



Approved and Adopted

September 2010

purple line

Functional Plan



Montgomery County Planning Department
The Maryland-National Capital Park and Planning Commission



purple line functional plan

Approved and Adopted

abstract

This plan for the Purple Line transit facility through Montgomery County contains route, mode, and station recommendations. It is a comprehensive amendment to the approved and adopted 1990 *Georgetown Branch Master Plan Amendment*. It also amends *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties*, as amended, the *Master Plan of Highways for Montgomery County*, the *Countywide Bikeways Functional Master Plan*, the *Bethesda-Chevy Chase Master Plan*, the *Bethesda Central Business District Sector Plan*, the *Silver Spring Central Business District and Vicinity Sector Plan*, the *North and West Silver Spring Master Plan*, the *East Silver Spring Master Plan*, and the *Takoma Park Master Plan*.

source of copies

The Maryland-National Capital Park and Planning Commission
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Silver Spring, MD 20910-3760

Online at:

www.montgomeryplanning.org/transportation/projects/purple_line.shtm

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

The Maryland-National Capital Park and Planning Commission is a bi-county agency created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the great majority of Montgomery and Prince George's Counties; the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles, in the two counties.

The Commission is charged with preparing, adopting, and amending or extending *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties*.

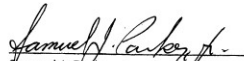
The Commission operates in each county through Planning Boards appointed by the county government. The Boards are responsible for all local plans, zoning amendments, subdivision regulations, and administration of parks.

The Maryland-National Capital Park and Planning Commission encourages the involvement and participation of individuals with disabilities, and its facilities are accessible. For assistance with special needs (e.g., large print materials, listening devices, sign language interpretation, etc.), please contact the Community Outreach Office, 301-495-4600 or TDD 301-495-1331.


CERTIFICATION OF APPROVAL AND ADOPTION

This Purple Line Functional Plan is a Comprehensive Amendment to the Approved and Adopted 1990 Georgetown Branch Master Plan Amendment; The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland – Washington Regional District in Montgomery and Prince George's Counties, as amended; the Master Plan of Highways for Montgomery County; the Countywide Bikeways Functional Master Plan; the Bethesda-Chevy Chase Master Plan; the Bethesda Central Business District Sector Plan; the Silver Spring Central Business District and Vicinity Sector Plan; the North and West Silver Spring Master Plan; the East Silver Spring Master Plan; and the Takoma Park Master Plan; has been approved by the Montgomery County Council, sitting as the District Council, by Resolution No. 16-1470 on July 27, 2010, and has been adopted by The Maryland-National Capital Park and Planning Commission by Resolution No. 10-19 on September 8, 2010, after a duly advertised public hearing as required by Article 28 of the Annotated Code of Maryland.

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION


Samuel J. Parker, Jr.
Chairman


Françoise Carrier
Vice –Chair


Joseph C. Zimmerman
Secretary – Treasurer



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB NO. 10-120
M-NCPPC NO. 10-19

RESOLUTION

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of Article 28 of the Annotated Code of Maryland, is authorized and empowered, from time to time, to make and adopt, amend, extend and add to *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District within Montgomery and Prince George's Counties*; and

WHEREAS, the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to said law, held a duly advertised public hearing on December 10, 2009 on the Public Hearing Draft Purple Line Functional Plan, being also a comprehensive amendment to the *Approved and Adopted 1990 Georgetown Branch Master Plan Amendment; The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District within Montgomery and Prince George's Counties*, as amended; the *Master Plan of Highways for Montgomery County*, as amended; the *Countywide Bikeways Functional Master Plan*, the *Bethesda-Chevy Chase Master Plan*, the *Bethesda Central Business District Sector Plan*, the *Silver Spring Central Business District and Vicinity Sector Plan*, the *North and West Silver Spring Master Plan*, the *East Silver Spring Master Plan*, and the *Takoma Park Master Plan*; and

WHEREAS, the Montgomery County Planning Board, after said public hearing and due deliberation and consideration, on April 8, 2010, approved the Planning Board Draft Purple Line Functional Plan, recommended that it be approved by the District Council, and forwarded it to the County Executive for recommendations and analysis; and

WHEREAS, the Montgomery County Executive reviewed and made recommendations on the Planning Board Draft Purple Line Functional Plan and forwarded those recommendations to the District Council on June 25, 2010; and

WHEREAS, the Montgomery County Council sitting as the District Council for the portion of the Maryland-Washington Regional District lying within Montgomery County, held a public hearing on June 29, 2010, wherein testimony was received concerning the Planning Board Draft Purple Line Functional Plan; and

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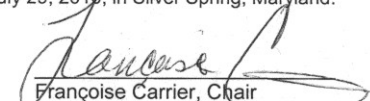
WHEREAS, the District Council, on July 27, 2010 approved the Planning Board Draft Purple Line Functional Plan subject to modifications and revisions set forth in attached Resolution No. 16-1470.

NOW, THEREFORE BE IT RESOLVED, that the Montgomery County Planning Board and The Maryland-National Capital Park and Planning Commission do hereby adopt the said Purple Line Functional Plan, together with the *General Plan for the Physical Development of the Maryland-Washington Regional District within Montgomery and Prince George's Counties*, as amended, and as approved by the District Council in the attached Resolution No. 16-1470; and


BE IT FURTHER RESOLVED, that copies of said Amendment should be certified by The Maryland-National Capital Park and Planning Commission and filed with the Clerk of the Circuit Court of each of Montgomery and Prince George's Counties, as required by law.

CERTIFICATION

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission on motion of Commissioner Alfandre, seconded by Commissioner Wells-Harley, with Commissioners Carrier, Wells-Harley, Alfandre, Dreyfuss, and Presley voting in favor of the motion, at its regular meeting held on Thursday, July 29, 2010, in Silver Spring, Maryland.


Françoise Carrier, Chair
Montgomery County Planning Board

This is to certify that the foregoing is a true and correct copy of Resolution No. 10-19, adopted by the Maryland-National Capital Park and Planning Commission on motion of Commissioner Cavitt, seconded by Commissioner Wells-Harley, with Commissioners Parker, Carrier, Cavitt, Vaughns, Presley, and Alfandre, voting in favor of the motion, and Commissioners Squire, Clark and Dreyfuss absent during the vote, at its meeting held on Wednesday, September 8, 2010, in Silver Spring, Maryland.


Patricia Colihan Barney
Executive Director



Philadelphia, PA David Pirmann

Prepared by

The Maryland National Capital Park and Planning Commission

April 8, 2010

Approved by

The Montgomery County Council

July 27, 2010

Adopted by

The Maryland National Capital Park and Planning Commission

September 8, 2010

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introduction

The Purple Line alignment within Montgomery County travels from Bethesda to Takoma/Langley Crossroads, parallel to the Capital Crescent Trail, over the CSX railroad and Metrorail tracks, through a new tunnel under Plymouth Street, and in certain locations, traveling with traffic on public roadways.

The goal of this *Purple Line Functional Plan* is to identify the specific alignment and station locations within the County so that existing and future master, sector, station area, and other plans will have the benefit of adopted policy guidance as to the location, mode, function, and general operational characteristics of the Purple Line. This Plan makes no recommendations for zoning or land use changes, but identifies alignment and station locations to protect needed right-of-way.

