

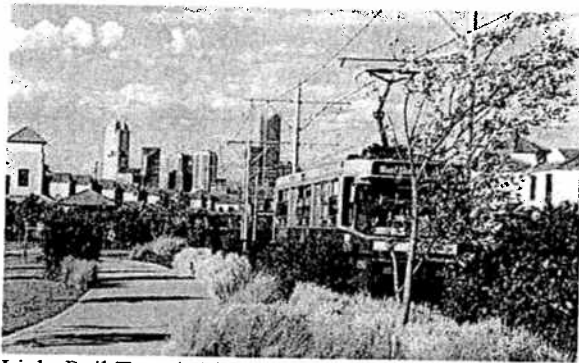
Composite Peak Hour Intersection Levels of Service (HCS)							
WAYNE AVENUE OPTION FOR THE LIGHT RAIL PURPLE LINE							
	Intersection	AM PEAK HOUR			PM PEAK HOUR		
		Current	2030 - No Build	2030 Low/Med. LRT (1)	Current	2030 - No Build	2030 Low/Med. LRT
1	Wayne @ Fenton	C (30)	C (26)	C (34)	C (34)	C (35)	D (49)
2	Wayne @ Cedar	C (25)	C (23)	B (12)	C (27)	D (47)	D (42)
3	Wayne @ Dale	E (68)	C (27)	B (17)	E (79)	E (79)	D (44)
4	Wayne @ Mansfield	D (38)	A (7)	A (7)	C (21)	A (6)	A (5)
5	Wayne @ Sligo	E (68)	E (70)	C (22)	E (68)	E (69)	E (63)
6	Wayne @ Flower	B (13)	B (13)	B (14)	C (20)	C (24)	C (21)

**Source: Technical Memorandum - Draft to Mike Madden, MTA, from Jeff Kuttesch, RK&K**

Notes: (1) Low and Medium LRT are identical along Wayne Boulevard  
(2) No Build and Transportation Systems Management (TSM) are identical along Wayne Boulevard

## Why We Say: Finish the Trail / *Build Light Rail!*

**Purple Line** **NOW!**



Light Rail Transit Line next to a trail – one of many;  
Melbourne, Australia

The eastern end of the interim Capital Crescent Trail (CCT) is now a degraded gravel path following an abandoned railroad spur that passes through an obscure industrial area of Lyttonsville. To reach downtown Silver Spring, trail users then get on the road network and travel for a mile on busy streets that cross major highways – including 16<sup>th</sup> Street, Spring Street and Rt. 29/Colesville Road.

From Bethesda to Georgetown the Capital Crescent Trail has been completed as a paved asphalt trail. The Trail follows the abandoned B&O rail bed along a tree-lined corridor through a tunnel and over four bridges. **There is no proposal to use the Bethesda to Georgetown trail for future transit.**

The Georgetown Branch right-of-way between Bethesda and Silver Spring is between 66' and 100' wide. It can therefore accommodate a 24 to 26' two-track light rail transit line in grass tracks alongside a 10 to 12' trail with plenty of space for a green buffer and aesthetic pleasing fencing.

We believe the final segment of the Capital Crescent Trail will only be completed as part of the joint trail and trolley project because of the expense of completing the trail alone, as well as the difficulty of negotiating with CSX, which must cooperate with MTA for the trail and transitway to be completed. That is why we say: ***“finish the trail, build light rail!”***

MTA has worked hard to find the best compromise for joint use of this precious public resource, which was purchased in 1988 for transit and a trail.



We hope you will support our effort to extend the Capital Crescent Trail into Silver Spring as part of the Purple Line project. You can help us complete this trail by conveying your support to the Governor and Secretary of the Department of Transportation, and in many other ways. If you wish to volunteer, please contact us at:

**Purple Line Now!** - P.O. Box 7074 - Silver Spring, MD 20907-7074 e-mail: [purplelinenow@gmail.com](mailto:purplelinenow@gmail.com);  
[www.purplelinenow.com](http://www.purplelinenow.com)

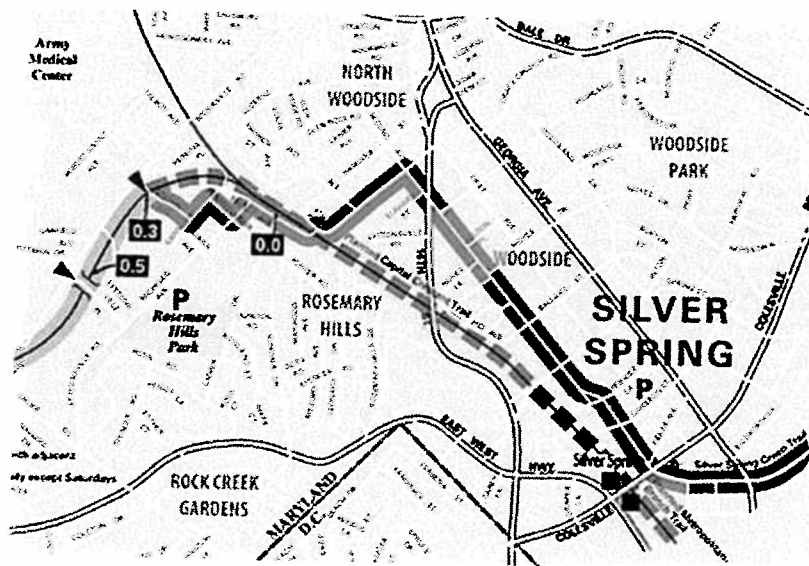
*Environmental, Community, Business, Labor and Educational groups working together to  
build a high quality transit connector serving Montgomery and Prince George's Counties*

