

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.

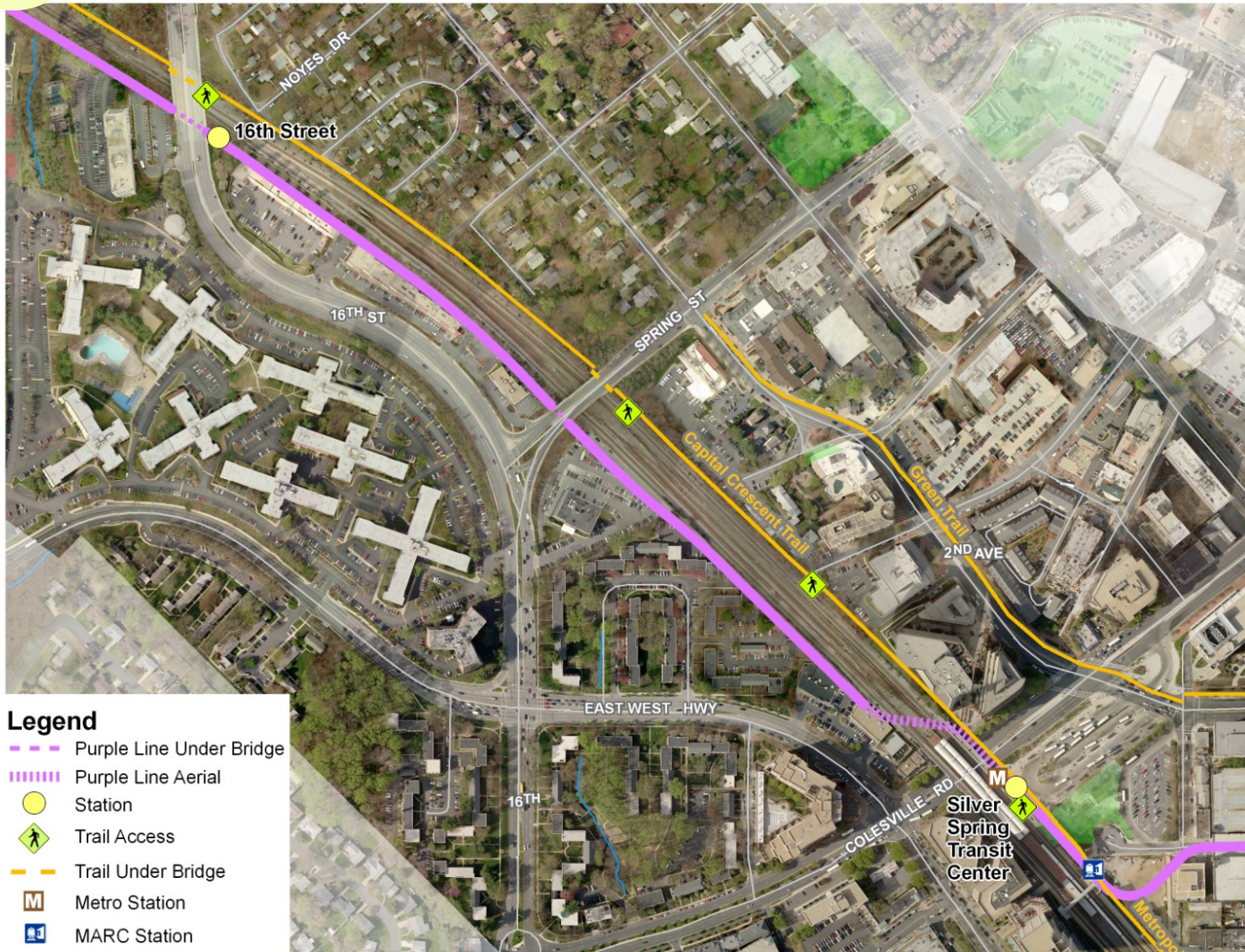


Table 11 **16th Street Station to Paul S. Sarbanes Silver Spring Transit Center**

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
16 th Street Station	Silver Spring Transit Center	Varies an estimated 75 to 165 feet	Varies an estimated 75 to 165 feet. Both tracks and trail recommended to be located on the right-of-way's north or east side in the 1990 Plan Amendment	An estimated 180-foot right-of-way is required to accommodate the trail (north side of right-of-way) and tracks (south side of right-of-way)

Notes

The tracks will be on an aerial structure crossing from the south side of the right-of-way to the north side where the tracks and trail will join and cross Colesville Road before entering the Transit Center

The Purple Line tracks at the Transit Center are on an aerial structure above the Metrorail and MARC tracks

Silver Spring Transit Center Station

Key features of the Purple Line Silver Spring Transit Center Station include:

- platform on an aerial structure above Metrorail and MARC track level
- elevator and escalator access from Purple Line level to Metrorail and MARC level
- access to the Transit Center's second level via pedestrian bridge from Metrorail and MARC level
- access to street level via elevator and escalator from either Transit Center or Metrorail and MARC track level
- connections to Metrorail Red Line, local buses, MARC, inter-city bus, and taxis at Transit Center.

Capital Crescent Trail

Key features of the concept plan for the Capital Crescent Trail from the 16th Street Station to the Silver Spring Transit Center include:

- trail access from Spring Street
- trail access from Apple Avenue
- the trail continues on north side of rail right-of-way below both 16th Street and Spring Street bridges
- the trail will cross Colesville Road on a bridge and enter the Silver Spring Transit Center area between the Metrorail/MARC tracks and the bus bays at or near an elevation close to the second level of the Transit Center
- the trail will provide access to the Transit Center for rail and bus users
- the Capital Crescent Trail and Metropolitan Branch Trail will connect directly to each other, at the same level, in the area between the Transit Center and the right-of-way containing the Metrorail, MARC, CSX, and Purple Line tracks
- the elevated trail structure will be ten-feet wide (inside clear) and to the extent possible, maintain a level grade and direct path through the Transit Center area.