This Plan should be consulted for development review cases and prior to issuing building permits.

list of acronyms

AA/DEIS	Alternatives Analysis/Draft Environmental Impact Statement
CBD	Central Business District
CSX	CSX Transportation Corporation
FEIS	Final Environmental Impact Statement
LPA	Locally Preferred Alternative
LRT	Light Rail Transit
MARC	Maryland Area Regional Commuter (rail)
MDOT	Maryland Department of Transportation
MPAG	Master Plan Advisory Group
MTA	Maryland Transit Administration
SHA	Maryland State Highway Administration
UMD	University of Maryland
WMATA	Washington Metropolitan Area Transit Authority

¹ All of the build alternatives examined in the AA/DEIS included a fully bi-directional transitway (two lanes or two tracks) from Bethesda to New Carrollton. This Functional Plan includes that design element. The Georgetown Branch Master Plan included segments between Bethesda and Silver Spring that were single track segments.

background

In January 1990, Montgomery County approved and adopted the *Georgetown Branch Master Plan Amendment*. This master plan amended a prior Georgetown Branch plan of 1986 and established as County policy the intent to construct, operate, and maintain a trolley and adjacent trail between Bethesda and Silver Spring on the Georgetown Branch right-of-way. The County purchased the Georgetown Branch right-of-way in December 1988.

Other County plans subsequently were adopted confirming County policy to utilize the right-of-way as a combined transit/trail facility between Bethesda and Silver Spring.

- *Bethesda-Chevy Chase Master Plan* – Approved and Adopted April 1990
- *Bethesda Central Business District Sector Plan* – Approved and Adopted July 1994
- *Silver Spring Central Business District Sector Plan* – Approved February 2000 and Adopted March 2000
- *North and West Silver Spring Master Plan* – Approved August 2000 and Adopted September 2000
- *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George’s Counties* as amended

The technical basis for extending the Purple Line east from Silver Spring to New Carrollton in Prince George’s County was established with the *Capital Beltway/Purple Line Study – Findings and Recommendations Report*, prepared by the Maryland State Highway Administration (SHA) and Maryland Transit Administration (MTA) in March 2003. In September 2003, the MTA began the scoping process as part of the preparation of the *Purple Line Alternatives Analysis/ Draft Environmental Impact Statement (AA/DEIS)*. The AA/DEIS was released in October 2008.¹

County Council Policy Direction

The Montgomery County Council in January 2009 voted to recommend that the Governor endorse a Locally Preferred Alternative (LPA) with the following major attributes:

- Light Rail Transit (LRT) as the preferred mode
- “Medium Investment” LRT (one of the alternatives analyzed in the AA/DEIS) using the Georgetown Branch right-of-way as the preferred alignment with following modifications related to design.
 - Incorporate the “High Investment” LRT design for the Capital Crescent Trail through the tunnel under Wisconsin Avenue.
 - Curtail the “tail tracks” west of the Bethesda South Station to extend no farther than 100 feet west of the portal of the Apex Building, and less than that if possible.
 - Plant grass between and along the sides of the tracks where the line is parallel to the Capital Crescent Trail and not on a bridge or in a tunnel.
 - Expand the pavement width of the Capital Crescent Trail to a minimum of 12 feet, and, where existing right-of-way is available (i.e., between the western end of Columbia Country Club to the eastern end of Rock Creek Park) and where cost and tree loss would not be significant, expand the pavement width up to 16 feet with a wider buffer between the LRT and the trail.
 - If the surface option is ultimately selected for Wayne Avenue, delete the Dale Drive stop from the LPA but design the line to facilitate adding a stop there in the future.

The County Council and County Executive added the following items to be accomplished during preliminary engineering.

- Examine the feasibility of using hybrid light rail vehicles that do not require wires, poles, or an electrical substation.
- Consider more access points to the Capital Crescent Trail.
- Retain as many of the corridor’s existing trees as possible.
- Investigate surface LRT operations to ensure pedestrian and vehicle safety.
- Study pedestrian, vehicular, and LRT operations in Silver Spring, including vehicle queuing, on-street parking operations, and the Green Trail design.

- Develop detailed designs for the Capital Crescent Trail that include access points, retaining walls, security and fencing, landscaping, aesthetic treatments for new bridges, signing and markings, bicycle facilities at station, and the public plaza at the Woodmont East terminus.
- Prepare a phasing plan along University Boulevard that identifies how LRT implementation will be coordinated with the wider master plan typical street section.
- Provide continuous sidewalks or shared use paths on both sides of roadways that carry the Purple Line alignment.
- Protect wetland, parkland, historic resources, and mitigate the impacts of the Parks Department’s Brookfield Road Maintenance site and wheel squeal locations throughout the alignment.

State Selection of Locally Preferred Alternative

On August 4, 2009, Governor O’Malley announced that the State was proceeding with a Purple Line New Starts application for federal funding of a Purple Line between Bethesda and New Carrollton, and that the LPA in Montgomery County includes the design features recommended by the County Council and described above.

Community Outreach

Community outreach related to Purple Line planning has been extensive and has taken place under the auspices of the Maryland Transit Administration and local governments in both Montgomery and Prince George’s County.

Maryland Transit Administration (MTA)

The MTA developed a comprehensive outreach effort as part of its work in the completion of the Purple Line AA/DEIS. As an example, from the fall of 2005 through summer of 2008 multiple meetings were held with focus groups representing the following areas along the alignment within Montgomery County:

- Master Plan Alignment along the Georgetown Branch right-of-way
- Jones Bridge Road alignment
- Lyttonsville
- Silver Spring CBD
- East Silver Spring
- University Boulevard.

The agenda and information exchange at the focus group sessions was tailored to the specific geographical area.

In addition, open houses covering the entire alignment were held in:

- September 2003
- November 2004
- June 2006
- December 2007
- May 2008.

In November 2008, the MTA held two public hearings in the County on the Purple Line AA/DEIS.

Montgomery County Planning Department

In May 2007, the Planning Board authorized the establishment of a Purple Line Master Plan Advisory Group (MPAG). The MPAG membership was composed of more than 30 representative stakeholders along the alignment within the County. The MPAG met 19 times between October 2007 and October 2008 when the Purple Line AA/DEIS was released. During that time, the group reviewed many of the technical and process issues inherent in large projects of this type and provided input to the staff memorandum and technical review of the AA/DEIS.

The MPAG also met on seven additional occasions after the release of the AA/DEIS to further examine issues in the context of the Planning Board, County Council, and State recommendations on the Purple Line. In addition, the Planning Board held a worksession in December 2008 and a hearing and worksession in January 2009 as part of its outreach during deliberations on reaching a recommendation on a Locally Preferred Alternative for the Purple Line.



