

*Purple
Line*

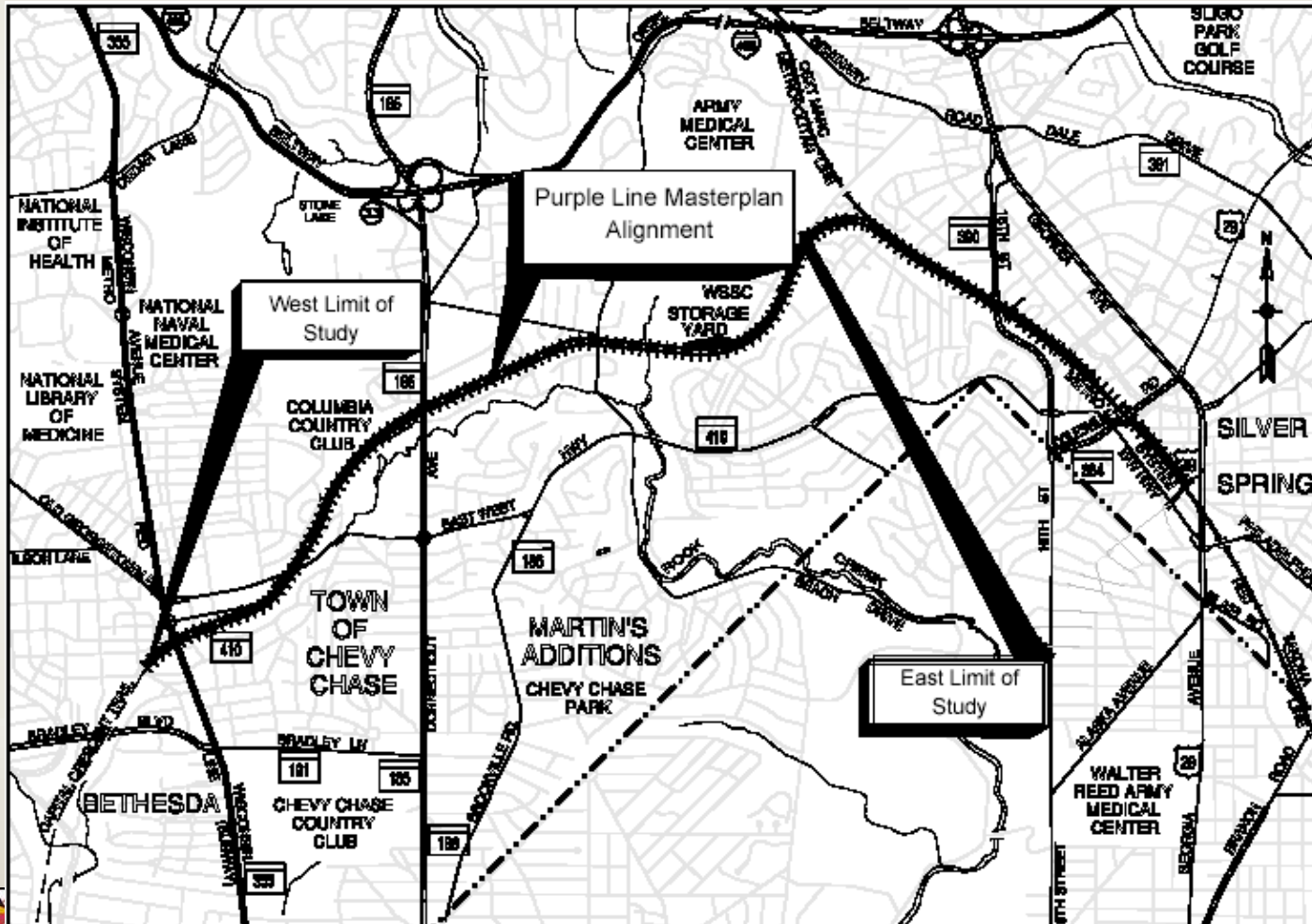
Maryland Transit Administration

Master Plan Alignment Trail

Purple Line

- Master Plan Alignment
- Byrne Kelly Concept
- Trail Analysis - North vs. South
- Trail Access & Crossings
- Aesthetics

Purple Line



Master Plan Alignment – Description

Description	R-O-W Width	Characteristics
Beginning of the project (Woodmont Ave.) to Pearl St.	32'	Under Apex and Air Rights Buildings
Pearl St. past MD 410 until beginning of Columbia Country Club	66'	<u>North Side:</u> Businesses & Residential <u>South Side:</u> Residential
Columbia Country Club past Connecticut Ave to 900' west of Jones Mill Road	100'	Golf Course, Businesses, & Residential

Master Plan Alignment – Description

Description	R-O-W Width	Characteristics
900' west of Jones Mill Rd to 200' east of Jones Mill Rd	90'	Residential
200' east of Jones Mill Rd over Rock Creek to 900' east of Rock Creek	225'	Park
900' east of Rock Creek to vicinity of Brookville Rd	66'	Industrial & Residential

Master Plan Alignment – Description

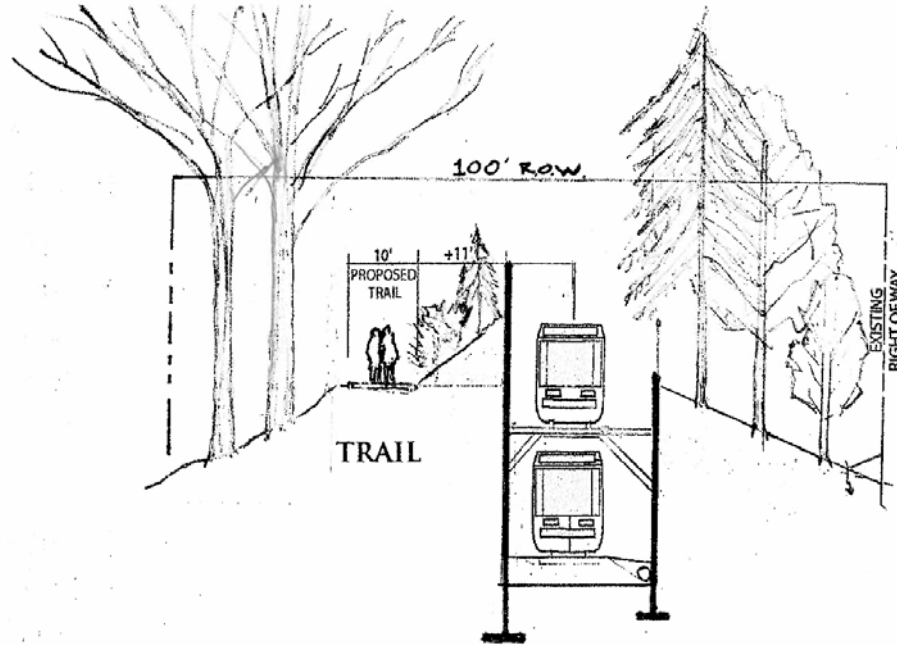
Description	R-O-W Width	Characteristics
Vicinity of Brookville Rd past Lyttonsville PI until 800' east of Stewart Ave	60'	Industrial
CSX Corridor	N/A	Railroad R-O-W with Residences

Byrne Kelly Concept – Description

THE GREENFIELDS COMPANY, Inc.
LANDSCAPE ARCHITECTS / ENVIRONMENTAL PLANNERS / GREEN DESIGN & DEVELOPMENT

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President, RLA, ASLA
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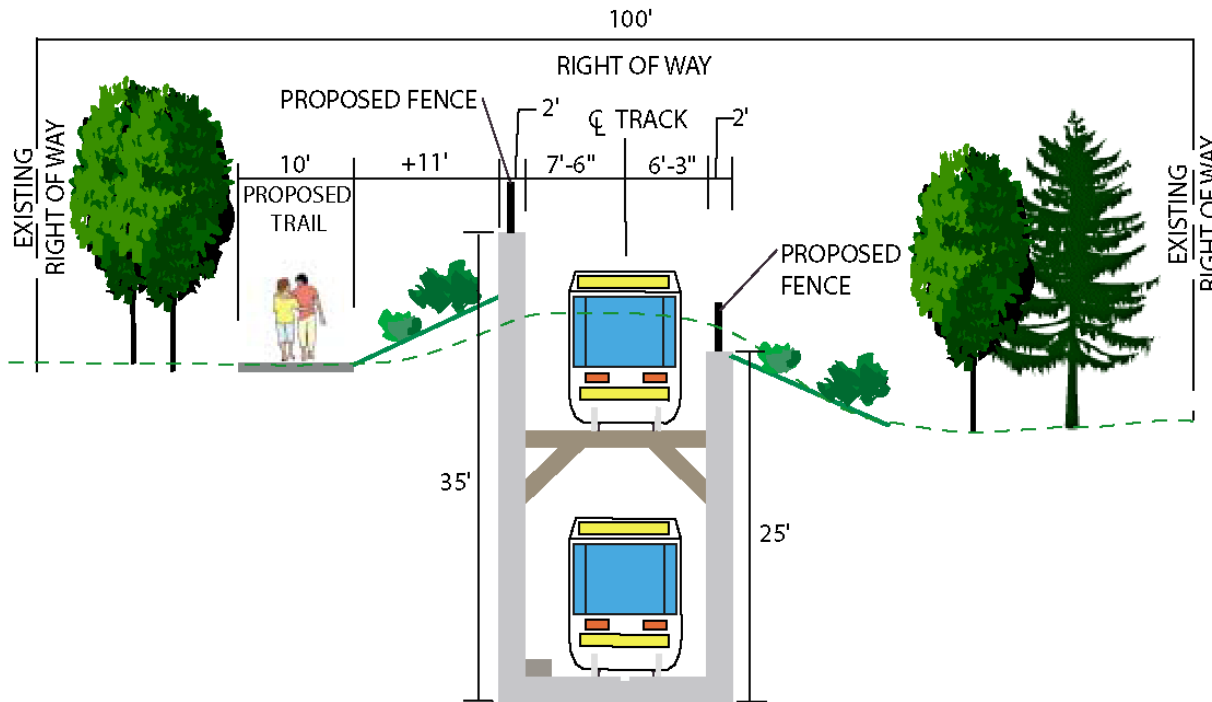