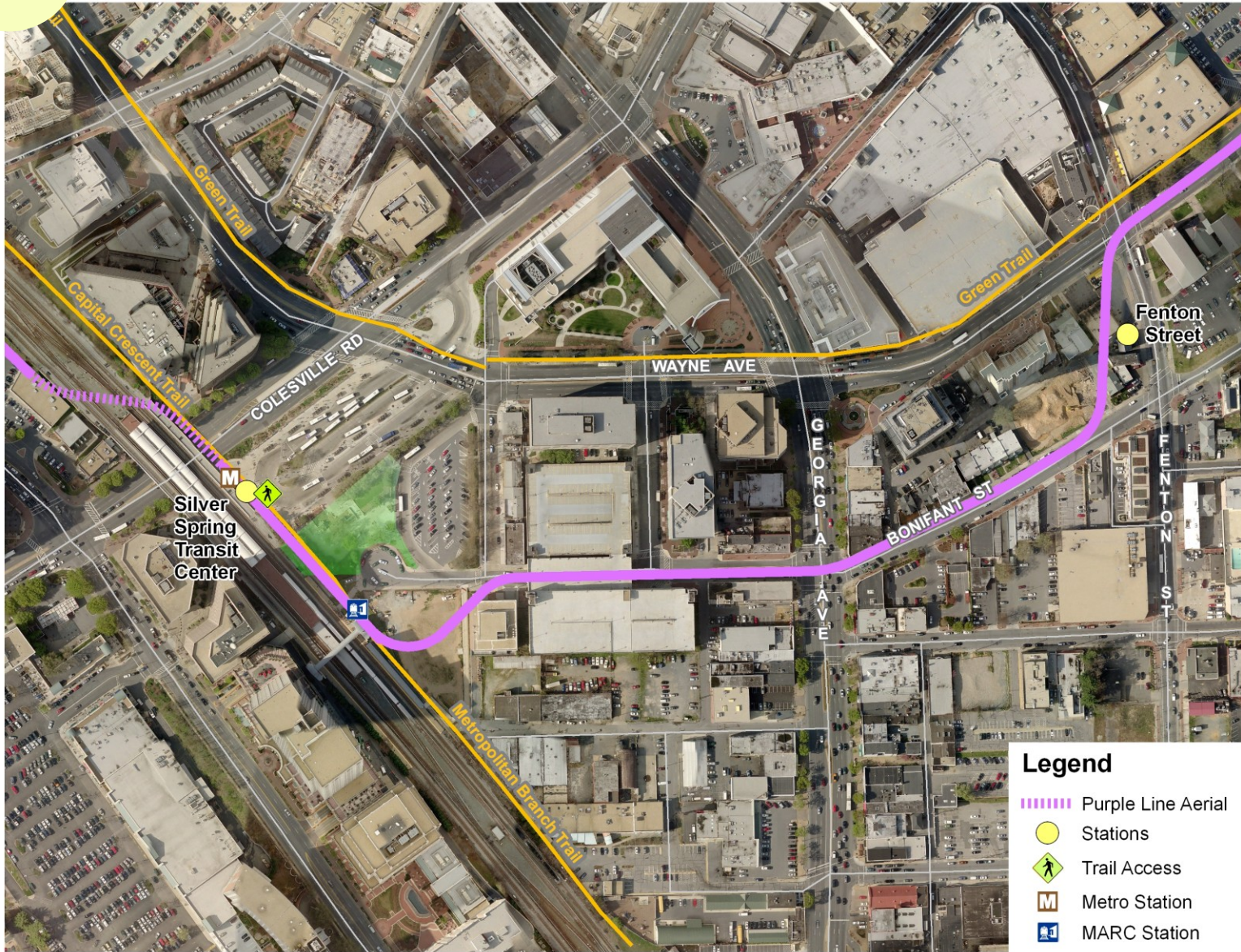


Table 12 **Paul S. Sarbanes Silver Spring Transit Center to Fenton Street Station**

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
Silver Spring Transit Center	Library site at Wayne Avenue and Fenton Street	40 feet	70 feet (<i>Silver Spring Central Business District Sector Plan</i>)	Varies an estimated 40 to 70 feet

Notes

The tracks are on an aerial structure at Transit Center and return to surface on Bonifant Street west of Georgia Avenue

On-street parking along Bonifant Street east of Georgia Avenue may be prohibited to accommodate the Purple Line. Some of the on-street parking could be retained if the street were restricted to one-way east-bound vehicular traffic

Recommendations for traffic operations on Bonifant Street will be finalized during later phases of project planning

Fenton Street Station at the Wayne Avenue Silver Spring Library Site

Key features of the Fenton Street Station concept plan include:

- station platforms located on the library’s footprint with the train accessing the footprint on Bonifant Street approximately 250 feet prior to Fenton Street
- no parking on north side of Bonifant Street.



Rendering of the Silver Spring Library with the Purple Line

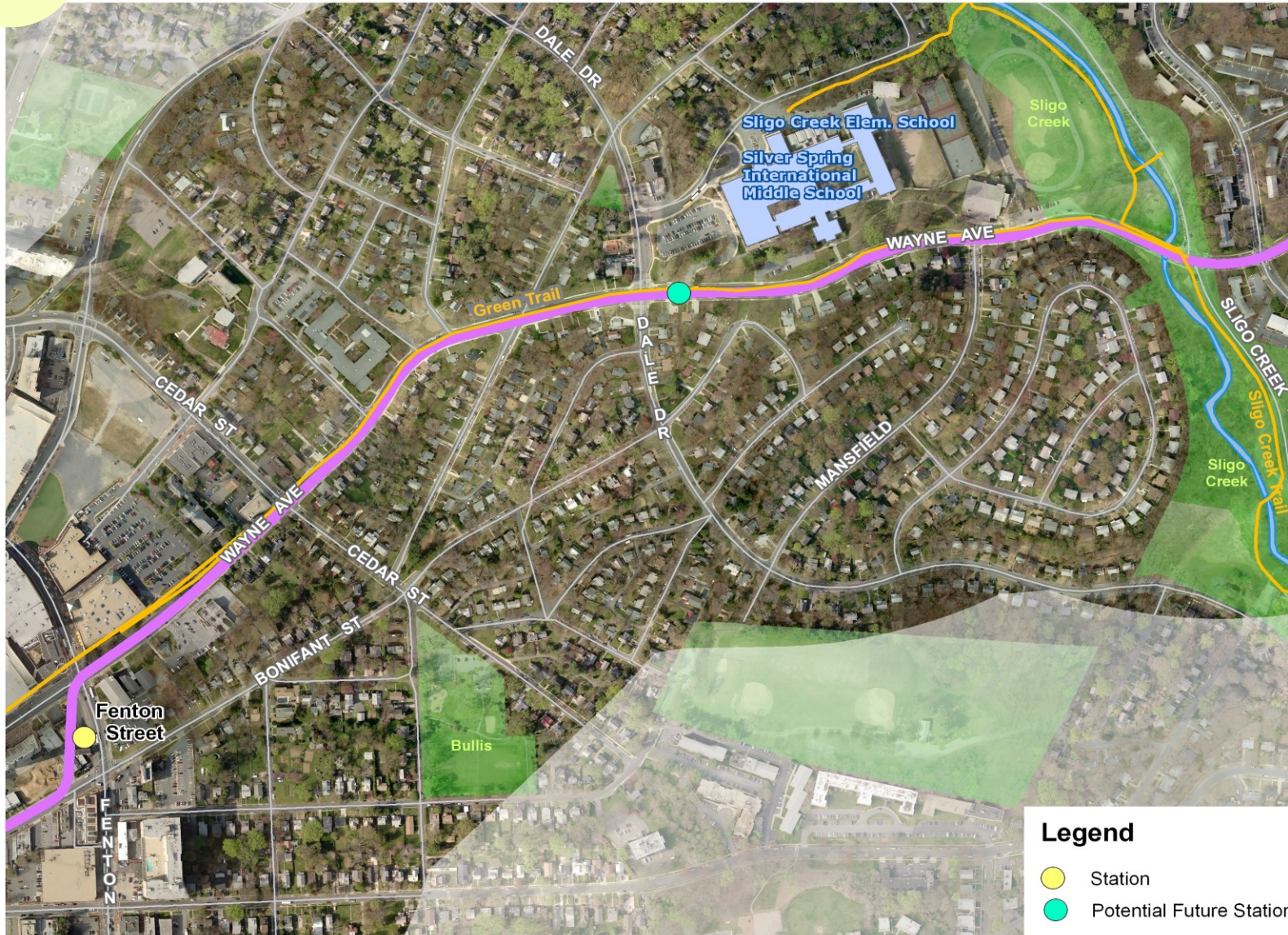


Table 13 **Fenton Street Station to Sligo Creek Parkway**

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
Silver Spring Library site at Wayne Avenue and Fenton Street	Sligo Creek Parkway	Varies an estimated 70 to 100 feet	80 feet (<i>Silver Spring Central Business District Sector Plan, East Silver Spring Master plan, and North and West Silver Spring Master Plan</i>)	Varies an estimated 70 to 100 feet and includes area for the Silver Spring Green Trail—a shared use path no less than eight feet wide on the north side of Wayne Avenue. The sidewalk on south side of Wayne Avenue is at least six feet wide along this segment

