



Planning Board Draft

April 2010

purple line

Functional Plan



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



purple line functional plan

Planning Board Draft

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

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Online at:

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

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.





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purple line

Functional Plan

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a

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.

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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 with 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

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

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

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 stop 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.

Plan includes that design element. The Georgetown Branch Master Plan included segments between Bethesda and Silver Spring that were single track segments.

- 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.

Map 1 **Purple Line Alignment and Stations in Montgomery County**

Bethesda
South

Connecticut
Avenue

Lyttonsville

16th Street

Silver Spring
Transit Center

Fenton
Street

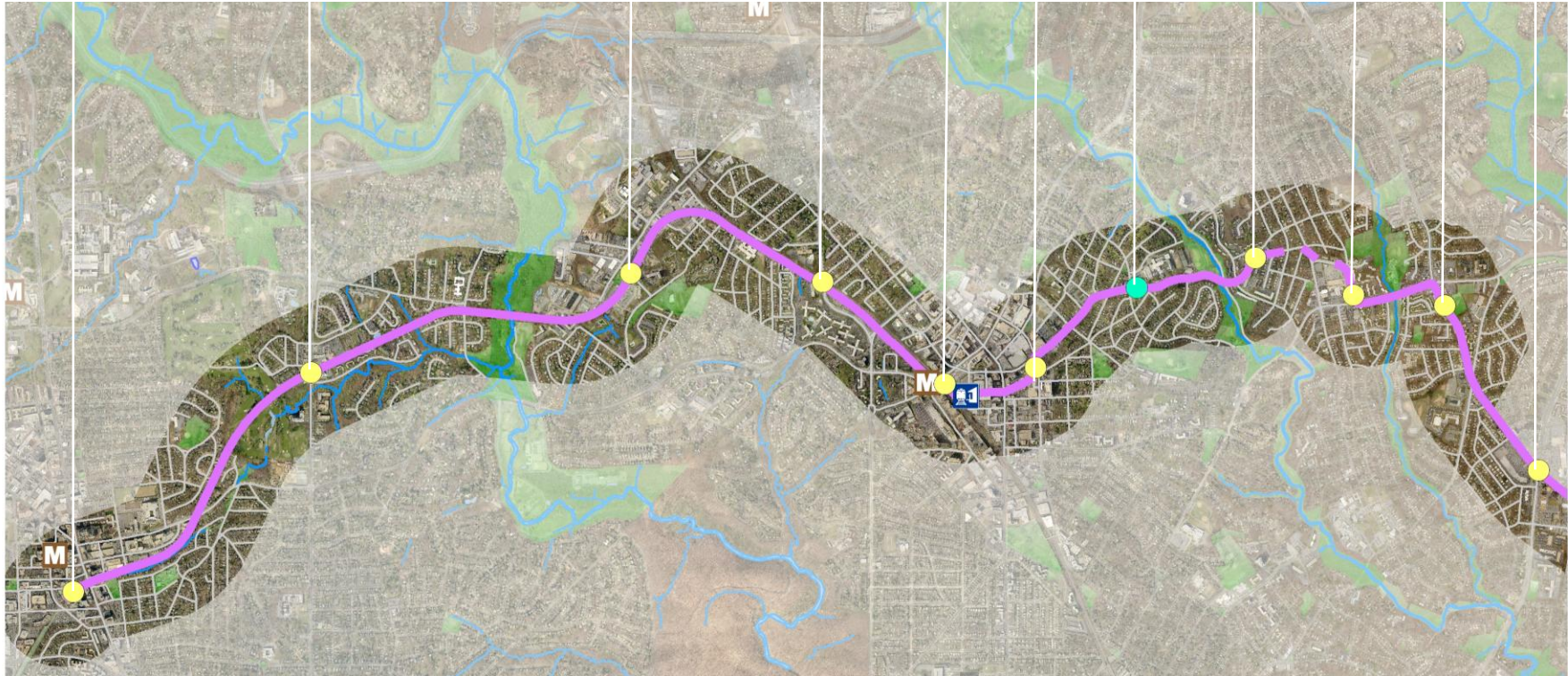
Potential
Dale Drive

Manchester
Place

Arliss
Street

Gilbert
Street

Takoma/Langley Park



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 Chevy Chase Lake	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
Chevy Chase Lake to Lyttonville	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
Lyttonville 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 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 Functional 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.

