

**Analysis of North-South Alignment Trail Access Impacts**  
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**1. Which alignment will make it more difficult to mitigate trail access issues for both Town residents and emergency vehicles?**

The section of the proposed Purple Line between the Wisconsin Avenue tunnel and the East-West Highway bridge is to have the trains running along the south side of the right of way and the newly constructed trail on the north side of the right away 3 to 4 feet above the track beds. Currently there are a number of private entrances to the trail from the private residences along the south side of the ROW and a few entrances along the north side of the ROW. *Currently the only access point to the trail for motorized vehicles along this stretch is located on the north side of the trail just west of the Lynn Drive crossing.* In addition, the main crossing point for trail users, students attending B-CC High School and people traveling to the Bethesda Metro is located at Lynn Drive. However, students and others do use informal access points, mostly along Elm Street.

Construction of the Purple Line on the south side of the right of way and the Trail 3 to 4 feet above the track beds on the north side of the ROW will have a greater impact on trail access and therefore requires additional mitigation.

**2. Describe these impacts**

- With the exception of the Elm Street Park access, which is inconvenient for most Town residents, there will be only one access point to the trail from the south of the ROW – a proposed at-grade crossing at Lynn Drive -- all other access to the trail from the residential properties bordering the south side of the ROW will be eliminated
- With the trail located on the north side and 3 to 4 feet above the track beds, there will be no access to the rails for motorized vehicles between the Wisconsin Avenue tunnel and Connecticut Avenue (or even to a point further east)
- With the trail on the north side of the ROW there are fewer possible emergency exits from the trail when it is directly up against the larger commercial buildings such as the Riviera and Bethesda Sport & Health

**3. Unanswered questions/What the Town should ask for in regard to these impacts**

- Since the Lynn Drive crossing will be the only access point, how is that going to be ADA compliant?
- With the Trail 3 to 4 feet above the track beds, how will emergency and/or maintenance vehicles gain access to the trail and/or track beds?
- Will there be an access point at the Wisconsin Avenue Tunnel for emergency and/or maintenance vehicles and if so how will this access work?
- Recommend that the State should complete preliminary engineering on both the north and south trail alignment through Chevy Chase to allow a more through analysis of potential impacts and trade-offs.