



Public Hearing Draft

November 2009

purple line

Functional Plan

purple line functional plan

Public Hearing 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*, and the *Master Plan of Bikeways*.

source of copies

The Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
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Online at: www.montgomeryplanning.org/transportation/projects/purple_line.shtm

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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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.

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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.

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

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

Glossary

AA/DEIS	Alternatives Analysis/Draft Environmental Impact Statement
CBD	Central Business District
CSX	CSX Transportation Corporation
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 CBD Sector Plan* – Approved February 2000 and Adopted March 2000

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 that began the preparation of the *Purple Line Alternatives Analysis/ Draft Environmental Impact Statement (AA/DEIS)*. The AA/DEIS was released in October 2008.

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 or “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 the 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 so that they would extend no further than 100 feet west of the portal of the Apex Building, and less than 100 feet west if possible.
 - Plant grass between and to each side 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 width 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 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.

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 each specific geographical area.

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

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

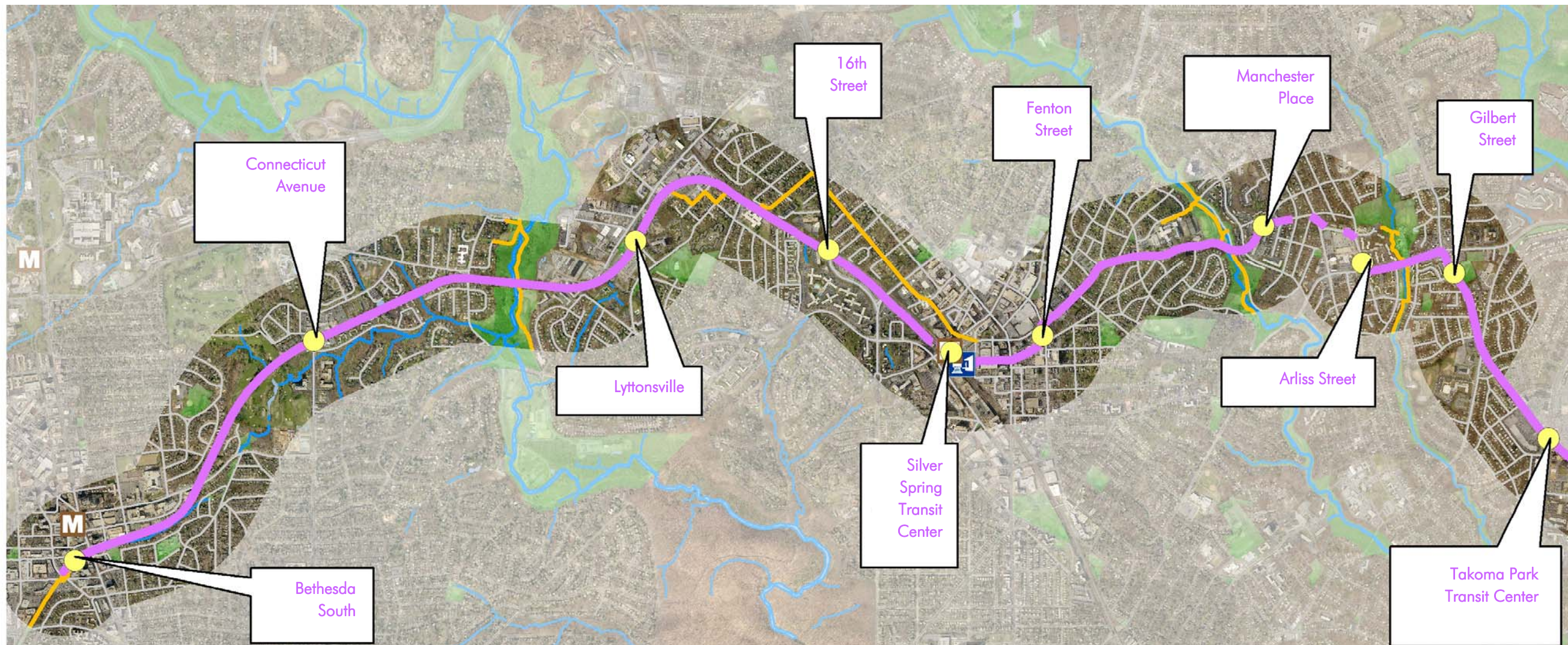
In November 2008, the MTA held two public hearings in the County on the Purple Line AA/DEIS.

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 since 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 the LPA for the Purple Line.

map 1 purple line alignment in montgomery county



vision

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

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

Table 1 Purple Line Characteristics and Objectives

purple line segment	connections	diversity	design	environment
Bethesda to Chevy Chase Lake	Bethesda Red Line Metrorail Station Capital Crescent Trail to Georgetown	Access to Bethesda jobs and housing Enhanced travel options for transit dependent Supports efforts to increase affordable housing	Pedestrian experience and trail access focus of design efforts Will reinforce Bethesda CBD as pedestrian priority area Bethesda terminal design will contribute to Woodmont East area open space needs	Provides opportunities for targeted growth and helps prevent sprawl Grass tracks concept will reduce runoff where applied
Chevy Chase Lake to Lyttonsville	Rock Creek Trail to Lake Needwood and D.C. Improved trail connection east of Rock Creek	Access to Walter Reed Annex and County Fleet Maintenance Center jobs	Pedestrian access, trail access and experience, and station access and compatibility will be focus of design effort Connection with Rock Creek Trail also critical design element	Locates operation and maintenance facility adjacent to similar land use Grass tracks concept will reduce runoff where applied
Lyttonsville to Silver Spring Transit Center	Silver Spring Red Line Metrorail Station MARC, Metrobus, Ride-On, MTA Commuter Bus, UMD Shuttle, and Intercity bus at Silver Spring Transit Center Metropolitan Trail to D.C. Directly Connects Bethesda and Silver Spring CBDs	Access to Silver Spring jobs and housing Enhanced travel options for transit dependent to Bethesda and east to Takoma/Langley, College Park, and New Carrollton	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 time
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 and housing Enhanced travel options for transit dependent to Bethesda and east to Takoma/Langley, College Park, and New Carrollton	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—with least amount of impact on neighborhoods and environment
Manchester Road to Takoma Langley Crossroads	Metrobus, Ride On, and Prince George’s County TheBus TheBus and the University of Maryland Shuttle at Takoma/Langley Transit Center	Bi-County’s most diverse area with highest percentage of transit dependent residents	Station access, pedestrian connectivity, and compatibility with redevelopment a focus along this segment	Helps establish sustainable growth in area with focus on redevelopment, retention, and expansion of affordable housing



Why a Purple Line Functional Master 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 the 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.



transitway segments

The following sections describe the alignment from west to east in five major 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 width describes the 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 2009.
- Minimum right-of-way width 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's right-of-way needs are less 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 available 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.



