



Maryland Department of Transportation
The Secretary's Office

Martin O'Malley
Governor

Anthony G. Brown
Lt. Governor

John D. Porcari
Secretary

Beverly K. Swaim-Staley
Deputy Secretary

April 23, 2009

The Honorable Charles A. Jenkins
Chairman
National Capital Region Transportation Planning Board
Metropolitan Washington Council of Governments
777 North Capitol Street, N.E. -- Suite 300
Washington DC 20002

Dear Chairman Jenkins:

The Maryland Department of Transportation (MDOT) requests an amendment to the FY 2009 Constrained Long Range Plan (CLRP) to include the Purple Line Transit Project. The Purple Line is a future 16-mile transitway between New Carrollton and Bethesda Metrorail Stations. Please refer to the Maryland Transit Administration's April 23 memo describing the amendment in detail. This project is not air quality exempt, and a conformity analysis must be undertaken.

The MDOT requests that this amendment be placed on the Transportation Planning Board's (TPB) May 20 agenda as an informational item, including a conformity work scope for the conformity analysis.

We appreciate your cooperation in this matter. If you have any questions or concerns, please do not hesitate to contact Ms. Lyn Erickson at 410-865-1279, toll-free at 888-713-1414 or via email at lerickson@mdot.state.md.us. Of course, please feel free to contact me directly.

Sincerely,

Donald A. Halligan, Director
Office of Planning and Capital Programming

Attachments


- cc: Ms. Lyn Erickson, Manager, Regional Planning, Office of Planning and Capital Programming, Maryland Department of Transportation
Mr. Ronald Kirby, Director, Department of Transportation Planning, Metropolitan Washington Council of Governments
Ms. Heather Murphy, Deputy Director, Office of Planning and Capital Programming, Maryland Department of Transportation
Mr. Michael Nixon, MPO Manager, Regional Planning, Office of Planning and Capital Programming, Maryland Department of Transportation
Ms. Diane Ratcliff, Director, Office of Planning, Maryland Transit Administration
Mr. Greg Slater, Director, Office of Planning and Preliminary Engineering, State Highway Administration

My telephone number is _____
Toll Free Number 1-888-713-1414, TTY Users Call Via MD Relay
7201 Corporate Center Drive, Hanover, Maryland 21076



MEMORANDUM

TO: Donald A. Halligan, Director
Office of Planning

FROM: **Diane Ratcliff, Director of Planning** 

DATE: April 21, 2009

SUBJECT: Proposed Purple Line Light Rail
Montgomery and Prince George's Counties

The Maryland Transit Administration (MTA) requests that an Amendment to the 2009 Constrained Long Range Plan (CLRP) be initiated. The Purple Line is a future 16-mile transitway between New Carrollton and Bethesda Metrorail Stations. MTA has been engaged in Project Planning for the Purple Line transit project for many years, and MTA is preparing to submit an application for federal funding for the New Starts Program in the Fall of 2009. The portion of the Purple Line project between Bethesda and Silver Spring (the earlier Georgetown Branch project) is included as a project in the CLRP. The portion between Silver Spring and New Carrollton is defined as a study. An amendment is needed in order to include the entire project in the CLRP for the project to qualify for federal funding under the Federal New Starts Program.

The following memo describes the need for the project, the planning process to date, and provides a detailed description of the alternatives, land use, vehicular travel and trip information, air quality analysis, cost estimates, and project schedule.