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.
- To the extent possible, the MTA should consider vehicles that would not require overhead wires for a power source or a power source that would prevent 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.



Barcelona, Spain Harry Sanders



Minneapolis Steven Vance

transitway segments

The following sections describe the alignment from west to east in 17 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.



Legend

-  Station
-  Pedestrian Access

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



Legend

 Pedestrian Access

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

Bethesda Station

Key potential features of the Bethesda 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
- trail tracks extending west from the station platform into the Woodmont East plaza for not more than 100 feet from the tunnel's western end.

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
- a width of at least ten feet within the tunnel

- a minimum width of ten feet with two-foot soft or natural shoulders in the remaining segments²
- trail routed on the north side of the Georgetown Branch right-of-way³
- 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 The Trail's typical at-grade section is a ten-foot paved path with two-foot soft shoulders on both sides of the paved path. The Trail's typical elevated section is a ten-foot wide paved path. These sections apply to the entirety of the trail from Bethesda to the Silver Spring Transit Center. Wider sections could be constructed in response to stated County policy objectives if they are determined to be feasible by a subsequent engineering analysis.

³ This is a change from the 1990 - Georgetown Branch Master Plan Amendment.

Map 4 East-West Highway to Kentbury Way Extended



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

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
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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
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Notes

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	Variesan estimated 90 to 100 feet

Notes

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



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 south 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

Chevy Chase Lake Station

Key features of the Chevy Chase Lake 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.

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.

Capital Crescent Trail

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

- a pedestrian bridge west of Jones Mill Road that moves the trail from north side to the south side of the Georgetown Branch right-of-way
- 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 separate bridge over Rock Creek below the bridge for the Purple Line
- a pedestrian ramp connecting the Capital Crescent Trail with the Rock Creek Trail
- trail and station access via a pedestrian path, elevator, and stairs on the east side of Lyttonsville Place.