Bethesda to Chevy Chase Lake

Woodmont Avenue is the western terminus of the Georgetown Branch right-of-way on which the Purple Line will operate. The right-of-way between Woodmont Avenue and the planned station at Chevy Chase Lake varies as depicted in the following tables.

map 2 bethesda to chevy chase lake

Table 2
Woodmont Avenue to
Pearl Street

Table 3
Pearl Street to
East-West Highway

Table 4
East-West Highway to
Kentbury/County Club

Table 5
Kentbury/County Club to
Connecticut Avenue

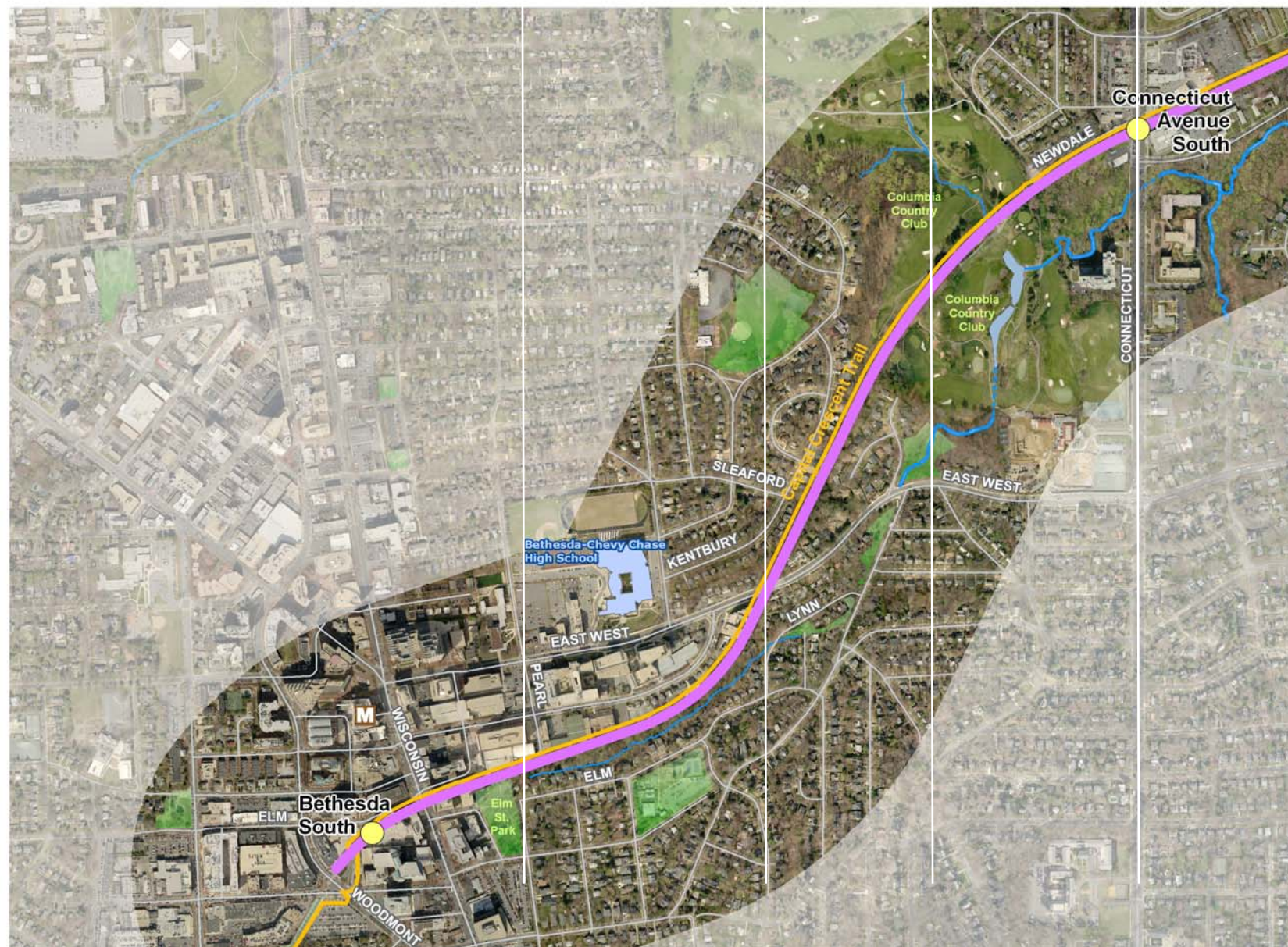


Table 2 Woodmont to Pearl Street



Table 3 Pearl Street to East-West Highway



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	49 feet	66 feet	66 feet
Just west of Pearl Street	Pearl Street	66 feet	66 feet	66 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

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



Table 4 East-West Highway to Kentbury Way

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
- tail tracks extending west from the station platform into the Woodmont East plaza for not more than 100 feet from the tunnel's western end.

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 Building 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 segments
- trail routed on the north side of the Georgetown Branch right-of-way
- trail access via pedestrian bridge on the north side of the Georgetown Branch right-of-way from 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 a pedestrian ramp on the north side of the Georgetown Branch right-of-way located largely within the Sleaford Road Extended right-of-way
- trail access via a pedestrian path on the south side of the Georgetown Branch right-of-way. This path is located largely within the Sleaford Road Extended right-of-way and will extend under the Purple Line to the ramp on the north side of the Georgetown Branch 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.



Table 5 Kentbury Way to Connecticut Avenue



Table 4 East-West Highway to Trail Access at 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 Trail Access at Kentbury Way Extended to Connecticut Avenue

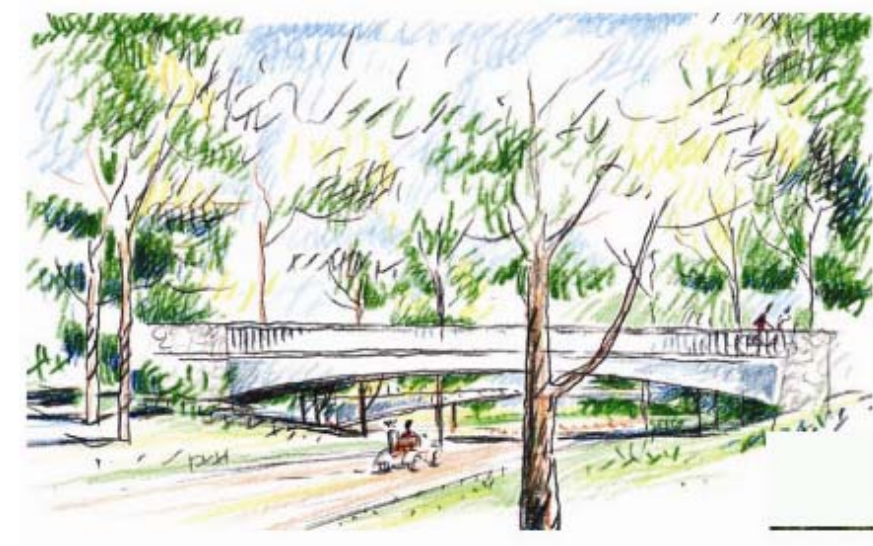
from	to	current right-of-way width	prior master plan right-of-way width (minimum)	minimum right-of-way width and/or area required for Purple Line and trail
Right-of-way for trail access on north side of tracks at Kentbury Way Extended	Connecticut Avenue	Varies, generally estimated as 66 feet	Varies,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

