

PUBLIC HEARING STAFF REPORT

STAFF ANALYSIS OF THE PUBLIC HEARING AND STAFF RECOMMENDATIONS

**PROPOSED CHANGES TO WMATA FACILITIES AT
BETHESDA, SILVER SPRING, AND NEW CARROLLTON
METRO STATIONS
MONTGOMERY AND PRINCE GEORGE'S COUNTIES, MARYLAND**

Hearing No. 616
Docket No. R17-02
December 5, 2017

WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
(WMATA)

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WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY
PUBLIC HEARING STAFF REPORT
REVIEW OF PUBLIC HEARING TESTIMONY AND STAFF RECOMMENDATIONS
PROPOSED CHANGES TO WMATA FACILITIES AT
BETHESDA, SILVER SPRING, AND NEW CARROLLTON
METRO STATIONS
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HEARING NO. 616
DOCKET NO. R17-02

This report presents a review of the public hearing held on December 5, 2017, including material submitted for the public hearing record. Included in this report are recommendations from various WMATA staff concerning proposed changes to proposed changes to WMATA facilities at Bethesda, Silver Spring, and New Carrollton metro stations in Montgomery and Prince George's Counties, Maryland.

This report contains the following sections:

- I. Introduction
- II. Communications and Outreach to the Public
- III. Summary of the Public Hearing
- IV. Summary of the Staff Presentation
- V. Supplemental Correspondence Submitted for the Record
- V. Compact Article VI Section 15 - Other Agency Review and Comments
- VII. Responses to Comments Received for the Record
- VIII. Comments Overview and Staff Recommendations

Appendix A - WMATA Metrorail Public Hearing Notice
Attachment 1 -- Public Hearing Notices in Washington Post
Attachment 2 -- Advertisement in El Tiempo Latino
Attachment 3 -- Public Hearing Notice to Public Agencies

Appendix B - Comments
Attachment 1 -- Public Hearing Transcript
Attachment 2 -- Internet Comments

I. INTRODUCTION

At the request of the Maryland Transit Administration (MTA), The Washington Metropolitan Area Transit Authority (WMATA) is considering changes to facilities at Bethesda, Silver Spring, and New Carrollton Metrorail stations to accommodate Purple Line facilities.

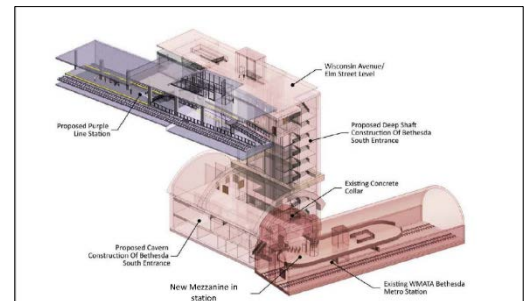
MTA is constructing the Purple Line, a 16.2 mile long light rail project, which extends from Bethesda, Maryland, to New Carrollton, Maryland. In order to create better connections and MTA has propose reconfiguration of several WMATA facilities, as discussed below.

The changes include the addition of a second entrance at the Bethesda Metrorail Station, the addition of a second entrance at the Silver Spring Metrorail Station, and the elimination of parking spaces at New Carrollton Metrorail station along with the addition of a new parking area. The project will be funded by the State of Maryland.

The proposed changes are described below:

Bethesda Metrorail Station

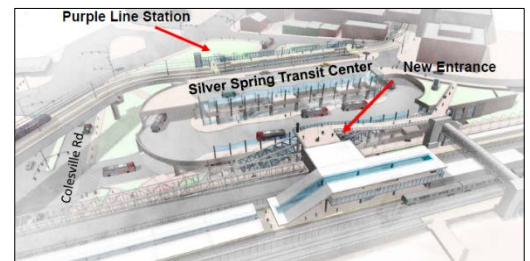
- Construction of a new south entrance that will connect with the street level and the Bethesda Purple Line Station.



Bethesda Metrorail Station proposal

Silver Spring Metrorail Station

- Construction of a new entrance from the south end of the station platform to connect with the upper level of the existing Silver Spring Transit Center and the Silver Spring Purple Line Station.



Silver Spring Metrorail Station proposal

New Carrollton Metrorail Station

- Removal of 500-600 parking spaces from the Park & Ride Surface Lot 4 on the station's north side to make way for the New Carrollton Purple Line Station facilities.
- Transfer of 480 parking spaces to WMATA from the State of Maryland. This state-owned Park & Ride Lot is on the south side of New Carrollton Metrorail Station.



New Carrollton Metrorail Station proposal

Details of the proposal are shown in the General Plans; this document and the Notice of Public Hearing were available online at:

<http://www.wmata.com/initiatives>

Also, these documents were available for inspection during normal business hours at the following locations, commencing November 4, 2017.

Washington Metropolitan Area Transit Authority

600 Fifth Street, NW
Washington, DC 20001
202.962.2511

Glenarden Library

8724 Glenarden Parkway
Glenarden, MD
301.772.5477

Little Falls Library

5501 Massachusetts Avenue
Bethesda, MD
240.773.9520

Silver Spring Library

900 Wayne Avenue
Silver Spring, MD
240.773.9420

II. COMMUNICATIONS AND OUTREACH TO THE PUBLIC

As required by WMATA's Compact, the public was provided with the opportunity to comment on the proposal. Following the guidelines established by WMATA's Board-approved Public Participation Plan, the following report is a summary of the public outreach and resulting comments on the proposal.

Communications & Outreach to the Public

In order to encourage customers to provide feedback on the project, as well as to fulfill Metro's Public Participation Plan, Metro designed a robust communications and outreach plan that focused on current customers and local stakeholders in these areas.

Below is an overview of all the communications and outreach efforts that were conducted during the comment period from Saturday, November 4, 2017 through 5:00 p.m. Friday, December 15, 2017.

- Pop-up events at the Bethesda, New Carrollton and Silver Spring Metrorail stations
- Stakeholder communication
- Targeted marketing & media
- Open house & Public Hearing


Pop Up Events

Outreach teams comprised of Metro staff and contractors traveled to Bethesda, New Carrollton and Silver Spring Metrorail stations to distribute brochures and encourage customers to provide feedback.


Spanish-speaking staff was present at all events, and dates and times were chosen to correspond with high ridership periods. Team members wore Metro aprons and those who were bilingual wore large pins that identified them as speaking another language. Brochures were distributed in English and Spanish.



Date	Metrorail Station	Time	Total number of brochures distributed
Tuesday, November 14, 2017	Bethesda	7:00 - 10:00 a.m.	2,500
Tuesday, November 14, 2017	New Carrollton	4:00 - 7:00 p.m.	3,000
Wednesday, November 15, 2017	Silver Spring	6:30 - 10:30 a.m.	4,000
Thursday, November 16, 2017	New Carrollton	4:00 - 7:00 p.m.	2,546
Total			12,046 brochures



Metro wants your feedback on the planned transit facility changes at Bethesda, Silver Spring and New Carrollton, to improve access to the Maryland Transit Administration's Purple Line project.



Si usted quisiera conocer su opinión sobre los cambios planificados en las instalaciones de transporte ubicadas en Bethesda, Silver Spring y New Carrollton, que mejorarán el acceso al proyecto de la Administración de Tránsito de Maryland.

Bethesda Metrorail Station

- Construction of a new south entry will connect with the street level and Bethesda Purple Line station.

Silver Spring Metrorail Station

- Construction of a new entrance from south end of the station platform to with the upper level of the existing Silver Spring Transit Center and the Silver Spring Purple Line Station.

New Carrollton Metrorail Station

- Removal of 500-600 parking spaces from the Park & Ride Surface Lot 4 on the station's north side to make way for Carrollton Purple Line Station facility.
- Transfer of 480 parking spaces to Metro from the State of Maryland. This site is the Park & Ride Lot 15 on the south side of Carrollton Metrorail Station.

Estación de Metrorail de Bethesda

- Construcción de una nueva entrada desde el extremo sur de la plataforma de la estación para conectar con el nivel superior del Centro de Tránsito (Transit Center) existente de Silver Spring y la estación del Purple Line de Silver Spring.

Estación de Metrorail de Silver Spring

- Construcción de una nueva entrada desde el extremo sur de la plataforma de la estación para conectar con el nivel superior del Centro de Tránsito (Transit Center) existente de Silver Spring y la estación del Purple Line de Silver Spring.

Estación de Metrorail de New Carrollton

- Eliminación de 500-600 espacios de estacionamiento de la superficie del lote de estacionamiento 4 (Park & Ride 4) sobre el lado norte de la estación para crear espacio en las instalaciones de la estación del Purple Line de New Carrollton.
- Transferencia de 480 espacios de estacionamiento a WMATA por parte del Estado de Maryland. Este lote de estacionamiento (Park & Ride) propiedad del Estado de Maryland está ubicado en el lado sur de la estación de Metrorail de New Carrollton.

Provide your feedback by 5:00 on Friday, December 15.

- Take a survey and provide comments online at wmata.com/initiatives.
- Attend an open house at 5:00 and public hearing starting 6:00 p.m. at Metro Headquarters, 5th St NW, Washington, DC, Tuesday, December 15, 2017.

Feedback collected from the public at the planned transit facility changes will be provided to WMATA's Board of Directors for final review and approval in early 2018. If approved, all changes would be funded by the State of Maryland.

Comparta sus comentarios antes de las 5:00 p.m. del viernes, 15 de diciembre.

- Participe en una encuesta y comparta sus comentarios en línea en wmata.com/initiatives.
- Participe en el evento de puertas abiertas de WMATA que se llevará a cabo a las 5:00 p.m. y en la audiencia pública que comenzará a las 6:00 p.m. en la sede de Metro, ubicada en 5th St NW, Washington, DC, el martes, 15 de diciembre de 2017.

Los comentarios recolectados del público sobre los cambios planificados de las instalaciones de transporte serán puestos a disposición de la Junta Directiva de WMATA para su revisión final y aprobación a principios de 2018. Si se aprueban, todos los cambios serán financiados por el Estado de Maryland.

English/Spanish brochure

Stakeholder Communication

Local stakeholders helped spread the word and encouraged feedback from their constituents about the proposals.

- The Office of Equal Employment Opportunity (OEEEO) systematically identified all Community Based Organizations (CBOs) being affected by the proposed changes and sent a message, unique to each CBO, to inform them about the Purple Line construction impact near their location and offered individual meetings with each group. The communication also included links to the survey, information in languages other than English for those CBOs serving linguistic minorities, and an invitation to register to attend the open house and public hearing. Using this approach, OEEEO reached out to 13 Community Based Organizations.
- The Office of External Relations notified local stakeholders around the stations, including places of worship, event venues, residents, apartments, schools, and retail stores close to our facilities.
- The Office of Government Relations worked with jurisdictional staff to provide updated information about the proposal. Staff also worked with the Maryland Transit Administration (MTA) throughout the process and invited them to attend all outreach events.

Targeted Marketing & Media

Metro used targeted marketing and media strategies to increase awareness and encourage feedback on the proposals.

- Legal notices were placed in the *Washington Post* on Saturday, November 4, 2017 and Saturday, November 11, 2017 notifying the public of the opportunity to provide public comment.
- Advertisements were placed in local publications, including media in different languages:
 - *Atref* (Amharic)
 - *El Tiempo Latino* (Spanish)
 - *Washington Hispanic* (Spanish)

Metro quisiera conocer su opinión sobre los cambios planificados en las instalaciones de transporte ubicadas en Bethesda, Silver Spring y New Carrollton, que mejorarán el acceso al proyecto de la Administración de Tránsito de Maryland.

La Administración de Tránsito de Maryland (MTA por sus siglas en inglés) está en el proceso de construcción del Purple Line, una línea de tránsito de 16 millas que cubrirá el área de Bethesda en el Condado de Montgomery hasta New Carrollton en el Condado de Prince George's. Este proyecto incluye las alteraciones planificadas de tres instalaciones de transporte operadas por la Autoridad de Tránsito del Área Metropolitana de Washington (WMATA, por sus siglas en inglés): Bethesda, Silver Spring y New Carrollton.

<p>Estación de Metrorail de Bethesda</p> <ul style="list-style-type: none"> • Construcción de una nueva estación de todo sur que conectará con el resto de la línea y la estación del Purple Line de Bethesda. 	<p>Estación de Metrorail de New Carrollton</p> <ul style="list-style-type: none"> • Eliminación de 500-600 espacios de estacionamiento de la superficie del área de estacionamiento al Park & Ride y reduce el volumen de vehículos para crear espacio en las instalaciones de la estación del Purple Line de New Carrollton.
<p>Estación de Metrorail de Silver Spring</p> <ul style="list-style-type: none"> • Construcción de una nueva estación desde el extremo sur de la línea hasta la estación para conectar con el nivel superior del Centro de Intercambio Transitario Estación de Silver Spring y la estación de Purple Line de Silver Spring. 	<p>Transferencia de 400 espacios de estacionamiento a WMATA por parte del Distrito de Adelantado. Este lote de estacionamiento (Park & Ride) propiedad del Estado de Maryland, está localizado en el lado sur de la estación de Metrorail de New Carrollton.</p>

Comparte sus comentarios antes de las 5:00 p.m. del viernes, 15 de diciembre.

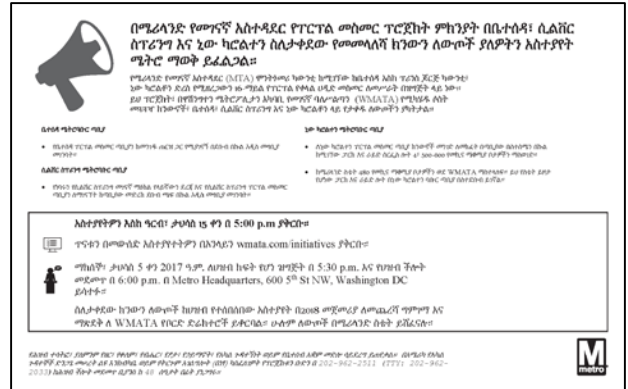
Participa en una encuesta y proporciona comentarios en línea en [www.metrova.com](#).

Participa en el evento de nuestra oficina de WMATA que se llevará a cabo a las 6:00 p.m. y en la audiencia pública que comenzará a las 6:00 p.m. en la sede de Metra, ubicada en 650 10th St NW, Washington DC, en los días 5 de diciembre de 2017.

Los comentarios recopilados del público sobre los cambios planificados de las instalaciones de transporte serán puestos a disposición de la Junta Directiva de WMATA para su revisión final y aprobación a principios de 2018. Si se aprueban, todos los cambios serán financiados por el Distrito de Adelantado.

La participación en este sitio web no garantiza el acceso a los servicios de transporte. El transporte de pasajeros de Metro es un servicio de transporte público. El transporte de pasajeros de Metro es un servicio de transporte público. El transporte de pasajeros de Metro es un servicio de transporte público. El transporte de pasajeros de Metro es un servicio de transporte público.

- A webpage was created on wmata.com/initiatives to inform customers about the proposals and how they could provide feedback, including the legal notice and survey link. This webpage generated nearly 1,850 page views. The webpage was also professionally translated into Spanish, and contained a pdf flier in Amharic.



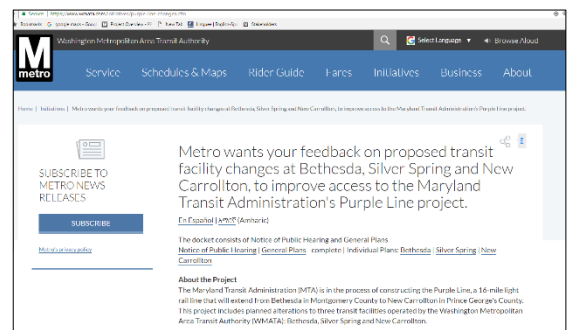
Spanish & Amharic advertisements

- English and Spanish signs were posted at the Bethesda, New Carrollton and Silver Spring Metrorail stations.

- Social media (Facebook, Twitter) was used to post information about the proposals and a news release was published on Wednesday, November 8, 2017.

- Total Facebook views: over 1,600
- Total Twitter impressions: over 26,800
- Total Twitter engagements: over 570

- Copies of the dockets were sent to local libraries:
 - Glenarden Library
 - Little Falls Library
 - Silver Spring Library



Project webpage

Metro wants your feedback on the planned transit facility changes at this station due to the Maryland Transit Administration's Purple Line project.

The Maryland Transit Administration (MTA) is in the process of constructing the Purple Line, a 16-mile light rail line that will extend from Bethesda in Montgomery County to New Carrollton in Prince George's County. This project includes planned alterations to three transit facilities operated by the Washington Metropolitan Area Transit Authority (WMATA): Bethesda, Silver Spring and New Carrollton.

Silver Spring Metrorail Station

- Construction of a new entrance from the south end of the station platform to connect with the upper level of the existing Silver Spring Transit Center and the Silver Spring Purple Line station.

Provide your feedback by 5:00 p.m. on Friday, December 15.

- Take a survey and provide comments online at wmata.com/initiatives.
- Attend an open house at 5:30 p.m. and public hearing starting at 6:00 p.m. at Metro Headquarters, 600 5th St. NW, Washington DC on Tuesday, December 5, 2017.

Feedback collected from the public about the planned transit facility changes will be provided to WMATA's Board of Directors for final review and approval in early 2018. If approved, all changes would be funded by the State of Maryland.

Public participation is desired without regard to race, color, national origin, age, gender, religion, disability or family status. If you require special accommodations under the Americans with Disabilities Act or translator services free of charge, contact the project manager at (202) 686-1222 or email dm@wmata.com at least 48 hours prior to the public hearing date.

Metro quisiera conocer su opinión sobre los cambios planificados en las instalaciones de transporte ubicadas en Bethesda, Silver Spring y New Carrollton, que mejoraran acceso al proyecto de la Administración de Tránsito de Maryland.

La Administración de Tránsito de Maryland (MTA por sus siglas en inglés) está en el proceso de construcción del Purple Line, una línea de tren ligero de 16 millas que cubrirá el área de Bethesda en el Condado de Montgomery hasta New Carrollton en el Condado de Prince George's. Este proyecto incluye las alteraciones planificadas de tres instalaciones de transporte operadas por la Autoridad de Tránsito del Área Metropolitana de Washington (WMATA, por sus siglas en inglés): Bethesda, Silver Spring y New Carrollton.

Estación de Metrorail de Silver Spring

- Construcción de una nueva entrada desde el extremo sur de la plataforma de la estación para conectar con el nivel superior del Centro de Tránsito (Transit Center) existente de Silver Spring y la estación del Purple Line de Silver Spring.

Comparta sus comentarios antes de las 5:00 p.m. del viernes, 15 de diciembre.

- Participe en una encuesta y comparta sus comentarios en línea en wmata.com/initiatives.
- Participe en el evento de puertas abiertas de WMATA que se llevará a cabo a las 5:30 p.m. y en la audiencia pública que comenzará a las 6:00 p.m. en la sede de Metro, ubicada en 600 5th St. NW, Washington DC, el martes, 5 de diciembre de 2017.

Los comentarios recolectados del público sobre los cambios planificados de las instalaciones de transporte serán puestos a disposición de la Junta Directiva de WMATA para su revisión final y aprobación a principios de 2018. Si se aprueban, todos los cambios serán financiados por el Estado de Maryland.

Participación pública es deseada sin distinción de raza, color, origen nacional, edad, género, religión, discapacidad o estatus familiar. Si requiere servicios de accesibilidad o traducción gratuita de intérprete, contacte al gerente del proyecto al (202) 686-1222 o envíe un correo electrónico a dm@wmata.com al menos 48 horas antes de la audiencia pública.

English and Spanish Metrorail signs

Open House and Public Hearing

Metro hosted an open house and public hearing on Tuesday, December 5, 2017 at WMATA Headquarters, 600 5th St NW, Washington DC. WMATA headquarters is ADA accessible and conveniently located next to Gallery Place and Judiciary Square Metrorail Stations and multiple bus lines.

Signage throughout the open house and public hearing was in English and Spanish, and Spanish-speaking staff was available throughout both events.



The open house began at 5:30 p.m. and provided the opportunity for attendees to speak with staff members about the project. A representative from the Maryland Transit Administration was also on hand to answer specific questions about the MTA Purple Line project.

Public Input Results

Metro collected public input through written comments online or letters sent to the Board Secretary's Office and oral testimony at the public hearing. Public input was collected during the public comment period from Saturday, November 4, 2017, through 5:00 p.m. Friday, December 15, 2017. Metro received more than 300 responses about the proposals.

Comments and responses are presented in Section VII and an analysis is presented in Section VIII



III. SUMMARY OF THE PUBLIC HEARING

The public hearing was held on Tuesday, December 5, 2017, at the Jackson Graham Building, 600 5th Street, NW, Washington, DC. The hearing was chaired by WMATA Board of Directors Member Malcolm Augustine, and was convened at 6:05 P.M. Approximately 5 people attended the meeting.

Following an opening statement by Mr. Augustine, WMATA staff described the proposed facility. The staff presentation is summarized in Section III of this report.

The background and supporting documentation included the following:

- Copies of the Public Hearing notice, and
- General Plans.

The following individual testified at the hearing:

- Mr. Gregory Sanders

The public hearing closed at 6:30 P.M.

IV. SUMMARY OF THE STAFF PRESENTATION

Mr. Augustine opened the hearing, and explained that the hearing had been advertised in the Washington Post, El Tiempo Latino and Atref. He explained the purpose of the public hearing was to receive comments, suggestions and alternatives on the proposed reconfigurations of Bethesda, Silver Spring, and New Carrollton metrorail stations. Mr. Augustine then explained the hearing procedures, and explained that changes to the options presented may be proposed in response to testimony received and subsequent staff analysis.

Mr. Jim Ashe, WMATA Manager of Environmental Planning, delivered the staff presentation. Mr. Ashe explained that the project will increase add entrances at Bethesda and Silver Spring metrorail stations, and will reconfigure parking at the New Carrollton metrorail station. The project will be funded by the State of Maryland.

The transcript and presentation are presented in Appendix B and Appendix C, respectively.

PROPERTY REQUIREMENTS

No private property would be required for this project.

V. SUPPLEMENTAL CORRESPONDENCE SUBMITTED FOR THE RECORD

The Public Hearing record remained open until December 15, 2017. No written correspondence was received.

Additionally, approximately 300 comments were received through the internet.

VI. COMPACT ARTICLE VI, SECTION 15 - OTHER AGENCY REVIEW AND COMMENTS

Copies of the Public Hearing notice were sent to federal, state, regional and local agencies. No correspondence was received for the Public Hearing record.

VII. RESPONSES TO COMMENTS RECEIVED FOR THE RECORD

Comments received for the record are separated into five categories, which are addressed below:

- Comments common to all stations;
- Comments about the Bethesda Metrorail Station proposed change;
- Comments about the Silver Spring Metrorail Station proposed change;
- Comments about the New Carrollton Metrorail Station proposed changes; and
- Other Comments.

All comments are listed below. Commenter identification information for comments received through the website was not provided in many cases and is not included here. Online comments are marked with a "W"; the sequence no. identifies the comment in Appendix B. Comments received during the public hearing are marked with an "H"; the transcript of the public hearing appears in Appendix B. All comments are presented below as received, without editing.

No comments were associated with comment nos. W#1, 2, 3, 10, 11, 20, 24, 30, 39, 47, 59, 70, 76, 96, 119, 133, 155, 168, 171, 186, 189, 190, 287, 289, 291, 303.

A. Comments common to all stations

Issue: Support for the Changes to Metrorail Facilities

Sanders: H#1 I think it makes a great deal of sense. The one point I'm raising is something that goes beyond planning for the future, namely -- I think that while we have all had to remind people that WMATA and MTA are separate systems when it actually becomes operational.

W#13 You should modify the stations to accommodate the Purple Line and remove the parking spaces to allow for the purple line to go through, as proposed by the MTA.

W#14 I fully support all of the proposed changes and urge WMATA to make whatever accommodations necessary to facilitate construction of the Purple Line and optimal connectivity between the two systems.

W#26 I support the proposed changes to the three metro-rail stations. Better access to the future purple-line stations will benefit the purple-line and metro-rail/metro-bus.

W#29 Overall I support the currently proposed changes at all 3 stations.

W#41 I think that all three proposed changes to better integrate the Purple Line into the WMATA system make sense for our community and this region. Population density is only increasing and with areas removing parking access and reducing garage space, having a fully integrated transit system just makes sense.

W#49 i want the purple in my community

W#54 My family strongly supports the construction of the Purple Line and looks forward to the community benefits - especially the connection to metro, and bike lanes near the DTSS station.

W#55 These designs look great. I particularly can't wait for the better connections in silver spring and Bethesda. Please get these desperately needed improvements complete as soon as possible. Thanks!

W#67 I support the addition of facilities that will allow the seamless transfer from the Purple Line to the rest of the Metrorail system.

W#74 I like the proposals I saw, that were presented in the news. Please move forward quickly on this project.

W#95 I plan to take the Purple Line between Bethesda and Silver Spring as part of my work commute, in place of the J2 and J4 bus lines. Making these changes to the Bethesda and Silver Spring metro stations will help make my trip that much faster.

W#103 This is awesome! I don't know too much about how it will affect the people who live near the new stations, but I hope that we are doing what we can to minimize the effects to them. Overall, this connection between these stations will be a wonderful and modern addition to the Metro system!

W#110 All of this sounds perfectly fine to me. I frequently go between all of these stops and have been anxiously awaiting progress on the Purple Line. It's something I desperately need in transit - I don't have a car and it's ridiculously difficult to get between these points without the Purple Line. I'm so happy it's finally going forward and I'd go so far as to say there's almost nothing the construction of the Purple Line could do in changes to these stations that could inconvenience me more than not having the Purple Line would. Thank you.

W#132 I support all public initiatives to improve access to and reliability of public transportation. Therefore, I fully support and endorse the plans to go forward with Purple Line projects. I currently work in Silver Spring, but will be moving to Bethesda next year. This project would greatly enhance the speed and efficiency of my commute, and I'm sure it will positively impact almost the entire population of Maryland who use WMATA services.

All public money allotted towards transportation improvements should go towards public transportation, instead of using public funds to subsidize useless technology like 'self-driving cars' and the roads they will eventually drive on. These only serve to keep exploitative and taxpayer dependent private corporations afloat while they steal research from public-funded institutions for personal gain and profit.

Again, to reiterate, I support ALL FURTHER DEVELOPMENTS towards completing the Purple Line project and having it functional and running as soon as possible.

W#144 Construction like this is long and disruptive. (Closure of the trail for so many years is just the start.) This is in addition to significant real estate development in Silver Spring and Bethesda which also causes road disruptions.

My point: while you work toward the long-term goals of a dense urban area w/ transit options to entice new jobs and residents, the CURRENT residents of this county are living through much inconvenience, disruption, and loss of amenities, undermining what you aim to accomplish b/c the reputation of this area grows as one with impossible traffic and declining quality of life.

I am not saying don't build; I AM saying, attend to the day-to-day enforcement of (1) noise ordinances during construction, (2) illegally parked construction vehicles, (3) lane blockages during rush hour, (4) increased potholes due to heavy truck traffic, and so on. In my area right now, there are houses under construction causing significant road blockages. There is a repeated problem of delivery trucks to the new Harris Teeter parking in no parking zones with impunity. The Police do not like to enforce this stuff. The Dept. of Permitting Services is understaffed for inspectors. The Planning Department seems beholden to developers and doesn't want to inconvenience them.

You may say that your concern is the Purple Line, and not these other issues. But from a resident perspective, that's exactly the problem. You all are siloed, while we bear the brunt of the cumulative effects -- and resident resentment grows.

Build the Purple Line, of course. But please show us that CURRENT residents have as much standing during construction as the FUTURE residents you wish to entice after it's done.

#150 I like the idea and will really bring transportation in these areas up to modern standards.

W#215 I am OK with these changes, as the Purple Line will relay help me out. I think these changes should happen, as the Purple Line will help millions

W#244 WMATA should do everything possible to integrate the Purple Line into our regional public transit system including these proposed station upgrades. Also please find every possible way to make traveling on Metro and the Purple Line easy and seamless.
New Carrollton proposed changes

W#255 I support all these proposals since they make Metro easier to use and more convenient for riders

W#263 I strongly support all of the changes to make the purple line more accessible to the metro. This will save time for transfers and make me and my fellow community members more likely to ride the metro and the purple line if it's faster and easier to go from one to another. It would be a shame to invest so much in the purple line and then skimp out on the access points, a huge draw for many to the metro system. Thank you for your consideration.

W#271 All of the proposed changes to improve Purple Line connections to all four of the Metrorail stations are a fantastic way to support travel in the Washington Region. Its all about making transit more available and more attractive for existing riders and the many new riders that these changes will generate. Please do not delay in working to enhanced transit connections.

W#273 I just hope that both systems will be integrated to the greatest extent possible. It should be seamless and pro committee, less of feeding organizational egos!

W#274 Me parece que es una excelente decisión la línea púrpura. El Metro de Washington DC es una opción vial muy costosa comparada con las otras ciudades y con una deficiencia terrible. Esta opción de la línea extra para conectar Maryland está excelente y podría servir y transportar a muchas personas.

Saludos.

[I think the purple line is an excellent decision. The Washington DC Metro is a very expensive road option compared to the other cities and with a terrible deficiency. This option of the extra line to connect Maryland is excellent and could serve and transport many people.