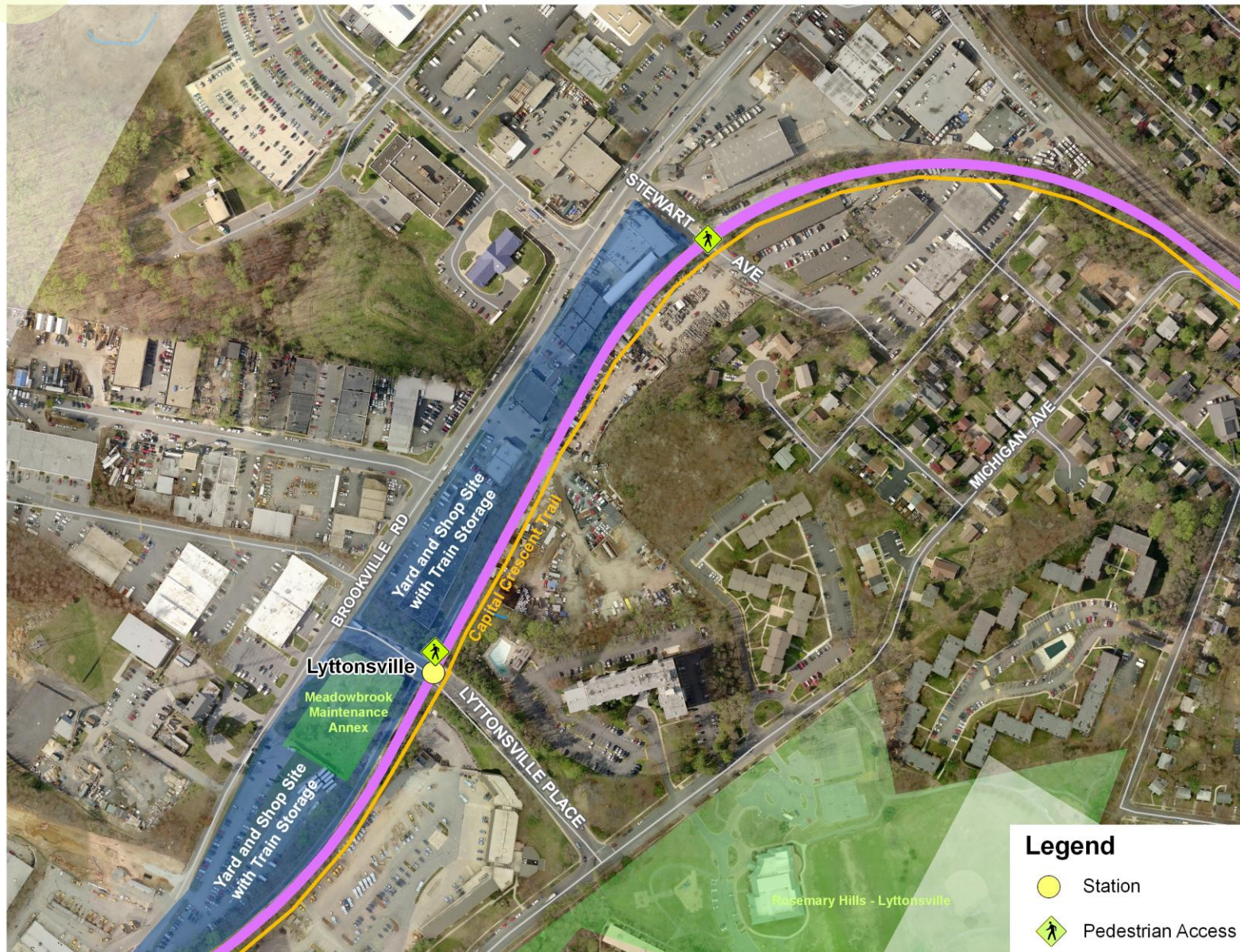


Table 8 **Lyttonsville Place to Stewart Avenue**

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 tracks and trails 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				

