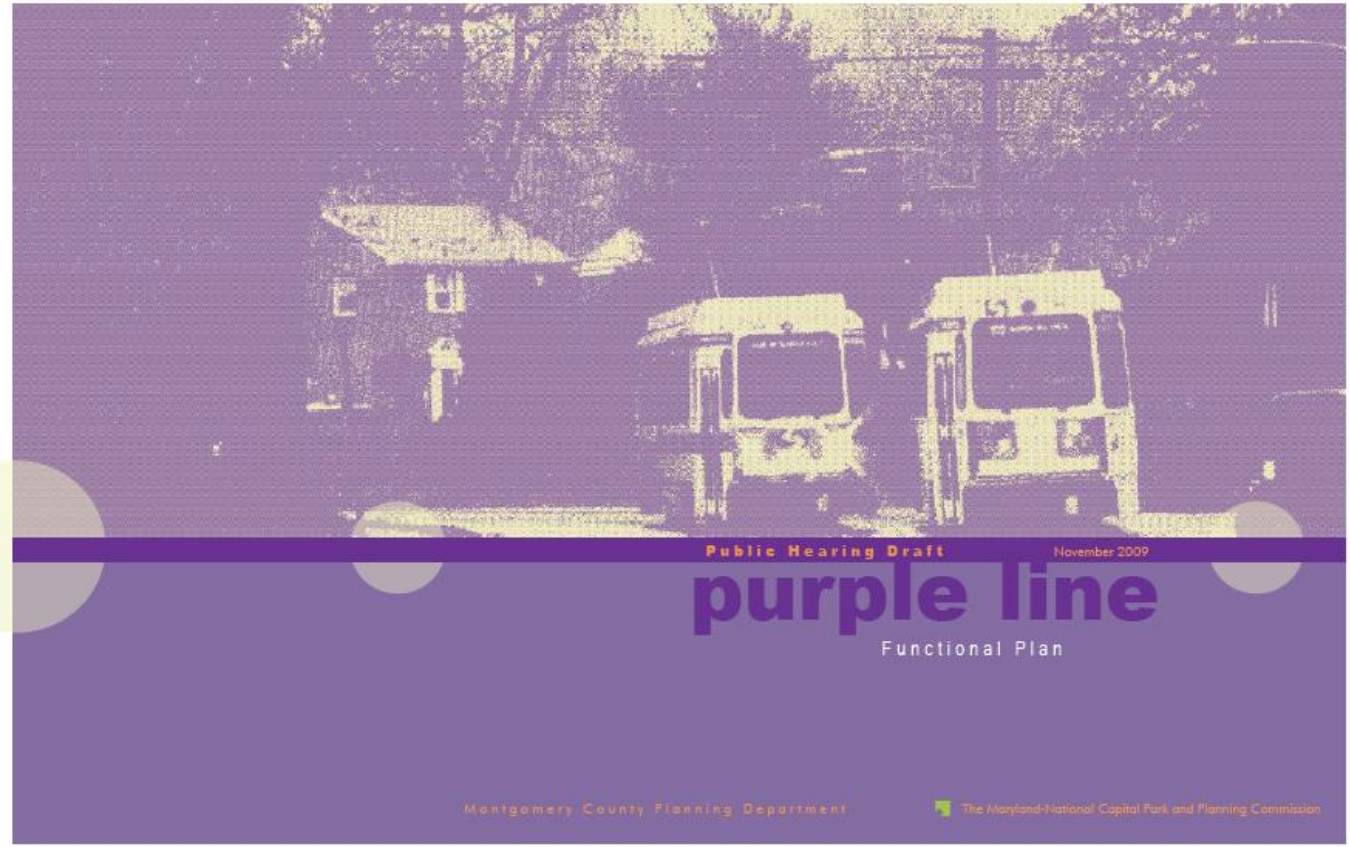
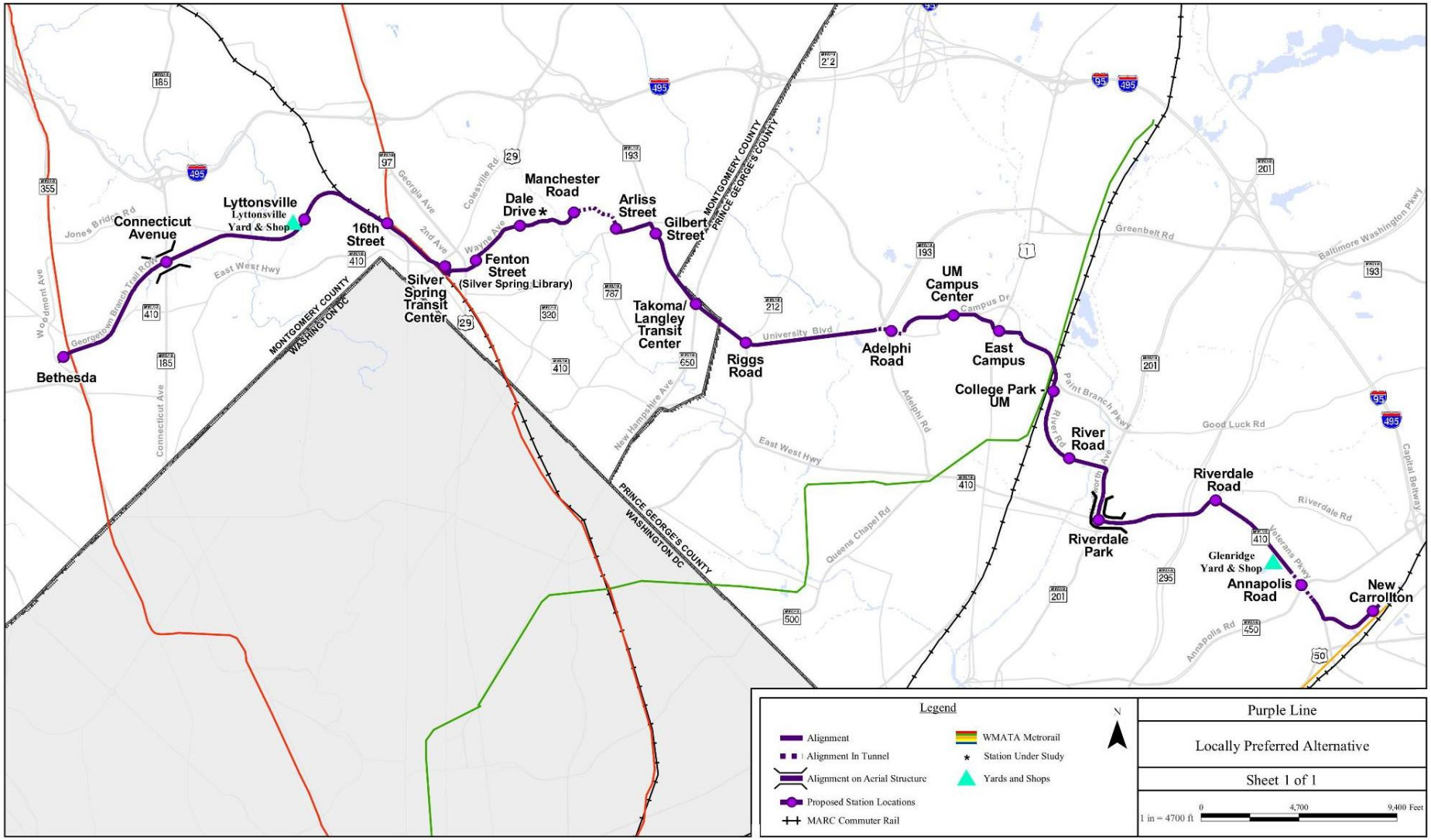
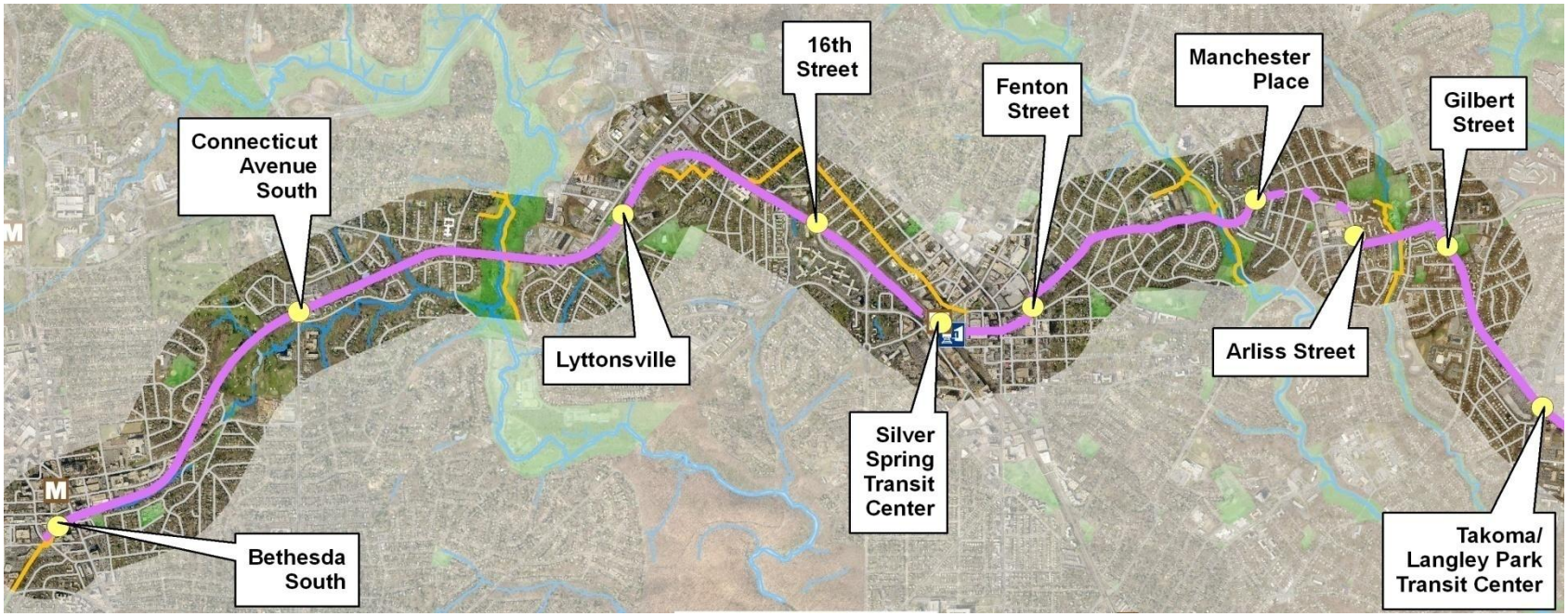
Purple Line Functional Plan – Worksession One



Locally Preferred Alternative



Purple Line in Montgomery County



Exclusive Right of Way - 1990 Plan & New Plan

Shared or Dedicated Lanes – New Plan

Purpose / Approach / Next Steps

- Purpose

  Get Planning Board Guidance on Key Issues Raised During Public Comment Period

- Approach

  Briefly review staff recommendations

  Examine each key issue with staff and MTA

  Provide direction to staff on proceeding with finalizing Planning Board Draft Plan

- Next Steps

  April 1st (tentative) – Hold Worksession Two

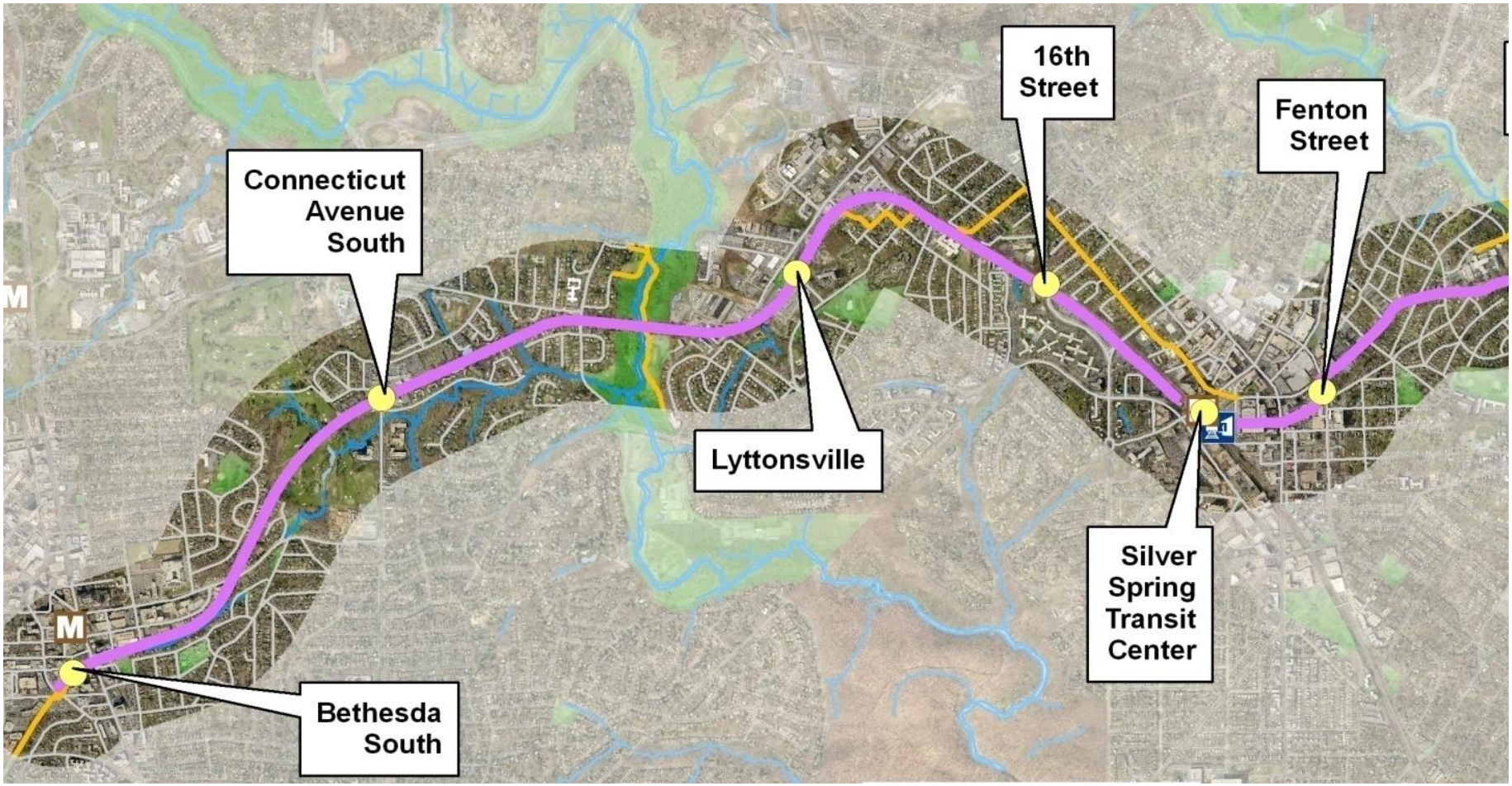
  April – Forward Planning Board Draft Plan