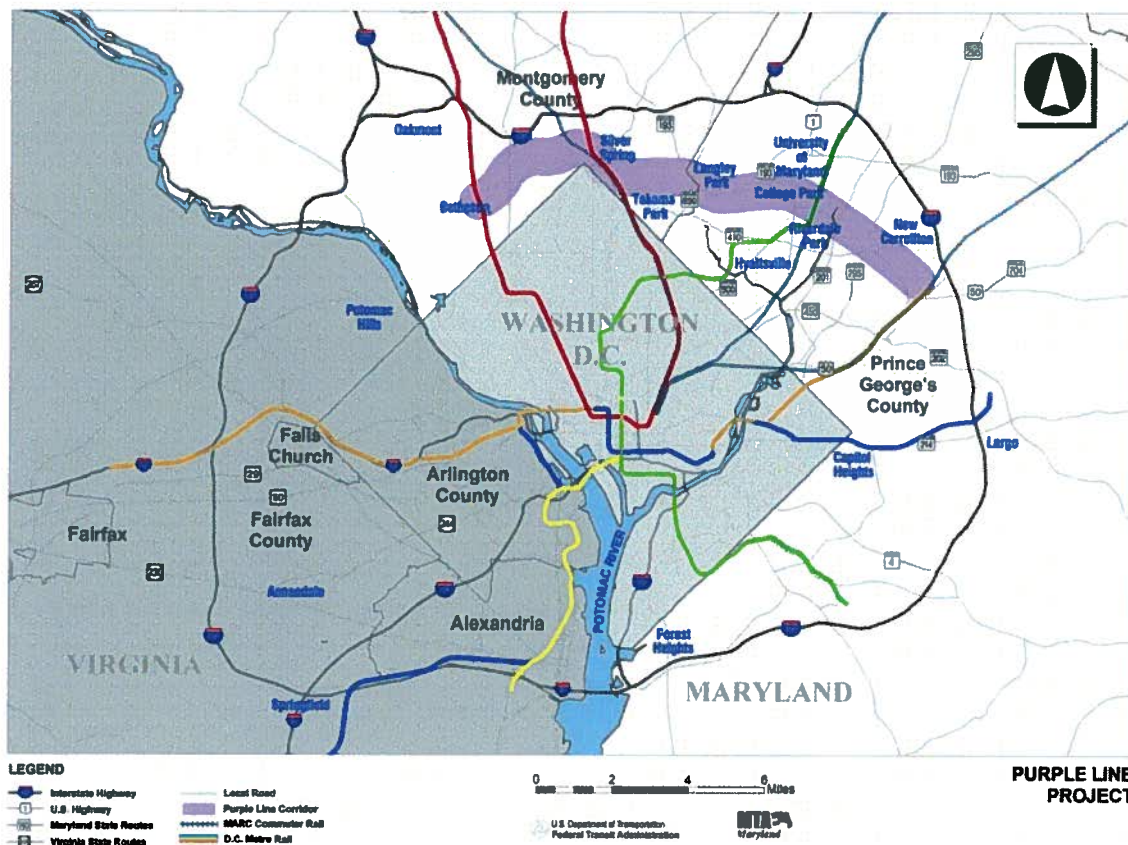
Need for the Project

The Purple Line corridor was identified in the multimodal Capital Beltway/Purple Line Study initiated jointly by the Maryland State Highway Administration (SHA) and MTA in 1996 as the priority transit corridor. The roadways in this corridor have grown increasingly congested as circumferential travel has increased around Washington DC. The movement of jobs out of downtown Washington has led to east-west travel in this area. While there is an extensive transit network inside the beltway, much of this network is buses operating in mixed traffic on congested roadways. The Metrorail and MARC systems are radial services into and out of Washington DC. The Purple Line study compared a range of alternative means to improve east-west mobility and accessibility between Bethesda and New Carrollton. (See Figure 1 for project area).

The purpose of the Purple Line is to provide faster, more direct and more reliable east-west transit service in the corridor, which would connect four major activity centers, (Bethesda, Silver Spring, College Park and New Carrollton) including the Metrorail service located there. The Purple Line would provide access to the Metrorail for the communities in the "wedges" between these lines. The ridership forecasts indicate that over 40% of the projected Purple Line ridership would use the Metro system for part of their trips. The daily ridership projections for the Purple Line Medium Investment Light

Rail Alternative are 62,600, of which 19,200 would be new transit riders (cars off the roads). This is a net reduction in auto trips.

Figure 1: Project Area



The Purple Line project has the potential to slightly reduce traffic congestion and slightly improve regional air quality by prompting a shift in the mode of travel from private automobiles to public transit. The Purple Line would pass through a built-out urban area, and the station locations were selected to maximize walk and bus transfer access. Additionally, no new park-and-ride facilities and only limited formal kiss-and-ride facilities are being proposed as part of the Purple Line. Each trip removed from the network is one less automobile traveling through the corridor each day.

Overall the project's predicted impact on regional pollutant levels range from minor positive to no impact. It has been determined that the project meets all the project-level PM_{2.5} conformity requirements, and that the project will not cause or contribute to a new violation of the PM_{2.5} NAAQS, or increase the frequency or severity of a violation.

Planning Process

The Purple Line Alternative Analysis and Draft Environmental Impact Statement was completed and submitted to FTA in September 2008. A 90-day public review period was completed on January 14, 2009. Four public hearings were held in November 2008.

Over 3000 comments were received. The County Councils and County Executives of both Montgomery and Prince George's Counties unanimously endorsed the Medium Investment Light Rail Alternative. The Maryland-National Capital Park and Planning Commissions in both counties also endorsed the Medium Investment Light Rail. There have been requests for some minor modifications of the Medium Investment Light Rail Alternative to include several elements from the High Investment light rail alternative. In the following project description and the discussion of air quality conformity, the phrase "Medium Investment Light Rail Alternative" will be used interchangeably with "the Purple Line".

Description of Medium Investment Light Rail Alternative

The Purple Line (see Figure 2) would be 16 miles long and would be largely at grade, with sections in shared lanes, in dedicated lanes, and in exclusive rights-of-way. There would be a short section in tunnel where the existing roadway grade is too steep for light rail operations.

The Purple Line would begin on the Georgetown Branch right-of-way near the Bethesda Metro Station under the Air Rights Building. The terminal station would be the Bethesda Metro Station with a connection to the southern end of the existing station platform.

After emerging from under the Air Rights Building, the transitway would follow the Georgetown Branch right-of-way, crossing over Connecticut Avenue and crossing under Jones Mill Road. Between the area of Pearl Street and just west of Jones Mill Road the trail would be on the north side of the transitway, elsewhere it would be on the south side.

Along the CSX corridor the alignment would be grade-separated (below) at 16th and Spring Streets. After crossing under Spring Street, the alignment would rise above the level of the existing development south of the CSX right-of-way. East of the Falklands Chase apartments, it would cross over the CSX tracks on an aerial structure to enter the Silver Spring Transit Center parallel to, but at a higher level than, the existing tracks.