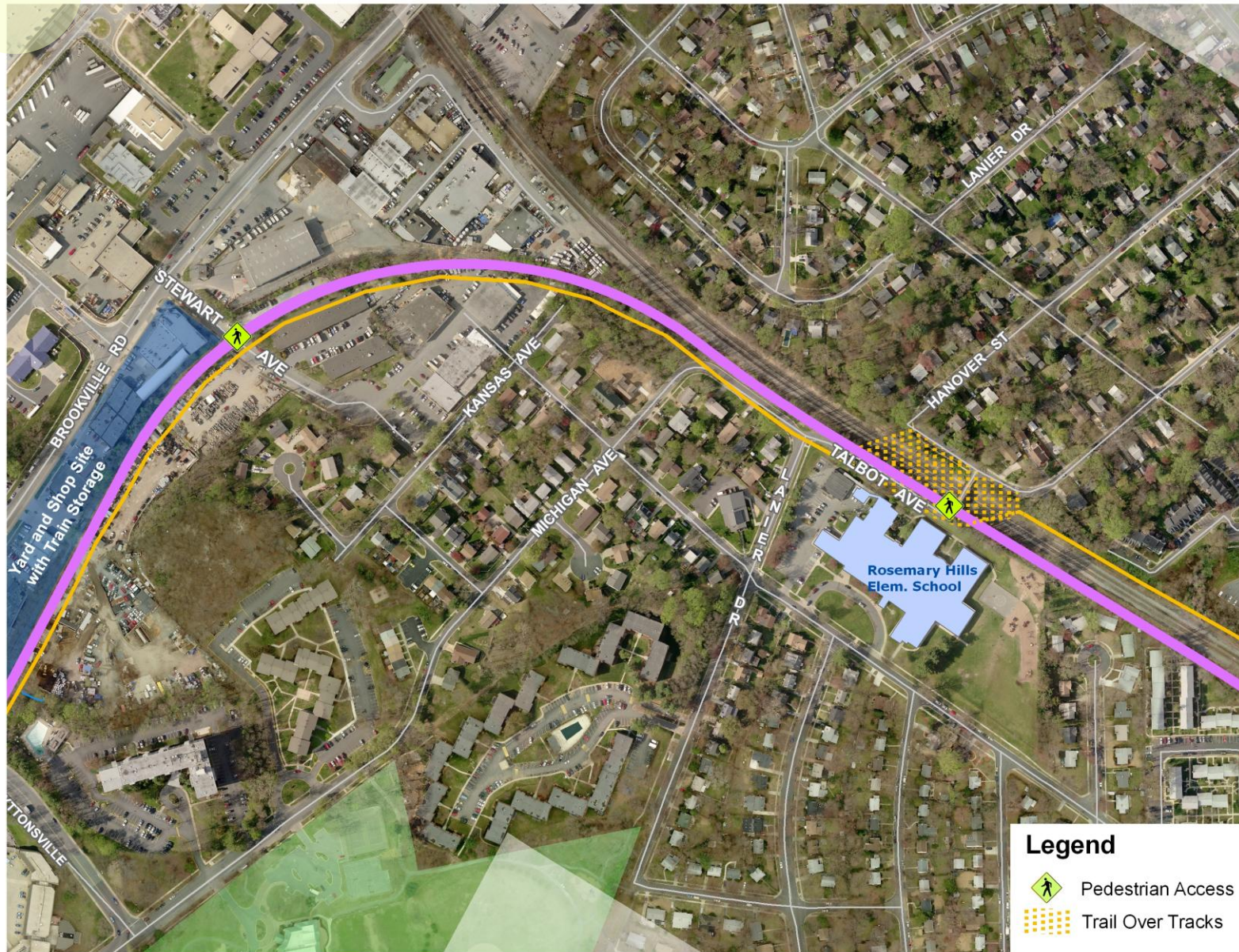


Table 9 **Stewart Avenue to CSX/WMATA Right-of-Way**

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

Right-of-way in this segment for the Purple Line and trail right-of-way is owned by CSX

Additional strip acquisitions would be from property owned by other private parties

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.

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 Trail⁴

Key features of the concept plan for the Capital Crescent Trail from Lyttonsville to the Silver Spring Transit Center include:

- 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

- 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
- 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.

⁴The 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-ways. The Capital Crescent Trail will be as one uninterrupted trail under one name through these several differently owned right-of-ways, from Georgetown through Bethesda to the Silver Spring Transit Center.



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 track on the south side
Notes Both track 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				

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



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 track 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