SINGLE
TRACK
DOUBLE
STACK

CONCEPT
FOR THE
GEORGETOWN BRANCH

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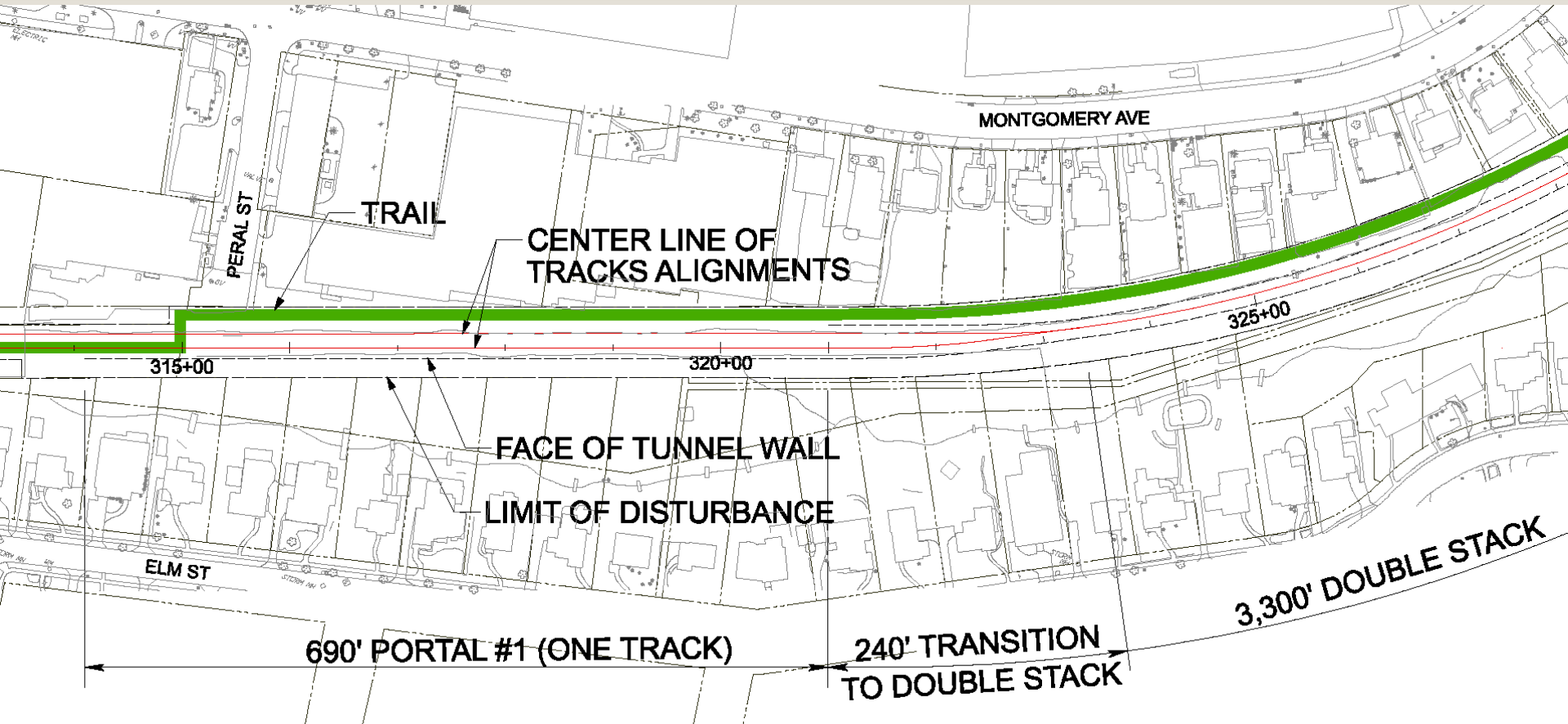
Byrne Kelly Concept – Description



Engineered Version

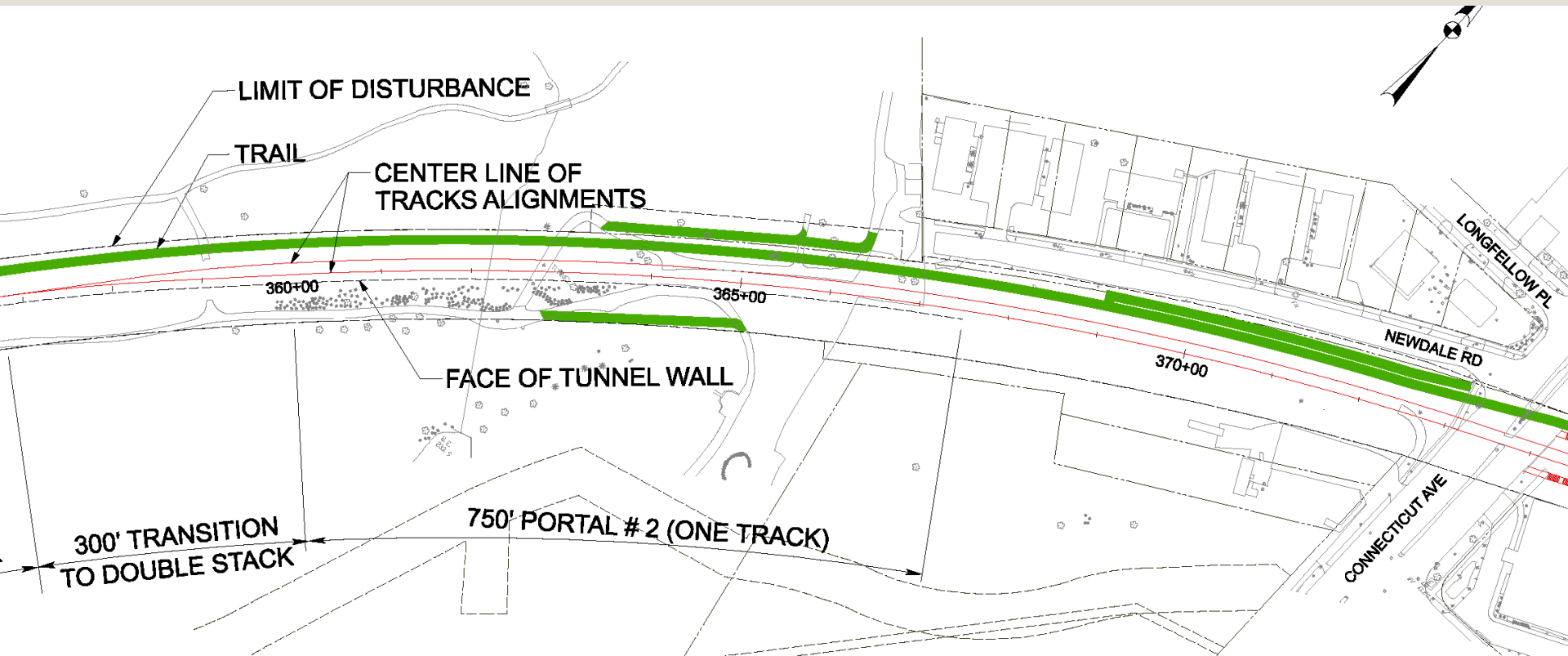
- Acts as an open tunnel structure
- Significantly more disturbance during construction than the surface alignment
- Would need a pump station

Byrne Kelly Concept – Description



- Portal/Transition area to the West

Byrne Kelly Concept – Description



- Portal/Transition area to the East

Byrne Kelly Concept – Description

Location	Length
West Portal	690'
West Transition	240'
Double Stack	3300'
East Transition	300'
East Portal	750'

- Only 0.63 miles can be Double Stack

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Byrne Kelly Concept – Description

- Safety Issues
 - With open deck system – objects can fall onto bottom track
 - Danger of flooding trench
 - Problem with snow in trench
- Operational issues - Reduces the benefit of a double track system
- Accumulation of wind blown trash

Byrne Kelly Concept – Description

- Increased life cycle costs
 - Additional inspection & maintenance
 - Both track would need to be out of service to do certain types of inspection & maintenance

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Trails Analysis - Design Guidelines

- ❑ No required design specifications by a national organization
- ❑ The Purple Line incorporated recommended design guidelines from the U.S. DOT *Rails-With-Trails; Lessons Learned; August 2002*

Trail Analysis – Objective 1

Evaluate the Trail Location on the North Versus the South Side of the Transitway.