Notes

Concept design calls for the alignment to pass through the Silver Spring Library site in the northwest quadrant of the Bonifant Street/Fenton Street intersection. The alignment calls for the train to enter the Fenton Street/Wayne Avenue intersection diagonally as a fifth stream of traffic, then turn eastward onto Wayne Avenue

On Wayne Avenue, the alignment will be in the roadway median, sharing traffic lanes (with on-street parking during peak periods likely prohibited between Cedar Street and Mansfield Road at a minimum)

Separate left turn lanes will be provided where warranted to accommodate turning traffic

Potential Dale Drive Station

Key features of the Dale Drive Station concept plan include:

- there is no intent or desire to change the zoning in the single-family residential neighborhoods in and around the Wayne Avenue/Dale Drive intersection, if a station is established at this location in the future
- the station is not included in initial construction phase; the timing of implementation to be determined
- platform in median of Wayne Avenue
- access for walk-up users and persons with disabilities only.

Silver Spring Green Trail

The Silver Spring Green Trail is a master-planned, shared use path on the north side of 2nd Avenue and Wayne Avenue, between Spring Street and the Sligo Creek Trail. It will accommodate bicyclists, pedestrians, and other users on a path separated from vehicular travel lanes by a landscaped panel. The *Countywide Bikeways Functional Master Plan* indicates that a five-foot sidewalk will parallel the shared use path. This already exists on the segment between Cameron Street and the Whole Foods driveway. On the segment between the Whole Foods driveway and the Sligo Creek Trail that will be constructed in conjunction with the Purple Line, there will not be a separate sidewalk due to right-of-way constraints. The combined trail and buffer along this segment will be at least 13 feet wide. The Purple Line alignment within the median of Wayne Avenue will be designed and constructed to accommodate the trail.

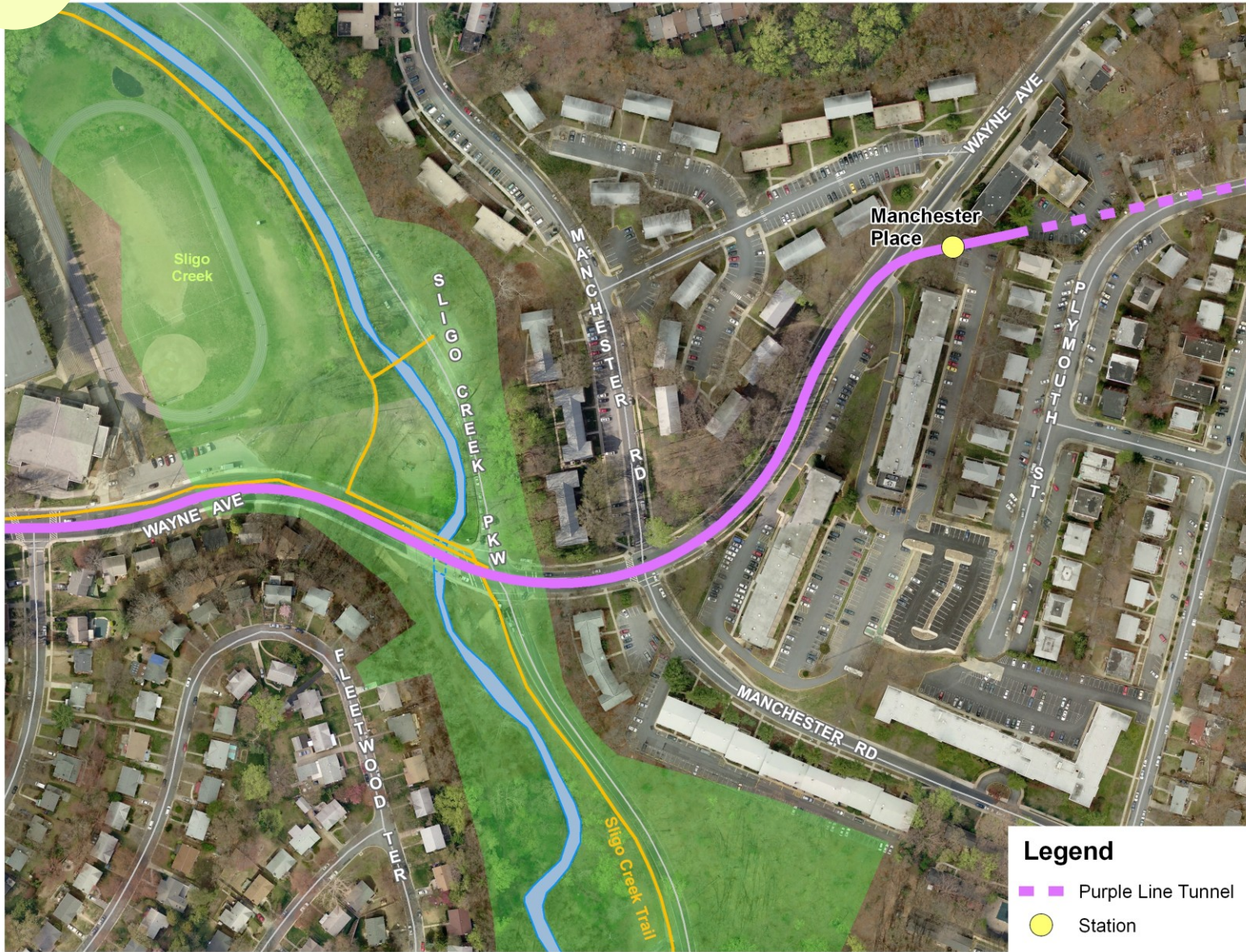


Table 14 **Sligo Creek Parkway to Manchester Place Station**

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
Sligo Creek Parkway	Manchester Place Station	Varies an estimated 60 to 70 feet	70 feet (<i>East Silver Spring Master Plan</i>)	Varies an estimated 70 to 80 feet and includes a minimum six-foot sidewalk on both sides of Wayne Avenue

Notes

Concept design calls for the Purple Line alignment to continue in the median of Wayne Avenue to approximately 600 feet east of Manchester Road where it will enter a tunnel

The Manchester Place Station platform will be located an estimated 100 to 200 feet south of Wayne Avenue

Manchester Place Station

Key features of the Manchester Place Station concept plan include:

- station platform an estimated 100 to 200 feet south of Wayne Avenue where tracks enter tunnel
- access for walk-up users and persons with disabilities only.



