Purple Line - Mandatory Referral Comments

ID	Location	Planning Board Priority	Issue	Planning Board Comment	Lead Agency	Agency Response
PL-1	General		Perhaps the greatest benefit but also the greatest challenge of a P3 process is that bidders have the opportunity to propose refinements to the project. The benefit is that proposals will be evaluated based upon a set of criteria, creating an incentive for bidders to propose innovative designs and to reduce costs and provide improvements to the project. The challenge is that only items that are specifically required by the RFP are binding on the bidders – all other elements of the project can be modified. As with any new project delivery approach there are challenges to be worked out, especially in the tight, urban context of the project. We are still learning what those challenges will be with the Purple Line. One issue that has emerged in the staff's review of the Purple Line is that due to the competitive procurement process, MTA is unable to publicly discuss what aspects of the project are binding in the RFP. The binding elements will not be made public until a preferred concessionaire is selected in late 2014.	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.	MTA	Comment noted
PL-2				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	MTA will brief the planning board as requested during final design and construction.
PL-3	General		Communities along the Purple Line corridor continue to voice concerns about location-specific aspects of the project. One example is the design of a highly visible power substation located on the north side of Wayne Avenue between Cloverfield Road and Greenbrier Drive. MTA, with the participation of Department staff, continues to work with the community to address this issue. Similar issues remain in other neighborhoods and will likely arise in other areas during project design and construction.	Commit to regular meeting with neighborhood working groups throughout final design and construction of the projects to: 1) provide communities with regular updates, 2) hear community concerns with construction, 3) receive feedback on final design treatments.	MTA	MTA will continue its community outreach program through design and construction of the project.
PL-4				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	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.
PL-5	General		MTA has suggested that an objective analysis of pedestrian access is needed to determine whether station access is adequate, and has indicated that one such metric is multimodal level of service (including level of service evaluations for pedestrians, bicycles, transit, and automobiles). We agree that an objective measure would be useful, but to our knowledge only automobile level of service has been evaluated to date.	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.	MTA	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.
PL-6	General		Pedestrian access to the Purple Line stations in Montgomery County can be improved, especially at the Lyttonsville, Woodside, and Piney Branch Road stations. In many locations sidewalks or paths are directly adjacent to the curb with minimum width sidewalks. Pedestrian volumes around Purple Line stations will increase substantially once the Purple Line is operational.	Commit to providing quality pedestrian and bicycle improvements between stations and the communities in their immediate vicinities.	MTA, SHA, MCDOT	MTA Response: 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. MCDOT Response: The MCDOT supports improved bicycle and pedestrian safety and access in communities and station areas along the Purple Line and will continue to work with the MTA and stakeholders during final design and after construction to meet these goals.

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ID	Location	Planning Board Priority	Issue	Planning Board Comment	Lead Agency	Agency Response
PL-7	General			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, SHA, MCDOT	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.
PL-8				Identify near term and long term improvements to enhance station access.	MTA, SHA, MCDOT	See responses to Comments [PL-4 to PL-7]
PL-9	General		A bus service planning study has not been completed to determine how RideOn bus service and other shuttle services will be adjusted (bus stop locations, routes, frequency, and span of service) when the Purple Line is completed. This is needed to inform decisions about station areas in final design, such as the location of crosswalks and where to located bus stops.	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	The MCDOT will consider opportunities for coordination with the Purple Line service area in future Ride On capital and operational service planning efforts. In addition, MCDOT will work with MTA on bus transit planning for construction and Purple Line operation.
PL-10	General		In addition, legal crosswalks exist at all intersections of two public roads per State law, and all crosswalks must be made fully ADA-compatible per federal law.	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	All intersections are being designed to be fully ADA-compatible. Additional signalized crossings are being provided where appropriate, as well as near station platforms.
PL-11	General		Further support pedestrian and bicycle access to transit.	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.	MCDOT	The MCDOT will consider proximity to the Purple Line when prioritizing future bicycle and pedestrian improvements in designated Bicycle and Pedestrian Priority areas.
PL-12	General		MTA should further support pedestrian and bicycle access to transit.	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.	MTA	Improvements would need to be identified by the County and could be considered. There is a mechanism to accommodate change orders.
PL-13	General		MTA’s commitment to allowing bicycles on the light rail vehicles at all times recognizes the growing importance of bicycle access. In fact, the Purple Line / Red Line Urban Design Guidelines Draft (dated 9/12/2012) recommends installing a quantity of bicycle racks at every station that provides for a number of cyclists equal to 1% of anticipated daily transit ridership, but no less than eight 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.	MTA	Bicycle parking spaces have been identified at each station, largely based on available space.
PL-14	General Parkland		The Purple Line impacts six parks and one park easement in Montgomery County. Some impacts are minor, while others are more significant. It is important that when MTA completes the Purple Line project that all parks be safe and functional for our park patrons and restored to park standards.	All parks shall be restored to a condition that Parks considers fully functioning for long-term park usage following construction.	MTA	Provided for in commitments regarding County parks.
PL-15	General Environmental		Interior forest clearing is proposed along the limits of disturbance (LOD) adjacent to Rock Creek Stream Valley Park. The LOD line jogs out in places furthering the impacts to the Rock Creek Stream Valley requiring additional clearing of interior forest, specimen trees and steep slopes.	Minimize the clearing of forest along with its associated steep slopes and erodible soils.	MTA	The design has been developed to minimize forest impacts.
PL-16				Work with Montgomery County Planning staff to identify forest mitigation opportunities outside of parkland prior to approval of the Forest Conservation Plan.	MTA	MTA will continue to meet with MC Parks staff to identify and review potential reforestation sites.
PL-17	General Environmental		According to the FEIS there will be approximately 193 specimen trees (over 30” diameter at breast height ‘DBH’) removed and forest cleared within the Purple Line right-of-way in Montgomery County.	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	MTA will provide a copy for informational purposes.