Barcelona, Spain

Harry Sanders

Map 1 Purple Line Alignment and Stations in Montgomery County

Bethesda
South

Connecticut
Avenue

Lyttonsville

16th Street

Silver Spring
Transit Center

Fenton
Street

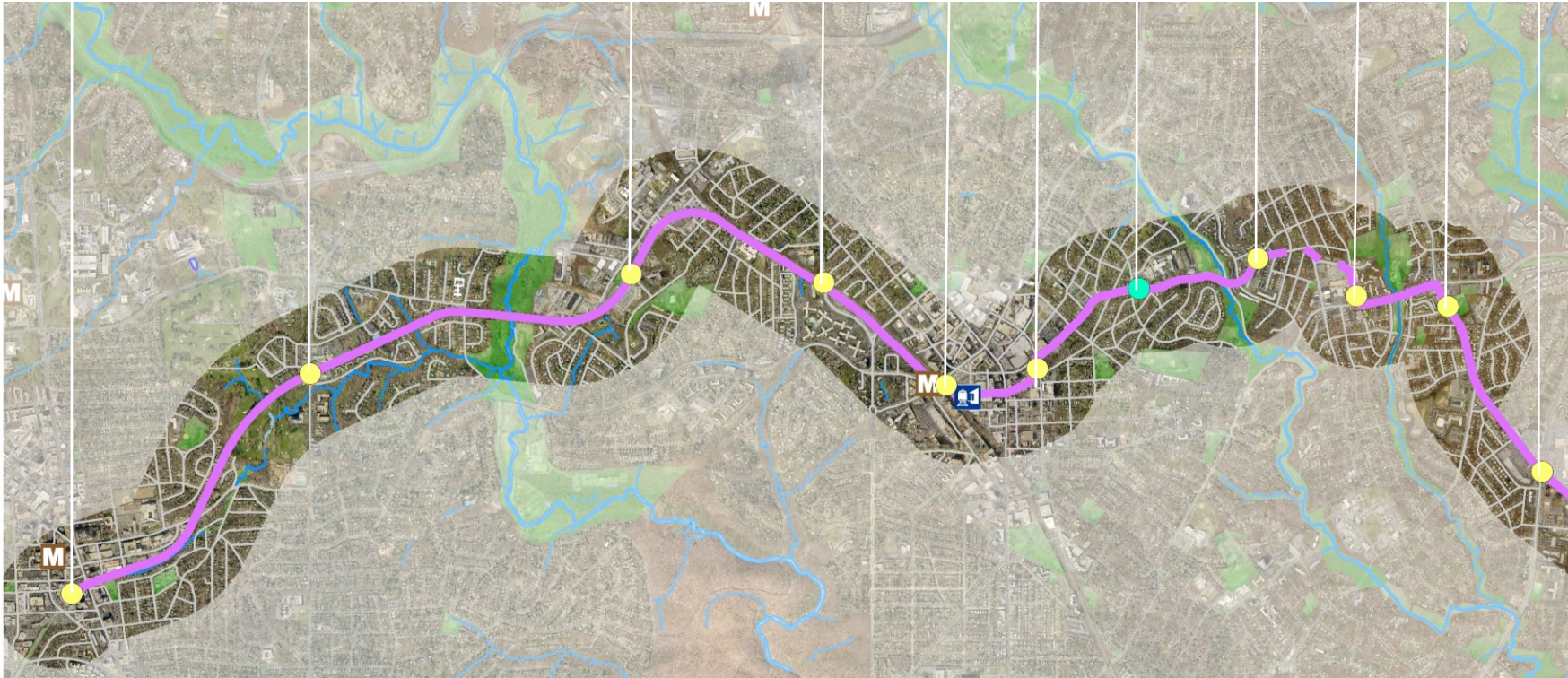
Potential
Dale Drive

Manchester
Place

Arliss
Street

Gilbert
Street

Takoma/Langley Park



Note: The Takoma/Langley Park Station is in Prince George's County.

vision

The Purple Line is a critically important component of the County’s infrastructure for the 21st century. It represents a significant reinvestment in down-County infrastructure and helps set the stage to continue smart and sustainable growth by building on established communities closest to the region’s core. The Purple Line will allow the County to remain economically competitive in the region.

The Purple Line’s role within our overall growth strategy is perhaps best represented by the multiple ways it helps us address the four focus areas identified for the County’s Growth Policy—connections, diversity, design, and environment.

Table 1 **Purple Line Characteristics and Objectives**

purple line segment	connections	diversity	design	environment
Bethesda to Connecticut Avenue	Bethesda Red Line Metrorail Station Capital Crescent Trail to Georgetown	Access to Bethesda jobs, housing, and shopping Enhanced travel options for transit dependent Supports efforts to increase affordable housing Access to Elm Street Park, Leland Park, and Leland Recreation Center	Design effort focus on pedestrian and trail access and experience Will reinforce Bethesda CBD as multi-modal activity center Design should reflect and reinforce this urban destination and the area’s gateway character Supports existing and planned transit-oriented development	Provides opportunities for targeted growth and helps prevent sprawl
Connecticut Avenue to Lyttonsville	Rock Creek Trail to Lake Needwood and D.C. Improved trail connection east of Rock Creek	Access to Walter Reed Annex and County Fleet Maintenance Center jobs Supports efforts to increase affordable housing Access to Rock Creek Park and Trail	Design effort focus on pedestrian and trail access and experience, and station access and compatibility Connection with Rock Creek Trail also critical design element	Locates operation and maintenance facility adjacent to similar land use
Lyttonsville to Silver Spring Transit Center	Silver Spring Red Line Metrorail Station MARC, Metrobus, Ride On, MTA Commuter Bus, UMD Shuttle, and Intercity bus at Silver Spring Transit Center Metropolitan Branch Trail to D.C. Directly connects Bethesda and Silver Spring CBDs	Access to Silver Spring jobs, housing, and shopping Enhanced travel options for transit dependent to Bethesda and east to Takoma/Langley Park, College Park, and New Carrollton Supports efforts to increase affordable housing Access to Coffield Community Center and Rock Creek Stream Valley Park	Station access and trail access and connectivity of primary importance in this area	Provides opportunities for targeted growth and helps prevent sprawl Significantly reduces travel time between Bethesda and Silver Spring and makes transit more competitive with auto travel
Silver Spring Transit Center to Manchester Road	Silver Spring Green Trail to Sligo Creek Trail Sligo Creek Trail to Wheaton Regional Park and Prince George’s County Proposed new library site in Silver Spring	Access to Silver Spring jobs, housing, and shopping Enhanced travel options for transit dependent to Bethesda and east to Takoma/Langley Park, College Park, and New Carrollton Access to Sligo Park	Segment features transition from transit center to street grade, initial street running segment in Silver Spring, interface with proposed library site, crossing of Sligo Creek, and tunnel segment	Provides transit capacity between areas of highest transit dependency—Silver Spring, Long Branch, and Takoma/Langley Park with least amount of impact on neighborhoods and environment
Manchester Road to Takoma/ Langley Park	Metrobus, Ride On, and Prince George’s County TheBus TheBus and the University of Maryland Shuttle at Takoma/Langley Park Transit Center	Bi-County’s most diverse area with highest percentage of transit dependent residents Access to Long Branch Park and New Hampshire Estates Park	Design effort focus on station access, pedestrian connectivity, and compatibility with redevelopment	Helps establish sustainable growth with focus on redevelopment, retention, and expansion of affordable housing

Why a Purple Line Functional Plan?

The purpose of the *Purple Line Functional Plan* is to identify the specific alignment and approximate station locations within Montgomery County so that existing and future master, sector, station area, and other plans will have adopted policy guidance as to the location, mode, function, and general operational characteristics of the Purple Line.