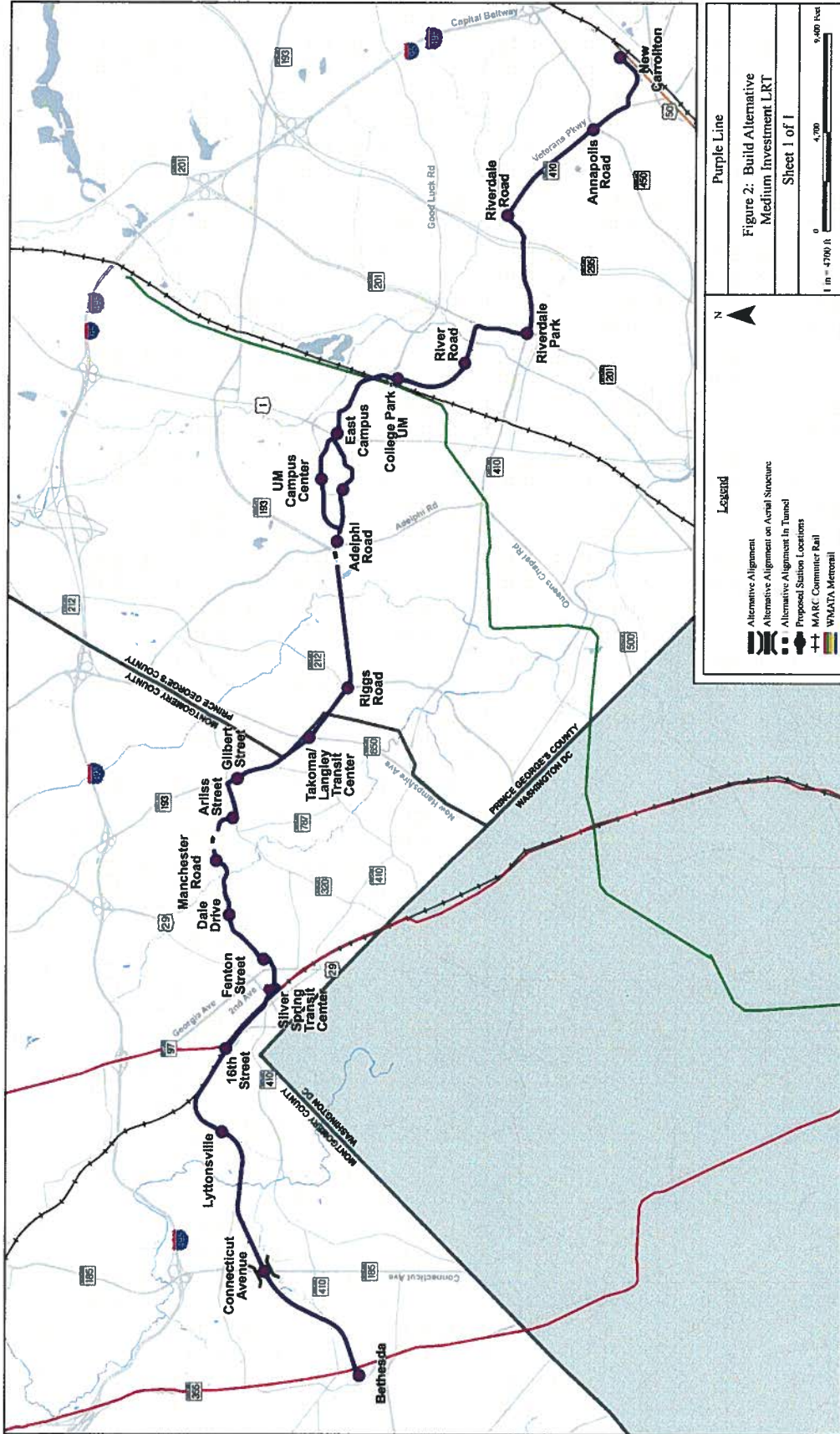
From the Silver Spring Transit Center, the alignment would follow Bonifant Street in dedicated lanes to Wayne Avenue. On Wayne Avenue, the Purple Line would be in shared lanes with added left turn lanes.

The Purple Line would cross Sligo Creek Parkway and enter a tunnel from Wayne Avenue to pass under Plymouth Street. The Purple Line would emerge from the tunnel on Arliss Street.

The alignment would then follow Piney Branch Road and University Boulevard at grade in dedicated lanes. As the Purple Line approaches Adelphi Road, the grade of the existing roadway is too steep for the type of light rail vehicles being considered. For this reason, the transitway would cross the intersection below grade.

At Adelphi Road, the Purple Line would enter the UM campus on Campus Drive. The alignment would continue through campus in dedicated lanes on Campus Drive and then continue at grade in a new exclusive transitway through the parking lots adjacent to the Armory, behind the Visitors Center to Rossborough Lane.

Figure 2: Medium Investment Alternative



Purple Line

Figure 2: Build Alternative
Medium Investment LRT
Sheet 1 of 1

1 in = 4,700 ft
0 4,700 9,400 feet

Legend

- Alternative Alignment
- Alternative Alignment on Aerial Structure
- Proposed Station Locations
- MARC Commuter Rail
- WMATA Metrorail

Crossing US 1 at-grade, the Purple Line would pass through the East Campus development on Rossborough Lane to Paint Branch Parkway. The alignment would continue on Paint Branch Parkway in shared lanes. The light rail would enter the College Park Metro station next to the existing parking garage.

From the College Park Metro Station to the terminus at the New Carrollton Metro Station, the Purple Line would be in dedicated lanes on River Road on the south side of the road. On Kenilworth Avenue the light rail would be in a dedicated lane southbound, but a shared lane northbound. On East West Highway the light rail would be in dedicated lanes with shared left turn lanes; and in shared lanes under Baltimore-Washington Parkway. On Veterans Parkway the Purple Line would be in dedicated lanes.

At the intersection of Veterans Parkway and Annapolis Road the Purple Line would continue across Annapolis at grade, turning left at Ellin Road still in dedicated lanes to arrive at the New Carrollton Metro Station.

It should be noted that refinements will be made to the alignment in the next phases of the project.

The Purple Line would have 21 stations. Four of the stations have existing parking lots, but no new parking will be constructed for this project.