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ID	Location	Planning Board Priority	Issue	Planning Board Comment	Lead Agency	Agency Response
PL-18	General Environmental		The legends included on the landscape plans (Volume 1 starting on plan sheet #570) do not include a clear and consistent representation of which trees are proposed for removal, and which trees will be preserved.	Modify the landscape plans to clearly differentiate the trees that will be removed from the trees that are being proposed for planting.	MTA	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.
PL-19				Provide native canopy cover landscape trees along the limits of disturbance as a replacement for the 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	MTA will meet the requirements of the Maryland Forest Conservation Act.
PL-20	General Environmental		There are a number of questions and concerns staff has regarding the selected tree and shrubs proposed as landscape planting along the Purple Line. There is significant inconsistency throughout the mandatory referral submission regarding the spacing of the proposed trees would like adjustments to the landscape plan for more consistency, uniformity, shading, habitat, and symmetry. Provide additional plantings throughout the Purple Line.	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.	MTA	See response to Comment [PL-19]
PL-21				Work with property owners to plant additional native trees, flowering trees, or shrubs on their private property as buffers to the Purple Line in the following locations:	MTA	MTA will provide landscaping within LOD.
PL-22				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	MTA has an agreement with the CCC to collaborate on these issues.
PL-23	General Environmental		MTA should strive to recreate the natural stratified structure of forests when replanting natural areas. These plantings should follow the document titled "Natural Resources Management Plan for M-NCPPC Parkland in Montgomery County."	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	MTA will coordinate with M-NCPPC as final landscape design plans are developed in all parklands
PL-24	General Environmental		According to the FEIS, moderate noise impacts ranging from 50-80 dBA are projected during operations at seven single family residences and four apartment buildings. The noise exposure projected at these sites is due primarily to the sounding of horns required as the LRT approaches stations and grade crossings.	Demonstrate how the noise levels will either be abated, or be in compliance with federal noise requirements 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).	MTA	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 meet FTA noise criteria/standards and County noise ordinances during construction. The Technical Provisions include standard operating procedures for mitigating noise during construction and operations.
PL-25	General Environmental		The use of ESD's within the right-of-way is limited. In some instances, runoff from the Purple Line is not draining specifically into the ESD's shown on the plan.	Work with M-NCPPC and DEP staff to provide stormwater treatment, particularly by increasing the use of ESDs within the limit of disturbance.	MTA	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.
PL-26	General Environmental		This is likely government's last best opportunity to improve existing water quality conditions in these down-county watersheds to comply with state and local water quality goals. The Purple Line project provides a mechanism to treat significant amounts of uncontrolled runoff within the project area that negatively affect receiving streams, including Sligo Creek and Long Branch. M-NCPPC staff believes that MTA, DEP, and M-NCPPC should cooperate in achieving this important goal.	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	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.
PL-27				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.	MTA	Refer to the response to Comment [PL-26]
PL-28	General Environmental		Originally the Department of Parks was contacted by MTA for approval of a stream restoration and wetland mitigation site close to the headwaters of Rock Creek. Parks would prefer that MTA pursue mitigation opportunities as close to the point of project impact as possible. For example, Parks staff has identified two potential wetland creation projects, one in Rock Creek SVU 1 and one at Ken-Gar Palisades Local Park.	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	MTA has been coordinating with M-NCPPC and DEP staff to identify specific areas for compensatory wetland mitigation and will continue to do so.
PL-29	General Environmental			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	MTA has been coordinating with M-NCPPC and DEP staff to identify specific areas for compensatory wetland mitigation and will continue to do so.

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ID	Location	Planning Board Priority	Issue	Planning Board Comment	Lead Agency	Agency Response
PL-30				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)	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.
PL-31				Plant grass as an ESD measure 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.	MTA	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.
PL-32	General		MTA has an opportunity to provide a unique identity for each station, both architecturally and historically, that will emphasize the unique characteristics of their respective community and are developing an Arts in Transit program.	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.	MTA	Recommendations are consistent with MTA's approach to station design.
PL-33				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.	MTA	Purple Line aesthetic are being designed accordingly.
PL-34	General		The Purple Line project will introduce ancillary light rail structures, such as traction power substations and catenary poles and wire into neighborhoods along the corridor. These structures can have visual and noise impacts.	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.	MTA	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.
PL-35				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.	MTA	Comment noted.
PL-36	Bethesda Station Area		At this time there is no plan to construct the “alternative” Bethesda Station recommended in the Bethesda Purple Line Station Minor Master Plan Amendment, so the “default” station is the subject of this mandatory referral. MTA has indicated that it needs to know whether the Apex Building will be demolished by mid April 2014 to be able to construct the “alternative” station.	Should an agreement be made 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. The Planning Board commits to an expedited review of a Bethesda Station area mandatory referral.	MTA	Comment noted.
PL-37	Bethesda Station Area	Yes	The Town of Chevy Chase continues to have concerns regarding impacts to Elm Street Urban Park and adjacent residences, noise impacts, and an access point to the Capital Crescent Trail.	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, MCDOT	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. (MTA)