Table 15 **Manchester Place Station to Arliss 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
Manchester Place Station	Arliss Street Station	Varies an estimated 65 to 90 feet	70 feet (<i>East Silver Spring Master Plan</i>)	Varies an estimated 80 to 90 feet and includes a minimum six-foot wide sidewalk on both sides of Arliss Street

Notes

Tracks enter a tunnel east of the Manchester Place platform. They surface in the median of Arliss Street roughly 350 feet west of its intersection with Walden Road and Garland Avenue and continue in the median in dedicated lanes

The Arliss Street Station platform is located on Arliss Street north of Piney Branch Road

Arliss Street Station

Key features of the Arliss Street Station concept plan include:

- station platform approximately 100 feet north of the intersection with Piney Branch Road in the median of Arliss Street
- access for walk-up users and persons with disabilities only
- minimum six-foot wide sidewalks on both sides of Arliss Street adjacent to Purple Line alignment.



Legend

- Purple Line Tunnel
- Stations

Table 16 **Arliss Street Station to Gilbert 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
Arliss Street Station	Gilbert Street Station	Varies an estimated 70 to 95 feet on Piney Branch Road	80 feet on Piney Branch Road (<i>East Silver Spring Master Plan</i>)	Varies an estimated 80 to 100 feet on Piney Branch Road and includes a minimum six-foot sidewalk
		Varies an estimate 100 to 110 feet on University Boulevard	120 feet on University Boulevard (<i>East Silver Spring Master Plan</i>)	Varies an estimated 120 to 130 feet on this section of University Boulevard and includes a five-foot, on road bikeway and six-foot sidewalk based on SHA guidelines

Notes

Alignment turns east onto Piney Branch Road with the tracks in dedicated lanes in the median

The tracks remain in the median dedicated lanes as the alignment turns southeast onto University Boulevard. Separate left turn lanes for vehicular traffic are provided in all quadrants of the intersection of Piney Branch Road and University Boulevard

The Gilbert Street Station platform is located just southeast of the intersection of University Boulevard and Gilbert Street in the median of University Boulevard

Gilbert Street Station

Key features of the Gilbert Street Station concept plan include:

- station platform in the University Boulevard median, south of the intersection with Piney Branch Road
- access for walk-up users and persons with disabilities only
- minimum six-foot wide sidewalks on both sides of University Boulevard.



Table 17 **Gilbert Street Station to County Line**

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
Gilbert Street Station	County line approximately 130 feet southeast of Merrimac Drive	Varies, generally estimated as 100 feet	120 feet (<i>East Silver Spring Master Plan</i>)	Varies an estimated 125 to 140 and includes a five-foot, on road bikeway and six-foot sidewalk based on SHA guidelines for the segment along University Boulevard, from Piney Branch Road to Carroll Avenue
Notes				
Tracks in dedicated lanes in the University Boulevard median				
This is the last segment of the alignment wholly within Montgomery County				Bikeway facilities will be phased in per the pending <i>Takoma/Langley Crossroads Sector Plan</i> for the segment along University Boulevard from Carroll Avenue to 130 feet southeast of Merrimac Drive

Table 18 **County Line to City of Takoma Park**

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 ⁴
County line approximately 130 feet southeast of Merrimac Drive ⁴	City of Takoma Park's northeastern boundary, south of the University Boulevard and 14 th Avenue intersection	Varies, an estimated 95 to 150 feet	120 feet (<i>East Silver Spring Master Plan</i>)	Varies an estimated 125 to 150 and includes a five-foot, on road bikeway and six-foot sidewalk based on SHA guidelines
Notes				
Tracks in dedicated lanes in the University Boulevard median				
This segment is across from the Takoma/Langley Park Transit Center. The station platform and Transit Center are in Prince George's County				Bikeway facilities will be phased in per the pending <i>Takoma/Langley Crossroads Sector Plan</i>

⁴University Boulevard, east of the County line and approximately 130 feet southeast of Merrimac Drive, is wholly within Prince George's County. Any additional right-of-way along this segment is therefore intended to be controlled by Prince George's County.

master plan of highways

This Plan amends the *Master Plan of Highways* by identifying an alignment for the Purple Line from Bethesda to the County's boundary with Prince George's County on University Boulevard west of the Takoma/Langley Park Transit Center, summarized in Table 19.

In addition, an estimated additional three acres for the proposed Lyttonville yard and shop is needed in the area directly east of Lyttonville Place between Brookville Road and the Georgetown Branch right-of-way.