Notes

Pedestrian path within right-of-way both parallel and under trail and tracks for pedestrian and golfer access to County 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



Chevy Chase Lake to Lyttonsville

The Georgetown Branch right-of-way between the Chevy Chase Lake station and Lyttonsville varies as depicted in the following tables.

map 3 chevy chase lake to lyttonsville

Table 6
Connecticut Avenue to
Jones Mill Road

Table 7
Jones Mill Road to
Lyttonsville Place

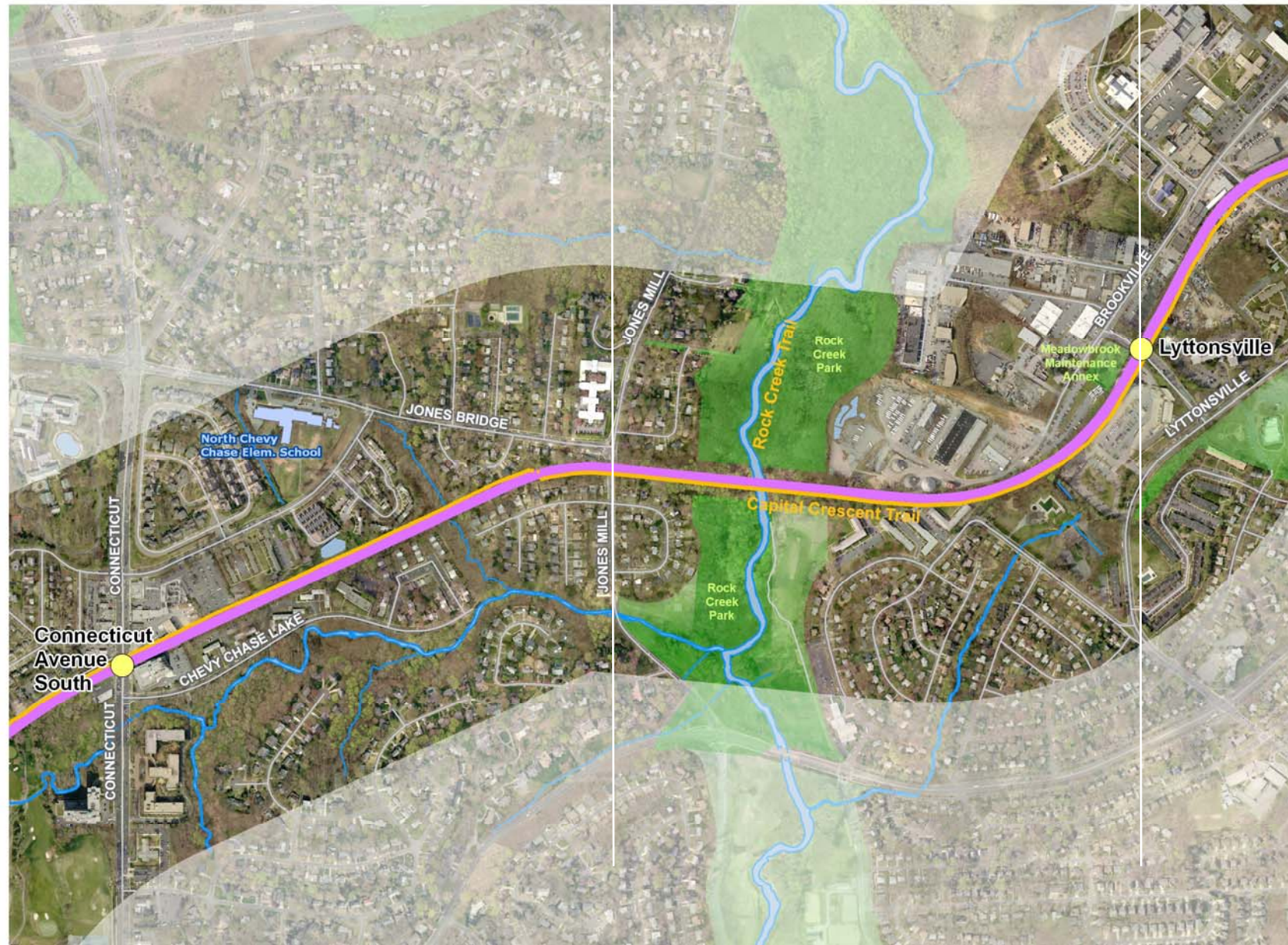


Table 6 Connecticut Avenue to Jones Mill Road



Table 7 Jones Mill Road to Lyttonsville Road



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, generally estimated 90 to 100 feet	Varies, an estimated 90 to 100 feet	Varies, an 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	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.

Lyttonsville Station

Key features of the Lyttonsville Station concept plan include:

- station platforms immediately east of Lyttonsville Place
- kiss-and-ride lanes on 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 immediately 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 immediately 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 via a pedestrian path, elevator, and stairs on the east side of Lyttonsville Place.

Lyttonsville to the Paul S. Sarbanes Silver Spring Transit Center

The Purple Line is within both the Georgetown Branch right-of-way and the CSX/WMATA right-of-way as it continues east to the Silver Spring Transit Center.