# Walk the future Capital Crescent Trail and Purple Line Alignment on March 1st

**When:** March 1st, 1 PM (Rain Date March 2, 1 PM)

**Where:** Meet at pocket park adjacent to McDonalds, near corner of Colesville Rd. and 2<sup>nd</sup> Ave.

**What:** We will explore the forgotten part of the Capital Crescent Trail, from Silver Spring to Lyttonsville.



**Who:** Wayne Phyllaier, of [www.silverspringtrails.org](http://www.silverspringtrails.org), will be co-leading the walk with Webb Smedley, Chair of Purple Line NOW! [www.purplelinenow.com](http://www.purplelinenow.com) and former Woodside Civic Association President.

**Itinerary:** We will follow the alignment of the future CCT, with a few detours along the Georgetown Branch Trail where necessary. You will see why the Purple Line light-rail is needed to complete the CCT into downtown Silver Spring, and how the light-rail and trail will fit into North Silver Spring neighborhoods.

**Logistics:** Wear shoes appropriate for walking in the woods. We will offer the option of turning around at Lyttonsville or continuing on to Bethesda. Those returning from Lyttonsville can walk back along the Georgetown Branch Trail along Second Avenue and will have an approx. 3 mile total walk distance. Those opting to continue to Bethesda will have an approx. 4.5 mile walk and can return to Silver Spring via either Metrobus (J2) or the Metro Red Line.

**If you cannot make it this time:** This is the 2<sup>nd</sup> in a series of walks or bike rides to show the "forgotten" CCT in Silver Spring. More opportunities will be provided in the future. Watch [www.silverspringtrails.org](http://www.silverspringtrails.org) or [www.purplelinenow.org](http://www.purplelinenow.org) for announcements of future walks.

**E-mail Wayne at [phylla1@gmail.com](mailto:phylla1@gmail.com) if the weather is doubtful or to be put on a list to get notices of future walks.**



## WOODSIDE CIVIC ASSOCIATION

LISA BONTEMPO, PRESIDENT  
8910 FIRST AVENUE  
SILVER SPRING,  
MARYLAND 20910

### RESOLUTION ON THE INNER PURPLE LINE AND CAPITAL CRESCENT TRAIL

FEBRUARY 5, 2008

**WHEREAS** the Woodside Civic Association represents homeowners and tenants living along the CSX right of way and between Spring Street, 16<sup>th</sup> Street and Georgia Avenue, and

**WHEREAS** The Woodside neighborhood resides along the route of the proposed Inner Purple Line and Capital Crescent Trail, and

**WHEREAS** the proposed Purple Line and Capital Crescent Trail are of critical interest to our community; in that the proposed Light Rail Transit line and hiker-biker trail will be constructed along the western border of our neighborhood, and

**WHEREAS** the Woodside Civic Association believes the Purple Line will help ensure that the quality of life for our residents is not negatively impacted by traffic generated by the revitalization of downtown Silver Spring, and

**WHEREAS** the Woodside neighborhood opposes widening of roads such as Georgia Avenue, Spring Street and 16<sup>th</sup> Street and would have been irreparably harmed by the proposed Central Leg Freeway, and

**WHEREAS** the lack of a rail transit connections between the two branches of the red line is a major weakness of the existing Metrorail system, and

**WHEREAS** current proposals for the Purple Line include a stop at 16<sup>th</sup> Street from which the trip to downtown Bethesda will be between 7 and 8 minutes and transit travel time from Woodside to Rockville, Friendship Heights and many other destinations will be significantly reduced, and

**WHEREAS** the proposed hiker-biker trail will provide a significant improvement to the recreational trail system for our residents, ensuring a safe way of traveling by bike or on foot to Rock Creek Park and other destinations, and

**WHEREAS** failure to proceed with the joint use transit/trail project may leave residents of Silver Spring with no off-road connection to the Georgetown Branch and Capital Crescent Trails and

**WHEREAS** the Georgetown Branch was purchased by Montgomery County in 1990 specifically to be used for transit and recreation,

**WHEREAS**, major environmental organizations all agree that expansion of light rail transit can play a major role in reducing the greenhouse gases contributing to global warming,

**BE IT THEREFORE RESOLVED THAT**

1. WCA affirm its longstanding support for the joint use of the Georgetown Branch for a trolley and trail as well as the extension of the light rail line to College Park and New Carrollton, as stated in the resolution passed by the Association unanimously in 2003.
2. WCA believes the completion of the Purple Line and Capital Crescent Trail should be the number one transit priority in the State of Maryland.
3. WCA supports the location of a transit stop at 16<sup>th</sup> Street on the west side of the CSX right of way in the vicinity of the Spring Center and expresses its hope that the station design can include some elements reflective of the historic relationship between Woodside and rail transit.
4. WCA affirms its support for the completion of the hiker-biker trail along the 3<sup>rd</sup> Avenue right-of-way between 16<sup>th</sup> Street and Spring Streets, and supports moving forward with segments of this trail connection wherever possible so that the neighborhood gains some improvements to the trail and so that regrading and replanting along the impacted area can proceed as quickly as possible.

Drafted:	January 13, 2008
Introduced to Membership:	February 3, 2008
Voted on by Membership:	February 5, 2008
Vote Talley:	Unanimous