Greetings.]

Summary

Twenty-four comments supported all proposed changes.

Response

Comments acknowledged.

Issue: Opposition to Changes to Metrorail

W#102 I don't believe that the Purple line is needed. It's a waste of money. Spend it on the Red Line.

W#188 I think that fixing WMATA and Metro first is far more important than spending \$5.6 Billion on the Purple Line. Maryland's limited resources should be dedicated to getting Metro full back on track so we can recover some of the 200,000 lost daily riders. Maryland should also upgrade the J4 bus which serves the same route as the Purple Line - that would also be a better use of scarce resources.

I think there are far better transportation alternatives to the Purple Line, including Smart Bus Rapid Transit, Smart Signalling technology and the growth of ride-sharing with dedicated lanes. The Purple Line is simply too expensive for what Marylanders will get from it.

W#191 Metro funding should be the priority before sinking billions into the Purple Line which does not serve as many people. The Purple Line is not a good use of taxpayer money as it only helps a small number of people v. other state priorities.

W#176 The \$5.6 billion Purple Line is a possibly illegal and in any case huge and unjustifiable waste of money.

Instead, Maryland, FIX METRO FIRST!

Maryland has signed a contract to pay \$150 million for over 30 years to a private contractor for the Purple Line no matter how few riders eventually use the line.

Maryland should rescind the contract, and instead pay its full share to FIX METRO FIRST, and improve WMATA bus service like the J4 that rides exactly on the route of the Purple Line: See <https://www.strongtowns.org/journal/2017/9/25/a-purple-line-alternative-and-a-lesson-in-strong-towns-thinking>

W#205 Purple Line not necessary or advisable.

W#305 I do not support the planned transit facility changes at Bethesda, Silver Spring, and New Carrollton. I also do not support the Transfer of 480 parking spaces to WMATA from the State of Maryland. I do not support any of the proposed changes in the brochure. Thank you.

Summary

Five comments opposed all proposed changes. Rationales included lack of need, higher transportation priorities, and availability of more effective technologies for transportation.

Response

Comments acknowledged.

Issue: Fare Media

W16 I think that Smartrip cards should be able to be used on the purple line for convenience so that people who get off the Metrorail at those three stations can use the same way they got on the Red or Orange line as they get on the Purple Line.

W#146 Please accept transfers from WMATA Metro Cards - don't make me buy another card or pay a separate fare.

W#234free transfers

I think that there should be free transfers from the red line to the purple line and vice versa

W#302 Please make sure that Purple Line and Metro fares are integrated, i.e., that riders can use their smartcard for Purple Line.

Summary

Three comments requested that SmarTrip® cards be used as fare media, and one comment requested that free transfers be allowed.

Response

These suggestions will be forwarded to the Purple Line management.

Issue: System Changes

W#107 I'm a disabled resident of New Carrollton. I work at NIH food service. Having 2 worry about New Carrollton and Metro Center is hard. Montgomery County is struggling 2 get along with PG County. Some of them don't wanna deal with the Purple Line. Some people do get along with PG County. I love dealing with this transition. Plus, DC is not just about commuting.

W#292 I would have preferred a true extension of the existing underground Metro system, rather than destroying valuable green space on the surface.

In fact, I wish Metro was originally planned to include circumferential components that ran under the Beltway and has stations at every existing Beltway interchange. The current in/out radial system has never well-served a number of people who need to move 'around' the region. At present, I live in Bethesda and my office is in Reston--a terribly long Metro commute, but it could have been reasonably short with a circumferential system. The lack of such a system accounts for entire hour-long delays crossing the Cabin John bridge every evening. Some days I have resorted to driving all the way into downtown DC on I66 and then home from there to save time.

Summary

Two comments expressed general concern about changes to the Metrorail system.

Response

Comments acknowledged.

Issue: Restrooms

W#211 Please make sure that these three stations have restrooms. Yes, they are a maintenance headache, but they are a necessity.

Summary

One comment expressed concerns about the availability of restrooms.

Response

This project will not affect the availability of restrooms. Restrooms are currently available at the impacted Metrorail stations.

Issue: Wayfinding

Sanders: H#2 Effective co-branding and effective information to the riders to make it easy for a Purple Line to go Metro Rider vice versa, I think will be key. They'll be a lot of opportunities in five years in the construction where if we think ahead things like integrating the Purple Line Metro map, things like

signage effectively at both points point over.

Even ideally the urban planning and spaces blog is proposed integrating the station announcements. It would be great if you'd get off the Purple Line and immediately see when the next Red Line is coming at Silver Spring or Orange Line at New Carrollton.

And vice versa if you if you're at the Metro platform to know what the timing would be there. So I hope that in the coming five years branding opportunities will be taken. Obviously it takes two to tango -- Maryland will have to do its part to support that and our organization stands ready to support that if there's ever any way that we can help make sure that Maryland is doing its part on effective co-branding and effective collaboration making the entire system more resilient and increasing ridership over them, thank you very much.

Summary

One commenter advocated co-branding to ensure effective and efficient movements between the Metrorail system and the Purple Line.

Response

This comment will be shared with WMATA's Office of Marketing and with MTA.

B. Comments about the Bethesda Metrorail Station proposed change,

Issue: Support for the Changes to Metrorail Facilities

W#6: your plan sounds great 1

W#12 I would frequently use the Bethesda south entrance for access to the purple line and southern Bethesda locations as well. In addition, an additional exit would be helpful in an emergency situation. Exiting Bethesda as it is now in an emergency could be difficult with one entrance.

W#18 I love it! Hurry up and get it done. This South Station entrance for Bethesda Station with 3 new high-speed elevators should have been constructed when the station opened. It will provide easier access to the Residence Inn Bethesda Downtown across the street and that station is so deep elevators should be the only access up and down to and from it.

W#21 A South entrance that connects Bethesda Metro Station with Purple line makes sense.

W#31 I'm generally very pleased there has been progress to make the connection between Metro and the Purple Line as convenient as possible. I also see that in both Silver Spring and Bethesda these upgrades will include additional access benefits to Metro on its own (Transit center to the Metro Platform, and easier access from transit center to the MARC pedestrian crossing in Silver Spring, and a whole new south entrance at Bethesda).

W#34 I agree on the proposed changes to accommodate Purple Line service. The North side of New Carrollton has unused space so that would be appropriate.

W#35 I support additional pedestrian entrances to the Bethesda and Silver Spring Purple Line stations.

W#36 I support additional entrances and exits at the Bethesda and Silver Spring stations. The new Bethesda south entrance should include both escalators and elevators, and not be an elevator-only entrance. The new Silver Spring entrance should include an enclosed walkway above the Red Line track, not an open walkway, to shield people from cold, rain, and snow.

W#42 Great idea, thanks for considering an alternative to taking the red line into & then out of DC to reach Silver Spring.

W#44 I like the idea of the elevators, but they need to be very large or there should be 6 of them - more like the entrance to Friendship Heights that is all elevator banks.

W#64 It will be great to get a new south entrance.

W#65 I want the added new stations to ride more

W#81 Proposed change looks very promising.

W#85 I am very excited about the plans. The South Bethesda entrance is must needed. The pedestrian cross at East-West highway is very dangerous. Safety will be much improved when we can enter from Elm Street. We also plan to use the Purple Line to get to College Park - very exciting not having to drive the car!

W#88 I strongly support the proposed project to add a southern entryway to the Metro. An entry on Elm Street would shorten my commuting time by 10 minutes each way. I currently use the very small elevator to get from the street down to the metro platform. The lines at that elevator both in the mornings and the evenings are long, sometimes requiring me to wait for two trips before I can get on the elevator. I am 64 years old and have a bad ankle, so I cannot walk up or down the escalator. I am really looking forward to the completion of the planned added southern entrance to the Bethesda metro. I am sorry that wasn't planned for when the Bethesda Station was originally constructed. Most major stations have at least 2 ways to enter the station. It is time for a second entryway to be added in Bethesda.

W#89 Strongly support all changes!

W#91 I think this is a great idea, and I'm happy it's moving forward. As a Maryland resident I think it will help relieve a lot of commuting problems.

W#92 I am generally supportive of increased accessibility for the metro system and the creation of the purple line. Incentivizing public transportation over driving should be an important part of WMATA's mission.

W#93 I think having an additional entrance to the station will be a great addition. There are many times the station has to close because of escalators not working. It's very crowded at times as well. Hopefully this the new part won't have many problems and avoid the escalator crowds.

When I want to go exit south, I currently use the elevator. This will eliminate my need for that. There is a line most of the time for that, so others might be using it for that reason as well. This way the elevator can be used more for people with greater needs.

W#94 I support the proposed changes.

W#97 having a more robust south entrance would be fantastic

W#98 Can't wait

W#101 The plan sounds good. I support the Purple Line and connecting it to Metro.

W#104 I think this is long overdue. The incredible depth here though will make security paramount in the pedestrian walkway to the purple line.

W#120 Support it! Bethesda is a busy station. We NEED a second entrance/exit! This is a no brainer.

W#124 Sounds great. Additional entrances are always a plus.

W#156 This is NOT a survey. A survey asks questions. You have not provided any survey questions. You are soliciting comments. That is different from a survey. I am very disappointed in you.

You should not ask people to participate in a survey if you don't intend to provide me with any survey questions.

Nevertheless, I support the construction of the purple line and the building of the new station in Bethesda to service the purple line.

W#157 I am happy to know there will be a line that will connect these points instead of taking a longer route via the Red/Blue/Orange/Silver lines. Metro is supposed to be cheap, accessible, and quick. Having to reach these spots via car makes it more expensive, though arrival will be quicker.

W#158 Looking forward to the Purple line and extra exit out of the Metro Bethesda station. Current one exit is too small/limiting for the volume of commuters.

W#174 The Bethesda METRO station has always needed a South street level entrance/exit for safety reasons. There should not be just one way in and out of any station. When METRO builds the Bethesda South entrance/exit, please put in as many elevators as exist at the South exit/entrance of Friendship eights. Please put an elevator from the mezzanine to the tracks level as well. Redundancy in elevators at both ends of the station means people with disabilities are less often stuck with no way to get where they want to do. More escalators at the South end would be great, too. The tiny single elevator at the corner of Wisconsin Avenue and Bethesda Lane is woefully inadequate.

What we need is safe and RELIABLE public transit.

W#160 This is a great idea. Connecting stations that don't run through downtown DC will definitely save many people a lot of valuable time. Go for it!

W#178 As someone who commutes everyday from Annapolis to Bethesda (yes, yikes) and takes the metro from New Carrollton to Bethesda, I think a purple line would be great. As we know from the ridiculous stop-and-go traffic on the beltway starting before Takoma and lasting till Connecticut Ave every morning, a LOT of people commute to this area, plus the Navy hospital is there. Another option for going north-south when most existing routes go east-west would be very good.

tldr; yes, please for the purple line, we need more north-south routes

W#64 It will be great to get a new south entrance.

If the concrete slope under the Wisconsin Avenue bridge could be cut back to the abutment, there would be room for a pedestrian passage to a set of stairs on the east side of Wisconsin in front of the Air Rights Building. This would allow pedestrians east of Wisconsin to access both the Purple Line station and the Red Line elevators without crossing Wisconsin at grade.

W#120 Support it! Bethesda is a busy station. We NEED a second entrance/exit! This is a no brainer.

W#124 Sounds great. Additional entrances are always a plus.

W#149 I think adding a south entrance makes a lot of sense, both for the Purple Line connection and an entrance to that part of Bethesda--where a lot of restaurants, etc., are.

W#185 I've been a Bethesda resident since April 2012. I strongly support WMATA's proposed changes as good for the residents, the businesses and the greater DMV economy.

W#194 Good idea

W# 201 I live in downtown Bethesda and commute via metro regularly. I am supportive of the proposed new entrance to metro and connection with the purple line. It should be helpful and provide ease of access to downtown.

W# 203 Would strongly like easy access to Purple Line from Bethesda Metro - would transfer be free?

W#212 I think this plan makes sense. A direct connection point between Red and Purple makes a lot of sense, especially with the reconstruction of the Apex building. What impact will this have to the street scape? The current Bethesda street elevator seems out of place next to the historic post office and with the difference entrances to the metro (open street through a bus bay and in a building) it would be nice to have some type of cohesion with the system and the feel of Bethesda. The other major comment is what disruption will this have to the station and service.

W#228 As long as costs are reasonable, I support the construction of a new south entrance that will connect with the street level and the purple line station.

W#229 Very much in favor of this proposal!

W#239 Anything you can do to make it easier and cheaper than driving to get to BWI and/or the connection to the Amtrak trains is a huge plus. Thanks you for making mass transportation available and getting us out of our gas guzzling cars.

W#241 Purple line is a waste of money. Cheaper to buy everybody who will ever use it a car.

W#247 I fully support the creation of a southern entrance to the Metro red line station. All Metro stations for safety reasons should have multiple points of entrance and exit whenever feasible, and it only makes sense to take advantage of the construction of the Purple Line entrance to make this happen. And of course there needs to be a seamless transfer point between Purple and Red in order to maximize the value and ridership of both systems.

W#249 I enthusiastically support the proposed changes to the Bethesda, Silver Spring, & New Carrollton metro stations! I cannot wait to start riding the Purple Line to work in Bethesda every day!

W#254 This will help to alleviate traffic on the beltway during rush hours.

W#260 I think the construction of a new south entrance to the Bethesda station is a good idea, even independent of the connection to the Purple line. But with the connection, it is essential. One nice feature of the current Bethesda station (as compared with some other stations, e.g., Dupont Circle) is that there are multiple paths for passengers to take from the main platform to the mezzanine (notably, including both escalator and stairs). This seems to have a good effect on safety and crowdedness, and I hope that the new mezzanine will also be constructed to allow multiple paths up and down to the platform.

W#265 It's about time we finally get the south entrance that was promised years ago. Please make some effort at aesthetics so the entrance doesn't look ugly and is both safe and convenient for older people.

W#269 I am a strong supporter of the Purple Line and look forward to having it connect directly to the Bethesda Metro Station. I am still very hopeful that the tunnel under Wisconsin Avenue can continue to be utilized by the Capital Crescent Trail, and hope that renovation of the tunnel for continued use by the CCT can be done in parallel with the construction of the Metro Station south entrance.

W#283 I love it.

W#293 Not sure if I'll still be working in the area when this comes to fruition, but if the Purple line saves time getting to Bethesda from the Penn Line at New Carrollton instead of Union Station and the Red line, I'm all for it. Seems the building on the SW corner of the Wisconsin/Elm intersection is already being demolished so I can't see the Purple line station being any more disruptive.

W#294 I'm very happy with the proposed changes at Bethesda and Silver Spring, and I look forward to riding the Purple Line in a couple of years.

W#304 Great idea!

Summary

Fifty-five comments supported proposed changes at Bethesda.

Response

Comments acknowledged.

Issue: Opposition to changes at Bethesda

W#38 This is a huge waste of money. The buses give me more options to use silver spring, nih, Bethesda, friendship heights. They are more cost effective. I will not use the purple line. I will drive to work.

W#159 don't build it

W#99 Is it fiscally responsible for Metro to spend tens or hundreds of millions on a new entrance that will accommodate a few thousand people for a few hours during rush hour each week? Bethesda Station's ridership during non-peak hours can't justify a second entrance. Additionally, most of the new construction in downtown Bethesda (including Marriott HQ) is occurring either west or north of Bethesda Metro, so a south entrance would not be beneficial to these residents/commuters.

Summary

Three comments opposed changes at Bethesda.

Response

Comments acknowledged.

Issue: Wayfinding

W#5: The Bethesda station's one entrance is in a constricted and hard-to-notice place so a street entrance would improve wayfinding ability.

W#261 Bethesda: The connection is great, but adequate signage should be available, such as 'Out-of-station connection to MTA Purple Line' Also, on 7000 series trains, they should announce 'Connection is available to MTA Purple Line'

Summary

Two comments requested strong signage.

Response

These comments will be shared with WMATA's Office of Marketing and the MTA.

Issue: Stairs

W#48 Given the propensity of elevators to become non-operational in the Metro system for short or long periods of time, I believe it is important that there be stairway access to the street and both Purple Line and Red Line platforms.

W#61 I hate riding on elevators. There should be more stair options. Elevators break.

W#87 Will the entrance have stairs or just elevators?

Summary

Three comments supported stairs in addition to elevators at Bethesda.

Response

Stairs are not planned as part of this project. This suggestion will be shared with MTA.

Issue: Connections

W#50 The plan for Bethesda should include easy pedestrian access from the transit center (bus bays) to the Purple Line station without having to go underground through the Metro rail station.

W#56 Please allow elevator access to the Metro directly from the Purple Line station level. I believe one of the earlier proposals required ascending to street level to access the Metro elevators.

W#80 Is it not possible to install escalators (rather than switchback stairs) in addition to the elevators for access between the Metrorail and the Purple Line levels? It would seem more efficient for moving people between levels rather than rely on a few elevator banks and stairs for emergency access only.

W#135 Please install multiple high-speed elevators at the south entrance

W#152 Please ensure that when the project is completed that the elevators can access both the Red and Purple lines and that there is sufficient capacity so that wait times are no more than the current elevator at Bethesda and that the new elevators run at a faster speed than the current elevator further north on Wisconsin Ave.

W#181 Was there supposed to be a survey?

My comment re Bethesda: I hope the purple line station entrances aren't as hidden as the Bethesda red line station entrance. How is a pedestrian coming from the west supposed to find it?

W#195 - ensure there are TWO elevators in Bethesda station to transfer to and from the Purple Line and the Red Line.

W#199 As a daily Red Line commuter from Bethesda station for 20 years, I am hoping that the planned new entrance at Elm street is being designed to consider safe exit routes during an emergency. The current Bethesda station would be very unsafe in any emergency situation where rush hour numbers of people needed to exit quickly. There are only two small stairways at the same end of the train platform to the next level up and from that point out the escalator stairs are very deep with only one small elevator.

W#223 It is important that with the construction of a new South entrance to Bethesda Metro Rail station remain at the corner of East-West Highway and Wisconsin. If you move it even further south to the location of the Apex building site this will be extremely difficult to access for the residents and business going, including Marriott new HQ. Please do not close the entrance at East-West Highway and Wisconsin.

W#233 I request that attention paid to the quality of any installed elevator. The current elevator in Bethesda is painfully slow. It detracts from the public's desire to use the system. Also, why are the escalators at the main entrance so slow. They are faster at Montgomery Mall.

W#246 A south entrance that does not require the use of the elevator is very much needed. It will need to be more convenient than the use of the elevator as well.

Further the main entrance needs significant improvement as it is ugly and dirty and often filled with bus exhaust fumes.

W#258 Quick access to purple line platforms from metro station platforms will be critical to the interoperability of the two rail systems.

W#268 Please make the South entrance to the Bethesda station as large as possible. It needs a lot of elevators and preferably escalators as well. There are so many people who walk to the Bethesda station from the South and will be using the new entrance. We need a lot of elevators and escalators!

Summary

Thirteen comments requested improvements to connections, in and around the Bethesda Metrorail station, to ensure effective and efficient connections.

Response

These suggestions will be shared with the MTA.

Issue: Cyclists

W#62 As a bicycle commuter, I am hoping that the integration of the bike path with the new Purple Line station in Bethesda will not be too disruptive. Ideally, I'd love to have the bike path continue under Wisconsin Avenue, but I gather that is not economically feasible. I hope whatever alternative to a tunnel under Wisconsin takes into account the needs of cyclists and pedestrians.

W#73 Bicycle underpass for MD355 is essential to keep Capital Crescent trail bikes out of Bethesda traffic.

W#78 If possible, an escalator entrance would be better than an elevator entrance. This also could be an opportunity to add more bike racks. Coordination with the hiker-biker trail would be optimum, so that hikers/bikers would also have easy access to the entrance as well as easy access to continue on south to the capital crescent trail Thank you for considering this comment.

W#82 I hope that you keep the walking trail during/after construction in Bethesda. I won't use the Purple Line itself as I live off and work off the Red Line Metro line, and never have been to Silver Spring in 13 years of living in the DC area.

W#202 Bethesda: Though the purple line station will include short and long term bike parking, many bicyclists will continue to bring their bikes with them on the train in off-peak hours. Dimensions are unclear in the diagram, but each elevator should be long enough to accommodate a bicycle along with other standing passengers. Many of WMATA's elevators are far too shallow, making it very difficult to maneuver the bicycle in the elevator to allow other passengers.

Summary

Five comments requested accommodations for cyclists.

Response

These suggestions will be shared with the MTA.

Issue: Construction

W#83 As long as the changes don't impact current commuter trains. Honestly around 3:30 the whole multiple trains stopping at Grosvenor instead of going the whole way thru to Shady Grove is ridiculous and when there are back to back trains that stop at Grosvenor (WHEN THE MAJORITY OF PASSENGERS GO TO EITHER ROCKVILLE OR SHADY GROVE) is getting unacceptable and causes people to miss either their MARC Train connection at Rockville or their bus connection at Shady Grove and will make them 30-45 minutes late each night because of scheduling too many trains that stop at Grosvenor. Please consider that when making the schedule.

And this whole Purple Line is going to have 3 stops? is that a good financial decision when individuals can make it to Bethesda, Silver Spring, and New Carrollton already with the existing rails? wouldn't concentrating on expanding the Silver Line be a bigger concern?

W#86 Would the construction shut down the current use of the station? If not, I have no concerns

W#90 I don't much care what you do. I just want to ensure that my commute won't be disrupted

W#143 It is critical that pedestrian access to Bethesda metro station remain safe throughout the construction process, and that there continue to be safe, ready access from all four current directions.

Provided that sheltered bus stops are made available, it would be great if buses were rerouted during the construction (or permanently) such that the stops are on the relevant streets (Old Georgetown, Wisconsin, etc) rather than detouring the buses through the Metro station bus bays as is currently done.

Thank you for your attention to my input.

W#146 Please do not restrict access to/from the WMATA Bethesda Metro station during construction!

Thank you.

W#148 1. Please require this construction to meet your standards including new waterproofing. Be careful to provide oversight to avoid the type of delays that happened at the Silver Spring bus transfer station.

2. The trains at the Bethesda station are already operating with 8 car trains at full standing room only capacity during the morning rush hour inbound and the evening rush hours outbound. I hope your plans involve adjusting train frequency to accommodate the influx of new passengers using the new south entrance at Bethesda.

3. Please minimize any inconvenience for existing north entrance commuters at Bethesda. There is already incomplete ceiling construction at the top of the new north entrance escalators.

Summary

Six comments requested minimization or elimination of construction impacts.

Response

WMATA and MTA will work to minimize the construction impact. Construction activities will lead to short-term closures of the Bethesda station. These station closures may be weekend only or for short durations during weekday service. Station closures will end at the conclusion of Purple Line construction activities.

Issue: Other

W#45 Perhaps this would be a good opportunity to implement the new prototypical station improvements that have been proposed for the entire Bethesda Metro Station. For the new portions, I hope Metro can work with the developer who is building the new mixed use project above to include as much natural light in the upper levels of the station. It would be great to really celebrate the connectivity with the new Purple Line. I believe that Bethesda will become a very important hub for Metro, and a great place to showcase a modern design aesthetic. Bright durable finishes, lots of natural and artificial lighting. Enhanced wayfinding. Provocative and durable modern art installations.

W#108 Concerns:

#1: Safety: Impacts construction congestion has on foot and auto traffic patterns that impact safety.

I live in the town of Chevy Chase and have concerns about the planning being done to mitigate:

2. noise pollution,
3. traffic congestion
4. population density and already over crowded schools
5. environmental impacts (ie. flooding)
6. potential for increased crime

W#134 Please provide a narrative explanation of the plans for the Bethesda South entrance. The plans, as drawn, are difficult to interpret.

W#154 I hope, as part of the building of a new south entrance, the existing north entrance will be improved. It is basically falling apart and needs major work, particularly above ground and in the bus circle area.

W#207 Please be sure to include artwork and large public gathering spaces into the design. I really

do not understand the drawings that you have shown.

W#218 It is impossible for me to interpret your drawings so I can't really comment on your plans. It would be better if you'd provide a narrative explanation of what I am looking at, or a graphical enactment. One thing I note - it looks like the silver line platform is open to the elements - I hope there is a way to shield riders from wind, rain and cold, more than just a roof.

Bethesda is becoming more and more oriented to commercial activities and less and less accommodating to residents. We live here, work here, shop here, and play here. I emphasize the WE LIVE HERE part of this equation.

The destruction of the many large trees along the line is a loss of an aesthetic amenity to our community. It is imperative that you initiate an aggressive tree planting campaign, and develop state-of-the art bike and pedestrian pathways throughout Bethesda to offset the impact of the purple line construction to local residents - factoring in safety and aesthetics FIRST. (don't just send us along busy traffic corridors)

Furthermore, there needs to be improved pedestrian safety all along Wisconsin Avenue - if you want this to be a walkable business and residential setting, there needs to be a concerted undertaking to slow down cars on Wisconsin Ave., create more stop lights to allow pedestrians to cross without taking our lives into our hands, and more enforcement of pedestrian laws. Thanks you.

W#235 All we have been told is there would be a new south entrance built. What are the ramifications to Red Line commuters? Will the Bethesda station need to be closed during any phase of the construction? Or, will trains schedules be disrupted? Where would the outlet to the street be? If the change is to accommodate MTA, does Metro or MTA pay for the construction?

W#242 Fix the world's slowest elevator on Montgomery Avenue

W#243 I would like to see updated, brighter LED lighting throughout the station and pedestrian corridors. Color and Artwork would help improve the existing Bethesda station arrival experience.

W#259 I live in downtown Bethesda and my office window is on the trail (Montgomery Avenue) directly facing the where the purple line will run. Please give information on sound/vibrations that can be expected. Also it would be nice if purple line or another line is extended from Bethesda to Dulles airport, Tysons, and the silicon valley corridor in VA. It is ridiculous that I have to go into DC to go to these points when they are a hop, skip and jump from Bethesda (if driving).

W#264 put it back the why is was!!!!

Summary

Eleven comments addressed other aspects of the Bethesda Metrorail station.

Response

Comments acknowledged. These comments will be shared with MTA and WMATA's Office of Planning.

C. Comments about the Silver Spring Metrorail station proposed change

Issue: Support for Changes to Silver Spring

W#4: I think this is a fantastic idea. I commute from that side of SS station frequently and can see the platform but have to go down, around, sideways, and back upstairs to get into the station. A new entrance that provides easy access to the transfer would be great.

W#5: A new southern entrance to Silver Spring station would be extremely convenient for purple line and bus customers because if you get off a bus from the upper level you have to go down just to go up to the platform.

W#8: I think this connection is a strong plan that will better connect the Metro station to other transit opportunities. I endorse it wholeheartedly.

W#9: Glad to hear this upgrade

W#12 The Silver Spring additional entrance would greatly help integrate the purple line with Metro. It will also provide closer access to downtown Silver Spring for disabled individuals for whom every step counts.

W#29 WMATA should definitely build a new station entrance that connects to the Silver Spring Transit Center.

W#31 I'm generally very pleased there has been progress to make the connection between Metro and the Purple Line as convenient as possible. I also see that in both Silver Spring and Bethesda these upgrades will include additional access benefits to Metro on its own (Transit center to the Metro Platform, and easier access from transit center to the MARC pedestrian crossing in Silver Spring, and a whole new south entrance at Bethesda).

W#35 I support additional pedestrian entrances to the Bethesda and Silver Spring Purple Line stations.

W#36 I support additional entrances and exits at the Bethesda and Silver Spring stations. The new Bethesda south entrance should include both escalators and elevators, and not be an elevator-only entrance. The new Silver Spring entrance should include an enclosed walkway above the Red Line track, not an open walkway, to shield people from cold, rain, and snow.

W#37 I'm strongly in favor of the proposed Silver Spring changes. Since the transit center was built, it's added about 2 or 3 minutes to my walk to the Metro as compared to before construction on the transit center started. This is because I now have to go down two floors (from SSTC 03 to ground level) and then back up! The MARC has an easy bridge. I'm strongly in favor of a pedestrian bridge from the Metro platform to SSTC 03.

W#46 Proposed changes are a good idea.

W#51 Totally support these changes to Silver Spring Metro Station and Transit Center to accommodate the Purple line. These changes are the most logical to connect Silver Spring transportation centers into the Purple line.

W#68 This is a great idea. I can't wait for it to happen!

W#71 Better access to the transit center sounds great. Please consider the ways that pedestrians access the Metro from Wayne Ave. Currently, crossing through the bus station (two busy bus road crossings!) is unpleasant and unsafe.

W#84 In favor of the proposal.

W#127 I look forward to the new Purple Line and another public transit option to get to downtown Silver Spring and the Red Line Station/Bus Station. It is important that we minimize the traffic disruptions in the Silver Spring area during construction as many of the roads in and around the

Central Business District are already at or above capacity. A re-timing of traffic lights and reducing the amount of street parking during rush hour to open up lanes would be helpful.

W#129 Having reviewed the drawings for the Silver Spring PL station, and the new additions to the Silver Spring Metro station / MARC station / transit center, I am pleased to see (a) a concerted effort to integrate all the different modes, (b) the addition of the new entrance to Metro, (c) the provision for the Metropolitan Branch Trail to link to the heart of the new center. The construction period will be a challenge, but users will be much better served by the completed project than they are by today's set-up.