The statutory basis for functional master plans is found in the Maryland Code. Title 7 of Article 28 states:

“The Commission may make and adopt and from time to time amend, and the district councils may approve and amend, functional master plans for the various elements of the general plan, including but not limited to master plan of highways, mass transit that includes light rail and bus ways, hospitals and health centers, parks and other open spaces, police stations, fire stations, and utilities.”

The statute also notes:

“Each functional master plan or amendment thereto, shall be an amendment to the general plan if so designated by the appropriate district council.”

It is also important to note that this Plan updates prior planning efforts by addressing the segment of the Purple Line between Silver Spring and the County boundary in the Takoma/Langley Crossroads area in addition to the segment between Bethesda and Silver Spring. The focus of prior plans had been solely on the segment between Bethesda and Silver Spring.

Land Use and Zoning

As a functional plan, this Plan does not address potential changes in land use or zoning.

Light Rail as the Mode

This Plan establishes light rail as the preferred mode for the Purple Line for the following reasons.

- Light rail provides the capacity needed to meet the ridership projections for year 2030 and beyond.
- Light rail is consistent with the original vision as expressed in previously adopted master plans.
- Light rail is the stated preferred mode of most other neighboring jurisdictions along the Purple Line alignment.
- Each light rail station should be designed with art, historic information, and other elements to make it a focal point for its community.

While this Plan does not recommend a specific rail vehicle, it does endorse the following general principles related to procurement that should be considered by the MTA.

- To the extent possible, the vehicles should reflect the latest technology in passenger and pedestrian safety and in mitigating environmental impacts including point or source emissions, noise, energy efficiency, and potential modifications to stations, running way, or the yard and shop facilities.
- MTA should use vehicles that would not require overhead wires for a power source, if they have proven to be reliable in a comparable environment elsewhere, and not be prohibitively expensive. Nor should a power source be used that would rule out a track bed constructed over a natural porous surface such as grass, particularly in the segment where the trail is parallel to the tracks.
- The vehicles and train should be able to accommodate the expected ridership using station platform lengths of no more than 200 feet.



Minneapolis Steven Vance

transitway segments

The following sections describe the alignment from west to east in 16 segments. While some of the segments begin or end at major features, landmarks, terminals, or boundaries, there is no formal rationale for the way the segments are presented; primarily, they are divided into segments of approximately similar length that can be easily presented on a series of maps.

Along with a map, each segment is presented with more detail on rights-of-way, a description of planned stations, and where applicable, details of the adjacent trail. Three types of right-of-way elements are described.

- Current right-of-way describes area already in the public domain through either fee simple property ownership or dedication to transportation use.
- Prior master plan right-of-way describes rights-of-way protected through master plans adopted prior to 2010.
- Minimum right-of-way describes the need for right-of-way to incorporate the Purple Line into the public realm.

No additional right-of-way protection is needed at locations where the Purple Line right-of-way needs are less than what is already in the public domain or that will be dedicated through the land development process. In some cases, additional right-of-way will be needed as indicated in the following tables and the summarized amendments to the *Master Plan of Highways*.

This Plan is based on the best project planning information available at the time of the Plan's adoption. The estimated dimensions, features, and descriptions are subject to ongoing modification as project planning continues into preliminary engineering, final design, and construction.



Table 2 **Woodmont Avenue to Pearl Street**

from	to	current right-of-way width	prior master plan right-of-way width (minimum)	minimum right-of-way width and/or area required for Purple Line and trail
Woodmont Avenue	West end of tunnel	66 feet	66 feet	38 feet plus area for ramp to accommodate trail descent/ascent
West end of tunnel	East end of tunnel	Varies an estimated 32 to 50 feet	Varies an estimated 40 to 50 feet	Varies an estimated 40 to 50 feet
East end of tunnel	Just west of Pearl Street	32 feet	32 feet	57 feet
Just west of Pearl Street	Pearl Street	32 feet	32 feet	57 feet

Notes

Balance of 66-foot right-of-way or easement area retained for public use space, access to station area, and access to Elm Street

Trail is elevated above rail vehicles in this area

Pedestrian bridge will provide access from Elm Street Park to north side of tracks. Trail is elevated in this segment

Bethesda South Station

Key potential features of the Bethesda South Station concept plan include:

- station platforms located under the Apex Building and in the tunnel under Wisconsin Avenue
- pedestrian connections to Elm Street
- pedestrian connection via elevators to the south end of the Metrorail Bethesda Station mezzanine and platform
- pedestrian connection to the Woodmont East plaza area between the western end of the tunnel and Woodmont Avenue
- tail tracks extending west from the station platform into the Woodmont East plaza for not more than 100 feet from the tunnel’s western end.