map 4 lyttonsville to the silver spring transit center

Table 8
Lyttonsville Road to
Stewart Avenue

Table 9
Stewart Avenue to
CSX/WMATA

Table 10
CSX/WMATA to
16th Street

Table 11
16th Street to
Silver Spring Transit Center

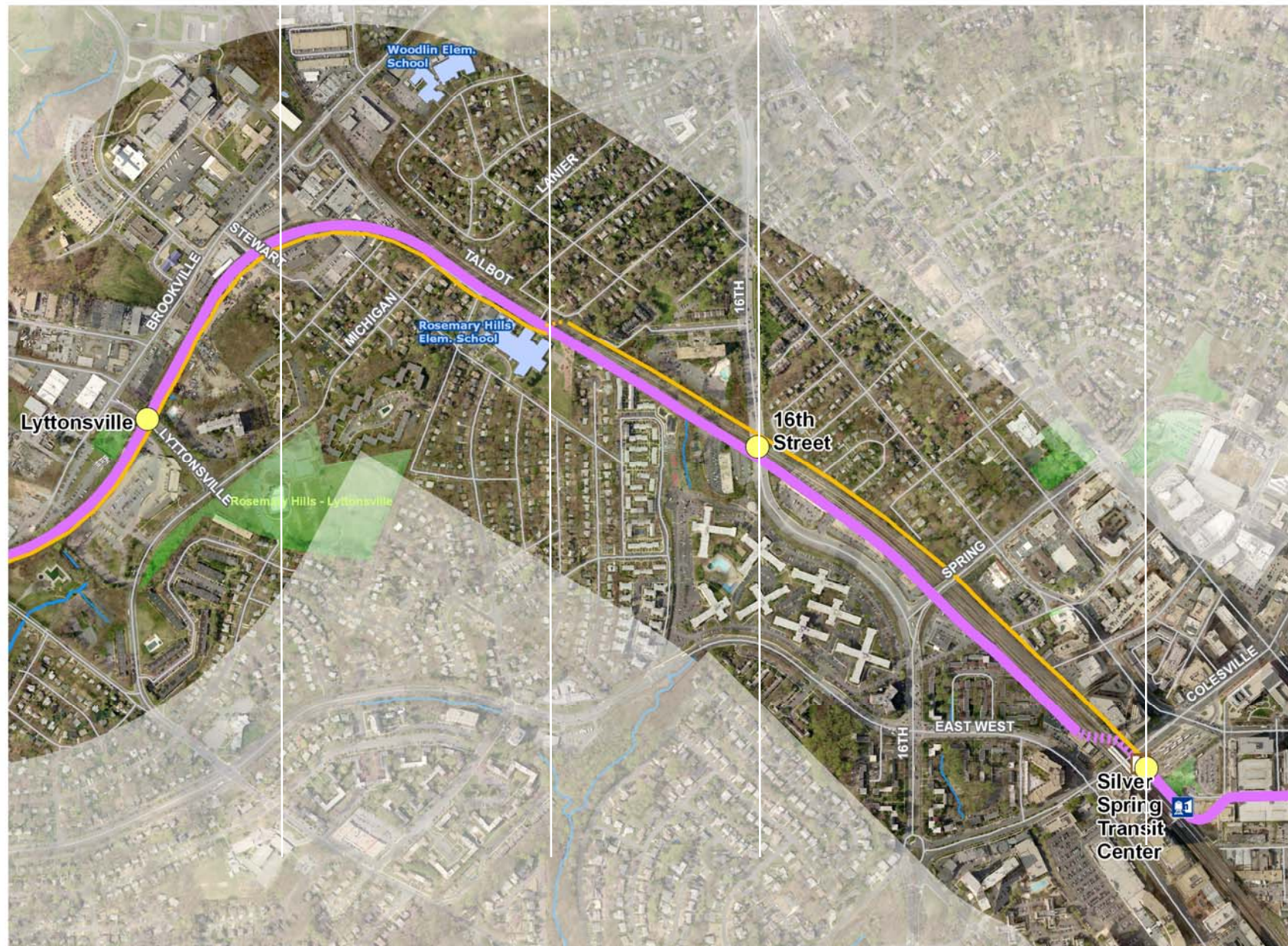


Table 8 Lyttonsville Road to Stewart Avenue



Table 9 Stewart Avenue to CSX

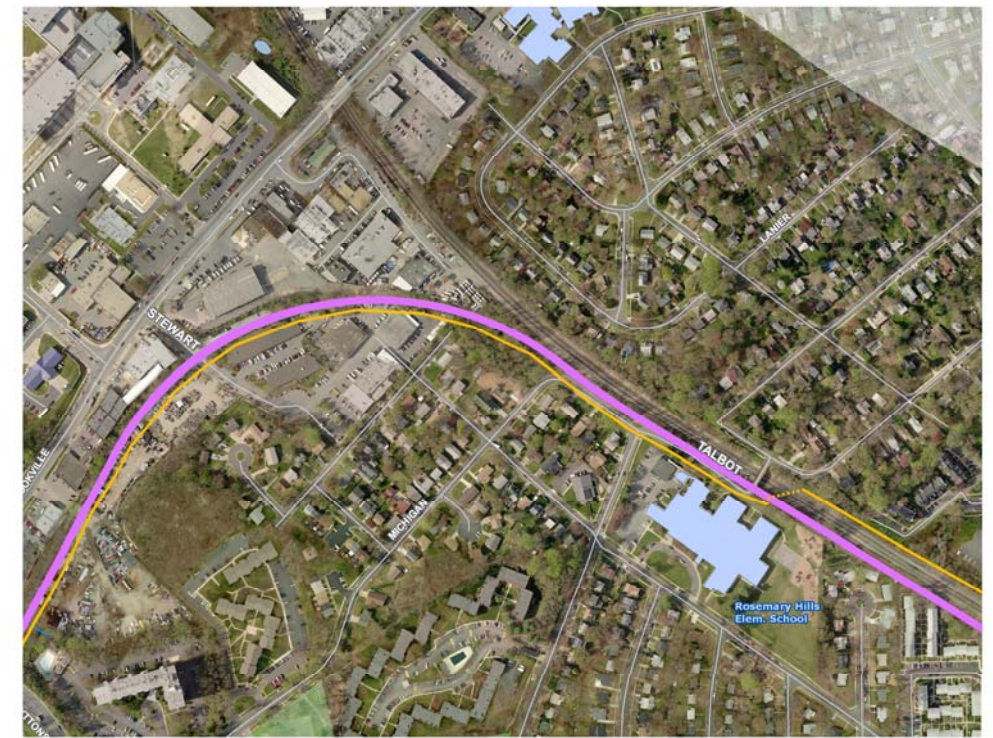


Table 8 Lyttonsville Place to Stewart Avenue

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	Varies an estimated 40 to 58 feet	Varies an estimated 40 to 58 feet	Future expansion for yard and shop will require estimated additional 3 acres (comprising 11 different parcels excluding publicly owned land) west 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 area 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 Beginning of CSX/WMATA Right-of-Way with CSX/Metrorail/MARC/Amtrak Service

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				
This segment of the Purple Line and trail identified as 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 immediately 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:

- the 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 station.

Capital Crescent Trail¹

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 south and adjacent to relocated Talbot Avenue from Michigan Avenue south to where trail crosses to north side of CSX/WMATA right-of-way
- 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 over Colesville Road and enter the Silver Spring Transit Center adjacent to Metrorail/MARC tracks (on the Transit Center's second level)
- the trail will be on an elevated structure at or near the second level through the Transit Center, with direct access to the trail within the Transit Center for rail and bus users
- the Capital Crescent Trail and Metropolitan Branch Trail will connect directly and at the same level at the Transit Center
- the elevated trail structure will have a fourteen foot width (inside clear) and to the extent possible maintain a level grade and direct path through the Transit Center
- the Metropolitan Branch Trail will cross the Purple Line tracks at grade near the end of Bonifant Street, at a crossing with warning signs and/or lights as needed for safety.