Please pay special attention to the impact on businesses that surround the project -- both in downtown Silver Spring and especially along Bonifant Street as the PL ROW proceeds to the east!

W#145 This is a great idea! Having an overhead platform on the south side of Silver Spring Station would make the distance from the Purple Line transfer much less of an issue -- and provide much closer access to parts of downtown Silver Spring. I would be in favor of this with or without the Purple Line -- though, of course, 'with' would be best.

W#162 Love it. Please make the connection covered. Also have 3 escalators so that rush hour traffic is better facilitated and a backup escalator exists. Please have a straightup staircase too. Walking on disabled escalator is tough.

Please have a smooth transfer so that we don't have to swipe another time. A metro card service station would be nice.

W#165 I strongly support the Purple Line and creating a new entrance to the Silver Spring metro stop to increase connectivity & usability.

Name Withheld
Silver Spring, MD

W#210 YES! this station is in need of many improvements - in particular more entrances. Many times i have missed buses due to them being in upper floors of the bus terminal. if there is a way to not have to go down to go up again, it would be immensely helpful!

Can you please make sure that there is ample SEATING to wait for the purple line (and buses in general). Also for the area to have some SHELTER FROM THE ELEMENTS. Please consider having some heat lamps - http://www.transitchicago.com/assets/1/misc_images/inline_winter_heatlamps.jpg or enclosed space to wait for transit. Additional bathrooms are needed.

W#213 looks fine to me!

W#222 I support the proposed changes to Silver Spring metro station for the purple line. I do wonder if there will be sufficient precautions taken for pedestrians who want to use the new entrance to the metro station and are walking to that new entrance from the north and east (i.e. approaching from E Wayne Ave, Bonifant Street and Ripley, and must cross the Purple Line tracks right beside the Purple Line station in order to get to the new entrance. It's also unclear to me from the drawing if there will be an easy way to access the Purple Line station from street level along Colesville Road and/or people transferring from the red line to the Purple line or if they must go up through the transit center and/or use the new entrance to access the Purple Line station.

W#224 I think this is a wonderful plan. There is a huge disconnect between the end of metro lines, and this would solve a lot of those problems. It would also decrease car traffic, especially on the beltway. With the purple line, if I need to go to Bethesda from Silver Spring, I can go 3 or 4 stops rather than 20. It would be ideal in the future to connect it all through Virginia to create a perimeter. This would lighten up Beltway traffic a huge amount.

My only concern is that construction would cause closings and I would be prevented from getting to work. The current maintenance is making my commute unbearable, so I would like to know that this won't impact current Metro service or close the whole Silver Spring station. A lot of people use Silver Spring every day from all over Maryland, so please consider that in your plans.

W#237 Would love to see an additional entrance to Silver Spring metro station at the south end.

This would help for riders transferring to or from buses.

W#238 Sounds great! Do it!

W#248 I approve of the south entrance

W#250 By making an entrance to the Purple line and transit center, it will make it easier for people to transfer to the next leg of their commute.

W#252 I welcome the new entrance - but am confused - there is already one facing due South, where would this be positioned?

W#254 This will help to alleviate traffic on the beltway during rush hours.

W#257 The design of the new station entrance and Purple Line interface look good. I am mostly concerned about years of endless construction, and curious how it will affect commuting via Metro to downtown via Silver Spring.

W#275 A connection would be ideal. I hope it'll be environmentally sound and usefully designed given the likely cost.

W#288 I am so glad to hear about this proposed change! Wish it didn't involve so many stairs, but I guess that's inevitable with the CSX tracks.

W#298 I support all efforts to make the connections between the purple line and Metro fast and simple. Done right, the purple line should be an extension of the existing subway system.

Congratulations on all your hard fought victories already.

Can't wait to ride!

W#299 I look forward to the proposed changes to the Silver Spring metro for the coming purple line. The changes to the station will benefit more than the future purple line riders by better linking the transit modes served by the transit center, the metro station, and MARC station.

Summary

Thirty-five comments supported changes to the Silver Spring Metrorail station.

Response

Comments acknowledged.

Issue: Opposition to changes at Silver Spring

W#25 I think the Silver Spring Metro station is already too crowded during rush hour and by adding Purple line will just add to the problems. Having a small train go down the middle of Wayne Ave and cross Georgia Ave is just going to create a big mess. Plus there currently seems to not be enough parking for metro. Adding purple line people wanting to park will just add to problem

W#28 I'm concerned about the change to the Colesville Road Streetscape by the proposed design. Currently, there is an underpass area created by metro/marc rail crossing over Colesville. It creates a dark, dangerous area that attracts homeless people and criminals who prey upon them.

I fear that this new rail bridge will exacerbate the problem, plunging the entire block into darkness. If anything, I would hope that the rail line could be built over the street (like Chicago's Elevated train) and not over the sidewalk.

W#38 This is a huge waste of money. The buses give me more options to use silver spring, nih, Bethesda, friendship heights. They are more cost effective. I will not use the purple line. I will drive to work.

W#197 The Purple Line is yet another example of waste at the expense of the taxpayer - with developers and select politicians being the parties to benefit. MD taxpayer money should be allocated to Metro, which has far greater reach than the proposed Purple Line. Additionally, MD spent \$\$\$\$ and went over budget for the construction of the current Silver Spring Transit Center. Here we are again, just a few years later, and the Transit Center will again undergo construction to accommodate changes for the Purple Line. How much will this construction upgrade cost taxpayers? Lastly, as a frequent patron of Metro, there is already service from PG County to Bethesda - the J4 bus. Why not expand service on this line and save money, rather than instituting changes at the 3 Metro stations (New Carrollton, SS, Bethesda) which are to accommodate that wastefully questionable Purple Line?

W#220 Before putting any dollars towards the Silver Spring connection with the Purple Line, Maryland must first fully fund its fair share towards paying for the existing Metro rail system to ensure that scarce transit dollars are spent on needed maintenance and upgrades to make the system work. As a regular Metro rider who rides to and from Silver Spring, my priority is that the metro rail system operate well and for the long term, without delays and breakdowns and with sufficient hours of service. That is currently not the case. The Purple Line just duplicates existing bus service, such as the J4 bus, which must continue to be fully funded and should be upgraded. That bus line has worked well for my family and I in travelling to Bethesda, and would cost a small fraction of the money that plans to be wasted on the Purple Line. Please do not waste more dollars on a connection with the useless, boondoggle that is the Purple Line.

W#290 Why build that extra entrance from the Metro platform to the bus platform. Let people exit metro like normal and walk through the bus depot. That money should be used at any number of other places r to reduce costs.

Summary

Six comments opposed changes to the Silver Spring Metrorail Station.

Response

Comments acknowledged.

Issue: Connections

W#33 Make the connection between the new Metro mezzanine and the Purple Line platform more direct. Right now it is excessively circuitous.

W#40 The Silver Spring Purple line connection needs to be moved closer to the Metro station as shown on the original plans. Having it on the far side of the transit center is a disservice to the riders needing to make a connection.

W#43 Add pedestrian bridge that goes directly from new mezzanine to top level of Silver Spring Transit Center to reduce transfer time and increase inter-modal connectivity.

W#52 Please make sure there are pedestrian connections from East-west highway to the Purple line without having to go around the metro (or pay a metro fare) to access the Purple Line station.

W#53 Re. construction of a new entrance from the south end of the station platform to connect with the upper level of the existing Silver Spring Transit Center and the Silver Spring Purple Line station: I hope there will be a bridge that will connect the Silver Spring platform to the Purple Line platform so that people won't have to go all the way down and then all the way up. A bridge will enable people to transfer more easily.

W#58 Consideration for a covered walkway from purple line stop to the covered portion of the Silver Spring transit center should be studied. Assess cost vs discomfort of purple line transfers to metro during inclement weather.

Drawings look great. As a daily user of Ride On with transfer to SS metro, I can't wait for purple line construction to complete.

W#61 The purple line station is far from metro at silver spring. Right now, it's confusing how to get out of metro to kiss and ride. I'm concerned people will get lost and elderly will have trouble getting there.

W#66 Building a covered walkway connecting Purple line to Metro and MARC is a good idea. However this walkway needs to be handicap accessible, that is, have elevators not just escalators.

W#69 It would be helpful to create the most direct possible route between the Purple Line platform and the new proposed entrance to the Red Line. For example, a series of cross walks could cross from the northeast side of the SSTC to the southwest side, which could then lead directly to the new entrance. The current diagram would appear to lead pedestrians to walk around the entire SSTC to reach the platform entrance. Thank you.

W#105 The plans mention a new entrance to the Silver Spring station. Will this entrance be the only main entrance or is it an additional one to the main entrance that exists now?

W#118 create a bridge over the 3rd level to provide a more direct approach from purple line to the red line. Also bring Marc station platforms more in line with other two stations (further north) and connect that with a bridge. In other words they would all three be off the same bridge.

W#175 At Silver Spring right now, passengers transferring from the METRO or MARC to a bus have to go out in the elements and get rained on or snowed on whenever there is rain or snow. Snow and ice are slipping hazards. While you are designing these changes, how about a covered walkway overhead from all the intermodal choices of transportation at the Silver Spring Station. Also, by the way, the benches placed near the J2 pickup are situated so that when it is raining, the water falls over the edge above onto the bench (and people). Pay attention to where rain goes and please protect the passengers from the elements. Thank you.

W#190 It would be beneficial for riders, when transferring between Metro and the Purple Line, to have moving walkways between the two lines so that riders get to their connecting train faster and more efficiently.

W#195 -- ensure direct COVERED connection between the two lines at Silver Spring. Minimize walking distance please!

W#202 Silver Spring: It seems absurdly inconvenient to ask people to walk in such a roundabout way to transfer from the Purple Line to the Red Line. Obviously the purple line location is not in WMATA's control, but there should be a direct connection between the 3rd floor of the transit center/ purple line and the new Red line mezzanine. Going all the way out to Wayne / Dixon Ave is far too far. Can a new bridge from the 3rd floor escalator landing be built to the red line mezzanine entrance in addition to the sloping ramp?

W#236 I assume that the Purple Line Station will be somewhere on the grassy slope facing Colesville Road. Why do you need to build a station access to the upper level. There are already steps, escalators, and an elevator to the upper levels?

W#258 Quick access to purple line platforms from metro station platforms will be critical to the interoperability of the two rail systems.

W#306 Construct a pedestrian bridge between the new metro mezzanine and the upper level of the transit center by the purple line station. This will make transferring between the two stations much faster as riders will be able to go directly from one to the other in a straight line. Under the current plan riders would have to go out around on the street and then back to the mezzanine on the proposed pedestrian bridge.

Summary

Eighteen comments addressed design of the connection between the Red Line Silver Spring Metrorail Station and the Purple Line Silver Spring Station. Suggestions included construction of a bridge, use of moving walkways, construction of a covered walkway, and deployment of crosswalks to facilitate the most efficient path possible.

Response

These comments will be shared with MTA.

Issue: Wayfinding

W#32 Ensure that crosswalks from the Purple Line Silver Spring station are along the most direct walking route, otherwise people will walk the most direct route anyways, so buses will have two streams of people to avoid (those going the marked route, and those going the direct, unmarked route). Also, put in an East-West crosswalk near the bus entrance to the second level of the Silver Spring Transit Center that crosses Ramsey. More people will start using the Bonifant & Dixon Garage to access transit services, so a safe crossing is needed.

W#57 Some time ago, when the routing of the purple was changed to run in front of the Transit Center to save money, I'd remembered when we visited Barcelona how clever the sidewalk markings were when we were walking above ground between stations. It's already pretty confusing at the Transit Center - at the top level don't think there's even a clear sign of how to get to the Red Line Metro station.

So my suggestion: map the direct walking routes between the purple line station and the Red Line entrance with sharp clever paintings on the walkway that make it easy for people to walk between them. Oh, and perhaps a separate kind of sidewalk mark to direct people to Marc and to the Bike Path?

W#261 Bethesda: The connection is great, but adequate signage should be available, such as 'Out-of-station connection to MTA Purple Line' Also, on 7000 series trains, they should announce 'Connection is available to MTA Purple Line'

Summary

Three comments addressed wayfinding for the connection between the Red Line Silver Spring Metrorail Station and the Purple Line Silver Spring Station.

Response

These comments will be shared with WMATA's Office of Marketing and MTA.

Issue: MARC Connection

W#63 Integrate the proposed new Metro entrance with the MARC pedestrian bridge.

W#169 Please provide a direct route in the Sarbanes station between the Purple Line and the MARC Station, since you don't have to pass fare control to move between those two

Summary

Two comments requested accommodations for a connection between the MARC station and the new Metro entrance.

Response

The proposed connection is not part of the project. These suggestions will be shared with MTA.

Issue: Other

W#137 Remember that you need access for Kiss and Ride -- where will that be located?

W#206 The notices are not clear. Which side is the south end of the SSstation that a new entrance/exit wants to be added? The colesvill rd/east west hgway side? or the Wayne avenue/rqmsey avenue/ bonifant street side?

Also, when you do construct the addition please add an external entrance/exit to the TRIPS store so we may use the toilet! The toilets are only available 9-5 and the station managers refuse to let us patrons use the station toilet.

W#207 Please be sure to include artwork and large public gathering spaces into the design. I really do not understand the drawings that you have shown.

W#208 The Capital Crescent Trail comes into the Silver Spring Metro area, directly where the station entrance is, in a very narrow space that currently leaves only 10 feet for the trail going right across the main entrance/exit for that station. The conflicts between trail users, particularly cyclists going downhill as they cross Colesville Road and connect to the Metropolitan Branch Trail, will be severe. The amount of space the Trail has needs to be greatly widened or the connection of the Trail has to be placed further south towards Ripley street, with the Trail remaining elevated past the actual entrance/exit for the metro.

W#261 Silver Spring: Please make sure to include a mezzanine and fair gates that allow for a high amount of traffic flow, to reduce congestion in the new entrance for people transferring between Metro Red Line, MTA Purple Line and MARC Commuter Rail. Also please provide adequate signage for transfers between these three transport systems.

W#272 Because I was unaware of the meeting until AFTER it was held, I am unclear on if the metro entrance is new, or just an additional one. Many of us park in the garage under NOAA on East West highway and we cut through the buildings and enter the 'back' of the current station. Can we still do this, or will we have to walk all the way around the station and go up to enter? I am confused on how this will impact me. And anytime anything is done around the station, general SS traffic is snarled (i.e. the shuttles for the shut down have created mind-boggling traffic downtown).

W#296 it is unclear what happens to the other proposed stops in silver spring. Pedestrian access to the silver spring station is difficult and traffic on Colesville Road is very heavy and slow through downtown Silver Spring. It looks like that will add more pedestrians crossing coles ville road and more traffic congestion.

W#297 I had heard that to save money, the entrance/exit to the PL would not be as convenient as originally planned. I want parity with the Bethesda station. It is bad enough that the SS portion is above ground and Bethesda is below, but please make the entrances fair and equal. No more saving money on this part of town. Enough is enough.

W#251 Buses need access to Sarbanes Transit Center on all levels....affordable housing not glitzy million dollar slums

Summary

Nine comments addressed design aspects of the Silver Spring Metrorail Station, including the Kiss and Ride lot, bus bays, other Purple Line stops, artwork, fare gates, and cycling arrangements.

Response

These comments will be shared with MTA and WMATA's Office of Planning.

Issue: Construction Impacts

W225 Would the station have to be closed while the new entrance is constructed?

W#224 My only concern is that construction would cause closings and I would be prevented from getting to work. The current maintenance is making my commute unbearable, so I would like to know that this won't impact current Metro service or close the whole Silver Spring station. A lot of people use Silver Spring every day from all over Maryland, so please consider that in your plans.

W#266 What will the impact on Colesville road be, and how does WMATA plan to mitigate traffic impacts from construction around the Silver Spring station? This is a very busy area for pedestrians, transit riders, and drivers already, and I am concerned that construction will make it difficult and time-consuming to navigate this area.

W#279 What is being done to maximize the survival of businesses on Bonifant Street and in the Long Branch area. What is being done to minimize the gentrification of housing along University Blvd.

W#286 I feel it is important to explain the impact during construction. What platform area will be closed. What paths around will be closed. The platform in silver spring can get crowded and particularly during construction this could be complicated depending on what is closed. The trail below the new mezzanine also is heavily used so understanding the disruption from construction would be nice.

W# 295 If this project will prohibit me from using the silver spring station, I will be very upset and might stop using metro and just drive into dc. Especially considering the two week closure of Takoma station that just happened last week.

W#301 I need more information on how this construction will impact the surrounding area and current path to the metro station and buses.

Summary

Seven comments addressed construction impacts, requesting information about the effort.

Response

WMATA and MTA will work to minimize the construction impact. Construction activities will lead to short-term closures of the Silver Spring station. Station closures may be

weekend only or for short durations during weekday service. Station closures will end at the the conclusion of Purple Line construction activities.

D. Comments about the New Carrollton Metrorail Station proposed changes,

Issue: Support for Changes to New Carrollton

W#114 Good and acceptable change

W#27 I support the plan to reduce underutilized parking at New Carrollton in order to build a Purple line transfer station at New Carrollton.

Prince George's Co. should raise the zoning density around the station to take advantage of all of its transit service -- Amtrak, MARC, Metro and the future Purple line. It is an ideal place to focus growth in the County.

W#111 The proposed changes is the best use of space when you take into account the station's current layout and will pose minimal disturbance to traffic flow during buildout.

Summary

Three comments supported proposed changes to the New Carrollton Metrorail Station.

Response

Comments acknowledged.

Issue: Support for Parking Space Removal

W#140 This is a good start but why stop here? I think you should remove all the parking spaces. We don't need no parking spaces. Make everyone take the bus.

W#141 I strongly support this change because we should encourage transit over driving/parking. This is a good use of the space at the New Carrollton station.

W#182 We highly support Purple line initiative though there will be inconvenience for parking.

W#183 Registering a complete support for purple line building, despite parking difficulties

W#229 Excellent proposal, I commute to this station every day and look forward to the new purple line. Parking impacts will be minimal as there is already extensive parking available on the other side of the Amtrak and Metro tracks.

Summary

Five comments supported the proposed changes at New Carrollton, specifically citing parking removal.

Response

Comments acknowledged.

Issue: Opposition to changes at New Carrollton

W#126 You have already screwed the orange line passengers in giving New Carrollton HALF the number of trains as are serving Largo. Will this continue or will you make an actual smart decision and provide at least HALF of the silver line trains to accommodate the increased ridership? It is already shameful the packed cars I see on a daily basis en route to New Carrollton and I know for a fact it is busier per past INDEPENDENT evaluations I have read.

Summary

One comment opposed the proposed changes at New Carrollton Metrorail Station.

Response

Comment acknowledged.

Issue: Opposition to Removal of Parking Spaces

W#7: I am against the removal of Lot 4 for the Purple Line. You already took away an entire parking lot away from us in May in order to build that multipurpose high rise.

W#9: Does this mean that ALL parking spots will have to be paid for?

W#19 I park at the North garage when I take Amtrak I've always been able to find a parking space whenever I travel. It's convenient and not too crowded. If 500 to 600 parking spaces are removed, that garage will be absorbing all those cars. I think parking will be very difficult. I know mass transit gets cars off the road but for those of us who use Amtrak frequently as an alternative to driving to NYC or other places, having the option to park near the New Carrollton station has been wonderful. As someone who lives in Gaithersburg, I don't know how I would be able to get to the New Carrollton station by public transit. Red Line at Shady Grove to somewhere and then transfer to the Purple Line for a 16 mile trip to New Carrollton? As bad as traffic is around here and especially on the Beltway, it is certainly more dependable than METRO has been the past few years. I think removing all those parking spaces is a bad idea.

W#22 I will only be affected by any changes that might reduce garage parking at New Carrollton station.

W#72 I use the Amtrak at New Carrollton and depend on availability for overnight parking spaces. The metro lot is already overflowing. While I support the purple line, I do not support major parking space reductions. I could see some reductions of up to 100 spaces to account for offsets due to purple line accessibility, but 480 is too much, as many if the New Carrollton riders still have to drive to get there.

W#100 It is irresponsible to remove so many parking spaces and increase ridership without a comprehensive plan to offset the changes.

W#112 The exact number of parking spaces removed should be provided within walking distance of the metro station

W#113 New Carrollton is always crowded. I park at the MD PG county garage because it is 4-5\$ for me to park there, rather than \$5.10.

W#115 I am a long time resident of New Carrollton and that parking lot is very important because it is not only used by metro riders, but Marc train riders, Amtrak riders, people who work in the IRS building and maybe bus riders as well. that lot get very full and to lose spaces my hurt ridership and you would lose valuable parking space. I hope you take this in consideration and not just do your own thing with out thinking about what has been said. Doing that is one of the reasons people aren't riding metro, they don't feel heard.

Thanks for your time and attention,

B. Sadler

W#116 First, it would have been nice to know what you mean by 'Purple station facilities'. I assumed that purple line trains could take off from the same station as orange line, so I'm not sure what other 'facilities' you need to build, wouldn't you just need new tracks that split off at some point? Will a whole separate station be built just for the purple line? Why? It's actually quite inconvenient for transfers. If blue line can accommodate silver and blue trains along the same tracks, why can't orange line accommodate orange and purple? I'm presuming there's an explanation, it would've been nice to read it.

Second, New Carrollton just lost one of its open lots to Kaiser. That lot was INSTRUMENTAL for big events and mid-day trips to DC. Now you want to close yet another lot? New Carrollton is the closest station to their home for so many people in Maryland, it MUST have enough parking for all the commuters and special events. As it stands now, at least on the south side, all the open lots are filled by 8:30 am, and the garage often doesn't have but roof parking left at that time as well. Closing up to 600 spots and recouping only 480 still means a loss of 100 spots, which is still a loss, especially if people from the north side will now be forced to drive further and park on the south side. Additionally, the park-and-ride in question is currently cheaper than WMATA lots, so that will also be an extra expense for those who choose to park there now.

If you are going to sacrifice yet another lot and replace it with fewer spots, perhaps you should consider releasing some of the 'reserved' garage spots for general parking. It's quite frustrating and infuriating to be passing by 2 levels of empty prime spots that you can't park in, forcing you to go as high up as level 5 or 6. Clearly, reserved spots are not in high demand and could actually be put to better use.

W#122 I oppose the removal of '480 parking spaces to WMATA from the State of Maryland'. Having state-owned Park & Ride parking options keeps the cost of riding Metro more affordable.

W#123 The parking in New Carrollton is almost always full with the current users of Amtrak, MARC and Metro stations. With the addition of light rail passengers, there will be more passengers looking for parking not less. Additional parking will be needed not just a shifting of spots.

Additionally with the shift, this will remove the vast majority of parking on the north side. Lot 3 currently fills up around 7:30a. There is no direct way to drive from the north side/Elin Road area to the south parking lot. What impact will this have to traffic specifically on 410 and Pennsy Dr?

W#125 It is bad enough that Lot #3 was taken away for the construction of the new Kaiser facility. Now you all are planning on taking Lot 4, which is the lot I have relocated to since the closure of Lot 3. Well damn, where in the world are we supposed to park now? Yeah, yeah we will have to park at the state owned lot on the south side. I get that but I also get that the parking fees will probably go up and gee, are there any plans to expand that lot to accommodate those of us who will lose Lot 4? I've been on my job for 25 years, taking Metro all of those 25 years. Here of late I feel as if Metro is more of a burden with safe track, lot closures, etc. When will the riders be considered 1st? It's all about the money for you people. Oh and let's not forget that the rail fares will surely be increased as a result of all this 'planning.' :(:(

W#128 I have some concerns about WMATA taking over parking spaces in the park and ride lot owned by the State of Maryland. While I am not against it, I do wonder how it will impact the metro riders who use the lot. Less spaces mean that some people will either have to park somewhere else (if they don't want to use WMATA spaces) or be forced to use WMATA spaces. As long as riders will have some nearby alternative that doesn't put pressure on all the other surrounding lots, I support the changes to the New Carrollton for the purple line.

W#130 I think you should leave some public parking spaces on the north side, as opposed to eliminating 500-600 spaces.

W#131 How many parking spaces are there at New Carrollton on the north side, since 500-600 will be removed? Will ANY parking be available on the north side during and after construction?

W#136 Please ensure adequate parking and access to the metro. Most importantly, please be focused and sensitive to delays on Orange line in both directions, with the addition of the purple line.

W#138 This is unacceptable. This is the last straw. This is bad planning. This is stupid. You should be adding parking places to the North side, not removing them.
Does the state-owned parking lot have enough spaces to give to WMATA?

W#139 I use the state-owned parking lot every day, and according to their website, they are at 80% to 100% capacity each day.

W#142 I would like to give feed back as a metro rider for over 10 years. I don't understand why the Bethesda & Silver Spring station isn't losing anything but just gaining so it helps their commute even more but for the New Carrollton riders we are losing over 500 parking spaces that are always full Mon-Fri to gain a purple line station. In the flyer it doesn't state which side the lost parking will be on if it's on the Ellen street side of the station then everyone that lives on Riverdale road and Annapolis road which is only a 5 minute drive to the station and park will now have to drive 20 minutes in more traffic since you will be forcing people to park on the other side of New Carrollton station just to park and now it sounds like since you cutting parking and so called transferring only 480 to a state own parking lot which may not have the benefits like parking on a WMATA lot affordable parking, using your smart trip to enter and exit plus get discounts since you road metro your entire trip. There has to be other ways to building the station without losing much parking at New Carrollton station.

one solution if you really have to cut most of the parking on Ellen street is in the place of the parking and the purple line station you can you make a way for everyone who normally park on Ellen road side of New Carrollton station to make a street, bridge, or ramp connecting to the other side of the station so people who live close to the Ellen street side will still be able to drive only 5 minutes to the station and still find parking and not be force to now drive in 20 minute more traffic just to get to the other side of the station to park at new carrollton station. One other solution about the state own parking lot make sure the lot has affordable parking like 6 dollars a day and being able to use your smart trip to enter and exit plus get discounts since you road metro your entire trip would great.

W#147 My only concern is that New Carrollton have ample parking and that there is not alot of congestion getting out of the station.

W#151 New Carrollton Station eliminated an entire parking lot earlier this year. This purple line should have been considered when that was done. Now you are proposinig to eliminate and additional 500-600 parking spaces and then purchase the state of Maryland lot.

The purchase of the State of Maryland parking lot does NOT add or create any additional parking spaces to this area. This lot is already in use and the price is lower, more easily assessable without having to use a Smart Trip card or anything else. The purchase of this lot is NOT beneficial to the public at all, and it's sole purpose would be to benefit metro, and raise the parking rate.

Please leave the State of Maryland's Parking LOT ALONE. If Metro wants to eliminate parking then you need to also loss the associated revenue.

W#153 It will take up too many parking spaces. Already New Carrollton riders lost numerous spaces from the building of the upcoming Kaiser facility. Where are customers expected to park?

W#161 Have half of the silver line trains go to New Carrollton. This will relieve chronic crowding on Orange line trains.

W#163 The proposal indicates a loss of 500-600 total parking spaces at New Carrollton (since the 480 spaces already exist--they will only be changing who controls them). This seems really short sided since there should be a increase in ridership at New Carrollton with the arrival of the purple line. There was just a surface parking lot at New Carrollton closed, with a loss of spaces. I think that there should be consideration of the building of a garage on one of the current surface lots. If you build it, they will come.

W#167 While I support construction of the Purple Line, it is essential that the New Carrollton Metrorail Station retains enough parking to accommodate all riders. The current proposal eliminates 600 parking spaces, which is unacceptable. The current proposal to transfer 480 parking spaces to WMATA doesn't create new spaces to replace those being removed; it only transfers management of

existing parking spaces. The current proposal should be reworked to result in an overall net increase in easily accessible parking spaces with an expectation that the addition of the purple line will attract additional riders. As a terminal station, it is essential that New Carrollton has easy, reliable, accessible parking to support riders who start their commute at the station.

I currently commute on the Orange line leaving about 8 am in the morning. I typically park on the 5th floor of the multi-story Metrorail parking lot at the station. I have never observed an extra 600 unoccupied spaces that could accommodate those being removed in the current proposal. It is essential to my commute that I can rely on being able to park my car and transfer to the Metrorail quickly. I look forward to receiving information on an improved plan.

Thank you,

Name withheld

W#170 Do not transfer the spaces to Metro. I would not be able to park there for taking Amtrak without paying excessive fees.

W#172 Parking will be needed as many people park at New Carrollton now and with the addition of the Purple line more parking spaces will be needed.

W#173 Concerns about parking. We are pretty packed already. The south side parking is a difficult walk for some and certain adds more time. Perhaps offer a discount to those who park there.

W#177 Strongly oppose removing parking spaces. One parking lot has recently been closed. The riders can't afford to lose more spaces. It's difficult to find spots after 9AM.

W#180 The PG county/Maryland State parking garage currently gives reserved parking for monthly pass holders for no additional fee. Monthly pass holders also pay a slightly reduced rate than by paying daily. In contrast WMATA parking garage next door charges over \$80/month for reserved parking and has a higher daily rate.

How will this financially affect those of us who use the State garage, especially when 500 spaces will also be lost from Lot 4? How high will our parking costs soar?