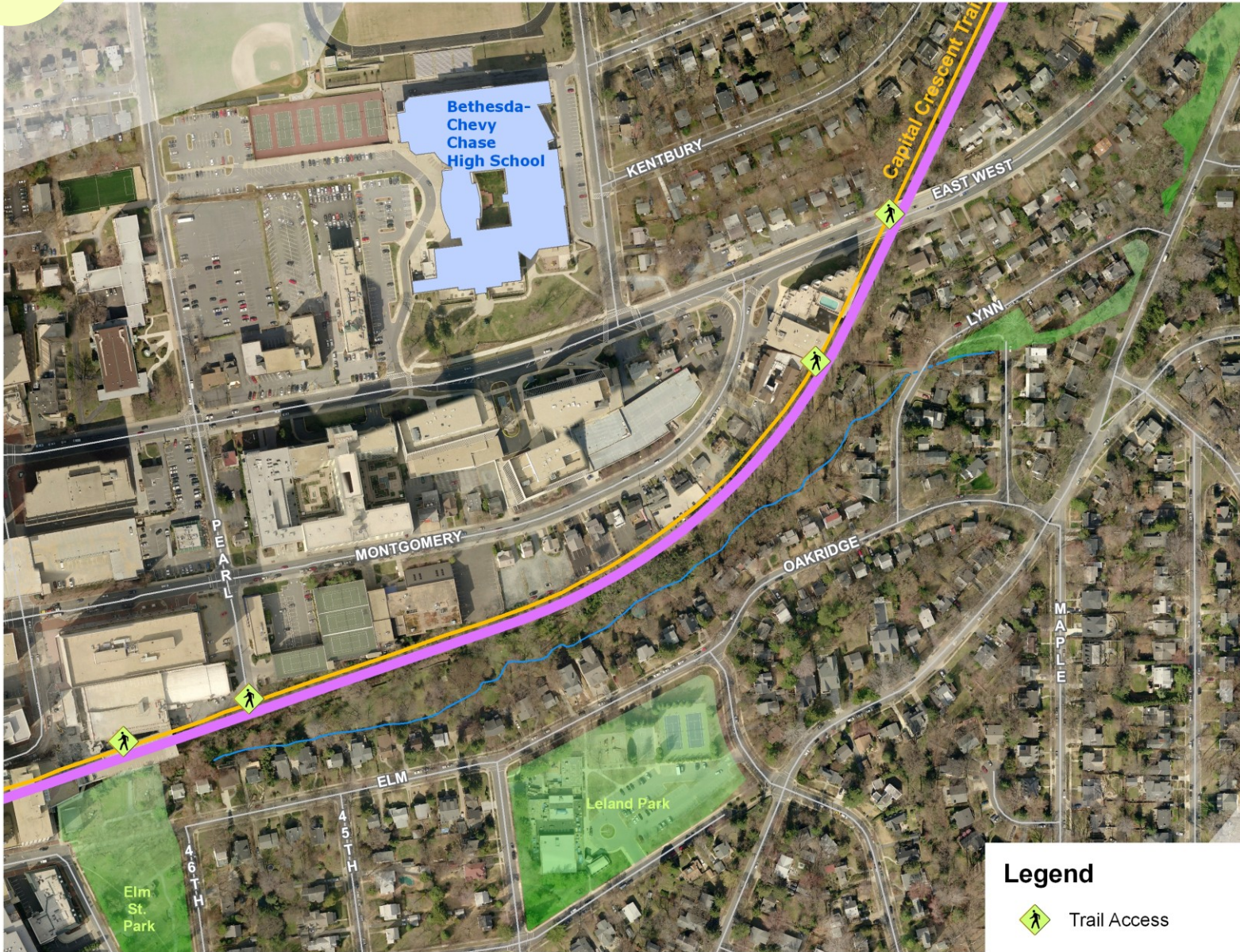


Table 3 **Pearl Street to East-West Highway**

from	to	current right-of-way width	prior master plan right-of-way width (minimum)	minimum right-of-way width and/or area required for Purple Line and trail
Pearl Street	East-West Highway	Varies, generally estimated as 66 feet	Varies, generally estimated as 66 feet	Varies, estimated as 66 to 85 feet (includes additional area for ramp to Pearl Street) and 80 feet at ramp next to Riviera Apartments.

Notes

Pedestrian ramp on north side of tracks is in area of widest right-of-way along this segment. Ramp connects to at-grade crossing of tracks and to existing trail access on south side of right-of-way in 7500-7600 block of Lynn Drive

In the design phase, alternatives to the Lynn Drive at-grade crossing should be explored and if the crossing is retained, special attention given to safety

Capital Crescent Trail

Key features of the Capital Crescent Trail concept plan from Bethesda to Chevy Chase Lake include:

- access to and from the trail elevated above the light rail vehicles within the Apex tunnel
- between Bethesda and the Silver Spring Transit Center build a 12-foot wide paved surface with two-foot shoulders except where not feasible
- trail routed on the north side of the Georgetown Branch right-of-way²
- trail access to and from the south side of the Georgetown Branch right-of-way via a pedestrian ramp within the tunnel adjacent to Elm Street Park
- trail access via a pedestrian ramp at or just east of Pearl Street on the north side of the Georgetown Branch right-of-way
- trail access via a pedestrian ramp on the north side of the right-of-way near the Riviera Apartments with an at-grade track crossing to an existing trail connection to Lynn Drive

- trail access via pedestrian ramps on the north and south sides of the Georgetown Branch right-of-way located largely within the Sleaford Road Extended right-of-way
- access to the trail via a pedestrian ramp on the north side of the Georgetown Branch right-of-way at Kentbury Way Extended
- trail and Connecticut Avenue bridge access via a pedestrian ramp on the north side of the Georgetown Branch right-of-way and west of Connecticut Avenue largely within the Georgetown Branch right-of-way but also within the Newdale Road right-of-way.

² This is a change from the 1990 Georgetown Branch Master Plan Amendment.



Table 4 **East-West Highway to Kentbury Way Extended**

from	to	current right-of-way width	prior master plan right-of-way width (minimum)	minimum right-of-way width and/or area required for Purple Line and trail
East-West Highway	Right-of-way for trail access on north side of tracks at Kentbury Way Extended	Varies, generally estimated as 66 feet	Varies, generally estimated as 66 feet	Varies, generally estimated as 66 feet

Notes

Trail routed on the north side of the Georgetown Branch right-of-way. This is a change from the 1990 *Georgetown Branch Master Plan Amendment*

Pedestrian ramp to trail on north side of tracks is within Sleaford Road Extended right-of-way

Pedestrian path under tracks providing access from south side to north side of tracks is within right-of-way of Sleaford Road Extended

Additional trail access provided by ramp on north side of trail at Kentbury Way Extended right-of-way



Table 5 **Kentbury Way Extended to Connecticut Avenue**

from	to	current right-of-way width	prior master plan right-of-way width (minimum)	minimum right-of-way width and/or area required for Purple Line and trail
Right-of-way for trail access on north side of tracks at Kentbury Way Extended	Connecticut Avenue	Varies, generally estimated as 66 feet	Varies, generally estimated as 66 to 100 feet	Varies, generally estimated as 66 to 100 feet

Notes

Trail routed on the north side of the Georgetown Branch right-of-way. This is a change from the 1990 *Georgetown Branch Master Plan Amendment*

Pedestrian path within right-of-way both parallel and under trail and tracks for pedestrian and golfer access to country club property on either side of right-of-way

Pedestrian ramp on north side of tracks to provide trail access. Ramp is within trail and Newdale Road right-of-way

Trail and tracks are on two different aerial structures that extend over Connecticut Avenue