  May and June – County Executive Fiscal Review of Plan

  June – County Council Hearing Notice Period

  July – County Council Review and Adoption of Plan

Area of Discussion



Staff Recommendations

1. Retain Draft Plan trail location on north side
2. Retain Draft Plan at-grade crossing at Lynn Drive with understanding that active warning devices may be required. Request MTA to review alternatives to this at-grade crossing
3. Retain Draft Plan double track configuration
4. Confirm objectives to Capital Crescent Trail and Met Branch Trail connection at Silver Spring Transit Center
5. Confirm status of design and analysis underway related to Bonifant Street.
6. Clarify Draft Plan width of Silver Spring Green Trail
7. Confirm Draft Plan recommendation that design will incorporate space necessary for possible future station in vicinity of Dale Drive.
8. Approve selected technical edits
9. Approve selected formatting and editorial changes

1. Retain Trail On North Side Between Bethesda & Jones Mill Road

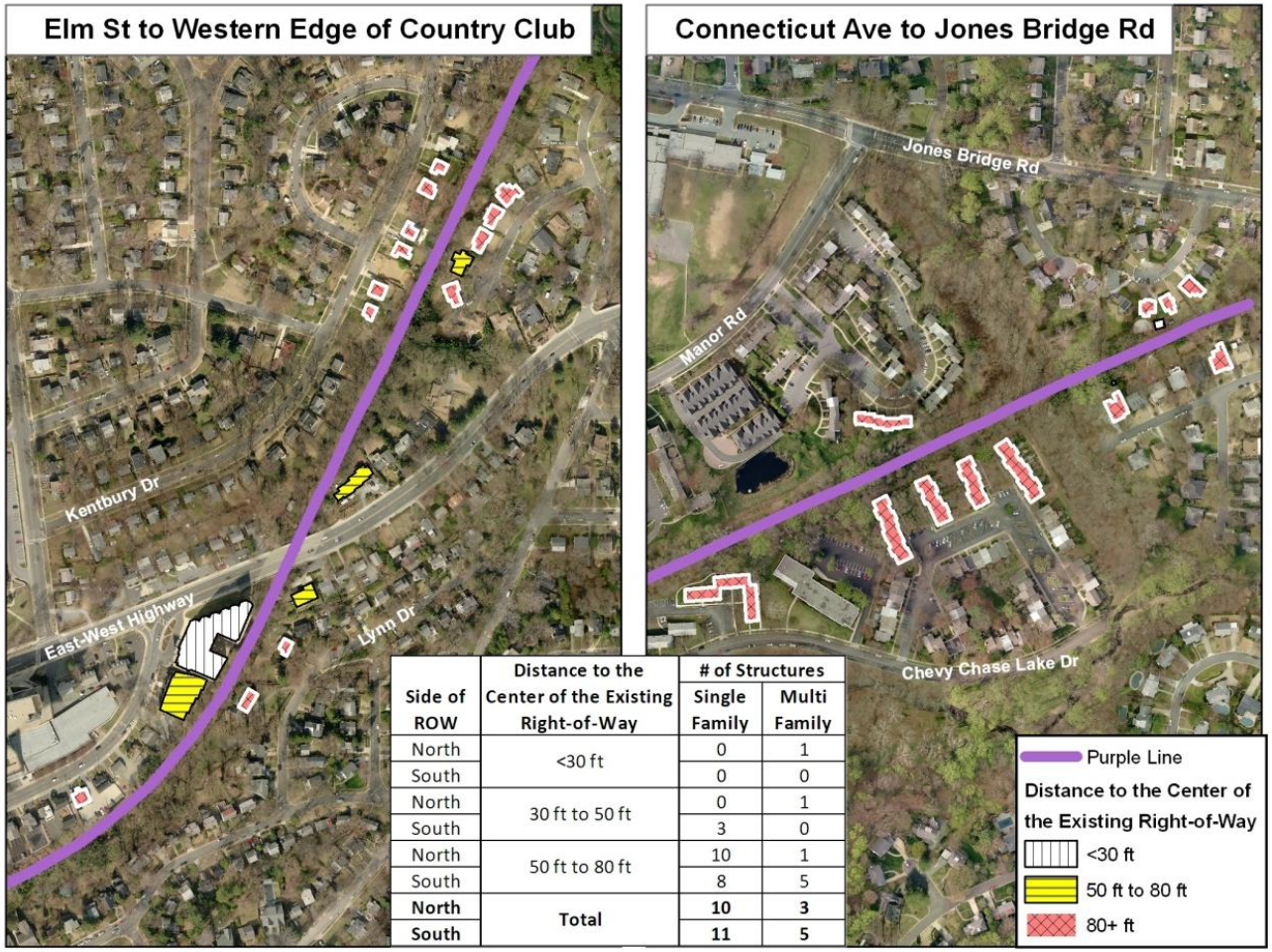
Proximity to Center of Right of Way – North vs. South

Within Town of Chevy Chase …

More north side residences (multi-family) closer

Along entire segment from Bethesda to Jones Mill Road …

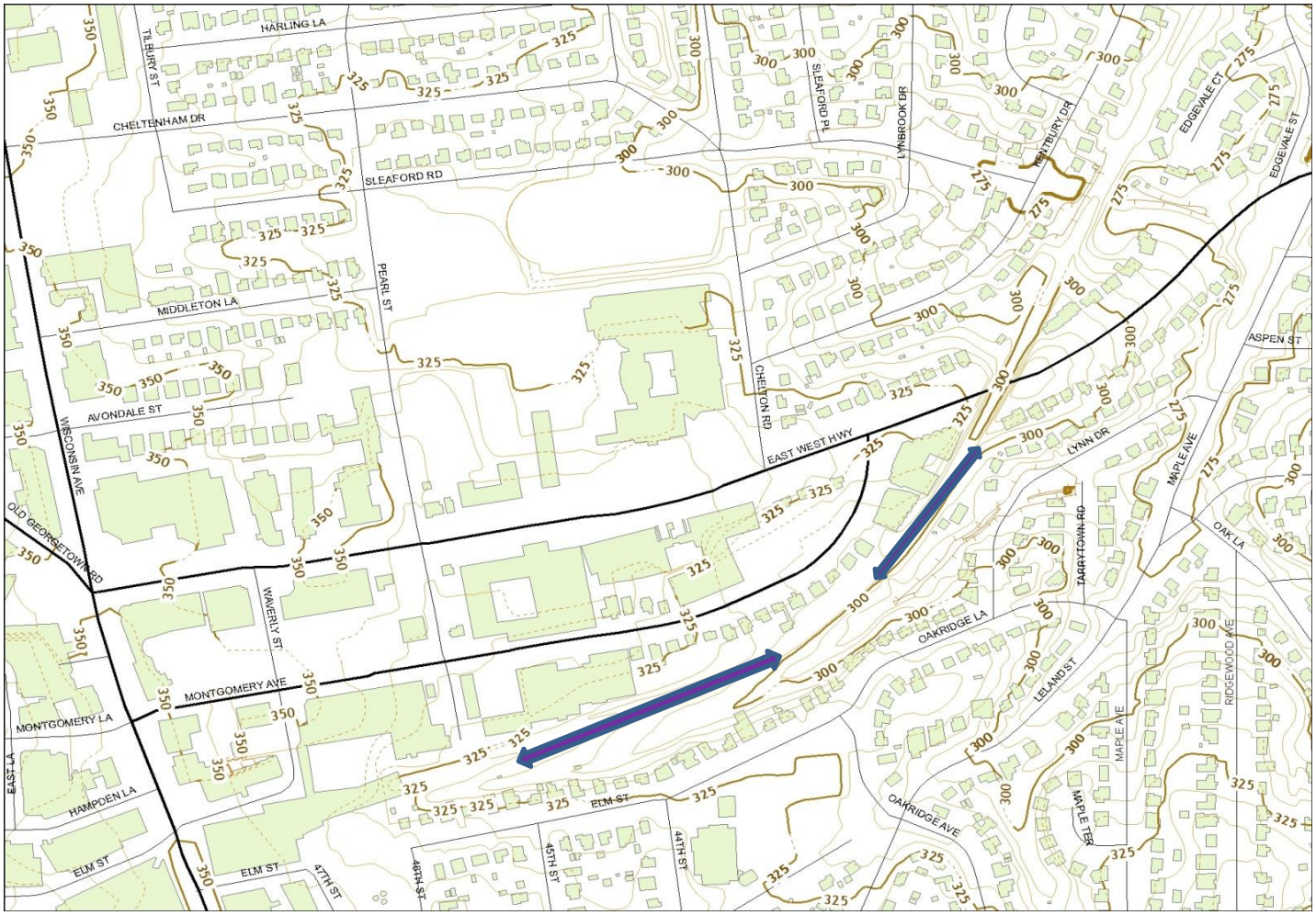
No significant difference



Side of ROW	Distance to the Center of the Existing Right-of-Way	# of Structures	
		Single Family	Multi Family
North	<30 ft	0	1
South		0	0
North	30 ft to 50 ft	0	1
South		3	0
North	50 ft to 80 ft	10	1
South		8	5
North	**Total**	**10**	**3**
South		**11**	**5**

Retain Trail On North Side Between Bethesda & Jones Mill Road

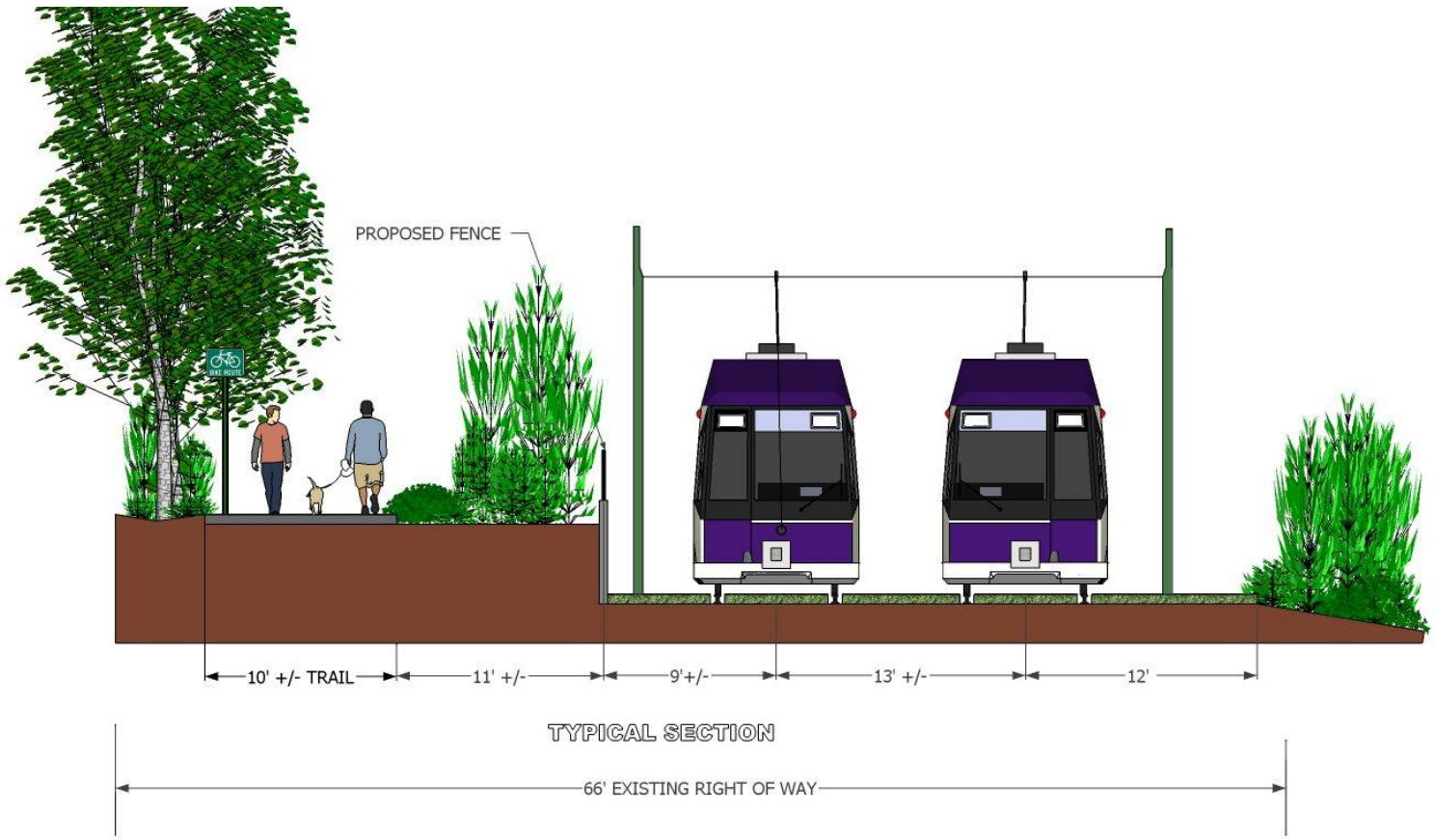
North Side is higher along Town boundary – Affording Better Opportunity for both Vertical and Horizontal Separation With Fewer and Lower Retaining Walls