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ID	Location	Planning Board Priority	Issue	Planning Board Comment	Lead Agency	Agency Response
PL-38	Connecticut Avenue Station Area		The abutments on both sides of Connecticut Avenue are perpendicular to the Purple Line tracks, but create leftover trapezoidal sidewalk spaces under the bridge. Ideally, the abutments would parallel Connecticut Avenue, improving pedestrian security, avoiding areas for trash to collect, and framing the view along the avenue. While the abutments on the east side of Connecticut Avenue may be difficult to shift, due to the location of the elevators and the platform, it appears more feasible to redesign the abutments on the west side of Connecticut Avenue.	If feasible, redesign the geometry of the abutments to be parallel to Connecticut Avenue, without narrowing pedestrian walkways.	MTA	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 accommodate stairs, elevators and station amenities in street level plazas without encroaching on pedestrian movements and sight lines along the roadway. Lighting along abutment walls will be considered during the development of the art-in-transit program.
PL-39	Connecticut Avenue Station Area			Provide wall-wash lighting along the abutment walls to enhance pedestrian safety.	MTA	Lighting along abutment walls will be considered during the development of the art-in-transit program.
PL-40	Connecticut Avenue Station Area		A 100-foot-wide underpass for Street B-1 beneath the tracks and the trail, with the additional width specifically for pedestrians and bicyclists using an enhanced linear open space, would be beneficial.	Construct a 100-foot-wide underpass for Street B-1 in the Chevy Chase Lake Sector Plan.	MTA	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.
PL-41	Connecticut Avenue Station Area		A traction power substation will be located largely within the Georgetown Branch right-of-way, adjacent to the south side of the Purple Line tracks, about 200 feet west of Connecticut Avenue. There will be an access road that runs alongside the tracks with a driveway on Connecticut Avenue.	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	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.
PL-42	Connecticut Avenue Station Area		As one of the original arterials leaving and entering Washington DC, MTA must make every effort to preserve the viewshed along Connecticut Avenue.	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 with the design intent indicated in the Chevy Chase Lake Master Plan. A similar design should also be considered for the proposed bridge over “New Street” just east of Connecticut Avenue.	MTA	Due to the 180' span a concrete arch structure would require a deep superstructure. To maintain adequate vertical clearance over the entire width of Connecticut 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.
PL-43	Connecticut Avenue Station Area		Direct access is needed to the Capital Crescent Trail from the east side of Street B-1 so that trail users can access the proposed “central park” without having to cross the street.	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.	MTA	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.
PL-44				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	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.
PL-45	Lyttonsville Station Area		The Lyttonsville and Woodside Stations are part of the Greater Lyttonsville Sector Plan, now underway. Analysis for the sector plan area has identified potential issues that could affect redevelopment opportunities along Brookville Road and access for the Forest Glen Annex.	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	MTA will consider reasonable refinements at the Lyttonsville and Woodside Stations that are identified so that they do not impact the Purple Line schedule.
PL-46				Continue to work with the Planning Department during the Greater Lyttonsville sector planning process to accommodate the potential for improved access and community development.	MTA	MTA will continue to work with the Planning Department during the sector planning process to allow for improved future access to the extent feasible.
PL-47	Lyttonsville Station Area		The Purple Line Functional Plan (page 19) recommends an elevator, stairs, and a ramp from Lyttonsville Place to the platform; however, the 30% engineering plans only show stairs and a ramp with an 8% grade. This elevator is important because it will assist people who are unable to use stairs or a steep ramp to access the station.	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.	MTA	The current design does not provide an elevator, as it provides an ADA compliant pedestrian ramp.

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ID	Location	Planning Board Priority	Issue	Planning Board Comment	Lead Agency	Agency Response
PL-48	Lyttonsville Station Area	Yes	The redesign of the Lyttonsville maintenance yard improves the redevelopment opportunities along Brookville Road. However, two issues remain that continue to limit redevelopment potential. First, there remains a small access driveway to the maintenance facility located just east of Lyttonsville Place Bridge, at the corner with Brookville Road. This driveway is located in perhaps the most likely area for redevelopment due to its proximity to the Lyttonsville Station and because it has the greatest depth of any parcel on the south side of Brookville Road. Second, the current design does not take advantage of the significant workforce (approximately 2,400 employees and an unknown number of visitors) located at the Forest Glen Annex of Fort Detrick, located just a few blocks away. Current designs envision access to the station from the Forest Glen Annex via Stewart Avenue and the Capital Crescent Trail, completely bypassing Brookville Road. Consultants to MTA developed three concepts for providing pedestrian access to Lyttonsville Station from Brookville Road. Once the feasibility of these concepts has been evaluated by MTA, and in consultation with Planning Department staff, MTA should revise the 30% engineering plans to permit the pedestrian connection to be added with minimal disruption to the Purple Line.	Adjust the overhead catenary system poles and downguy locations at the Lyttonsville Station to accommodate the three identified alternatives 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	MTA's proposed Alternate B, as coordinated with MNCPPC, is more feasible than Alternate A.
PL-49		Yes		Conduct final design for station access from Brookville Road to the Lyttonsville Station platform based on feedback from the Planning Department.	MTA	Access from Brookville Road is not necessary at this time but is not precluded in the current PL designs.
PL-50	Lyttonsville Station Area	Yes		Include criteria in the Purple Line RFP that incentivizes a further reduction in the size of the Lyttonsville maintenance yard and shop, to avoid impacts to the northeast of the Lyttonsville Place Bridge.	MTA	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.
PL-51	Lyttonsville Station Area		A traction power substation (TPSS #3) will be located in the Georgetown Branch right-of-way, in an industrial area between Rock Creek Park and Ride On bus depot.	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.	MTA	Each substation will include appropriate visual treatments based on setting and location.
PL-52	Lyttonsville Station Area		A traction power substation (TPSS #4) will be located on land owned by CSX Transportation, at the end of Kansas Avenue adjacent to a residential neighborhood. While MTA plans to screen the substation, its location in a residential area is undesirable. There is industrial land on the other side of the Purple Line tracks that is more suitable for the substation.	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	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.
PL-53	Lyttonsville Station Area		Additional Lyttonsville station area comments include:	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	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.
PL-54				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.	MTA	Comment noted

