject	Comment/Recommendation	Response
60Rev	Lyttonsville Station Area	1-46	Station Access - Access from the Forest Glen Annex	Since Stewart Avenue will be the main access route for employees at the Forest Glen Annex until a new access point on Brookville Road can be constructed, reduce the parking lane widths on Stewart Avenue to 8 feet, and reallocate that space to the sidewalk area on the south side to achieve a 5 foot buffer and 10 foot sidewalk on the south side and a 9 foot sidewalk on the north side. **(MCDOT)**	Since Stewart Avenue is a County roadway the design is in compliance with MCDOT requirements.
61	Lyttonsville Station Area	1-46	Station Access - Access from the Forest Glen Annex	Provide a traffic signal at the intersection of Brookville Road and Stephen Sitter Avenue. **(MCDOT)**	There is an existing fire house signal at the intersection of Brookville Road and Stephen Sitter Ave. Improvements at this intersection would be the responsibility of MCDOT.
62	Lyttonsville Station Area	1-46	Station Access - Access from Lyttonsville Place Bridge	Widen the proposed 5-foot-wide sidewalk on both sides of Lyttonsville Place to at least 7 feet to meet AASHTO recommendations and provide bicycle lanes by removing the "activity lane." **(MCDOT)**	In designing the replacement of the Lyttonsville Place Bridge, MTA has complied with MCDOT design requirements. MTA defers to MCDOT for a response to this comment.
63	Lyttonsville Station Area	1-47	Station Access - Access from Lyttonsville Place Bridge	Consider a bus stop with a pull-off area on Brookville Road instead of Lyttonsville Place and improve the crossing of Brookville Road at Lyttonsville Place for pedestrians. **(MCDOT)**	MTA defers to MCDOT for a response to this comment.
64	Lyttonsville Station Area	1-47	Station Access - Access from Lyttonsville Place Bridge	Provide a larger landing area at the base of the proposed ramp down to the Capital Crescent Trail from Lyttonsville Place. The landing and crossing could be designed to incorporate local historical and cultural enhancements. **(MCDOT)**	An adequate landing area at this location is provided.
65	Lyttonsville Station Area	1-47	Station Access - Access from Lyttonsville Place Bridge	The conflict point on the Capital Crescent Trail at the ramp from Lyttonsville Place should include features that inform bicyclists of pedestrian crossings. **(MCDOT)**	MTA defers to MCDOT for a response to this comment.
66	Lyttonsville Station Area	1-47	Station Access - Access from Brookville Road	Eliminate the acceleration lane on the north leg of the intersection of Brookville Road and Lyttonsville Place. Instead use the space for wider sidewalks and bike lanes to provide continuity from the proposed sidewalks on the Lyttonsville Place bridge. **(MCDOT)**	The current design at the intersection of Brookville Road and Lyttonsville Place has been coordinated with and agreed upon by MCDOT Highway and Traffic Divisions. Consideration of changes to the current design need to be coordination with MCDOT.
67	Lyttonsville Station Area	1-48	Community Design	Adjust the overhead catenary system poles and downguy locations to accommodate each alternative for station access from Brookville Road. Locate the track crossovers just to the east of the Lyttonsville station platform to not preclude a future access point from Brookville Road.	MTA's proposed Alternate B, as coordinated with MNCPPC, is more feasible than Alternate A.
68	Lyttonsville Station Area	1-48	Community Design	Conduct final design for station access from Brookville Road to the Lyttonsville Station platform based on feedback from the Planning Department.	Access from Brookville Road is not necessary at this time but is not precluded in the current PL designs.
69	Lyttonsville Station Area	1-48	Community Design	Include criteria in the Purple Line RFP that incentivizes a further reduction in the size of the Lyttonsville Place Bridge.	MTA has minimized impacts east of the Lyttonsville Place Bridge to the extent feasible. A parking structure and underground stormwater management has been included in the design to reduce impacts. The current design has been coordinated with the surrounding communities and local elected officials.
70	Lyttonsville Station Area	1-48	Community Design	TPSS #3 should be screened in accordance with the wooded surroundings. At a minimum, a masonry exterior, screening of all exterior roof systems, and a board-on-board fence rather than a chain link fence surrounding the structure must be provided to properly blend with the wooded surroundings.	Each substation will include appropriate visual treatments based on setting and location.
71	Lyttonsville Station Area	1-48	Community Design	Continue to investigate shifting the location of TPSS #4 just to the north in the area bounded by the Georgetown Branch, the Metropolitan Branch, and the industrial property. If the substation cannot be relocated, MTA should design a substation that resembles a single story home with materials that resemble the existing homes in the area.	MTA is investigating the possibility of shifting this traction power substation to the suggested location. The result of this evaluation will be shared with MNCPPC.

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72	Lyttonsville Station Area	1-48	Community Design	The Lyttonsville Station and associated trail, stair, and ramp access should be designed to reflect their status as community landmarks; incorporating public art that depicts the cultural and historic features of the community. Particular emphasis should be placed on Lyttonsville's African American heritage. Staff recommends that Art in Transit funds be utilized for the entry canopy at the top of the Lyttonsville Place bridge to the pedestrian ramp in order to provide a memorial, historical marker, and community information boards. This area could also contain directional maps of the Lyttonsville area. Furthermore, the retaining walls can be made available for public art to call attention to the natural and social history of Greater Lyttonsville.	MTA will work with the community and MNCPPC to incorporate, where appropriate, cultural and historic features of the community through the Art in Transit program.
73	Lyttonsville Station Area	1-49	Community Design	Utilize all opportunities for spot landscaping along the retaining wall and sound barriers along the Capital Crescent Trail to reduce their apparent size and intrusiveness on the neighborhood.	Comment noted
74	Lyttonsville Station Area	1-49	Community Design	The glazing shown on the staircase from Lyttonsville Place to the Purple Line platform (see Volume 7, Plan Sheets 167 and 169) must be designed to allow maximum light infiltration and to be transparent from the platform to ensure "eyes on the street" or in this case, "eyes on the stairs" for essential safety precautions, in support of CPTED (Crime Prevention through Environmental Design) guidelines.	CPTED guidelines are incorporated into station design plans.
75	Lyttonsville Station Area	1-49	Community Design	The maintenance and operations building must meet or exceed LEED Silver ratings as required for all commercial structures in Montgomery County.	The Operations Building will meet certified LEED Silver requirements.
76	Lyttonsville Station Area	1-49	Community Design	In addition to lighting the Capital Crescent Trail under the Lyttonsville Place bridge, provide wallwash lighting along the bridge abutment walls to enhance pedestrian safety. (MCDOT)	Lighting along abutment walls will be considered during the development of the art-in-transit program.