Influenced by 2 factors:

1. Maintaining the trail 3-4' above the trackbed to provide vertical separation, while trying to follow existing topography of the land

Benefits:

- ✓ Improves aesthetics
- ✓ Minimizes retaining wall heights; reduces construction costs
- ✓ Minimizes environmental and construction impacts
- ✓ Creates greater comfort level for trail users when trains pass
- ✓ Limits pedestrian trackbed crossings to the designated crossings

2. Providing access to many residents



Trail Analysis – Objective 1 Results

DESCRIPTION	NORTH VS SOUTH	LENGTH
Beginning of the project (Woodmont Ave.) to Pearl St.	South	0.3 miles
Pearl St. through Columbia Country Club, past Connecticut Ave. until 400' west of Jones Mill Rd.	North	1.7 miles
Over Rock Creek until the study area limit, 100' east of Talbot Ave. bridge	South	1.5 miles

Trail Analysis – Objective 1 Results

DESCRIPTION	NORTH VS SOUTH	LENGTH
Talbot Ave. bridge to Spring St. (BRT only)	North	0.6 miles
OR...Talbot Ave. bridge to Silver Spring Transit Center (LRT only)	North	0.9 miles

Trail Analysis – Objective 2

Evaluate the Possibility of Increasing the Separation Between the Trail and the Trackbed

Goal:

- Setback of 25' (centerline of track to inside edge of trail) resulting in about a 10' wide planting area

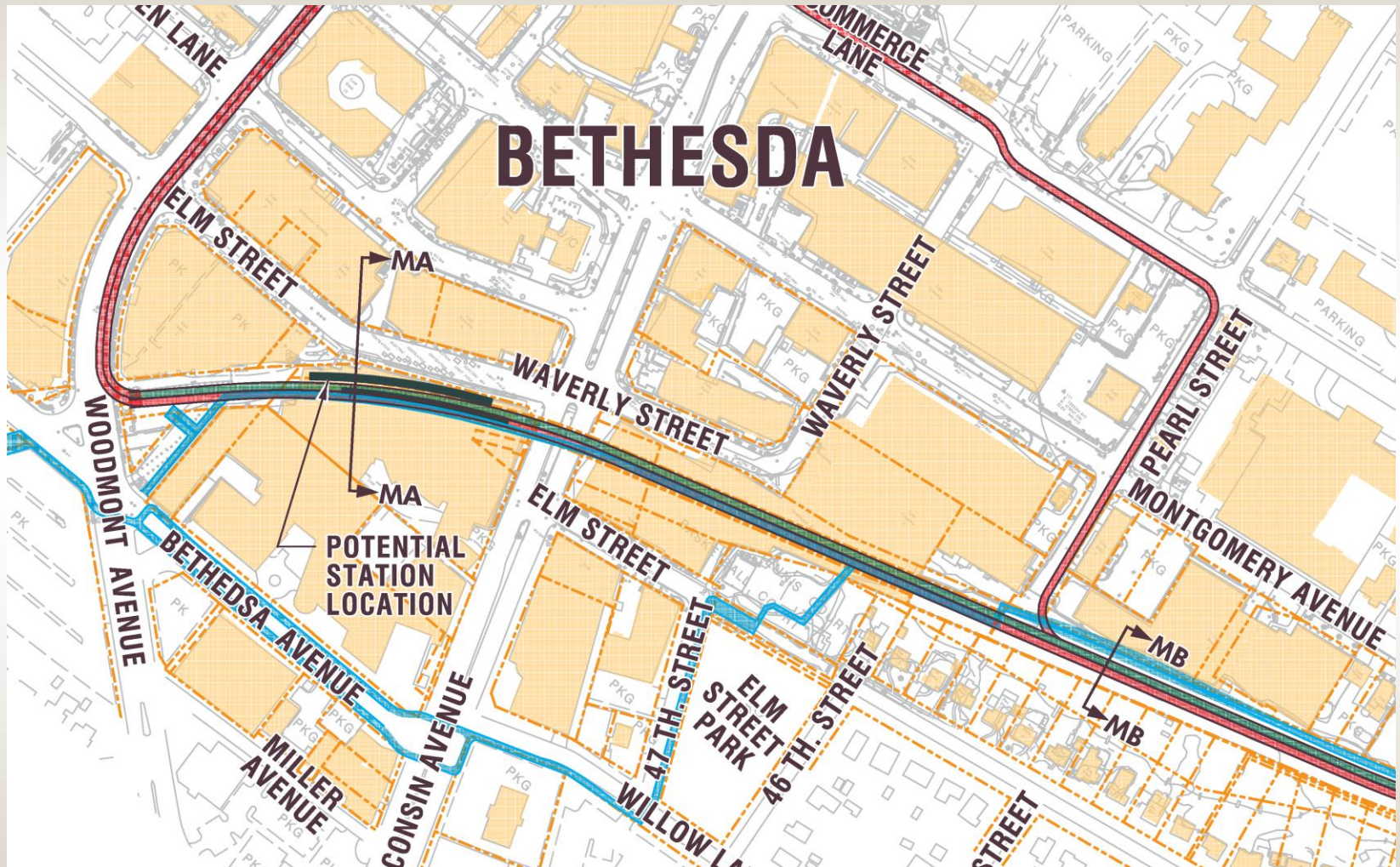
Planting Area Benefits:

- Acts as a screen or buffer between the trail and trackbed
- Improves the aesthetics of the trail

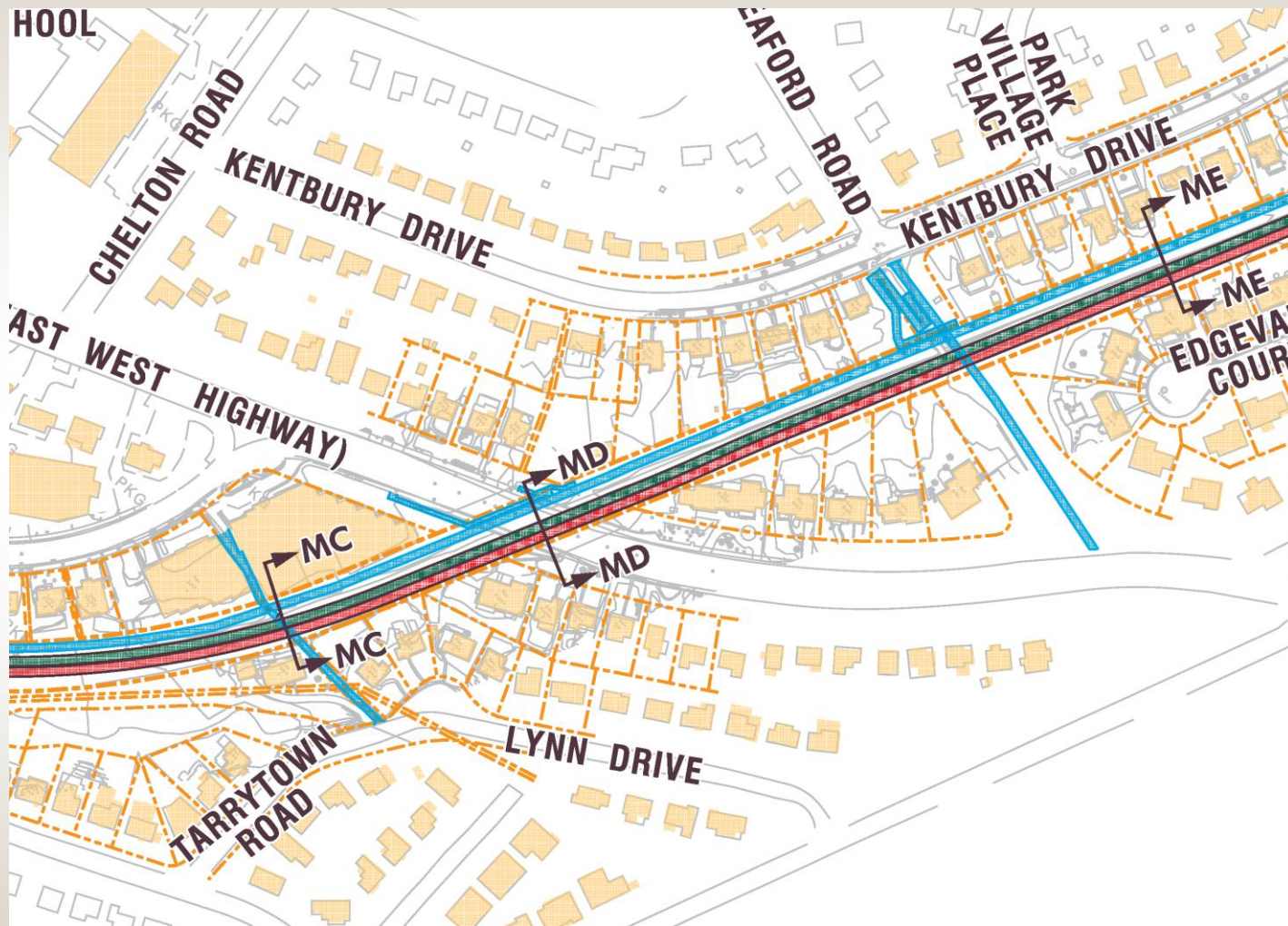
Trail Analysis - Recommendations

- The proposed location of the trail (*combination of north and south side of trail*) be adopted
- The trail and trackbed's horizontal and vertical alignments be revised to increase the horizontal separation wherever possible