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

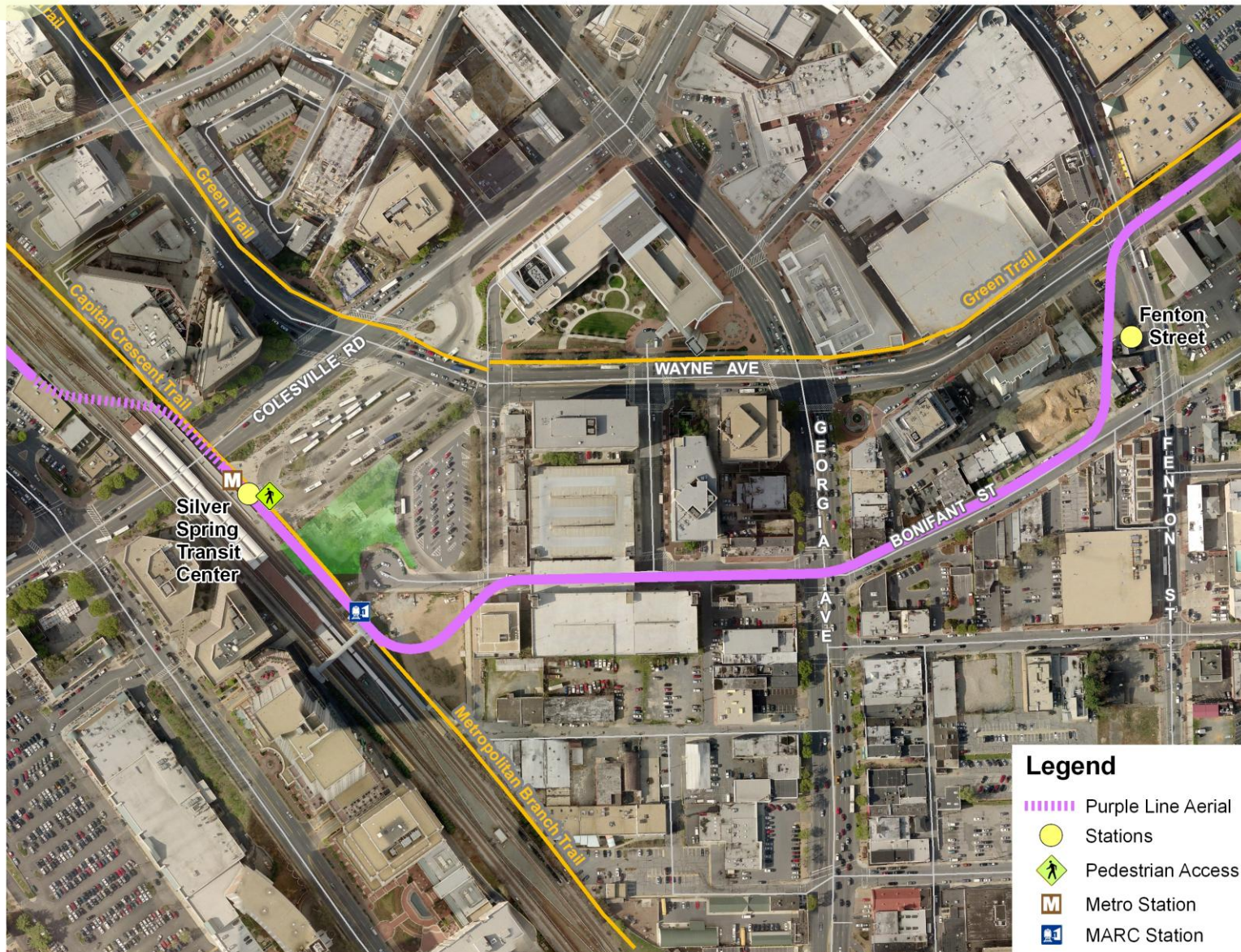


Table 12 **Paul S. Sarbanes Silver Spring Transit Center to Fenton Street Station**