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PL-55				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 conformance with Crime Prevention through Environmental Design (CPTED) guidelines.	MTA	CPTED guidelines are incorporated into station design plans.
PL-56				The maintenance and operations building must meet or exceed LEED Silver ratings as required for all commercial structures in Montgomery County.	MTA	The Operations Building will meet certified LEED Silver requirements.
PL-57	Lyttonsville Station Area		While the northeast leg of the intersection of Brookville Road and Lyttonsville Place has an acceleration lane today, it is unclear why it is needed when the intersection is controlled by a four-way stop and the only traffic coming from the south is originating at the RideOn maintenance depot.	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 Division of Transportation Engineering. Consideration of changes to the current design need to be in coordination with MCDOT.
PL-58	Lyttonsville Station Area	Yes	While Lyttonsville Place is one of two roads that residents will use to get to Lyttonsville Station, and it is a route that trucks use to get to the Lyttonsville industrial area, the Purple Line 30% engineering plans provide no bicycle accommodations and only the bare minimum (5-foot-wide sidewalks with no offset from the road) accommodation for pedestrians south of the 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 a meeting with MCDOT Traffic Division on November 14, 2013, the County agreed to keep the existing Lyttonsville Place curb to curb with of 48'-0" and keep the current sidewalk widths of 5'-0" beyond the limits of the Lyttonsville Place bridge.
PL-59	Lyttonsville Station Area		Furthermore, it is not clear that a bus stop on Lyttonsville Place is the best location for a few reasons. First, a bus stop on Lyttonsville Place requires an at-grade crossing, whereas a bus stop on Brookville Road could be located next to a stop-controlled intersection. Second, the curb-to-curb distance on Brookville Road is wider than Lyttonsville Place so there is additional space for a bus pull-off area. Finally, if the Forest Glen Annex provide shuttles from their campus to the station, it would be preferable to have a stop on Brookville Road, instead of Lyttonsville Place, so that the shuttles can turn around at the RideOn Depot instead of circulating through the community. While RideOn buses currently stop within the base, the Forest Glen Annex is upgrading security, and it is possible that they will rely on their own shuttle service in the future.	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	MCDOT will review bus stop locations submitted as part of the concessionaires design package.
PL-60	Lyttonsville Station Area		There is a conflict between cyclists traveling on the Capital Crescent Trail and Purple Line passengers crossing the Capital Crescent Trail to get from the ramp to the Purple Line platform.	The conflict point on the Capital Crescent Trail at the ramp from Lyttonsville Place should include features that inform bicyclists of pedestrian crossings.	MCDOT	The current design process does not include signing. This can be investigated further during final design.
PL-61	Lyttonsville Station Area			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	The current design process does not include signing. This can be investigated further during final design.
PL-62	Lyttonsville Station Area	Yes	The Forest Glen Annex is the largest employer in the Lyttonsville area (2,000+ employees), and many employees and visitors will walk to the Purple Line station as part of their commute. To do so, these passengers will need to cross Brookville Road, a wide street with heavy truck volumes. MTA expects many passengers will use the Capital Crescent Trail to get to the station,	Provide a traffic signal at the intersection of Brookville Road and Stephen Sitter Avenue.	MCDOT	This is the intersection of a private driveway and a public road. MCDOT does not participate in the costs of signalizing such intersections as it is purely for the benefit of the private entity. MCDOT will entertain a study prepared by the property owned. If approved, the private property owner will be responsible for all costs to signalize.

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ID	Location	Planning Board Priority	Issue	Planning Board Comment	Lead Agency	Agency Response
PL-63		Yes	avoiding the poor sidewalks and industrial area on Brookville Road.	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 to achieve a 5 foot buffer and 10 foot sidewalk on the south side and a 9 foot sidewalk on the north side.	MCDOT	In a meeting with MCDOT Division of Transportation Engineering on November 13, 2013, The County agreed to provide a lane width exception on Stewart Avenue and also directed the PL Team to use a 14'-0" shared-use lane and an 8'- 0" parking lane on each side of the roadway for a total out-toout dimension of 44'-0" instead of 48'-0" currently shown. Per MCDOT, the remaining 4'-0" will be evenly split to provide 7'- 0" sidewalks on each side of the roadway. The P3 contractor will be responsible for making this change to Stewart Avenue and complying to the County's recommendation.
PL-64	Lyttonsville Station Area			In addition to lighting the Capital Crescent Trail under the Lyttonsville Place Bridge, provide wall-wash lighting along the bridge abutment walls to enhance pedestrian safety.	MCDOT	This issue can be investigated in final design.
PL-65	Woodside Station Area	Yes	The Woodside Station is located on the east side of 16th Street (MD 390), just across the street from two multifamily complexes that contain over 1,200 dwelling units. The Purple Line 30% design plans direct residences to cross 16th Street at an unsignalized crosswalk at the existing entrance to the Spring Center, connecting to proposed sidewalks on the west side of 16th Street and a ramp that leads down to the residences. While we support the proposed crossing at this location, the crossing as planned is unsafe because the road is six lanes wide, has a posted speed limit of 35 mph, is used by over 25,000 vehicles on a typical weekday, and SHA has not yet agreed to provide a traffic signal. For those pedestrians who will be uncomfortable crossing 16th Street under these conditions, the nearest signalized crossing of 16th Street is 800 feet to the south at Spring Street. This will require a deviation of as much as 7 minutes, which is substantial given that the average person will walk as much as 10 minutes to a rail station. Few passengers will go out of their way to cross at this signalized intersection. Most will either cross 16th Street at this dangerous location or will be deterred from using the Purple Line altogether. Additionally, the location where pedestrians are directed to cross 16th Street is proposed to have a "Maryland T" intersection, a design that does not accommodate pedestrian access.	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.
PL-66	Woodside Station Area	Yes	As currently designed, the intersection of 16th Street and Spring Street does not adequately prioritize pedestrians and bicyclists. The crossing distance on the east leg of the intersection is excessive, requiring two pedestrian signals and three refuge islands to break up the crossing. Furthermore, the intersection geometry enables vehicles traveling northbound on 16th Street and turning right onto Spring Street to speed through the intersection. While this may be an appropriate intersection design in areas with limited pedestrian activity, it is inappropriate in an urban area adjacent to both the Silver Spring Central Business District and a planned Purple Line station, where pedestrian activity will be substantial. Since SHA is responsible for the roads that form this intersection, SHA should coordinate with MCDOT and MTA to redesign this intersection to adequately prioritize pedestrians.	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	Eliminating the free right turn lane from 16th Street onto Sprint Street and forming a T-intersection is contradictory to the direction given by MCDOT Division of Transportation Engineering.
PL-67		Yes		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.