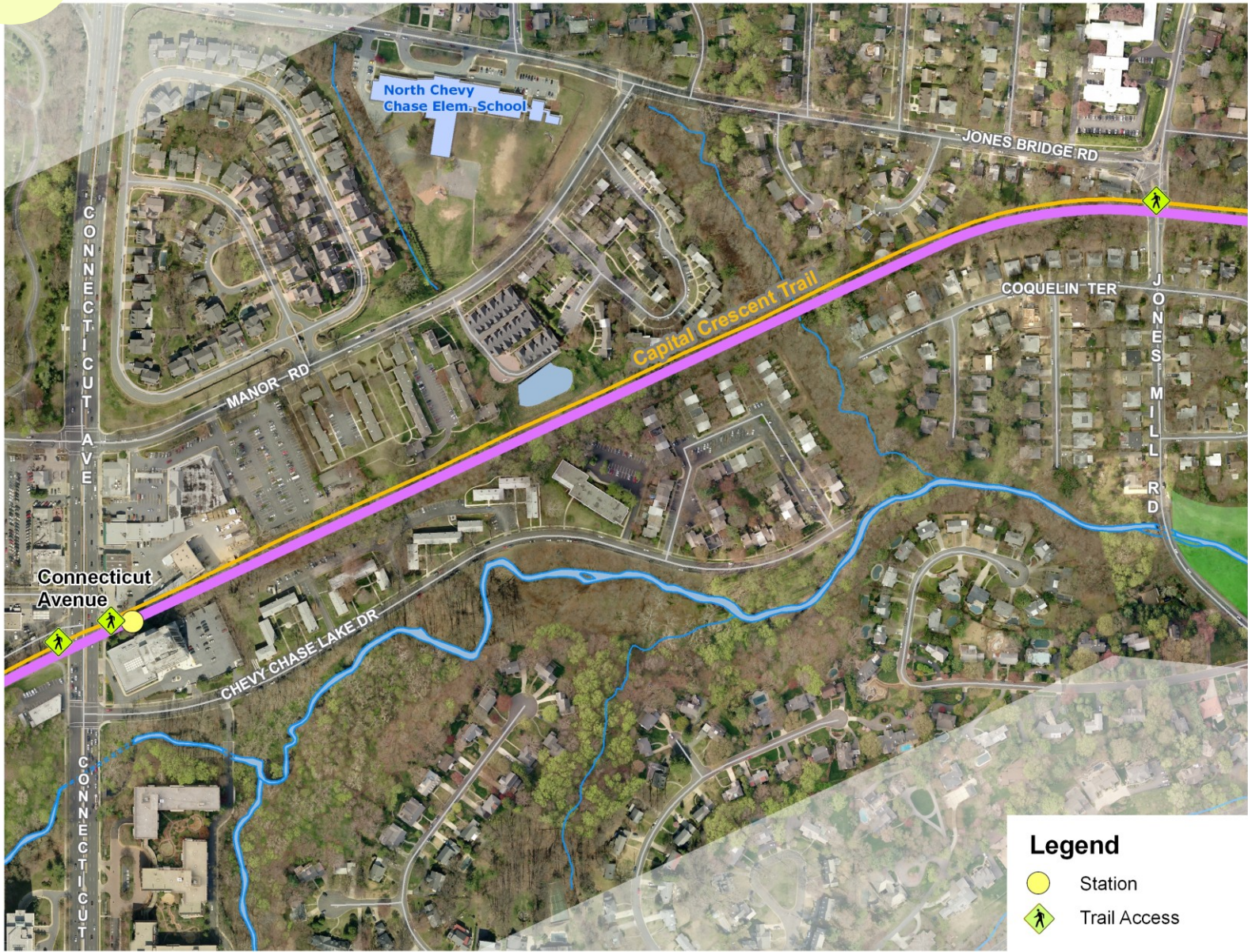


Table 6 **Connecticut Avenue to Jones Mill Road**

from	to	current right-of-way width	prior master plan right-of-way width (minimum)	minimum right-of-way width and/or area required for Purple Line and trail
Connecticut Avenue	Jones Mill Road	Varies an estimated 90 to 100 feet	Varies an estimated 90 to 100 feet	Varies an estimated 90 to 100 feet

Notes

Trail routed on the north side of the Georgetown Branch right-of-way. This is a change from the 1990 *Georgetown Branch Master Plan Amendment*.

Tracks and trail go under Jones Mill Road

Connecticut Avenue Station

Key features of the Connecticut Avenue Station concept plan include:

- station platforms immediately east of Connecticut Avenue on an aerial structure extending over Connecticut Avenue
- station access via a pedestrian ramp on the west side of Connecticut Avenue
- direct above grade connection east of Connecticut Avenue between trail and station platform
- kiss-and-ride area incorporated into station area plan.



Table 7 Jones Mill Road to Lyttonsville Place

from	to	current right-of-way width	prior master plan right-of-way width (minimum)	minimum right-of-way width and/or area required for Purple Line and trail
Jones Mill Road	Lyttonsville Place	Varies an estimated 66 to 225 feet	Varies, an estimated 66 to 225 feet and includes two adjacent parcels for yard and shop—the MDOT parking area (2.64 acres) and the M-NCPPC Meadowbrook Maintenance Annex (1.31 acres) —both in southwest quadrant of the Brookville Road and Lyttonsville Place intersection	Varies, an estimated 66 to 225 feet and includes two adjacent parcels—the MDOT parking area (2.64 acres) and the M-NCPPC Meadowbrook Maintenance Annex (1.31 acres) — both in southwest quadrant of the Brookville Road and Lyttonsville Place intersection

Notes

Pedestrian ramp to trail is on north side of tracks just east of Jones Mill Road. Trail begins descent east of Jones Mill Road on separate structure below tracks on bridge over Rock Creek Park

Additional long pedestrian ramp connects Capital Crescent Trail with Rock Creek Trail about 40 feet below Capital Crescent Trail

Tracks on bridge are about 15 feet above separate bridge for Capital Crescent Trail

Tracks and trail within Georgetown Branch right-of-way and go under Lyttonsville Place

Capital Crescent Trail

Key features of the Capital Crescent Trail concept plan from Connecticut Avenue to Lyttonsville include:

- trail routed on the north side of the Georgetown Branch right-of-way west of Rock Creek. This is a change from the 1990 *Georgetown Branch Master Plan Amendment*
- a trail passing underneath Jones Mill Road
- a pedestrian ramp east of Jones Mill Road providing trail access as it descends west to east
- a pedestrian/bike bridge over Rock Creek below the bridge for the Purple Line that moves the trail from north side to the south side of the Georgetown Branch right-of-way
- a pedestrian ramp connecting the Capital Crescent Trail with the Rock Creek Trail
- trail access from the intersection of Grubb Road and Terrace Drive
- trail and station access via a pedestrian path, elevator, and stairs on the east side of Lyttonsville Place.

