

GET ON LINE

The Purple Line – taking the Washington, D.C. region into the 21st Century



An alternative to driving the congested beltway

The Purple Line is a proposed rail line that will encircle Washington, D.C. providing a quality alternative to driving. The most promising option is a light rail alternative – the **Inner Purple Line** – that generally runs inside the Beltway.

Directing investment to existing communities

The **Inner Purple Line** will best support efforts to direct growth and investment to existing communities. The new line should be fully integrated with the Metrorail and bus systems, preferably operated by the Washington Metropolitan Transit Authority (WMATA).

Serving area residents and commuters

By linking major suburban centers and existing rail and bus lines, the **Inner Purple Line** will cut travel time for hundreds of thousands of area commuters. It will serve suburban residents while also dramatically improving access to suburban jobs for residents of Washington, D.C.

The Purple Line - Taking Washington region transit

How It Will Work for a Better Region

The Purple Line will connect community centers around the Washington D.C. area. Key **Inner Purple Line** stops in Maryland are Bethesda, Silver Spring, Langley Park, College Park/University of Maryland, New Carrollton, and Largo town centers. The Purple Line will cross into Virginia and connect Alexandria with Oxon Hill and Tysons Corner with Bethesda.

GOOD FOR THE ENVIRONMENT

Light rail trains are quiet and emit no diesel exhaust because they are powered by overhead electrical wires. Light rail lines help protect air and water quality by encouraging compact smart growth and reducing our reliance on automobiles.

FAST, SMOOTH SERVICE

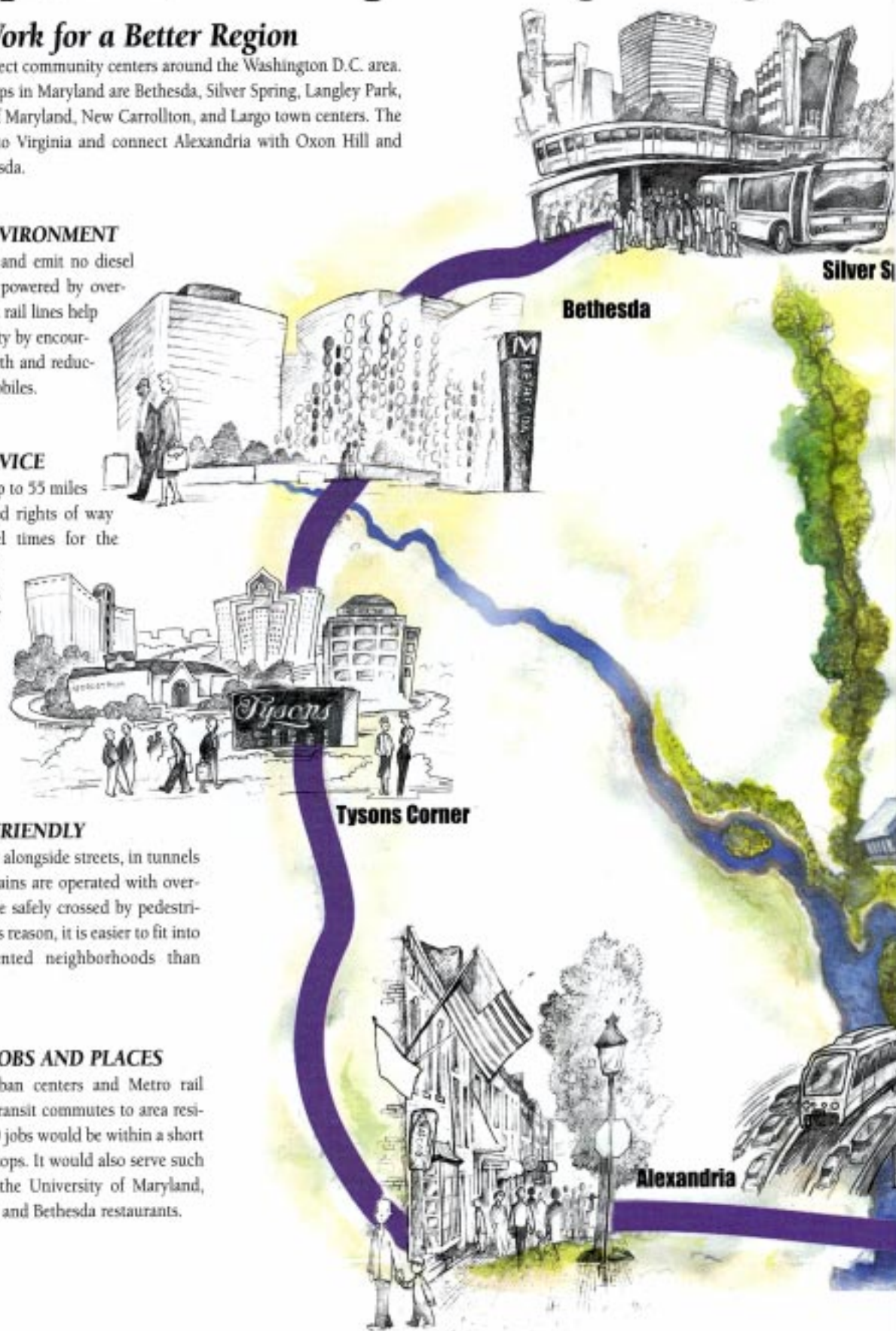
Light rail transit can go up to 55 miles per hour. With dedicated rights of way and limited stops, travel times for the Purple Line will be close to that of existing Metrorail service, and far faster than buses. For example, travel time from Langley Park to Bethesda would drop from 45 to 20 minutes.