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ID	Location	Planning Board Priority	Issue	Planning Board Comment	Lead Agency	Agency Response
PL-68	Woodside Station Area	Yes	Spring Street is the connection between the Silver Spring Central Business District and the Woodside Purple Line Station. As such it should be constructed as a gateway to Silver Spring and prioritized for pedestrians and bicycles. Furthermore, it is unclear why on-street parking is prioritized on a bridge where the pedestrian walkways are especially constricted, especially since parking meters will further reduce the clear width.	Eliminate both rows of parking on the Spring Street Bridge. Widen the proposed 5-foot-wide sidewalks to 13 feet wide. Separate the 16-foot-wide shared travel lane into 11-foot-wide through 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.
PL-69	Silver Spring Transit Center Station Area		The Purple Line Functional Plan (page 27) recommends a direct connection between the Red Line and the Purple Line. MTA has made design provisions for a future direct connection between the Purple Line and Red Line, but this connection is estimated by WMATA to cost about $27.9 million and is unfunded. The marginal cost to add the direct connection may be less than $27.9 million, if its provision would reduce the need for some of the vertical circulation planned between the Silver Spring Transit Center and the Purple Line and the CSX/Red Line/MARC tracks.	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 were constructed as part of the Purple Line, and therefore what the marginal cost would be to add the direct connection.	MTA	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.
PL-70	Silver Spring Transit Center Station Area	Yes	Ease of transfers between transit lines plays an important role in encouraging people to use public transportation. Under existing plans, passengers transferring between the Purple Line and the Red Line will have to descend 80 feet to street level and then ascend about 25 feet to the Red Line tracks. This will increase travel time for passengers and create additional pedestrian congestion in the vertical circulation for the Red Line and Purple Line. With the future direct connection passengers will avoid using the vertical circulation column between the Red Line and the Purple Line.	Design and construct a convenient direct connection between the Red Line and the Purple Line at the Silver Spring Transit Center station.	MTA, 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.
PL-71	Silver Spring Transit Center Station Area		Purple Line passengers with disabilities accessing the station from street level must take two elevators to get to the platform, transferring at the mezzanine level. This increases their travel time.	At the Silver Spring Transit Center provide a more direct connection from street level to the Purple Line platform for passengers needing elevator access.	MTA	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.
PL-72	Silver Spring Transit Center Station Area		Users of the Capital Crescent Trail have to travel to the east end of the station to access the mezzanine, but it appears that direct access from the trail to the mezzanine could be provided from the trail.	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.	MTA	The mezzanine level can be directly accessed from the Capital Crescent Trail east of the escalators.
PL-73	Silver Spring Transit Center Station Area		In addition, as a major transfer station for the Red Line, Purple Line, and buses, Silver Spring will require a substantial number of bicycle parking spaces. A recent study conducted by Toole Design Group evaluated several locations for a full service bicycle parking station in the vicinity of the Silver Spring Transit Center. One of the more promising locations is at 1110 Bonifant Street, an office building that MTA will demolish to construct the Purple Line. A remnant of the parcel is planned to be used for stormwater management, but MTA has indicated that it could easily be relocated offsite.	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 to use of the remnants of this parcel for the Silver Spring Bicycle Parking Facility.	MTA	MTA will coordinate with MCDOT regarding this proposal.
PL-74	Silver Spring Transit Center Station Area		A traction power substation (TPSS #5) will be located in the existing Metro Plaza commercial area, located off East-West Highway. It will be adjacent to a WMATA substation, in the location of the existing FedEx store. There will be a driveway off of East-West Highway.	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	MTA is coordinating with the property owner at this location.
PL-75	Silver Spring Transit Center Station Area		The existing Silver Spring Metrorail station will be at a considerably lower elevation than the Purple Line platform and mezzanine, but experiences high winds and driving rains under current conditions. The greater height of the Purple Line may exacerbate these conditions.	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.	MTA	Design analysis of winds and rains has been carried out for the Purple Line platforms. MTA will consult and coordinate with WMATA.

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ID	Location	Planning Board Priority	Issue	Planning Board Comment	Lead Agency	Agency Response
PL-76	Silver Spring Transit Center Plaza Easement		The Purple Line and Capital Crescent Trail projects cross over a park easement at the Silver Spring Transit Center (SSTC). This was anticipated as part of the MOU between M-NCPPC and WMATA that governs the park easement exchange required to construct the SSTC. Parks recognizes the two projects are important, but we ask that MTA minimize disruptions to the park easement and entrance to the Metro station.	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	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.
PL-77	Bonifant Street		Ensure adequate pedestrian access to the east of the Silver Spring Transit Center.	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 Metropolitan Branch Trail is needed during the final design phase.
PL-78				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	This issue can be investigated in final design.
PL-79				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	This issue can be investigated in final design.
PL-80				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 (i.e. it has a clear width of at least 3 feet).	MCDOT, SHA	After eliminating 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.
PL-81				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.
PL-82	Silver Spring Library Station Area		It appears that the proposed utility modules will constrict pedestrian circulation on the platforms and handicap ramps. In the worst location, the distance between the face of the pole and the edge of the platform would be six feet; the distance between the pole and the edge of the tactile paving would be less than four feet. In addition to being an annoyance to transit patrons, requiring them to squeeze through tight spaces may cause a safety problem given the drop-off at the platform edge.	At the Silver Spring Library Station: 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.	MTA	Continued coordination with Silver Spring Library is ongoing.
PL-83	Silver Spring Library Station Area		One area of concern at the Silver Spring Library Station is the southwest corner of the intersection of Wayne Avenue and Fenton Street, where the Purple Line will form a fifth leg of the intersection. Pedestrians should be directed away from the apex of this corner, as it is the entry and exit location for the Purple Line trains.	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	This can be reviewed as part of the final design.
PL-84	Silver Spring Library Station Area		An approved development at the southeast corner of Wayne Avenue and Fenton Street will improve the pedestrian area, if constructed. If the project is not constructed, work with MTA to make pedestrian improvements.	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	The sidewalk as designed meets ADA requirements. Constructing the sidewalk behind the ramps would require additional right-of-way.
PL-85	Silver Spring Library Station Area		There are barriers between the platforms at the Silver Spring Library station limiting crossings to the corner of Wayne Avenue and Fenton Street and at the detectable warning surface (DWS) near Bonifant Street.	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.