Retain Trail On North Side Between Bethesda & Jones Mill Road

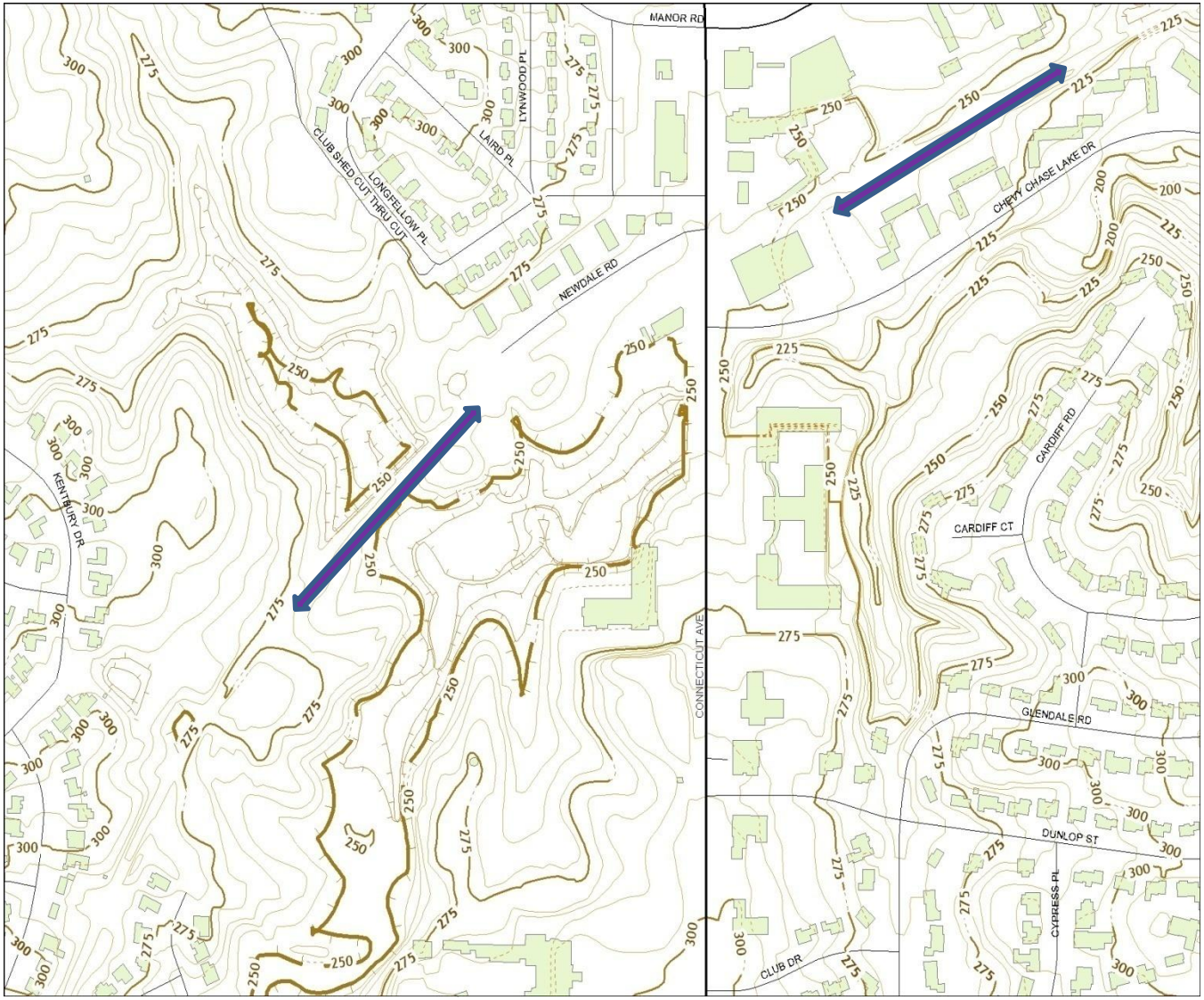
MTA drawing of separation of trail and train. Location is just west of East West Highway bridge.

Trail – Typical Section for 66’ ROW



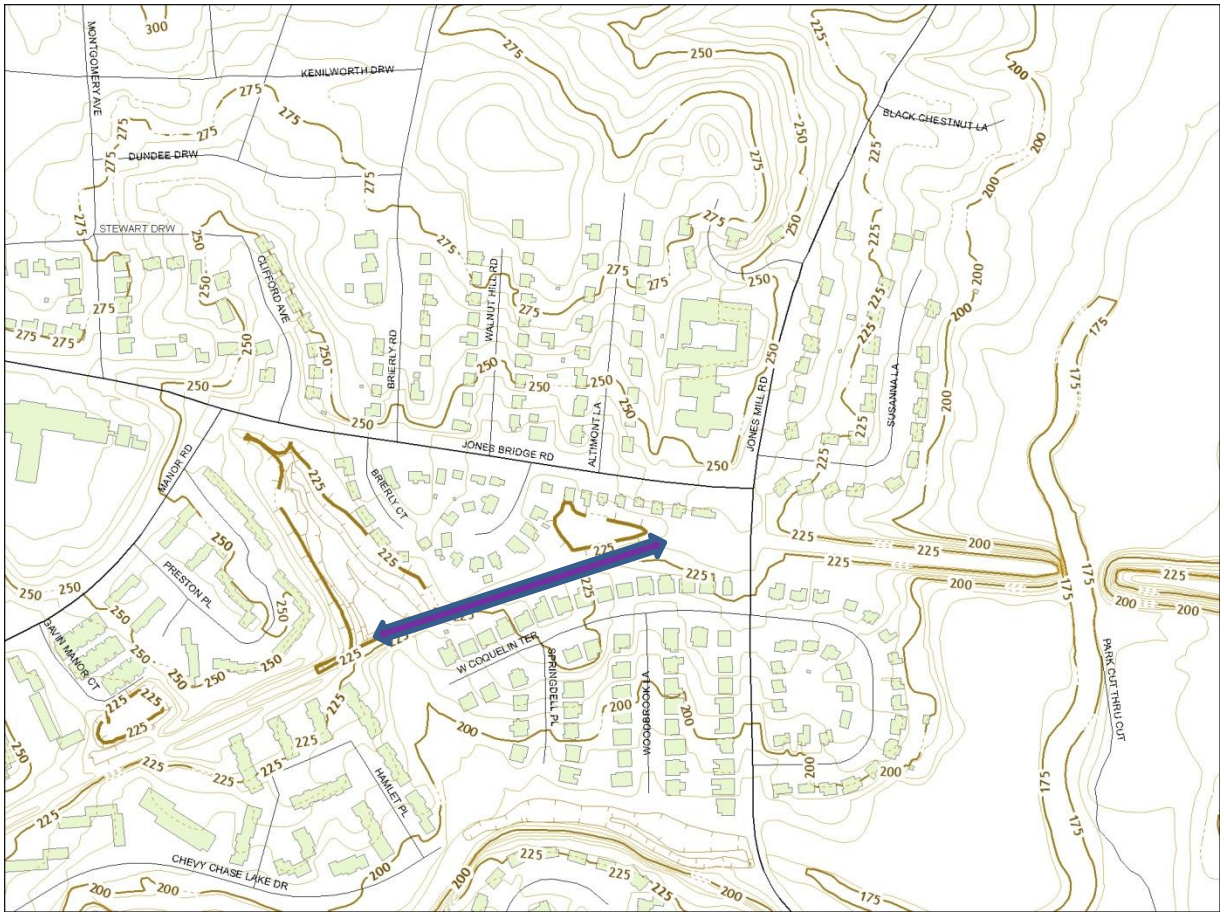
Retain Trail On North Side Between Bethesda & Jones Mill Road

Little difference in elevation going east after East West Highway until you cross Connecticut Avenue where north side is again higher than south.



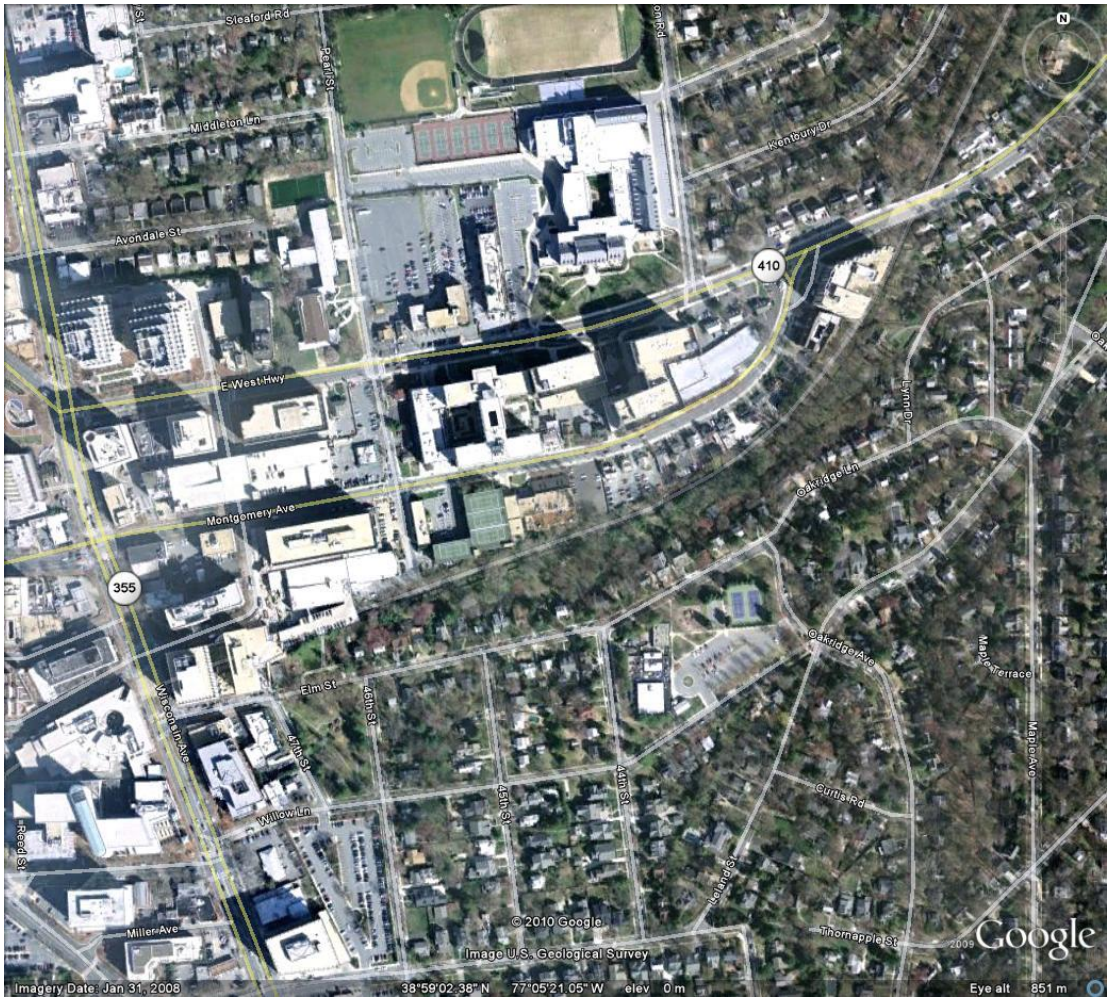
Retain Trail On North Side Between Bethesda & Jones Mill Road

North side remains higher until you reach Hamlet Place where it is essentially level crossing Jones Mill Road.