Where will the users of lot 4 park? The garages are packed and by 8 am the only non reserved parking in either is on the top floors if at all! Remember how Largo parking was overflowing by 7.30am during New Carrolltons closure in the summer?

W#185 use the parking deck at the New Carrollton station, and I access it from Garden City Drive. It is not clear from the descriptions whether spaces in this parking deck will be reduced. I would hope that this parking deck will remain undisturbed during the construction phase and once the Purple Line is operational.

W#196 I will definitely appreciate the construction of the Purple Line. I think it will improve the traffic situation here throughout the metropolitan area.

W#198 I heard they are taking away 500 parking spaces, the lot 4 is a big lot, I think the Purple line should be given the part of the lot that goes up over the hill, NOT next to the Kiss and Ride

Where are you going to put us Revered parking people at? Maybe down by the Kiss and Ride.

I do not feel I should have to drive to hell and back to get the station. I would hope you would not want that either.

Why have 2 stations can't you tie into the New Carrollton station.

W#200 THIS IS UNACCEPTABLE AND EXTREMELEY INCONVENIENT TO REMOVE ALL THE PARKING SPACES FROM LOT 4. THIS WILL INCREASE TRAFFIC GOING TO THE OTHER LOT AND IN THE AREA . I AM ONE OF THOSE PEOPLE WHO WALK OR DRIVE TO THAT LOT. IT WAS A HUGE INCONVIENCE WHEN IT WAS CLOSED FOR REPAIR WORK NOW WITH THIS PROPOSAL IT WILL BE EVEN WORSE.

W#209 There are constant delays and crowds on the metro/orange line and this proposed new line may make things worse. Right now, the trains arrive every 8 minutes, even during rush hours. This is a very crowded station, and people are often forced to stand on the train from the first stop.

The proposed new line will make the crowds larger and will allow for the possibility of new delays and new issues. It doesn't make sense to decrease the number of parking spaces while increasing the potential for new users.

W#214 What impact will transferring 480 parking spaces have to me. Will have an impact on parking fees. Will there still be parking meters?

W#216 I am completely disappointed by the affect this proposal is going to have on the current parking situation at New Carrollton Metro. As you know, this station has already had to forgo an existing parking lot to the construction of the new Kaiser Permanate (sp) headquarters. This purple line proposes to remove up to 600 parking spaces from the Surface lot 4 and transfer 480 parking space to WMATA that is currently under the auspices of the State of Maryland. As it stands this latter lot has a less expensive fee to park compared to Metro's current parking structure. This transfer and what will likely be an increase in fees will have a negative impact on current commuters who use that lot.

Lastly I am not sure what this hearing is being held in DC at a most inconvenient time on a subject that affects Marylanders. Would appreciate your consider ration to re-schedule this hearing at a more convenient time such as rthe library in New Carrollton, Bowie, or elsewhere. It makes me wonder how interested you really are in the concerns of those commuters who will be affected.

W#221 i am extremely concerned about parking. You have condos going in and a ton of spaces taken away now this will take away more spaces at New Carrollton. The plan to take over the parking that the state of Maryland owns is ridiculous. People are already using that. That is not additional space. This station is being made a transportation hub but the parking is a real issue. I hope to retire or just drive in. This is getting ridiculous

W#226 Bad idea to remove 600 parking spaces. You need to provide an option for those on the north side to park elsewhere. OR provide better public transportation so we don't have to drive our cars so much.

Also, when you transfer parking from State lot to WMATA, the price goes up SIGNIFICANTLY to the point where I cannot afford to park there. The price of WMATA parking is ridiculously too high, that is why I park that the 480 space East (you call south) lot.

Why don't you lower the salaries of the highest paid WMATA workers to allow for affordable parking? Or better yet, why doesn't Maryland provide adequate public transportation like a bus schedule from Crofton to New Carrollton Metro that make sense. And buses from Annapolis to New Carr Metro.

W#230 I'm concerned that there will not be enough parking spots. The plan removes a number of current spots, doesn't adequately replace them, and adds an entire new line which might significantly increase the number of commuters that park at New Carrollton. I rely on parking at New Carrollton to commute to work so this directly impacts my daily life.

W#232 You can't be serious!!!! Parking is hard enough as is, by 8:00 a.m. the lot is completely full. Taking away parking spaces from lot 4 would greatly impact all the riders that park on that side. The lot as already been closed on the other side so where do you think people are going to go if you close Lot 4? This is a terrible idea!

W#267 REMOVING THE PARKING SPOTS WILL BE AN INCONVIENCE TO US WHO PARK AT THE STATION. NEW CARROLLTON STATION IS ONE OF THE MAIN STOPS ON THE METRO LINE. WE PAY SO MUCH MONEY TO METRO, THE LEAST YOU ALL CAN DO IS KEEP IT CONVENIENT FOR US. FIX THE TRAINS THAT ARE OPERATING NOW BEFORE YOU DECIDE TO BUILD ANOTHER LINE.

W# 276 parking should not be removed

W# 277 Reducing the number of parking spaces will have a significant impact on the current park and ride commuters. Adding parking spaces is the solution

W#280 the removal of the parking spaces will cause a problem for local neighborhoods we live in West Lanham Hills Estates, the parking is already bad, also we have a problem getting out of our neighborhood. where will the people park when you take away the parking spaces?. will it be in my neighborhood?

W#281 Are you kidding about removing ANY parking spots from ANY metro station? Many stations don't have enough places as it is--and they're so expensive that along with the high metro fares the cost to ride metro is higher than the cost to pay for a garage in downtown DC. (Taking a bus to a metro station is not an option for many parts of the county.)

Metro should focus on making the choice to use public transit more convenient, more comfortable, and more cost-effective than driving alone. Right now it is none of those things.

W#282 Please don't take away the parking spaces!

W#284 Parking at New Carrollton is already a challenge. Eliminating 500 spots from the North Side terminal will create an undue burden on commuters coming from Lanham, Seabrook and Greenbelt as it will take an additional 15-20 minutes to navigate around the Metro Station to get to the South Side parking lot. The station was initially designed for convenient access to parking from both sides and that original design should be maintained in a manner that is fair to existing users and community residents. A more reasonable plan that takes into considering the commuters who have been commuting from that lot for decades is expected and necessary.

W#285 DO NOT TAKE SPACES AWAY FROM STATE OF MARYLAND, WE NEED THOSE SPACES, WE HAVE ALREADY LOST LOST TO OTHER CONSTRUCTION.

W#300 I'm for whatever changes make the two systems connect while retaining parking at New Carrollton.

Summary

Fifty-one comments opposed the proposed changes at New Carrollton, specifically citing the loss of parking.

Response

Parking Lot No. 4 (the north parking lot) has 825 spaces. Approximately 500 to 600 parking spaces will be removed on the north side of the New Carrollton Metrorail Station; as a result, 225 to 325 spaces will remain on the north side.

An analysis of parking usage of the Parking Lot No. 4 is presented in the table below. The north lot has 825 spaces. Average utilization rates vary, with mid-week days having the greatest usage. An assessment of parking lot usage by day of the week (for the period June 20, 2017 to September 29, 2017, excluding Fourth of July and Labor Day) shows that an average of 129 to 420 cars (depending on the day of the week) would be displaced by the construction of the Purple Line facility.

Day	Average Utilization (percent)	Total Spaces	Vacant Spaces (825 x (1 - x Utilization))	Displaced Cars (500 - Vacant Spaces)
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Monday	61	825	320	180
Tuesday	90	825	80	420
Wednesday	87	825	109	391
Thursday	79	825	173	327
Friday	55	825	371	129

However, MTA has proposed transferring its parking lot located on the south side of the station to WMATA, which would add 480 spaces to the WMATA system. Additionally, the parking lot at Landover Metrorail Station has unused capacity.

Displaced drivers will be able to use the newly-acquired MTA lot or the Landover Metrorail parking lot (located approximately two miles away). With the implementation of the Purple Line, some displaced drivers may also opt to use the Purple Line instead of parking.

Finally, addition of the new Purple Line would provide greater transportation options to all WMATA customers.

Issue: Other

W#15 what about the senior citizen's try to walk to the purple line.

W#23 The system should be compatible to WMATA specifications and run by the Authority allowing expansion and growth for the area transportation needs .

W#109 Concerns:

#1: Safety: Impacts construction congestion has on foot and auto traffic patterns that impact safety.

I live in the town of Chevy Chase and have concerns about the planning being done to mitigate:

2. noise pollution,
3. traffic congestion
4. population density and already over crowded schools
5. environmental impacts (ie. flooding)
6. potential for increased crime

W#117 I want to know how the purple line project is going to benefit folks that live in the New Carrollton area or other surrounding neighborhoods. Also is this a joint project with WMATA or MTA funding the entire cost & construction of the purple line in New Carrollton.

W#121 The proposed changes for the Bethesda and Silver Spring stations contain nice elevation illustrations of the final result, but the plans for the New Carrollton station changes are harder to understand. What will the New Carrollton station look like after the changes are in place? I approve the transfer of the State of Maryland lot to WMATA. However, I cannot understand the plans for Surface Lot 4 and therefore cannot express an opinion on the matter. Please include additional illustrations.

W#164 I am concerned about increased transit through the New Carrollton station. There is only one tiny smelly elevator, the escalators shut down and are not turned back on in a timely manner due to staff not bothering to check, the stairs from the Orange Line platform are often went due to leaky roof

- in the winter it turns to ice. How will these hazards be handled with potential heavier increase in (people) traffic for another line in the area? Meanwhile the kiss and ride is often impossible due to lack of police monitoring, cars waiting in the main traffic so other cars cannot move, taxis have no concern for people crossing in front of them, and now possible increase in volume?

W#166 I am all for creating the Purple line and completely understand that the need for parking will be greater as a result.

What New Carrollton needs is more Handicap parking! There are a very small, limited amount of Handicapped parking slots in the current south side parking lot. Within the parking garages, there is also very limited allotted parking spaces for Handicapped persons. The Largo station - on every level of it's parking garages - has at least 4 to 5 Handicapped parking spaces available. The New Carrollton station parking needs to add more of these spaces as well. Maybe doing some research into how many Handicapped spaces other stations have available will help Metro realize that the New Carrollton Station needs to assign more of these parking spaces. Thank you very much for your consideration.

FROM: A handicapped person that loyaly uses the Metro system 5 days a week.

W#169 Build an overhead walkway between the Purple Line and the Amtrak station, since you don't have to pass fare control to move between the two stations.

W#178 As someone who commutes everyday from Annapolis to Bethesda (yes, yikes) and takes the metro from New Carrollton to Bethesda, I think a purple line would be great. As we know from the ridiculous stop-and-go traffic on the beltway starting before Takoma and lasting till Connecticut Ave every morning, a LOT of people commute to this area, plus the Navy hospital is there. Another option for going north-south when most existing routes go east-west would be very good.

tldr; yes, please for the purple line, we need more north-south routes

W#217 While ridership and parking lot requirements have been reduced during the past two years, recent reporting from WMATA indicates ridership is heading towards a rebound, and the addition of the Purple line service would be expected to add to parking requirements. To minimize parking reductions to New Carrollton residents and other users on the New Carrollton side (85th Avenue) of the tracks please consider the following:

1. for any construction activities that reduce parking - manage the contracts and contractor actions to align to actual construction phases - that is don't close or eliminate a set of parking for 12 months or more before actual construction work is needed for an area.
2. Consider adding the closed parking spaces on Elin Road between the existing commercial building parking lot and the apartments back into the metro parking pool (at one time that was metro overflow and most recently the State used it as overflow parking).

W#227 There is so much development going on in or around the station, but no changes have been done to the roads to handle the increase traffic. I live in New Carrollton, and I would gladly move if offer the funds for my condo. I do not like such a overly busy area. I have put a lot of money into my condo over the last ten years. Honestly, I hate that gentrification of DC has funneled their less desirable criminals into PG County. The fact that Maryland accepts the Rent/Living Vouchers from DC, but Virginia does not bothers me greatly. Expanding people's way to get places is good, but this also provides a way for criminals to get to places as well. People that live in more upscale neighbors may not appreciate you all opening a path for bad people to reach the areas where they live. Removing so many parking spots from New Carrollton is not a great ideal and the numbers should be to remove fewer parking space. Also keep in mind that over development is not a good thing for anyone, and certainly not the environment. There are those of us out there who appreciate nature and seeing green grass, trees, birds, and other animals. I would glad relocate elsewhere if offer enough to get out of my mortgage, and have money enough to relocate and leave this area altogether. The crowded roads and over development will eventually lead to a down fall the area in general, not to mention the high cost of living and crime. The PG County needs to stop accepting those vouchers from DC, which only brings criminals and other crime to the region, that affect the quality of life for the rest of us. Besides, by spreading the criminals out in PG will only exhaust and stretched the resources of local law enforcement. The loitering, littering, and crime in the area needs to be addressed and actively dealt with amongst other things. New Carrollton is a major hub, losing

so many parking spaces goes against the grain and nature of the station. Thank you for listening.

W#245 Whatever you can do to make New Carrollton a more integrated station that really connects the various modes of transport there (Metro, Purple Line, Amtrack, MARC, Greyhound, MetroBus, and taxis/ride share) with parking and access to Rt 50 and the Beltway will make the station so much more useful and attractive. Also, ensure that there is better access to all the resources from the Annapolis Rd side would be helpful. This station could also use smarter ability to have commercial development in walking distance.

W# 253: Metro seeks more revenue

THE single biggest thing METRO could go to make me use Metro more is to get me to the Metro Station, for both the subway and the buses. AND IT WOULD COST METRO NOTHING TO DO IT!!!!!!

WEEKENDS

This weekend, if I could get to Shady Grove from New Carrollton, by Metro, I would. But I can't. EVERY WEEKEND, I would use Metro, if I could get to it. Every weekend, I used to travel between Alexandria and Shady Grove by metro. Now I am never on Metro on the weekend.

THIRTY MARC trains run pass the Seabrook MARC station every weekend. None stop.

IT WOULD COST MARC PRACTICALLY NOTHING to use this station on the weekend. It was on the original schedule. The powers that be decide that a 3 mile walk to New Carrollton, along a road that is barren of sidewalks for much of the trip and crosses 7 lanes on on/off ramps to 95/405 was close enough for access to MARC. They did not consider the impact on Metro.

The METRO bus, B27, that 'services' this corridor does not run on the weekends either.

WEEKDAYS

The MARC train weekdays runs often skips Seabrook during the week too. Indeed, in their last issuing of the Pennline schedule, THEY REDUCED SERVICE FURTHER by curtailing 'R' schedule service - what they use for inclement weather and holidays. Trains arrive at New Carrollton at 6:19 PM, 6:59 PM and 8:11 PM every weekday. NONE OF THESE TRAINS STOP AT SEABROOK TO PICK UP PASSENGERS! Therefore, you are missing vital passenger revenue by people who would use METRO IF THEY COULD GET TO METRO.

MARC also gives no concern to its schedule changes and coordinating with the METRO bus schedule. Lastly, MARC does not coordinate with the Metro subway schedule for Northbound departing trains. I have waited 1.5 hours to catch the next MARC because the Orange line got me to the station too late to make the transfer.

See complaint 171201-000196 about recent lack of bus service to get to New Carrollton during the weekday. This bus has NO trips Eastbound after 7:25 AM until 3:10 PM and Westbound from 7:55 AM until 3:40 PM. This is insufficient.

I WILL NEVER USE THE PURPLE LINE BECAUSE I CAN NOT CONSISTENTLY GET TO NEW CARROLLTON METRO FROM THE SEABROOK MARC TRAINS a mere 3 miles away.

W#262 I travel through New Carrollton 3 days a week. I'm hoping the new facilities will address ongoing issues with the egress of passengers from trains at the end of the day during rush hour. The escalators are very narrow so it makes it hard for passengers to descend on the left hand side while the right hand side passengers are stationary without jostling other passengers. Both the stairs and the escalator exists get backed up. So much so that I sometimes miss my bus waiting at the bus stop for the next leg of my journey. I suggest more egress options that are wider to better handle the passenger loads at rush hour.

Summary

Fourteen comments addressed other design aspects of the New Carrollton project. These concerns do not directly impact the current project, but are related to other non-project matters.

Response

Comments acknowledged. These comments will be shared with MTA and WMATA's Office of Planning.

Issue: Construction Impacts

W#270 Please make sure this doesnt affect anyone's living quarters

Summary

One comment opposed any construction impact that involved residential displacement.

Response

No residential displacement is required for this project.

E. Other Comments.

Issue: Outreach and Survey

W#77 Seriously, this is your survey? No likert scale, no demographic questions? Ok, my response is that metro is poorly managed with a toxic customer relations environment, lax safety, and now you're asking about a rail line which is a project looking for a purpose, a huge fat contract to move people very slowly along a previously beautiful parkway which now will carry a handful of passengers through a massive subsidy from taxpayers who never wanted or needed the service. Do you have any other questions?

W#79 Was expecting a survey, not just a comment box.

But - the purple line is a great idea. Can't wait for the spokes to be connected!

W#106 The link and the flier handed out and the people handing them out all said there was a survey. 'Survey' implies that you've put some thought into specific questions about which you would like feedback, but this appears to be just a free-response box which would be appropriate for additional comments at *the end* of a survey but does not itself constitute a survey.

Oh, in the next box you ask if I'd like to provide my email address which I suppose counts as a question. If I provide it, am I going to get the information advertised or will it be like this survey?

W#179 I had a difficult time trying to determine how and where the tracks were being built. Despite the PDFs provided, it would've helped to see a textual explanation of how the tracks would impact homeowners and recreation (bike trails, etc). The tracks are what

W#187 I thought this was a 'survey' with question prompts for my feedback. The pamphlet said 'Take a survey.'

W#204 This is not much of a survey. Why aren't there questions to answer? The public can't be expected to be expert enough to know what to address. I could write in: there should be escalators at the South entrance, but Metro will say: oh, it is too deep. Metro can't even administer a survey in a way that elicits meaningful responses. Typical incompetence and lack of community engagement by Metro. Metro says it tries for outreach but it does not.

W#240 How can we comment if there's no info about the new South Entrance? Where would it be? How would one access it?

W#256 Your public information about changes to the plans for the Bethesda South Entrance are totally lacking. It is not new that there will be a new South Entrance to the Bethesda Metro station and in fact, they are already working on it. So, is there a change to what has been proposed in the past? If so, you need to explain what that is as was done for Silver Spring metro station, etc.

W#266 Also, the drawings/plans included here are too technical and geared for an engineer/planner perspective. You should include renderings, conceptual sketches, and/or simplified plans better suited for a layperson audience. In general I'm not impressed by the community engagement process around this part of the Purple Line Plan.

W# 278 I welcome the construction of the Purple line. But the information provided on the WMATA Initiatives website and fliers to date, is very inadequate for a reasonable overview and feedback, esp, for New Carrollton. The maps in the NC station do not align with the description's two bullets: north side Park Ride, vs. South side, Lot 4 with 500-600 spaces, 400 parking spaces to WMATA from MD...?? But the overall impression is that inadequate provision is made for parking on either side of the New Carrollton Stn. - the State of MD East lot (next to Rt. 50) now almost fills every day, after closure of the SE WMATA lot for construction of commercial buildings, which themselves will require parking as well.

Please provide maps and better descriptions of the scenarios WMATA wants feedback on.

What is the master plan for the Orange line itself, is it being extended to Bowie? MARC is not up

to the needs on its own.

Other considerations in your viewfinder should be the inevitable role of self-drive cars and pick-up services, reducing the need for individual cars, esp. for the upcoming generation of the population.

Summary

Ten comments addressed the public materials and outreach effort.

Response

These comments will be shared with WMATA's Office of External Relations.

Issue: Lack of Available Documents

W#60 It is difficult to evaluate changes without any details. Schematics and renderings should be posted on line.

Summary

One comment indicated lack of availability of plans and schematics.

Response

Plans and schematics were posted on WMATA's website at www.wmata.com/initiatives.

Issue: Public Hearing Process Concern

W#75 I'm sure transit advocates can reply to these engineering drawings. I'm just concerned that some anti purple line members of the public will hijack this WMATA (Metro) survey to delay the construction of the light rail line.

Summary

One comment expressed concern about the public hearing process delaying construction.

Response

The project team received more than 300 comments about the proposed changes and plans to present to the WMATA Board of Directors in early 2018.

Issue: Unrelated comments

W17 The Greenbelt Metro Station needs to be modernized and improved. There is no shade at the bus stops on hot summer days. The restroom facilities are often out of service. The tunnel between Greenbelt and the Marc platform needs to be redesigned so Marc riders from Greenbelt can use it when the Metro station is closed. Somewhere to buy coffee in the morning would be nice too.

W#192 The Purple Line needs to be extended to Virginia. I understand that this would require organizations that don't work well with each other to sit down and talk to each other but that's their problem to solve and should not stop this from happening.

Summary

Two comments addressed matters unrelated to the current project.

Response

Comments acknowledged. These comments will be shared with appropriate WMATA offices.

VIII. COMMENTS OVERVIEW AND STAFF RECOMMENDATIONS

A. Summary

One individual spoke at the public hearing. Approximately 300 comments were received through the internet. No written correspondence was received. The table below provides an analysis of commenters' concerns about the project.

Overview of Comments

Issue	Support changes	Oppose changes	Other Concerns (No. of Comments)
All Changes	24	5	<ul style="list-style-type: none"> • Fare Media (4) • System Changes (2) • Restrooms (1) • Wayfinding (1)
Changes to Bethesda Metrorail Station	55	3	<ul style="list-style-type: none"> • Wayfinding (2) • Stairs (3) • Connections (13) • Cyclists (5) • Construction Impacts (6) • Other (11)
Changes to Silver Spring Metrorail Station	35	6	<ul style="list-style-type: none"> • Connections (18) • Wayfinding (2) • MARC Connection (2) • Other (9) • Construction Impacts (6)
Changes to New Carrollton Metrorail station	3	1	<ul style="list-style-type: none"> • Other (14) • Construction Impacts (1)
Parking Space Removal at New Carrollton	5	51	
Other Comments			<ul style="list-style-type: none"> • Quality of Information, adequacy of information, and survey style (10) • Availability of Information (1) • Public hearing process (1) • Unrelated comments (2)

B. Staff Recommendations

Comments generally supported the proposed changes, although there is opposition to the removal of parking spaces at New Carrollton. Individual comments addressed technical aspects to the proposed changes, such as wayfinding, design of the individual connections, fare media, and construction impacts. These comments will be shared with various office of WMATA and with MTA, for appropriate actions.

Modifications to the Metrorail system will provide additional transportation options to WMATA customers.

Staff recommends adoption of the proposed changes, including the new entrance at Bethesda, the new entrance at Silver Spring, the removal of parking spaces at New Carrollton and the addition of the MTA lot to the WMATA parking program.

Appendix A - WMATA Metrorail Public Hearing Notice

Attachment 1 -Public Hearing Notices in Washington Post

Attachment 2 - Advertisement in El Tiempo Latino

Attachment 3 -Public Hearing Notice to Public Agencies

CLASSIFIED

washingtonpost.com/classifieds

SATURDAY, NOVEMBER 11, 2017

Icons for local expert, new and pre-owned cars, homes for sale, rentals, merchandise, dogs cats birds fish, and Trustee Sales.

For job advertisements, go to washingtonpost.com/recruit

To place an ad, go to washingtonpostads.com or call 202-334-6200

Legal Notices - 202-334-7007 Auctions, Estate Sales, Furniture - 202-334-7029 Biz Ops/Services - 202-334-5787

FREE UNDER \$250 If the merchandise you're selling is priced under \$250, your 3-line, 3-day ad is FREE!

Advertisement for vacuum cleaners and other household items.

Advertisement for heavy equipment and machinery.

Advertisement for office and business equipment.

Advertisement for sporting goods and services.

Advertisement for dogs for sale.

Advertisement for official notices.

Advertisement for official notices.

Advertisement for official notices.

Advertisement for bids and proposals.

Advertisement for bids and proposals.

Advertisement for furniture.

Advertisement for furniture.

Advertisement for furniture.

Advertisement for furniture.

Advertisement for dogs for sale.

Advertisement for dogs for sale.

Advertisement for cats.

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Advertisement for cats.

Advertisement for cats.

Advertisement for cats.

Advertisement for Easy Pay subscription service.

Cubre urgentes necesidades de atención en DC

Mary's Center abre otro Centro de Salud Mental

Con 13 terapeutas y dos psiquiatras asiste a miles de personas. También tiene servicios de desintoxicación por abuso de sustancias.



En el corte de cinta inaugural del nuevo Centro de Salud Mental de Mary's Center participan (de izquierda a derecha) David Tatro, Mildred Williams -directora del centro-, Todd A. Cox, Ely S. Ross, María Gómez, Tanya Royster y HyeSeok Chang.

VÍCTOR CAYCHO
WASHINGTON HISPANIC

El cuidado de salud mental es uno de los problemas más urgentes que requiere la población residente en el Distrito de Columbia, donde por años existe un déficit de atención en ese campo. Esa situación está en camino de aliviarse gradualmente con la puesta en marcha de un moderno Centro de Salud Mental en la capital de la nación, a cargo de Mary's Center, una organización que ya cuenta con ocho centros similares distribuidos en Washington, DC, y en Maryland. El martes 14, Mary's Center inauguró oficialmente las ins-

talaciones del nuevo centro, denominado Behavioral Health Center y que se levanta en el 1107 de Kalorama Road, NW de DC, en un edificio contiguo a su sede principal en Adams Morgan, un barrio con gran afluencia de inmigrantes. "Nuestra expansión es una respuesta a la creciente necesidad en servicios de salud mental en la región metropolitana", afirmó María Gómez, presidenta y CEO de Mary's Center, durante la ceremonia. Dijo que las nuevas instalaciones permitirán que 13 terapeutas y dos psiquiatras -todos bilingües- puedan atender a más personas en servicios médicos. La atención se incrementará con 3,000 nuevas visitas anuales, destacó.



Bobby Sansala (centro), presidente y veterano de NAM Knights, recibe un reconocimiento de manos de María Gómez, presidenta y CEO de Mary's Center. A la izquierda, David Tatro, COO de Mary's Center.

Dicha organización presta servicios de salud mental desde el año 2007 "pero la alta demanda de estos servicios nos llevó a

ampliar la oferta para cubrir las necesidades de terapia y tratamiento que manifestaba la comunidad", observó Gómez. Actualmente, Mary's Center tiene más de 30 terapeutas y psiquiatras en sus 8 centros del área metropolitana distribuidos en Washington DC y Maryland. Además, cuenta con terapeutas dentro de 18 escuelas públicas del Distrito de Columbia para apoyar a los profesores con aquellos niños que presentan problemas psicológicos y de conducta. También presta servicios a muchos ancianos y veteranos. En la ceremonia del corte de cinta inaugural estuvieron presentes HyeSeok Chang, asistente adjunta para Salud y Servicios Humanos de DC; la doctora

Tanya Royster, directora del Departamento de Salud Mental de DC; Ely S. Ross, director de la Oficina del Alcalde para Asuntos de los Veteranos; David Tatro, jefe de la Oficina de Operaciones (COO) de Mary's Center. Estos fueron recibidos por la directora del nuevo Centro de Salud Mental de Mary's Center, Mildred Williams. Además de la inauguración oficial, Mary's Center abrió una feria de salud para Veteranos, considerado uno de los sectores de la población con mayor riesgo de contraer enfermedades de salud mental. La feria ofreció servicios gratuitos para medir la visión; así como controles para prevenir la depresión y el abuso de sustancias como opiáceos y heroína.

Presidente Trump le pide bajar precios de medicamentos

Alex Azar nominado para Salud

WASHINGTON HISPANIC
AP

El presidente Donald Trump nominó a Alex Azar, un ejecutivo del sector farmacéutico, como secretario de Salud, y le encargó una difícil misión: bajar los precios de los medicamentos. "Él será un astro por una mejor salud y precios más bajos de los medicamentos", tuiteó Trump el

lunes 13 por la mañana al anunciar la nominación. En diversas encuestas, los estadounidenses califican el alto costo de los medicamentos recetados como una de sus máximas preocupaciones sobre el estado de salud. Incluso lo ponen por encima de temas políticos como la derogación del programa de salud, conocido como Obamacare. Trump ha criticado fuerte a la industria. "Las compañías farmacéuticas, francamente, se salen con la suya con bombi-

cdios", observó el presidente meses atrás durante una reunión de gabinete. Los precios están "fuera de control" y "han subido por los cielos", agregó. De ser confirmado por el Senado, Azar se pondrá al frente del Departamento de Salud y Servicios Humanos, que es responsable de importantes programas como el de seguro médico, la investigación médica, la seguridad en alimentos y medicamentos, y la salud pública. Sería el segundo secretario

de Salud de Trump y sucederá a Tom Price, quien renunció al cargo después de apenas siete meses, por realizar viajes gubernamentales en aviones privados, lo cual disgustó al presidente. Con 50 años de edad y abogado de profesión, Azar ha pasado la mayor parte de los últimos 10 años con el gigante farmacéutico Eli Lilly. Asumió hasta ocupar el cargo de presidente de la filial estadounidense, antes de partir en enero para iniciar su propia firma de consultoría.



Alex Azar, nominado secretario de Salud y Servicios Humanos por el presidente Donald Trump.

