

**RESOLUTION FOR MTA STUDY OF PURPLE LINE TUNNELED OPTION
THROUGH RESIDENTIAL SILVER SPRING, WAYNE AVENUE ROUTE,
AND FOR ANALYSES OF FUTURE TRAFFIC IMPACT
WITH AND WITHOUT PURPLE LINE**

**SEVEN OAKS-EVANSWOOD CITIZENS ASSOCIATION (SOECA)
September 26, 2007**

WHEREAS, the Seven Oaks-Evanswood Citizens Association (SOECA) represents 700 households near downtown Silver Spring and in neighborhoods on both the north and south sides of Wayne Avenue between Fenton Street and Dale Drive and most of the neighborhood on the north side of Wayne Avenue between Dale Drive and Sligo Creek Park;

WHEREAS, the Maryland Transit Administration (MTA) has been studying the feasibility of a Purple Line mass transit system between Bethesda and New Carrollton, with either of two proposed routes passing through residential Silver Spring east of downtown Silver Spring to Long Branch, and with one of those proposed routes passing along Wayne Avenue from either Fenton Street or Cedar Street for one mile or eight-tenths of a mile, respectively, to a point approximately 900 feet east of Sligo Creek Parkway;

WHEREAS, the Wayne Avenue alignment, or part of the alternative Silver Spring/Thayer Avenues option, currently being studied by MTA would be the only portion of the 16-mile Purple Line that would be at street level on a residential street; the Wayne Avenue alignment could result in the loss of two lanes, thereby causing a reduction from two lanes to one lane in either direction for automobiles during rush hour and the loss of all parking on Wayne Avenue; and many residents in SOECA neighborhoods continue to express concerns that the at-grade Wayne Avenue alignment could have significant direct and indirect (such as from spillover traffic) impacts on SOECA neighborhoods;

WHEREAS, MTA is already studying underground routes from the Silver Spring Transit Center through downtown Silver Spring to Wayne Avenue and Cedar Street and from a point on Wayne Avenue approximately 900 feet east of Sligo Creek Parkway to a point near the Long Branch Library, and MTA has continued to add and modify proposals for routes, how they are built, and stations in recent months; and

WHEREAS, a true and complete analysis of all relevant factors, such as cost effectiveness, ridership, travel time, resulting traffic problems, and the impact on neighborhoods, homes, and the environment can be made and presented to all impacted communities, the public at large, and elected and appointed policy-makers if all options are studied;

THEREFORE, BE IT RESOLVED THAT SOECA requests that MTA fully study tunneled routes, including without any underground stops, for the Purple Line running beneath Wayne Avenue, both from Fenton Street (connecting with the at-grade option from the Silver Spring Transit Center that is being studied) and from Cedar Street (connecting with the deep-tunneled option from the Silver Spring Transit Center that is being studied) to a point approximately 900 feet east of Sligo Creek Parkway, and that all factors being studied for all other options be reviewed for this portion of Wayne Avenue; and

BE IT FURTHER RESOLVED THAT SOECA requests that MTA and the relevant Montgomery County agencies perform a full analysis of the traffic volume and impact on Wayne Avenue, Dale Drive, Cedar Drive, and streets in the neighborhoods on both sides of Wayne Avenue, and at the intersection of Wayne Avenue and Fenton Street in each of 2015 and 2030 for both a situation where no Purple Line is built and a situation where the Purple Line is built at-grade on Wayne Avenue with the loss of two lanes; that each of these traffic analyses for both 2015 and 2030 be compared with the current traffic status; and that these traffic analyses be presented to SOECA and other interested stakeholders no later than December 1, 2007.