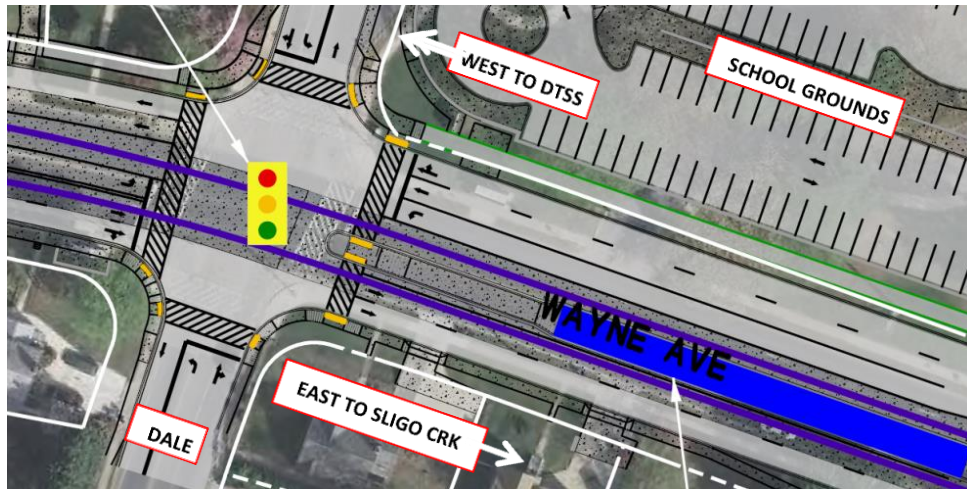


## Wayne & Dale - How It Grew as elements were added

This is an informal informational tool  
prepared for neighbors by neighbors  
for SOECA meeting, 27 Oct 2015, and for (and by) the  
Residential Wayne Ave Working Group  
for Purple Line Design Issues



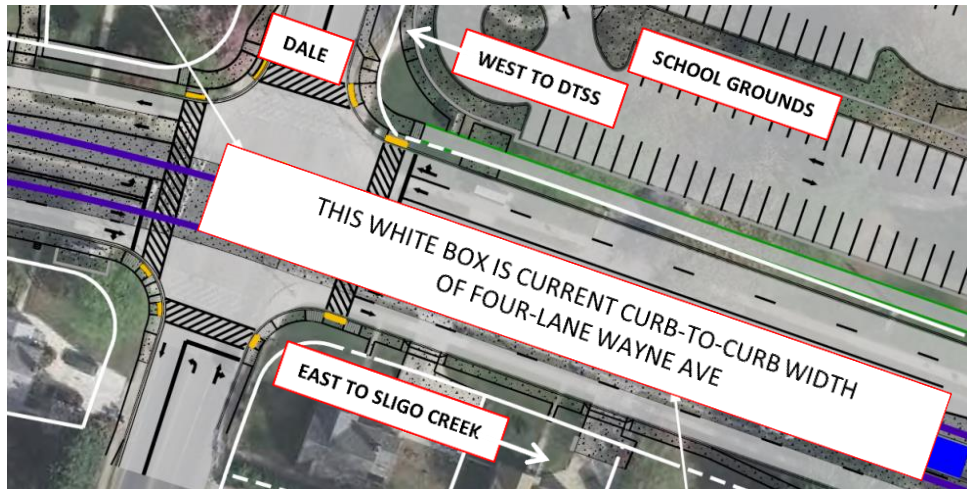
# PAGE 1 FOR GENERAL ORIENTATION

*Top Frame:* Enlargement of area of Wayne & Dale intersection  
From MTA's Purple Line aerial maps;  
Rendering shows all installations planned on occasion of construction of Purple Line, including new configurations at the schools

Note: "DTSS" is "Downtown Silver Spring"  
"MTA" is Maryland Transit Administration, the state agency charged to plan, build and run the Purple Line ("PL").