77	Woodside Station Area	1-52	Station Access - Access from Summit Hills Apartments and 8600 16th Street	Ensure safe pedestrian access from the west side of 16th Street to the Woodside Station by: 1) replacing the "Maryland T" intersection at the existing Spring Center with a normal tee intersection that does not have the splitter island in the median; 2) providing a pedestrian refuge on the south leg of the new tee intersection; and 3) providing a pedestrian-actuated traffic signal at the new intersection. **(SHA)**	MTA and SHA will assure a safe and accessible crossing is provided on 16th Street to the Woodside Station.
78	Woodside Station Area	1-52	Station Access - Access from the South	Eliminating the free right turns and realigning Spring Street and the Spring Street Bridge to form a tee intersection with 16th Street as part of the reconstruction of the Spring Street bridge. **(SHA/MCDOT)**	The current layout of Spring Street was agreed upon by MCDOT Traffic Division during a coordination meeting on November 14, 2013. Changes to the current design need to be coordinated with MCDOT.
79Rev	Woodside Station Area	1-52	Station Access - Access from the South	Providing a minimum 6-foot-wide median pedestrian refuge on the north leg of the intersection of 16th Street and Spring Street. **(SHA)**	The width of the existing 16th Street median is insufficient to provide a median pedestrian refuge.
80	Woodside Station Area	1-52	Station Access - Access from the South	Eliminate both rows of parking on the Spring Street bridge. Widen the proposed 5-foot sidewalks to 13 feet wide. Separate the 16-foot-thru/bike lane into 11-foot-wide thru lanes and 5-foot-wide bike lanes.**(MCDOT)**	There is no parking on the Spring Street Bridge. The current layout of Spring Street was agreed upon by MCDOT Traffic Division during a coordination meeting on November 14, 2013.
81	Silver Spring Station Area	1-53	Master Plan Consistency	Assess whether any of the vertical circulation between the Silver Spring Transit Center and the CSX/Red Line/MARC could be reduced if a direct connection between the Red Line and Purple Line was constructed as part of the Purple Line, and therefore what the marginal cost would be to add the direct connection.	The decision to add a direct connection to the WMATA Red Line at SSTC lies with WMATA. The SSTC Structure has been planned and designed to allow for this connection.
82	Silver Spring Station Area	1-54	Master Plan Consistency	Design and construct a convenient direct connection between the Red Line and the Purple Line at the Silver Spring Transit Center station. **(MTA and MCDOT)**	A direct connection between the Purple Line mezzanine and the WMATA Red Line platform is currently being studied/designed under WMATA oversight. Responsibility for funding for this improvement needs to be worked out.

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83	Silver Spring Station Area	1-54	Master Plan Consistency	At the Silver Spring Transit Center provide a more direct connection from street level to the Purple Line platform for passengers needing elevator access.	The elevators/infrastructure at ground level do not and cannot be aligned with the elevators at the platform level. The passengers can take an elevator from ground level to the Purple Line mezzanine and then get off and take a different elevator from the Purple Line mezzanine to the platform level.The passengers must get off at the Purple Line mezzanine level to purchase tickets.
84	Silver Spring Station Area	1-54	Master Plan Consistency	Evaluate whether it is possible to provide direct access to the Purple Line mezzanine from the Capital Crescent Trail to the east of the escalator.	The mezzanine level can be directly accessed from the Capital Crescent Trail east of the escalators.
85	Silver Spring Station Area	1-55	Station Access	Relocate the stormwater management facility proposed on the remnant of 1110 Bonifant Street to an offsite location. After completion of the Purple Line, the County should be given first right of refusal for use of the remnants of this parcel for the Silver Spring Bicycle Parking Facility.	MTA will coordinate with MCDOT regarding this proposal.
86	Silver Spring Station Area	1-56	Community Design	The design of TPSS #5 should allow air rights over the substation so that future development can fully utilize the CBD-3 density allowed at this location.	MTA is coordinating with the property owner at this location.
87	Silver Spring Station Area	1-56	Community Design	Determine whether the addition of the Purple Line above the Red Line station will exacerbate the high winds and driving rains at the metrorail station. If this is likely to occur, MTA should modify its station design to reduce the effect.	Design analysis of winds and rains has been carried out for the Purple Line platforms, MTA will consult and coordinate with WMATA.
88	Transit Plaza Easement Area Located at the SSTC	1-57		MTA and the Department of Parks agree to work collaboratively to ensure a high quality design is achieved, utilizing materials previously approved for use within the Transit Plaza Easement Area, (as identified in Exhibit E of the MOU), for this important heavily used civic space. Special consideration shall be given to locating features associated with the Purple Line construction so as not to render the Transit Plaza Easement Area ineffectual as open space, or limit its intended use for ingress and egress from the Transit Center, or as an attractive portal to downtown Silver Spring.	MTA recognizes the importance of this heavily used civic space. The current design does modify the plaza with the introduction of some of the features associated with the Purple Line and calls for matching the existing materials used within the plaza easement. The design also limits interference with the flow of people through the space. MTA will coordinate with the Department of Parks throughout final design.
89	Bonifant Street: Silver Spring Transit Center Station to Silver Spring Library Station	1-58	Station Access	The ramp on the south side of the road is shared use path width, but the ramp directly across the street on the north side of "Ripifant Road" is smaller than shared use path width. Both ramps should be shared use path width and aligned. **(MCDOT)**	At this location, the shared use path splits into a 6'-8" on-street bike lane and 12'-0" sidewalk for pedestrians. Further coordination with the Mertopolitan Branch Trail is needed during the final design phase.
90	Bonifant Street: Silver Spring Transit Center Station to Silver Spring Library Station	1-59	Station Access	The sidewalk and curb on the north side of Bonifant Street between Dixon Avenue and the alley should be reconstructed so that they are in alignment with the sidewalks on either side. **(MCDOT)**	The sidewalk and curb on the north side of Bonifant Street between Dixon Ave and the alley does not need to be reconstructed. The sidewalks and cross walks line up and do not need to be moved. MTA defers to MCDOT for further discussion.
91	Bonifant Street: Silver Spring Transit Center Station to Silver Spring Library Station	1-59	Station Access	The sidewalk on the south side of Bonifant Street between the alley and Georgia Avenue appears to be as narrow as two feet wide at the eastern end. Ensure that this sidewalk meets the ADA minimum. **(MCDOT)**	The sidewalk width along the south side of Bonifant Street between the alley and Georgia Ave. meets minimum ADA standards. The minimum pinch point width is 4'-8" at the northeast corner of the Bethel World Outreach Building. MTA defers to MCDOT for further discussion.