NEIGHBORHOOD FRIENDLY

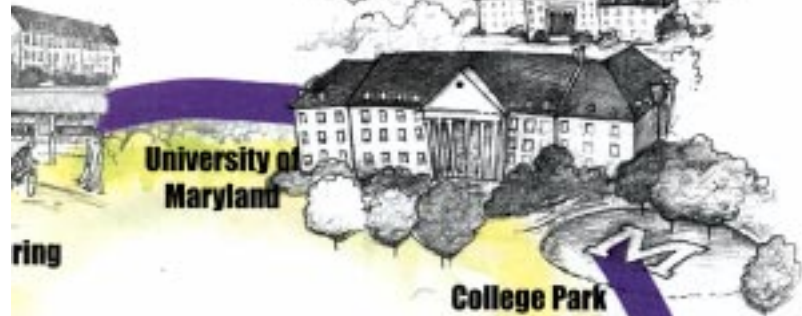
Light rail can travel on or alongside streets, in tunnels or on bridges. Because trains are operated with overhead power, tracks can be safely crossed by pedestrians and bicyclists. For this reason, it is easier to fit into existing pedestrian-oriented neighborhoods than heavy rail systems.

CONVENIENT TO JOBS AND PLACES

By linking major suburban centers and Metro rail lines, it will offer faster transit commutes to area residents. More than 300,000 jobs would be within a short distance of Purple Line stops. It would also serve such popular destinations as the University of Maryland, Tysons Corner shopping, and Bethesda restaurants.



ansit into a livable 21st Century



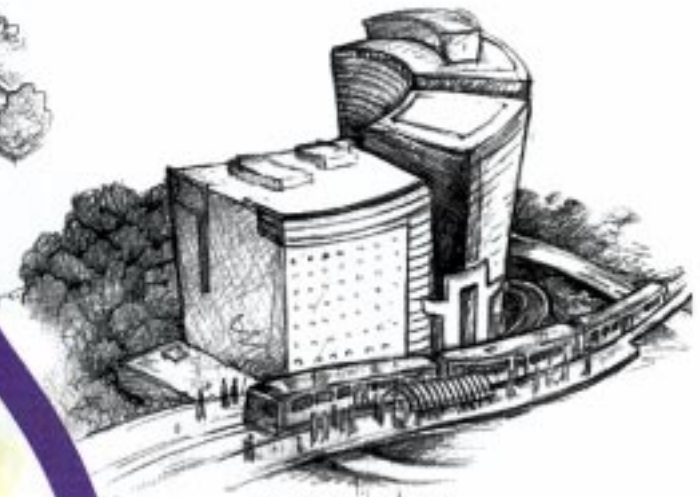
University of
Maryland

College Park

ring

*By linking the
spokes of the Metro
we strengthen
the economy of
the District of
Columbia and
surrounding
suburbs.*

New Carrollton



HIGH CAPACITY

Light rail trains are generally made up of three cars, with trains passing every five to eight minutes. This translates into a daily total capacity that is equivalent to three freeway lanes.

Largo



FedEx Field

Oxon Hill



COST EFFECTIVE

Light rail transit is the transit mode of choice in cities across the country because it provides a superior ride to that of buses at a cost that is usually less than half that of heavy-rail systems like the existing Metrorail.

TRANSPORTATION CHOICES

Only such a comprehensive transit network provides a viable transportation solution to meet the growing Washington, D.C. region's travel demands. Widening the beltway or building new freeways cannot solve our transportation problems.

Move away from sprawl and towards a livable future. We need your help!

Support the Inner PURPLE LINE that will connect community centers around the Washington D.C. area. Key **Inner Purple Line** stops in Maryland are Bethesda, Silver Spring, Langley Park, College Park/University of Maryland, New Carrollton, and Largo town centers. The Purple Line will cross into Virginia and connect Alexandria with Oxon Hill and Tysons Corner with Bethesda.

You can help by doing the following:
**Write your County Executive or Governor
Glendening:**

Honorable Wayne K. Curry
Prince George's County Executive
County Administration Building
14741 Governor Oden Bowie Drive
Upper Marlboro, MD 20772-3050

Honorable Douglas M. Duncan
Montgomery County Executive
Executive Office Building
101 Monroe Street
Rockville, MD 20850

Honorable Parris N. Glendening
Governor, State of Maryland
Maryland State House
Annapolis, MD 21401



Your Town

Join the Action Committee for Transit or the Washington Regional Network for Livable Communities

Promote environmentally sound transportation and land use in the Washington, D.C. region. Send in your contact information with a contribution to either:

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Action Committee for Transit, Inc. (ACT)

P.O. Box 7074
Silver Spring, MD 20907
phone: 301/587-1323
website: www.actfortransit.org
dues: \$10.00/year

Washington Regional Network for Livable Communities (WRN)

1777 Church St., NW
Washington, DC 20036
phone: 202/667-5445
fax: 202/667-4491
e-mail: staff@washingtonregion.net
website: www.WashingtonRegion.net

Yes, Please send more information!

Name: _____

Address: _____

Phone: _____

E-mail/fax: _____

This brochure was produced with assistance from the Chesapeake Bay Foundation, 1,000 Friends of Maryland, Coalition for Smarter Growth, and the membership of the Action Committee for Transit, Inc.

Illustrations by Scott G. Brooks www.SGBrooks.com

