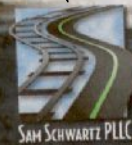


DRAFT

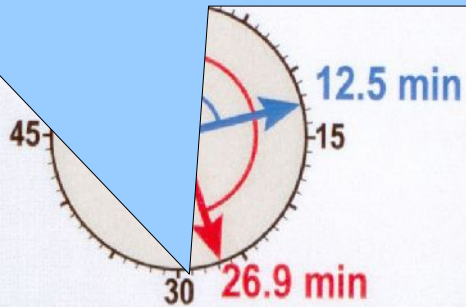
Purple Line Alternatives and Impact Analysis

These are selected slides from a presentation by Sam Schwartz PLLC to the Town of Chevy Chase Town Council on March 12, 2008. The blue bubbles contain comments by [ACT](#).

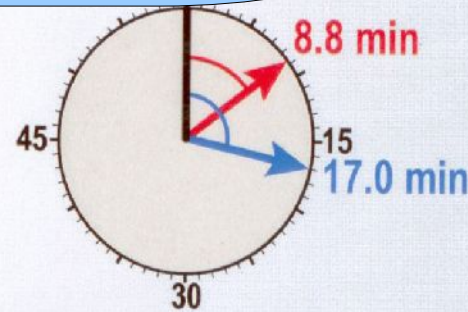


Passenger Trip Time Comparison from Silver Spring

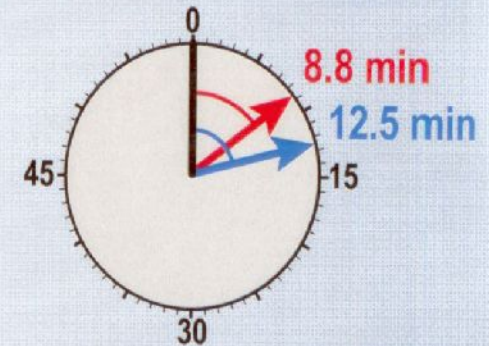
Light rail travel time from Silver Spring to Medical Center will be **16.3 minutes**, including waiting time for the transfer at Bethesda.



Silver Spring –
Medical Center

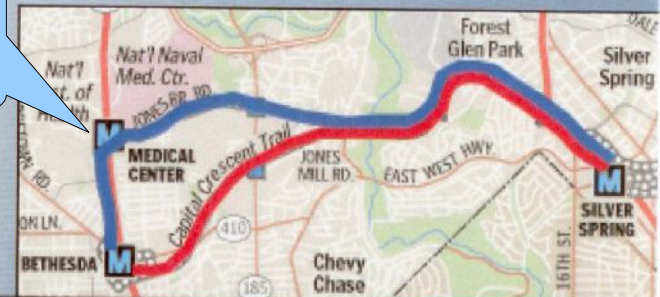
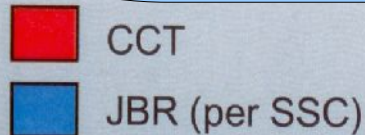


Silver Spring –
Bethesda



Silver Spring –
Red Line

The Medical Center Metro station is not at Jones Bridge Road. It's a five minute walk to the north. Schwartz's travel times are wrong.



Source: MTA correspondence, Feb 27 2008

The drawing distorts the **urban character** of downtown Bethesda.

Impacts of the Capital Crescent Trail Alignment

Proposed public space on Woodmont Avenue would be...
lost to LRT tail track and stored vehicles