92	Bonifant Street: Silver Spring Transit Center Station to Silver Spring Library Station	1-59	Station Access	The sidewalk bump out at the northeast corner of Georgia Avenue and Bonifant Street will be eliminated, narrowing the sidewalk to about three feet at the Quarry House entrance. Ensure that this sidewalk meets the ADA minimum (ie it has a clear width of at least 3 feet). **(MCDOT / SHA)**	After eliminting the bump out at the corner of Georgia Avenue and Bonifant Street, the minimum proposed sidewalk width is 4'-1" at the Quarry House pinch point, meeting ADA requirements.

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93	Bonifant Street: Silver Spring Transit Center Station to Silver Spring Library Station	1-59	Station Access	The sidewalk bump out at the southeast corner of Georgia Avenue and Bonifant Street would be eliminated, but this elimination appears unnecessary. The bump out should be retained to shorten the pedestrian crossing distance on the east leg of the intersection. **(MCDOT / SHA)**	The bump-out on the southeast corner of Georgia Avenue and Bonifant Street needs to be eliminated in order to provide adequate space for vehicular turning movements.
94	Silver Spring Library Station Area	1-61	Station Access	The sidewalk at the southwest corner should be constructed to go directly between the Wayne Avenue and Fenton Street ramps and be 12 feet wide to accommodate a high level of activity. The space between that sidewalk and the radius curb should be made of a non-traversable surface to discourage pedestrians entering this location. **(MCDOT)**	MTA defers to MCDOT for a response to this comment.
95	Silver Spring Library Station Area	1-62	Station Access	The proposed sidewalk at the southeast corner of Wayne Avenue and Fenton Street should be constructed behind the ramps. While the current design meets ADA requirements, it is far from meeting ADA Best Practices, which should be followed at this major downtown intersection that is immediately adjacent to the station. **(MCDOT)**	MTA defers to MCDOT for a response to this comment.
96	Silver Spring Library Station Area	1-62	Station Access	At the Silver Spring Library station, the area with the detectable warning surface should be widened and better integrated with the plaza at the corner of Bonifant Street and Fenton Streets. **(MCDOT)**	The design of the Silver Spring Library Station has been coordinated with the library team and proposed improvements are limited by other features within the plaza.
97	Silver Spring Library Station Area	1-62	Station Access	At the Silver Spring Library: 1)Confirm that the proposed utility modules will not create an unacceptable conflict and safety problem with pedestrian access, 2) Continue to coordinate with the library on the issue of lighting and investigate whether attaching fixtures to the building overhang at the station is a feasible option, and 3) Eliminate the utility modules/poles on the platform where pedestrian circulation is most constrained and relocate their operable features to other poles wherever possible.	Continued coordination with Silver Spring Library is ongoing
98	Wayne Avenue: Silver Spring Library Station to Dale Drive Station	1-65	Station Access	The sidewalks on the south side of Wayne Avenue should be widened to 6 feet with landscaped buffers from traffic wherever the right-of-way is available to do so. **(MCDOT)**	The sidewalks on the south side of Wayne Avenue will be 6 feet. Buffer was not included to minimize impact to surrounding residences. A waiver on the typical section was approved by Montgomery County DOT.
98a			Page 5	Grant a design exception to allow street trees to be planted in the 5-foot-wide buffer on the north side of Wayne Avenue between the curb and the Silver Spring Green Trail. **(MCDOT)**	MTA defers to MCDOT for a response to this comment.
99	Wayne Avenue: Silver Spring Library Station to Dale Drive Station	1-65	Station Access	Offset the trail from Wayne Avenue by building a retaining wall for the adjacent school parking lot. **(MCDOT)**	This change could be evaluated during final design and coordinated with MCDOT and Silver Spring International Middle School.
100	Wayne Avenue: Silver Spring Library Station to Dale Drive Station	1-66	Community Design	Design the Wayne Avenue substation housing to resemble a single-family home that fits in with the neighborhood.	MTA has an on-going process with community to coordinate aesthetic aspects of the TPSS. This substation will be designed with architectural treatment to fit into the community.

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101	Wayne Avenue: Silver Spring Library Station to Dale Drive Station	1-66	Community Design	Underground existing utilities on Wayne Avenue. Street lights should be affixed to the catenary line overhead. Pedestrian lighting on either side of Wayne Avenue should use Washington Globe street light required by the Silver Spring Streetscape Standards. This same detail should be used for any other specified pedestrian scale lighting along the Purple line in Silver Spring, including the bridge over Sligo Creek. All specified fastenings and finishes should be submitted to M-NCPPC for review.	PEPCO has already told the PL team that they will not share poles with OCS. Undergrounding of utilities are considered a betterment and not within the scope of the Purple Line project.
102	Wayne Avenue: Silver Spring Library Station to Dale Drive Station	1-66	Community Design	At the school property the retaining wall ranges from 10 feet to 15 feet high. Consider terracing the wall as two 5-foot to 7-foot high walls, where space permits, in order to reduce impact of one large wall adjacent to sidewalk. Also consider using metal guardrail instead to lessen the impact of the retaining wall on pedestrians.	These items will be considered in conjunction with the needs of Montgomery County Public Schools.
103	Wayne Avenue: Silver Spring Library Station to Dale Drive Station	1-66	Community Design	On Wayne Avenue where a solid extension of the retaining wall is used as a vehicular guardrail, use metal guardrail instead to lessen the impact of the retaining wall for pedestrians.	An open railing/guardrail will be considered in conjunction with the needs of Montgomery County Public Schools
104	Dale Drive Station Area	1-68	Station Access	The intersection of Wayne Avenue and Dale Drive should be changed to eliminate these turn lanes in favor of providing a dedicated transit lane in the eastbound direction, shifting the platform one lane to the north and creating a pedestrian refuge on the west leg of the intersection.(MCDOT, MTA)	The current intersection design concept, lane use and traffic control at Wayne Avenue and Dale Drive was a result of extensive coordination with MCDOT, following the preparation of a Wayne Avenue Traffic Study where a number of alternatives were considered.
105	Dale Drive Station Area	1-68	Station Access	The dual sidewalks along Dale Drive between Wayne Avenue and the school driveway should be combined into one wider sidewalk that is offset from the curb. The sidewalk north of the school driveway should be offset from the curb similar to what exists now but with a straighter alignment. **(MCDOT)**	The dual sidewalks along Dale Drive adjacent to school serve different purposes, as one is meant for pedestrians walking along Dale Drive and the other for pedestrians trying to access the school. This separate pedestrian access to the school was requested by MCPS.
106	Dale Drive Station Area	1-69	Community Design	Provide bollards along the edge of the pedestrian refuge located between the crosswalk and the tracks to deter cars from deliberately or accidentally driving up onto the platform ramp. They will also serve as a physical caution before entering the track or street.	It is anticipated that a railing will be installed on both sides of the walkway between the crosswalk and the station platform.