Retain Trail On North Side Between Bethesda & Jones Mill Road

Element	Favors North	Favors South
Access / Buffer – Density	●	
Access / Buffer-Town		●
Topography/ Trail Separation from Train	●	
Noise	Neither Side	Neither Side



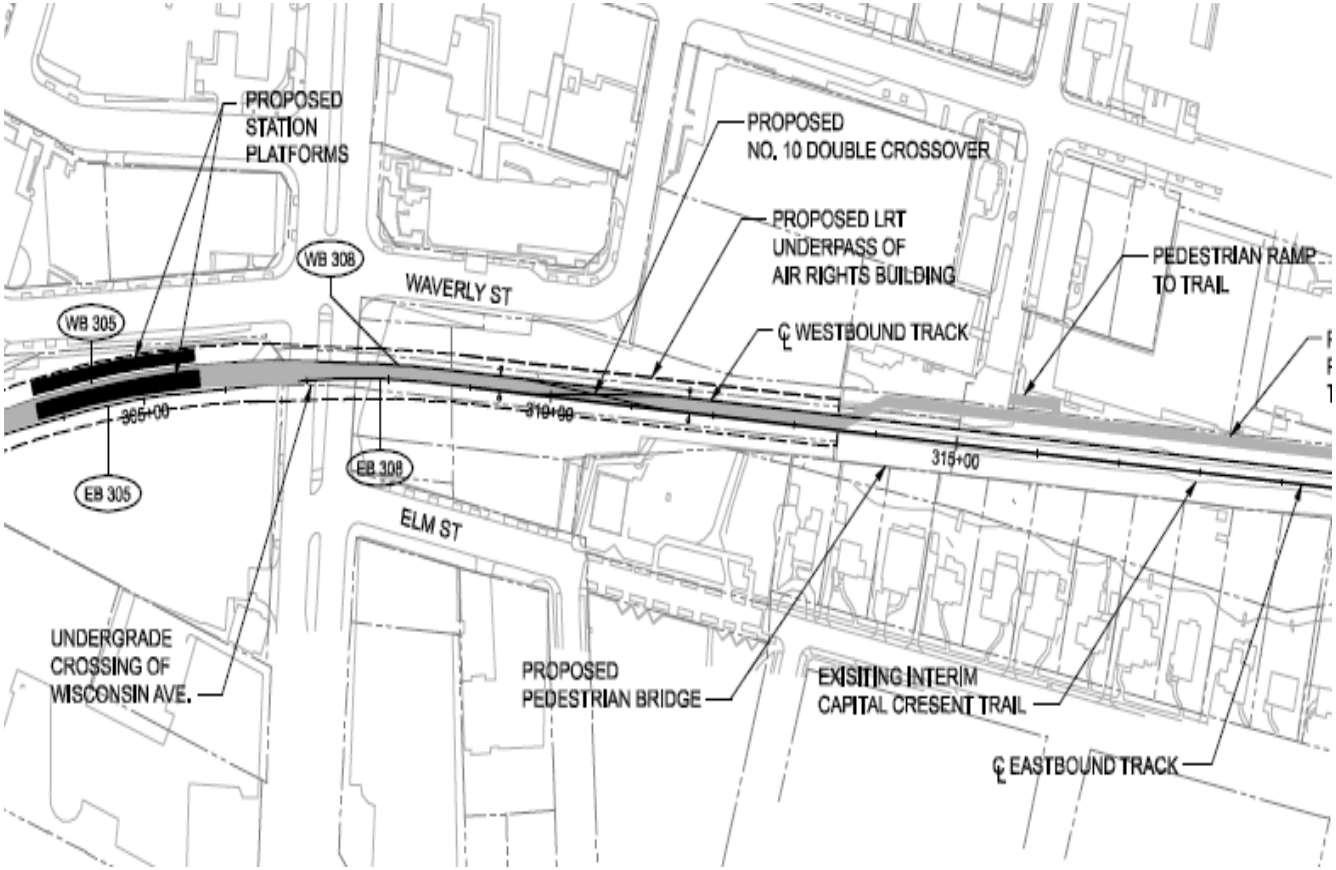
Staff Memo pages 4-9

2. Retain Draft Plan at-grade crossing at Lynn Drive but look for alternatives

First – a look at trail access west of Lynn Drive

Elm Street Park on South Side

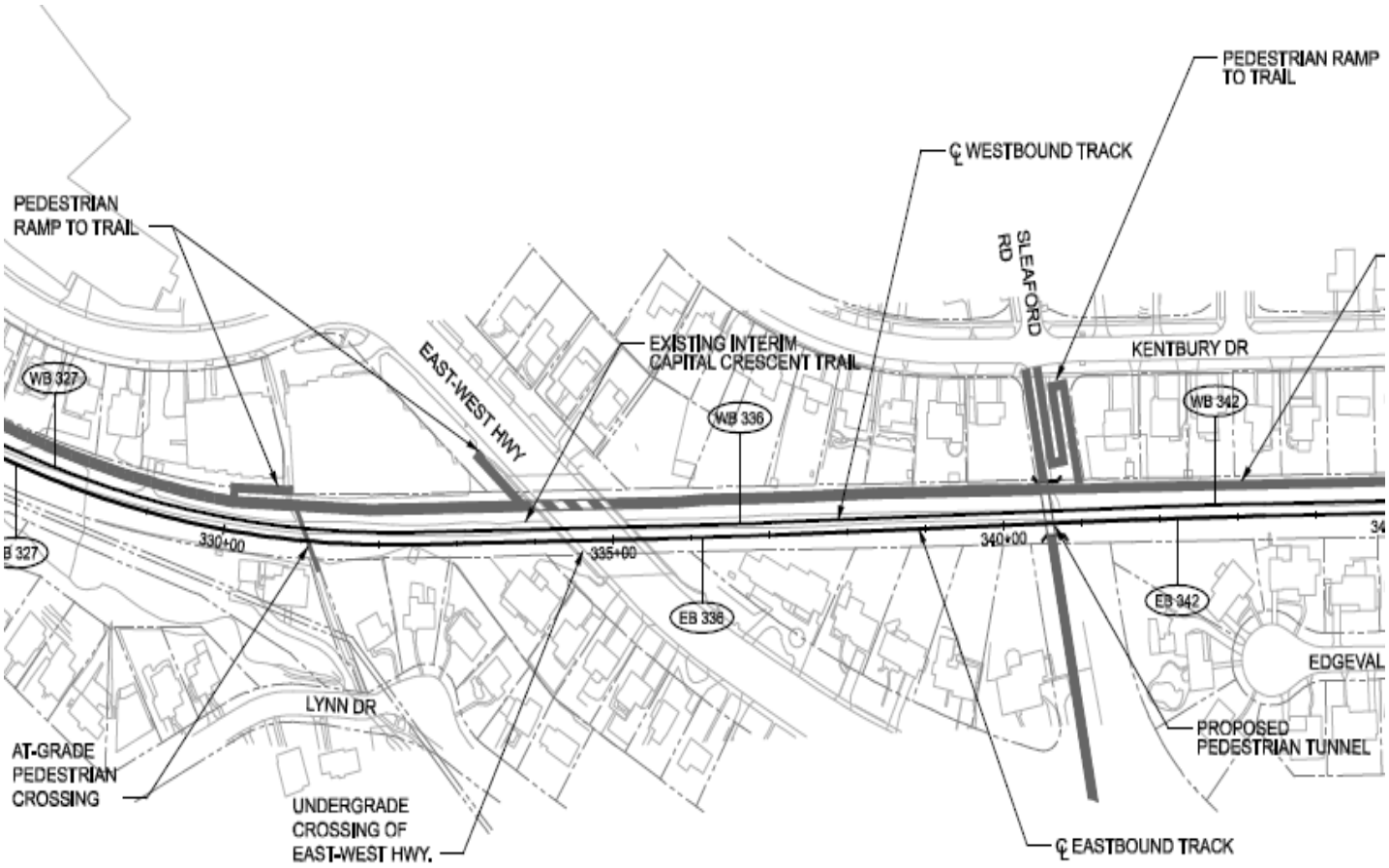
Pearl Street on North Side



Retain Draft Plan at-grade crossing at Lynn Drive but look for alternatives

Lynn Drive trail access is about 1,500 feet east of Pearl Street

Sleaford Road trail access is about 1,000 feet east of Lynn Drive and on other side of East West Highway