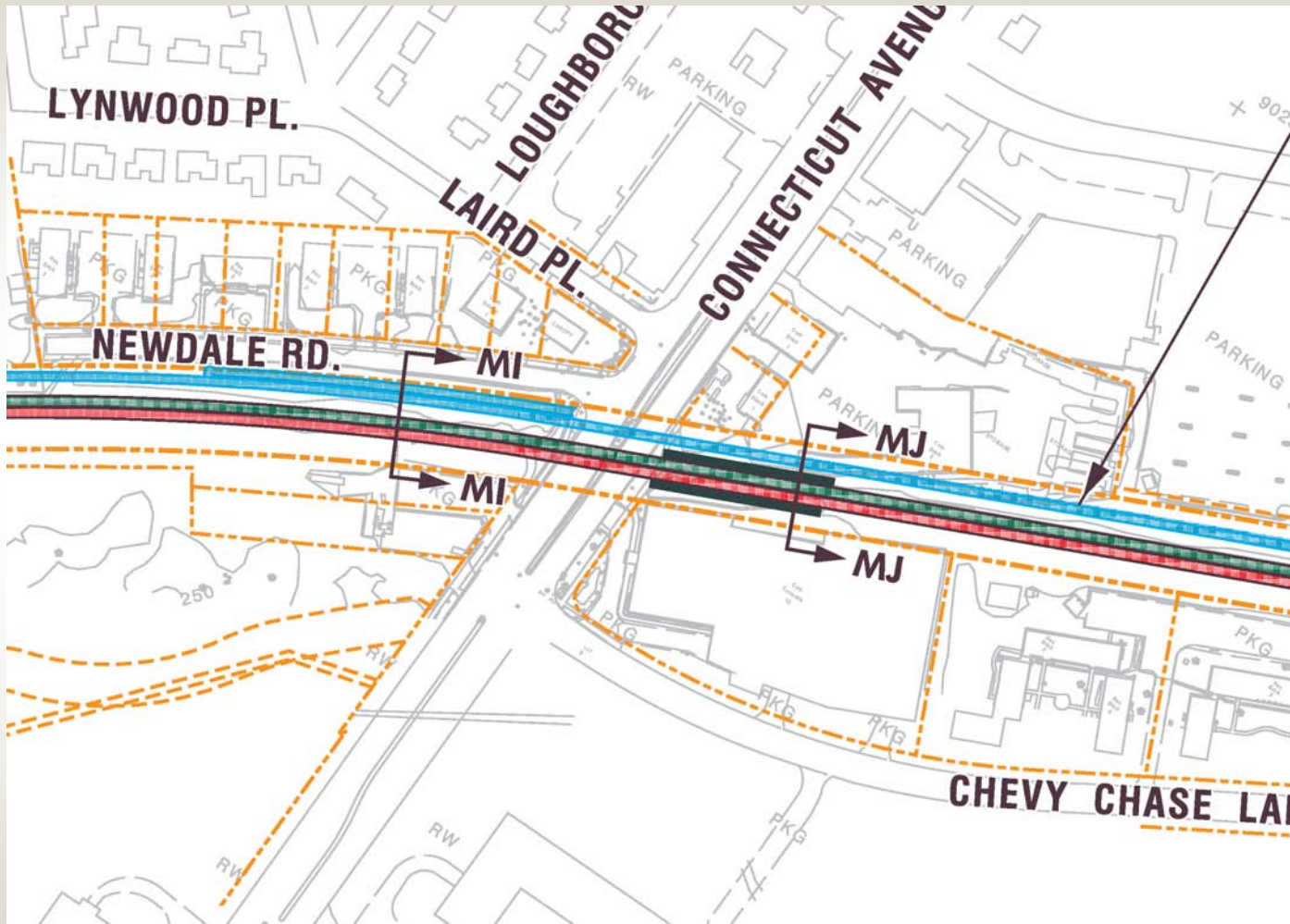
Trail Access & Crossings - Bethesda



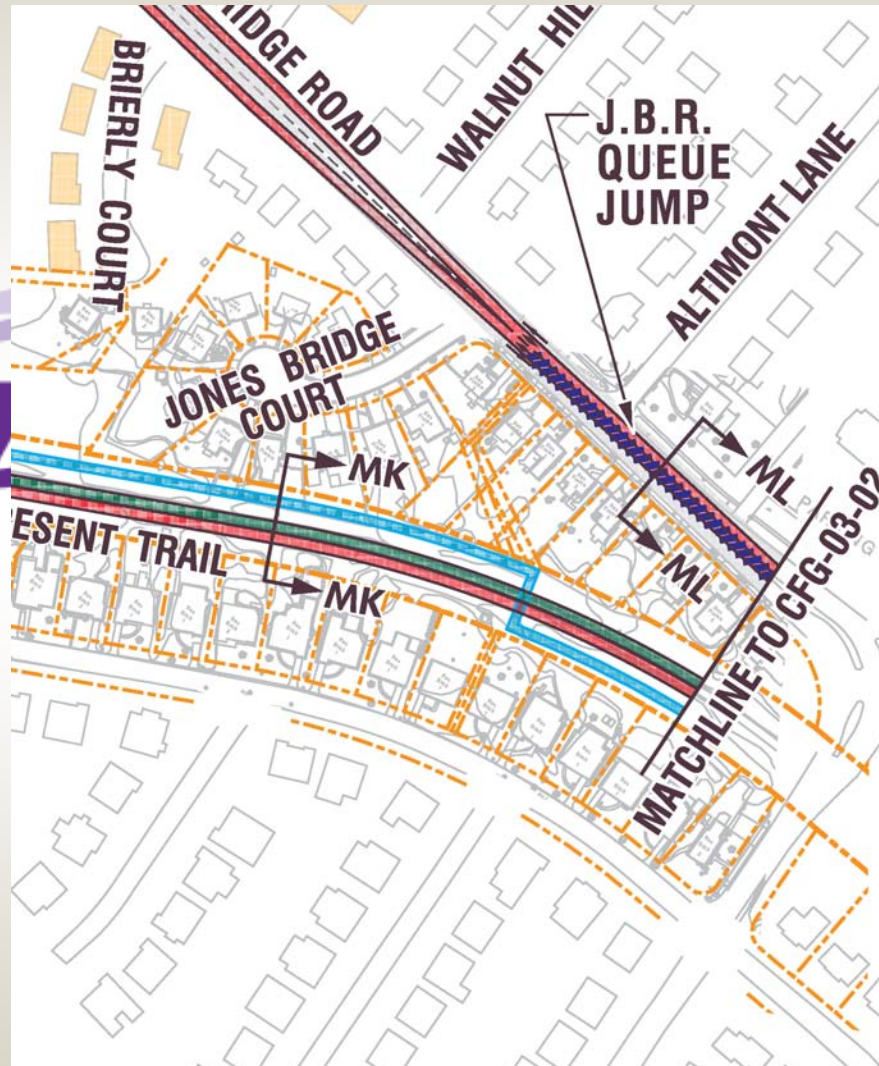
Trail Access & Crossings – East West Hwy



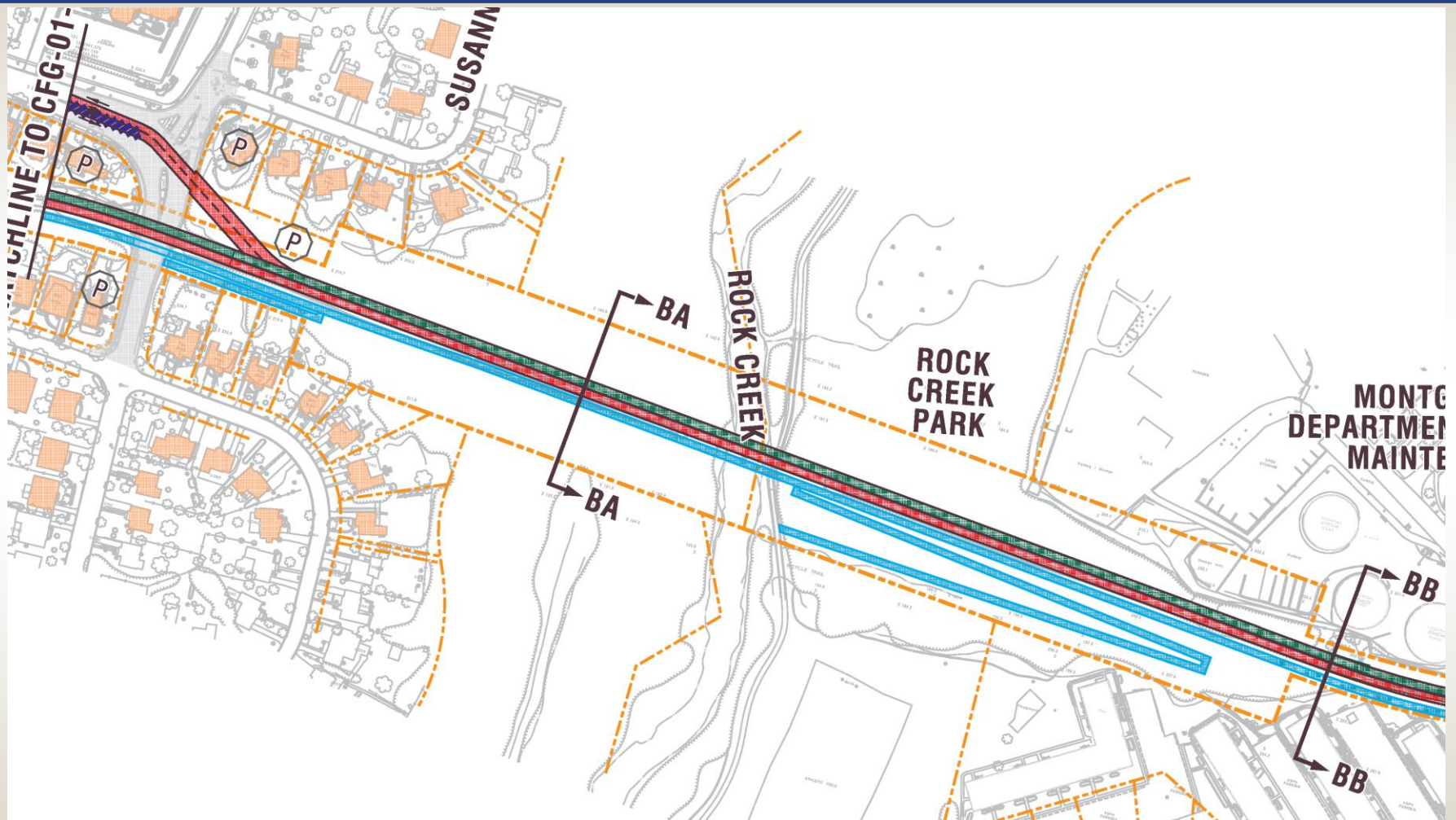
Trail Access & Crossings – Connecticut Ave