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ID	Location	Planning Board Priority	Issue	Planning Board Comment	Lead Agency	Agency Response
PL-86	Wayne Avenue	Yes	Wayne Avenue is a prominent residential street and a gateway to Silver Spring. To mitigate the impacts resulting from the Purple Line, MTA should develop a package of improvements for Wayne Avenue.	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 lights 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 fixtures, fastenings, and finishes should be submitted to M-NCPPC for review.	MTA	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.
PL-87		Yes		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 the visual impact of one large wall adjacent to sidewalk. Also consider using metal square-tube guardrail instead to lessen the impact of the retaining wall on pedestrians.	MTA	These items will be considered in conjunction with the needs of Montgomery County Public Schools.
PL-88		Yes		On Wayne Avenue, where a solid extension of the retaining wall is used as a vehicular guardrail, use metal square-tube guardrail instead to lessen the impact of the retaining wall for pedestrians.	MTA	An open railing/guardrail will be considered in conjunction with the needs of Montgomery County Public Schools.
PL-89	Wayne Avenue	Yes	MCDOT is not recommending street trees on the north side of Wayne Avenue because per County Standard 700.01: “no tree plantings will be permitted if green space is less than 6 feet”. The County should reconsider this standard and allow street trees to be planted on the north side of Wayne Avenue, especially since the Purple Line proposed substantial impacts along the roadway.	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	MCDOT will review the waiver to the Wayne Avenue to the standard where the green space is less than 6 feet
PL-90	Wayne Avenue		The Purple Line Functional Plan (page 31) recommends sidewalks that are at least 6 feet wide on the south side of Wayne Avenue. The 30% engineering plans include 5-foot-wide sidewalks, even though there appear to be opportunities to widen the sidewalks to 6 feet in the right-of-way.	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.
PL-91	Dale Drive Station Area		While the pedestrian space is at almost the bare minimum on the south side at Wayne Avenue, the intersection at Wayne Avenue and Dale Drive is proposed to add a turn lane in each direction.	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.	MTA, MCDOT	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.
PL-92	Dale Drive Station Area			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.	MTA	It is anticipated that a railing will be installed on both sides of the walkway between the crosswalk and the station platform.
PL-93	Dale Drive Station Area		MTA proposes a directional pylon at the northeast corner of Wayne Avenue and Dale Drive to inform passengers of the location of the Purple Line Station, but not at the southeast corner.	At the Dale Drive Station, provide a pylon at the southeast corner of the intersection of Wayne Avenue and Dale Drive.	MTA	Wayfinding Signing is part of the Final Design efforts of the P3 team.
PL-94	Dale Drive Station Area		On the east side of Dale Drive, north of Wayne Avenue, MTA is proposing dual sidewalks along the school driveway. This is in addition to the sidewalks provided adjacent to Wayne Avenue.	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.

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ID	Location	Planning Board Priority	Issue	Planning Board Comment	Lead Agency	Agency Response
PL-95	Sligo Creek Stream Valley Park		The ultimate right-of-way for Wayne Avenue to accommodate both the Purple Line and the Silver Spring Green Trail impacts the Sligo Cabin parking lot.	The Purple Line and Silver Spring Green Trail construction will require the reconstruction of the existing Sligo Cabin parking lot to safely reestablish the maximum number of parking spaces practicable and interconnections with the playground, hiker/biker trail, and track area. All reconstructed areas shall meet SWM regulations and be ADA-compliant. Contrary to MTA's language in the de minimis letters, and in the interest of improving existing water quality in the project area, Parks will allow underground SWM below the reconstructed parking lot to help MTA provide better SWM treatment for the upstream drainage area.	MTA	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.
PL-96	Sligo Creek Stream Valley Park			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.	MTA	As outlined in the Final Section 4(f) Evaluation, Attachment D of the ROD, a Work Group is being formed between MNCPPC and MTA.
PL-97	Sligo Creek Stream Valley Park			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 Referral. 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.	MTA	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.
PL-98	Sligo Creek Stream Valley Park			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.	MTA	The final design of these features within the park will be coordinated with MCDOT and the Department of Parks.
PL-99	Sligo Creek Stream Valley Park			Increase the amount of proposed landscaping for the Sligo Creek Stream Valley Park, in consultation with M-NCPPC, Montgomery County Department of Parks.	MTA	MTA will consider this request.
PL-100	Manchester Place Station Area		On Wayne Avenue between Sligo Creek Parkway and Manchester Road, there is extra pavement that may lead to unwanted vehicular movements.	On Wayne Avenue between Sligo Creek Parkway and Manchester Road, a raised island should be constructed between the two turn lanes to guide vehicles into the correct lanes.	MCDOT	This issue can be investigated in final design.
PL-101	Manchester Place Station Area		It is dangerous for cyclists to cross embedded tracks at less than a 45 degree angle because their wheels can get caught in the tracks. Since the angle of the tracks is less than 45 degrees as the Purple Line tracks leave Wayne Avenue and enters the Manchester Place Station, MTA plans to provide a road sign for on-road bicycles traveling north on Wayne Ave to dismount their bikes. However, all roads should be bikeable.	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.
PL-102	Long Branch Station Area		The Long Branch Sector Plan recommended a full-movement intersection on Arliss Street just north of the Long Branch Station platform, to facilitate access into the Town Center site.	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.	MCDOT, MTA	MTA Response: MTA continues to coordinate with MCDOT and the property owner regarding this issue. MCDOT Response: This issue can be investigated in final design.
PL-103	Long Branch Station Area		Additionally, there is a portal to the Plymouth Avenue tunnel located on Arliss Street. MTA is not planning to install physical barriers that prevent people from walking into the tunnel, but mentioned the possibility of alarms that would sound if someone enters the portal.	Continue to evaluate ways to reduce the likelihood that people will enter the Arliss Street portal.	MTA	Intrusion detection and monitoring of the portal areas will be included as part of the operations plan.