Table 1: Stations

	Station	Parking
1	Bethesda	Existing
2	Connecticut Avenue	No
3	Lyttonsville	No
4	16 th Street	No
5	Silver Spring Transit Center	Existing
6	New Silver Spring Library	No
7	Dale Drive	No
8	Manchester Road	No
9	Arliss Street/Long Branch	No
10	Gilbert Street	No
11	Takoma/Langley Transit Center	No
12	Riggs Road	No
13	UMUC	No
14	UM Campus Center	No
15	East Campus	No
16	College Park Metro	Existing
17	Rivertech Court	No
18	Riverdale Park	No
19	Riverdale Road	No
20	Annapolis Road	No
21	New Carrollton Metro	Existing

Land Use

The Purple Line corridor is located in an inner ring suburb of Washington DC and as such, is generally built out, particularly in Montgomery County. The corridor is characterized by an extensive transit network and the land uses and master plans reflect this. The high quality/high speed transit is radial, in and out of Washington DC, so the Purple Line would provide improved accessibility, particularly in those areas in the corridor which don't have convenient access to the rail system. The Purple Line would not change patterns of development but supports existing patterns. Both Montgomery and Prince George's counties are developing functional master plans including the Purple Line. In Montgomery County the Purple Line between Bethesda and Silver Spring has long been in the Master Plans on the Georgetown Branch right-of-way.

There are several areas that could experience some land use changes in the corridor, most notably the Takoma/Langley Transit Center, Riverdale Park, and New Carrollton, with or without the implementation of the Purple Line. Future land use plans for the area include maintenance of communities with redevelopment and revitalization of some activity centers. Most of the communities in the corridor have plans that emphasize a mix of land uses in areas adjacent to transit stations, typical of transit oriented development. The Takoma - Langley area is currently the subject of a new bi-county Sector Plan. Other station areas that have transit district planning include the New Carrollton and the College Park Metro stations.

Cost Estimates

The capital cost estimate for the Purple Line, by phase, in 2009 dollars, is as follows:

Project Planning	\$82 million
Preliminary Engineering	\$113 million
Right-of-Way	\$82 million
Construction	\$1,147 million
Total Project Cost	\$1,423 million

CTP Program for the Purple Line

Maryland has programmed funding in the six-year CTP program as follows:

	FY 09	FY10	FY11	FY12	FY13	FY14	TOTAL
TOTAL	\$ 5	\$ 7	\$ 10	\$ 20	\$ 20	\$ 20	\$ 82

Therefore, the balance of the funding needed to complete the project is \$1,341 million, \$419 million of which is already identified in the 2006 CLRP Financial Plan. We will be providing documentation to demonstrate that MDOT can afford to add \$922 million into the CLRP.

Project Schedule

Completion of Project Planning	2012
Project Engineering/Completion of NEPA	2012 – 2014
ROW Acquisition	2013 – 2014
Construction	2014 – 2017
Start of Service	2017

Attached you will find the completed CLRP Forms. If you have any questions please contact Mike Madden, Project Manager at 410-767-3694 or Diane Ratcliff, Planning Director at 410-767-3787.

Attachments

cc: Lyn Erickson, Manager, Regional Planning, Office of Planning and Capital Programming, Maryland Department of Transportation
Leonard Howard, Manager Statewide Planning, Maryland Transit Administration
Michael Madden, Project Manager, Maryland Transit Administration
Joseph Madison, Regional Planner, Maryland Transit Administration

CONSTRAINED LONG RANGE PLAN (CLRP)

Proposed Project or Action Description Form

1. Location and Jurisdiction: 2. Submitting Agency: **MDOT/Maryland Transit Administration**
 Facility: Last Modified On: **4/23/2009**
 From/At: **Bethesda**
 To: **New Carrollton**
 Jurisdiction: **Montgomery County, Prince George's County**

3. Project Type and Description:
Transit
 Description of project or action:
Preparation of Alternatives Analysis, Draft Environmental Impact Statement (DEIS) and Preliminary Engineering/Final Environmental Impact Assessment (FEIS) and New Starts Application. Construct the proposed Purple Line which will provide high-capacity transit along a 16-mile corridor that extends from Bethesda to the New Carrollton with connections to the Metrorail Red Line, Green Line and Orange Line as well as all three MARC lines, AMTRAK and regional and local bus services. The project includes approximately 21 stations with a forecasted daily ridership of 62,600. Of the daily ridership, approximately 19,200 riders will be new riders and translate into a net reduction of auto trips.
Bicycle/pedestrian accommodations included

4. Project Phasing:

Project ID	In TIP	Improvement	Facility	From	To	#Lane		Completion Date
						From	To	
1042	Yes	Construct						2017

5. Purpose / Contribution to regional goals:

6. Funding and Schedule Information:

Cost (In Thousands): **\$1,423,000.00** Date of Completion or Implementation: **2017**
 Source: **Federal, State**
 Cost and Schedule Remarks: **The AA/DEIS is anticipated to be submitted to FTA by summer 2008; public hearings in fall, 2008. The Purple Line AA/DEIS was completed and submitted to FTA in September 2008. A 90-day public review period was completed on January 14, 2009. Four public hearings were held in November 2008 that yielded over 3000 comments. The County Councils and County Executives of both Montgomery and Prince George's Counties unanimously Maryland-National Capital Park and Planning Commissions in both**

counties endorsed the Medium investment light rail alternative. Constuction to begin to 2014 with services starting in 2017.