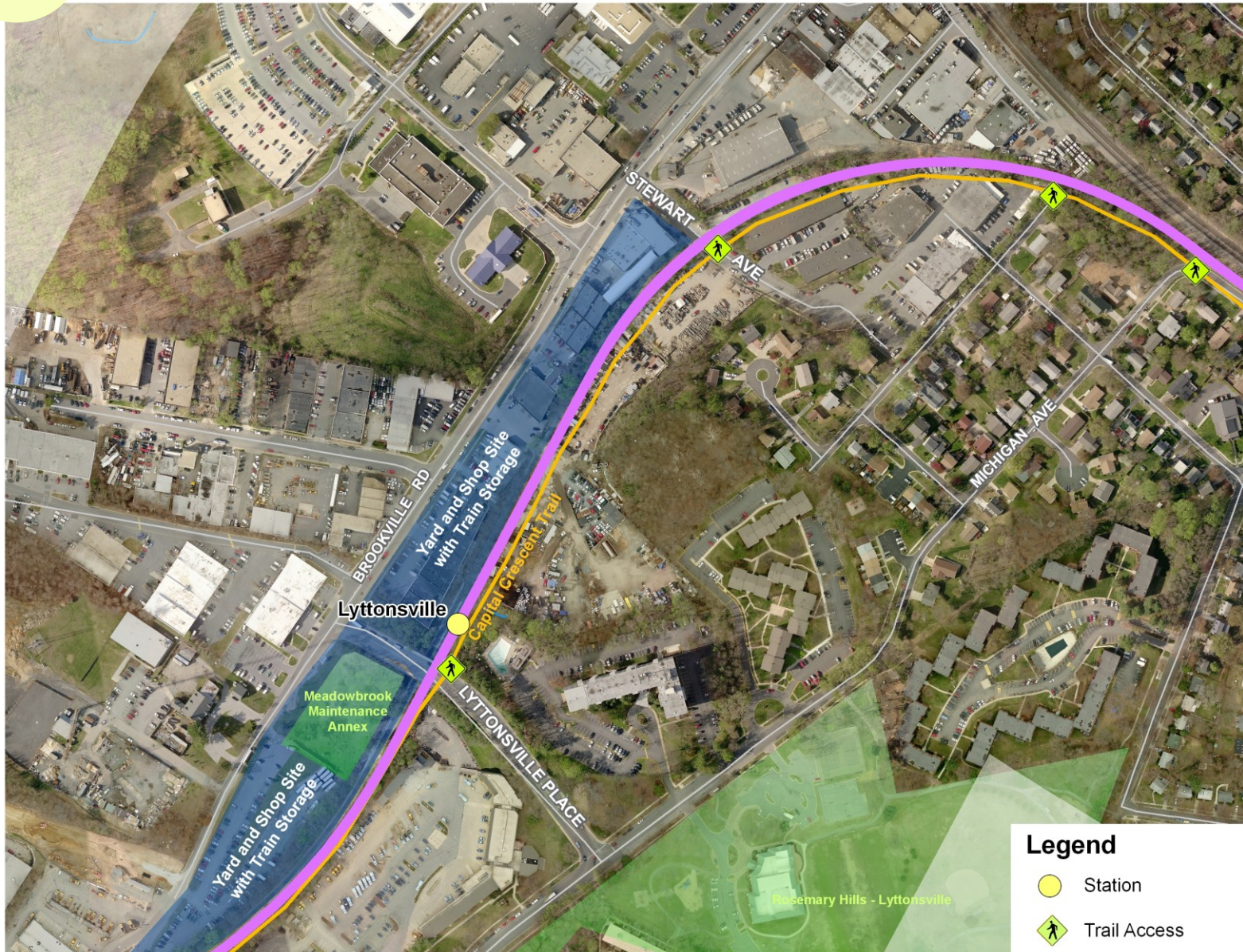


Table 8 **Lyttonsville Place to Stewart Avenue**

from	to	current right-of-way width	prior master plan right-of-way width (minimum)	minimum right-of-way width and/or area required for Purple Line and trail
Lyttonsville Place	Stewart Avenue	60 feet	60 feet	Future expansion for yard and shop will require estimated additional 3 acres (comprising 11 different parcels excluding publicly owned land) east of Lyttonsville Place, south of Brookville Road and north of Georgetown Branch right-of-way. Additional strip acquisitions adjacent to and along the south side of existing Georgetown Branch right-of-way will be required to accommodate the tracks and trail on this curve while still providing area for yard expansion on north side of existing right-of-way. Total right-of-way width required for tracks and trail is estimated at 100 feet

Notes

- This area includes space for future expansion of yard and shop area
- The Purple Line and adjacent trail cross Stewart Avenue at grade
- The Georgetown Branch right-of-way terminates in the vicinity of Stewart Avenue

Lyttonsville Station

Key features of the Lyttonsville Station concept plan include:

- station platforms east of Lyttonsville Place
- kiss-and-ride area on or near a reconstructed bridge over the Georgetown Branch right-of-way
- a pedestrian path to the platforms and trail on east side of Lyttonsville Place
- trail and platform access via sidewalks on Lyttonsville Place.

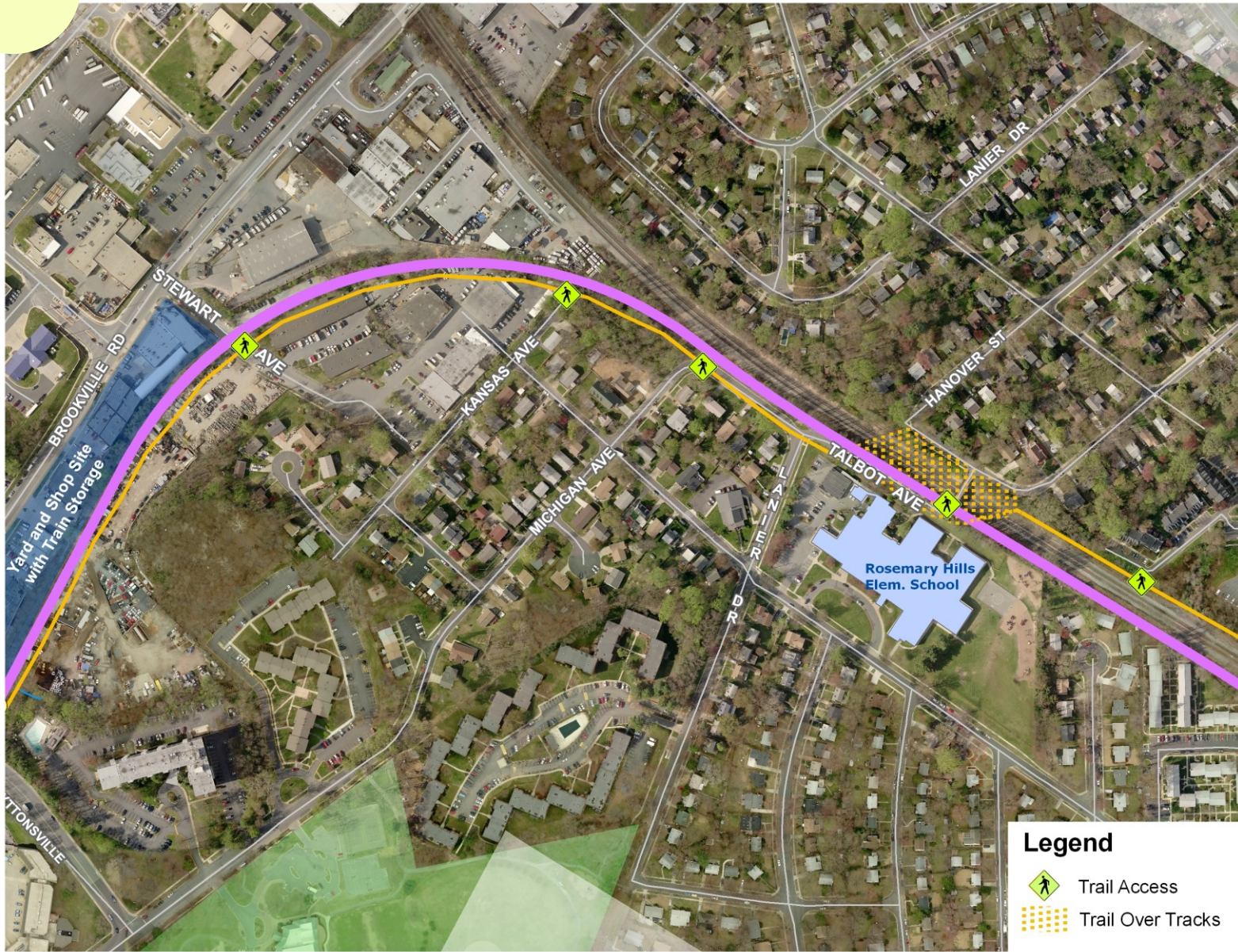


Table 9 **Stewart Avenue to CSX/WMATA Right-of-Way**

from	to	current right-of-way width	prior master plan right-of-way width (minimum)	minimum right-of-way width and/or area required for Purple Line and trail
Stewart Avenue	Beginning of CSX/WMATA right-of-way with CSX/Metrorail/MARC/Amtrak service	Varies an estimated 49 to 65 feet and includes a one-acre parcel at the segment's southeast end	Varies an estimated 55 to 65 feet and includes a one-acre parcel at the segment's southeast end	Additional strip acquisitions adjacent to and along the south side of the existing right-of-way will be required to accommodate tracks and trail on this curve. Total right-of-way width required for tracks and trail is estimated at 80 to 85 feet

Notes

In this segment, rights-of-way for the Purple Line and the trail are owned by CSX
 Additional strip acquisitions would be from property owned by other private parties

Capital Crescent Trail³

Key features of the concept plan for the Capital Crescent Trail from Lyttonsville to the CSX/WMATA right-of-way:

- the trail adjacent to and south of tracks from Lyttonsville Place to at-grade crossing of Stewart Avenue
- the trail remaining at grade above and south of tracks as they transition into CSX/WMATA right-of-way
- trail access from Kansas Avenue
- trail access from Michigan Avenue.