Metro quisiera conocer su opinión sobre los cambios planificados en las instalaciones de transporte ubicadas en Bethesda, Silver Spring y New Carrollton, que mejorarán el acceso al proyecto de la Administración de Tránsito de Maryland.

La Administración de Tránsito de Maryland (MTA por sus siglas en inglés) está en el proceso de construcción del Purple Line, una línea de tren ligera de 16 millas que cubrirá el área de Bethesda en el Condado de Montgomery hasta New Carrollton en el Condado de Prince George's. Este proyecto incluye las alteraciones planificadas de tres instalaciones de transporte operadas por la Autoridad de Tránsito del Área Metropolitana de Washington (WMATA, por sus siglas en inglés): Bethesda, Silver Spring y New Carrollton.

Estación de Metrorail de Bethesda

- Construcción de una nueva entrada del lado sur que conectará con el nivel de la calle y la estación del Purple Line de Bethesda.

Estación de Metrorail de Silver Spring

- Construcción de una nueva entrada desde el extremo sur de la plataforma de la estación para conectar con el nivel superior del Centro de Tránsito (Transit Center) existente de Silver Spring y la estación del Purple Line de Silver Spring.

Estación de Metrorail de New Carrollton

- Eliminación de 500-600 espacios de estacionamiento de la superficie del lote de estacionamiento 4 (Park & Ride 4) sobre el lado norte de la estación para crear espacios en las instalaciones de la estación del Purple Line de New Carrollton.
- Transferencia de 480 espacios de estacionamiento a WMATA por parte del Estado de Maryland. Este lote de estacionamiento (Park & Ride) propiedad del Estado de Maryland, está localizado en el lado sur de la estación de Metrorail de New Carrollton.

Comparta sus comentarios antes de las 5:00 p.m. del viernes, 15 de diciembre.

Participe en una encuesta y comparta sus comentarios en línea en wmata.com/initiatives.

Participe en el evento de puertas abiertas de WMATA que se llevará a cabo a las 5:30 p.m. y en la audiencia pública que comenzará a las 6:00 p.m. en la sede de Metro, ubicada en 600 5th St NW, Washington DC, el martes, 5 de diciembre de 2017.

Los comentarios recolectados del público sobre los cambios planificados de las instalaciones de transporte serán puestos a disposición de la Junta Directiva de WMATA para su revisión final y aprobación a principios de 2018. Si se aprueban, todos los cambios serán financiados por el Estado de Maryland.

La participación pública es solicitada independientemente de la raza, color, origen nacional, edad, género, religión, discapacidad o estatus familiar. Si usted requiere arreglos especiales bajo el Acta de Americanos con Discapacidad o servicios de traducción o interpretación (libre de costo), contacte al equipo del Proyecto al 202-962-962-2511 (TTY: 202-962-2033) lo más pronto posible y antes de la audiencia pública.





Notice of Public Hearing

Washington Metropolitan Area Transit Authority

Docket R17-02: Proposed Changes to WMATA Facilities at Bethesda, Silver Spring, and New Carrollton Metro Stations

Purpose

Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority on the docket mentioned above as follows:

Hearing No. 616
Tuesday, December 5, 2017
Metro Headquarters Building
600 Fifth Street NW
Washington, DC 20001

Open House at 5:30 p.m.

Public Hearing at 6 p.m.

**Please note that this date is subject to the facility's cancellation policy.
In the event of a cancellation, Metro will post information about the new hearing on wmata.com.**

The locations for all public hearings are wheelchair accessible. Any individual who requires special assistance such as a sign language interpreter or additional accommodation to participate in the public hearing, or who requires these materials in an alternate format, should contact Danise Peña at 202-962-2511 or TTY: 202-962-2033 as soon as possible in order for Metro to make necessary arrangements. For language assistance, such as an interpreter or information in another language, please call 202-962-2582 as soon as possible prior to the public hearing date.

For more information please visit www.wmata.com/initiatives



PURPOSE OF THE PUBLIC HEARING – Notice is hereby given that a public hearing will be held by the Washington Metropolitan Area Transit Authority (WMATA) to propose amending its Mass Transit Plan. The Maryland Transit Administration (MTA) is in the process of constructing the Purple Line, a 16-mile light rail line that will extend from Bethesda in Montgomery County to New Carrollton in Prince George’s County. The current project includes planned alterations to three transit facilities operated by the Washington Metropolitan Area Transit Authority (WMATA): Bethesda, Silver Spring and New Carrollton, which are described here:

At Bethesda Metrorail Station, a mezzanine and new south entrance will be constructed. The south entrance will connect to the Purple Line Bethesda station and to street level.

At Silver Spring Metrorail Station, a new entrance from the south end of the station platform will be constructed. The entrance will connect with the upper level of the existing Silver Spring Transit Center and the Silver Spring Purple Line station.

At New Carrollton Metrorail Station, 500-600 parking spaces from the Park & Ride Surface Lot 4 on the station’s north side will be removed to make way for the New Carrollton Purple Line station facilities. The State of Maryland plans to transfer approximately 480 parking spaces to WMATA; this state-owned Park & Ride Lot is located on the south side of New Carrollton Metrorail station.

WMATA COMPACT REQUIREMENTS – WMATA’s Compact requires the Board, in amending the mass transit plan, to consider data with respect to current and prospective conditions in the Transit Zone (which includes Montgomery and Prince George’s County, Maryland), including, without limitation, land use, population, economic factors affecting development plans, existing and proposed transportation and transit facilities, any dislocation of families or businesses; preservation of the beauty and dignity of the DC Metro Area; and factors affecting environmental amenities and aesthetics and financial resources. The mass transit plan encompasses, among other things, transit facilities to be provided by WMATA, including stations and parking facilities, and the character, nature, design, location and capital and operating cost thereof. The mass transit plan, in addition to designating the design and location of transit facilities, also provides for capital and operating expenses, as well as “various other factors and considerations, which, in the opinion of the Board, justify and require the projects therein proposed” all as more particularly set forth in WMATA’s Compact.

INFORMATION AVAILABLE TO THE PUBLIC – The docket includes the proposed General Plans and this notice, which describes the proposed action. The docket is available online at www.wmata.com/initiatives. In addition, the docket is available for inspection at the following locations:

Glenarden Library
8724 Glenarden Pkwy
Glenarden, MD
301-772-5477

Little Falls Library
5501 Massachusetts Ave
Bethesda, MD
240-773-9520

Silver Spring Library
900 Wayne Ave
Silver Spring, MD
240-773-9420

WMATA's Headquarters
600 Fifth Street, NW
Washington, DC 20001
202-962-2511

(Available during normal business hours; please call in advance to coordinate)

The work and changes to these stations depicted in this information package constitute the proposed amendments to the mass transit plan for purposes of the WMATA Compact.

HOW TO REGISTER TO SPEAK – All organizations or individuals desiring to be heard with respect to the proposed amendment to the mass transit plan as it relates to the Stations will be afforded the opportunity to present their views, make supporting statements and offer alternative proposals. In order to establish a witness list, individuals and representatives of organizations who wish to be heard at this public hearing are requested to furnish in writing their name and organizational affiliation, if any, via email to speak@wmata.com. The request may also be mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, D.C. 20001, or can be made by calling 202-962-2511. Please submit only one speaker's name per letter. Lists of individual speakers will not be accepted. Please note that all comments received are releasable to the public upon request, and may be posted on WMATA's website, without change, including any personal information provided. Public officials will be heard first and will be allowed five minutes each to make comments. All others will be allowed three minutes each. Relinquishing of time by one speaker to another will not be permitted.

HOW TO SUBMIT TESTIMONY NOT AT THE PUBLIC HEARING – Testimony may be submitted via a comment form on the proposal, found at wmata.com/initiatives. The comment form will open by 9 a.m. on Saturday, November 4, 2017 and will close on Friday, December 15, 2017 at 5 p.m. It will provide the opportunity to submit freeform comments and provide attachments. This option is in addition to your ability to speak at the public hearing. For those without access to computers or internet, testimony may also be mailed to the Office of the Secretary, Washington Metropolitan Area Transit Authority, 600 Fifth Street, NW, Washington, DC 20001. All comments must be received by the Office of the Secretary by 5 p.m. on Friday, December 15, 2017 to be included in the public record. The comments received by the Office of the Secretary, along with the comment form results and public hearing comments, will be presented to the Board and will be part of the official public hearing record. Please note all comments are releasable to the public upon request, and may be posted on WMATA's website, without change, including any personal information provided.

Appendix B - Comments

Attachment 1 – Public Hearing Transcript

Attachment 2 – Internet Comments

MEETING/Proposed Changes to WMATA Facilities at Bethesda, Silver Spring, and New Carrollton Metro Stations

Page 1

1 WASHINGTON METROPOLITAN AREA TRANSIT AUTHORITY

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3

4 PROPOSED CHANGES TO WMATA FACILITIES AT

5 BETHESDA, SILVER SPRING, AND NEW

6 CARROLLTON METRO STATIONS

7 DOCKET R17-02

8

9 Metro Headquarters Building

10 600 Fifth Street NW

11 Washington, DC 20001

12

13 December 5, 2017

14 6:00 p.m.

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20 Reported by: Nate Riveness, RPR/CSR

21 Capital Reporting Company

22

MEETING/Proposed Changes to WMATA Facilities at Bethesda, Silver Spring, and New Carrollton Metro Stations

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A P P E A R A N C E S

For the Agency:

DANISE PENA

JOHN PASEK

WMATA

4500 Knox Road

College Park, MD 20740

MEETING/Proposed Changes to WMATA Facilities at Bethesda, Silver Spring, and New Carrollton Metro Stations

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C O N T E N T S

<u>SPEAKER</u>	<u>PAGE</u>
Mr. Augustine	4
Mr. Ashe	8
Mr. Sanders	9

MEETING/Proposed Changes to WMATA Facilities at Bethesda, Silver Spring, and New Carrollton Metro Stations

Page 4

1 P R O C E E D I N G S

2 MR. AUGUSTINE: Good evening ladies and
3 gentlemen, and I apologize for the delay on getting
4 started -- forgive me for that. My name is Malcolm
5 August, I'm a Board member and I represent Prince
6 George's County on the Board.

7 With me tonight are John Thomas, Metro's Chief
8 Engineer, Jennifer Ellison, Metro's Board Corporate
9 Secretary and Jim Ashe, Metro's Manager of
10 Environmental Planning and Compliance and he is the
11 person giving tonight's staff presentation.

12 This hearing is convened by the Metro Board of
13 Directors to gather comments on proposed changes at
14 three locations -- Bethesda, Silver Spring and New
15 Carrollton Metro rail stations.

16 Under the WMATA Compact, which is Metro's
17 governing document, the Board is required to hold a
18 public hearing and accept comments on changes to the
19 mass transit plan.

20 The staff presentation later tonight will
21 identify the proposed changes. This hearing is focused
22 on changes to the Metro rail system. If you are

MEETING/Proposed Changes to WMATA Facilities at Bethesda, Silver Spring, and New Carrollton Metro Stations

Page 5

1 interested in learning more about the Purple Line,
2 please see the representative at the table in the
3 lobby.

4 Notice of this hearing was made by publication
5 in the Washington Post, ads were placed in the
6 Washington Hispanic, El Tiempo Latino and Atref. The
7 notice also was sent to area libraries for viewing and
8 posted at WMATA.com.

9 Signs were placed at the Bethesda, Silver
10 Spring and New Carrollton rail stations. Briefly I
11 will cover the procedures that we will follow during
12 the hearing.

13 In this room we will hear from those of you
14 who have signed up to give testimony. Please see the
15 staff at the registration table if you wish to speak
16 tonight and have not already put your name on the list
17 of speakers.

18 Elected public officials will be allowed five
19 minutes and everyone else will be allowed three minutes
20 each. Extra time will be given for translation if
21 needed. If you have copies of your testimony to
22 distribute, please hand them to Miss Ellison whose hand

MEETING/Proposed Changes to WMATA Facilities at Bethesda, Silver Spring, and New Carrollton Metro Stations

Page 6

1 is raised and she's right here.

2 I will call speakers up three names at a time
3 if we have them. You can start making your way towards
4 the podium once your name is called. However, if you
5 need a microphone brought to you, please wave your hand
6 when your name is called so we can see you and we'll
7 bring one to you.

8 There is a timer here that will count down how
9 much time you have left to speak. It will give you a
10 warning beep when you have twenty seconds left and will
11 be continuously when your time is up.

12 The timer is important because we have what --
13 one or two people tonight who are going to speak on
14 this matter, so maybe we'll be a little more generous
15 with time.

16 I want to take a moment to recognize that this
17 is where we listen to you. This is your opportunity to
18 comment on the proposals and we are here to listen. We
19 will not be able to answer questions during your
20 testimony.

21 If you have questions, there is staff in the
22 back of the room which there are, who can answer any

MEETING/Proposed Changes to WMATA Facilities at Bethesda, Silver Spring, and New Carrollton Metro Stations

Page 7

1 questions that you may have and be happy to help you.

2 Before you begin your remarks please state
3 your name and the organization you represent, if any.

4 Please note that all statements, including any personal
5 information such as name, email address, address or
6 telephone number you provide in this statement are
7 releasable to the public upon request and may be posted
8 on WMATA's website without change, including any
9 personal information provided.

10 Further testimony may be submitted and must be
11 received by 5 p.m. on Friday, December the 15th. This
12 testimony may be mailed to Office of the Secretary,
13 WMATA, 600 Fifth Street, Northwest, Washington, D.C.
14 20001 or submitted within a free form comment box in
15 the online survey about the proposal that will be
16 available to take until 5 p.m. on Friday, December the
17 15th.

18 This is in addition to all your other options
19 to provide input. The survey could be found at
20 WMATA.com/bus -- that's all one word. If you have any
21 questions about different ways to provide testimony,
22 please see Metro staff at the registration table. Your

MEETING/Proposed Changes to WMATA Facilities at Bethesda, Silver Spring, and New Carrollton Metro Stations

Page 8

1 comments will become part of the public record that
2 will be reviewed by the Metro Board of Directors.

3 Changes to the options presented here tonight
4 may be proposed in response to testimony received and
5 subsequent staff analysis. Please note that profanity
6 will not be tolerated during this public meeting.

7 If you have not already done so, please
8 silence all mobile devices and I'll call on Mr. Ashe
9 for the staff presentation.

10 MR. ASHE: Thank you Mr. Augustine. First,
11 the general plans for the project are available for
12 inspection at the table in the back of the room. WMATA
13 proposes several changes to the Metro rail system to
14 make adjustments to facilitate passenger connections to
15 the Purple Line.

16 The Purple Line Project is led by MTA. At the
17 Bethesda Metro Rail Station, a new south entrance and
18 mezzanine will connect the Metro Rail Station with the
19 street level and the Bethesda Purple Line Station.

20 At the Silver Spring Metro Rail Station, a new
21 entrance from the south end of the station platform
22 will connect with the upper level of the existing

MEETING/Proposed Changes to WMATA Facilities at Bethesda, Silver Spring, and New Carrollton Metro Stations

Page 9

1 Silver Spring Transit Center and the Silver Spring
2 Purple Line Station.

3 At the New Carrollton Metro Rail Station, five
4 to six hundred parking spaces from the Park and Ride
5 Surface Lot Number 4, located on the station's north
6 side will be removed from surface to make way for the
7 New Carrollton Purple Line Station facilities.

8 Also at the New Carrollton Metro Rail Station,
9 the state of Maryland has proposed transferring a
10 state-owned park and ride lot to WMATA. The lot has
11 480 parking spaces and is located on the south side of
12 the New Carrollton Station.

13 These changes would be funded by the State of
14 Maryland. This concludes the staff presentation, okay.

15 MR. AUGUSTINE: Thank you Mr. Ashe and now
16 it's time to call on the first person here tonight and
17 that would be Mr. Gregory Sanders.

18 MR. SANDERS: Thank you, thank you for this
19 opportunity. My name is Gregory Sanders, I'm from
20 Purple Line NOW!-- Vice-President thereof, and I
21 appreciate all of the work the staff has done on this
22 plan.

MEETING/Proposed Changes to WMATA Facilities at Bethesda, Silver Spring, and New Carrollton Metro Stations

1 I think it makes a great deal of sense. The
2 one point I'm raising is something that goes beyond
3 planning for the future, namely -- I think that while
4 we have all had to remind people that WMATA and MTA are
5 separate systems when it actually becomes operational.

6 Effective co-branding and effective
7 information to the riders to make it easy for a Purple
8 Line to go Metro Rider vice versa, I think will be key.
9 They'll be a lot of opportunities in five years in the
10 construction where if we think ahead things like
11 integrating the Purple Line Metro map, things like
12 signage effectively at both points point over.

13 Even ideally the urban planning and spaces
14 blog is proposed integrating the station announcements.
15 It would be great if you'd get off the Purple Line and
16 immediately see when the next Red Line is coming at
17 Silver Spring or Orange Line at New Carrollton.

18 And vice versa if you if you're at the Metro
19 platform to know what the timing would be there. So I
20 hope that in the coming five years branding
21 opportunities will be taken. Obviously it takes two to
22 tango -- Maryland will have to do its part to support

MEETING/Proposed Changes to WMATA Facilities at Bethesda, Silver Spring, and New Carrollton Metro Stations

Page 11

1 that and our organization stands ready to support that
2 if there's ever any way that we can help make sure that
3 Maryland is doing its part on effective co-branding and
4 effective collaboration making the entire system more
5 resilient and increasing ridership over them, thank you
6 very much.

7 MR. AUGUSTINE: Thank you very much Mr.
8 Sanders for your testimony. Is there anyone else
9 present who wishes to speak tonight? Patrick?

10 MR. SHEEHAN: No, I'm good for right now. I'm
11 just here for education.

12 MR. AUGUSTINE: Okay, all right -- if that is
13 the case then that will close the public comment
14 section of the hearing tonight.

15 Comments may be submitted until 5 p.m. on
16 Friday, December the 15th. Comments will become part
17 of the public record that will be reviewed by the Metro
18 Board of Directors.

19 Staff will prepare and circulate a Staff
20 Report that responds to comments. Changes to the
21 options presented here tonight may be proposed in
22 response to testimony received and subsequent staff

MEETING/Proposed Changes to WMATA Facilities at Bethesda, Silver Spring, and New Carrollton Metro Stations

1 analysis.

2 The final recommendations are expected to be
3 presented to the WMATA Board of Directors for action in
4 January of 2018. This hearing is now concluded.

5 (At 6:19 p.m., the hearing was adjourned.)

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MEETING/Proposed Changes to WMATA Facilities at Bethesda, Silver Spring, and New Carrollton Metro Stations

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CERTIFICATE OF NOTARY PUBLIC

I, Nate Riveness, the officer before whom the foregoing proceeding was taken, do hereby certify that the proceedings were recorded by me and thereafter reduced to typewriting under my direction; that said proceedings are a true and accurate record to the best of my knowledge, skills, and ability; that I am neither counsel for, related to, nor employed by any of the parties to the action in which this was taken; and, further, that I am not a relative or employee of any counsel or attorney employed by the parties hereto, nor financially or otherwise interested in the outcome of this action.



NATE RIVENESS

Notary Public in and for the
District of Columbia

MEETING/Proposed Changes to WMATA Facilities at Bethesda, Silver Spring, and New Carrollton Metro Stations

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CERTIFICATE OF TRANSCRIBER

I, Helen Venturini, do hereby certify that this transcript was prepared from audio to the best of my ability.

I am neither counsel for, related to, nor employed by any of the parties to this action, nor financially or otherwise interested in the outcome of this action.

12/06/2017



DATE

HELEN VENTURINI

	A	B	C	D	E
1					
2	Bethesda proposed changes	Silver Spring proposed changes	New Carrollton proposed changes	Some other category	Please enter your comment here.
3	Bethesda proposed changes	Silver Spring proposed changes	New Carrollton proposed changes		
4		Silver Spring proposed changes			I think this is a fantastic idea. I commute from that side of SS station frequently and can see the platform but have to go down, around, sideways, and back upstairs to get into the station. A new entrance that provides easy access to the transfer would be great.
5	Bethesda proposed changes	Silver Spring proposed changes			A new southern entrance to Silver Spring station would be extremely convenient for purple line and bus customers because if you get off a bus from the upper level you have to go down just to go up to the platform. The Bethesda station's one entrance is in a constricted and hard-to-notice place so a street entrance would improve wayfinding ability.
6	Bethesda proposed changes				your plan sounds great 1
7			New Carrollton proposed changes		I am against the removal of Lot 4 for the Purple Line. You already took away an entire parking lot away from us in May in order to build that multipurpose high rise.
8		Silver Spring proposed changes			I think this connection is a strong plan that will better connect the Metro station to other transit opportunities. I endorse it wholeheartedly.
9		Silver Spring proposed changes	New Carrollton proposed changes		Silver Spring Metrorail Station Glad to hear this upgrade New Carrollton Metrorail Station Does this mean that ALL parking spots will have to be paid for?
10					
11					
12	Bethesda proposed changes	Silver Spring proposed changes			The Silver Spring additional entrance would greatly help integrate the purple line with Metro. It will also provide closer access to downtown Silver Spring for disabled individuals for whom every step counts. I would frequently use the Bethesda south entrance for access to the purple line and southern Bethesda locations as well. In addition, an additional exit would be helpful in an emergency situation. Exiting Bethesda as it is now in an emergency could be difficult with one entrance.

	A	B	C	D	E
13	Bethesda proposed changes	Silver Spring proposed changes	New Carrollton proposed changes	You should modify the stations to accomidate the Purple Line and remove the parking spaces to allow for the purple line to go through, as proposed by the MTA.	
14	Bethesda proposed changes	Silver Spring proposed changes	New Carrollton proposed changes		I fully support all of the proposed changes and urge WMATA to make whatever accommodations necessary to facilitate construction of the Purple Line and optimal connectivity between the two systems.
15			New Carrollton proposed changes		what about the senior citizen's try to walk to the purple line.
16				The Final Project	I think that Smartrip cards should be able to be used on the purple line for convenience so that people who get off the Metrorail at those three stations can use the same way they got on the Red or Orange line as they get on the Purple Line.
17				Greenbelt Metro Station	The Greenbelt Metro Station needs to be modernized and improved. There is no shade at the bus stops on hot summer days. The restroom facilities are often out of service. The tunnel between Greenbelt and the Marc platform needs to be redesigned so Marc riders from Greenbelt can use it when the Metro station is closed. Somewhere to buy coffee in the morning would be nice too.
18	Bethesda proposed changes				I love it! Hurry up and get it done. This South Station entrance for Bethesda Station with 3 new high-speed elevators should have been constructed when the station opened. It will provide easier access to the Residence Inn Bethesda Downtown across the street and that station is so deep elevators should be the only access up and down to and from it.
19			New Carrollton proposed changes		I park at the North garage when I take Amtrak I've always been able to find a parking space whenever I travel. It's convenient and not too crowded. If 500 to 600 parking spaces are removed, that garage will be absorbing all those cars. I think parking will be very difficult. I know mass transit gets cars off the road but for those of us who use Amtrak frequently as an alternative to driving to NYC or other places, having the option to park near the New Carrollton station has been wonderful. As someone who lives in Gaithersburg, I don't know how I would be able to get to the New Carrollton station by public transit. Red Line at Shady Grove to somewhere and then transfer to the Purple Line for a 16 mile trip to New Carrollton? As bad as traffic is around here and especially on the Beltway, it is certainly more dependable than METRO has been the past few years.i think removing all those parking spaces is a bad idea.
20			New Carrollton proposed changes		
21	Bethesda proposed changes				A South entrance that connects Bethesda Metro Station with Purple line makes sense.
22			New Carrollton proposed changes		I will only be affected by any changes that might reduce garage parking at New Carrollton station.
23			New Carrollton proposed changes		The system should be compatible to WMATA specifications and run by the Authority allowing expansion and growth for the area transportation needs .
24				College Park proposal	

	A	B	C	D	E
25		Silver Spring proposed changes			I think the Silver Spring Metro station is already too crowded during rush hour and by adding Purple line will just add to the problems. Having a small train go down the middle of Wayne Ave and cross Georgia Ave is just going to create a big mess. Plus there currently seems to not be enough parking for metro. Adding purple line people wanting to park will just add to problem
26	Bethesda proposed changes	Silver Spring proposed changes	New Carrollton proposed changes		I support the proposed changes to the three metro-rail stations. Better access to the future purple-line stations will benefit the purple-line and metro-rail/metro-bus.
27			New Carrollton proposed changes		I support the plan to reduce underutilized parking at New Carrollton in order to build a Purple line transfer station at New Carrollton. Prince George's Co. should raise the zoning density around the station to take advantage of all of its transit service -- Amtrak, MARC, Metro and the future Purple line. It is an ideal place to focus growth in the County.
28		Silver Spring proposed changes			I'm concerned about the change to the Colesville Road Streetscape by the proposed design. Currently, there is an underpass area created by metro/marc rail crossing over Colesville. It creates a dark, dangerous area that attracts homeless people and criminals who prey upon them. I fear that this new rail bridge will exacerbate the problem, plunging the entire block into darkness. If anything, I would hope that the rail line could be built over the street (like Chicago's Elevated train) and not over the sidewalk.
29		Silver Spring proposed changes			WMATA should definitely build a new station entrance that connects to the Silver Spring Transit Center. Overall I support the currently proposed changes at all 3 stations.
30		Silver Spring proposed changes			
31	Bethesda proposed changes	Silver Spring proposed changes			I'm generally very pleased there has been progress to make the connection between Metro and the Purple Line as convenient as possible. I also see that in both Silver Spring and Bethesda these upgrades will include additional access benefits to Metro on its own (Transit center to the Metro Platform, and easier access from transit center to the MARC pedestrian crossing in Silver Spring, and a whole new south entrance at Bethesda).
32	Bethesda proposed changes	Silver Spring proposed changes			Ensure that crosswalks from the Purple Line Silver Spring station are along the most direct walking route, otherwise people will walk the most direct route anyways, so buses will have two streams of people to avoid (those going the marked route, and those going the direct, unmarked route). Also, put in an East-West crosswalk near the bus entrance to the second level of the Silver Spring Transit Center that crosses Ramsey. More people will start using the Bonifant & Dixon Garage to access transit services, so a safe crossing is needed.
33		Silver Spring proposed changes			Make the connection between the new Metro mezzanine and the Purple Line platform more direct. Right now it is excessively circuitous.

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34	Bethesda proposed changes	Silver Spring proposed changes	New Carrollton proposed changes		I agree on the proposed changes to accommodate Purple Line service. The North side of New Carrollton has unused space so that would be appropriate.
35	Bethesda proposed changes	Silver Spring proposed changes			I support additional pedestrian entrances to the Bethesda and Silver Spring Purple Line stations.
36	Bethesda proposed changes	Silver Spring proposed changes			I support additional entrances and exits at the Bethesda and Silver Spring stations. The new Bethesda south entrance should include both escalators and elevators, and not be an elevator-only entrance. The new Silver Spring entrance should include an enclosed walkway above the Red Line track, not an open walkway, to shield people from cold, rain, and snow.
37		Silver Spring proposed changes			I'm strongly in favor of the proposed Silver Spring changes. Since the transit center was built, it's added about 2 or 3 minutes to my walk to the Metro as compared to before construction on the transit center started. This is because I now have to go down two floors (from SSTC 03 to ground level) and then back up! The MARC has an easy bridge. I'm strongly in favor of a pedestrian bridge from the Metro platform to SSTC 03.
38	Bethesda proposed changes	Silver Spring proposed changes			This is a huge waste of money. The buses give me more options to use silver spring, nih, Bethesda, friendship heights. They are more cost effective. I will not use the purple line. I will drive to work.
39			New Carrollton proposed changes		
40		Silver Spring proposed changes			The Silver Spring Purple line connection needs to be moved closer to the Metro station as shown on the original plans. Having it on the far side of the transit center is a disservice to the riders needing to make a connection. The original plan shows the purple line in between Metro and the Transit center.
41	Bethesda proposed changes	Silver Spring proposed changes	New Carrollton proposed changes		I think that all three proposed changes to better integrate the Purple Line into the WMATA system make sense for our community and this region. Population density is only increasing and with areas removing parking access and reducing garage space, having a fully integrated transit system just makes sense.
42	Bethesda proposed changes				Great idea, thanks for considering an alternative to taking the red line into & then out of DC to reach Silver Spring.
43		Silver Spring proposed changes			Add pedestrian bridge that goes directly from new mezzanine to top level of Silver Spring Transit Center to reduce transfer time and increase inter-modal connectivity.
44	Bethesda proposed changes				I like the idea of the elevators, but they need to be very large or there should be 6 of them - more like the entrance to Friendship Heights that is all elevator banks.
45	Bethesda proposed changes				Perhaps this would be a good opportunity to implement the new prototypical station improvements that have been proposed for the entire Bethesda Metro Station. For the new portions, I hope Metro can work with the developer who is building the new mixed use project above to include as much natural light in the upper levels of the station. It would be great to really celebrate the connectivity with the new Purple Line. I believe that Bethesda will become a very important hub for Metro, and a great place to showcase a modern design aesthetic. Bright durable finishes, lots of natural and artificial lighting. Enhanced wayfinding. Provocative and durable modern art installations.

