

**Testimony in support of Purple Line Light Rail with Capital Crescent Trail  
Presented at the November 18, 2008 MTA Public Hearing**

I am Wayne Phyllaier, and I have lived in Silver Spring for over 20 years. I am a board member of the Coalition for the Capital Crescent Trail (CCCT), and also of Purple Line NOW, but I am speaking this evening as an individual.

I support building the Purple Line light-rail and completing the Capital Crescent Trail.

I welcome having a seven-minute trip on light rail from the 16<sup>th</sup> Street station near my Woodside home to Bethesda that the medium or high options would give. Purple Line light-rail would make my neighborhood more livable and attractive by bringing efficient east-west transit.

The Purple Line would also complete the Capital Crescent Trail through my neighborhood and into downtown Silver Spring. We have been waiting for the Trail in Silver Spring for many years. I have been deeply involved in trail advocacy for over ten years in the CCCT, and I have studied trail feasibility issues closely while on the M-NCPPC North Silver Spring Master Plan advisory group and the M-NCPPC Capital Crescent/Metropolitan Branch Trail Facility Plan advisory group. It is extremely unlikely we will ever see the Trail come to Silver Spring as a good quality off-road trail without the Purple Line. We need the Purple Line to be able to acquire the right-of-way in the CSX corridor that is essential to build a safe and direct trail.

Completing the CCT into downtown Silver Spring alongside light rail as a full width paved off-road trail, with a good buffer separating the Trail from transit, and with grade separated crossings of busy highways like Colesville Road, 16<sup>th</sup> Street, Jones Mill Road and Connecticut Avenue is NOT the devastation of the Trail claimed by Purple Line opponents. Finishing the Trail would be the fulfillment of the potential of the CCT to serve Silver Spring neighborhoods, and to provide a complete, high quality trail connection between Bethesda and downtown Silver Spring. The Washington Area Bicyclist Association recognizes this, and issued a press release yesterday endorsing completing the Trail alongside the Purple Line light-rail.

It would be a gross social injustice to not build the Purple Line light-rail and to not complete the Trail in Silver Spring because a few small neighborhoods in Chevy Chase do not want to make any reasonable accommodation. The Purple Line AA/DEIS Socioeconomic Report shows that the population living near the future Capital Crescent Trail in Silver Spring neighborhoods is as large as the population now near the Trail in Bethesda/Chevy Chase neighborhoods. We need the Trail in Silver Spring at least as much as it is needed in Bethesda.

**Characteristics of Neighborhoods adjacent to  
the Purple Line and future Capital Crescent Trail**

|                            | <b>Bethesda</b> | <b>Chevy Chase</b> | <b>Rock Creek Forest/<br/>Lyttonsville/<br/>Rosemary Hills</b> | <b>Woodside</b> | <b>Silver Spring</b> | <b>Montgomery<br/>County</b> |
|----------------------------|-----------------|--------------------|--|-----------------|----------------------|------------------------------|
| Population                 | 9,874           | 8,194              | 5,611  | 3,601           | 17,222               | 873,341                      |
| White                      | 81%             | 92%                | 43%  | 55%             | 43%                  | 65%                          |
| Black                      | 5%              | 3%                 | 31%  | 33%             | 40%                  | 15%                          |
| Asian                      | 9%              | 3%                 | 7%   | 5%              | 7%                   | 11%                          |
| Other                      | 5%              | 2%                 | 19%  | 7%              | 10%                  | 9%                           |
| Hispanic                   | 9%              | 4%                 | 27%  | 9%              | 13%                  | 12%                          |
| Median Household Income    | \$78,288        | \$131,149          | \$48,711   | \$72,414        | \$46,002             | \$71,551                     |
| Households with no Vehicle | 18%             | 11%                | 13%  | 15.5%           | 24.1%                | 8%                           |

- 1) Source: U. S. Census Bureau Year 2000 census data as reported in the Purple Line AA/DEIS Socioeconomic Technical Report, Appendix 1 at [www.purplelinemd.com/aadeis](http://www.purplelinemd.com/aadeis) .
- 2) "Other" includes races such as Hawaiian/Pacific Islander and Native American Indian, and also those with a multiracial heritage.
- 3)"Hispanic" overlaps several races, and therefore the totals exceed 100%.
- 4) Neighborhood boundaries are defined as those within the Purple Line/Trail project service area and are shown in the Socioeconomic Technical Report.

Please build light-rail and finish the Trail.

Respectfully submitted:

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