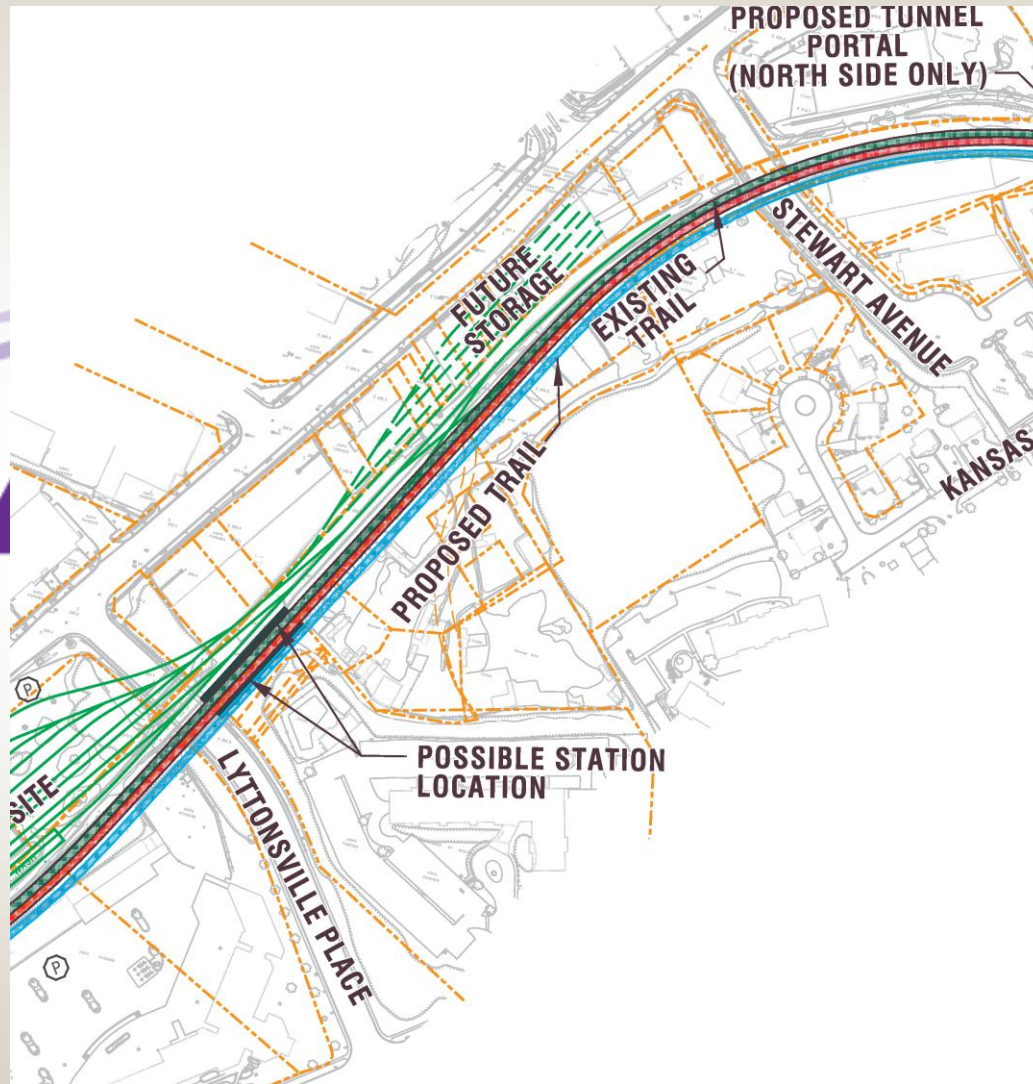
Trail Access & Crossings – Jones Mill Rd



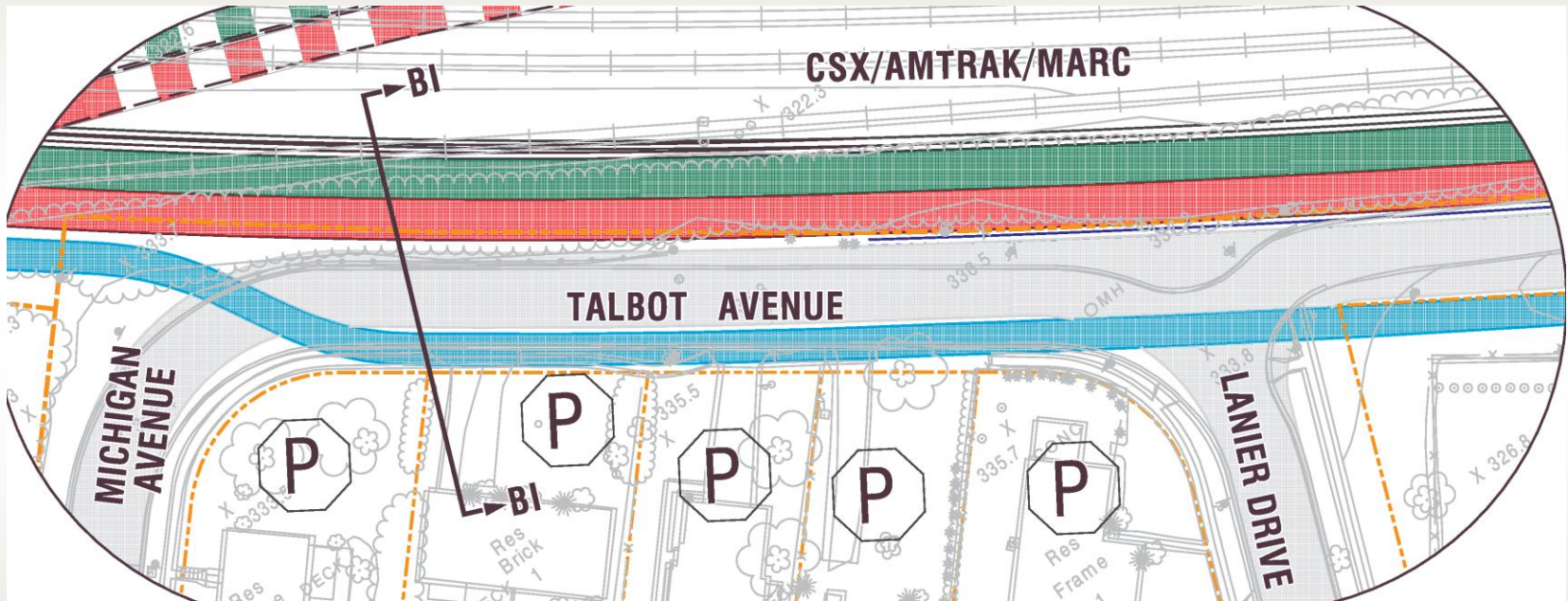
Trail Access & Crossings – Jones Mill Rd



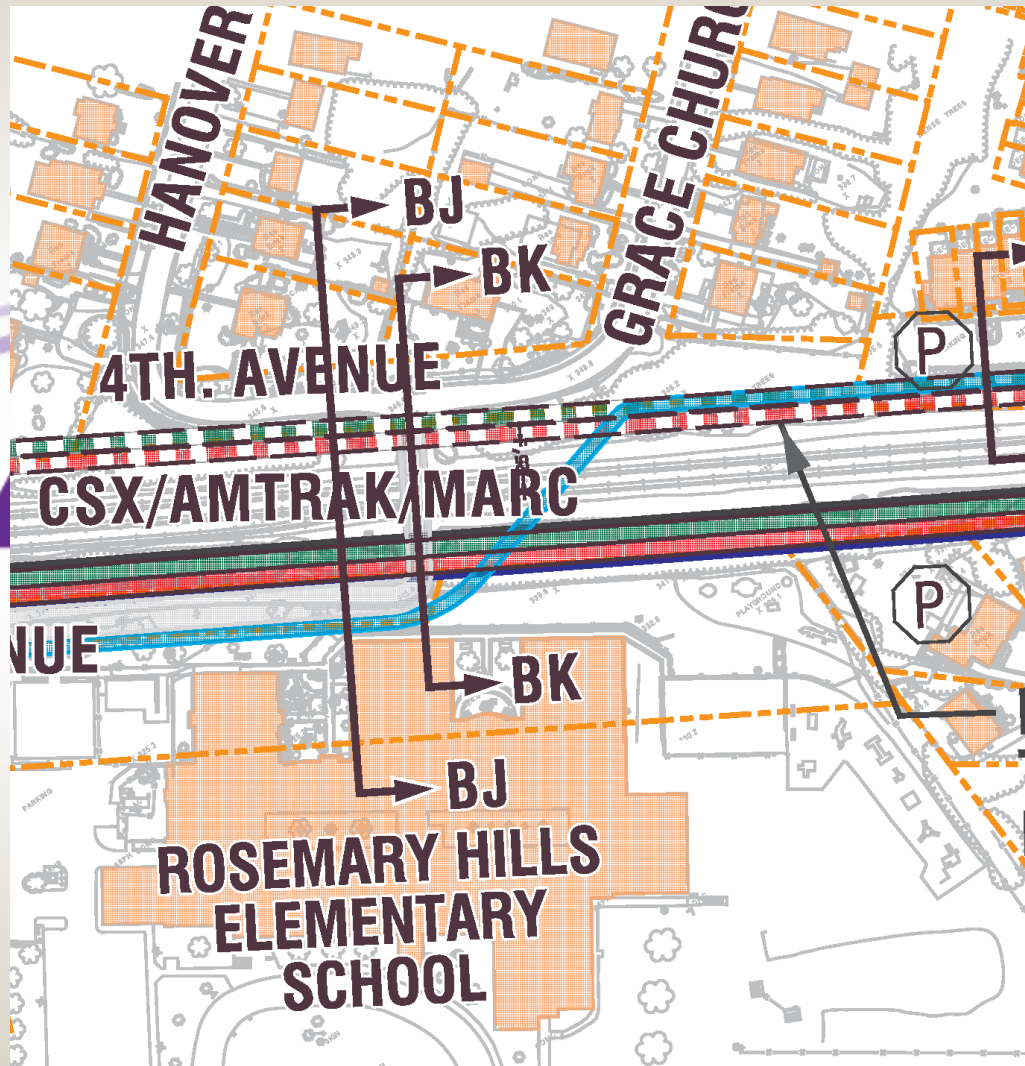
Trail Access & Crossings – Lyttonsville PI