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46		Silver Spring proposed changes			Proposed changes are a good idea.
47					
48	Bethesda proposed changes				Given the propensity of elevators to become non-operational in the Metro system for short or long periods of time, I believe it is important that there be stairway access to the street and both Purple Line and Red Line platforms.
49			New Carrollton proposed changes		i want the purple in my community
50	Bethesda proposed changes				The plan for Bethesda should include easy pedestrian access from the transit center (bus bays) to the Purple Line station without having to go underground through the Metro rail station.
51		Silver Spring proposed changes			Totally support these changes to Silver Spring Metro Station and Transit Center to accommodate the Purple line. These changes are the most logical to connect Silver Spring transportation centers into the Purple line.
52		Silver Spring proposed changes			Please make sure there are pedestrian connections from East-west highway to the Purple line without having to go around the metro (or pay a metro fare) to access the Purple Line station.
53		Silver Spring proposed changes			Re. construction of a new entrance from the south end of the station platform to connect with the upper level of the existing Silver Spring Transit Center and the Silver Spring Purple Line station: I hope there will be a bridge that will connect the Silver Spring platform to the Purple Line platform so that people won't have to go all the way down and then all the way up. A bridge will enable people to transfer more easily.
54	Bethesda proposed changes	Silver Spring proposed changes			My family strongly supports the construction of the Purple Line and looks forward to the community benefits - especially the connection to metro, and bike lanes near the DTSS station.
55	Bethesda proposed changes	Silver Spring proposed changes	New Carrollton proposed changes		These designs look great. I particularly can't wait for the better connections in silver spring and Bethesda. Please get these desperately needed improvements complete as soon as possible. Thanks!
56	Bethesda proposed changes				Please allow elevator access to the Metro directly from the Purple Line station level. I believe one of the earlier proposals required ascending to street level to access the Metro elevators.
57		Silver Spring proposed changes			<p>Some time ago, when the routing of the purple was changed to run in front of the Transit Center to save money, I'd remembered when we visited Barcelona how clever the sidewalk markings were when we were walking above ground between stations. It's already pretty confusing at the Transit Center - at the top level don't think there's even a clear sign of how to get to the Red Line Metro station.</p> <p>So my suggestion: map the direct walking routes between the purple line station and the Red Line entrance with sharp clever paintings on the walkway that make it easy for people to walk between them. Oh, and perhaps a separate kind of sidewalk mark to direct people to Marc and to the Bike Path?</p>

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58		Silver Spring proposed changes			<p>Consideration for a covered walkway from purple line stop to the covered portion of the Silver Spring transit center should be studied Asses cost vs discomfort of purple line transfers to metro during inclement weather.</p> <p>Drawings look great. As a daily user of Ride On with transfer to SS metro, I can't wait for purple line construction to complete.</p>
59		Silver Spring proposed changes			
60	Bethesda proposed changes	Silver Spring proposed changes	New Carrollton proposed changes		It is difficult to evaluate changes without any details. Schematics and renderings should be posted on line.
61	Bethesda proposed changes	Silver Spring proposed changes			<p>I hate riding on elevators. There should be more stair options. Elevators break.</p> <p>The purple line station is far from metro at silver spring. Right now, it's confusinf how to get out of metro to kiss and ride. I'm concerned people will get lost and elderly will have trouble getting there</p>
62	Bethesda proposed changes				As a bicycle commuter, I am hoping that the integration of the bike path with the new Purple Line station in Bethesda will not be too disruptive. Ideally, I'd love to have the bike path continue under Wisconsin Avenue, but I gather that is not economically feasible. I hope whatever alternative to a tunnel under Wisconsin takes into account the needs of cyclists and pedestrians.
63		Silver Spring proposed changes			Integrate the proposed new Metro entrance with the MARC pedestrian bridge.
64	Bethesda proposed changes				<p>It will be great to get a new south entrance.</p> <p>If the concrete slope under the Wisconsin Avenue bridge could be cut back to the abutment, there would be room for a pedestrian passage to a set of stairs on the east side of Wisconsin in front of the Air Rights Building. This would allow pedestrians east of Wisconsin to access both the Purple Line station and the Red Line elevators without crossing Wisconsin at grade.</p>
65	Bethesda proposed changes				I want the added new stations to ride more
66		Silver Spring proposed changes			Building a covered walkway connecting Purple line to Metro and MARC is a good idea. However this walkway needs to be handicap accessible, that is, have elevators not just escalators.
67	Bethesda proposed changes	Silver Spring proposed changes			I support the addition of facilities that will allow the seamless transfer from the Purple Line to the rest of the Metrorail system.

	A	B	C	D	E
68		Silver Spring proposed changes			This is a great idea. I can't wait for it to happen!
69		Silver Spring proposed changes			It would be helpful to create the most direct possible route between the Purple Line platform and the new proposed entrance to the Red Line. For example, a series of cross walks could cross from the northeast side of the SSTC to the southwest side, which could then lead directly to the new entrance. The current diagram would appear to lead pedestrians to walk around the entire SSTC to reach the platform entrance. Thank you
70		Silver Spring proposed changes			
71		Silver Spring proposed changes			Better access to the transit center sounds great. Please consider the ways that pedestrians access the Metro from Wayne Ave. Currently, crossing through the bus station (two busy bus road crossings!) is unpleasant and unsafe.
72			New Carrollton proposed changes		I use the Amtrak at New Carrollton and depend on availability for overnight parking spaces. The metro lot is already overflowing. While I support the purple line, I do not support major parking space reductions. I could see some reductions of up to 100 spaces to account for offsets due to purple line accessibility, but 480 is too much, as many if the New Carrollton riders still have to drive to get there.
73	Bethesda proposed changes				Bicycle underpass for MD355 is essential to keep Capital Crescent trail bikes out of Bethesda traffic.
74	Bethesda proposed changes	Silver Spring proposed changes			I like the proposals I saw, that were presented in the news. Please move forward quickly on this project.
75					I'm sure transit advocates can reply to these engineering drawings. I'm just concerned that some anti purple line members of the public will hijack this WMATA (Metro) survey to delay the construction of the light rail line.
76	Bethesda proposed changes	Silver Spring proposed changes	New Carrollton proposed changes	College Park station	
77	Bethesda proposed changes				Seriously, this is your survey? No likert scale, no demographic questions? Ok, my response is that metro is poorly managed with a toxic customer relations environment, lax safety, and now you're asking about a rail line which is a project looking for a purpose, a huge fat contract to move people very slowly along a previously beautiful parkway which now will carry a handful of passengers through a massive subsidy from taxpayers who never wanted or needed the service. Do you have any other questions?
78	Bethesda proposed changes				If possible, an escalator entrance would be better than an elevator entrance. This also could be an opportunity to add more bike racks. Coordination with the hiker-biker trail would be optimum, so that hikers/bikers would also have easy access to the entrance as well as easy access to continue on south to the capital crescent trail Thank you for considering this comment.
79	Bethesda proposed changes				Was expecting a survey, not just a comment box. But - the purple line is a great idea. Can't wait for the spokes to be connected!

	A	B	C	D	E
80	Bethesda proposed changes				Is it not possible to install escalators (rather than switchback stairs) in addition to the elevators for access between the Metrorail and the Purple Line levels? It would seem more efficient for moving people between levels rather than rely on a few elevator banks and stairs for emergency access only.
81	Bethesda proposed changes				Proposed change looks very promising.
82	Bethesda proposed changes				I hope that you keep the walking trail during/after construction in Bethesda. I won't use the Purple Line itself as I live off and work off the Red Line Metro line, and never have been to Silver Spring in 13 years of living in the DC area.
83	Bethesda proposed changes				As long as the changes don't impact current commuter trains. Honestly around 3:30 the whole multiple trains stopping at Grosvenor instead of going the whole way thru to Shady Grove is ridiculous and when there are back to back trains that stop at Grosvenor (WHEN THE MAJORITY OF PASSENGERS GO TO EITHER ROCKVILLE OR SHADY GROVE) is getting unacceptable and causes people to miss either their MARC Train connection at Rockville or their bus connection at Shady Grove and will make them 30-45 minutes late each night because of scheduling too many trains that stop at Grosvenor. Please consider that when making the schedule. And this whole Purple Line is going to have 3 stops? is that a good financial decision when individuals can make it to Bethesda, Silver Spring, and New Carrollton already with the existing rails? wouldn't concentrating on expanding the Silver Line be a bigger concern?
84		Silver Spring proposed changes			In favor of the proposal.
85	Bethesda proposed changes				I am very excited about the plans. The South Bethesda entrance is must needed. The pedestrian cross at East-West highway is very dangerous. Safety will be much improved when we can enter from Elm Street. We also plan to use the Purple Line to get to College Park - very exciting not having to drive the car!
86	Bethesda proposed changes				Would the construction shut down the current use of the station? If not, I have no concerns
87	Bethesda proposed changes				Will the entrance have stairs or just elevators?
88	Bethesda proposed changes				I strongly support the proposed project to add a southern entryway to the Metro. An entry on Elm Street would shorten my commuting time by 10 minutes each way. I currently use the very small elevator to get from the street down to the metro platform. The lines at that elevator both in the mornings and the evenings are long, sometimes requiring me to wait for two trips before I can get on the elevator. I am 64 years old and have a bad ankle, so I cannot walk up or down the escalator. I am really looking forward to the completion of the planned added southern entrance to the Bethesda metro. I am sorry that wasn't planned for when the Bethesda Station was originally constructed. Most major stations have at least 2 ways to enter the station. It is time for a second entryway to be added in Bethesda.
89	Bethesda proposed changes				Strongly support all changes!

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90	Bethesda proposed changes				I don't much care what you do. I just want to ensure that my commute won't be disrupted
91	Bethesda proposed changes				I think this is a great idea, and I'm happy it's moving forward. As a Maryland resident I think it will help relieve a lot of commuting problems.
92	Bethesda proposed changes				I am generally supportive of increased accessibility for the metro system and the creation of the purple line. Incentivizing public transportation over driving should be an important part of WMATA's mission.
93	Bethesda proposed changes				I think having an additional entrance to the station will be a great addition. There are many times the station has to close because of escalators not working. It's very crowded at times as well. Hopefully this the new part won't have many problems and avoid the escalator crowds. When I want to go exit south, I currently use the elevator. This will eliminate my need for that. There is a line most of the time for that, so others might be using it for that reason as well. This way the elevator can be used more for people with greater needs.
94	Bethesda proposed changes				I support the proposed changes.
95	Bethesda proposed changes	Silver Spring proposed changes			I plan to take the Purple Line between Bethesda and Silver Spring as part of my work commute, in place of the J2 and J4 bus lines. Making these changes to the Bethesda and Silver Spring metro stations will help make my trip that much faster.
96	Bethesda proposed changes				
97	Bethesda proposed changes				having a more robust south entrance would be fantastic
98	Bethesda proposed changes				Can't wait
99	Bethesda proposed changes				Is it fiscally responsible for Metro to spend tens or hundreds of millions on a new entrance that will accommodate a few thousand people for a few hours during rush hour each week? Bethesda Station's ridership during non-peak hours can't justify a second entrance. Additionally, most of the new construction in downtown Bethesda (including Marriott HQ) is occurring either west or north of Bethesda Metro, so a south entrance would not be beneficial to these residents/commuters.
100			New Carrollton proposed changes		It is irresponsible to remove so many parking spaces and increase ridership without a comprehensive plan to offset the changes.
101	Bethesda proposed changes				The plan sounds good. I support the Purple Line and connecting it to Metro.
102				Overall Need	I don't believe that the Purple line is needed. It's a waste of money. Spend it on the Red Line.

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103	Bethesda proposed changes	Silver Spring proposed changes			This is awesome! I don't know too much about how it will affect the people who live near the new stations, but I hope that we are doing what we can to minimize the effects to them. Overall, this connection between these stations will be a wonderful and modern addition to the Metro system!
104	Bethesda proposed changes				I think this is long overdue. The incredible depth here though will make security paramount in the pedestrian walkway tot he purple line.
105		Silver Spring proposed changes			The plans mention a new entrance to the Silver Spring station. Will this entrance be the only main entrance or it is an additional one to the main entrance that exists now?
106	Bethesda proposed changes				<p>The link and the flier handed out and the people handing them out all said there was a survey. 'Survey' implies that you've put some thought into specific questions about which you would like feedback, but this appears to be just a free-response box which would be appropriate for additional comments at *the end* of a survey but does not itself constitute a survey.</p> <p>Oh, in the next box you ask if I'd like to provide my email address which I suppose counts as a question. If I provide it, am I going to get the information advertised or will it be like this survey?</p>
107	Bethesda proposed changes	Silver Spring proposed changes	New Carrollton proposed changes	Not having 2 go thru DC 2 get 2 Bethesda	I'm a disabled resident of New Carrollton. I work at NIH food service. Having 2 worry about New Carrollton and Metro Center is hard. Montgomery County is struggling 2 get along with PG County. Some of them don't wanna deal with the Purple Line. Some people do get along with PG County. I love dealing with this transition. Plus, DC is not just about commuting.
108	Bethesda proposed changes				<p>Concerns:</p> <p>#1: Safety: Impacts construction congestion has on foot and auto traffic patterns that impact safety.</p> <p>I live in the town of Chevy Chase and have concerns about the planning being done to mitigate:</p> <ol style="list-style-type: none"> 2. noise pollution, 3. traffic congestion 4. population density and already over crowded schools 5. environmental impacts (ie. flooding) 6. potential for increased crime

	A	B	C	D	E
109			New Carrollton proposed changes		<p>Concerns:</p> <p>#1: Safety: Impacts construction congestion has on foot and auto traffic patterns that impact safety.</p> <p>I live in the town of Chevy Chase and have concerns about the planning being done to mitigate:</p> <ol style="list-style-type: none"> 2. noise pollution, 3. traffic congestion 4. population density and already over crowded schools 5. environmental impacts (ie. flooding) 6. potential for increased crime
110	Bethesda proposed changes	Silver Spring proposed changes	New Carrollton proposed changes		All of this sounds perfectly fine to me. I frequently go between all of these stops and have been anxiously awaiting progress on the Purple Line. It's something I desperately need in transit - I don't have a car and it's ridiculously difficult to get between these points without the Purple Line. I'm so happy it's finally going forward and I'd go so far as to say there's almost nothing the construction of the Purple Line could do in changes to these stations that could inconvenience me more than not having the Purple Line would. Thank you.
111			New Carrollton proposed changes		The proposed changes is the best use of space when you take into account the station's current layout and will pose minimal disturbance to traffic flow during buildout.
112			New Carrollton proposed changes		The exact number of parking spaces removed should be provided within walking distance of the metro station
113			New Carrollton proposed changes		New Carrollton is always crowded. I park at the MD PG county garage because it is 4-5\$ for me to park there, rather than \$5.10.
114			New Carrollton proposed changes		Good and acceptable change
115			New Carrollton proposed changes		<p>I am a long time resident of New Carrollton and that parking lot is very important because it is not only used by metro riders, but Marc train riders, Amtrak riders, people who work in the IRS building and maybe bus riders as well. that lot get very full and to lose spaces my hurt ridership and you would lose valuable parking space. I hope you take this in consideration and not just do your on thing with out thinking about what has been said. Doing that is one of the reasons people aren't riding metro, they don't feel heard.</p> <p>Thanks for your time and attention,</p> <p>B. Sadler</p>

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116			New Carrollton proposed changes		<p>First, it would have been nice to know what you mean by 'Purple station facilities'. I assumed that purple line trains could take off from the same station as orange line, so I'm not sure what other 'facilities' you need to build, wouldn't you just need new tracks that split off at some point? Will a whole separate station be built just for the purple line? Why? It's actually quite inconvenient for transfers. If blue line can accommodate silver and blue trains along the same tracks, why can't orange line accommodate orange and purple? I'm presuming there's an explanation, it would've been nice to read it.</p> <p>Second, New Carrollton just lost one of its open lots to Kaiser. That lot was INSTRUMENTAL for big events and mid-day trips to DC. Now you want to close yet another lot? New Carrollton is the closest station to their home for so many people in Maryland, it MUST have enough parking for all the commuters and special events. As it stands now, at least on the south side, all the open lots are filled by 8:30 am, and the garage often doesn't have but roof parking left at that time as well. Closing up to 600 spots and recouping only 480 still means a loss of 100 spots, which is still a loss, especially if people from the north side will now be forced to drive further and park on the south side. Additionally, the park-and-ride in question is currently cheaper than WMATA lots, so that will also be an extra expense for those who choose to park there now.</p> <p>If you are going to sacrifice yet another lot and replace it with fewer spots, perhaps you should consider releasing some of the 'reserved' garage spots for general parking. It's quite frustrating and infuriating to be passing by 2 levels of empty prime spots that you can't park in, forcing you to go as high up as level 5 or 6. Clearly, reserved spots are not in high demand and could actually be put to better use.</p>
117			New Carrollton proposed changes		I want to know how the purple line project is going to benefit folks that live in the New Carrollton area or other surrounding neighborhoods. Also is this a joint project with WMATA or MTA funding the entire cost & construction of the purple line in New Carrollton.
118		Silver Spring proposed changes			create a bridge over the 3rd level to provide a more direct approach from purple line to the red line. Also bring Marc station platforms more in line with other two stations(further north) and connect that with a bridge / In other words they would all three be off the same bridge.
119		Silver Spring proposed changes			
120	Bethesda proposed changes				Support it! Bethesda is a busy station. We NEED a second entrance/exit! This is a no brainer.
121			New Carrollton proposed changes		The proposed changes for the Bethesda and Silver Spring stations contain nice elevation illustrations of the final result, but the plans for the New Carrollton station changes are harder to understand. What will the New Carrollton station look like after the changes are in place? I approve the transfer of the State of Maryland lot to WMATA. However, I cannot understand the plans for Surface Lot 4 and therefore cannot express an opinion on the matter. Please include additional illustrations.
122			New Carrollton proposed changes		I oppose the removal of '480 parking spaces to WMATA from the State of Maryland'. Having state-owned Park & Ride parking options keeps the cost of riding Metro more affordable.

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123			New Carrollton proposed changes		<p>The parking in New Carrollton is almost always full with the current users of Amtrak, MARC and Metro stations. With the addition of light rail passengers, there will be more passengers looking for parking not less. Additional parking will be needed not just a shifting of spots.</p> <p>Additionally with the shift, this will remove the vast majority of parking on the north side. Lot 3 currently fills up around 7:30a. There is no direct way to drive from the north side/Elin Road area to the south parking lot. What impact will this have to traffic specifically on 410 and Pennsy Dr?</p>
124	Bethesda proposed changes				<p>Sounds great. Additional entrances are always a plus.</p>
125			New Carrollton proposed changes		<p>It is bad enough that Lot #3 was taken away for the construction of the new Kaiser facility. Now you all are planning on taking Lot 4, which is the lot I have relocated to since the closure of Lot 3. Well damn, where in the world are we supposed to park now? Yeah, yeah we will have to park at the state owned lot on the south side. I get that but I also get that the parking fees will probably go up and gee, are there any plans to expand that lot to accommodate those of us who will lose Lot 4? I've been on my job for 25 years, taking Metro all of those 25 years. Here of late I feel as if Metro is more of a burden with safe track, lot closures, etc. When will the riders be considered 1st? It's all about the money for you people. Oh and let's not forget that the rail fares will surely be increased as a result of all this 'planning.' :(:(</p>
126			New Carrollton proposed changes		<p>You have already screwed the orange line passengers in giving New Carrollton HALF the number of trains as are serving Largo. Will this continue or will you make an actual smart decision and provide at least HALF of the silver line trains to accommodate the increased ridership? It is already shameful the packed cars I see on a daily basis en route to New Carrollton and I know for a fact it is busier per past INDEPENDENT evaluations I have read.</p>
127		Silver Spring proposed changes			<p>I look forward to the new Purple Line and another public transit option to get to downtown Silver Spring and the Red Line Station/Bus Station. It is important that we minimize the traffic disruptions in the Silver Spring area during construction as many of the roads in and around the Central Business District are already at or above capacity. A re-timing of traffic lights and reducing the amount of street parking during rush hour to open up lanes would be helpful.</p>
128			New Carrollton proposed changes		<p>I have some concerns about WMATA taking over parking spaces in the park and ride lot owned by the State of Maryland. While I am not against it, I do wonder how it will impact the metro riders who use the lot. Less spaces mean that some people will either have to park somewhere else (if they don't want to use WMATA spaces) or be forced to use WMATA spaces. As long as riders will have some nearby alternative that doesn't put pressure on all the other surrounding lots, I support the changes to the New Carrollton for the purple line.</p>

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129		Silver Spring proposed changes			<p>Having reviewed the drawings for the Silver Spring PL station, and the new additions to the Silver Spring Metro station / MARC station / transit center, I am pleased to see (a) a concerted effort to integrate all the different modes, (b) the addition of the new entrance to Metro, (c) the provision for the Metropolitan Branch Trail to link to the heart of the new center. The construction period will be a challenge, but users will be much better served by the completed project than they are by today's set-up.</p> <p>Please pay special attention to the impact on businesses that surround the project -- both in downtown Silver Spring and especially along Bonifant Street as the PL ROW proceeds to the east!</p>
130			New Carrollton proposed changes		I think you should leave some public parking spaces on the north side, as opposed to eliminating 500-600 spaces.
131			New Carrollton proposed changes		How many parking spaces are there at New Carrollton on the north side, since 500-600 will be removed? Will ANY parking be available on the north side during and after construction?
132	Bethesda proposed changes	Silver Spring proposed changes	New Carrollton proposed changes		<p>I support all public initiatives to improve access to and reliability of public transportation. Therefore, I fully support and endorse the plans to go forward with Purple Line projects. I currently work in Silver Spring, but will be moving to Bethesda next year. This project would greatly enhance the speed and efficiency of my commute, and I'm sure it will positively impact almost the entire population of Maryland who use WMATA services.</p> <p>All public money allotted towards transportation improvements should go towards public transportation, instead of using public funds to subsidize useless technology like 'self-driving cars' and the roads they will eventually drive on. These only serve to keep exploitative and taxpayer dependent private corporations afloat while they steal research from public-funded institutions for personal gain and profit.</p> <p>Again, to reiterate, I support ALL FURTHER DEVELOPMENTS towards completing the Purple Line project and having it functional and running as soon as possible.</p>
133		Silver Spring proposed changes			
134	Bethesda proposed changes				Please provide a narrative explanation of the plans for the Bethesda South entrance. The plans, as drawn, are difficult to interpret.
135	Bethesda proposed changes				Please install multiple high-speed elevators at the south entrance
136			New Carrollton proposed changes		Please ensure adequate parking and access to the metro. Most importantly, please be focused and sensitive to delays on Orange line in both directions, with the addition of the purple line.
137		Silver Spring proposed changes			Remember that you need access for Kiss and Ride -- where will that be located?

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138			New Carrollton proposed changes		This is unacceptable. This is the last straw. This is bad planning. This is stupid. You should be adding parking places to the North side, not removing them.
139			New Carrollton proposed changes		Does the state-owned parking lot have enough spaces to give to WMATA? I use the state-owned parking lot every day, and according to their website, they are at 80% to 100% capacity each day.
140			New Carrollton proposed changes		This is a good start but why stop here? I think you should remove all the parking spaces. We don't need no parking spaces. Make everyone take the bus.
141			New Carrollton proposed changes		I strongly support this change because we should encourage transit over driving/parking. This is a good use of the space at the New Carrollton station.
142			New Carrollton proposed changes		<p>I would like to give feed back as a metro rider for over 10 years. I don't understand why the Bethesda & Silver Spring station isn't losing anything but just gaining so it helps their commute even more but for the New Carrollton riders we are losing over 500 parking spaces that are always full Mon-Fri to gain a purple line station. In the flyer it doesn't state which side the lost parking will be on if it's on the Ellen street side of the station then everyone that lives on Riverdale road and Annapolis road which is only a 5 minute drive to the station and park will now have to drive 20 minutes in more traffic since you will be forcing people to park on the the other side of New Carrollton station just to park and now it sounds like since you cutting parking and so called transferring only 480 to a state own parking lot which may not have the benefits like parking on a WMATA lot affordable parking, using your smart trip to enter and exit plus get discounts since you road metro your entire trip. There has to be other ways to building the station without losing much parking at New Carrollton station.</p> <p>one solution if you really have to cut most of the parking on Ellen street is in the place of the parking and the purple line station you can you make a way for everyone who normally park on Ellen road side of New Carrollton station to make a street, bridge, or ramp connecting to the other side of the station so people who live close to the Ellen street side will still be able to drive only 5 minutes to the station and still find parking and not be force to now drive in 20 minute more traffic just to get to the other side of the station to park at new carrollton station. One other solution about the state own parking lot make sure the lot has affordable parking like 6 dollars a day and being able to use your smart trip to enter and exit plus get discounts since you road metro your entire trip would great.</p>

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143	Bethesda proposed changes				<p>It is critical that pedestrian access to Bethesda metro station remain safe throughout the construction process, and that there continue to be safe, ready access from all four current directions.</p> <p>Provided that sheltered bus stops are made available, it would be great if buses were rerouted during the construction (or permanently) such that the stops are on the relevant streets (Old Georgetown, Wisconsin, etc) rather than detouring the buses through the Metro station bus bays as is currently done.</p> <p>Thank you for your attention to my input</p>
144					<p>Construction like this is long and disruptive. (Closure of the trail for so many years is just the start.) This is in addition to significant real estate development in Silver Spring and Bethesda which also causes road disruptions.</p> <p>My point: while you work toward the long-term goals of a dense urban area w/ transit options to entice new jobs and residents, the CURRENT residents of this county are living through much inconvenience, disruption, and loss of amenities, undermining what you aim to accomplish b/c the reputation of this area grows as one with impossible traffic and declining quality of life.</p> <p>I am not saying don't build; I AM saying, attend to the day-to-day enforcement of (1) noise ordinances during construction, (2) illegally parked construction vehicles, (3) lane blockages during rush hour, (4) increased potholes due to heavy truck traffic, and so on. In my area right now, there are houses under construction causing significant road blockages. There is a repeated problem of delivery trucks to the new Harris Teeter parking in no parking zones with impunity. The Police do not like to enforce this stuff. The Dept. of Permitting Services is understaffed for inspectors. The Planning Department seems beholden to developers and doesn't want to inconvenience them.</p> <p>You may say that your concern is the Purple Line, and not these other issues. But from a resident perspective, that's exactly the problem. You all are siloed, while we bear the brunt of the cumulative effects -- and resident resentment grows.</p> <p>***Build the Purple Line, of course. But please show us that CURRENT residents have as much standing during construction as the FUTURE residents you wish to entice after it's done.***</p>

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145		Silver Spring proposed changes			This is a great idea! Having an overhead platform on the south side of Silver Spring Station would make the distance from the Purple Line transfer much less of an issue -- and provide much closer access to parts of downtown Silver Spring. I would be in favor of this with or without the Purple Line -- though, of course, 'with' would be best.
146	Bethesda proposed changes				<p>Please do not restrict access to/from the WMATA Bethesda Metro station during construction!</p> <p>Please accept transfers from WMATA Metro Cards - don't make me buy another card or pay a separate fare.</p> <p>Thank you.</p>
147			New Carrollton proposed changes		My only concern is that New Carrollton have ample parking and that there is not alot of congestion getting out of the station.
148	Bethesda proposed changes				<p>1. Please require this construction to meet your standards including new waterproofing. Be careful to provide oversight to avoid the type of delays that happened at the Silver Spring bus transfer station.</p> <p>2. The trains at the Bethesda station are already operating with 8 car trains at full standing room only capacity during the morning rush hour inbound and the evening rush hours outbound. I hope your plans involve adjusting train frequency to accommodate the influx of new passengers using the new south entrance at Bethesda.</p> <p>3. Please minimize any inconvenience for existing north entrance commuters at Bethesda. There is already incomplete ceiling construction at the top of the new north entrance escalators.</p>
149	Bethesda proposed changes				I think adding a south entrance makes a lot of sense, both for the Purple Line connection and an entrance to that part of Bethesda--where a lot of restaurants, etc., are.
150	Bethesda proposed changes	Silver Spring proposed changes	New Carrollton proposed changes		I like the idea and will really bring transportation in these areas up to modern standards.

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151			New Carrollton proposed changes		<p>New Carrollton Station eliminated an entire parking lot earlier this year. This purple line should have been considered when that was done. Now you are proposing to eliminate an additional 500-600 parking spaces and then purchase the state of Maryland lot.</p> <p>The purchase of the State of Maryland parking lot does NOT add or create any additional parking spaces to this area. This lot is already in use and the price is lower, more easily assessable without having to use a Smart Trip card or anything else. The purchase of this lot is NOT beneficial to the public at all, and it's sole purpose would be to benefit metro, and raise the parking rate.</p> <p>Please leave the State of Maryland's Parking LOT ALONE. If Metro wants to eliminate parking then you need to also lose the associated revenue.</p>
152	Bethesda proposed changes				Please ensure that when the project is completed that the elevators can access both the Red and Purple lines and that there is sufficient capacity so that wait times are no more than the current elevator at Bethesda and that the new elevators run at a faster speed than the current elevator further north on Wisconsin Ave.
153			New Carrollton proposed changes		It will take up too many parking spaces. Already New Carrollton riders lost numerous spaces from the building of the upcoming Kaiser facility. Where are customers expected to park?
154	Bethesda proposed changes				I hope, as part of the building of a new south entrance, the existing north entrance will be improved. It is basically falling apart and needs major work, particularly above ground and in the bus circle area.
155	Bethesda proposed changes				
156	Bethesda proposed changes				<p>This is NOT a survey. A survey asks questions. You have not provided any survey questions. You are soliciting comments. That is different from a survey. I am very disappointed in you.</p> <p>You should not ask people to participate in a survey if you don't intend to provide me with any survey questions.</p> <p>Nevertheless, I support the construction of the purple line and the building of the new station in Bethesda to service the purple line.</p>
157	Bethesda proposed changes				I am happy to know there will be a line that will connect these points instead of taking a longer route via the Red/Blue/Orange/Silver lines. Metro is supposed to be cheap, accessible, and quick. Having to reach these spots via car makes it more expensive, though arrival will be quicker.