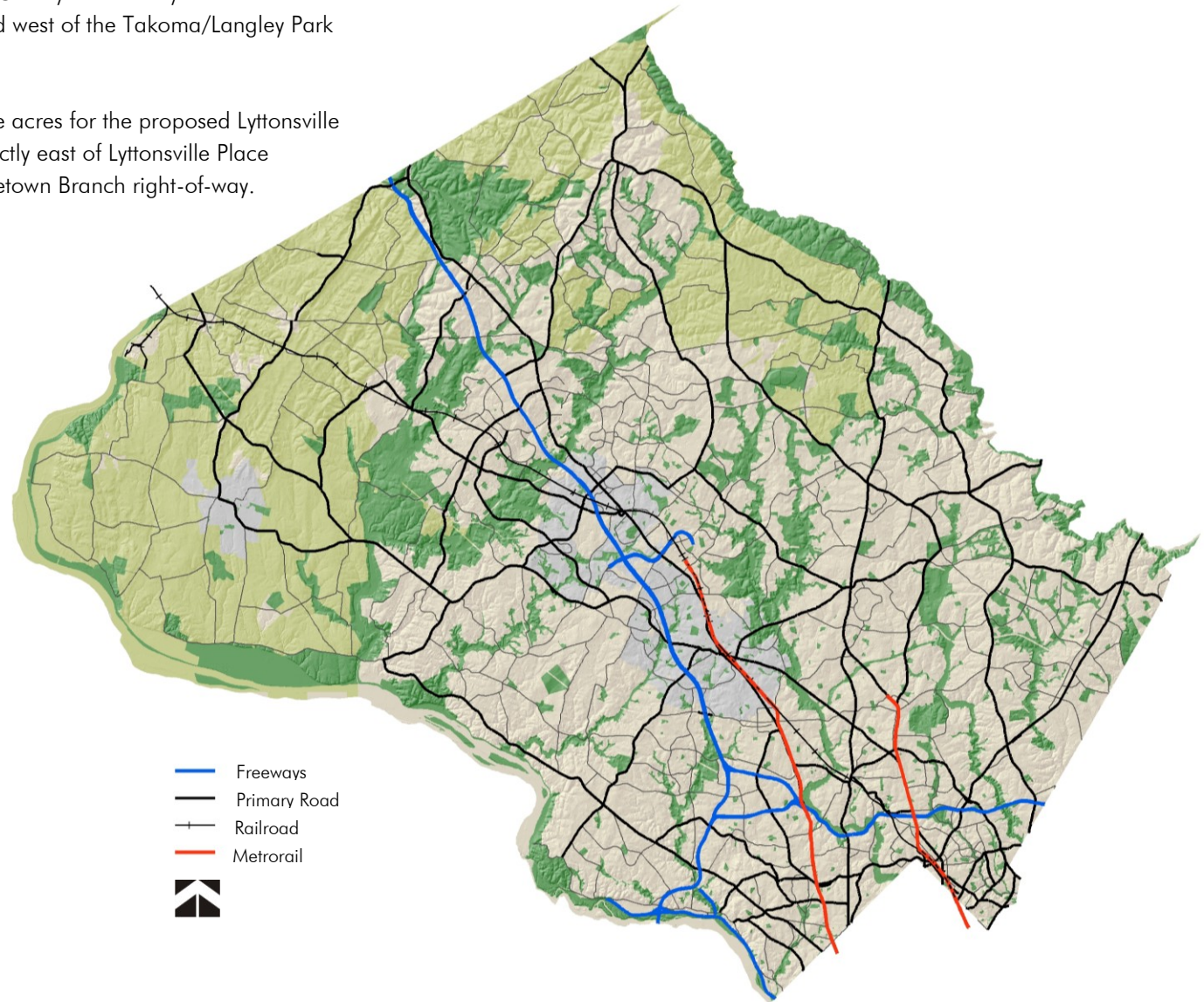


Table 19 **Amendments to Master Plan of Highways Rights-of-Way**

from	to	prior minimum right-of-way	amended minimum right-of-way ⁵
100 feet west of Pearl Street	100 feet east of Pearl Street	66 feet	Varies an estimated 32 to 85 feet
500 feet west of East-West Highway	400 feet west of East-West Highway	66 feet	80 feet
2,000 feet west of Lyttonsville Place	Stewart Avenue	Varies an estimated 40 to 58 feet	100 feet
Stewart Avenue	Beginning of CSX/WMATA right-of-way	Varies an estimated 55 to 65 feet and includes a one-acre parcel at the segment's southeast end	Varies an estimated 80 to 85 feet
Beginning of CSX/WMATA right-of-way	16 th Street Station area	Varies an estimated 70 to 130 feet	160 feet

Notes

Required for ramp part of pedestrian connection at Pearl Street

Required for ramp portion of pedestrian connection at Riviera Apartments

Required to accommodate track curvature and adjacent trail just west of Lyttonsville station

Required to accommodate track curvature and adjacent trail as it enters (going east or south) the CSX/WMATA right-of-way

Required to accommodate trail on the north side and station platforms and track on the south side of the CSX/WMATA corridor from approximately Stewart Ave to the 16th Street Station area. The 160-foot right-of-way is for the Purple Line, CSX tracks, and WMATA

⁵ The right-of-way shown is the estimated minimum amount needed within the segment to accommodate the project at a point required the most land area. In most instances, the land area is expressed as right-of-way needed to accommodate the project. In some cases (like the yard and shop) the area includes land adjacent to the alignment and is expressed in acres. The actual amount of right-of-way required within each segment can vary, based on project plans that can be modified up to and through, the construction phase

Table 19 **Amendments to Master Plan of Highways Rights-of-Way, cont'd.**

from	to	prior minimum right-of-way	amended minimum right-of-way
Silver Spring Library site at Wayne Avenue and Fenton Street	Sligo Creek Parkway	80 feet	Varies an estimated 70 to 100 feet
Sligo Creek Parkway	600 feet east of Manchester Road	70 feet	Varies an estimated 70 to 80 feet
600 feet east of Manchester Road	Plymouth Street	None	70 feet
Flower Avenue	Piney Branch Road	70 feet	Varies an estimated 80 to 90 feet
Arliss Street	Gilbert Street Station	80 feet on Piney Branch Road 120 feet on University Boulevard	100 feet on Piney Branch Road 130 feet on University Boulevard
Gilbert Street Station	County line approximately 130 feet southeast of Merrimac Drive	120 feet	125 feet

Notes

Required at locations along Wayne Avenue to accommodate Silver Spring Green Trail, left turn lanes, potential station at Dale Drive, and tracks

Required at locations along University Boulevard for tracks, station platform(s), buffer area, sidewalks, bike lanes, and amenities

Required at certain locations along Wayne Avenue to accommodate tracks and sidewalks

Transition into tunnel between Wayne Avenue and Plymouth Avenue right-of-way

Required at locations along Arliss Street to accommodate tracks, tunnel portal, and sidewalks

Required at locations along Piney Branch Road and University Boulevard for tracks, station platform(s), buffer area, sidewalks, bike lanes, and amenities

conceptual cross sections

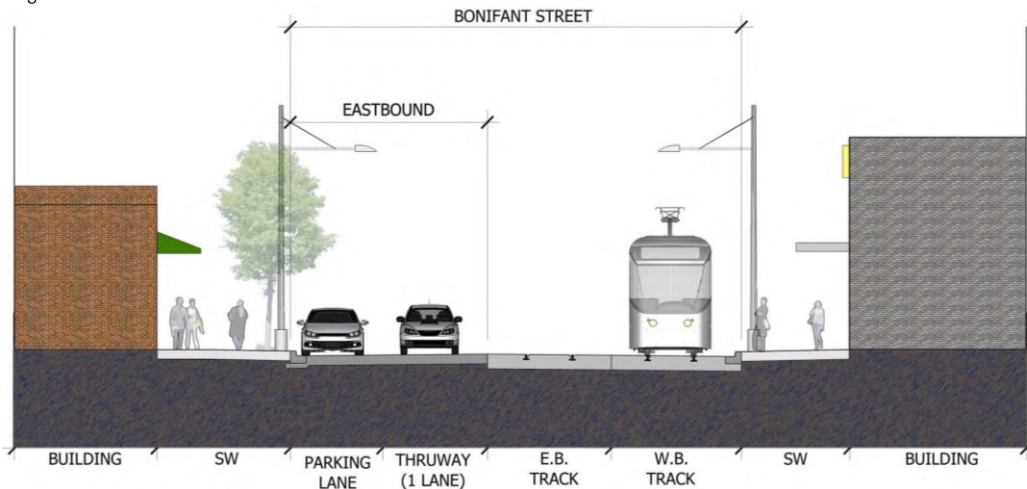
The following illustrations depict the Purple Line running along segments of:

- Bonifant Street (west of Georgia Avenue) in Silver Spring
- Wayne Avenue in Silver Spring
- Arliss Street in Long Branch
- Piney Branch Road in Long Branch
- University Boulevard in Long Branch and the Takoma/Langley Crossroads area

These illustrations are conceptual and intended to represent the planned relationship between the Purple Line and the vehicular traffic on the roadway segment illustrated.

The various elements (buildings, lawns, etc.) in the area outside the right-of-way depicted in these illustrations reflects current, not ultimate, conditions and is not intended to convey adjacent land use along any specific street segment.