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

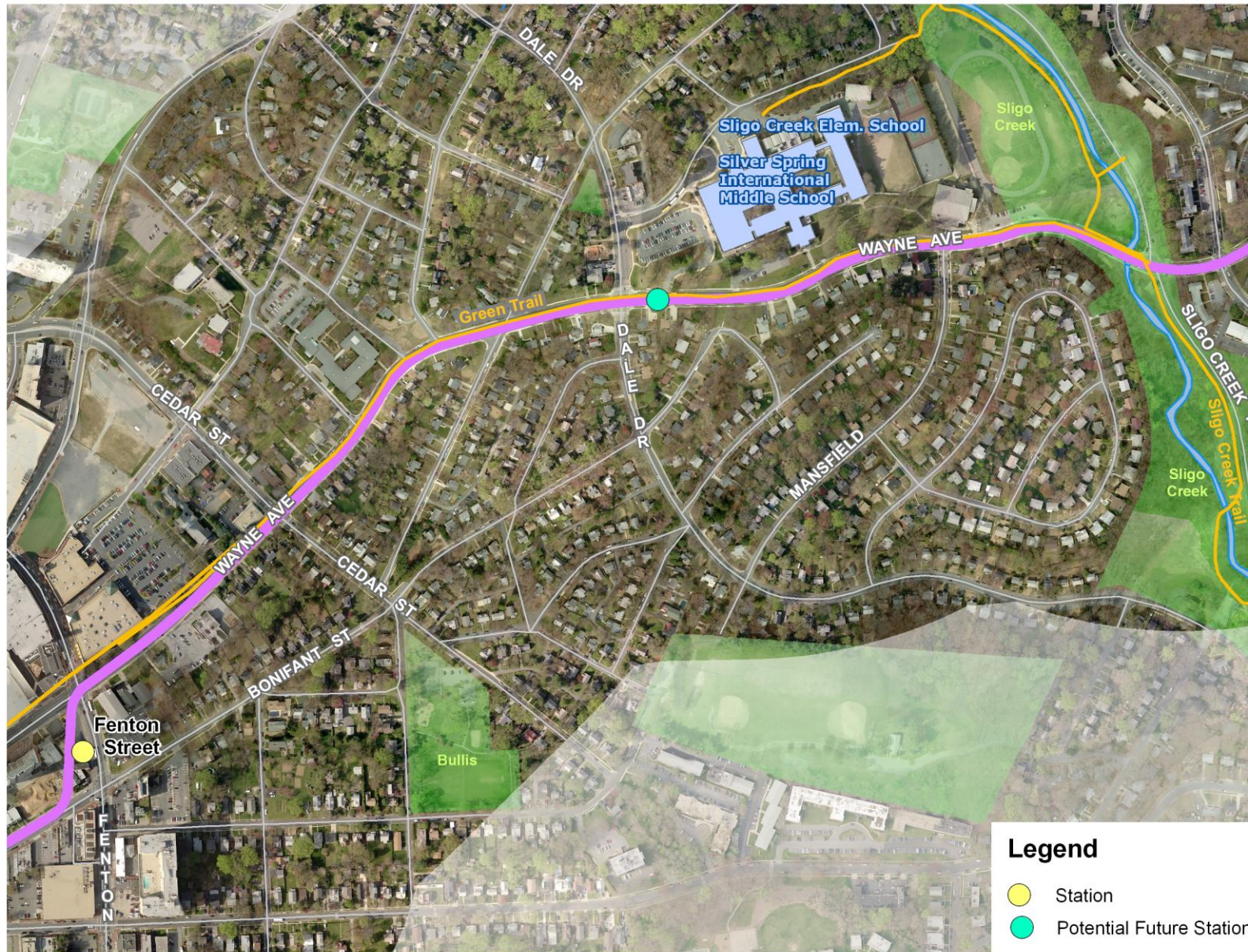


Table 13 **Fenton Street Station to Sligo Creek Parkway**

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 at signalized intersections, except the westbound to southbound left at Dale Drive, if the Dale Drive Station is built

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 ft prior to Fenton Street
- no parking on north side of Bonifant Street.

Potential Dale Drive Station

Key features of the Dale Drive Station concept plan include:

- 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 Spring 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 with a minimum eight-foot wide trail and a minimum five-foot buffer. The Purple Line alignment within the median of Wayne Avenue will be designed and constructed to accommodate the trail.