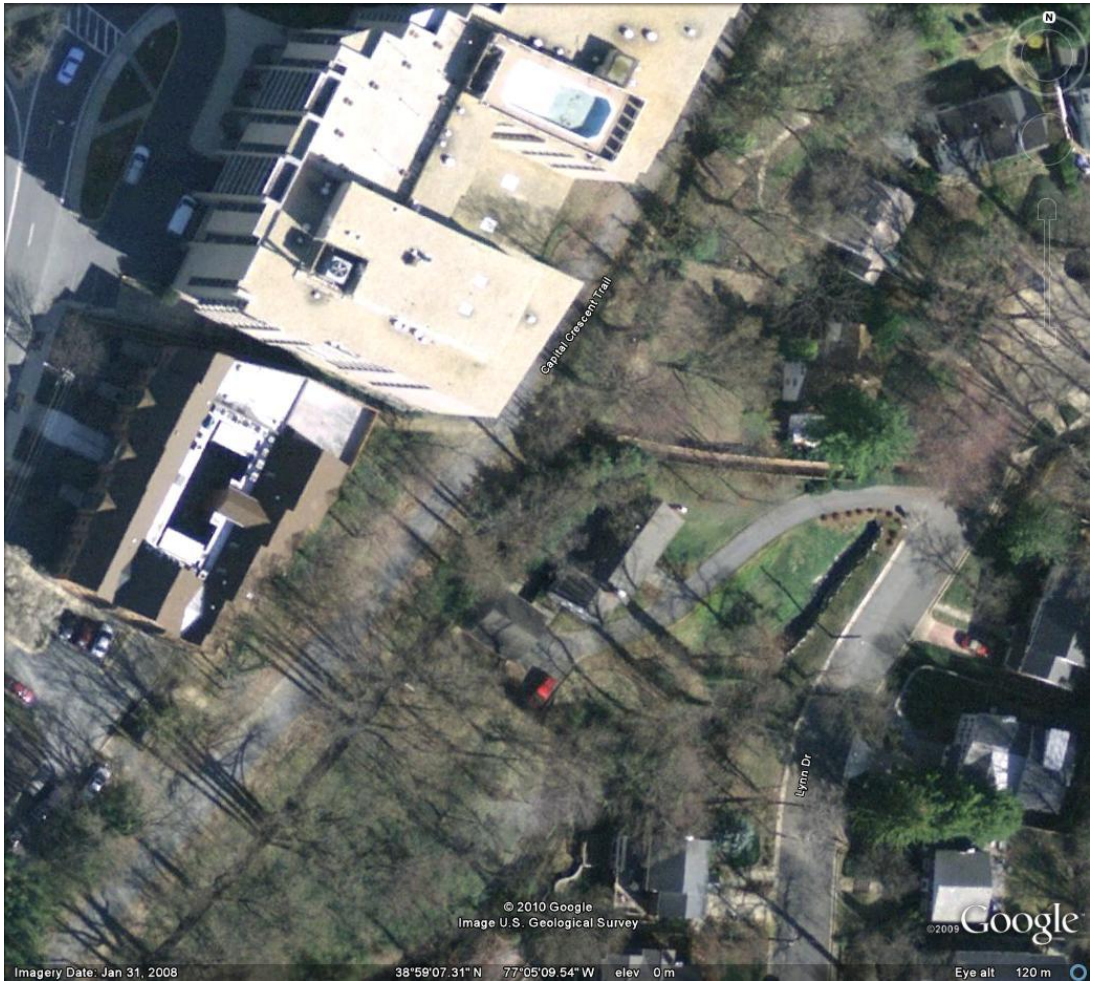


Retain Draft Plan at-grade crossing at Lynn Drive but look for alternatives

Eliminate hazard where feasible

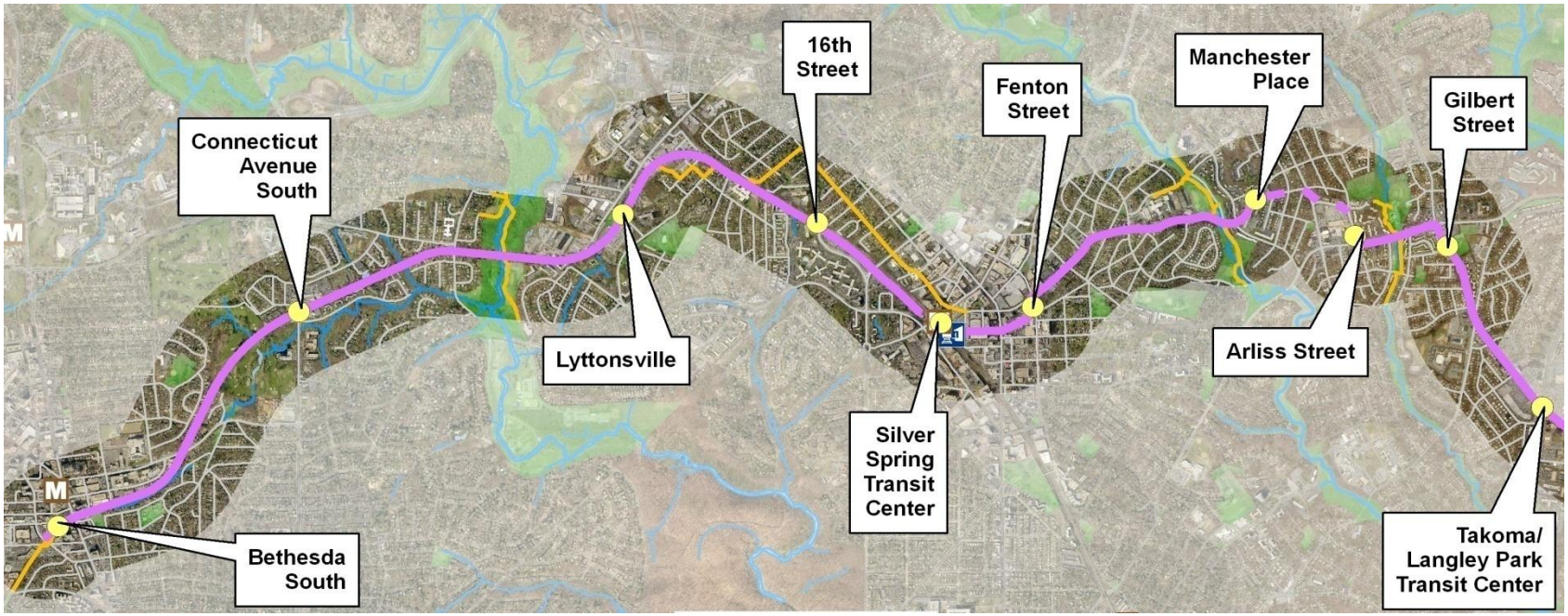
Mitigate unavoidable risks with safety treatments

Provide warning devices



Staff Memo pages 10-14

3. Retain Double Track Configuration



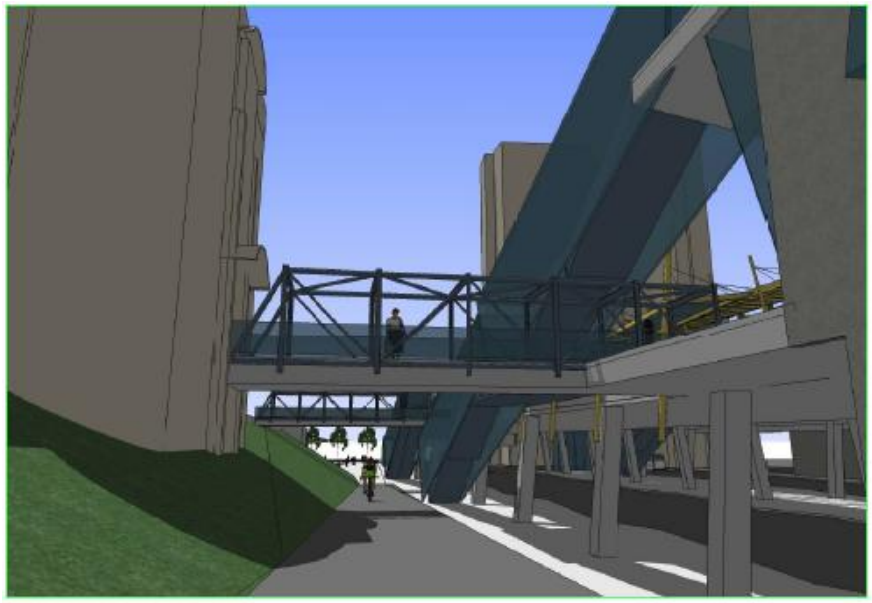
Exclusive Right of Way - 1990 Plan & New Plan

Shared or Dedicated Lanes – New Plan

Staff Memo page 14

4. Connecting the Trails at the Transit Center

Objective is connection that ….



VIEW ALONG METROPOLITAN BRANCH TRAIL, COLESVILLE ROAD IN THE DISTANCE

Does not require a person to get off a bike, climb stairs, etc.

Does not conflict with transit passengers

Staff Memo pages 14-18

5. Making Sure Bonifant Street Works

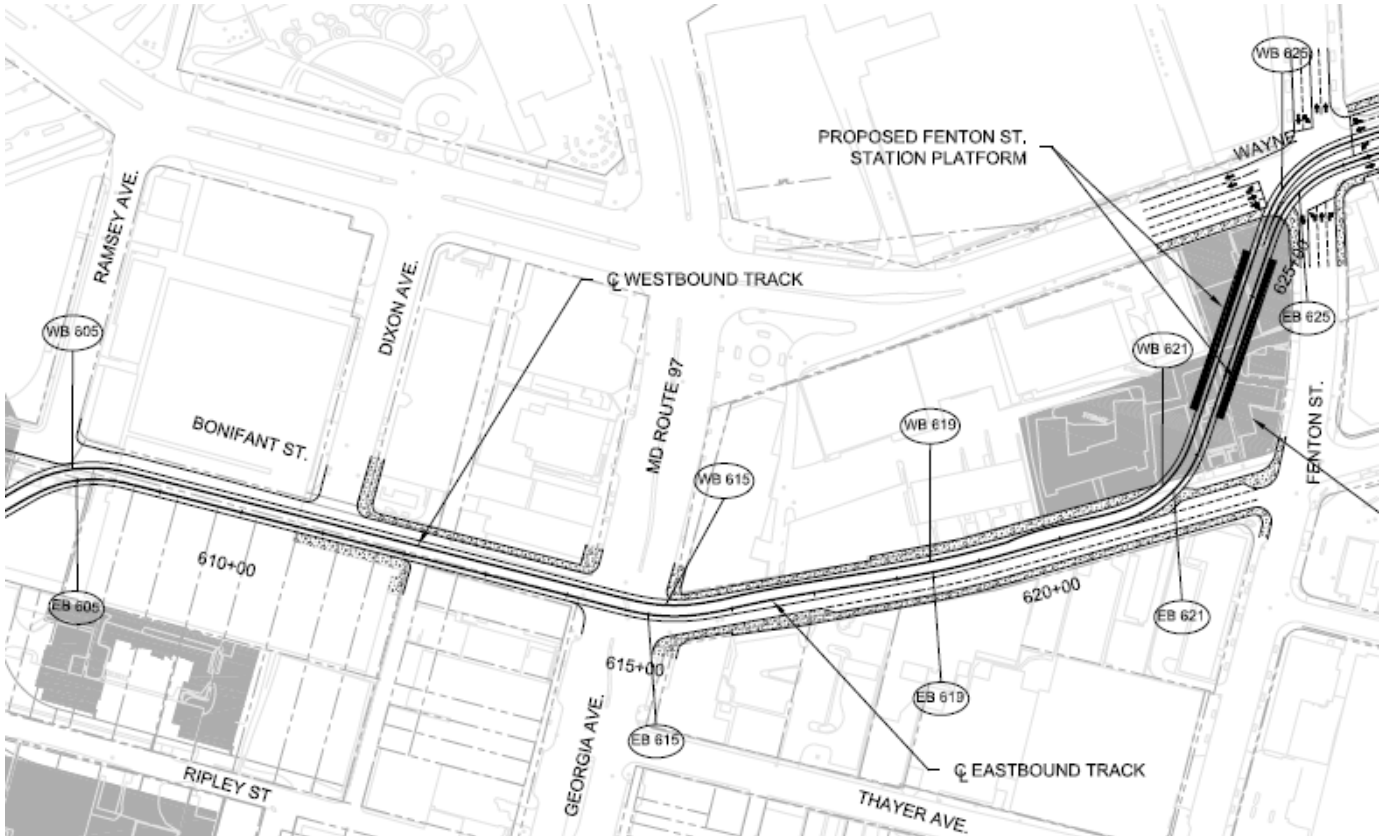
West of Georgia Ave – on south side of Bonifant Street

East of Georgia Ave – on north side of Bonifant Street

Options on east side:

On-street parking and one lane of traffic <u>or</u>

No on-street parking and two lanes of traffic

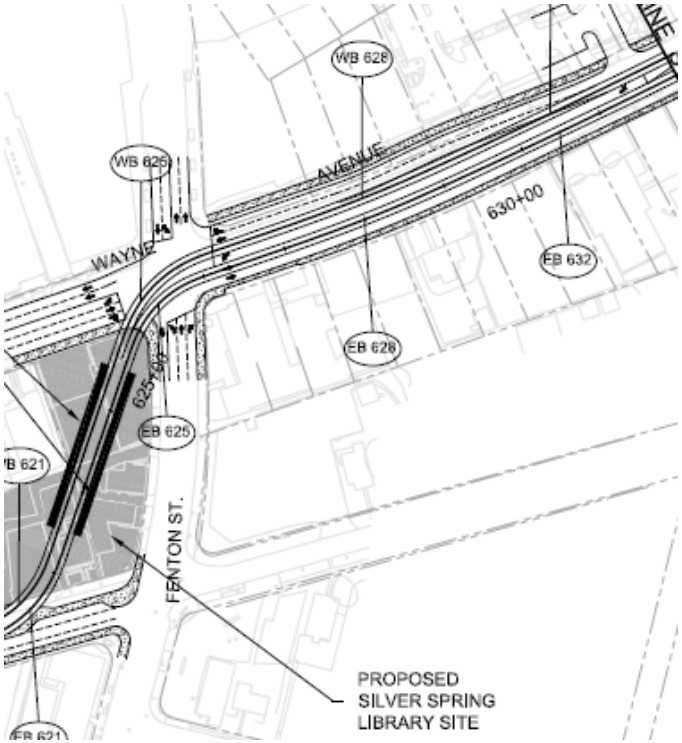


Staff Memo pages 19-21

6. Silver Spring Green Trail

Design objective – combined trail and buffer of minimum 13 feet with minimum 8 foot wide trail.

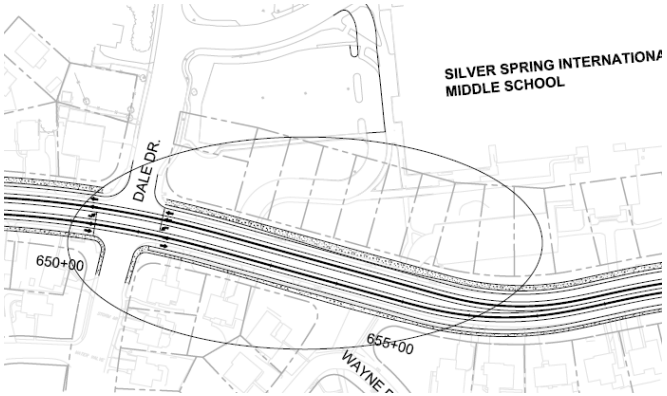
MTA examining areas where up to ten foot path could be provided.



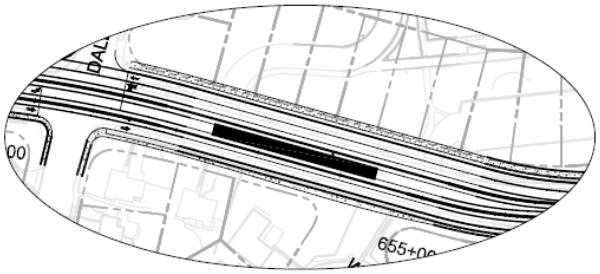
Staff Memo pages 21-23

7. Dale Drive Station

- Community remains divided on issue
- More supporters have come forward
- No station planning effort in work program
- Double ridership of Fenton Street?