¹The 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 the CSX Corporation. 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 right-of-way. The Capital Crescent Trail will be continuous 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 to 16th Street



Table 11 16th Street to Silver Spring Transit Center

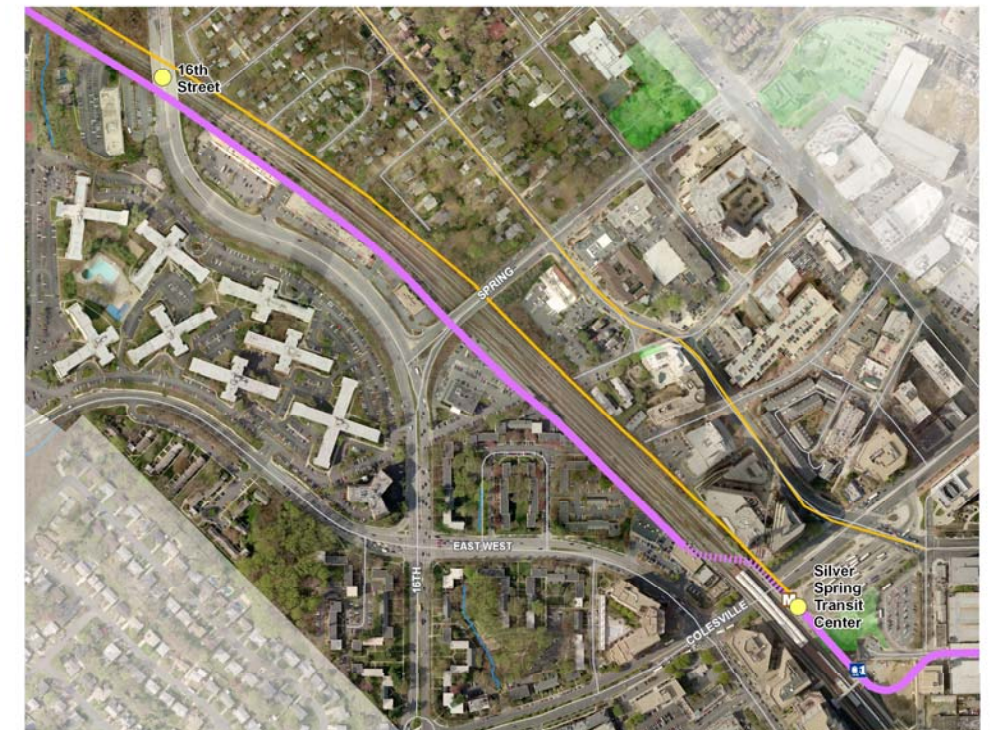


Table 10 Beginning of CSX/WMATA/Right-of-Way with CSX/Metrorail/MARC/Amtrak Service to 16th Street Station

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	Trail is parallel to and south of a 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 total 120-foot right-of-way for the combined CSX and Purple Line facilities is required 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 total 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 of the right-of-way
Notes				
Both track and trail to remain on right-of-way's south side until roughly 50 feet east of the existing Talbot Avenue bridge where a pedestrian bridge over the right-of-way will move the trail to the north side. The Purple Line tracks remain on the right-of-way's south side				
Both the trail and Purple Line pass under the existing 16 th Street bridge, which will be modified or replaced to accommodate the trail and the Purple Line.				
The 16 th Street station platform is east of the eastern edge of the existing 16 th Street bridge				

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	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 Georgetown Branch Master 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				

Paul S. Sarbanes Silver Spring Transit Center to Manchester Place

The alignment between the Transit Center and Manchester Place operates for the most part on existing streets in lanes shared with other vehicular traffic. Additional right-of-way is required along some segments as described in the following tables.