107	Dale Drive Station Area	1-69	Community Design	At the Dale Drive Station, provide a pylon at the southeast corner of the intersection of Wayne Avenue and Dale Drive.	Wayfinding signing is part of the Final Design efforts of the P3 team.
108	Sligo Creek Stream Valley Park	1-71		MTA will maintain access to recreational facilities, including the existing playground within Sligo Creek Stream Valley Park and Sligo Creek National Recreational Trail during construction.	MTA agrees. This is included in the Final Section 4(f) Evaluation, Appendix D of the Record of Decision.
109	Sligo Creek Stream Valley Park	1-71		MTA is committed to designing an environmentally sensitive stream crossing when designing the Wayne Avenue bridge. The bridge will be designed to provide the least amount of environmental impact and improve hydraulics of Sligo Creek through the proposed project area. Sligo Creek will be realigned as part of the bridge replacement. A work group will be formed between M-NCPPC and MTA to further study and recommend appropriate design and mitigation for the stream realignment at Sligo Creek with the goal of ensuring long-term stability and reduce stress on the stream while considering the effects of widening the bridge to accommodate a wider Green Trail. The final recommended mitigation measure is contingent upon approval from the regulatory agencies.	MTA agrees. This is included in the Final Section 4(f) Evaluation, Appendix D of the Record of Decision.

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110	Sligo Creek Stream Valley Park	1-71		MTA has agreed to provide replacement parkland to mitigate permanent use of land at Sligo Creek Stream Valley Park. MTA will consolidate its mitigation for use of parkland in Montgomery County at a single site adjacent to New Hampshire Estates Neighborhood Park.	MTA agrees. This is included in the Final Section 4(f) Evaluation, Appendix D of the Record of Decision.
111	Sligo Creek Stream Valley Park	1-71		MTA will minimize impacts on Sligo Creek Stream Valley Park by constructing retaining walls to limit the land area required for grading and vegetation removal, selectively clear trees in the work area to minimize tree loss, and stabilize temporarily disturbed stream banks.	MTA agrees. This is included in the Final Section 4(f) Evaluation, Appendix D of the Record of Decision.
112	Sligo Creek Stream Valley Park	1-71		Specifically, MTA will work with M-NCPPC-Montgomery County Department of Parks as the project moves forward to identify significant or champion trees in the construction area. Trees to be preserved will be marked with protective fencing to avoid impacts or removal during construction. In addition, MTA would build its construction access road to the south of Wayne Avenue on an existing Washington Suburban Sanitation Commisssion (WSSC) utility easement to minimize tree removal.	MTA agrees. This is included in the Final Section 4(f) Evaluation, Appendix D of the Record of Decision.
113	Sligo Creek Stream Valley Park	1-71		MTA will plant trees within Sligo Creek Stream Valley Park, where reasonable and feasible to mitigate tree loss that occurs as the result of the proposed project.	MTA agrees. This is included in the Final Section 4(f) Evaluation, Appendix D of the Record of Decision.
114	Sligo Creek Stream Valley Park	1-71		Impacts to significant trees will be avoided within the park, where practicable.	MTA agrees. This is included in the Final Section 4(f) Evaluation, Appendix D of the Record of Decision.
115	Sligo Creek Stream Valley Park	1-71		MTA will replace guardrail, signs, and other existing structures on park land it disturbs with new structures designed to match existing elements in the park.	MTA agrees. This is included in the Final Section 4(f) Evaluation, Appendix D of the Record of Decision.
116	Sligo Creek Stream Valley Park	1-71		Upon completion of the Purple Line, approximately 0.04 acre of property currently owned by Montgomery County Department of Public Works abutting the park will be converted to green space.	MTA agrees. This is included in the Final Section 4(f) Evaluation, Appendix D of the Record of Decision.
117	Sligo Creek Stream Valley Park	1-71		The Purple Line and **Silver Spring** Green Trail construction will require the reconstruction of the existing Sligo Cabin parking lot to safely reestablish its 40 parking spaces and interconnections with the playground, hiker/biker trail, and track area. All reconstructed areas shall meet SWM regulations and be ADA-compliant. Parks is willing to allow underground SWM below the reconstructed parking lot to help MTA provide better SWM treatment for the upstream drainage area.	Based on requests from the Department of Parks, MTA is investigating the feasibility of maintaining a buffer between the parking lot and the roadway. MTA will continue to work with the MCDOT and Department of Parks on the design of the parking lot (maintaining the approximately 30 spaces) as well as exploring options for underground SWM in this area.
118Rev	Sligo Creek Stream Valley Park	1-71		MTA will work with Parks to develop the full design of the Sligo Creek Trail along and across Wayne Avenue including signage, safe road crossing, and functional interconnections at each end. The current design shows a path width of 8'9" over the bridge, while M-NCPPC has expressed a goal of providing a width of up to 14-feet. The Interagency Work Group will review design options with the goal of achieving a wider trail section along the Wayne Avenue bridge structure up to a maximum width of 14-feet.	As outlined in the Final Section 4(f) Evaluation, Attachment D of the ROD, a Work Group is being formed between MNCPPC and MTA.
119Rev	Sligo Creek Stream Valley Park	1-72		The extent of construction required to functionally restore the parking lot at Sligo Cabin Park is unclear based on the drawings submitted with the Mandatory Referrak. The drawings do indicate storm drain construction in close proximity to the existing track and associated features, and MTA will be required to functionally restore affected facilities to a condition Parks and MCPS consider acceptable.	As stated under comment 117, MTA will continue to work with the MCDOT and Department of Parks on the design of the parking lot as well as exploring options for underground SWM in this area. This may alleviate the need for construction that would affect the track; however any facilities impacted by the project would be restored to preexisting conditions.
120	Sligo Creek Stream Valley Park	1-72		Design the retaining walls, bridge barriers, handrails, fences and guardrails at the Sligo Creek Stream Valley Park with aesthetic consideration for park and trail users, in consultation with M-NCPPC, Montgomery County Department of Parks	The final design of these features within the park will be coordinated with MCDOT and the Department of Parks.

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121	Sligo Creek Stream Valley Park	1-72		Increase the amount of proposed landscaping for the Sligo Creek Stream Valley Park, in consultation with M-NCPPC, Montgomery County Department of Parks.	MTA will consider this request.
122	Manchester Road Station Area	1-74	Station Access	On Wayne Avenue between Sligo Creek Parkway and Manchester Road, a raised island should be constructed between the two turn lanes to ensure that unwanted vehicular moves are not enabled and encouraged. **(MCDOT)**	MTA defers to MCDOT for a response to this comment.
123	Manchester Road Station Area	1-75	Station Access	Continue to explore ways for cyclists traveling on Wayne Avenue to cross the Purple Line tracks at a 60 to 90 degree angle. **(MTA)**	A sign for bicyclists to dismount will be included as part of the signing for the project.
