

**Attachment G: Master Plan Consistency for the Capital Crescent Trail**

Master Plan	Page	Location	Master Plan Recommendation	Consistent with Plans?	Notes	Purple Line Builds?	Able to Build Later?
BPLS		Elm Street Park	Provide a smooth transition into Elm Street Park, avoiding sharp turns	No – Capital Crescent Trail has two right angles as it transitions from the Georgetown Branch to Elm Street Park		No	Yes
PLFP	11	Capital Crescent Trail	12-foot wide paved surface with 2-foot shoulders except where not feasible	Yes	Ramps have to meet turn radius of Mont Co all terrain vehicles	Yes	
PLFP	11	Elm Street Park	Trail access on south side of Georgetown Branch right-of-way	Yes	Via a ramp	Yes	
PLFP	11	Pearl Street	Trail access via ramp on north side of Georgetown Branch tight-of-way	Yes	Via a ramp	Yes	
PLFP	11	Riviera Apartments	Trail access via ramp on north side of Georgetown Branch right-of-way	Yes	Ramp and stairs on the east side of apartments	Yes	
PLFP	11	Lynn Drive	Trail access via at-grade crossing	No – at-grade crossing not provided	Deemed unsafe; no grade-separated crossing agreed upon	No	No
PLFP	11	Sleaford Road	Trail access on north and south sides of Georgetown Branch	Yes	Via stairs on north side and underpass beneath tracks for access from south side	Yes	
PLFP	11	Kentbury Drive	Trail access on north side of Georgetown Branch	Yes	Via ramp	Yes	
PLFP	17	Connecticut Ave	Trail access on west side of road	Yes	Via ramp at end of Newdale Road	Yes	

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CCLSP		Newdale Road	Capital Crescent Trail Connector Shared Use Path (LB-4)	No – MTA planning to construct a 5-foot wide sidewalk only	Lack of space for shared use path	No	Yes
PLFP	17	Connecticut Ave	Trail elevated above Connecticut Avenue	Yes	Tiered arch bridge; CCT has minimum clear width of 16 feet	Yes	
PLFP	17	Connecticut Ave	Trail access on east side of road	Yes	Via stairs	Yes	
CCLSP		Coquelin Run Shared Use Path	Ramp connecting Capital Crescent Trail and Coquelin Run Shared Use Path (SP-82)	Unclear	MTA will design if agreed to and paid for by Montgomery County	No	TBD
PLFP	19	Jones Mill Road	Trail access via a ramp on east side	Yes	Via ramp and stair	Yes	
PLFP	19	Jones Mill Road	Capital Crescent Trail passes underneath Jones Mill Road	Yes		Yes	
PLFP	19	Rock Creek Park	Trail shift from north side of tracks to south side of tracks	No – but MTA’s plan to relocate shift a few hundred feet to the east is acceptable	Change in plans is acceptable	n/a	
PLFP	19	Rock Creek Trail	Pedestrian ramp connecting Rock Creek Trail to Capital Crescent Trail	Yes	Via ramp	Yes	
PLFP	19	Intersection of Grubb Rd & Terrace Drive	Trail access	Yes	Via ramp	Yes	
PLFP	22	Stewart Lane	Trail access	Yes	Via at-grade crossing	Yes	

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PLFP	23	Stewart Lane	Capital Crescent Trail crosses Stewart Lane at grade	Yes		Yes	
PLFP	23	Kansas Avenue	Trail access	Yes	Via ramp	Yes	
PLFP	23	Michigan Avenue	Trail access	Yes	Via ramp	Yes	
PLFP	25	Talbot Avenue	Capital Crescent Trail crosses over a pedestrian bridge to the north side of the CSX/WMATA right-of-way between Hanover Street and Grace Church Road	No – the trail will cross the tracks on a rebuilt Talbot Ave bridge; the trail is a <u>substandard</u> width between Michigan Ave and Lanier Dr		No	No
PLFP	25	Lyttonsville Road	Trail access	Yes	Via ramp	Yes	
PLFP	25	16 <sup>th</sup> Street	Trail access	Yes	Via ramp and stair on north side of tracks	Yes	
PFLP	27	16 <sup>th</sup> Street Bridge	Capital Crescent Trail passes beneath bridge	Yes		Yes	
PLFP	27	Spring Street Bridge	Capital Crescent Trail passes beneath bridge	Yes		Yes	
PLFP	27	Spring Street	Trail Access	Yes	Via stair to Spring Street and ramp to 2 <sup>nd</sup> Ave	Yes	
PLFP	27	Apple Avenue	Trail Access	Yes	Via ramp	Yes	
PLFP	27	Colesville Road	Capital Crescent Trail crosses street on a bridge	Yes		Yes	

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PLFP	27	Silver Spring Transit Center	Elevated section of Capital Crescent Trail will be 10 feet wide (inside clear)	Yes	Will actually have 14 feet width and 10' 6" height	Yes	
PLFP	27	Silver Spring Transit Center	Capital Crescent Trail and Metropolitan Branch Trail will connect at same level b/w SSTC and tracks	Yes		Yes	

Master Plan Code

BPLS = Bethesda Purple Line Station Minor Master Plan Amendment

PLFP = Purple Line Functional Plan