map 5 silver spring transit center to manchester place

Table 12
Silver Spring Transit Center to
Fenton Street

Table 13
Fenton Street to
Sligo Creek Parkway

Table 14
Sligo Creek Parkway to
Manchester Place

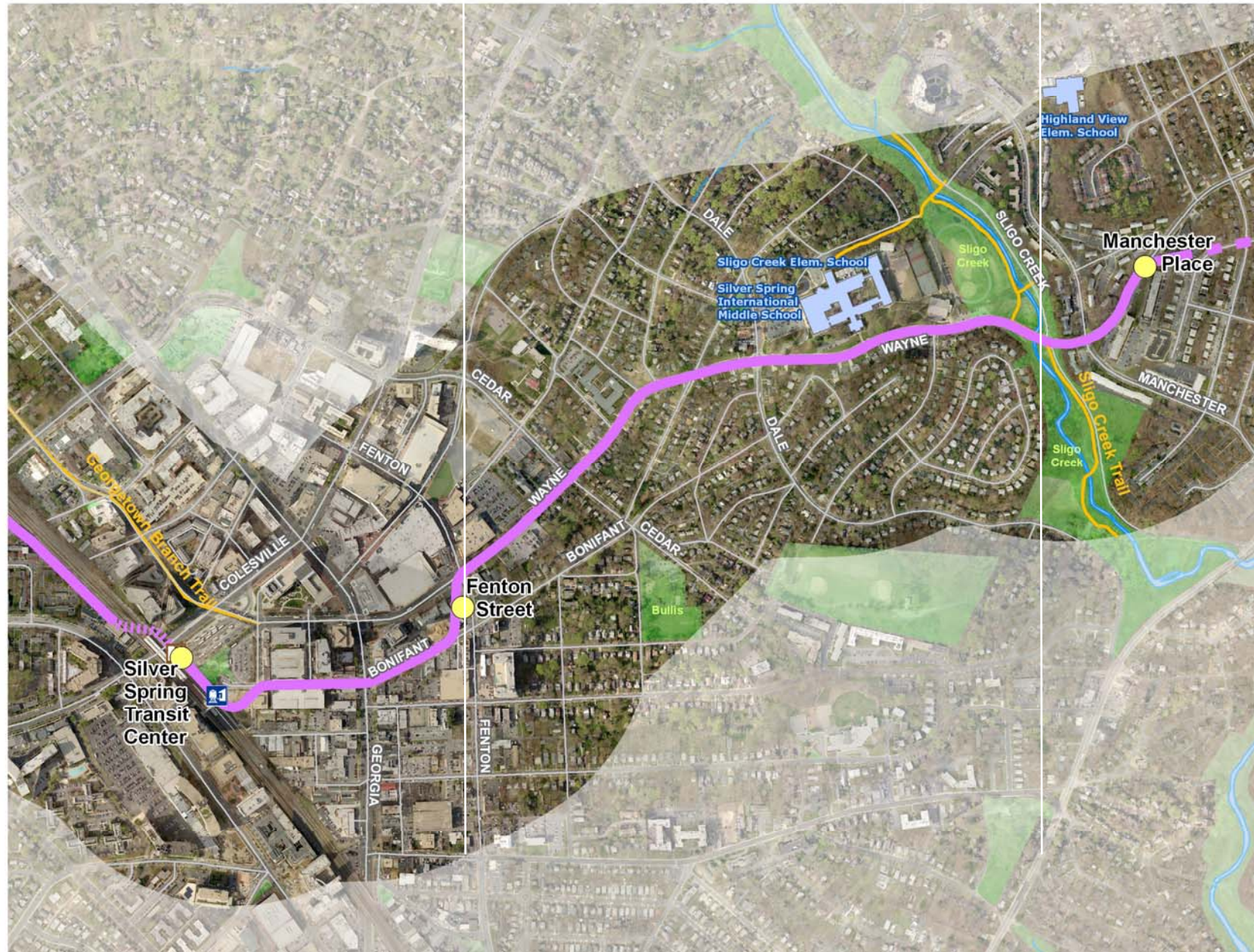


Table 12 Paul S. Sarbanes Silver Spring Transit Center to Fenton Street Station

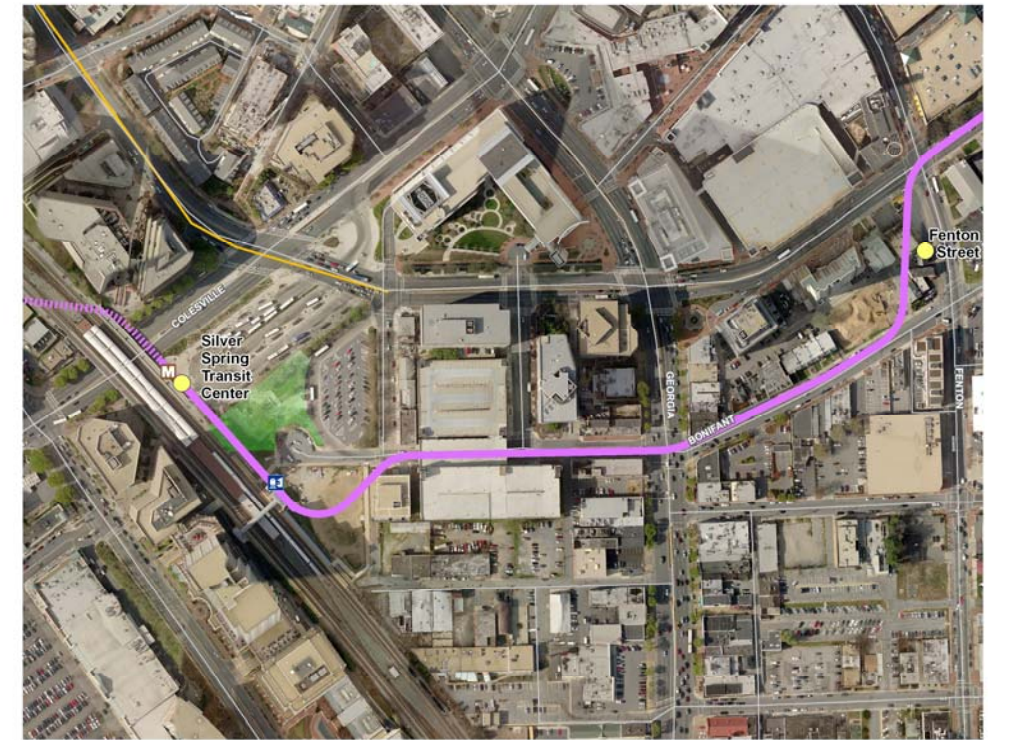


Table 13 Fenton Street Station at Silver Spring Library on Wayne Avenue to Sligo Creek Parkway



Table 12 Paul S. Sarbanes Silver Spring Transit Center to Manchester 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
Silver Spring Transit Center	Library site at Wayne Avenue and Fenton Street	Varies an estimated 35 to 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 on north side of Bonifant Street could be prohibited at all times to accommodate the tracks. If parking is allowed on south side of Bonifant Street, the street would be 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 at the Wayne Avenue Silver Spring Library Site 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 80 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 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 eastbound to northbound left turn at Cedar Street

The alignment design will also incorporate space necessary for possible future station platform(s) in the vicinity of Dale Drive



Table 14 Sligo Creek Parkway to Manchester Place Station



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 St. approximately 250 feet prior to Fenton Street
- Bonifant Street traffic limited to eastbound direction, one lane, with parking on south side of 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
- walk-up and handicapped access only

Manchester Place Station

Key features of the Manchester Place Station concept plan include:

- station platform 100 to 150 feet south and east of Wayne Avenue where tracks enter into tunnel
- walk-up and handicapped access only

Silver Spring Green Trail

The Silver Spring Green Trail is a shared use path on the north side of 2nd Avenue and Wayne Avenue. Once completed, this master planned trail, at least eight feet wide, will extend from Spring Street to Sligo Creek Parkway. The Purple Line alignment within the median of Wayne Avenue will be designed and constructed to accommodate it.