7. CMS Documentation:

Is this a highway capacity-increasing project on a limited access or other principal arterial highway?: **No**

If yes, does this project require a CMS Documentation form under the given criteria?:

If not, please identify the criteria that exempt the project here:



FTA Major Capital Transit Investment Fact Sheet

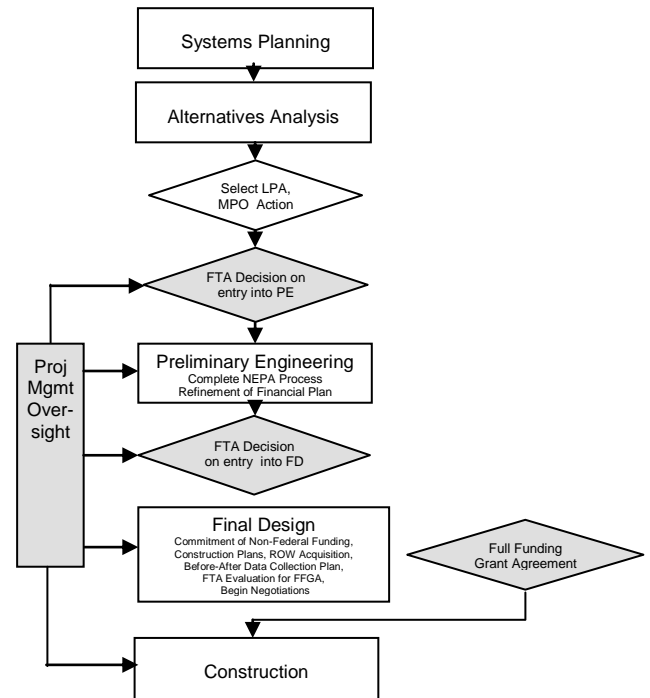
New Starts Project Development

SAFETEA-LU continues the long-standing process for the planning and development of New Starts projects. The New Starts planning and project development process reflects a continuum of local policy development, technical studies, and decision-making activities, where broad regional problems are identified and prioritized; options for addressing specific problems in specific corridors are identified, evaluated, and narrowed; and optimal investment strategies are selected and advanced for more detailed analysis and, ultimately, implementation and operation. Although the development of New Starts projects must follow statutory requirements, FTA emphasizes that the New Starts planning and project development process is, at its core, simply a "common sense" approach to problem solving, and should answer questions like: "What is the problem in need of solving?; What are potential solutions?; What are their benefits?; What do they cost?; and, Which alternative is the best solution, given available resources, to address the problem?."

The early stages of the New Starts project development process – [alternatives analysis](#) (AA) and much of [preliminary engineering](#) (PE) - is carried out within the metropolitan planning process specified by SAFETEA-LU and the environmental review processes as required by the *National Environmental Policy Act of 1969* ([NEPA](#)). As such, planning and project development activities for New Starts projects – with only a few

exceptions – are intended to be consistent with the analyses and decision-making process expected for the adequate study and subsequent development of any major capital transportation (transit, highway, or multimodal) project in a given corridor. AA studies are a corridor-level analysis of a range of alternatives designed to address locally-identified mobility and other problems in a specific transportation corridor. AA is considered complete with the selection of a locally preferred alternative (LPA) to advance into PE. In PE, the LPA is further developed to the point where environmental impacts are known and mitigation is provided for; the project scope is final and its cost estimate relatively firm; and its financial plan is set, with the majority of local funding committed. [Final design](#) is the last phase of New Starts project development during which the project sponsor prepares for construction. Final design is also the stage during which FTA may enter into a multi-year commitment to fund a proposed New Starts project; this commitment is called a [full funding grant agreement](#).

New Starts Planning and Project Development Process



New Starts funding is discretionary, and SAFETEA-LU continues previous Federal law intended to facilitate effective FTA management of the program and ensure that scarce New Starts resources are made available to the most meritorious of transit investments. To achieve this, SAFETEA-LU requires that FTA approve New Starts project entry into preliminary engineering and final design. This approval is based upon: a) the "readiness" of a project (and its sponsor) to carry out the activities of each phase of development; and b) its rating against several statutorily-defined [New Starts criteria](#). These criteria include project cost effectiveness, the transit supportiveness of existing and future land use, and local financial commitment, among others. Some of the New Starts project justification criteria are based upon incremental benefits of the proposed project against a lower-cost "baseline" improvement. SAFETEA-LU also requires that the locally-generated information used to estimate the costs and benefits of proposed New Starts projects be found by FTA to be reliable. Finally, FTA needs to be assured that project sponsors have the financial and technical capacity to develop, construct, and operate large and complex transportation infrastructure projects on time and within budget. Consequently, the development of New Starts projects often requires a level of technical analyses and FTA oversight beyond what is often experienced in the development of projects not funded with New Starts resources. FTA recognizes the rigor of the process and provides project sponsors technical assistance

in the development of New Starts projects, as well as the opportunity to participate in the development of New Starts project development, evaluation, and funding policies. In addition, FTA is examining ways it can speed its review and approval of project deliverables and milestones, lessen the reporting requirements of New Starts project sponsors, and encourage innovative and time-saving project delivery methods – including the participation of the private sector – without sacrificing its program stewardship responsibilities.



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. These plans include the following:

- *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 the extension of 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 Recommendation 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 marked the beginning of 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 with the following major attributes:

- Light Rail or “LRT” as the preferred mode
- “Medium Investment” LRT using the Georgetown Branch right of way as the preferred alignment with following modifications related to design¹:
 - Incorporate the “High Investment” LRT design for the Capital Crescent Trail through the tunnel under Wisconsin Avenue.

¹ “Medium Investment” LRT was one of the alternatives outlined and analyzed in the Purple Line AA/DEIS.

- 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 east 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 in a way that would facilitate adding a stop there in the future.