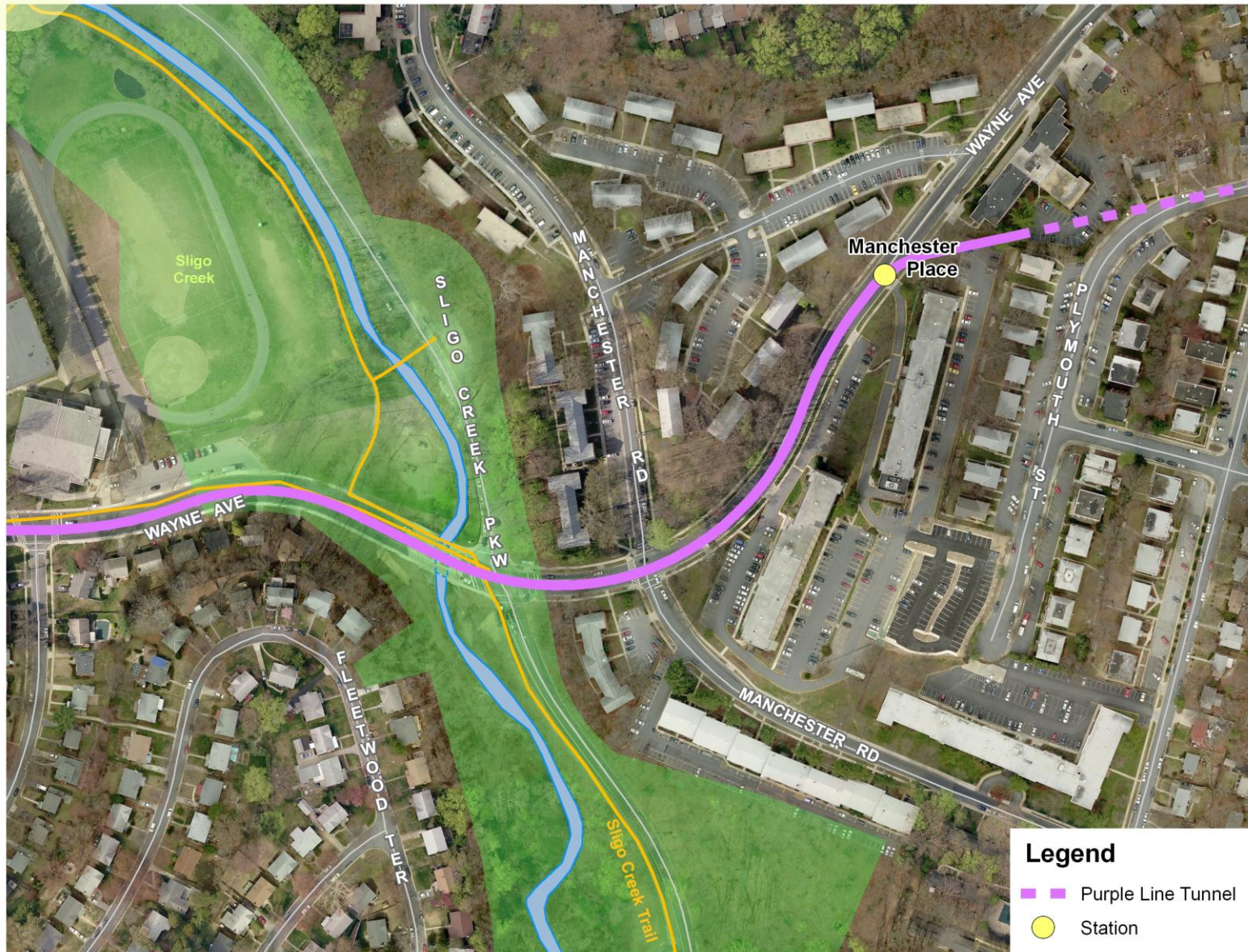


Table 14 **Sligo Creek Parkway to Manchester Place Station**

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.



Legend

- Purple Line Tunnel
- Stations

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



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



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 ²
County line approximately 130 feet southeast of Merrimac Drive	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
				Bikeway facilities will be phased in per the pending <i>Takoma/Langley Crossroads Sector Plan</i>

²University 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.

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.

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

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.

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 Lyttonsville yard and shop is needed in the area directly east of Lyttonsville Place between Brookville Road and the Georgetown Branch right-of-way.