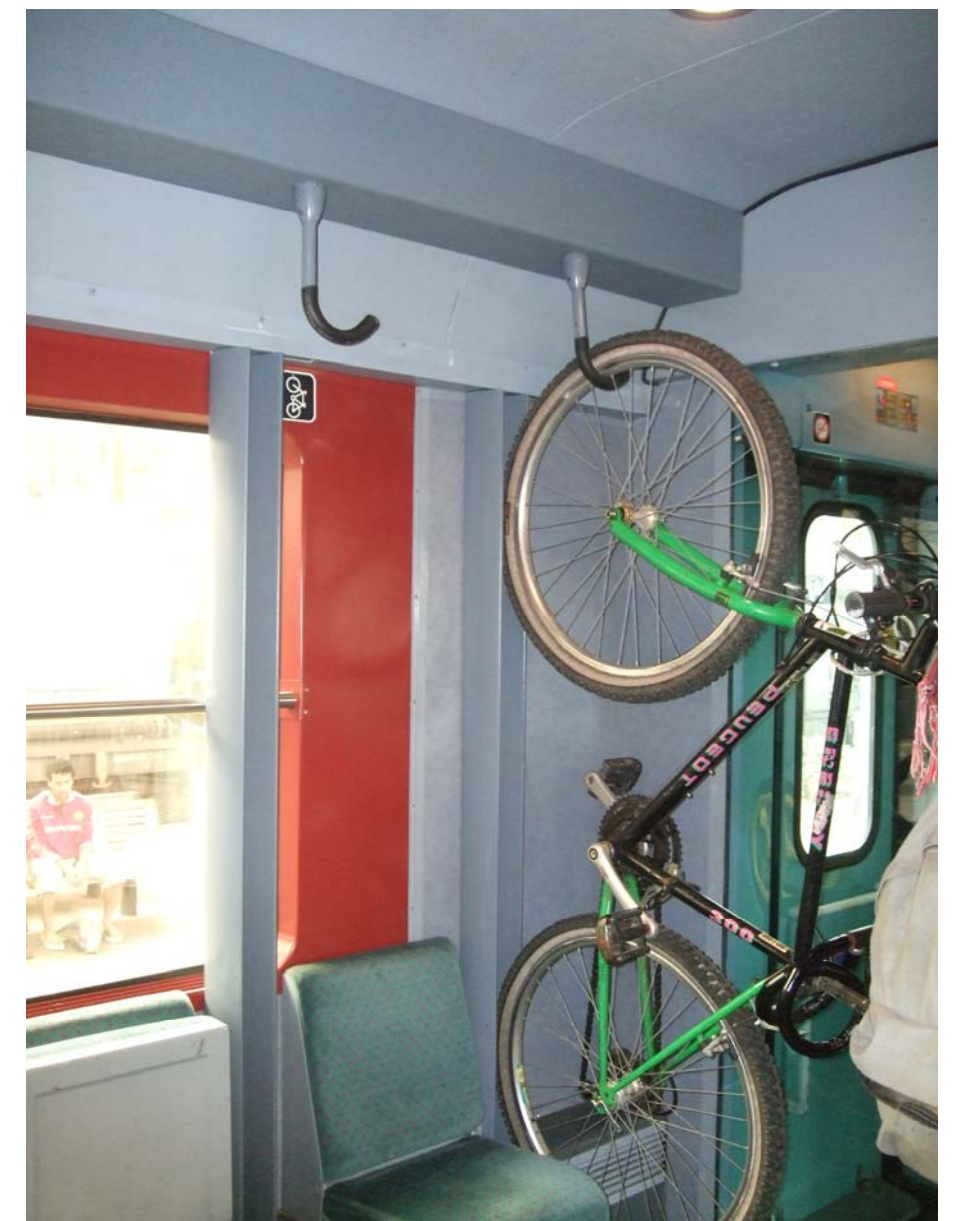
Table 14 Sligo Creek Parkway to Manchester Place Station

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 east of Wayne Avenue



Manchester Place to the County Line

The alignment between the Manchester Place Station and the County's boundary with Prince George's County operates in a tunnel to Arliss Street, and in dedicated lanes along Arliss Street, Piney Branch Road, and University Boulevard. Additional right-of-way is required along some segments as described in the following tables.

map 6 manchester place to county line

Table 15
Manchester Place to
Arliss Street Station

Table 16
Arliss Street Station to
Gilbert Street Station

Table 17
Gilbert Street Station to
County Line

Table 18
County Line to
City of Takoma Park

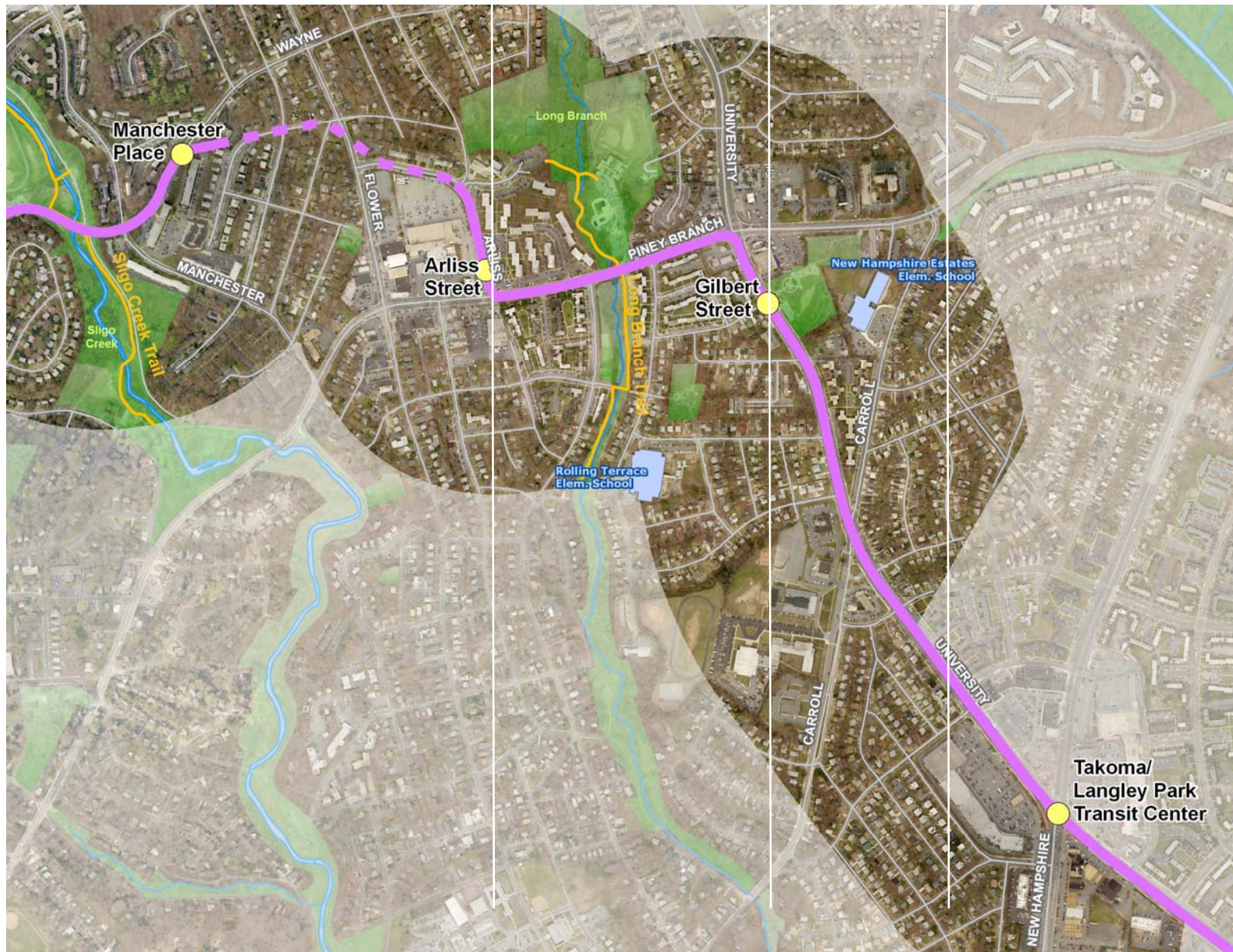


Table 15 Manchester Place Station to Arliss Street Station



Table 16 Arliss Street Station to Gilbert Street Station



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
				Could consider the alternative of a wider (at least eight feet) joint use path of the Purple Line for the segment along University Boulevard in Montgomery County