124	Long Branch Station Area	1-77	Station Access	Provide a traffic signal at the intersection of Arliss Street and Garland Avenue to facilitate crossings between the "super block" and the Long Branch Library and Oak View Elementary School. Add a crosswalk across Arliss Street on the west side of the intersection. **(MCDOT)**	The intersection of Arliss Street and Garland Avenue is proposed as an all-way stop, primarily to facilitate pedestrian movements across the intersection between the super block and the library/elementary school. Pedestrian movements across the tracks will be signal controlled.
125	Long Branch Station Area	1-77	Community Design	Evaluate ways to reduce the visual and noise impact of the substation at the corner of Flower Avenue and Arliss Street.	MTA has an on-going process with the community to coordinate aesthetic aspects of the TPSS. The TPSS will not have noise impacts to the surrounding community.
126	Long Branch Station Area	1-77	Community Design	Continue to evaluate ways to reduce the likelihood that people will enter the Arliss Street portal.	Intrusion detection and monitoring of the portal areas will be included as part of the operations plan.
126a	Long Branch Station Area	Page 14	Community Design	Provide for a future northbound left turn lane into the Long Branch Town Center by either: 1) repurposing the northern portion of the proposed southbound left turn lane from Arliss Street to Piney Branch Road, or 2) adding a northbound left turn lane from Piney Branch Road to the Town Center.	MTA continues to coordinate with MCDOT and the property owner regarding this issue.
127Rev	Piney Branch Road: Long Branch to Piney Branch Road Station	1-79	Master Plan Consistency	Construct the sidewalks on Piney Branch Road to be a minimum of 6 feet wide with a three-footwide landscaped offset, or ten feet where adjacent to the curb, but evaluate where the sidewalks can be further widened. (MCDOT, MTA)	Bike lanes are proposed in accordance with SHA requirements. Therefore, and due to right-of-way constraints, the maximum sidewalk width that can be provided along Piney Branch Road is 5'-0".
128	Piney Branch Road: Long Branch to Piney Branch Road Station	1-79	Master Plan Consistency	Along the frontage of publicly owned property, construct the sidewalks to be 15-feet wide per the Long Branch Sector Plan Design Guidelines.	In order to minimize impacts to park property and maintain consistent sidewalk widths along Piney Branch Road, five foot sidewalks are being used which meets SHA standards.
129	Piney Branch Road: Long Branch to Piney Branch Road Station	1-79	Master Plan Consistency	Extend the Piney Branch Road culvert at Long Branch to permit future construction of a 10-foot-wide sidewalk.	Design of the culvert will accommodate future construction of 10' sidewalk.
130	Piney Branch Road: Long Branch to Piney Branch Road Station	1-80	Station Access	Increase the width of the sidewalks on the north side of Piney Branch Road, between the Flower Theater and Arliss Street, to 10 feet by reconfiguring the parking lot. **(SHA)**	While from SHA's perspective the suggested design meets the SHA Accessibility Policy the work is outside of the LOD for the Purple Line Project.
131	Piney Branch Road: Long Branch to Piney Branch Road Station	1-80	Station Access	If the driveway to the Long Branch community center at the intersection of Piney Branch Road and Barron Street is realigned either before or during the construction of the Purple Line (either by MTA or another entity), the driveway design should locate the crosswalks on the east and west leg of the intersection at 90 degree angles from Piney Branch Road to reduce the pedestrian crossing distance. **(SHA)**	MTA will construct entrance and design of intersection to include an adjustment to the crosswalk in consultation with SHA during final design.
132	Long Branch Stream Valley Park (South of Piney Branch Road)	1-81		MTA will maintain access to the Long Branch Trail during construction.	MTA agrees. This is included in the Final Section 4(f) Evaluation, Attachment D of the ROD.

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133	Long Branch Stream Valley Park (South of Piney Branch Road)	1-81		In coordination with M-NCPPC, Montgomery County Department of Parks, MTA has agreed to provide replacement parkland to mitigate for the permanent use of land at Long Branch Stream Valley Park. MTA will consolidate its mitigation for permanent use of parkland in Montgomery County at a single site adjacent to New Hampshire Estates Neighborhood Park.	MTA agrees. This is included in the Final Section 4(f) Evaluation, Attachment D of the ROD.
134	Long Branch Stream Valley Park (South of Piney Branch Road)	1-81		Invasive plant species will be removed in the immediate project area. Areas that are cleared as a result of invasive species removal would be replanted with native vegetation.	MTA agrees. This is included in the Final Section 4(f) Evaluation, Attachment D of the ROD.
135	Long Branch Stream Valley Park (South of Piney Branch Road)	1-81		Impacts to significant trees will be avoided within the park, where reasonably feasible.	MTA agrees. This is included in the Final Section 4(f) Evaluation, Attachment D of the ROD.
136	Long Branch Stream Valley Park (South of Piney Branch Road)	1-81		The Interagency Work Group will further study and recommend appropriate designs for modification of the existing stream crossing under Piney Branch Road with the goal of creating an environmentally sensitive stream crossing and provide upstream and downstream channel improvements to establish long term stream stability and fish passage.	MTA agrees. This is included in the Final Section 4(f) Evaluation, Attachment D of the ROD.
137	Long Branch Stream Valley Park (South of Piney Branch Road)	1-81		MTA will need to provide a non-native invasive (NNI) management plan for long-term eradication.	MTA agrees. This is included in the Final Section 4(f) Evaluation, Attachment D of the ROD.
138	Long Branch Local Park (North of Piney Branch Road)	1-82		As currently designed and as previously mentioned, the Preferred Alternative will result in impacts to the access to Long Branch Community Center. After extensive coordination between MTA and M NCPPC–Montgomery County Department of Parks, it was determined that MTA will design and construct a new access to Long Branch Community Center. The new access road and parallel trail will tie in directly across from Barron Street, through the existing site of the Miles Glass Company building, which was recently purchased by M NCPPC–Montgomery County Department of Parks. M NCPPC–Montgomery County Department of Parks will be responsible for the demolition and removal of materials from the existing site.	MTA concurs.
139	Long Branch Local Park (North of Piney Branch Road)	1-83		MTA will design sidewalk improvements along Piney Branch Road to meet ADA requirements. The headwalls and wingwalls associated with the proposed culvert extension and new pipe would be raised to accommodate future sidewalk widening to 10 feet without impacting the need for additional culvert extension.	The proposed culvert extension and overflow pipe is designed to accommodate future sidewalk widening to 10'-0" on both sides of Piney Branch Road.