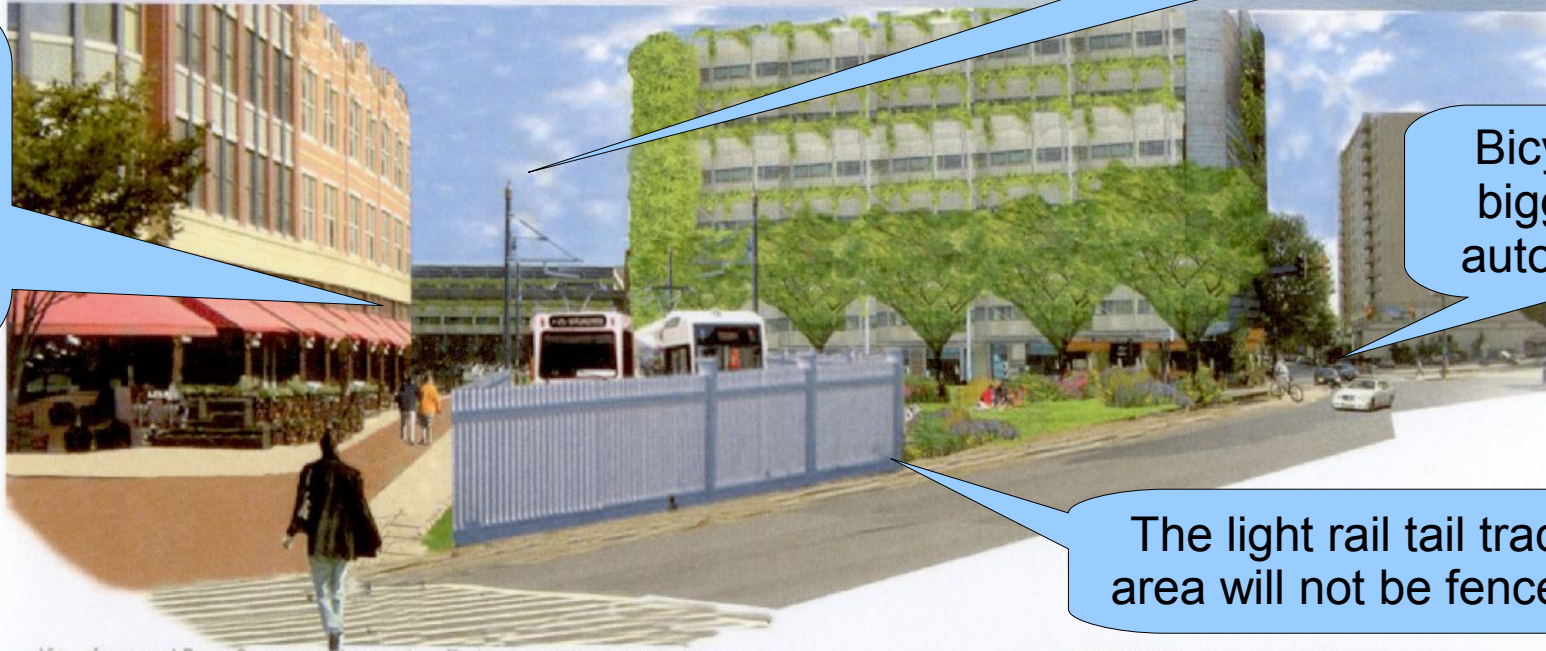
Blue sky is shown where there is really a multistory office building.

The movie theater is missing

Bicycles are bigger than automobiles.

The light rail tail track area will not be fenced.

The "green commons" concept for this site was rejected by the Planning Board months ago.