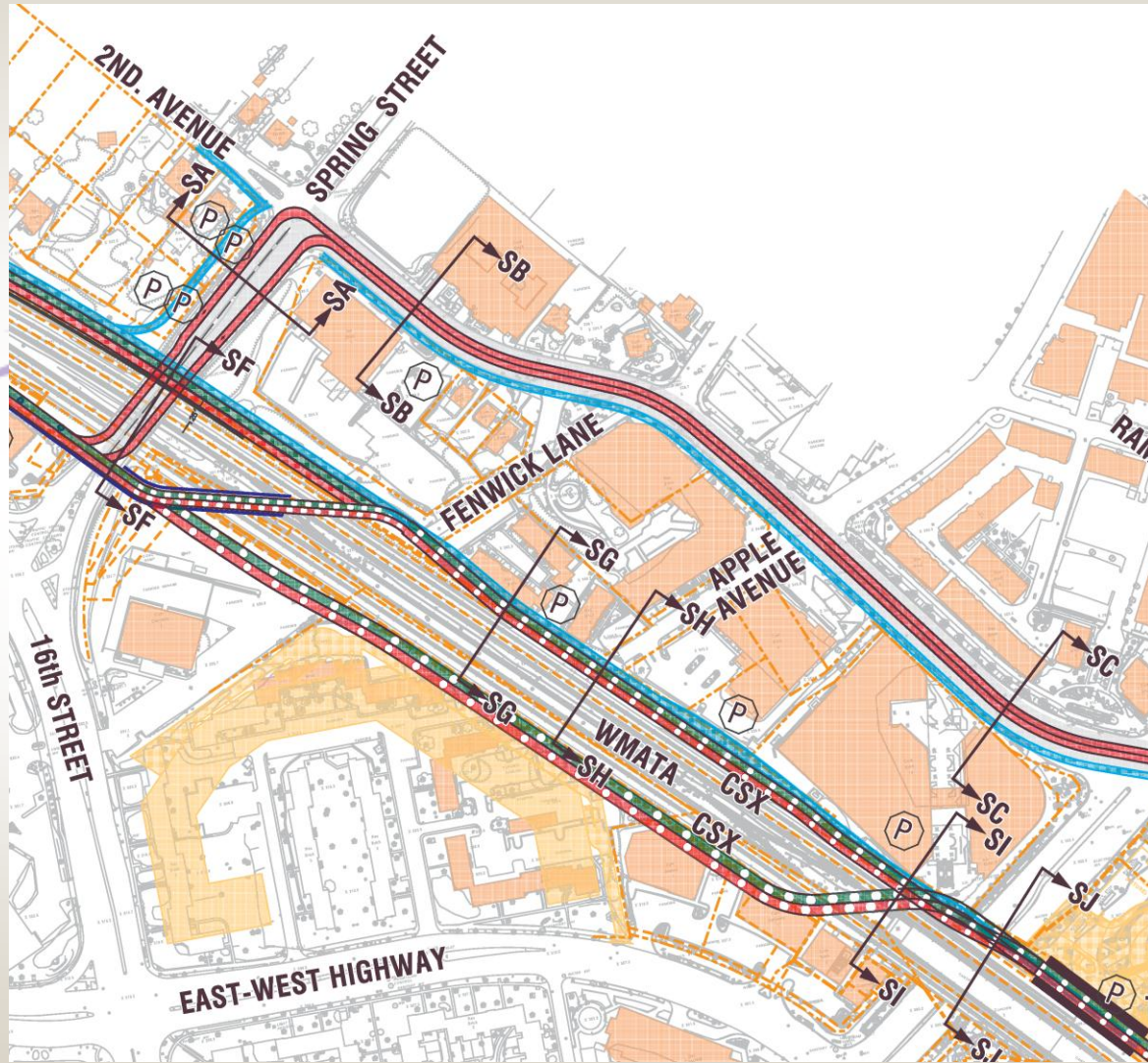
Trail Access & Crossings – Talbot Ave



Trail Access & Crossings – CSX Crossing



Trail Access & Crossings – Silver Spring

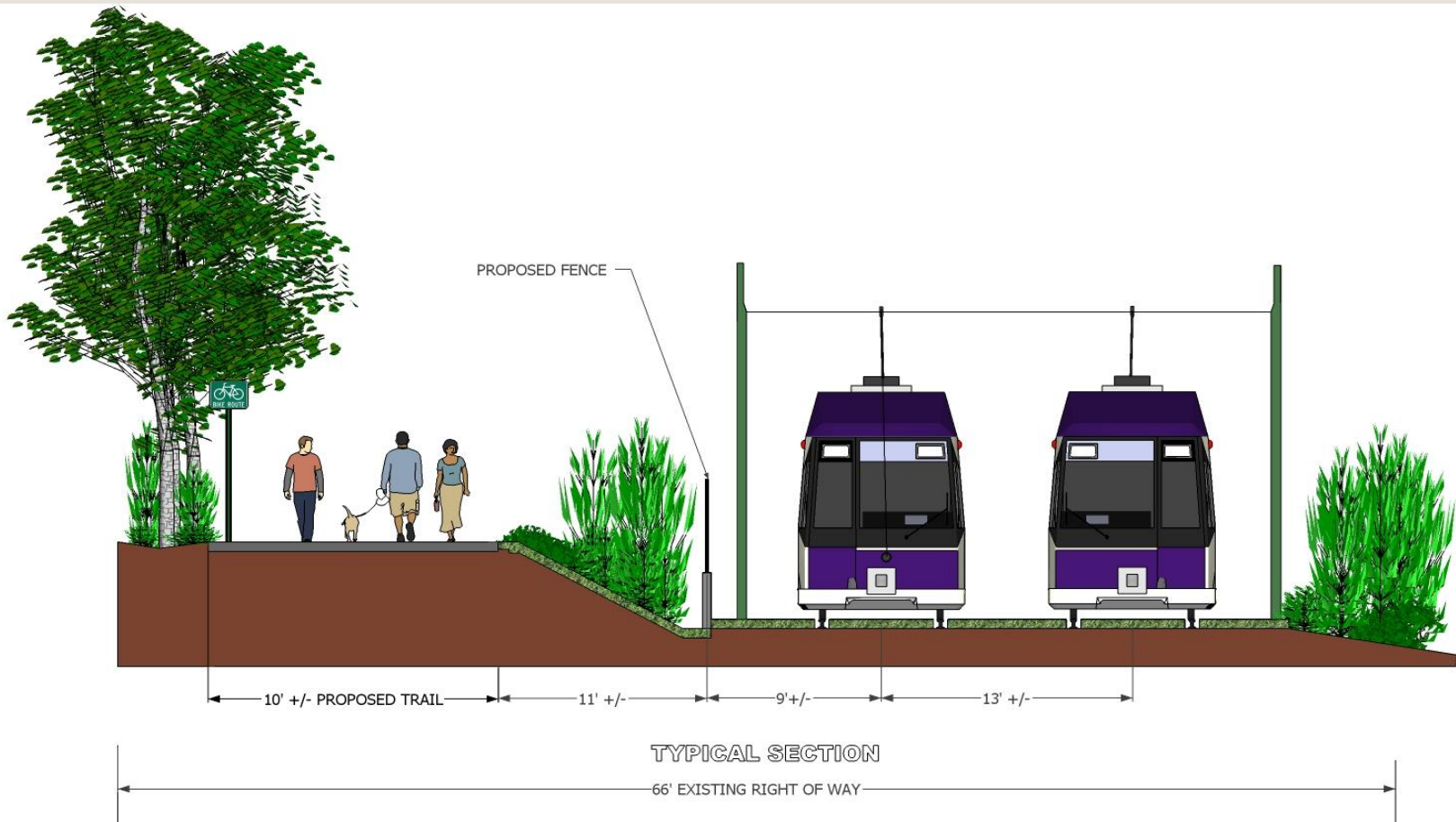


Major Roadway/Stream Crossings

- Wisconsin Ave
- East West Hwy
- Connecticut Ave
- Jones Mill Road
- Rock Creek
- Lyttonsville Pl
- Stewart Ave
- CSX
- 16th Street
- Spring St
- Colesville Road