LOCALLY PREFERRED ALTERNATIVE

On April X, 2009, Governor O’Malley formally informed the Federal Transit Administration that the State was proceeding with a Purple Line “New Starts” application for the purpose of pursuing federal funding for a Purple Line between Bethesda and Silver Spring with the following characteristics:

Details of state decision to be inserted here

VISION

The Purple Line is a critically important component of the County’s infrastructure for the 21st century. The Purple Line represents a significant re-investment in the infrastructure of the down-County area. It helps set the stage to continue growing smart in a way that is sustainable - while remaining economically competitive in the area where our communities and facilities are the most established and are closest to the region’s core.

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 we have identified for the County’s Growth Policy – connections, diversity, density, and environment.

Purple Line Segment	Connections	Diversity	Density	Environment
Bethesda to Chevy Chase Lakes	<ul style="list-style-type: none"> Capital Crescent Trail To Georgetown Bethesda Red Line Metrorail Station 	<ul style="list-style-type: none"> Access to Jobs and Housing in Bethesda Enhanced Travel Options For Transit Dependent Assists in Efforts to Increase Affordable Housing 	<ul style="list-style-type: none"> Serves Higher Density in Bethesda CBD 	<ul style="list-style-type: none"> Provides Opportunities For Targeted Growth & Helps Prevent Sprawl
Chevy Chase Lakes To Lyttonsville	<ul style="list-style-type: none"> Rock Creek Trail to Lake Needwood & D.C. Improved Trail Connection East of Rock Creek 	<ul style="list-style-type: none"> Access to Jobs at Walter Reed Annex and County Fleet Maintenance Center 	<ul style="list-style-type: none"> Helps Protect Many Established Neighborhoods by Allowing Growth in Other Areas 	<ul style="list-style-type: none"> Locates O&M Facility Adjacent To Similar Land Use
Lyttonsville To Silver Spring Transit Center	<ul style="list-style-type: none"> Metropolitan Trail to D.C. Silver Spring Red Line Metrorail Station MARC, Metrobus, Ride-On, MTA Commuter Bus, UMD Shuttle & Inter-City Bus at Silver Spring Transit Center Directly Connects Bethesda & Silver Spring CBD's 	<ul style="list-style-type: none"> Access to Jobs and Housing In Silver Spring Enhanced Travel Options For Transit Dependent – to Bethesda and east to Takoma Langley, College Park and New Carrollton 	<ul style="list-style-type: none"> Serves Higher Density in Silver Spring CBD 	<ul style="list-style-type: none"> Provides Opportunities For Targeted Growth & 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	<ul style="list-style-type: none"> 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 	<ul style="list-style-type: none"> Access to Jobs and Housing in Silver Spring Enhanced Travel Options For Transit Dependent – to Bethesda and east to Takoma Langley, College Park and New Carrollton 	<ul style="list-style-type: none"> Light Rail Mode Provides Flexibility to Serve Area with Mix of Single Family and Multi-family Residences 	<ul style="list-style-type: none"> Provides Transit Capacity Between Areas – Silver Spring, Long Branch, and Takoma Langley – of Highest Transit Dependency with Least Amount of Impact on Neighborhoods and Environment.
Manchester Road To Takoma Langley Crossroads	<ul style="list-style-type: none"> Metrobus, Ride-On and Prince George's The Bus at Takoma Langley Transit Center 	<ul style="list-style-type: none"> Bi-County's Most Diverse Area with Highest Percentage of Transit Dependent Residents 	<ul style="list-style-type: none"> Provides Opportunity For Re-Development Consistent With Adopted Plans. 	<ul style="list-style-type: none"> Helps Establish Sustainable Growth In Area With Focus On Redevelopment Retention and Expansion of Affordable Housing

WHY A PURPLE LINE FUNCTIONAL PLAN?

The purpose of the Purple Line Functional Master Plan is to identify the specific alignment and 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. More specifically, 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 no more than confirm the zoning in existing adopted master plans, sector plans, station area plans, and other plans that provide guidance on land use and zoning along the Purple Line corridor. This plan does not address potential changes in land use or zoning.

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 Mass Transit Administration (MTA)

The MTA developed an extensive 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, a series of Open Houses covering the entire alignment were held in:

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

Finally, 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 established a Purple Line Master Plan Advisory Group (MPAG). The MPAG membership was comprised of over 30 individuals representing stakeholders along the alignment within the County. The MPAG met a total of X times between October 2007 and October 2008 when the Purple Line AA/DEIS was released. During that time, the MPAG reviewed many of the technical and process issues inherent in large projects of this type and provided input in advance of the development of the staff memorandum and technical review of the AA/DEIS. The MPAG has also met on X 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 work session in December 2008 and a hearing in January 2009 as part of its outreach during deliberations on reaching a recommendation on a Locally Preferred Alternative for the Purple Line.

Finally, a Public Hearing on this Purple Line Functional Master Plan was held on X.

LIGHT RAIL AS THE MODE

This Functional Plan establishes Light Rail as the preferred mode for the Purple Line. The basis of the recommendation includes the following:

- 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 other neighboring jurisdictions along the Purple Line alignment.

While this plan does not recommend a specific vehicle, the plan does endorse general principles related to the procurement that the County believes should be taken into consideration by the MTA. These guiding principles include the following:

- To the extent possible, the vehicles should reflect the latest technology with respect to passenger and pedestrian safety and the mitigation of impacts on the environment – including point or source emissions, noise, energy efficiency, and/or 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 that could be constructed over a natural surface such as grass or other porous surface – particularly within the segment where the trail is parallel to the tracks.
- The vehicles and train consists in the operating plan should be able to accommodate the expected ridership utilizing platform lengths of no more than 200 feet at each station location.