Figure 1 **Bonifant Street**



Source: Maryland Department of Transportation

Figure 2 **Wayne Avenue**

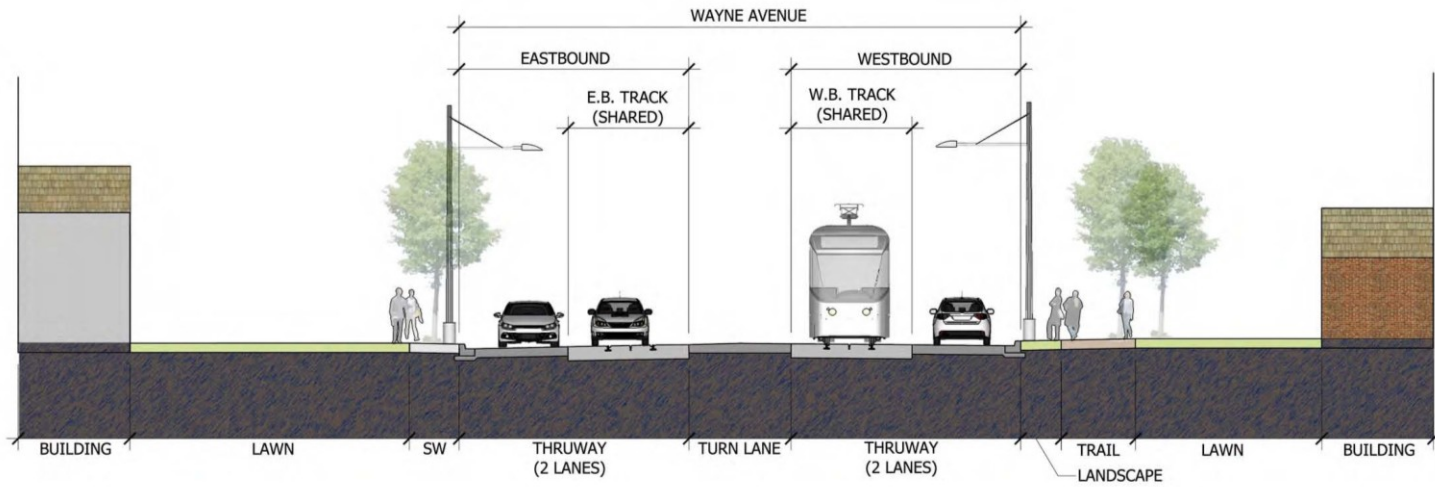
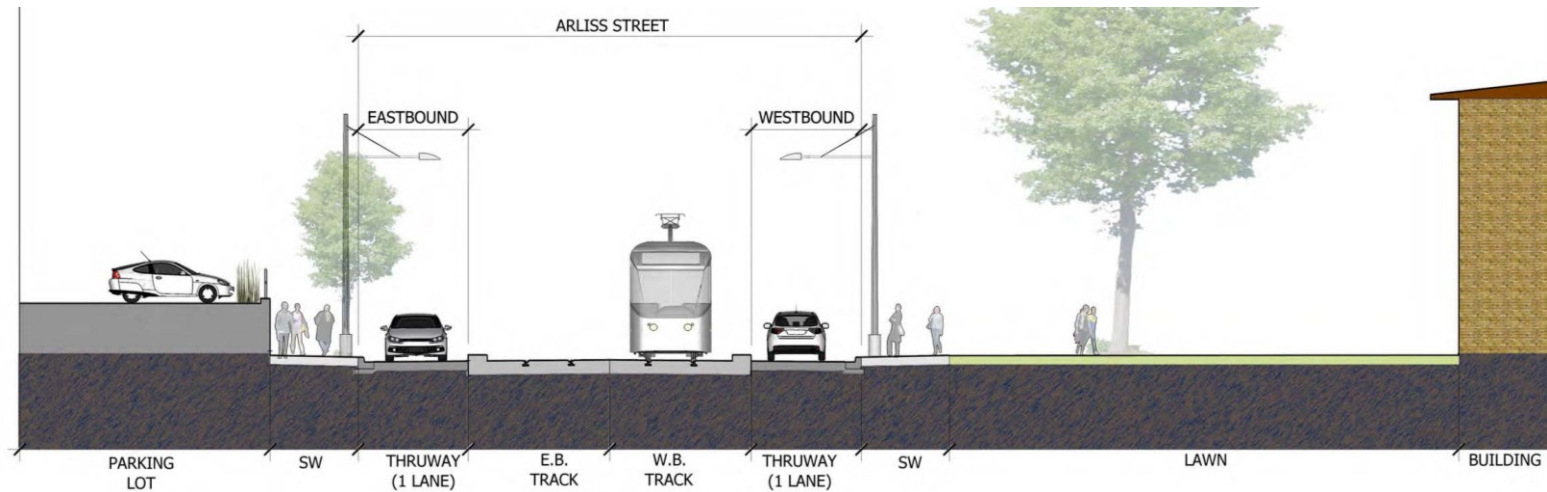


Figure 3 **Arliss Street**



Source: Maryland Department of Transportation

Figure 4 **Piney Branch Road**

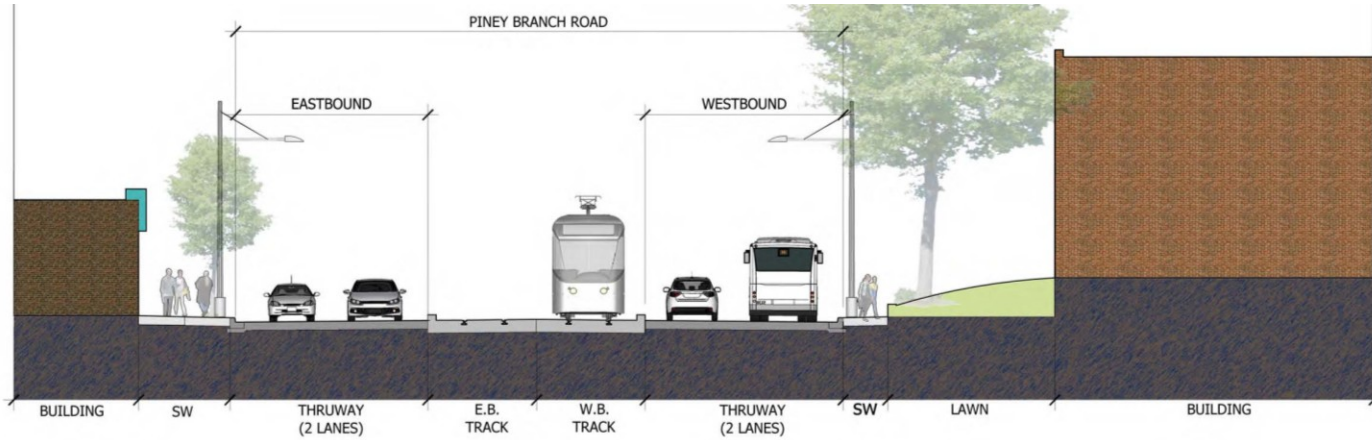
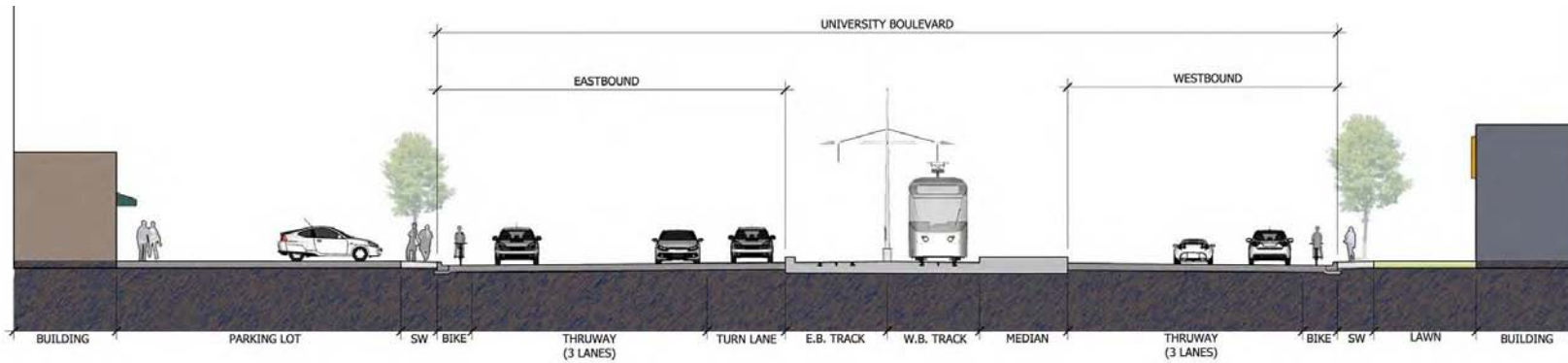