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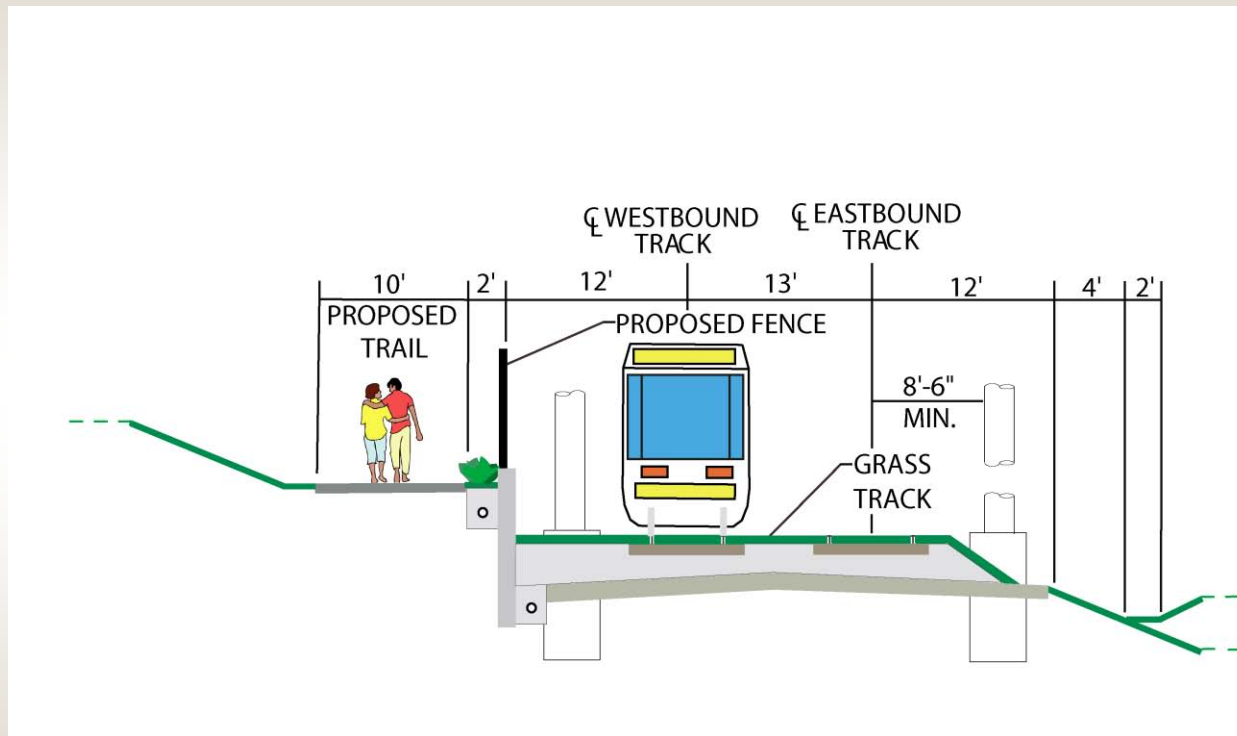
Trail Aesthetics – Typical Section



Trail Aesthetics – Isometric View



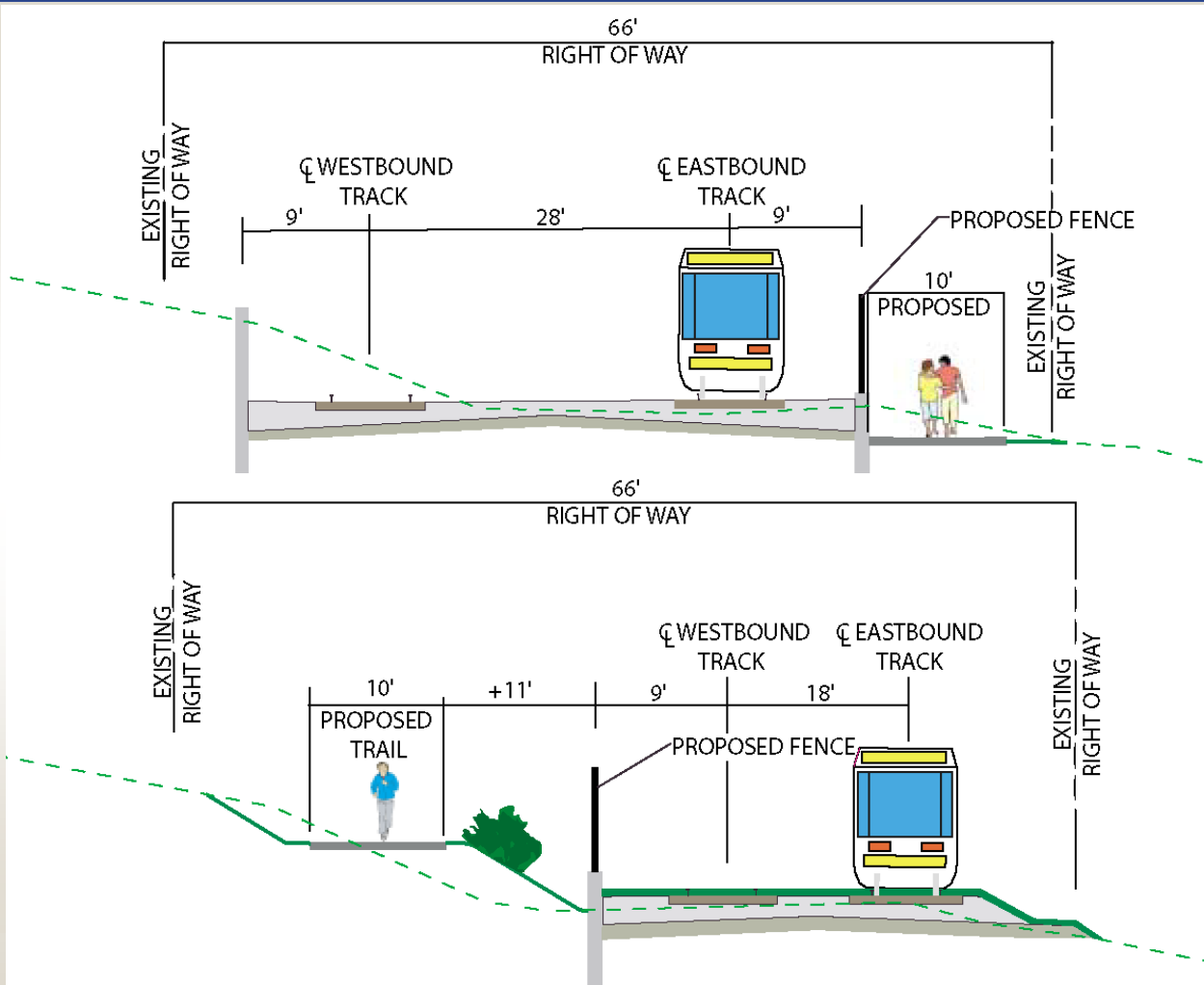
Trail Aesthetics - Grass Tracks



Proposed Design

- Grass over top of the ballasted track section
- Helps reduce noise
- Helps with stormwater management
- Enhances visual setting