140	Long Branch Local Park (North of Piney Branch Road)	1-83		MTA will close the old parking lot entrance along Piney Branch Road and construct a new park entrance to align with the Barron Street intersection, and functionally interconnect to the existing parking lot, including entrance sign relocation, pavement removal, and appropriate landscape planting. Stormwater treatment will be provided for the new park entrance and Long Branch Trail extension.	As part of the construction of the new park entrance, MTA will close the old parking lot entrance and connect to the existing parking lot. Entrance sign relocation and landscaping can be considered depending on the scope which has not been defined. The design will address SWM associated with the new entrance and trail connection.

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141	Long Branch Local Park (North of Piney Branch Road)	1-83		MTA will reestablish the Long Branch Trail to cross Piney Branch Road at Barron Street and parallel the new park entrance road into the Long Branch site, including signage, safe road crossing, and functional interconnections at each end of trail.	MTA will construct a trail parallel to the new park entrance and the intersection at Barron Street and will provide a safe, marked, signalized pedestrian crossing. Signage that is removed during construction will be replaced with signs that are consistent with existing park elements and adjusted appropriately to the new crossing at Barron Street. Trail users would use the reconstructed sidewalk along Piney Branch Road to access the park from the trail to the south.
142	Long Branch Local Park (North of Piney Branch Road)	1-83		One issue that is going to require interagency cooperation to resolve involves the left turn into the park. While the new driveway entrance into the park permits left turns out of the park, there are no provisions at this time to permit left-turns in. To accommodate left turns in, one of two things will need to happen: 1) MTA and SHA will provide a dedicated left-turn lane from east-bound Piney Branch Road; or 2) MTA and SHA will allow left-turns into the park from the left travel lane. Solution #1 is unlikely due to space constraints along Piney Branch Road; other roadway/pedestrian/park trail improvements will need any new space gained along this road as part of redevelopment. Solution #2 continues to be studied by MTA. It is possible that left-turns into the park could be permitted during specific peak-periods (such as swim meets, community events, etc.).	These design options were studied as part of the MD 320 Corridor Study and dropped from further consideration as a result of capacity constraints. In addition, greater impacts to private property will result.
143	Piney Branch Road Station Area	1-87	Station Access	Provide a traffic signal at the intersection of University Boulevard and Gilbert Street. **(SHA)**	The installation of a signal at University Blvd and Gilbert Street would create an issue by inhibiting Purple Line operations.
144	Piney Branch Road Station Area	1-87	Station Access	Include design allowances in the RFP to enable access to the station from Gilbert Street, via a walkway up the middle of University Boulevard, once the intersection is signalized. (MTA)	This will be considered within the context of the prior response.
145Rev	University Boulevard: Piney Branch Road Station to Takoma Langley Transit Center	1-91	Master Plan Consistency	Construct cycle tracks or buffered bike lanes on University Boulevard where right-of-way is available, and transition from the cycle tracks or buffered bike lanes to regular bicycle lanes where the right-of-way is constrained. **(SHA)**	The MTA is providing bike lanes along University Blvd in accordance with SHA requirements. The current concept for bike lanes, sidewalks and sidewalk buffers are a result of coordination with SHA and MCDOT.
145a	University Boulevard: Piney Branch Road Station to Takoma Langley Transit Center	Page 16	Master Plan Consistency	If there is not agreement to construct cycle tracks (or buffered bike lanes) in place of standard on-road bike lanes, provide 8-foot-shared use paths along both sides of University Boulevard where right-of-way is available. Where sufficient space is not available, the shared use path should transition into a sidewalk.	MTA is providing bike lanes along University Boulevard in accordance with SHA requirements. The current concept for bike lanes, sidewalks and sidewalk buffers are a result of coordination with SHA and MCDOT.
146	University Boulevard: Piney Branch Road Station to Takoma Langley Transit Center	1-92	Master Plan Consistency	On both sides of University Boulevard grade and keep clear of structures a 23-foot-wide area adjacent to the curb where right-of-way is available or property acquisitions occur to accommodate the 8-foot-wide cycle track and a 15-foot sidewalk area. If SHA agrees to permit the construction of cycle tracks, the clear width can be reduced to 18 feet.	MTA's policy is to minimize the acquisition of private property. The ROW has been set to accommodate the transitway, the roadway, bike lanes, sidewalks, sidewalks buffers, stormwater management and utilities.

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147Rev	University Boulevard: Piney Branch Road Station to Takoma Langley Transit Center	1-93	Master Plan Consistency	Embed the Purple Line tracks in the pavement on University Boulevard so that the Purple Line transitway can be shared with a future bus rapid transit service.	The transitway along University Blvd is proposed as ballasted track, except at intersections, where embedded track is required to accommodate cross street traffic and pedestrians. MTA's position on this issue has not changed due to the impacts on Purple Line operations and a significant increase in project cost.
148	University Boulevard: Piney Branch Road Station to Takoma Langley Transit Center	1-93	Bicycle and Pedestrian Access	Provide an analysis of pedestrian circulation between the existing New Hampshire Estates, Rolling Terrace and Takoma Academy schools and the surrounding community to ensure that safe, adequate and efficient pedestrian connections are provided in each direction at the intersection of Carroll Avenue and University Boulevard.	The locations of proposed crosswalks at the intersection of University Blvd and Carroll Avenue have been discussed with SHA. This can be further discussed with SHA during Final Design.
149	University Boulevard: Piney Branch Road Station to Takoma Langley Transit Center	1-93	Bicycle and Pedestrian Access	The right turn lanes in the northwest and southeast quadrants of the intersection of University Boulevard and Carroll Avenue should be designed to be more perpendicular to University Boulevard. This will reduce the need for the wide lanes, slow down turning traffic, and make it easier for pedestrians to cross. **(SHA)**	This will be evaluated during final design.
150	New Hampshire Estates Neighborhood Park	1-96		MTA will maintain access to the park during construction including temporary parking and access, as appropriate.	MTA agrees. This is included in the Final Section 4(f) Evaluation, Appendix D in the ROD.
151	New Hampshire Estates Neighborhood Park	1-96		MTA will provide a functional interim condition in coordination with M-NCPPC Montgomery County Department of Parks for the park prior to its planned redevelopment.	MTA agrees. This is included in the Final Section 4(f) Evaluation, Appendix D in the ROD.
152	New Hampshire Estates Neighborhood Park	1-96		MTA will design sidewalk improvements along University Boulevard to meet ADA requirements.	MTA agrees. This is included in the Final Section 4(f) Evaluation, Appendix D in the ROD.
153	New Hampshire Estates Neighborhood Park	1-96		MTA will consolidate its mitigation for permanent use of parkland in Montgomery County at a single site adjacent to New Hampshire Estates Neighborhood Park. M-NCPPC Montgomery County Department of Parks would accommodate the replacement land in their future redevelopment plan for the park.	MTA agrees. This is included in the Final Section 4(f) Evaluation, Appendix D in the ROD.