Need to clarify LPA drawings

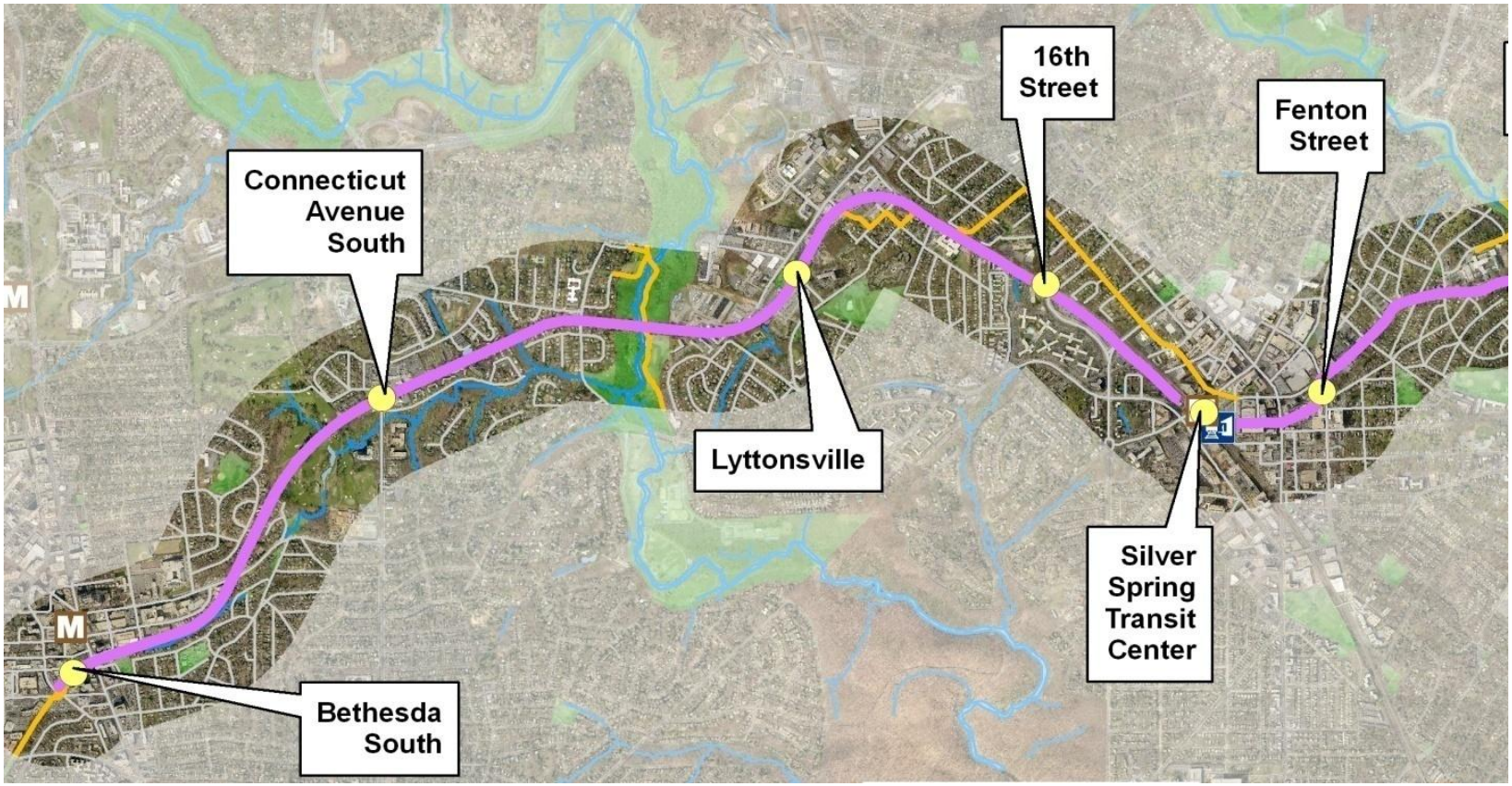


ALTERNATE DESIGN
WITH DALE DRIVE STATION

Staff Memo pages 23-26

8. and 9. Approvals

- Approve selected technical edits
- Approve selected formatting and editorial changes



Other Worksession Items

Executive Branch Comments and Staff Responses – Staff Memo pages 26 – 29

MTA Comments – Attachments B and E and in separate memo dated 03/03/10

Comments Related to wording and suggested changes of a technical nature – Staff memo page 29

Additional staff recommended changes – Staff Memo pages 29-30.

Additional Reference Slides Begin Here (Not included at this point)

Random Notes

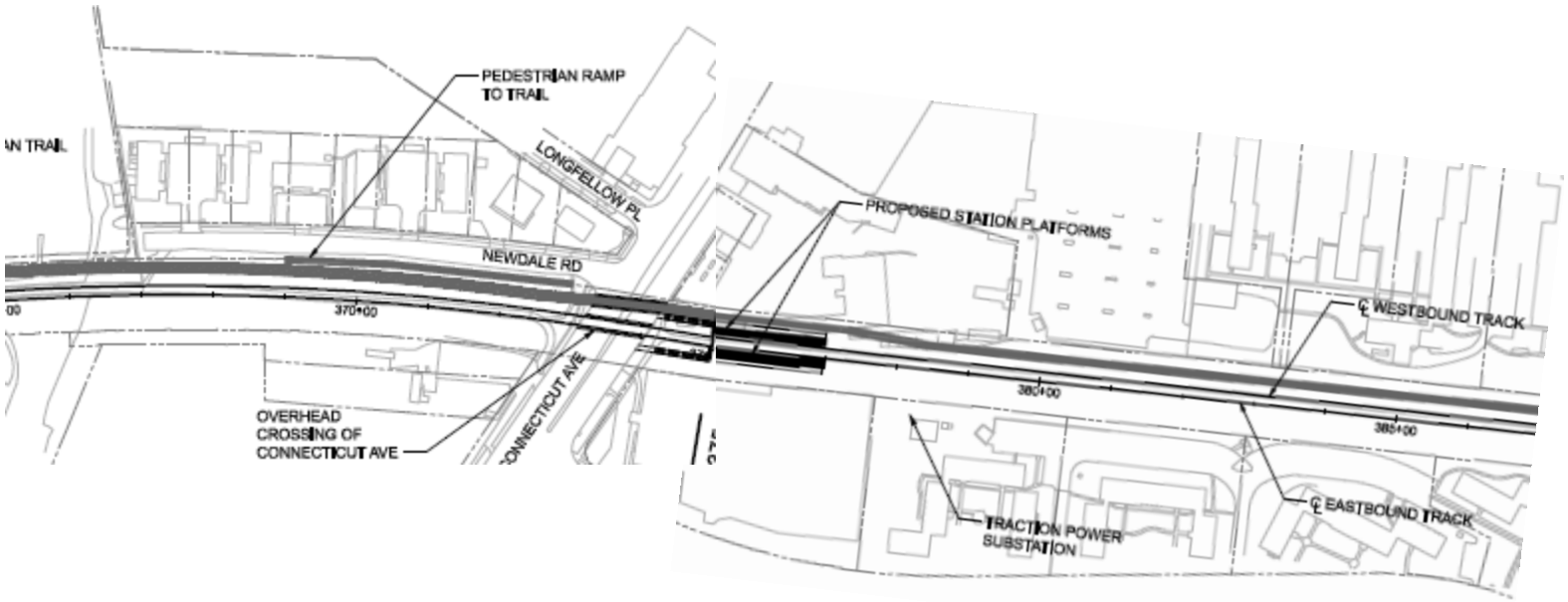
BBQ analysis needs updated slide – see Dave

Topo slides need to be updated – see Dave slides

Slide discussing trail / platform connection at Chevy Chase Lake needs to be included – now included as 1st slide in additional references section

Need to provide Board with copies of Town's six reasons for trail on south side

Connecticut Ave. Station – Trail and Platform Connection



Train and trail on their own overpass over Connecticut Ave.

Trail is about 8-12 feet below platform

Will you be able to get from one to the other without walking down to the surface?

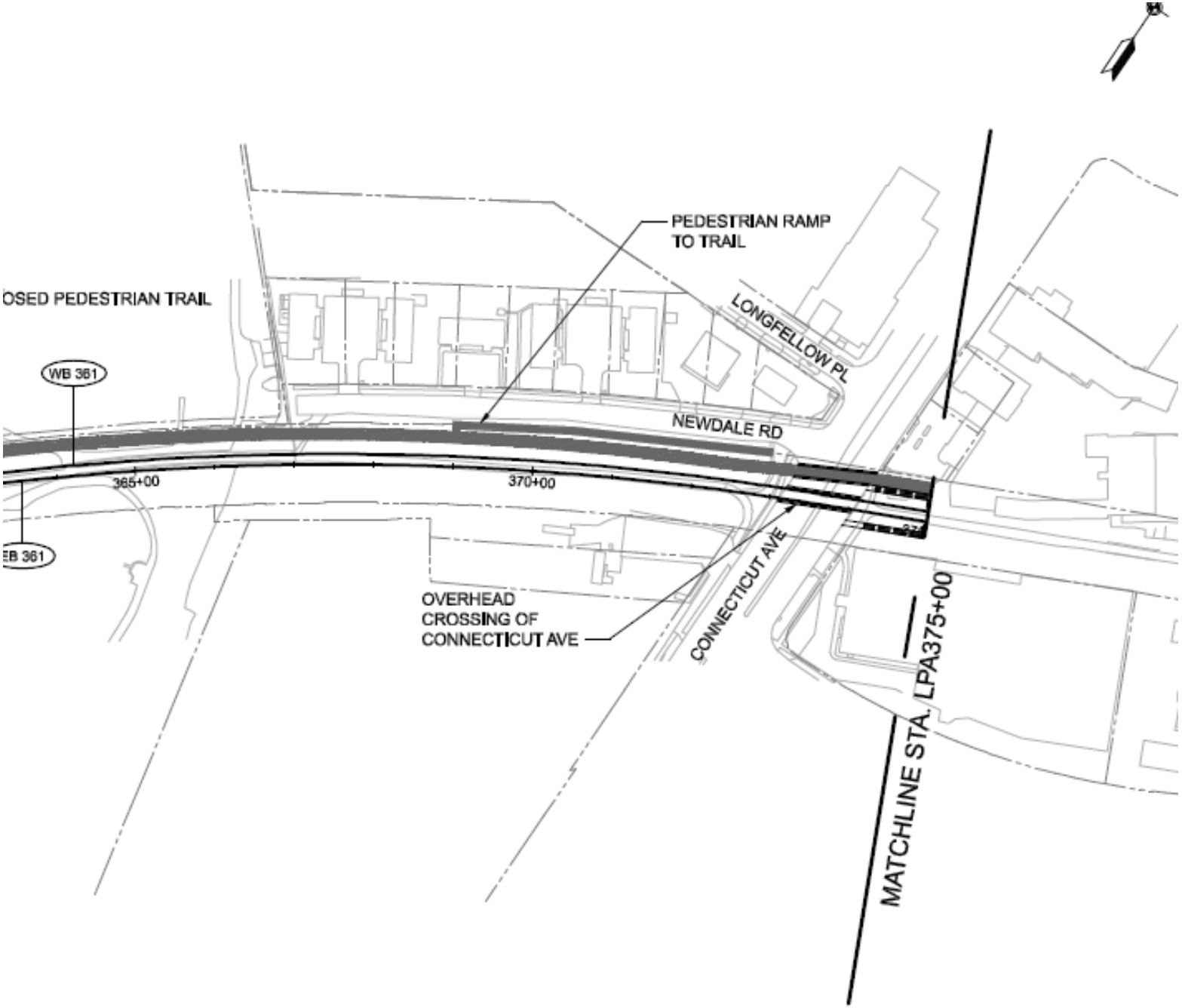
Staff Memo Attachment B – comment 82, (item 17)