Figure 5 **University Boulevard**



Source: Maryland Department of Transportation

glossary

Alternatives Analysis/Draft Environmental Impact Statement

A document, prepared by a federal agency, which evaluates the environmental impact of government proposals for large projects, such as highways or facilities that could significantly affect the quality of the human environment. Environmental Impact Statements are used as decision-making tools and are required by the National Environmental Policy Act.

Buffer

An area of land designed or managed for the purpose of separating or providing a transition between two or more land areas whose uses may conflict or be seen as incompatible.

Dedicated Lanes

Lanes that are for the sole use of a transit vehicle.

Double Track

Two parallel tracks allowing trains to pass each other.

Kiss and Ride

A facility where transit patrons are dropped off and picked up by auto.

Locally Preferred Alternative

A term used by the Federal Transit Administration to denote the alternative (alignment and mode) selected for further consideration and additional engineering analysis. The State of Maryland selected the Locally Preferred Alternative in consultation with county and local jurisdiction officials based on comparisons of all of the proposed alignments and modes examined in the AA/DEIS.

Light Rail Transit

A passenger railway system characterized by its capability to operate single cars or short trains along exclusive rights-of-way at ground level, on aerial structures, or in streets. It is typically operated by electricity, but in some cases is powered by diesel.

Master Plan Advisory Group

Group of individuals selected to advise the Planning Board and staff in selecting a Locally Preferred Alternative and the development of this Purple Line Functional Plan.

Master Plan of Highways

The functional master plan that records the recommended highways and transit lines within Montgomery County.

Right-of-Way (r.o.w.)

A strip of land occupied or intended to be occupied by a road, crosswalk, railroad, electronic transmission line, oil or gas pipeline, water main, sanitary or storm sewer main, or for other special use (e.g. a transitway). It must be shown on a record plat as separate and distinct from the adjoining lots or parcels and not be included within their dimensions. Rights-of-way maintained by a public agency are shown as dedicated to public use on the record plat.

Signed Shared Roadway

A roadway designed for both bicycle and motor vehicle travel and designated as a preferred route for bicycle use. This may be an existing local street, a street with wide curb lanes, or road with paved shoulders.

Shared Use Path

A recreational trail (or bikeway) physically separated from motorized vehicular traffic by an open space or barrier and either within the roadway right-of-way or within an independent right-of-way. Shared Use Paths may be used by pedestrians, skaters, wheelchair users, joggers, and other non-motorized users.

Yard and Shop

A facility where light rail vehicles are stored and serviced. It may also be designed to accommodate the transit system's administrative and operating personnel.

Resolution No.: 16-1470
Introduced: July 27, 2010
Adopted: July 27, 2010

**COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT
WITHIN MONTGOMERY COUNTY, MARYLAND**

By: District Council

SUBJECT: Approval of Planning Board Draft for the Purple Line Functional Plan

Background

1. On April 20, 2010 the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board Draft for the Purple Line Functional Plan, a comprehensive amendment to the 1990 Georgetown Branch Master Plan Amendment.
2. On June 25, 2010 the Executive transmitted to the Council comments concerning the Planning Board Draft with a fiscal analysis.
3. On June 29, 2010 the Council held a public hearing regarding the Planning Board Draft. It was referred to the Transportation and Environment Committee for review and recommendation.
4. On July 15, 2010 the Transportation, Infrastructure, Energy and Environment Committee held a worksession to review the issues raised in connection with the Planning Board Draft. The Committee forwarded it to the Council with several revisions.
5. On July 20, 2010 the Council reviewed the Planning Board Draft and the recommendations of the Transportation, Infrastructure, Energy and Environment Committee.

Action

The County Council of Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

The Planning Board Draft for the Purple Line Functional Plan is approved with revisions. Council revisions to the Planning Board Draft are identified below.

Page 2

Resolution No.: 16-1470

Deletions to the text of the Plan are indicated by [brackets], additions by underscoring.

Page 1—Start the second paragraph as follows:

The goal of this Purple Line Functional Plan is to identify the specific alignment and station locations within ...

Page 5, Table 1—Change “Chevy Chase Lake” to “Connecticut Avenue” in the Purple Line Segment column.

Page 6—Add this fourth bullet in the “Light Rail as the Mode” section:

- Each light rail station should be designed with art, historic information, and other elements to make it a focal point for its community.

Page 6—Revise the second-to-last bullet as follows:

- [To the extent possible, the] MTA should [consider] 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 [prevent] 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.

Page 8, Map 2—Add a Trail Access logo west of the Apex Building.

Page 11—Change references from “Bethesda Station” to “Bethesda South Station” and move the text from page 11 to page 9.

Page 11—Replace the second and third bullets in the “Capital Crescent Trail” section with the following bullet:

- Between Bethesda and the Silver Spring Transit Center build a 12'-wide paved surface with 2' shoulders except where not feasible.

Page 11 – Delete Footnote 2.

Page 13—Add as the first note:

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.

Pages 14 and 16, Maps 5-6—Move the station logo for the Connecticut Avenue station east of Connecticut Avenue.

Page 15—Add as the first note:

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.

Page 16, Map 6—Show the Capital Crescent Trail on the north side of the Purple Line on the entire length of this map.

Page 17—Move the “Chevy Chase Lake Station” text from Page 19. Rename the section and the concept plan to “Connecticut Avenue Station.” Add the following key feature bullet:

- kiss-and-ride area incorporated into station area plan

Page 17—Revise the note as follows:

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 [pedestrian bridge just west of Jones Mill Road as trail moves from north to south side of tracks going west to east].

Page 17—In the fifth column, change “Variesan” to “Varies an” ...

Page 18, Map 7—Show the Capital Crescent Trail on the north side of the Purple Line from on this map from the west edge to Rock Creek, where it crosses to the south side.

