# Pedestrian Access from Brookville Road

## Summary of Alternatives Considered

<table>
<thead>
<tr>
<th>Description</th>
<th>Purple Line Design Impacts (Note 1)</th>
<th>Property Impacts (Note 2)</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>n/a At-grade Crossing</td>
<td>n/a</td>
<td>n/a</td>
<td>Ruled out</td>
</tr>
</tbody>
</table>
| **Alternative A** | Aerial crossing via county-owned property approximately 280’ east of platform | • Relocate crossover, if feasible  
• Adjust OCS pole & downguy locations | To be verified; county ROW width is in some doubt. Purple Line ROW plans show 15’ wide, which would be insufficient. The county staff believe their ROW may be wider than 15;  
• Stair and adjacent walkway width would be very limited.  
• CPTED: View of elevator from platform would be obstructed by stair. |
| **Alternative B** | Aerial crossing to Platform via ex-United Therapeutics Corp (UTC) property and new stair east of CCT | • Adjust OCS pole & downguy locations | Requires additional property east of CCT  
• Would lend itself to development on Camponaro land east of station.  
• Stair landing could become seating/artwork area for transit and trail users. See sketch.  
• County has concerns re: additional conflicts between transit patrons and cyclists. Consider “bike calming” per sketch. |
| **Alternative C** | Aerial crossing to Platform via ex-UTC property | • Adjust OCS pole & downguy locations | None; UTC property being acquired anyway.  
• Stair is feasible but constricts platform circulation.  
• CPTED: View of elevator from platform would be obstructed by stair. |

**Note 1:** Refers to changes to Purple Line design so as to accommodate future construction by others.

**Note 2:** Additional property acquisition, if any would be by others.
Attachment M: Brookville Road Access Alternatives

Diagram showing various access points and roadways with annotations for minimum road clearances and existing structures.