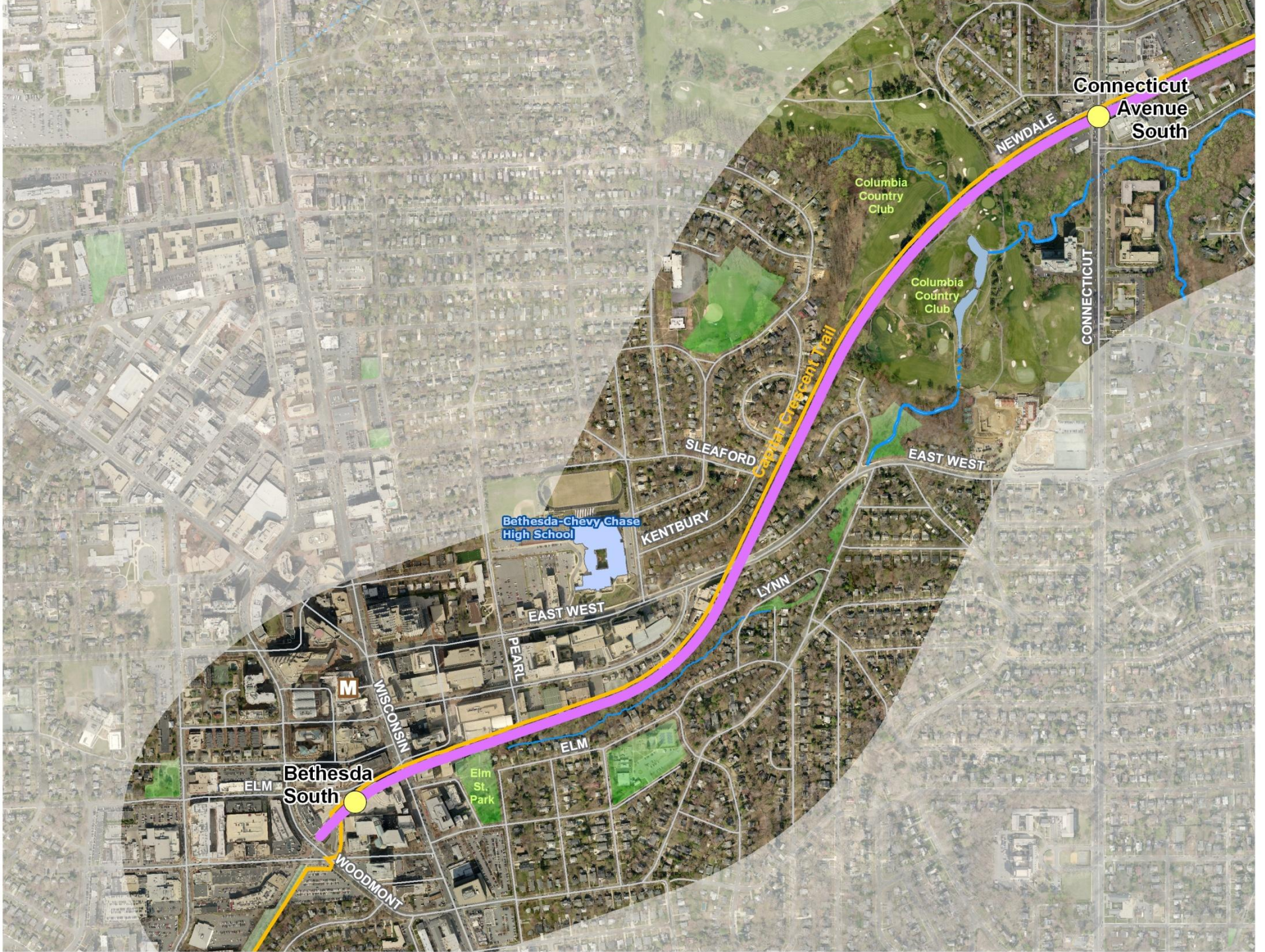
Anticipated Project Schedule

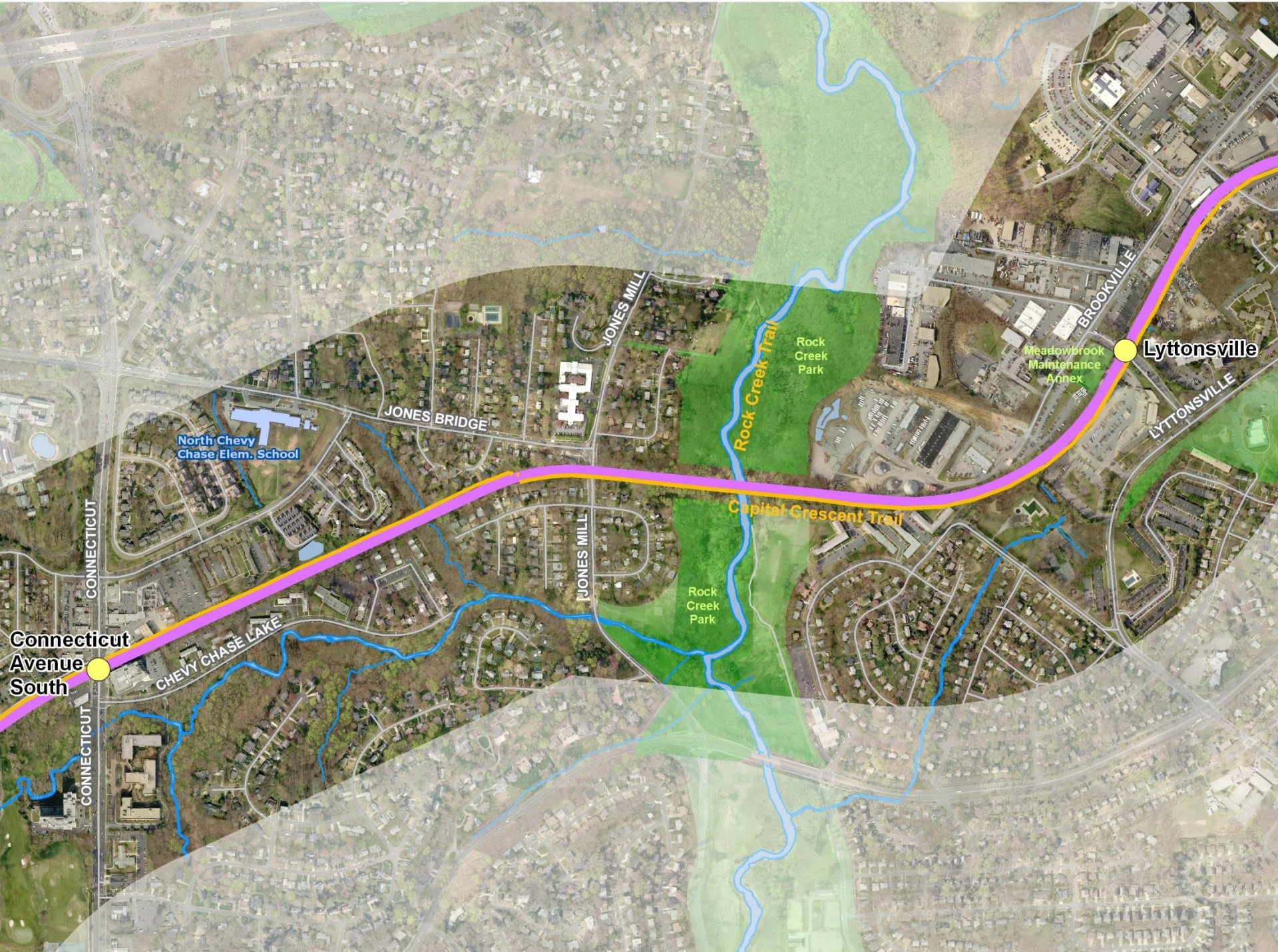
• Request Permission to Enter Preliminary Engineering	Winter/Spring 2010
• PE and Final Environmental Impact Statement Begin	Spring 2010
• PE and Final Environmental Impact Statement Completed	Winter 2011/12
• Begin Final Design	Spring 2012
• Final Design Completed	2013
• Construction Begins	2013/2014
• Complete Construction	2016/2017

The following are additional slides used to clarify any questions that might arise at the Planning Board Work Session.

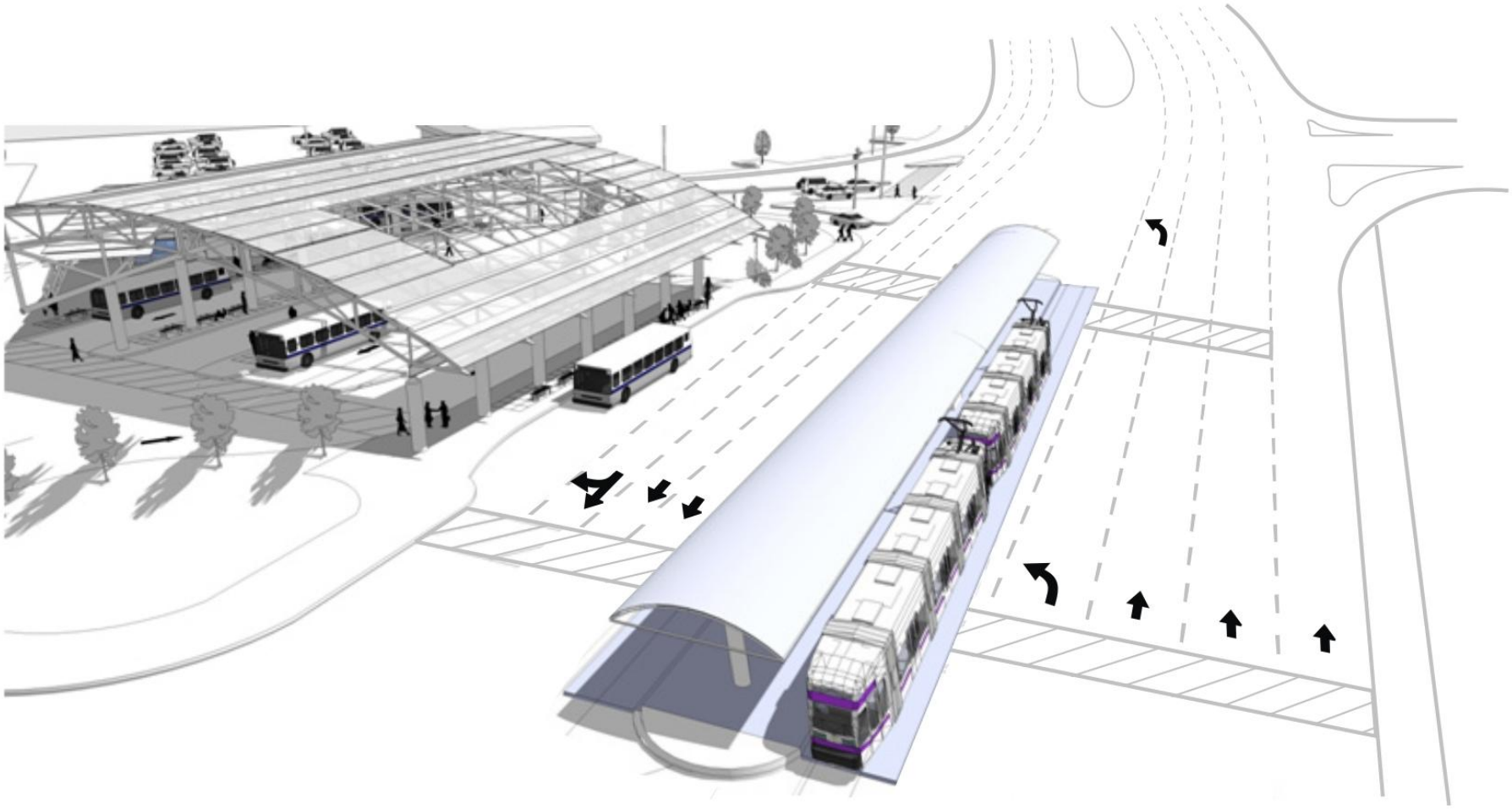
Purple Line and Silver Spring Library Site

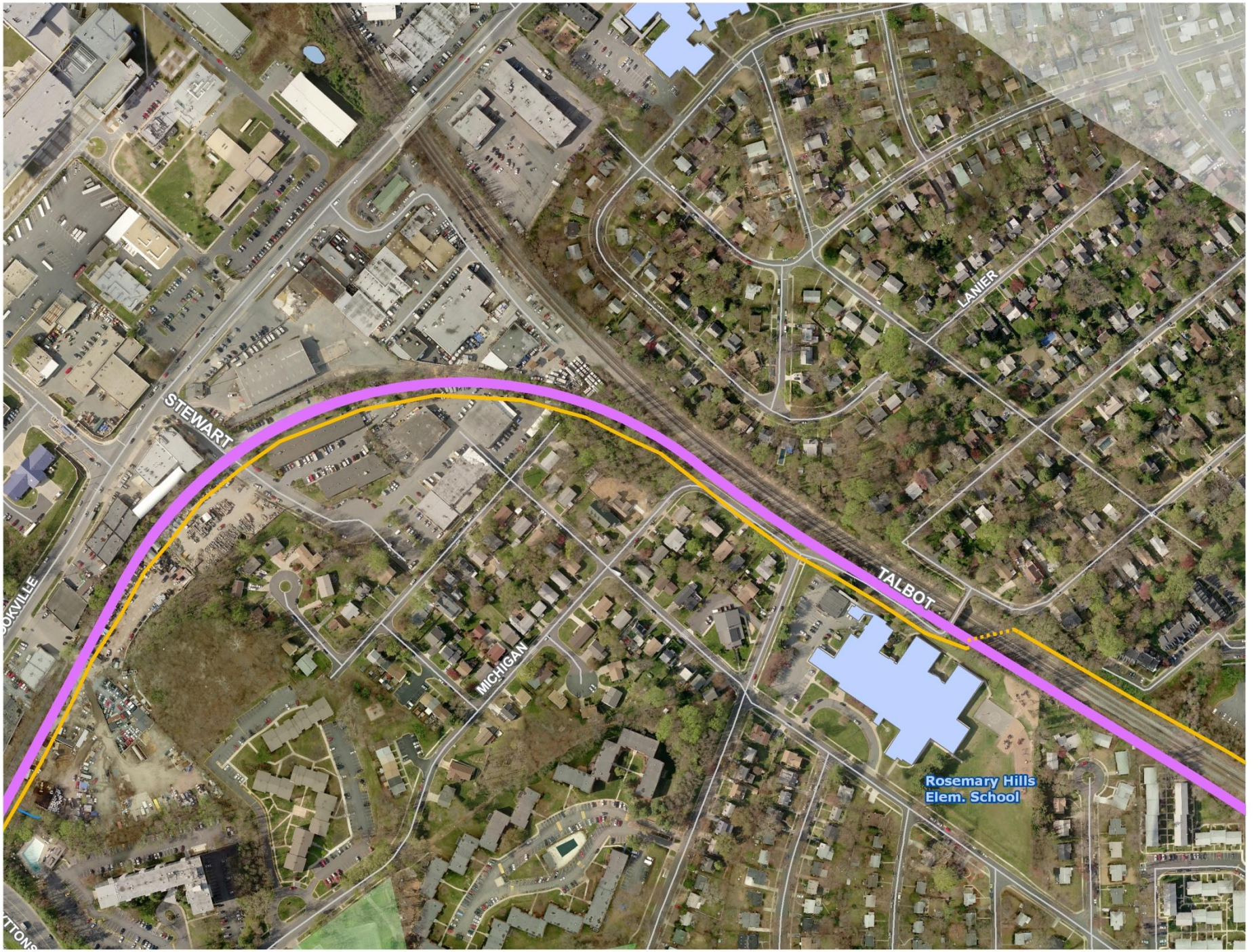

PEDESTRIAN RAMP
TO TRAIL
OSED PEDESTRIAN TRAIL
LONGFELLOW PL
WB 361
NEWDALE RD
365+00
370+00
EB 361
OVERHEAD
CROSSING OF
CONNECTICUT AVE
CONNECTICUT AVE
MATCHLINE STA. LPA375+00