Pages 18 and 20, Maps 7-8—Move the station logo for the Lyttonsville station east of Lyttonsville Place.

Page 18, Map 7—Add a Trail Access logo near the intersection of Grubb Road and Terrace Drive.

Page 19—Revise the first note as follows:

Pedestrian ramp to trail in on [south] north side of tracks just east of Jones Mill Road.

Page 19—Add a new bullet before the first bullet under “Capital Crescent Trail”:

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.

Page 19—Revise the first bullet under “Capital Crescent Trail” section, as follows:

- a pedestrian/bike bridge [west of Jones Mill Road] over Rock Creek below the bridge for the Purple Line that moves the trail from the north side to the south side of the Georgetown Branch right-of-way.

Page 19—Delete the fourth bullet under “Capital Crescent Trail.”

Page 19—Add a bullet under “Capital Crescent Trail”:

- trail access from the intersection of Grubb Road and Terrace Drive

Pages 20 and 22, Maps 8-9—Add Trail Access logo at Kansas Avenue.

Pages 20, 22, and 24, Maps 8-10—Add Trail Access logo at Michigan Avenue.

Page 21—Move Lyttonsville Station text from page 19 to page 21.

Pages 22 and 24, Maps 9-10—Add Trail Access logo at Lyttonsville Road.

Page 23—Add bullets under “Capital Crescent Trail”:

- trail access from Kansas Avenue
- trail access from Michigan Avenue

Page 23 – Move 16th Street Station key feature bullets to page 25. Move Silver Spring Transit Center Station key feature bullets to page 27.

Page 24, Map 10—Add Trail Access logos at Michigan Avenue, Lyttonsville Road, and 16th Street.

Pages 24 and 26, Maps 10-11—Move the station logo for the 16th Street station 100 feet southeast of 16th Street.

Page 25—Add a “Capital Crescent Trail” section with the following:

- trail access from Lyttonsville Road
- trail access from near 16th Street

Page 25—Complete the last sentence in the fifth column as follows: “... and tracks on the south side.”

Page 25, Notes—Start the first note as follows: “Both tracks and trail ...”

Page 25, Notes—Add this note: “This 16th Street Station should be named the ‘Harry Sanders/Woodside Station.’”

Page 26, Map 11—Add Trail Access logos at 16th Street, Spring Street, and Apple Avenue.

Page 27—Add a “Capital Crescent Trail” section with the following:

- trail access from Spring Street
- trail access from Apple Avenue

Page 27, Notes—Start the first note as follows: “The tracks will be on an aerial structure ...”

Page 31, Notes—Change the last sentence as follows:

Separate left turn lanes will be provided where warranted to accommodate turning traffic [at signalized intersections, except the westbound to southbound left at Dale Drive, if the Dale Drive station is built].

Page 31—Add the following text under “Potential Dale Drive Station”:

There is no intent or desire to change the zoning in the single-family residential neighborhoods in and around the Wayne Avenue/Dale Drive intersection, if a station is established at this location in the future.

Page 31—In the “Silver Spring Green Trail” section, revise the second-to-last sentence as follows:

The combined trail and buffer along this segment will be at least 13 feet wide [with a minimum eight-foot wide trail and a minimum five-foot wide buffer].

Pages 32 and 34, Maps 14-15—Move the station logo for the Manchester Place station just east of Wayne Avenue.

Page 35—Move Arliss Street Station text from page 39 to page 35.

Page 37—Move Gilbert Street Station text from page 39 to page 37.

Pages 36 and 38, Maps 16-17—Move the station logo for the Gilbert Street station further north, south of University Boulevard intersection with Piney Branch Road.

All maps where applicable—Change Legend denoting “Pedestrian Access” to “Trail Access.”

Prior to Glossary—Insert new graphic showing conceptual roadway sections for selected locations along Bonifant Avenue, Wayne Avenue, Arliss Street, Piney Branch Road, and University Boulevard to convey the relationship between Purple Line tracks, through travel lanes, on-street parking, landscape panels, and sidewalks or shared use paths.

General

All figures and tables are to be revised where appropriate to reflect County Council changes to the Planning Board Draft for the Purple Line Functional Plan. The text is to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the County Council. All identifying references pertain to the Planning Board Draft for the Purple Line Functional Plan, dated April 2010.

This is a correct copy of Council action.


Linda M. Lauer, Clerk of the Council

elected and appointed officials

County Council

Nancy Floreen, President
Valerie Ervin, Vice-President
Phil Andrews
Roger Berliner
Marc Elrich
Michael Knapp
George L. Leventhal
Nancy Navarro
Duchy Trachtenberg

County Executive

Isiah Leggett

The Maryland–National Capital Park and Planning Commission

Samuel J. Parker, Jr., Chairman
Françoise Carrier, Vice Chairman

Commissioners

Montgomery County Planning
Board
Françoise Carrier, Chair
Marye Wells-Harley, Vice Chair
Joe Alfandre
Norman Dreyfuss
Amy Presley

Prince George's County
Planning Board
Samuel J. Parker, Jr., Chairman
Sylvester J. Vaughns, Vice Chair
Sarah A. Cavitt
Jesse Clark
Colonel John H. Squire



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plan reflects a vision of the future that responds to the unique character of the local community within the context of a County wide perspective. Together with relevant policies, plans should be referred to by public officials and private individuals when making land use decisions.

the plan process

The PUBLIC HEARING DRAFT PLAN is the formal proposal to amend an adopted master plan, sector plan, or functional plan. Its recommendations are not necessarily those of the Planning Board; it is prepared for the purpose of receiving public testimony. The Planning Board holds a public hearing and receives testimony, after which it holds public worksessions to review the testimony and revise the Public Hearing Draft Plan as appropriate. When the Planning Board's changes are made, the document becomes the Planning Board Draft Plan.

The PLANNING BOARD DRAFT PLAN is the Board's recommended Plan and reflects their revisions to the Public Hearing Draft Plan. The Regional District Act requires the Planning Board to transmit a plan to the County Council with copies to the County Executive who must, within sixty days, prepare and transmit a fiscal impact analysis of the Planning Board Draft Plan to the County Council. The County Executive may also forward to the County Council other comments and recommendations.



Portland, OR Katherine Holt

After receiving the Executive's fiscal impact analysis and comments, the County Council holds a public hearing to receive public testimony. After the hearing record is closed, the relevant Council committee holds public worksessions to review the testimony and makes recommendations to the County Council. The Council holds its own worksessions, and then adopts a resolution approving the Planning Board Draft Plan, as revised.

After Council approval the plan is forwarded to the Maryland-National Capital Park and Planning Commission for adoption. Once adopted by the Commission, the plan officially amends the master plans, functional plans, and sector plans cited in the Commission's adoption resolution.

acknowledgements

Special thanks to all the Master Plan Advisory Group members, alternates, and guests who contributed to this Plan and improved it with their suggestions. Their input and commitment to this process was invaluable.

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Please contact MTA with specific design questions on the Purple Line alignment throughout Montgomery and Prince George's Counties.



Phoenix, AZ Steven Vance

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Approved and Adopted

purple line

Functional Plan



Montgomery County Planning Department
MontgomeryPlanning.org