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ID	Location	Planning Board Priority	Issue	Planning Board Comment	Lead Agency	Agency Response
PL-104	Piney Branch Road	Yes	While the Purple Line Functional Plan (page 37) recommends implementing sidewalks that are at least 6 feet wide on Piney Branch Road as part of the Purple Line project and the Long Branch Sector Plan recommends implementing a combined sidewalk and buffer area that is 15 feet wide as part of redevelopment, MTA is proposing to provide only 5-foot sidewalks with no buffers from the road and is reluctant to acquire additional right-of-way to widen the sidewalks. Five-foot-wide sidewalks adjacent to the curb are unacceptable in a station area, failing to meet not only the above master plan recommendations, but also AASHTO recommendations, ADA Best Practices, and even SHA's own guidelines. Opportunities for improving the sidewalks where there is publicly owned land, such as the Long Branch Community Center, the Miles Glass property, Long Branch Local Park, and Long Branch Stream Valley Park should be explored. In addition, while the sidewalks as proposed are close to existing buildings, there appears to be additional space where the sidewalks could be widened, though this would require property acquisition.	Construct the sidewalks on Piney Branch Road to be a minimum of 6 feet wide with a three-foot-wide landscaped offset, or ten feet where adjacent to the curb, but evaluate where the sidewalks can be further widened.	MTA, SHA	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".
PL-105		Yes		Along the frontage of publicly owned property, construct the sidewalks to be 15 feet wide per the Long Branch Sector Plan Design Guidelines.	MTA, SHA	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.
PL-106	Piney Branch Road			Extend the Piney Branch Road culvert at Long Branch to permit future construction of a 10-foot-wide sidewalk.	MTA	Design of the culvert will accommodate future construction of 10' sidewalk.
PL-107	Piney Branch Road		The sidewalks on Piney Branch Road to the west of Arliss Street are obstructed with street lights, bus shelters, and utility poles. The proposed five-foot-wide sidewalks that are immediately adjacent to the curb in the Long Branch commercial area are inadequate. AASHTO recommends ten-foot-wide-sidewalks along arterials in business districts where the sidewalk is adjacent to the curb. The large parking lot on the north side of the road appears to have wide drive aisles that could be reduced in width to achieve additional space for sidewalks.	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.	MTA, 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.
PL-108	Piney Branch Road		The crosswalks crossing Piney Branch Road where it intersects Barron Street are skewed due to the location of existing driveways. However, the Montgomery County Department of Parks plans to demolish the Miles Glass building and the Purple Line project plans to relocate the driveway to the Long Branch Community Center.	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.
PL-109	Long Branch Stream Valley Park		It is our understanding that MTA has agreed to establish the Interagency Working Group (IWG) to address complex issues affecting SWM, trail infrastructure, stream crossings, environmental mitigation and various master plan issues. M-NCPPC staff envisions that the IWG will be comprised of, but not limited to, representatives from the following departments/agencies: MCDEP, MCDOT, M-NCPPC Parks, M-NCPPC Planning, MDE, MDDNR, USACOE, USFWS and NCPC.	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 providing upstream and downstream channel improvements to establish long-term stream stability and fish passage.	MTA	MTA agrees. This is included in the Final Section 4(f) Evaluation, Appendix D of the Record of Decision.
PL-110	Long Branch Stream Valley Park			MTA will need to provide a non-native invasive (NNI) management plan for long-term eradication.	MTA	MTA agrees. This is included in the Final Section 4(f) Evaluation, Appendix D of the Record of Decision.
PL-111	Long Branch Local Park			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.	MTA	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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ID	Location	Planning Board Priority	Issue	Planning Board Comment	Lead Agency	Agency Response
PL-112	Long Branch Local Park			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	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.
PL-113	Long Branch Local Park	Yes		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.).	MTA	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 results.
PL-114	Piney Branch Road Station Area	Yes	The Long Branch Sector Plan recommends a new traffic signal, a future shared use path (SP-79) along Gilbert Street and Gilbert Street Extended, and access to the southern end of the Piney Branch Station at the intersection of Gilbert Street and University Boulevard. At this time the State Highway Administration has not agreed to provide a traffic signal at this location, but that should not forestall planning for a future where a traffic signal is permitted.	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.
PL-115		Yes		Embed the Purple Line tracks at the intersection of University Boulevard and Gilbert Street.	MTA	An intersection is not proposed at University Boulevard and Gilbert Street.
PL-116	Piney Branch Road Station Area	Yes	The 30% plans for the Purple Line do not include a direct connection to the south end of the Piney Branch Road station platform, even though this connection is recommended in the Long Branch Sector Plan. Without this access point, passengers will be required to walk about two minutes out of their way to access the platform. Since the average rail passenger will walk 10 minutes to a station, a 2 minute additional walk will decrease the catchment area of the station. According to MTA, the access point is not included in the 30% plans because SHA has not agreed to provide a traffic signal at this location. SHA is concerned that left turning traffic from University Boulevard to Piney Branch Road will back up beyond a signal at Gilbert Street. However, the introduction of a rail station in University Boulevard and the land use changes proposed by the Long Branch Sector Plan will fundamentally change the nature of the area from one largely focused on automobiles to one equally focused on pedestrians.	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.