Connecticut Avenue South
NEWDALE
Columbia Country Club
Columbia Country Club
CONNECTICUT
Capital Crescent Trail
SLEAFORD
EAST WEST
Bethesda-Chevy Chase High School
KENTBURY
LYNN
EAST WEST
PEARL
WISCONSIN
ELM
Elm St. Park
Bethesda South
ELM
WOODMONT


Connecticut Avenue South
Lyttonsville
CONNECTICUT
CHEVY CHASE LAKE
JONES BRIDGE
JONES MILL
North Chevy Chase Elem. School
Rock Creek Trail
Rock Creek Park
Capital Crescent Trail
Meadowbrook Maintenance Annex
BROOKVILLE
LYTTONSVILLE

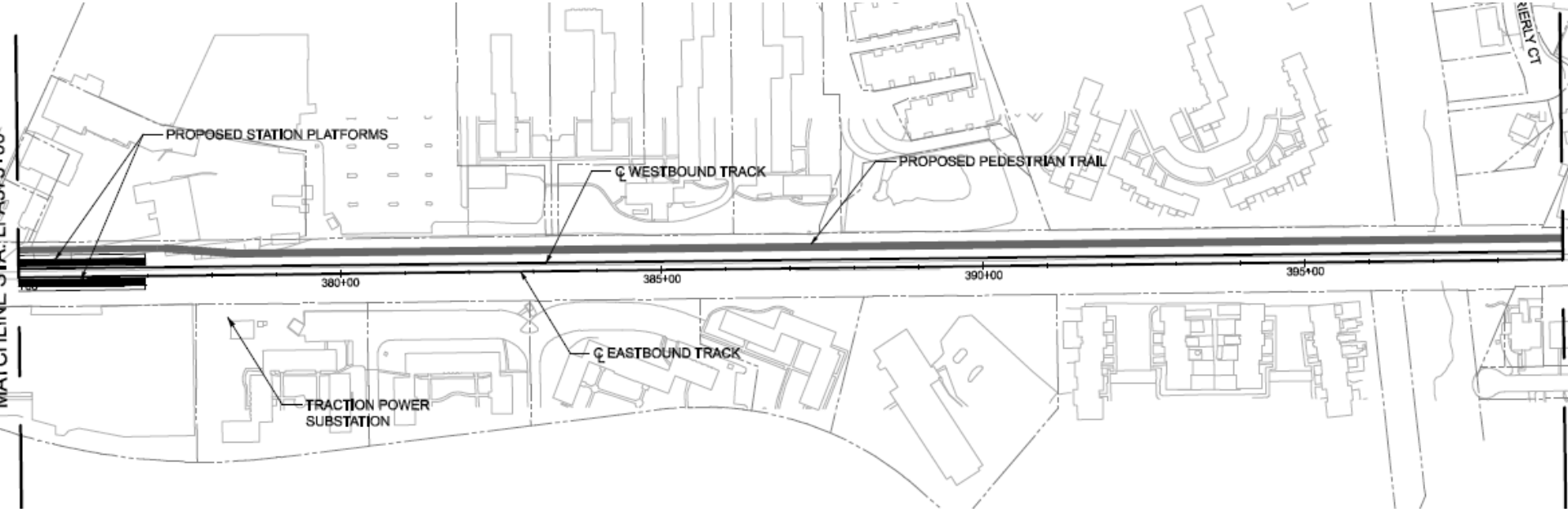
TLC Transit Center

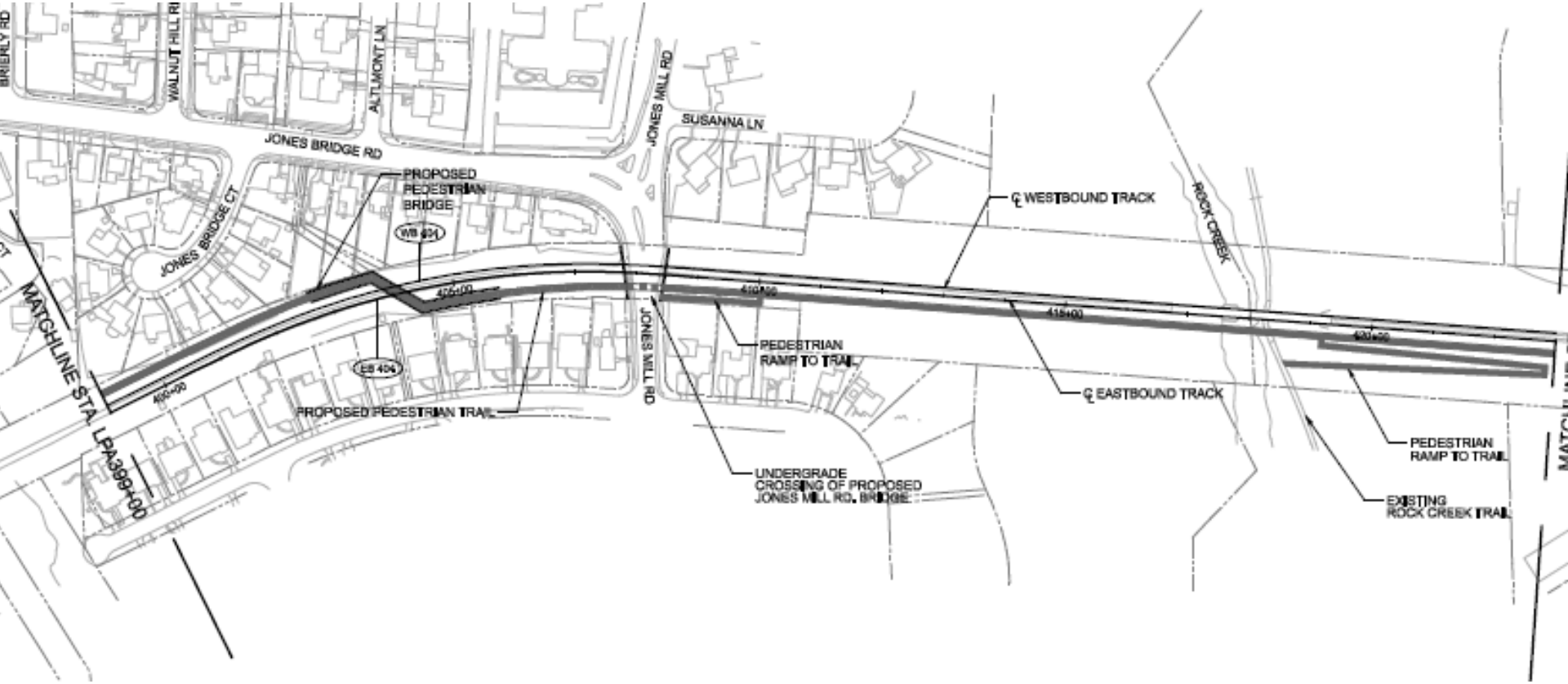


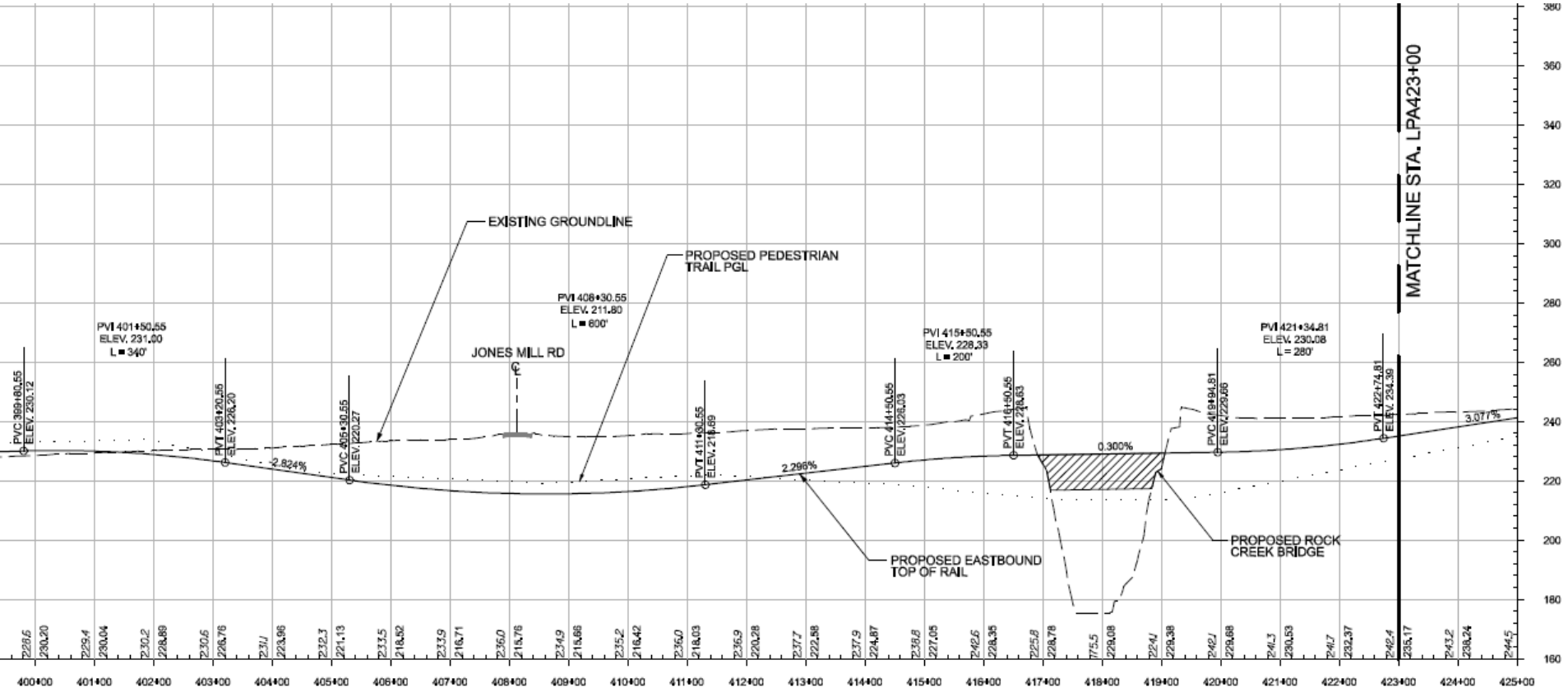

STEWART
LANIER
TALBOT
MICHIGAN
Rosemary Hills
Elem. School

Rosemary Hills Elementary School

Rosemary Hills Elementary School


PROPOSED STATION PLATFORMS
℄ WESTBOUND TRACK
PROPOSED PEDESTRIAN TRAIL
380+00
385+00
390+00
395+00
℄ EASTBOUND TRACK
TRACTION POWER
SUBSTATION


BRIERLY RD
WALNUT HILL RD
ALTMONT LN
JONES BRIDGE RD
JONES MILL RD
SUSANNA LN
JONES BRIDGE CT
PROPOSED PEDESTRIAN BRIDGE
WB 404
EB 404
MATCHLINE STA. LPA399+00
425+00
410+00
415+00
420+00
400+00
JONES MILL RD
PEDESTRIAN RAMP TO TRAIL
PROPOSED PEDESTRIAN TRAIL
UNDERGRADE CROSSING OF PROPOSED JONES MILL RD. BRIDGE
℄ WESTBOUND TRACK
℄ EASTBOUND TRACK
ROCK CREEK
PEDESTRIAN RAMP TO TRAIL
EXISTING ROCK CREEK TRAIL


EXISTING GROUNDLINE
PROPOSED PEDESTRIAN TRAIL PGL
PVI 408+30.55
ELEV. 211.80
L = 600'
PVI 401+50.55
ELEV. 231.00
L = 340'
JONES MILL RD
PVI 415+50.55
ELEV. 228.33
L = 200'
PVI 421+34.81
ELEV. 230.08
L = 280'
MATCHLINE STA. LPA423+00
PVC 399+80.55
ELEV. 230.12
PVT 403+20.55
ELEV. 226.20
PVC 405+30.55
ELEV. 220.27
PVT 411+80.55
ELEV. 216.89
PVC 414+50.55
ELEV. 226.03
PVT 416+50.55
ELEV. 228.63
PVC 419+94.81
ELEV. 229.66
PVT 422+74.81
ELEV. 234.39
-2.824%
2.296%
0.300%
3.077%
PROPOSED EASTBOUND TOP OF RAIL
PROPOSED ROCK CREEK BRIDGE
400+00
401+00
402+00
403+00
404+00
405+00
406+00
407+00
408+00
409+00
410+00
411+00
412+00
413+00
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