THE PURPLE LINE FROM BETHESDA TO CHEVY CHASE LAKES

The western terminus of the segment of the Georgetown Branch right of way over which the Purple Line will operate is at Woodmont Avenue in Bethesda. The right of way of the Georgetown Branch between the western terminus in Bethesda and the planned station at Chevy Chase Lakes varies as depicted in the following table:

From	To	Current Right of Way Width	Existing Master Plan Right of Way Width	Minimum Right of Way Width and/or Area Required For Purple Line & Trail	Notes
Woodmont Avenue	West End Of Tunnel	66 feet	66 feet	38 feet plus area for ramp to accommodate trail descent / ascent	Balance of right of way or easement area retained for public use space and access to station area.
West End of Tunnel	East End of Tunnel	Varies an estimated 40 to 50 feet	Varies an estimated 40 to 50 feet	Varies an estimated 40 to 50 feet	Trail elevated above rail vehicles in this area.
East End of Tunnel	Pearl Street	66 feet	66 feet	66 feet plus an estimated additional 10 feet in area of pedestrian bridge	Pedestrian bridge in this segment to provide access from Elm Street Park to north side of tracks. Trail elevated in part of this segment.
Pearl Street	East West Highway	Varies an estimated 66 feet to 77 feet	Varies an estimated 66 feet to 77 feet	Varies an estimated 66 feet to 77 feet	Pedestrian ramp on north side of tracks in area of widest right of way along this segment. Ramp connects to at-grade crossing of tracks and connection to existing trail access on south side of right of way in 7500 -7600 block of Lynn Drive. Additional pedestrian ramp on north side of right of way provides pedestrian access to/from East West Highway and trail.

					Purple Line and Trail are under East West Highway.
East West Highway	Right of Way for Trail Access on North Side of Tracks at Kentbury Way Extended	Varies an estimated 62 feet to 70 feet	Varies an estimated 62 feet to 70 feet	Varies an estimated 62 feet to 70 feet	<p>Pedestrian ramp on north side of tracks to trail within right of way for Sleaford Road extended.</p> <p>Pedestrian path under tracks from south side of tracks within right of way of Sleaford Road extended. Pedestrian ramp to trail on north side of tracks within right of way at Kentbury Way extended.</p>
Right of Way for Trail Access on North Side of Tracks at Kentbury Way Extended	Connecticut Avenue	Varies an estimated 80 feet to 100 feet	Varies an estimated 80 feet to 100 feet	Varies an estimated 80 feet to 100 feet	<p>Pedestrian path within right of way both parallel and under trail and tracks for pedestrians / golfers needing access to and from Country Club property on either side of right of way.</p> <p>Pedestrian ramp on north side of tracks to provide pedestrian access to trail. Ramp is within trail and/or Newdale Road right of way. Trail and Tracks are on two different aerial structures that extend</p>

					over Connecticut Avenue.
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The Purple Line Bethesda Station

Key features of the Bethesda Station concept plan include the following:

- Station platforms that are located under the Apex Building and in the tunnel that extends under Wisconsin Avenue.
- Pedestrian connections via elevators and stairs to Elm Street.
- Pedestrian connection via elevators to the Metrorail Red Line Bethesda Station mezzanine and platform (south end).
- Pedestrian connection to the plaza area between the western end of the tunnel and Woodmont Avenue.
- Tail tracks that extend west from the station platform west into the plaza for a distance not to exceed 100 feet from the western edge of the tunnel.

The Capital Crescent Trail

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

- Access to and from the trail elevated above the light rail vehicles within the Apex tunnel.
- A minimum of ten feet in width within the tunnel.
- A minimum of ten feet in width with two foot soft or natural shoulders in the remaining segments.
- Located on the north side of the Georgetown Branch right of way in this segment of the Purple Line alignment.
- Access to the trail that will be located on the north side of the Georgetown Branch right of way from Elm Street Park – via a pedestrian bridge.
- Access to the trail via a pedestrian ramp located at or just east of Pearl Street – 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 right of way near the Riviera Apartments – providing an at-grade crossing of the tracks to an existing trail connection to Lynn Drive.
- Access to the trail via a pedestrian ramp on the north side of the Georgetown Branch right of way. This ramp is located largely within the right of way of Sleaford Road extended.
- Access to the trail via a pedestrian path on the south side of the Georgetown Branch right of way. This path is located largely within the right of way of Sleaford Road extended and extends under the right of way to connect 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.
- Access to and from the trail and the aerial structure over Connecticut Avenue via a pedestrian ramp on the north side of the Georgetown Branch right of way and west of Connecticut Avenue – located largely within the right of way of the Georgetown Branch but also within the right of way for Newdale Road.

The Purple Line Chevy Chase Lakes Station

Key features of the Chevy Chase Lakes Station concept plan include the following:

- Station platforms located immediately east of Connecticut Avenue on a aerial structure that extends over Connecticut Avenue.
- Access to and from the station via a pedestrian ramp located on the west side of Connecticut Avenue.