Trail Aesthetics – Just west of East West Hwy



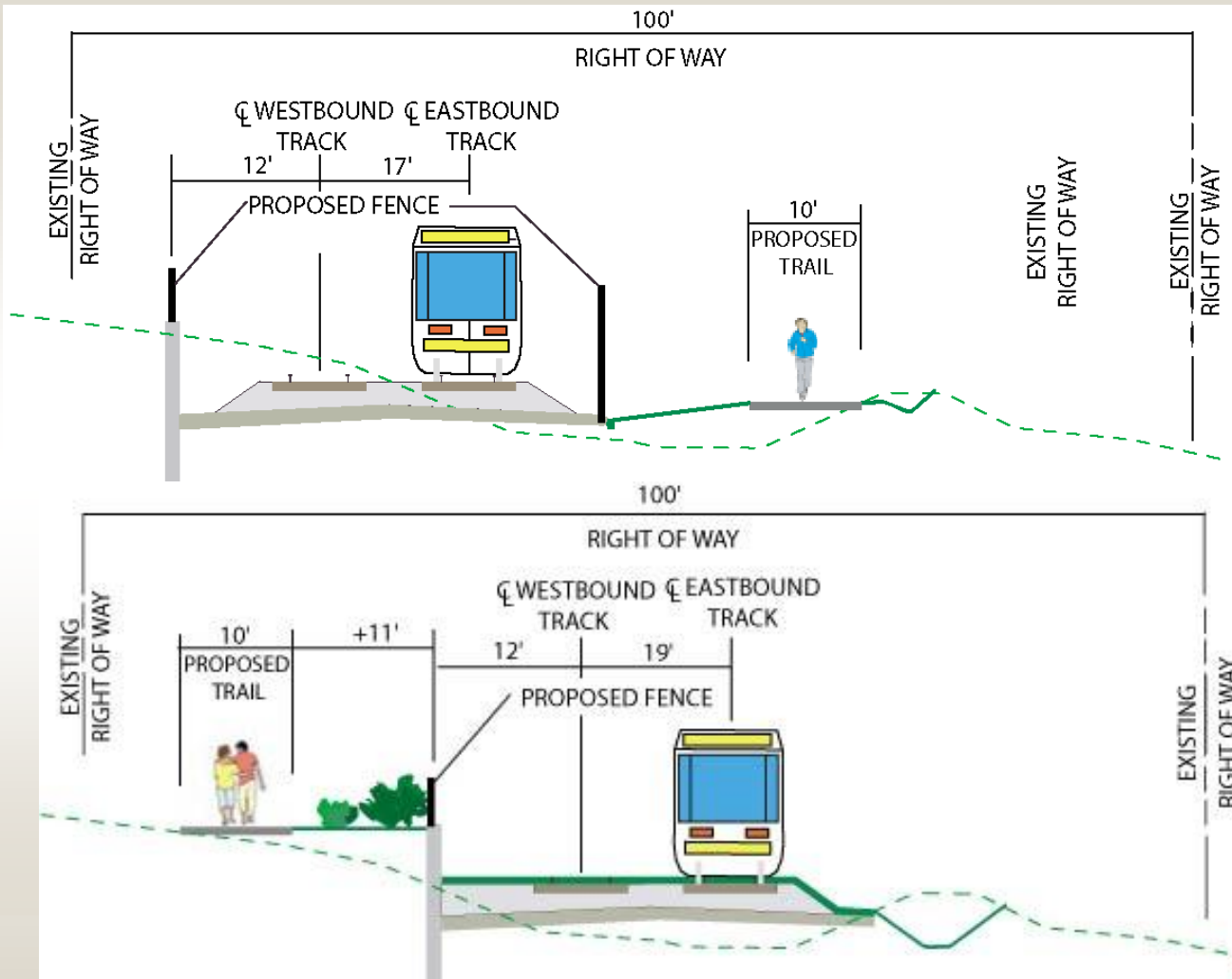
Current Design

- Trail on south side
- Trail lower than track
- No planting area btwn track and trail

Proposed Design

- Trail on north side
- Trail higher than track
- 11' planting area btwn track & trail
- Grass Tracks
- Fence btwn track & trail

Trail Aesthetics – Near Columbia Country Club



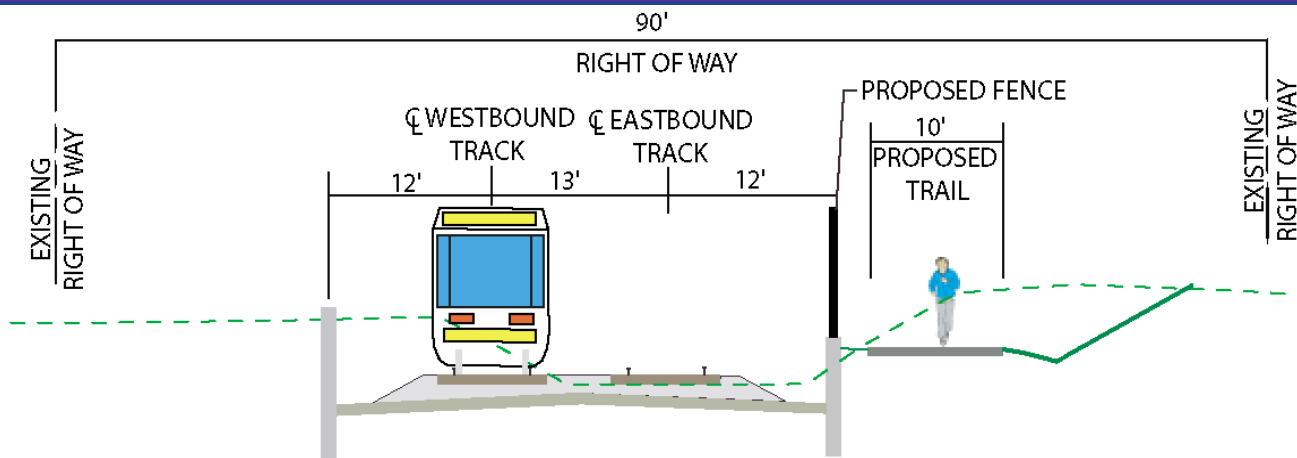
Current Design

- Trail on south side
- Trail lower than track
- 12' planting area btwn track and trail

Proposed Design

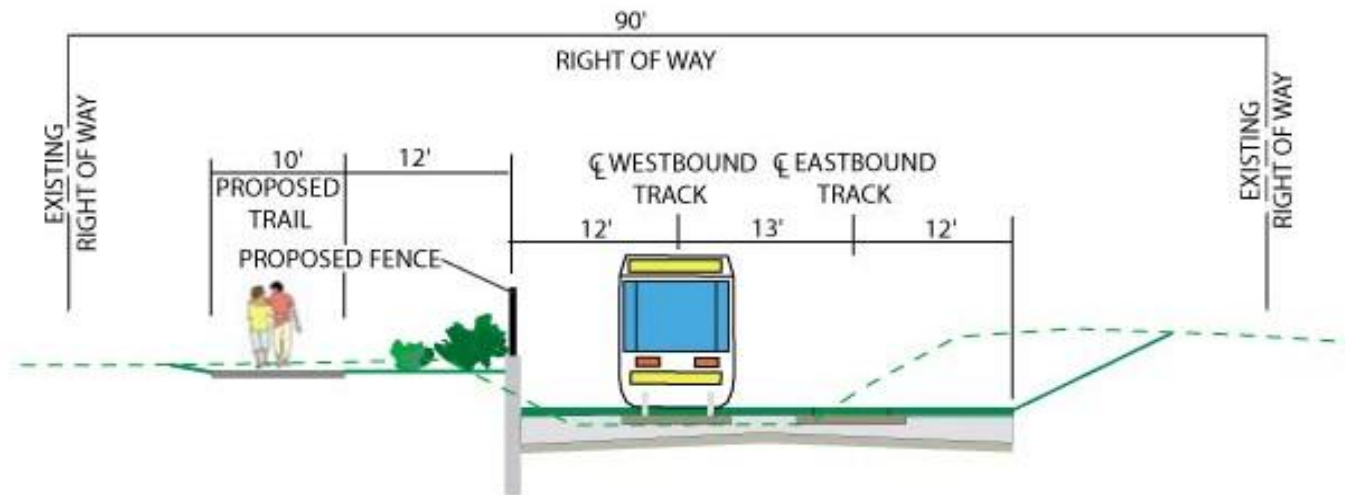
- Trail on north side
- Trail higher than track
- Grass Tracks
- 12' planting area btwn track & trail
- Fence btwn track & trail

Trail Aesthetics – West of Jones Mill Rd



Current Design

- Trail on south side
- Trail higher than track
- 0'-2' planting area btwn track and trail



Proposed Design

- Trail on north side
- Trail higher than track
- Grass tracks
- 12' planting area btwn track and trail
- Fence btwn track & trail

Advantages

Advantages:

- A more naturalistic environment
- A buffer/screen between the trail and track
- Minimizes retaining wall heights resulting in reduced construction costs
- Creates greater comfort level for trail users
- Increases safety by preventing trail users from crossing trackbed except at designated crossings
- Improves trail experience

Disadvantages

Disadvantages:

- Residences on the south side of the trackbed would lose their current direct access to the trail
- The Transitway would be closer to the residences on the south side

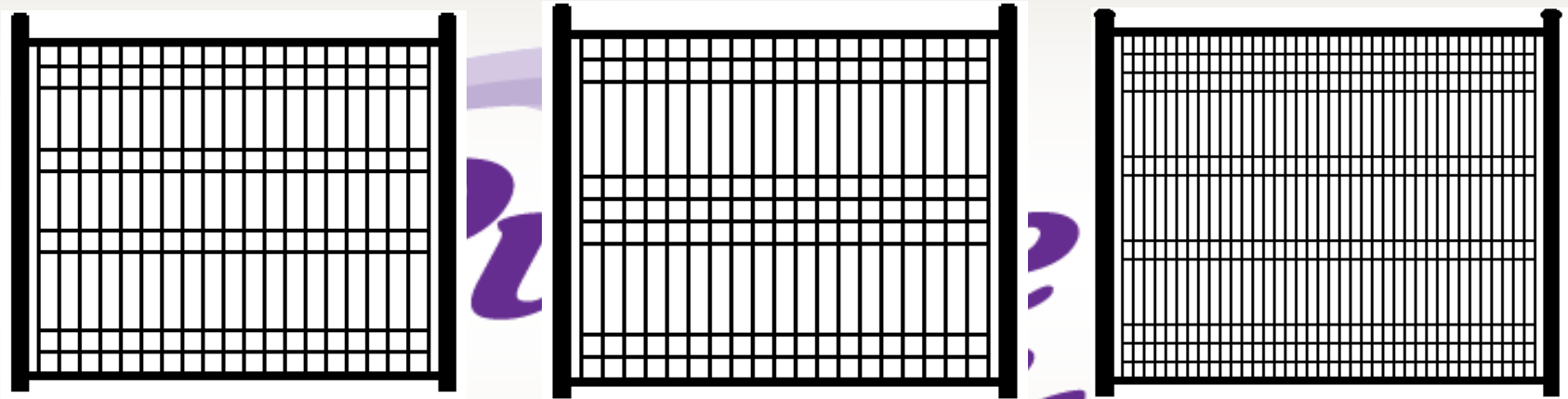
Trail Aesthetics – Ornamental Fencing



Trail Aesthetics – Ornamental Fencing



Trail Aesthetics – Ornamental Fencing



Conclusions