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158	Bethesda proposed changes				Looking forward to the Purple line and extra exit out of the Metro Bethesda station. Current one exit is too small/limiting for the volume of commuters.
159	Bethesda proposed changes				don't build it
160	Bethesda proposed changes				This is a great idea. Connecting stations that don't run through downtown DC will definitely save many people a lot of valuable time. Go for it!
161			New Carrollton proposed changes		Have half of the silver line trains go to New Carrollton. This will relieve chronic crowding on Orange line trains.
162		Silver Spring proposed changes			Love it. Please make the connection covered. Also have 3 escalators so that rush hour traffic is better facilitated and a backup escalator exists. Please have a straightup staircase too. Walking on disabled escalator is tough. Please have a smooth transfer so that we don't have to swipe another time. A metro card service station would be nice.
163			New Carrollton proposed changes		The proposal indicates a loss of 500-600 total parking spaces at New Carrollton (since the 480 spaces already exist-- they will only be changing who controls them). This seems really short sided since there should be a increase in ridership at New Carrollton with the arrival of the purple line. There was just a surface parking lot at New Carrollton closed, with a loss of spaces. I think that there should be consideration of the building of a garage on one of the current surface lots. If you build it, they will come.
164			New Carrollton proposed changes		I am concerned about increased transit through the New Carrollton station. There is only one tiny smelly elevator, the escalators shut down and are not turned back on in a timely manner due to staff not bothering to check, the stairs from the Orange Line platform are often went due to leaky roof - in the winter it turns to ice. How will these hazards be handled with potential heavier increase in (people) traffic for another line in the area? Meanwhile the kiss and ride is often impossible due to lack of police monitoring, cars waiting in the main traffic so other cars cannot move, taxis have no concern for people crossing in front of them, and now possible increase in volume?
165		Silver Spring proposed changes			I strongly support the Purple Line and creating a new entrance to the Silver Spring metro stop to increase connectivity & usability. Kevin Donnelly Silver Spring, MD

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166			New Carrollton proposed changes		<p>I am all for creating the Purple line and completely understand that the need for parking will be greater as a result.</p> <p>What New Carrollton needs is more Handicap parking! There are a very small, limited amount of Handicapped parking slots in the current south side parking lot. Within the parking garages, there is also very limited allotted parking spaces for Handicapped persons. The Largo station - on every level of it's parking garages - has at least 4 to 5 Handicapped parking spaces available. The New Carrollton station parking needs to add more of these spaces as well. Maybe doing some research into how many Handicapped spaces other stations have available will help Metro realize that the New Carrollton Station needs to assign more of these parking spaces. Thank you very much for your consideration.</p> <p>FROM: A handicapped person that loyaly uses the Metro system 5 days a week.</p>
167			New Carrollton proposed changes		<p>While I support construction of the Purple Line, it is essential that the New Carrollton Metrorail Station retains enough parking to accommodate all riders. The current proposal eliminates 600 parking spaces, which is unacceptable. The current proposal to transfer 480 parking spaces to WMATA doesn't create new spaces to replace those being removed; it only transfers management of existing parking spaces. The current proposal should be reworked to result in an overall net increase in easily accessible parking spaces with an expectation that the addition of the purple line will attract additional riders. As a terminal station, it is essential that New Carrollton has easy, reliable, accessible parking to support riders who start their commute at the station.</p> <p>I currently commute on the Orange line leaving about 8 am in the morning. I typically park on the 5th floor of the multi-story Metrorail parking lot at the station. I have never observed an extra 600 unoccupied spaces that could accommodate those being removed in the current proposal. It is essential to my commute that I can rely on being able to park my car and transfer to the Metrorail quickly. I look forward to receiving information on an improved plan.</p> <p>Thank you,</p> <p>Dr. Heidi Schuttenberg</p> <p>heidi.schuttenberg@gmail.com</p>
168	Bethesda proposed changes				

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169		Silver Spring proposed changes	New Carrollton proposed changes		Build an overhead walkway between the Purple Line and the Amtrak station, since you don't have to pass fare control to move between the two stations. Please provide a direct route in the Sarbanes station between the Purple Line and the MARC Station, since you don't have to pass fare control to move between those two modes.
170			New Carrollton proposed changes		Do not transfer the spaces to Metro. I would not be able to park there for taking Amtrak without paying excessive fees.
171		Silver Spring proposed changes			
172			New Carrollton proposed changes		Parking will be needed as many people park at New Carrollton now and with the addition of the Purple line more parking spaces will be needed.
173			New Carrollton proposed changes		Concerns about parking. We are pretty packed already. The south side parking is a difficult walk for some and certain adds more time. Perhaps offer a discount to those who park there.
174	Bethesda proposed changes				The Bethesda METRO station has always needed a South street level entrance/exit for safety reasons. There should not be just one way in and out of any station. When METRO builds the Bethesda South entrance/exit, please put in as many elevators as exist at the South exit/entrance of Friendship eights. Please put an elevator from the mezzanine to the tracks level as well. Redundancy in elevators at both ends of the station means people with disabilities are less often stuck with no way to get where they want to do. More escalators at the South end would be great, too. The tiny single elevator at the corner of Wisconsin Avenue and Bethesda Lane is woefully inadequate. What we need is safe and RELIABLE public transit.
175		Silver Spring proposed changes			At Silver Spring right now, passengers transferring from the METRO or MARC to a bus have to go out in the elements and get rained on or snowed on whenever there is rain or snow. Snow and ice are slipping hazards. While you are designing these changes, how about a covered walkway overhead from all the intermodal choices of transportation at the Silver Spring Station. Also, by the way, the benches placed near the J2 pickup are situated so that when it is raining, the water falls over the edge above onto the bench (and people). Pay attention to where rain goes and please protect the passengers from the elements. Thank you.

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176	Bethesda proposed changes				<p>The \$5.6 billion Purple Line is a possibly illegal and in any case huge and unjustifiable waste of money.</p> <p>Instead, Maryland, FIX METRO FIRST!</p> <p>Maryland has signed a contract to pay \$150 million for over 30 years to a private contractor for the Purple Line no matter how few riders eventually use the line.</p> <p>Maryland should rescind the contract, and instead pay its full share to FIX METRO FIRST, and improve WMATA bus service like the J4 that rides exactly on the route of the Purple Line: See https://www.strongtowns.org/journal/2017/9/25/a-purple-line-alternative-and-a-lesson-in-strong-towns-thinking</p>
177			New Carrollton proposed changes		Strongly oppose removing parking spaces. One parking lot has recently been closed. The riders can't afford to lose more spaces. It's difficult to find spots after 9AM.
178	Bethesda proposed changes		New Carrollton proposed changes		<p>As someone who commutes everyday from Annapolis to Bethesda (yes, yikes) and takes the metro from New Carrollton to Bethesda, I think a purple line would be great. As we know from the ridiculous stop-and-go traffic on the beltway starting before Takoma and lasting till Connecticut Ave every morning, a LOT of people commute to this area, plus the Navy hospital is there. Another option for going north-south when most existing routes go east-west would be very good.</p> <p>tldr; yes, please for the purple line, we need more north-south routes</p>
179				Track alignment	I had a difficult time trying to determine how and where the tracks were being built. Despite the PDFs provided, it would've helped to see a textual explanation of how the tracks would impact homeowners and recreation (bike trails, etc). The tracks are what people are concerned about, so why is that information so difficult to find? This must be transparent and available.

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180			New Carrollton proposed changes		<p>The PG county/Maryland State parking garage currently gives reserved parking for monthly pass holders for no additional fee. Monthly pass holders also pay a slightly reduced rate than by paying daily. In contrast WMATA parking garage next door charges over \$80/month for reserved parking and has a higher daily rate.</p> <p>How will this financially affect those of us who use the State garage, especially when 500 spaces will also be lost from Lot 4? How high will our parking costs soar?</p> <p>Where will the users of lot 4 park? The garages are packed and by 8 am the only non reserved parking in either is on the top floors if at all! Remember how Largo parking was overflowing by 7.30am during New Carrolltons closure in the summer?</p>
181	Bethesda proposed changes				<p>Was there supposed to be a survey?</p> <p>My comment re Bethesda: I hope the purple line station entrances aren't as hidden as the Bethesda red line station entrance. How is a pedestrian coming from the west supposed to find it?</p>
182			New Carrollton proposed changes		We highly support Purple line initiative though there will be inconvenience for parking.
183			New Carrollton proposed changes		Registering a complete support for purple line building, despite parking difficulties
184	Bethesda proposed changes				I've been a Bethesda resident since April 2012. I strongly support WMATA's proposed changes as good for the residents, the businesses and the greater DMV economy.
185			New Carrollton proposed changes		I use the parking deck at the New Carrollton station, and I access it from Garden City Drive. It is not clear from the descriptions whether spaces in this parking deck will be reduced. I would hope that this parking deck will remain undisturbed during the construction phase and once the Purple Line is operational.
186	Bethesda proposed changes				
187		Silver Spring proposed changes			I thought this was a 'survey' with question prompts for my feedback. The pamphlet said 'Take a survey.'

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188				General Feedback	<p>I think that fixing WMATA and Metro first is far more important than spending \$5.6 Billion on the Purple Line. Maryland's limited resources should be dedicated to getting Metro full back on track so we can recover some of the 200,000 lost daily riders. Maryland should also upgrade the J4 bus which serves the same route as the Purple Line - that would also be a better use of scarce resources.</p> <p>I think there are far better transportation alternatives to the Purple Line, including Smart Bus Rapid Transit, Smart Signalling technology and the growth of ride-sharing with dedicated lanes. The Purple Line is simply too expensive for what Marylanders will get from it.</p>
189	Bethesda proposed changes				
190		Silver Spring proposed changes			
191	Bethesda proposed changes				Metro funding should be the priority before sinking billions into the Purple Line which does not serve as many people. The Purple Line is not a good use of taxpayer money as it only helps a small number of people v. other state priorities.
192				Extending the line to Tysons Corner	The Purple Line needs to be extended to Virginia. I understand that this would require organizations that don't work well with each other to sit down and talk to each other but that's their problem to solve and should not stop this from happening.
193		Silver Spring proposed changes			It would be beneficial for riders, when transferring between Metro and the Purple Line, to have moving walkways between the two lines so that riders get to their connecting train faster and more efficiently.
194	Bethesda proposed changes				Good idea
195	Bethesda proposed changes	Silver Spring proposed changes			<p>- ensure there are TWO elevators in Bethesda station to transfer to and from the Purple Line and te Red Line.</p> <p>- ensure direct COVERED connection between the two lines at Silver Spring. Minimize walking distance please !</p>
196			New Carrollton proposed changes		I will definitely appreciate the construction of the Purple Line. I think it will improve the traffic situation here throughout the metropolitan area.

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197		Silver Spring proposed changes			<p>The Purple Line is yet another example of waste at the expense of the taxpayer - with developers and select politicians being the parties to benefit. MD taxpayer money should be allocated to Metro, which has far greater reach than the proposed Purple Line. Additionally, MD spent \$\$\$\$ and went over budget for the construction of the current Silver Spring Transit Center. Here we are again, just a few years later, and the Transit Center will again undergo construction to accommodate changes for the Purple Line. How much will this construction upgrade cost taxpayers? Lastly, as a frequent patron of Metro, there is already service from PG County to Bethesda - the J4 bus. Why not expand service on this line and save money, rather than instituting changes at the 3 Metro stations (New Carrollton, SS, Bethesda) which are to accommodate that wastefully questionable Purple Line?</p>
198			New Carrollton proposed changes		<p>I heard they are taking away 500 parking spaces, the lot 4 is a big lot, I think the Purple line should be given the part of the lot that goes up over the hill, NOT next to the Kiss and Ride</p> <p>Where are you going to put us Revered parking people at? Maybe down by the Kiss and Ride.</p> <p>I do not feel I should have to drive to hell and back to get the station. I would hope you would not want that either.</p> <p>Why have 2 stations can't you tie into the New Carrollton station.</p>
199	Bethesda proposed changes				<p>As a daily Red Line commuter from Bethesda station for 20 years, I am hoping that the planned new entrance at Elm street is being designed to consider safe exit routes during an emergency. The current Bethesda station would be very unsafe in any emergency situation where rush hour numbers of people needed to exit quickly. There are only two small stairways at the same end of the train platform to the next level up and from that point out the escalator stairs are very deep with only one small elevator.</p>
200			New Carrollton proposed changes		<p>THIS IS UNACCEPTABLE AND EXTREMELEY INCONVENIENT TO REMOVE ALL THE PARKING SPACES FROM LOT 4. THIS WILL INCREASE TRAFFIC GOING TO THE OTHER LOT AND IN THE AREA . I AM ONE OF THOSE PEOPLE WHO WALK OR DRIVE TO THAT LOT. IT WAS A HUGE INCONVIENCE WHEN IT WAS CLOSED FOR REPAIR WORK NOW WITH THIS PROPOSAL IT WILL BE EVEN WORSE.</p>
201	Bethesda proposed changes				<p>I live in downtown Bethesda and commute via metro regulatory. I am supportive of the proposed new entrance to metro and connection with the purple line. It should be helpful and provide ease of access to downtown.</p>
202	Bethesda proposed changes	Silver Spring proposed changes			<p>Bethesda: Though the purple line station will include short and long term bike parking, many bicyclists will continue to bring their bikes with them on the train in off-peak hours. Dimensions are unclear in the diagram, but each elevator should be long enough to accommodate a bicycle along with other standing passengers. Many of WMATA's elevators are far too shallow, making it very difficult to maneuver the bicycle in the elevator to allow other passengers.</p> <p>Silver Spring: It seems absurdly inconvenient to ask people to walk in such a roundabout way to transfer from the Purple Line to the Red Line. Obviously the purple line location is not in WMATA's control, but there should be a direct connection between the 3rd floor of the transit center/ purple line and the new Red line mezanine. Going all the way out to Wayne / Dixon Ave is far too far. Can a new bridge from the 3rd floor escalator landing be built to the red line mezanine entrance in addition to the sloping ramp?</p>

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203	Bethesda proposed changes				Would strongly like easy access to Purple Line from Bethesda Metro - would transfer be free?
204	Bethesda proposed changes				This is not much of a survey. Why aren't there questions to answer? The public can't be expected to be expert enough to know what to address. I could write in: there should be escalators at the South entrance, but Metro will say: oh, it is too deep. Metro can't even administer a survey in a way that elicits meaningful responses. Typical incompetence and lack of community engagement by Metro. Metro says it tries for outreach but it does not.
205					Purple Line not necessary or advisable.
206		Silver Spring proposed changes			The notices are not clear. Which side is the south end of the SStation that a new entrance/exit wants to be added? The colesvill rd/east west hgway side? or the Wayne avenue/rqmsey avenue/ bonifant street side? Also, when you do construct the addition please add an external entrance/exit to the TRIPS store so we may use the toilet! The toilets are only available 9-5 and the station managers refuse to let us patrons use the station toilet.
207	Bethesda proposed changes	Silver Spring proposed changes			Please be sure to include artwork and large public gathering spaces into the design. I really do not understand the drawings that you have shown.
208		Silver Spring proposed changes			The Capital Crescent Trail comes into the Silver Spring Metro area, directly where the station entrance is, in a very narrow space that currently leaves only 10 feet for the trail going right across the main entrance/exit for that station. The conflicts between trail users, particularly cyclists going downhill as they cross Colesville Road and connect to the Metropolitan Branch Trail, will be severe. The amount of space the Trail has needs to be greatly widened or the connection of the Trail has to be placed further south towards Ripley street, with the Trail remaining elevated past the actual entrance/exit for the metro.
209			New Carrollton proposed changes		There are constant delays and crowds on the metro/orange line and this proposed new line may make things worse. Right now, the trains arrive every 8 minutes, even during rush hours. This is a very crowded station, and people are often forced to stand on the train from the first stop. The proposed new line will make the crowds larger and will allow for the possibility of new delays and new issues. It doesn't make sense to decrease the number of parking spaces while increasing the potential for new users.

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210		Silver Spring proposed changes			<p>YES! this station is in need of many improvements - in particular more entrances. Many times i have missed buses due to them being in upper floors of the bus terminal. if there is a way to not have to go down to go up again, it would be immensely helpful!</p> <p>Can you please make sure that there is ample SEATING to wait for the purple line (and buses in general). Also for the area to have some SHELTER FROM THE ELEMENTS. Please consider having some heat lamps - http://www.transitchicago.com/assets/1/misc_images/inline_winter_heatlamps.jpg or enclosed space to wait for transit. Additional bathrooms are needed.</p>
211					Please make sure that these three stations have restrooms. Yes, they are a maintenance headache, but they are a necessity.
212	Bethesda proposed changes				I think this plan makes sense. A direct connection point between Red and Purple makes a lot of sense, especially with the reconstruction of the Apex building. What impact will this have to the street scape? The current Bethesda street elevator seems out of place next to the historic post office and with the difference entrances to the metro (open street through a bus bay and in a building) it would be nice to have some type of cohesion with the system and the feel of Bethesda. The other major comment is what disruption will this have to the station and service.
213		Silver Spring proposed changes			looks fine to me!
214			New Carrollton proposed changes		What impact will transferring 480 parking spaces have to me. Will have an impact on parking fees. Will there still be parking meters?
215	Bethesda proposed changes	Silver Spring proposed changes	New Carrollton proposed changes	I am OK with these changes, as the Purple Line will relay help me out.	I think these changes should happen, as the Purple Line will help millions.
216			New Carrollton proposed changes		<p>I am completely disappointed by the affect this proposal is going to have on the current parking situation at New Carrollton Metro. As you know, this station has already had to forgo an existing parking lot to the construction of the new Kaiser Permanate (sp) headquarters. This purple line proposes to remove up to 600 parking spaces from the Surface lot 4 and transfer 480 parking space to WMATA that is currently under the auspices of the State of Maryland. As it stands this latter lot has a less expensive fee to park compared to Metro's current parking structure. This transfer and what will likely be an increase in fees will have an negative impact on current commuters who use that lot.</p> <p>Lastly I am not sure what this hearing is being held in DC at a most inconvenient time on a subject that affects Marylanders. Would appreciate your consid ration to re-schedule this hearing at a more convenient time such as rthe library in New Carrollton, Bowie, or elsewhere. It makes me wonder how interested you really are in the concerns of those commuters who will be affected.</p>

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217			New Carrollton proposed changes		<p>While ridership and parking lot requirements have been reduced during the past two years, recent reporting from WMATA indicates ridership is heading towards a rebound, and the addition of the Purple line service would be expected to add to parking requirements. To minimize parking reductions to New Carrollton residents and other users on the New Carrollton side (85th Avenue) of the tracks please consider the following:</p> <ol style="list-style-type: none"> 1. for any construction activities that reduce parking - manage the contracts and contractor actions to align to actual construction phases - that is don't close or eliminate a set of parking for 12 months or more before actual construction work is needed for an area. 2. Consider adding the closed parking spaces on Elin Road between the existing commercial building parking lot and the apartments back into the metro parking pool (at one time that was metro overflow and most recently the State used it as overflow parking).
218	Bethesda proposed changes				<p>It is impossible for me to interpret your drawings so I can't really comment on your plans. It would be better if you'd provide a narrative explanation of what I am looking at, or a graphical enactment. One thing I note - it looks like the silver line platform is open to the elements - I hope there is a way to shield riders from wind, rain and cold, more than just a roof.</p> <p>Bethesda is becoming more and more oriented to commercial activities and less and less accommodating to residents. We live here, work here, shop here, and play here. I emphasize the WE LIVE HERE part of this equation.</p> <p>The destruction of the many large trees along the line is a loss of an aesthetic amenity to our community. It is imperative that you initiative an aggressive tree planting campaign, and develop state-of-the art bike and pedestrian pathways throughout Bethesda to offset the impact of the purple line construction to local residents - factoring in safety and aesthetics FIRST. (don't just send us along busy traffic corridors)</p> <p>Furthermore, there needs to be improved pedestrian safety all along Wisconsin Avenue - if you want this to be a walkable business and residential setting, there needs to be a concerted undertaking to slow down cars on Wisconsin Ave., create more stop lights to allow pedestrians to cross without taking our lives into our hands, and more enforcement of pedestrian laws. Thanks you.</p>
219	Bethesda proposed changes				

	A	B	C	D	E
220		Silver Spring proposed changes			Before putting any dollars towards the Silver Spring connection with the Purple Line, Maryland must first fully fund its fair share towards paying for the existing Metro rail system to ensure that scarce transit dollars are spent on needed maintenance and upgrades to make the system work. As a regular Metro rider who rides to and from Silver Spring, my priority is that the metro rail system operate well and for the long term, without delays and breakdowns and with sufficient hours of service. That is currently not the case. The Purple Line just duplicates existing bus service, such as the J4 bus, which must continue to be fully funded and should be upgraded. That bus line has worked well for my family and I in travelling to Bethesda, and would cost a small fraction of the money that plans to be wasted on the Purple Line. Please do not waste more dollars on a connection with the useless, boondoggle that is the Purple Line.
221			New Carrollton proposed changes		i am extremely concerned about parking. You have condos going in and a ton of spaces taken away now this will take away more spaces at New Carrollton. The plan to take over the parking that the state of Maryland owns is ridiculous. People are already using that. That is not additional space. This station is being made a transportation hub but the parking is a real issue. I hope to retire or just drive in. This is getting ridiculous
222		Silver Spring proposed changes			I support the proposed changes to Silver Spring metro station for the purple line. I do wonder if there will be sufficient precautions taken for pedestrians who want to use the new entrance to the metro station and are walking to that new entrance from the north and east (i.e. approaching from E Wayne Ave, Bonifant Street and Ripley, and must cross the Purple Line tracks right beside the Purple Line station in order to get to the new entrance. It's also unclear to me from the drawing if there will be an easy way to access the Purple Line station from street level along Colesville Road and/or people transferring from the red line to the Purple line or if they must go up through the transit center and/or use the new entrance to access the Purple Line station.
223	Bethesda proposed changes				It is important that with the construction of a new South entrance to Bethesda Metro Rail station remain at the corner of East-West Highway and Wisconsin. If you move it even further south to the location of the Apex building site this will be extremely difficult to access for the residents and business going, including Marriott new HQ. Please do not close the entrance at East-West Highway and Wisconsin.
224		Silver Spring proposed changes			I think this is a wonderful plan. There is a huge disconnect between the end of metro lines, and this would solve a lot of those problems. It would also decrease car traffic, especially on the beltway. With the purple line, if I need to go to Bethesda from Silver Spring, I can go 3 or 4 stops rather than 20. It would be ideal in the future to connect it all through Virginia to create a perimeter. This would lighten up Beltway traffic a huge amount. My only concern is that construction would cause closings and I would be prevented from getting to work. The current maintenance is making my commute unbearable, so I would like to know that this won't impact current Metro service or close the whole Silver Spring station. A lot of people use Silver Spring every day from all over Maryland, so please consider that in your plans.
225		Silver Spring proposed changes			Would the station have to be closed while the new entrance is constructed?

	A	B	C	D	E
226			New Carrollton proposed changes		<p>Bad idea to remove 600 parking spaces. You need to provide an option for those on the north side to park elsewhere. OR provide better public transportation so we don't have to drive our cars so much.</p> <p>Also, when you transfer parking from State lot to WMATA, the price goes up SIGNIFICANTLY to the point where I cannot afford to park there. The price of WMATA parking is ridiculously too high, that is why I park that the 480 space East (you call south) lot.</p> <p>Why don't you lower the salaries of the highest paid WMATA workers to allow for affordable parking? Or better yet, why doesn't Maryland provide adequate public transportation like a bus schedule from Crofton to New Carrollton Metro that make sense. And buses from Annapolis to New Carr Metro.</p>
227			New Carrollton proposed changes		<p>There is so much development going on in or around the station, but no changes have been done to the roads to handle the increase traffic. I live in New Carrollton, and I would gladly move if offer the funds for my condo. I do not like such a overly busy area. I have put a lot of money into my condo over the last ten years. Honestly, I hate that gentrification of DC has funneled their less desirable criminals into PG County. The fact that Maryland accepts the Rent/Living Vouchers from DC, but Virginia does not bothers me greatly. Expanding people's way to get places is good, but this also provides a way for criminals to get to places as well. People that live in more upscale neighbors may not appreciate you all opening a path for bad people to reach the areas where they live. Removing so many parking spots from New Carrollton is not a great ideal and the numbers should be to remove fewer parking space. Also keep in mind that over development is not a good thing for anyone, and certainly not the environment. There are those of us out there who appreciate nature and seeing green grass, trees, birds, and other animals. I would glad relocate elsewhere if offer enough to get out of my mortgage, and have money enough to relocate and leave this area altogether. The crowded roads and over development will eventually lead to a down fall the area in general, not to mention the high cost of living and crime. The PG County needs to stop accepting those vouchers from DC, which only brings criminals and other crime to the region, that affect the quality of life for the rest of us. Besides, by spreading the criminals out in PG will only exhaust and stretched the resources of local law enforcement. The loitering, littering, and crime in the area needs to be addressed and actively dealt with amongst other things. New Carrollton is a major hub, losing so many parking spaces goes against the grain and nature of the station. Thank you for listening.</p>
228	Bethesda proposed changes				<p>As long as costs are reasonable, I support the construction of a new south entrance that will connect with the street level and the purple line station.</p>
229			New Carrollton proposed changes		<p>Excellent proposal, I commute to this station every day and look forward to the new purple line. Parking impacts will be minimal as there is already extensive parking available on the other side of the Amtrak and Metro tracks.</p>
230			New Carrollton proposed changes		<p>I'm concerned that there will not be enough parking spots. The plan removes a number of current spots, doesn't adequately replace them, and adds an entire new line which might significantly increase the number of commuters that park at New Carrollton. I rely on parking at New Carrollton to commute to work so this directly impacts my daily life.</p>

	A	B	C	D	E
231	Bethesda proposed changes				Very much in favor of this proposal!
232			New Carrollton proposed changes		You can't be serious!!!! Parking is hard enough as is, by 8:00 a.m. the lot is completely full. Taking away parking spaces from lot 4 would greatly impact all the riders that park on that side. The lot as already been closed on the other side so where do you think people are going to go if you close Lot 4? This is a terrible idea!
233	Bethesda proposed changes				I request that attention paid to the quality of any installed elevator. The current elevator in Bethesda is painfully slow. It detracts from the public's desire to use the system. Also, why are the escalators at the main entrance so slow. They are faster at Montgomery Mall.
234		Silver Spring proposed changes		free transfers	I think that there should be free transfers from the red line to the purple line and vice versa
235	Bethesda proposed changes				All we have been told is there would be a new south entrance built. What are the ramifications to Red Line commuters? Will the Bethesda station need to be closed during any phase of the construction? Or, will trains schedules be disrupted? Where would the outlet to the street be? If the change is to accommodate MTA, does Metro or MTA pay for the construction?
236		Silver Spring proposed changes			I assume that the Purple Line Station will be somewhere on the grassy slope facing Colesville Road. Why do you need to build a station access to the upper level. There are already steps, escalators, and an elevator to the upper levels?
237		Silver Spring proposed changes			Would love to see an additional entrance to Silver Spring metro station at the south end. This would help for riders transferring to or from buses.
238		Silver Spring proposed changes			Sounds great! Do it!
239	Bethesda proposed changes				Anything you can do to make it easier and cheaper than driving to get to BWI and/or the connection to the Amtrak trains is a huge plus. Thanks you for making mass transportation available and getting us out of our gas guzzling cars.
240	Bethesda proposed changes				How can we comment if there's no info about the new South Entrance? Where would it be? How would one access it?
241	Bethesda proposed changes				Purple line is a waste of money. Cheaper to buy everybody who will ever use it a car.
242	Bethesda proposed changes				Fix the world's slowest elevator on Montgomery Avenue
243	Bethesda proposed changes				I would like to see updated, brighter LED lighting throughout the station and pedestrian corridors. Color and Artwork would help improve the existing Bethesda station arrival experience.
244	Bethesda proposed changes	Silver Spring proposed changes	New Carrollton proposed changes		WMATA should do everything possible to integrate the Purple Line into our regional public transit system including these proposed station upgrades. Also please find every possible way to make traveling on Metro and the Purple Line easy and seamless.