³ The County-owned portion of the Georgetown Branch right-of-way ends approximately 450 feet east of Stewart Avenue. The remaining Georgetown Branch right-of-way between this point and the Metropolitan Branch right-of-way near Talbot Avenue is owned by CSX. The Purple Line and trail from Talbot Avenue to the Silver Spring Transit Center is often referred to as being within the Metropolitan Branch railroad rights-of-way. The Capital Crescent Trail will be one uninterrupted trail under one name through these several differently owned right-of-ways, from Georgetown through Bethesda to Silver Spring Transit Center.

Map 10 CSX/WMATA Right-of-Way to 16th Street Station

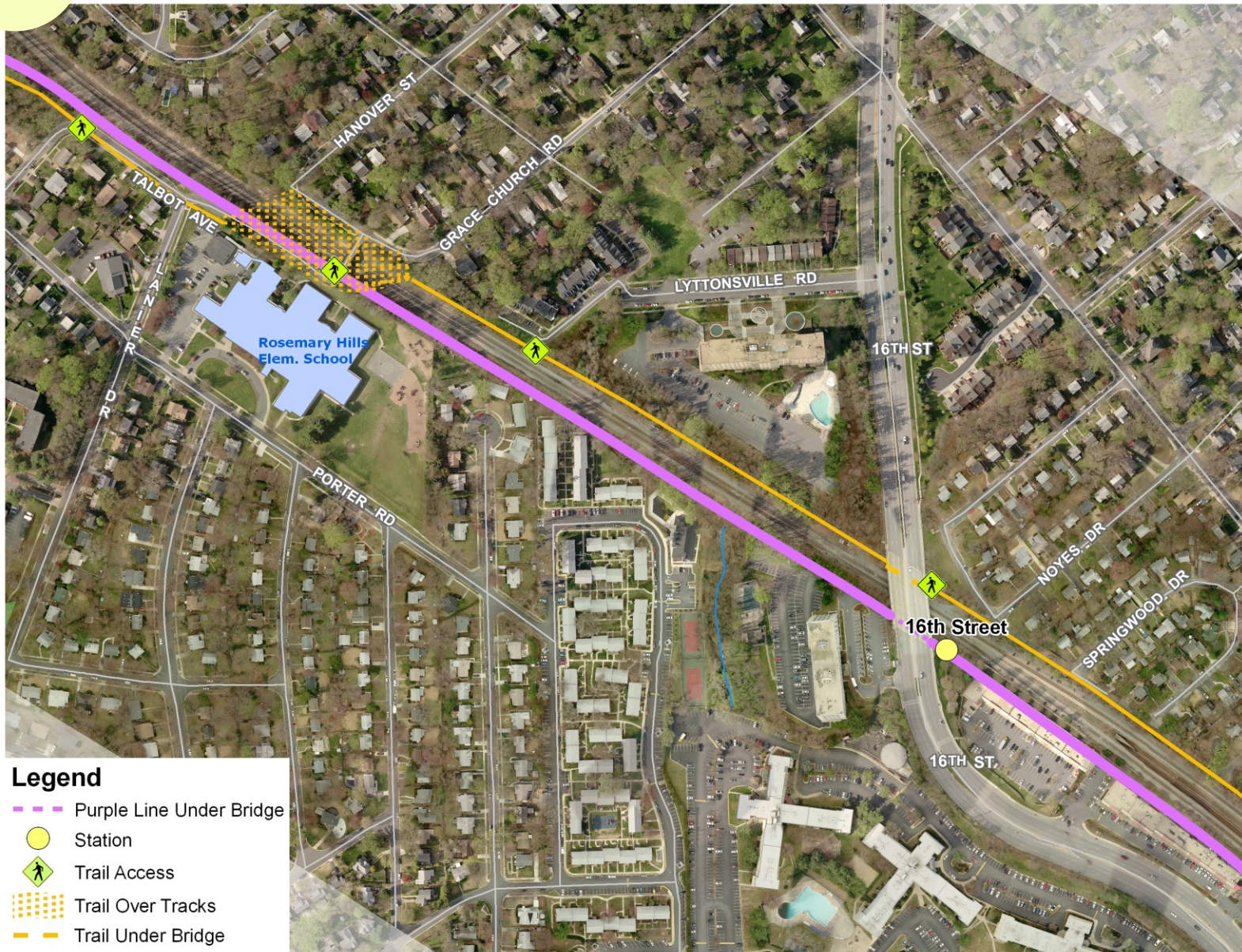


Table 10 CSX/WMATA/Right-of-Way to 16th Street Station

from	to	current right-of-way width	prior master plan right-of-way width (minimum)	minimum right-of-way width and/or area required for Purple Line and trail
Beginning of CSX/WMATA right-of-way with CSX/Metrorail/MARC/Amtrak service	16 th Street Station	Varies an estimated 70 to 130 feet	Varies an estimated 70 to 130 feet Both tracks and trail are recommended on the north or east side of right-of-way in the 1990 Plan Amendment	Trail is parallel to and south of relocated Talbot Avenue on segment between Michigan Avenue and Lanier Drive. Strip acquisitions of an estimated 10 to 15 feet will be required in addition to existing right-of-way. East of Rosemary Hills Elementary School, an estimated minimum 120-foot right-of-way is required for the combined CSX and Purple Line facilities until the trail (on north side of right-of-way) and Purple Line (on south side of right-of-way) reach Stewart Avenue. An estimated minimum 160-foot right-of-way is required from the beginning of the CSX right-of-way to the 16 th Street station to accommodate the trail on the north side and the station platforms and tracks on the south side

Notes

Both tracks and trail to remain on right-of-way's south side to where a pedestrian bridge over the right-of-way will move the trail to the north side. The trail will cross over to the north side of the CSX/WMATA right-of-way between Hanover Street and Grace Church Road. The Purple Line tracks remain on the right-of-way's south side

Both the trail and Purple Line pass under the existing 16th Street bridge, which will be modified or replaced to accommodate the trail and the Purple Line

The 16th Street station platform is east of the eastern edge of the existing 16th Street bridge

This 16th Street Station should be named the 'Harry Sanders/Woodside Station'

16th Street Station

Key features of the 16th Street Station concept plan include:

- station platforms east of the existing 16th Street bridge
- kiss-and-ride lanes potentially incorporated into station area plan
- pedestrian connections to apartments on the west side of 16th Street.

Capital Crescent Trail

Key features of the concept plan for the Capital Crescent Trail from CSX/WMATA right-of-way to the 16th Street Station include:

- the trail continues on the south side of the tracks adjacent to Talbot Avenue near Rosemary Hills Elementary School. The trail will cross over (via a pedestrian bridge) to the north side of the CSX/WMATA right-of-way between Hanover Street and Grace Church Road
- the trail between crash wall and retaining wall from where it crosses to north side of right-of-way to just north of Spring Street
- trail access from Lyttonsville Road
- trail access from near 16th Street.