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ID	Location	Planning Board Priority	Issue	Planning Board Comment	Lead Agency	Agency Response
PL-117	University Boulevard		Per its policy, SHA is requiring that the Purple Line project include bike lanes on University Boulevard, however bike lanes do not provide sufficient protection to attract cyclists with a wide range of abilities on a busy state highway with a posted speed limit of 40 mph. Buffered bike lanes and cycle tracks are widely regarded as superior facilities to bike lanes in this environment. At a minimum SHA should require MTA to provide a striped buffer between the bike lanes and traffic (buffered bike lanes), though a physical separation from traffic is preferable (cycle tracks). We understand that SHA is reconsidering its policy on bicycle lanes, as evidenced by the Maryland Twenty-Year Pedestrian and Bicycle Plan finalized in January 2014. An objective of the plan (page 32) is to "Encourage the use of existing processes to implement pilot projects on State roadways to test innovative design treatments such as cycle tracks, colored bike lanes, and new pedestrian crossing treatments, following a context sensitive design approach." The Purple Line project provides a rare opportunity to prioritize bicycling on a major urban thoroughfare. While bike lanes are an improvement over existing conditions, a treatment with greater protection for cyclists is needed. SHA should consider conducting a pilot project on University Boulevard as part of the Purple Line to implement cycle tracks or buffered bike lanes where there is sufficient right-of-way.	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.	MTA , 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.
PL-118	University Boulevard		If the state is not willing to construct cycle tracks or buffered bike lanes as part of the Purple Line, then the typical section should include the off-road shared use path per the Long Branch Sector Plan and Takoma/Langley Crossroads Sector Plan.	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 , SHA	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.
PL-119	University Boulevard		MTA will also be installing several structures along University Boulevard, including traction power substations, signal boxes, and parking lots. These structures should not be constructed within the area designated for bikeway and streetscape improvements.	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	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.
PL-120	University Boulevard		The Countywide Transit Corridors Functional Master Plan (page 55) recommends providing two dedicated lanes for bus rapid transit (BRT) on University Boulevard, without adding lanes to the road. Though not explicitly stated, the recommendation is for BRT to share the Purple Line transitway. One impediment to sharing the transitway is that the Purple Line as currently planned will run on "ballast" tracks that are raised above the surface of the street. For this to be a shared transitway, the tracks will have to be "embedded" in the transitway. MTA recently prepared a draft white paper evaluating the constraints with embedding the tracks on University Boulevard. Planning staff appreciates MTA's concerns but believe that this issue should be explored further. The benefits of sharing the transitway would have to outweigh the impacts to the Purple Line to support this recommendation, but a definitive case has not yet been made that the Purple Line should have sole use of the track area.	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.	MTA	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.

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ID	Location	Planning Board Priority	Issue	Planning Board Comment	Lead Agency	Agency Response
PL-121	University Boulevard		The intersection of the Carroll Avenue and University Boulevard within the Long Branch Sector Plan area is heavily traveled by vehicles and pedestrians. It is within walking distance of three elementary/middle schools. At present, the planned Purple Line is accommodating pedestrian crossings at only three of the four legs of this intersection. Staff is concerned that the proposed crossings create a circuitous route for pedestrians making east/west movements through the intersection. This community has a large number of children and transit dependent residents so any proposed improvements should take into account the need for efficient pedestrian connections. Additionally, Long Branch has experienced a number of pedestrian and vehicular incidents in the past and the Long Branch Sector Plan has proposed that it be improved with a variety of pedestrian safety measures. The current plan submitted by MTA does not allow for full crossing movements at this intersection and may encourage residents to make unsafe choices rather than use the proposed marked pedestrian crossings.	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.	MTA	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.
PL-122	University Boulevard		The right turn lanes in the northwest and southeast quadrants of the intersection of University Boulevard and Carroll Avenue are extremely wide and almost the same width as the adjacent three through lanes.	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.
PL-123	New Hampshire Estates Neighborhood Park		The Planning Board/Parks Commission will discuss parkland replacement during a closed session (not public) at its meeting on April 3rd. MTA should expect additional comments from the Board immediately following.	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	MTA concurs.
PL-124	New Hampshire Estates Neighborhood Park			MTA will replace long-term on-site parking consistent with existing facilities based on concept plans to be provided by 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	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.
PL-125	New Hampshire Estates Neighborhood Park			Protect existing trees in the park.	MTA	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."
PL-126	New Hampshire Estates Neighborhood Park			Reestablish the park pedestrian entrance from University Boulevard.	MTA	MTA concurs.
PL-127	Takoma Langley Transit Center Station Area		The Takoma Langley Crossroads Sector Plan was approved in June 2012 by the Montgomery County Council. A Takoma Langley Crossroads Sector Plan was also approved by Prince George's County. The sector plans in both counties recommend evaluating a future realignment of Lebanon Street in Prince George's County with Anne Street in Montgomery County as part of the redevelopment of the block bounded by Lebanon Street, New Hampshire Avenue, and University Boulevard. The Takoma Langley Crossroads Sector Plan (page 35) recommends a new signalized intersection for Street B-2 at one of two places: 1) the intersection of University Boulevard/Edwards Place is preferred by Planning Department staff for through traffic movements, and 2) the intersection of University Boulevard/just west of Edwards Place is preferred by a property owner for access and is currently proposed by MTA.	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.	MTA	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.

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ID	Location	Planning Board Priority	Issue	Planning Board Comment	Lead Agency	Agency Response
PL-128	Takoma Langley Transit Center Station Area			Embed the Purple Line tracks at the intersection of: 1) University Boulevard and Anne Street and 2) University Boulevard and Edwards Place.	MTA	Embedded track will be used at the proposed signalized locations east of Anne Street and west of Gilbert Street. The MTA is evaluating the feasibility of embedded tracks at University Blvd and Edwards Place.
PL-129	Takoma Langley Transit Center Station Area		The intersection of University Boulevard and New Hampshire Avenue should be designed to prioritize pedestrian safety and minimize their exposure. The proposed curb radii of between 65 feet and 100 feet at three of the four corners are far in excess of what is needed to accommodate the design vehicle.	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 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 south west quadrants have been removed to help facilitate this.
PL-130	Takoma Langley Transit Center Station Area		AASHTO recommends that a pedestrian refuge be provided at all intersections that exceed 60 feet. The crossing distance of about 150 feet on the east leg of University Boulevard, for example, is 150% over the distance for which AASHTO recommends that a pedestrian refuge be provided (60 feet).	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.
PL-131	Takoma Langley Transit Center Station Area		The right turn lanes in the northwest and southeast quadrants of the intersection of University Boulevard and New Hampshire Avenue are extremely wide and almost the same width as the adjacent three through lanes.	The right turn lanes in the northwest and southeast quadrants of the intersection of University Boulevard and New Hampshire 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.
PL-132	Takoma Langley Transit Center Station Area			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.