154	New Hampshire Estates Neighborhood Park	1-96		MTA would address a drainage issue on the eastern edge of the park by upgrading an existing stormwater culvert and grading the associated stream for a short distance.	MTA agrees. This is included in the Final Section 4(f) Evaluation, Appendix D in the ROD.
155	New Hampshire Estates Neighborhood Park	1-96		To minimize impacts, MTA would eliminate the space between the expanded roadway curb and sidewalk and implement a closed drainage system.	MTA agrees. This is included in the Final Section 4(f) Evaluation, Appendix D in the ROD.
156	New Hampshire Estates Neighborhood Park	1-96		New guardrails, signs, railings or other structures along University Boulevard within or adjacent to the park would match existing park elements, as reasonably feasible.	MTA agrees. This is included in the Final Section 4(f) Evaluation, Appendix D in the ROD.
157	New Hampshire Estates Neighborhood Park	1-96		Access to all park facilities will be maintained throughout construction. Temporary parking facilities to replace the existing parking lot shall be provided off Piney Branch Road prior to the closure of the existing lot. The temporary parking lot shall be ADA-compliant and functionally interconnected with existing park facilities.	MTA concurs.

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158	New Hampshire Estates Neighborhood Park	1-96		MTA will replace long-term on-site parking in coordination with the Department of Parks, which demonstrates full restoration of all park amenities impacted by the Purple Line construction, including the removal of all abandoned infrastructure due to reconstruction.	MTA will coordinate with Department of Parks on the location and design of long-term parking. MTA will provide a functional interim condition for the park.
159	New Hampshire Estates Neighborhood Park	1-96		Protect existing trees in the park.	Existing trees will be protected to the maximum extent practicable. As stated in the technical provisions "All arboricultural work shall be performed by an ISA Certified Arborist who possesses a Maryland Tree Expert license."
160	New Hampshire Estates Neighborhood Park	1-96		Reestablish the park pedestrian entrance from University Boulevard.	MTA concurs.
161	Takoma Langley Transit Center Station Area	1-97	Master Plan Consistency	If the decision is made not to embed the tracks for the whole length of University Boulevard, then they should be embedded at all intersections for vehicular, pedestrian, and bicycle access.	The transitway along University Blvd is proposed as ballasted track, except at intersections, where embedded track is required to accommodate cross street traffic and pedestrians.
162	Takoma Langley Transit Center Station Area	1-97	Master Plan Consistency	Embed the Purple Line tracks at the intersection of University Boulevard and Gilbert Street.	An intersection is not proposed at University Boulevard and Gilbert Street.
163Rev	Takoma Langley Transit Center Station Area	1-97	Master Plan Consistency	Embed the Purple Line tracks at the intersection of: 1) University Boulevard and Anne Street and 2) University Boulevard and Edwards Place.	Embedded track will be used at the proposed signalized locations east of Anne Street and west of Gilbert Street.
164DEL	Takoma Langley Transit Center Station Area	1-97	Master Plan Consistency	Embed the Purple Line tracks at the intersection of University Boulevard and Edwards Place.	The MTA is evaluating the feasibility of embedded tracks at University Blvd and Edwards Place.
165	Takoma Langley Transit Center Station Area	1-98	Station Access	At the intersection of University Boulevard and New Hampshire Avenue, the radii should be reduced to encourage slower turning speeds, shorten the crossing distance, and to enable the handicap ramps to be in better alignment with the crosswalks. **(SHA)**	The intersection has been designed to reduce turning speeds and shorten crossing distances to the extent possible, through extensive coordination and design workshops with SHA. The islands in the northeast and southwest quadrants have been removed to help facilitate this.
166	Takoma Langley Transit Center Station Area	1-98	Station Access	At the intersection of University Boulevard and New Hampshire Avenue the median island on the east leg should be extended to create a refuge and the medians on the north and south legs should be bulbed-out to six feet minimum in width to create refuges. **(SHA)**	The intersection, as well as traffic signal timing and phasing, has been designed to allow for a single stage pedestrian crossing. That said, pedestrian refuge has been provided at all locations where feasible.
167	Takoma Langley Transit Center Station Area	1-98	Station Access	On the northeast and southwest corners of the intersection, the proposed landscape panels behind the sidewalk should instead be moved to be adjacent to the curb so that pedestrians are better guided toward the handicap ramps and to break up the expanse of pavement at this large intersection. **(SHA)**	MTA has received feedback and is putting this under further review.
168	Takoma Langley Transit Center Station Area	1-98	Station Access	The right turn lanes in the northwest and southeast quadrants of the intersection of University Boulevard and Carroll Avenue should be designed to be more perpendicular to University Boulevard. This will reduce the need for the wide lanes, slow down turning traffic, and make it easier for pedestrians to cross. **(SHA)**	The right turn lanes have been designed based on SHA requirements.

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Mandatory Referral No. 3: Capital Crescent Trail					
1	Elm Street Park	3-3		Provide a smooth transition for the Capital Crescent Trail into Elm Street Park, avoiding sharp turns by making structural adjustments to the Air Rights Building garage.	A smoother transistion may be possible, but it would require impacting the structure supporting the Air Rights Parking garage. The current design was developed to maximize the width of the connection without impacting the existing structure. This is an MCDOT decision.
2	Connecticut Avenue Trail Access	3-5		A shared use path should be provided on the south side of Newdale Road that is 10 feet wide where right-of-way is available, and 8 feet wide in constrained locations.	The current design width reflects pedestrian traffic. The sidewalk width is restricted to 5' at approximately TRK 1 Sta. 170+50, due to avoiding an existing gas main. Once west of the gas main, the sidewalk could be widened to 8' or 10' with the removal of the grass buffer, the decision being the responsibility of MCDOT.
3	Coquelin Run Shared Use Path	3-5		Design the ultimate ramp connection between the Capital Crescent Trail and the Coquelin Run Trail during final design. (MCDOT)	The ultimate design of the ramp at this location has been investigated, but has not been fully designed. The decision about the construction of the Coquelin Run trail is a decision for which MCDOT and MTA defers to them for a response.
4	Coquelin Run Shared Use Path	3-6		To enhance trail security, a temporary staircase should be constructed from the Capital Crescent Trail to the Coquelin Run right-of-way.	MTA defers to MCDOT for a response.
5	Talbot Avenue	3-6		Issue a change order to address the substandard trail width on the Capital Crescent Trail, between Michigan Avenue and Lanier Drive, if recommended by the Greater Lyttonsville Sector Plan. (MCDOT)	The minimum trail width at this location is 10'-0" and meets County criteria. It was determined that running the trail parallel to Talbot Avenue was the best option for minimizing impacts while providing trail users the best experience possible.