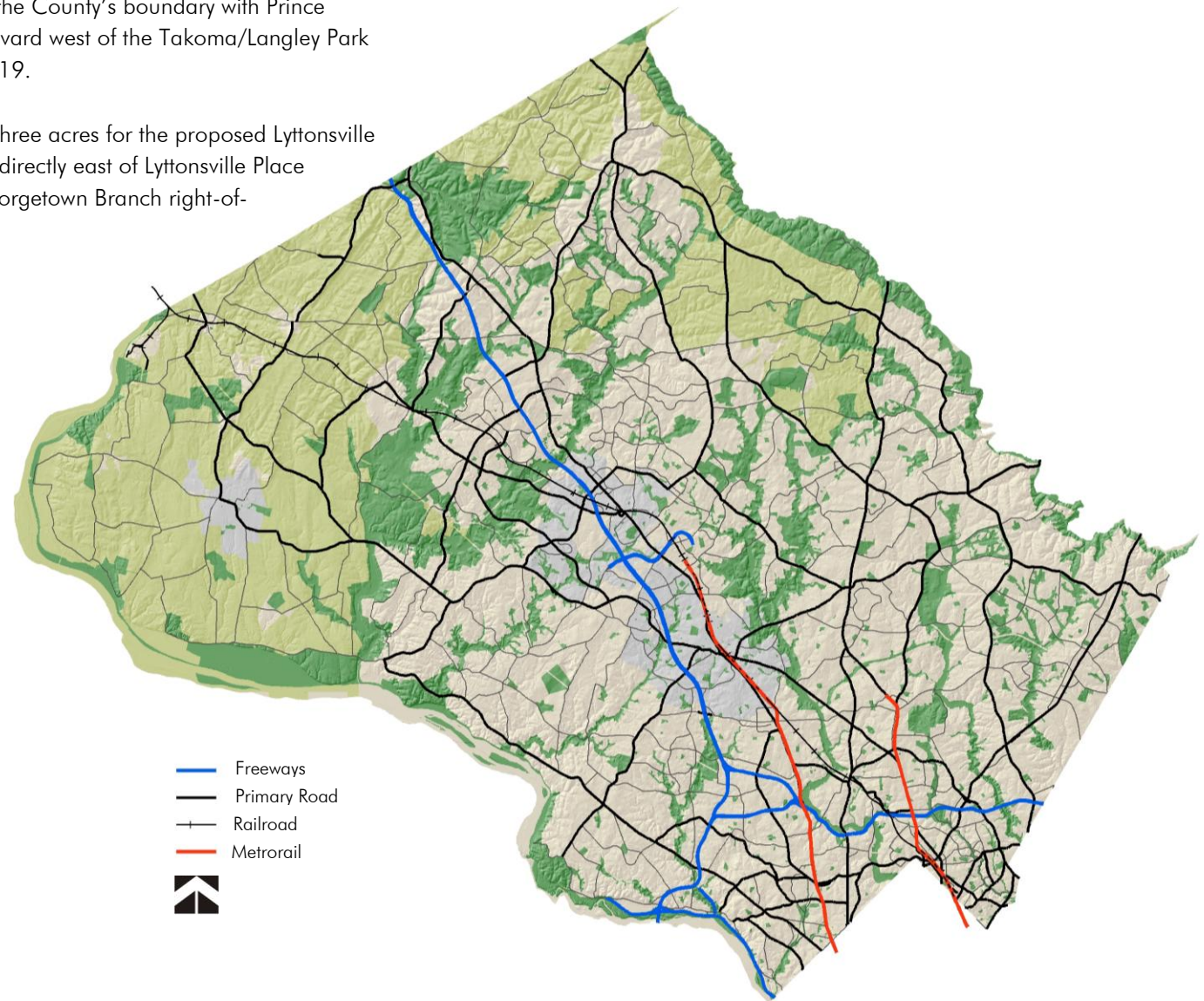


Table 19 **Amendments to Master Plan of Highways Rights-of-Way**

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

Required for ramp of pedestrian connection at Riviera Apartments

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

⁵ The right-of-way shown is the estimated minimum amount needed within the segment to accommodate the project at a point requiring 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

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

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 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

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

g l o s s a r y

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.

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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For more information about this Plan, please contact the Montgomery County Planning Department's Transportation Planning Division at 301-495-4525. Please contact MTA with specific design questions on the Purple Line alignment throughout Montgomery and Prince George's Counties.



Phoenix, AZ Steven Vance



3100000005

Planning Board Draft

purple line

Functional Plan



Montgomery County Planning Department

MontgomeryPlanning.org