THE PURPLE LINE FROM CHEVY CHASE LAKES TO LYTTONSVILLE

The right of way of the Georgetown Branch between the Chevy Chase Lakes station and Lyttonsville varies as depicted in the following table:

From	To	Current Right of Way Width	Existing Master Plan Right of Way Width & Area For Yard & Shop	Minimum Right of Way Width and/or Area Required For Purple Line & Trail & Area For Yard & Shop	Notes
Connecticut Avenue	Jones Mill Road	Varies an estimated 85 feet to 100 feet	Varies an estimated 85 feet to 100 feet	Varies an estimated 85 feet to 100 feet	Tracks and trail go under Jones Mill Road. Pedestrian bridge just west of Jones Mill Road as trail moves from north side of tracks to south side of tracks – going west to east.
Jones Mill Road	Lyttonsville Place	Varies an estimated 60 feet to 225 feet	Varies an estimated 60 feet to 225 feet. In addition, two adjacent	Varies an estimated 60 feet to 225 feet. In addition, two adjacent	Pedestrian ramp to from trail is located on south side of

			<p>parcels for Y&S – one is MDOT parking area (2.64 acres) and other is M-NCPPC Meadowbrook Maintenance Annex (1.31 acres) – both in southwest quadrant of intersection of Brookville Road and Lyttonsville Place.</p>	<p>parcels for Y&S – one is MDOT parking area (2.64 acres) and other is M-NCPPC Meadowbrook Maintenance Annex (1.31 acres) – both in southwest quadrant of intersection of Brookville Road and Lyttonsville Place.</p>	<p>tracks just east of Jones Mill Road. Trail begins descent east of Jones Mill Road on separate structure that is below tracks that are on bridge over Rock Creek Park. Additional long pedestrian ramp connects Capital Crescent Trail with Rock Creek Trail that is 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.</p>
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The Purple Line Lyttonsville Station

Key features of the Purple Line Lyttonsville Station concept plan include the following:

- Station platforms located immediately east of Lyttonsville Place.
- Kiss and Ride drop off lanes on a reconstructed bridge over the Georgetown Branch right of way.
- Pedestrian path on east side of Lyttonsville Place to platforms and trail.
- Sidewalks on Lyttonsville Place to elevator and stairs for access to platforms and trail.

The Capital Crescent Trail

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

- Pedestrian bridge located immediately west of Jones Mill Road that moves trail from north side of Georgetown Branch right of way to south side of Georgetown Branch right of way.
- Trail that passes underneath Jones Mill Road.
- Pedestrian ramp located immediately east of Jones Mill Road that provides access to trail that is descending (going west to east).
- Separate bridge over Rock Creek that is below the bridge for the Purple Line.
- Pedestrian ramp connecting the Capital Crescent Trail with the Rock Creek Trail.
- Access to the trail and station via a pedestrian path on the east side of Lyttonsville Place.
- Access to the trail and station via an elevator and stairs at street level east of Lyttonsville Place.

THE PURPLE LINE FROM LYTTONSVILLE TO THE PAUL S. SARBANES SILVER SPRING TRANSIT CENTER

From	To	Current Right of Way Width	Existing Master Plan Right of Way Width & Area For Yard & Shop	Minimum Right of Way Width and/or Area Required For Purple Line & Trail & Area For Yard & Shop	Notes
Lyttonsville Place	Stewart Avenue	Varies an estimated 40 feet to 58 feet	Varies an estimated 40 feet to 58 feet	Future expansion for Y&S will require estimated <u>additional</u> 3 acres (comprised of 11 different parcels excluding publicly owned land) between Lyttonsville Place and Stewart Avenue, south of Brookville Road and north of Georgetown Branch right-of-way.	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.

				<p><u>Additional</u> strip acquisitions adjacent to - and along - the south side of existing Georgetown Branch right of way will be required to accommodate tracks and trail on this curve while still providing area for yard expansion on north side of existing right of way. <u>Total</u> width of right of way required for tracks and trail on this segment is estimated to be 100 feet.</p>	
Stewart Avenue	Beginning of MTA / WMATA Right of Way With CSX/Metrorail/MARC/Amtrak service.	Varies an estimated 55 feet to 65 feet and includes an additional estimated one acre parcel on east/south end of segment	Varies an estimated 55 feet to 65 feet and includes an additional estimated one acre parcel on east/south end of segment	<p><u>Additional</u> strip acquisitions adjacent to - and along - south side of existing Georgetown Branch right of way will be required to accommodate tracks and trail on this curve. <u>Total</u> width of right of way required for tracks and trail along this entire segment is estimated to be 80-85 feet.</p>	This segment of the Purple Line and Trail segment identified as right of way is owned by the CSX Corporation. The additional strip acquisitions would be from property owned by other private parties.
Beginning of MTA / WMATA Right of Way With CSX/Metrorail/MARC/Amtrak service.	16 th Street Station	Varies 70 feet to 130 feet.	Varies 70 feet to 130 feet. Both tracks and trail recommended to be located on north or east side of right of way in	Trail is parallel and south of Talbot Avenue on segment between Michigan Avenue and Lanier Drive. Strip	Both track and trail to remain on south side of right of way until a point an estimated 50 feet east of the existing

			January 1990 Master Plan Amendment.	<p>acquisitions of an estimated 10-15 feet will be required <u>in addition</u> to existing right of way. East of Rosemary Hills Elementary School, an estimated minimum total right of way of 120 feet is required until the trail (on north side of right of way) and Purple Line (on south side of right of way) reach the 16th Street bridge. An estimated minimum total right of way of 160 feet is required at the 16th 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.</p>	<p>Talbot Avenue bridge – at which point a pedestrian bridge over the right of way will move the trail to the north side of the right of way. The Purple Line tracks remain on the south side of the right of way. Both the trail and Purple Line pass under the existing 16th Street bridge. The existing 16th Street Bridge is to be modified to accommodate the trail and the Purple Line. The 16th station platforms are an estimated 300 – 350 feet east of the eastern edge of the 16th Street bridge.</p>
16 th Street Station	Paul S. Sarbanes Silver Spring Transit Center				

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