6	CSX Property	3-7		If CSX does not agree to locate the Capital Crescent Trail on CSX property between Lyttonsville Road and 16th Street, MCDOT must submit the revised trail plans to the Planning Board as a mandatory referral.	Comment noted.
7	Capital Crescent Trail	3-8	Transportation Analysis Trail Closure	The Purple Line RFP should provide a strong incentive to keeping the trail closure to a minimum and phase trail closures in a logical sequence, consistent with construction phasing/schedules. (MTA)	A logical trail closures sequence has not been developed at this time, because a construction schedule and phasing sequence has not yet been determined. MTA, in coordination with MCDOT and MNCPPC, has developed a feasible trail detour plan, the decision to implement being the responsibility of MCDOT. This plan was presented to MNCPPC during the April 28, 2014 coordination meeting.
8	Capital Crescent Trail	3-10	Transportation Analysis Wayfinding	Implement a wayfinding plan on the trail at all access points and in locations beyond the trail to direct trail users to the trail.	At this time, a wayfinding plan for the Capital Crescent Trail has not been part of the design process. MTA is proceeding in accordance with the scope provided by MCDOT and defers to them for a response.
9	Capital Crescent Trail	3-10	Transportation Analysis Access Points	Provide a bicycle channel on the stairway connection to the Capital Crescent Trail at East-West Highway	See response to Comment No. 8.
10	Capital Crescent Trail	3-10	Transportation Analysis Access Points	Provide a bicycle channel on the stairway connection to the Capital Crescent Trail at Sleaford Road	See response to Comment No. 8.
11	Capital Crescent Trail	3-10	Transportation Analysis Access Points	Provide a bicycle channel on the stairway connection to the Capital Crescent Trail on the east side of Connecticut Avenue.	See response to Comment No. 8.
12	Capital Crescent Trail	3-12	Transportation Analysis Access Points	Investigate ways to widen the connection between the Capital Crescent Trail and the Metropolitan Branch Trail to be 16 feet upon completion of the Silver Spring Transit Center to achieve a 12-foot effective width.	The current design does not impact the existing channel on top of the Silver Spring Transit Center. MTA defers to MCDOT for a response.
13	Capital Crescent Trail	3-13	Transportation Analysis Access Points	All ramp connections to the Capital Crescent Trail should be flared to the extent possible to facilitate access to the trail.	Trail connections were adequately flared wherever possible.
14	Capital Crescent Trail	3-13	Transportation Analysis Access Points	To create additional landing space at the western terminus of the East-West Highway ramp, investigate whether it is possible to reduce the length of the landing area at the junction with the Capital Crescent Trail.	A greater landing area was provided at the junction with the Capital Crescent Trail to offer sufficient space for bicyclists to slow down at the bottom of a long, steep slope, before integrating with the traffic of the Capital Crescent Trail. This issue is the responsibility of MCDOT.

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15	Capital Crescent Trail	3-13	Transportation Analysis Access Points	Along East-West Highway, widened the sidewalk to 7 feet and build it against the retaining wall for the ramp so that a landscaped buffer between the sidewalk and the road can be provided. Add an ADA ramp that is aligned with the ramp on the other side of the driveway.	The sidewalk is 5' and adjacent to the curb on both sides of the street in existing conditions. The current design was replacing the sidewalk as it was. An ADA ramp aligned with the ramp, or an ADA complaint driveway crossing will be considered during final design and in coordination with SHA.
16	Capital Crescent Trail	3-13	Transportation Analysis Access Points	Realign the trail access point to either Noyes Lane or Noyes Drive to avoid mid-block crossings.	The design of the 16th Street Connection with both a ramp and stairs required a delicate balance to deal with the significant differences in elevation between 16th Street, the Capital Crescent Trail, and Third Avenue. The mid-block location of the stairs was the best solution when balancing all factors. Also, there is no existing sidewalk to tie-into here, and neither Noyes Lane nor Noyes Drive are stop-controlled intersections, so crossing at the intersection does not look like it would provide a significant increase in safety for pedestrian. This issue is the responsibility of MCDOT.
17	Capital Crescent Trail	3-14	Transportation Analysis Access Points	Provide a landing area between Jones Mill Road and Capital Crescent Trail that facilitates adequate sight distance and safe connections.	If referring to the top of the connection ramp, a landing area is provided at the top of the Jones Mill Road trail connection, and another is provided immediately adjacent to the back of curb. If referring to the bottom of the connection ramp, the walls to the north and east at the junction are both fill walls. Therefore, these walls would not pose any sight distance restrictions for trail users.
18	Capital Crescent Trail	3-14	Transportation Analysis Access Points	The median island on the south leg of Jones Mill Road, across from the ramp, should be 8 to 10 feet wide to facilitate use by southbound bicyclists headed toward the ramp.	The current design width reflects pedestrian traffic. This issue is the responsibility of MCDOT.
19	Capital Crescent Trail	3-14	Transportation Analysis Access Points	The sidewalk in the southwest quadrant of the intersection of Jones Bridge Road and Jones Mill Road should be constructed behind the proposed ramps to facilitate travel by disabled persons as well as to provide storage space for people waiting to cross either street.	A bypass sidewalk was not provided behind the sidewalk ramps to avoid impacting private property and a steep slope behind the sidewalk. This issue is the responsibility of MCDOT.
20	Capital Crescent Trail	3-14	Transportation Analysis Access Points	The gap between the two traffic islands at Station 1034+00 appears to be too narrow to adequately accommodate left turns from Jones Bridge Road.	Auto-turn movements were run using a turning path for a Conventional School Bus (S-BUS-36). Also, the width of this gap is the same as it is in existing conditions.
21	Capital Crescent Trail	3-16	Transportation Analysis Noise Walls	In the final design, any noise walls planned for installation should be placed directly adjacent to the track. In cases where the trail and the tracks are parallel, the noise wall should be placed between the track and the trail. A fence will be placed on the outer edge of the trail. This will improve the sound and visual quality along the trail by creating a solid buffer from moving rail equipment. (MTA)	The current design placed the noise walls on the north side of the Capital Crescent Trail because noise walls between the Purple Line tracks and the Capital Crescent Trail would block the users view of the green track, which is aesthetically appealing to the trail users. It would also create undesirable scenarios where Capital Crescent Trail users are between two walls.
22	Capital Crescent Trail	3-16	Community Design Analysis	Develop and implement a unique signing and branding plan for the Capital Crescent Trail between the Silver Spring Metro station and the Bethesda Metro station. Signing should be provided at regular intervals on the trail, as well as at all access points.	At this time, a signing plan for the Capital Crescent Trail has not been part of the design process. This issue is the responsibility of MCDOT.