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 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



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
Notes				Could consider the alternative of a wider (at least eight feet) joint use path of the Purple Line for the segment along University Boulevard in Montgomery County
Tracks in dedicated lanes in the University Boulevard median				
This is the last segment of the alignment wholly within Montgomery County				

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 (North) eastern 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				Could consider the alternative of a wider (at least eight feet) joint use path of the Purple Line for the segment along University Boulevard in Montgomery County
Tracks in dedicated lanes in the University Boulevard median				
This segment is across from the Takoma/Langley Transit Center. The station platform and the Transit Center are in Prince George’s County				

Arliss Street Station

Key features of the Arliss Street Station concept plan include:

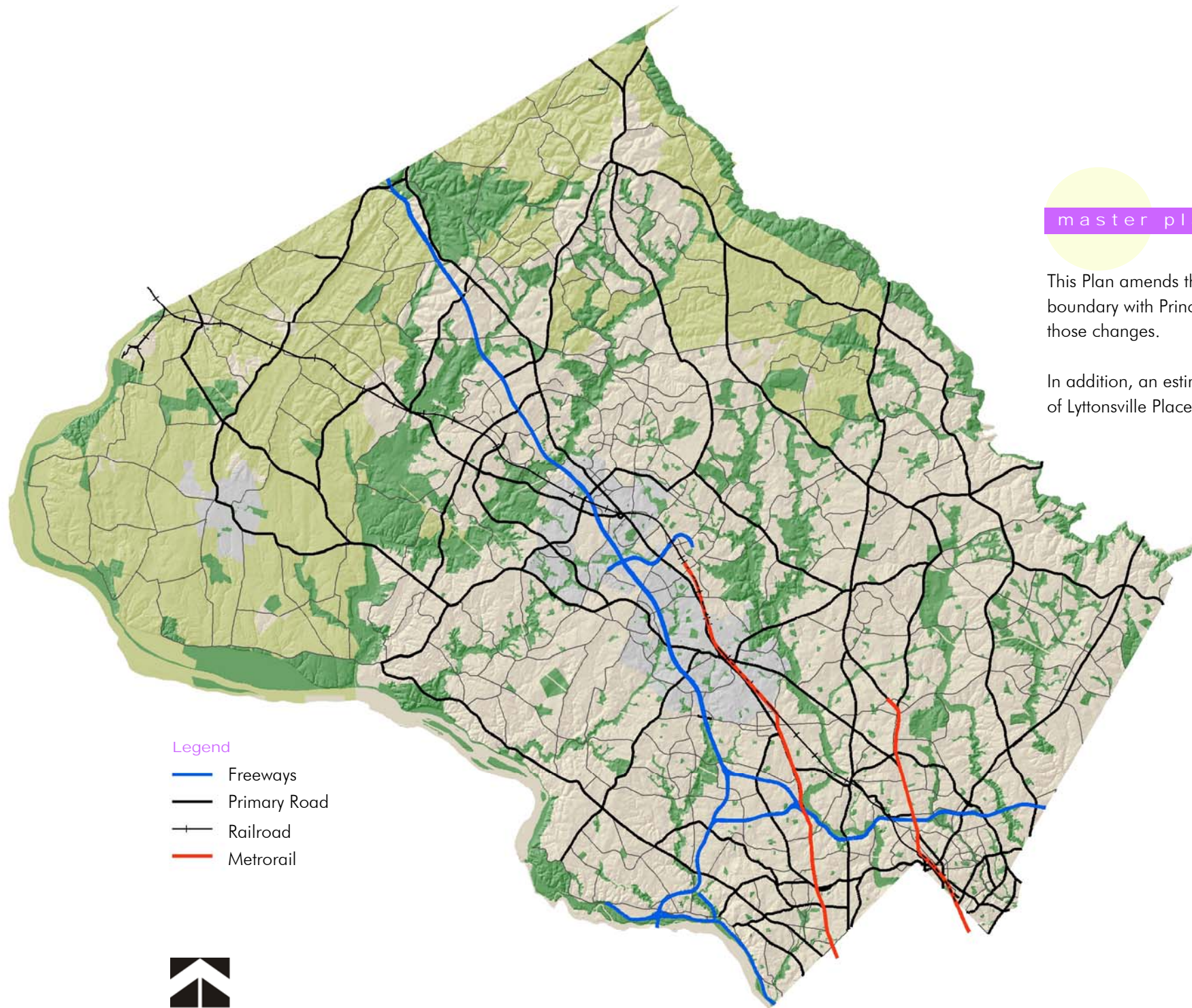
- the station platform approximately 100 feet north of the intersection with Piney Branch Road in the median of Arliss Street
- walk-up and handicapped access only
- minimum six-foot wide sidewalks on both sides of Arliss Street adjacent to Purple Line alignment.

Gilbert Street Station

Key features of the Gilbert Street Station concept plan include:

- the station platform in the University Boulevard median, 400 to 450 feet south of the intersection with Piney Branch Road
- walk-up and handicapped access only
- minimum six-foot wide sidewalks on both sides of University Boulevard.

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.



- Legend
- Freeways
 - Primary Road
 - +— Railroad
 - Metrorail



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 at University Boulevard west of the Takoma/Langley station. Table 19 summarizes those changes.

In addition, an estimated additional three acres for the proposed Lyttonsville yard and shop is needed in the area directly west 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 ²
100 feet west of Pearl Street	100 feet east of Pearl Street	66 feet	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	80 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 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

² The right-of-way shown is the estimated minimum amount needed within the segment to accommodate the project at a point or location 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

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

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	100 feet
Sligo Creek Parkway	600 feet east of Manchester Road	70 feet	80 feet
600 feet east of Manchester Road	Plymouth Street	None	70 feet
Flower Avenue	Piney Branch Road	70 feet	90 feet
Arliss Street	Gilbert Street Station	80 feet on Piney Branch Road	100 feet on Piney Branch Road
		120 feet on University Boulevard	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 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



acknowledgements

The Planning Department staff would also like to acknowledge the MTA Purple Line Project Team for its continuous and proactive coordination efforts throughout the development of this Plan and also for the use of the Purple Line conceptual drawings and designs used in this document.

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.



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purple line

Functional Plan

Prepared by the Montgomery County Planning Department

 MontgomeryPlanning.org