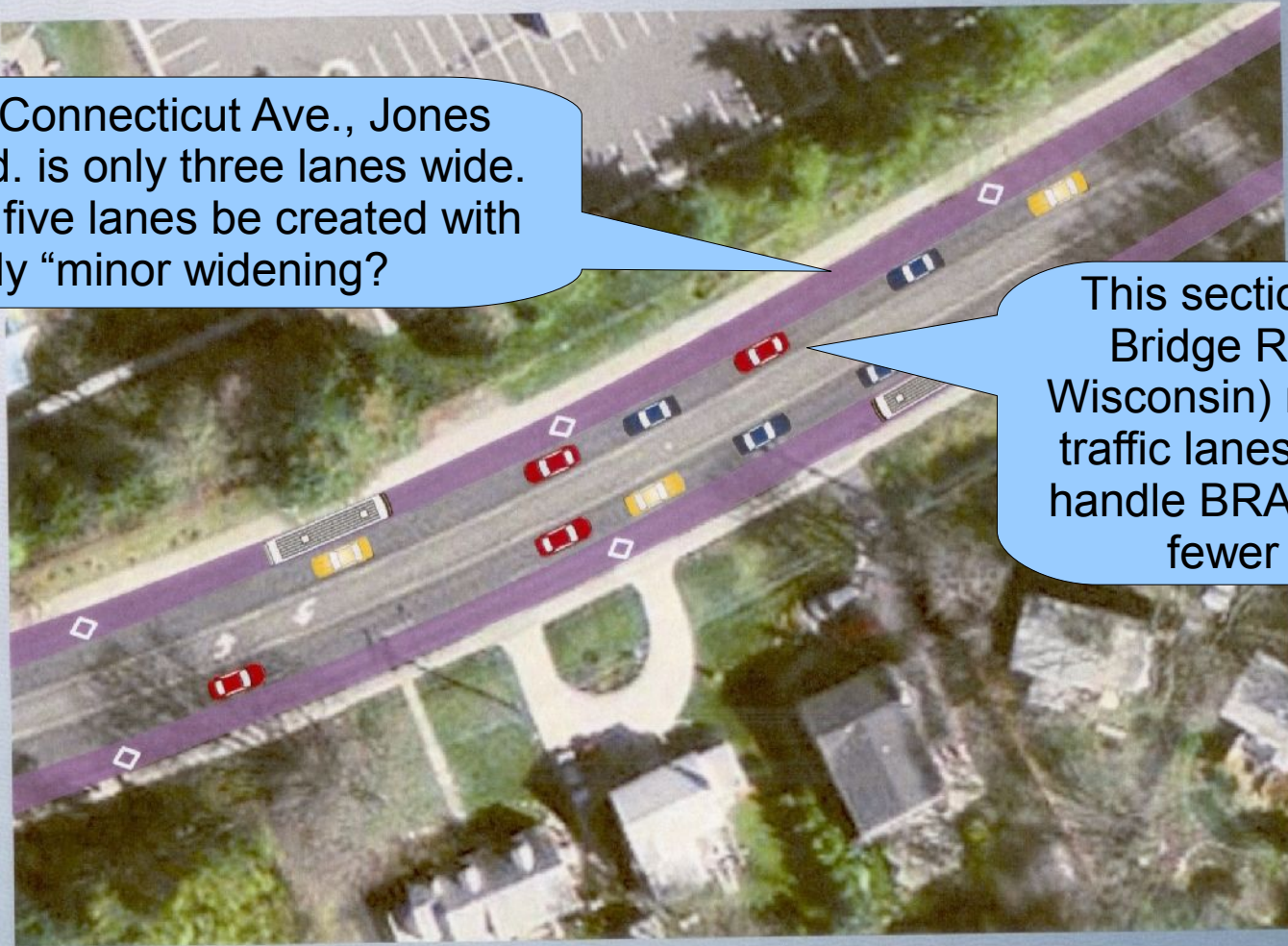


View of proposed Green Commons at intersection of Bethesda and Woodmont Avenues

LILA FENDRICK landscape architecture and garden design

Jones Bridge Road Outside Bus Lane

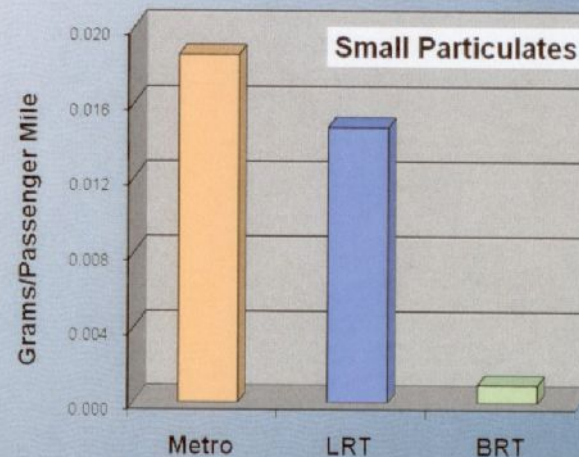
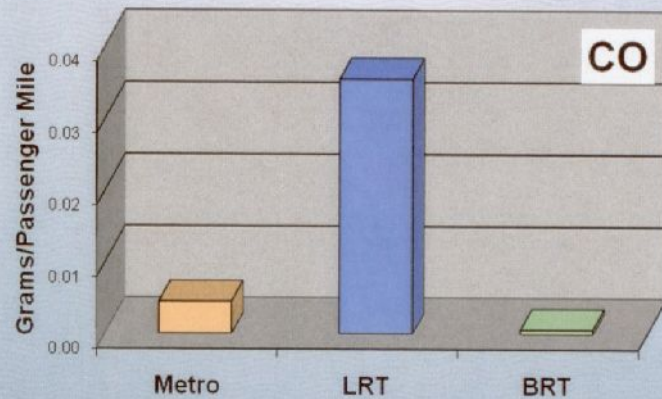
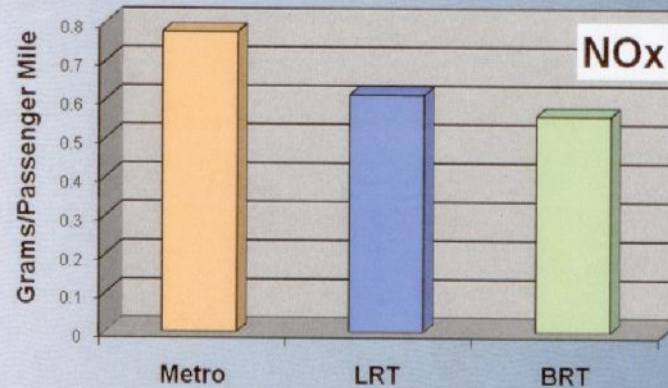
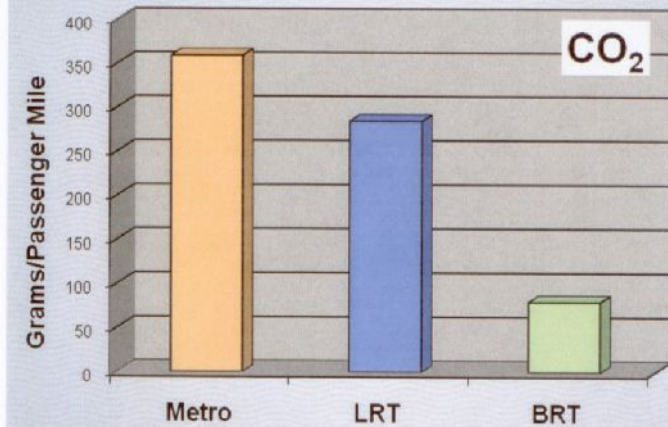
East of Connecticut Ave., Jones Bridge Rd. is only three lanes wide. How will five lanes be created with only "minor widening"?



This section of Jones Bridge Road (near Wisconsin) now has four traffic lanes. How will it handle BRAC traffic with fewer lanes?

These numbers come from a [report](#) by a group [funded by the petroleum industry](#). It assumes one bus carries the same number of passengers as a light rail train. Its buses use the latest emissions control devices, while the electricity used by rail transit is generated by obsolete technology. Specifically, the study assumes (p. 15) that 36% of the electricity comes from two 35-year-old power plants in D.C. that actually only [operate a few hours a year and are scheduled to be closed in 2012](#), and nearly all of the remaining electricity comes from coal-fired power plants that use control technology already installed in the 1990s.

Emissions Per Passenger Mile: DC Region



Source: *The Journal for Public Transportation*, 2006

MTA Trail Option: Downtown Bethesda

This option has not been rejected and is still under study.



Enclosed walkway suspended from ceiling

Source: MTA Pre-Conceptual Design Drawings, November 2006

CRESCENT TRAIL ARBORCIDE



“336 trees will be KILLED!”

Along the Silver Spring section of the trail and on Jones Bridge Road, more trees would be cut down for a diesel busway than for light rail. Are trees only worth saving in the Town of Chevy Chase?



SAM SCHWARTZ PLLC

Summary: Bus Rapid Transit on Jones Bridge Road

- Overall “best” choice for the Purple Line
- Most likely to be built
- Preserves the Capital Crescent Trail for recreation
- Direct service to Medical Centers and Woodmont
- Little impact on Jones Bridge Road

Runs diesel buses along the trail in Silver Spring.

Stops five minutes away from NIH pedestrian entrance.

Planning Board study found large impacts.