	A	B	C	D	E
245			New Carrollton proposed changes		Whatever you can do to make New Carrollton a more integrated station that really connects the various modes of transport there (Metro, Purple Line, Amtrack, MARC, Greyhound, MetroBus, and taxis/ride share) with parking and access to Rt 50 and the Beltway will make the station so much more useful and attractive. Also, ensure that there is better access to all the resources from the Annapolis Rd side would be helpful. This station could also use smarter ability to have commercial development in walking distance.
246	Bethesda proposed changes				A south entrance that does not require the use of the elevator is very much needed. It will need to be more convenient than the use of the elevator as well. Further the main entrance needs significant improvement as it is ugly and dirty and often filled with bus exhaust fumes.
247	Bethesda proposed changes				I fully support the creation of a southern entrance to the Metro red line station. All Metro stations for safety reasons should have multiple points of entrance and exit whenever feasible, and it only makes sense to take advantage of the construction of the Purple Line entrance to make this happen. And of course there needs to be a seamless transfer point between Purple and Red in order to maximize the value and ridership of both systems.
248		Silver Spring proposed changes			I approve of the south entrance
249	Bethesda proposed changes				I enthusiastically support the proposed changes to the Bethesda, Silver Spring, & New Carrollton metro stations! I cannot wait to start riding the Purple Line to work in Bethesda every day!
250		Silver Spring proposed changes			By making an entrance to the Purple line and transit center, it will make it easier for people to transfer to the next leg of their commute.
251		Silver Spring proposed changes			Buses need access to Sarbanes Transit Center on all levels....affordable housing not glitzy million dollar slums
252		Silver Spring proposed changes			I welcome the new entrance - but am confused - there is already one facing due South, where would this be positioned?

	A	B	C	D	E
253			New Carrollton proposed changes		<p>Metro seeks more revenue.</p> <p>THE single biggest thing METRO could go to make me use Metro more is to get me to the Metro Station, for both the subway and the buses. AND IT WOULD COST METRO NOTHING TO DO IT!!!!</p> <p>WEEKENDS</p> <p>This weekend, if I could get to Shady Grove from New Carrollton, by Metro, I would. But I can't. EVERY WEEKEND, I would use Metro, if I could get to it. Every weekend, I used to travel between Alexandria and Shady Grove by metro. Now I am never on Metro on the weekend.</p> <p>THIRTY MARC trains run pass the Seabrook MARC station every weekend. None stop.</p> <p>IT WOULD COST MARC PRACTICALLY NOTHING to use this station on the weekend. It was on the original schedule. The powers that be decide that a 3 mile walk to New Carrollton, along a road that is barren of sidewalks for much of the trip and crosses 7 lanes on on/off ramps to 95/405 was close enough for access to MARC. The did not consider the impact on Metro.</p> <p>The METRO bus, B27, that 'services' this corridor does not run on the weekends either.</p> <p>WEEKDAYS</p> <p>The MARC train weekdays runs often skips Seabrook during the week too. Indeed, in their last issuing of the Pennline schedule, THEY REDUCED SERVICE FURTHER by curtailing 'R' schedule service - what they use for inclement weather and holidays. Trains arrive at New Carrollton at 6:19 PM, 6:59 PM and 8:11 PM every weekday. NONE OF THESE TRAINS STOP AT SEABROOK TO PICK UP PASSENGERS! Therefore, you are missing vital passenger revenue by people who would use METRO IF THEY COULD GET TO METRO.</p> <p>MARC also gives no concern to tis schedule changes and coordinating with the METRO bus schedule. Lastly, MARC does not coordinate with the Metro subway schedule for Northbound departing trains. I have waited 1.5 hours to catch the next MARC because the Orange line got me to the station too late to make the transfer.</p> <p>See complaint 171201-000196 about recent lack of bus service to get to New Carrollton during the weekday. This</p>
254	Bethesda proposed changes	Silver Spring proposed changes			This will help to alleviate traffic on the beltway during rush hours.
255	Bethesda proposed changes	Silver Spring proposed changes	New Carrollton proposed changes		I support all these proposals since they make Metro easier to use and more convenient for riders
256	Bethesda proposed changes				Your public information about changes to the plans for the Bethesda South Entrance are totally lacking. It is not new that there will be a new South Entrance to the Bethesda Metro station and in fact, they are already working on it. So, is there a change to what has been proposed in the past? If so, you need to explain what that is as was done for Silver Spring metro station, etc.

	A	B	C	D	E
257		Silver Spring proposed changes			The design of the new station entrance and Purple Line interface look good. I am mostly concerned about years of endless construction, and curious how it will affect commuting via Metro to downtown via Silver Spring.
258	Bethesda proposed changes	Silver Spring proposed changes			Quick access to purple line platforms from metro station platforms will be critical to the interoperability of the two rail systems.
259	Bethesda proposed changes				I live in downtown Bethesda and my office window is on the trail (Montgomery Avenue) directly facing the where the purple line will run. Please give information on sound/vibrations that can be expected. Also it would be nice if purple line or another line is extended from Bethesda to Dulles airport, Tysons, and the silicon valley corridor in VA. It is ridiculous that I have to go into DC to go to these points when they are a hop, skip and jump from Bethesda (if driving).
260	Bethesda proposed changes				I think the construction of a new south entrance to the Bethesda station is a good idea, even independent of the connection to the Purple line. But with the connection, it is essential. One nice feature of the current Bethesda station (as compared with some other stations, e.g., Dupont Circle) is that there are multiple paths for passengers to take from the main platform to the mezzanine (notably, including both escalator and stairs). This seems to have a good effect on safety and crowdedness, and I hope that the new mezzanine will also be constructed to allow multiple paths up and down to the platform.
261	Bethesda proposed changes	Silver Spring proposed changes			Bethesda: The connection is great, but adequate signage should be available, such as 'Out-of-station connection to MTA Purple Line' Also, on 7000 series trains, they should announce 'Connection is available to MTA Purple Line' Silver Spring: Please make sure to include a mezzanine and fair gates that allow for a high amount of traffic flow, to reduce congestion in the new entrance for people transferring between Metro Red Line, MTA Purple Line and MARC Commuter Rail. Also please provide adequate signage for transfers between these three transport systems.
262			New Carrollton proposed changes		I travel through New Carrollton 3 days a week. I'm hoping the new facilities will address ongoing issues with the egress of passengers from trains at the end of the day during rush hour. The escalators are very narrow so it makes it hard for passengers to descend on the left hand side while the right hand side passengers are stationary without jostling other passengers. Both the stairs and the escalator exists get backed up. So much so that I sometimes miss my bus waiting at the bus stop for the next leg of my journey. I suggest more egress options that are wider to better handle the passenger loads at rush hour.
263	Bethesda proposed changes	Silver Spring proposed changes	New Carrollton proposed changes		I strongly support all of the changes to make the purple line more accessible to the metro. This will save time for transfers and make me and my fellow community members more likely to ride the metro and the purple line if it's faster and easier to go from one to another. It would be a shame to invest so much in the purple line and then skimp out on the access points, a huge draw for many to the metro system. Thank you for your consideration.
264	Bethesda proposed changes			put it back the why is was!!!!	
265	Bethesda proposed changes				It's about time we finally get the south entrance that was promised years ago. Please make some effort at aesthetics so the entrance doesn't look ugly and is both safe and convenient for older people.

	A	B	C	D	E
266		Silver Spring proposed changes			<p>What will the impact on Colesville road be, and how does WMATA plan to mitigate traffic impacts from construction around the Silver Spring station? This is a very busy area for pedestrians, transit riders, and drivers already, and I am concerned that construction will make it difficult and time-consuming to navigate this area.</p> <p>Also, the drawings/plans included here are too technical and geared for an engineer/planner perspective. You should include renderings, conceptual sketches, and/or simplified plans better suited for a layperson audience. In general I'm not impressed by the community engagement process around this part of the Purple Line Plan.</p>
267			New Carrollton proposed changes		<p>REMOVING THE PARKING SPOTS WILL BE AN INCONVIENCE TO US WHO PARK AT THE STATION. NEW CARROLLTON STATION IS ONE OF THE MAIN STOPS ON THE METRO LINE. WE PAY SO MUCH MONEY TO METRO, THE LEAST YOU ALL CAN DO IS KEEP IT CONVENIENT FOR US. FIX THE TRAINS THAT ARE OPERATING NOW BEFORE YOU DECIDE TO BUILD ANOTHER LINE.</p>
268	Bethesda proposed changes				<p>Please make the South entrance to the Bethesda station as large as possible. It needs a lot of elevators and preferably escalators as well. There are so many people who walk to the Bethesda station from the South and will be using the new entrance. We need a lot of elevators and escalators!</p>
269	Bethesda proposed changes				<p>I am a strong supporter of the Purple Line and look forward to having it connect directly to the Bethesda Metro Station. I am still very hopeful that the tunnel under Wisconsin Avenue can continue to be utilized by the Capital Crescent Trail, and hope that renovation of the tunnel for continued use by the CCT can be done in parallel with the construction of the Metro Station south entrance.</p>
270			New Carrollton proposed changes		<p>Please make sure this doesn't affect anyone's living quarters</p>
271	Bethesda proposed changes	Silver Spring proposed changes	New Carrollton proposed changes		<p>All of the proposed changes to improve Purple Line connections to all four of the Metrorail stations are a fantastic way to support travel in the Washington Region. It's all about making transit more available and more attractive for existing riders and the many new riders that these changes will generate. Please do not delay in working to enhanced transit connections.</p>
272		Silver Spring proposed changes			<p>Because I was unaware of the meeting until AFTER it was held, I am unclear on if the metro entrance is new, or just an additional one. Many of us park in the garage under NOAA on East West highway and we cut through the buildings and enter the 'back' of the current station. Can we still do this, or will we have to walk all the way around the station and go up to enter? I am confused on how this will impact me. And anytime anything is done around the station, general SS traffic is snarled (i.e. the shuttles for the shut down have created mind-boggling traffic downtown).</p>
273					<p>I just hope that both systems will be integrated to the greatest extent possible. It should be seamless and pro committee, less of feeding organizational egos!</p>
274	Bethesda proposed changes	Silver Spring proposed changes	New Carrollton proposed changes		<p>Me parece que es una excelente decisión la línea púrpura. El Metro de Washington DC es una opción vial muy costosa comparada con las otras ciudades y con una deficiencia terrible. Esta opción de la línea extra para conectar Maryland está excelente y podría servir y transportar a muchas personas.</p> <p>Saludos.</p>

	A	B	C	D	E
275		Silver Spring proposed changes			A connection would be ideal. I hope it'll be environmentally sound and usefully designed given the likely cost.
276			New Carrollton proposed changes		parking should not be removed
277			New Carrollton proposed changes		Reducing the number of parking spaces will have a significant impact on the current park and ride commuters. Adding parking spaces is the solution
278			New Carrollton proposed changes		<p>I welcome the construction of the Purple line. But the information provided on the WMATA Initiatives website and fliers to date, is very inadequate for a reasonable overview and feedback, esp, for New Carrollton. The maps in the NC station do not align with the description's two bullets: north side Park Ride, vs. South side, Lot 4 with 500-600 spaces, 400 parking spaces to WMATA from MD...?? But the overall impression is that inadequate provision is made for parking on either side of the New Carrollton Stn. - the State of MD East lot (next to Rt. 50) now almost fills every day, after closure of the SE WMATA lot for construction of commercial buildings, which themselves will require parking as well.</p> <p>Please provide maps and better descriptions of the scenarios WMATA wants feedback on.</p> <p>What is the master plan for the Orange line itself, is it being extended to Bowie? MARC is not up to the needs on its own.</p> <p>Other considerations in your viewfinder should be the inevitable role of self-drive cars and pick-up services, reducing the need for individual cars, esp. for the upcoming generation of the population.</p>
279		Silver Spring proposed changes			What is being done to maximize the survival of businesses on Bonifant Street and in the Long Branch area. What is being done to minimize the gentrification of housing along University Blvd.
280			New Carrollton proposed changes		the removal of the parking spaces will cause a problem for local neighborhoods we live in West Lanham Hills Estates, the parking is already bad, also we have a problem getting out of our neighborhood. where will the people park when you take away the parking spaces?. will it be in my neighborhood?
281			New Carrollton proposed changes		<p>Are you kidding about removing ANY parking spots from ANY metro station? Many stations don't have enough places as it is--and they're so expensive that along with the high metro fares the cost to ride metro is higher than the cost to pay for a garage in downtown DC. (Taking a bus to a metro station is not an option for many parts of the county.)</p> <p>Metro should focus on making the choice to use public transit more convenient, more comfortable, and more cost-effective than driving alone. Right now it is none of those things.</p>

	A	B	C	D	E
282			New Carrollton proposed changes		Please don't take away the parking spaces!
283	Bethesda proposed changes				I love it.
284			New Carrollton proposed changes		Parking at New Carrollton is already a challenge. Eliminating 500 spots from the North Side terminal will create an undue burden on commuters coming from Lanham, Seabrook and Greenbelt as it will take an additional 15-20 minutes to navigate around the Metro Station to get to the South Side parking lot. The station was initially designed for convenient access to parking from both sides and that original design should be maintained in a manner that is fair to existing users and community residents. A more reasonable plan that takes into considering the commuters who have been commuting from that lot for decades is expected and necessary.
285			New Carrollton proposed changes		DO NOT TAKE SPACES AWAY FROM STATE OF MARYLAND, WE NEED THOSE SPACES, WE HAVE ALREADY LOST LOST TO OTHER CONSTRUCTION.
286		Silver Spring proposed changes			I feel it is important to explain the impact during construction. What platform area will be closed. What paths around will be closed. The platform in silver spring can get crowded and particularly during construction this could be complicated depending on what is closed. The trail below the new mezzanine also is heavily used so understanding the disruption from construction would be nice.
287		Silver Spring proposed changes			
288		Silver Spring proposed changes			I am so glad to hear about this proposed change! Wish it didn't involve so many stairs, but I guess that's inevitable with the CSX tracks.
289	Bethesda proposed changes	Silver Spring proposed changes	New Carrollton proposed changes		
290		Silver Spring proposed changes			Why build that extra entrance from the Metro platform to the bus platform. Let people exit metro like normal and walk through the bus depot. That money should be used at any number of other places r to reduce costs.
291		Silver Spring proposed changes			
292	Bethesda proposed changes				<p>I would have preferred a true extension of the existing underground Metro system, rather than destroying valuable green space on the surface.</p> <p>In fact, I wish Metro was originally planned to include circumferential components that ran under the Beltway and has stations at every existing Beltway interchange. The current in/out radial system has never well-served a number of people who need to move 'around' the region. At present, I live in Bethesda and my office is in Reston--a terribly long Metro commute, but it could have been reasonably short with a circumferential system. The lack of such a system accounts for entire hour-long delays crossing the Cabin John bridge every evening. Some days I have resorted to driving all the way into downtown DC on I66 and then home from there to save time.</p>

	A	B	C	D	E
293	Bethesda proposed changes				Not sure if I'll still be working in the area when this comes to fruition, but if the Purple line saves time getting to Bethesda from the Penn Line at New Carrollton instead of Union Station and the Red line, I'm all for it. Seems the building on the SW corner of the Wisconsin/Elm intersection is already being demolished so I can't see the Purple line station being any more disruptive.
294	Bethesda proposed changes				I'm very happy with the proposed changes at Bethesda and Silver Spring, and I look forward to riding the Purple Line in a couple of years.
295		Silver Spring proposed changes			If this project will prohibit me from using the silver spring station, I will be very upset and might stop using metro and just drive into dc. Especially considering the two week closure of Takoma station that just happened last week.
296		Silver Spring proposed changes			it is unclear what happens to the other proposed stops in silver spring. Pedestrian access to the silver spring station is difficult and traffic on Colesville Road is very heavy and slow through downtown Silver Spring. It looks like that will add more pedestrians crossing coles ville road and more traffic congestion.
297		Silver Spring proposed changes			I had heard that to save money, the entrance/exit to the PL would not be as convenient as originally planned. I want parity with the Bethesda station. It is bad enough that the SS portion is above ground and Bethesda is below, but please make the entrances fair and equal. No more saving money on this part of town. Enough is enough.
298		Silver Spring proposed changes			I support all efforts to make the connections between the purple line and Metro fast and simple. Done right, the purple line should be an extension of the existing subway system. Congratulations on all your hard fought victories already. Can't wait to ride!
299		Silver Spring proposed changes			I look forward to the proposed changes to the Silver Spring metro for the coming purple line. The changes to the station will benefit more than the future purple line riders by better linking the transit modes served by the transit center, the metro station, and MARC station.
300	Bethesda proposed changes		New Carrollton proposed changes		I'm for whatever changes make the two systems connect while retaining parking at New Carrollton.
301		Silver Spring proposed changes			I need more information on how this construction will impact the surrounding area and current path to the metro station and buses.
302	Bethesda proposed changes				Please make sure that Purple Line and Metro fares are integrated, i.e., that riders can use their smartcard for Purple Line.
303	Bethesda proposed changes				
304	Bethesda proposed changes				Great idea!

	A	B	C	D	E
305			New Carrollton proposed changes		I do not support the planned transit facility changes at Bethesda, Silver Spring, and New Carrollton. I also do not support the Transfer of 480 parking spaces to WMATA from the State of Maryland. I do not support any of the proposed changes in the brochure. Thank you.
306		Silver Spring proposed changes			Construct a pedestrian bridge between the new metro mezzanine and the upper level of the transit center by the purple line station. This will make transferring between the two stations much faster as riders will be able to go directly from one to the other in a straight line. Under the current plan riders would have to go out around on the street and then back to the mezzanine on the proposed pedestrian bridge.

Appendix C – Public Hearing Presentation



**COMPACT PUBLIC HEARING
PROPOSED CHANGES TO
BETHESDA, SILVER SPRING, AND
NEW CARROLLTON METRO
STATIONS**

**Docket R17-02
December 5, 2017**

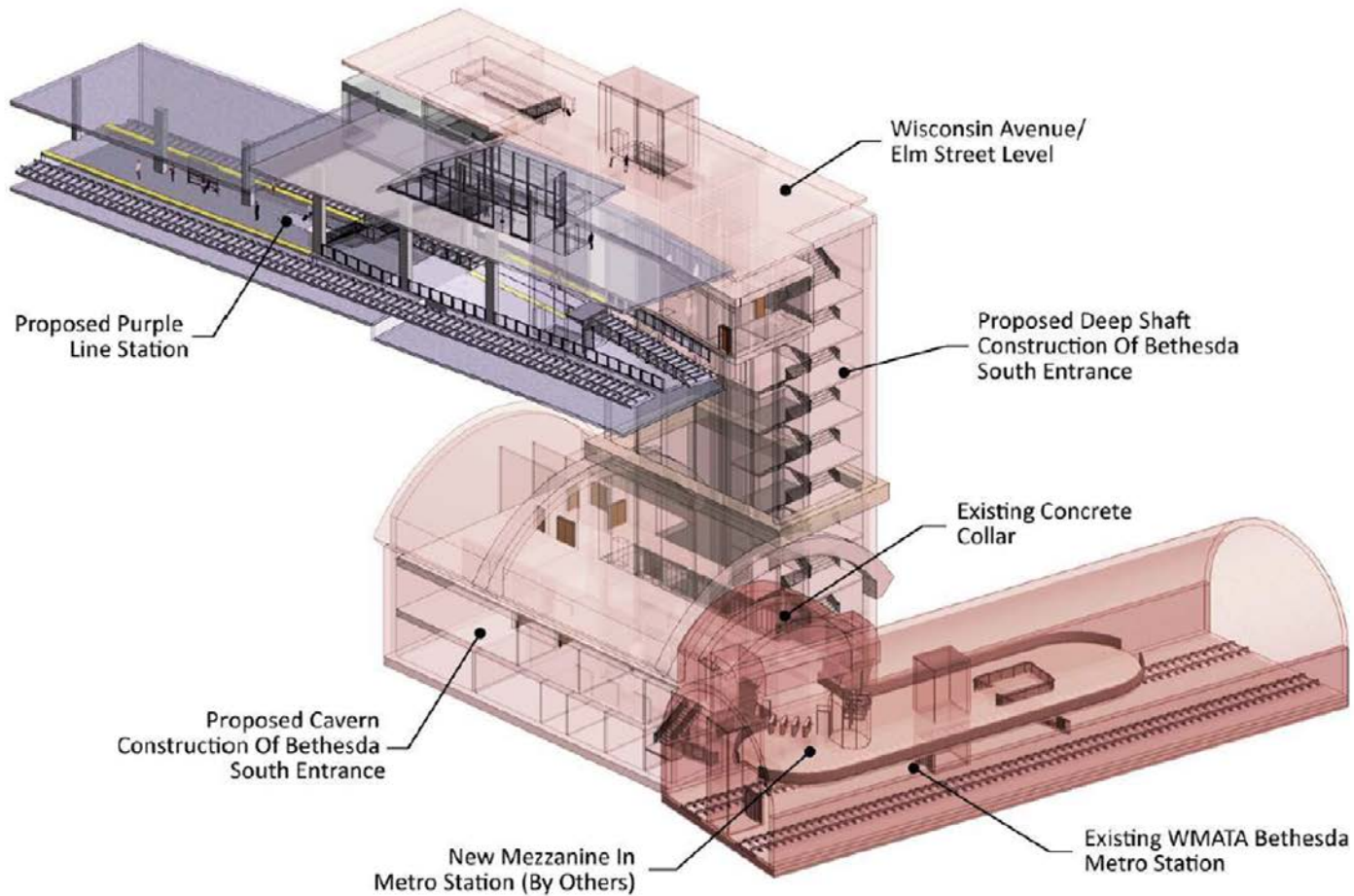


Overview

1. Introduction
2. Staff Presentation
3. Next Steps
4. Public Comments
5. Conclusion



Bethesda South Entrance



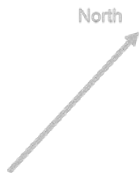
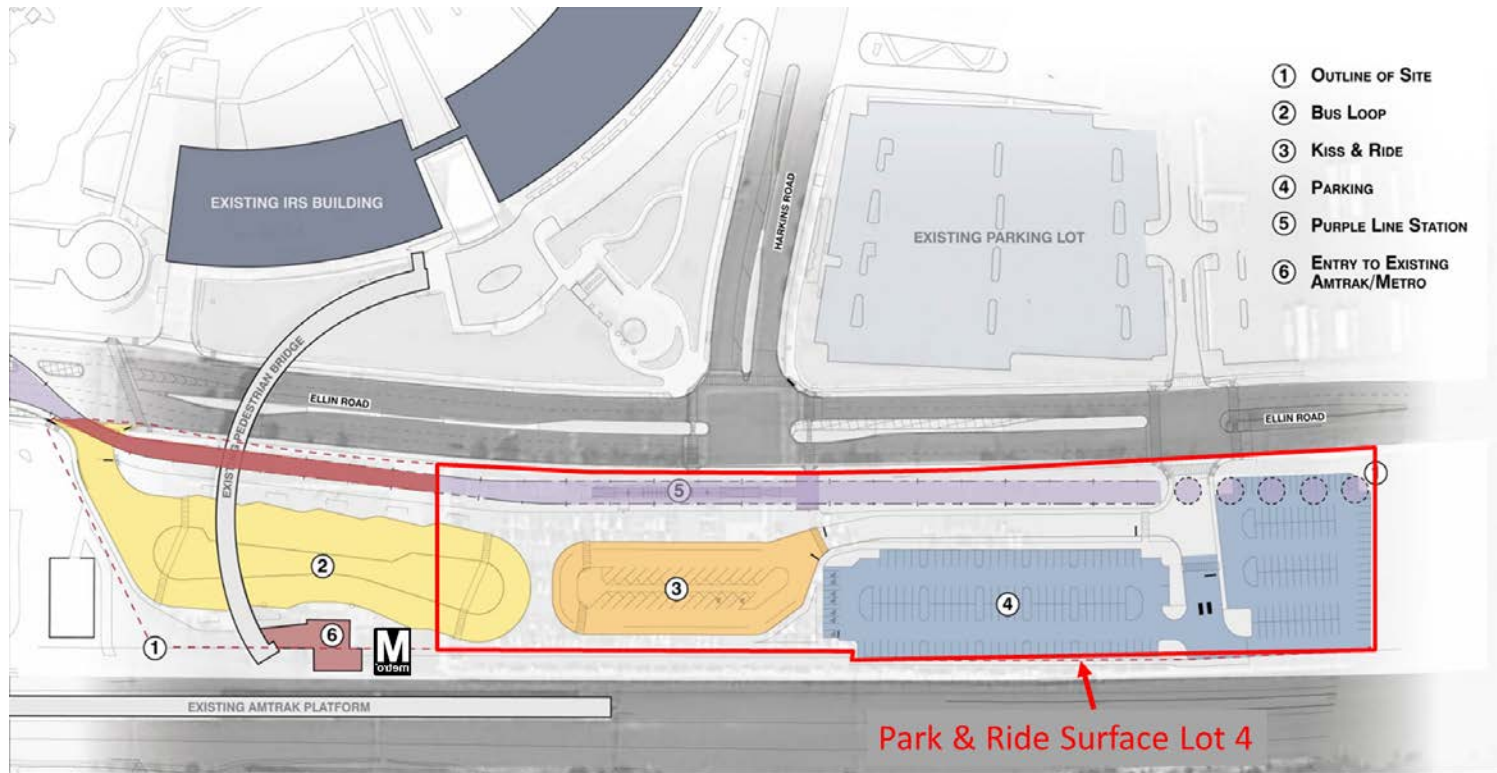


Silver Spring New Entrance



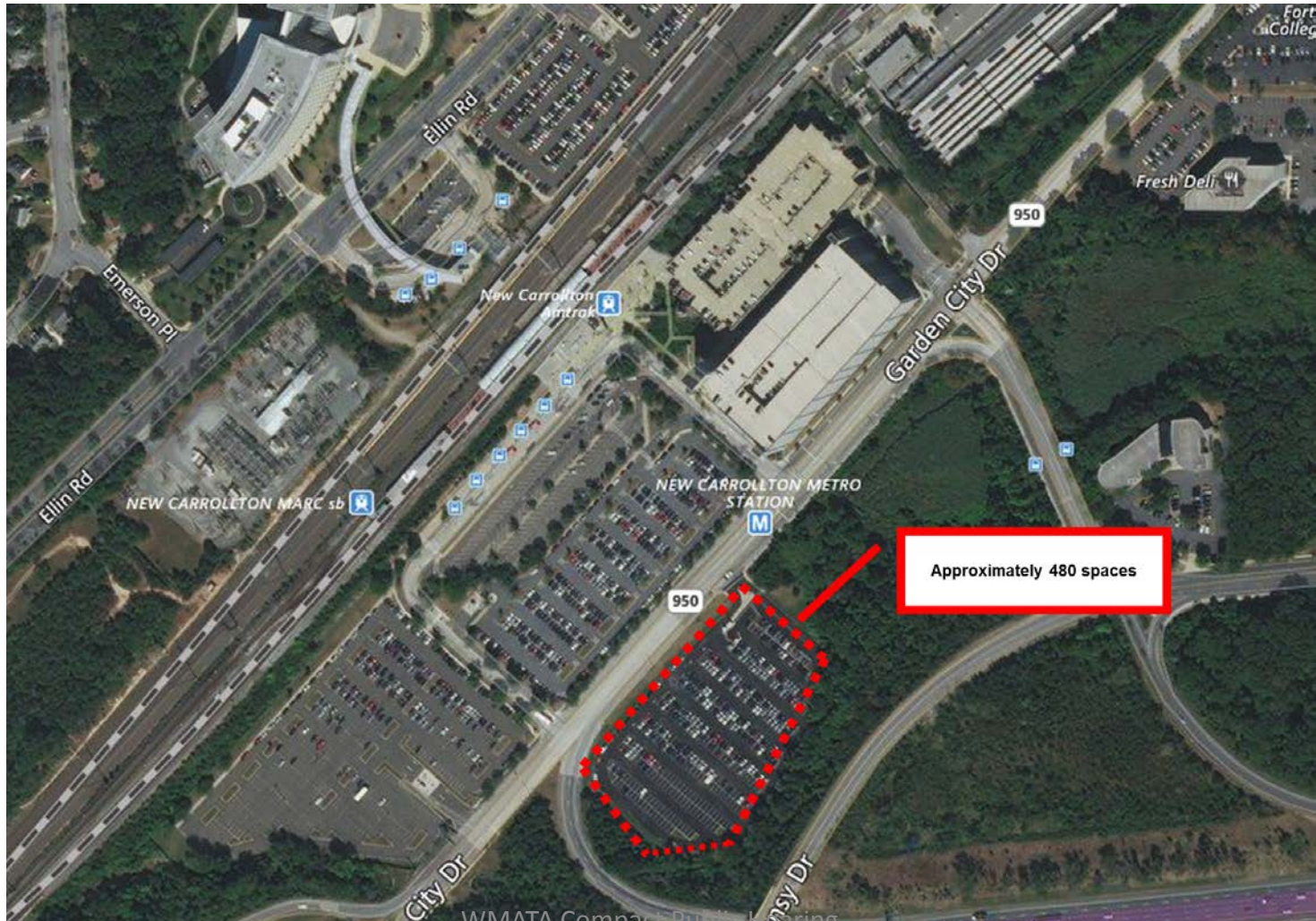


New Carrollton Parking Modification





New Carrollton Parking Modification





PUBLIC COMMENTS



Next Steps

- WMATA will continue to collect comments from the public until 5pm on December 15, 2017.
- WMATA will prepare and circulate a Staff Report based on public comments (December).
- WMATA will request Board approval of the Final Report and changes to Adopted Regional System plan (scheduled for January)



Thank You for Your Participation