*Bottom frame:*  
Enlargement of same area from Google maps' aerial view, of current intersection with four lanes of Wayne Ave (runs left to right) at Dale Drive (runs top to bottom)





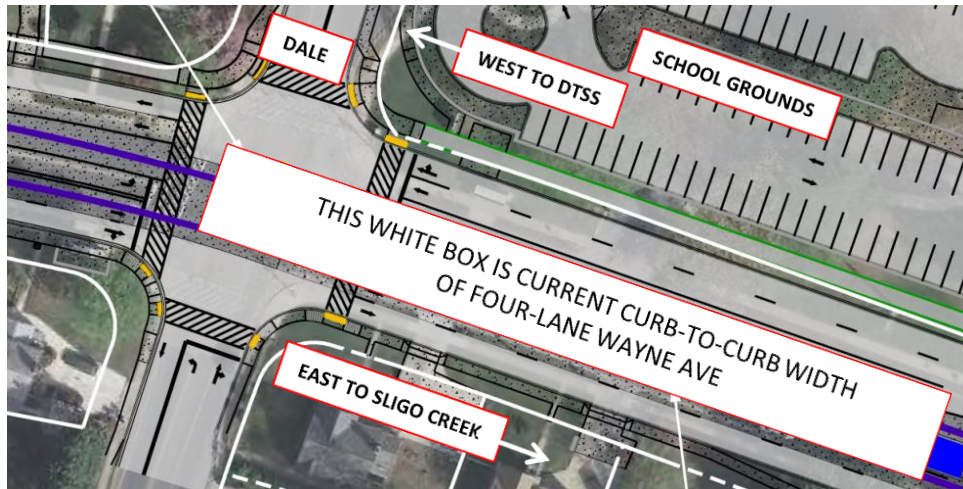
## PAGE 2 COMPARATIVE WIDTHS OF WAYNE

*Top Frame:* Base photo is MTA's same rendering of Wayne & Dale; Neighbors add this "white box" Overlay to show current width of Wayne with current four lanes curb to curb inside the rendering of Wayne expanded with PL lanes.



*Bottom frame:*  
Enlargement of Wayne/Dale aerial from Google maps' to show Photo of current curb to curb Width of Wayne at four lanes (the gray pavement) and neighbors added the white dots to show the new curb locations after PL installations and what the width of Wayne itself will be





PAGE 3 – ADD ON THE GREEN TRAIL AND LAYER ON THE 13-FOOT-HIGH WALL WRAPPING THE SCHOOL GROUNDS ON WAYNE

Area residents and the schools' communities learned only in mid-2013 about the 13' wall at the schools and the extent of Wayne's widening.

*Top Frame* is the same one shown on pg 2, repeated here for easy reference

*Bottom frame:* This is the Google aerial of Wayne & Dale keeping the "white dots" added to mark "new" curb widths on Wayne.

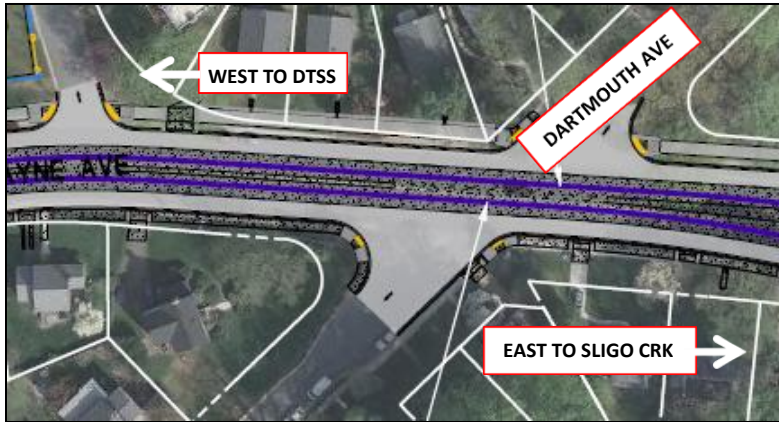


**ADD the "GREEN TRAIL" for bikes and people,** 10-feet-wide-pavement plus grassy buffers, to run on this side only of Wayne from downtown to Sligo Creek.

**ADD the 13-foot-high-wall now needed** along Wayne and part of Dale to hold up the schools' parking lot from encroachment of the much-wider-Wayne.

The new school traffic and parking plans were worked out between school administrative officials and state and county officials.

PAGE 4 – ADDING LANES TO WAYNE: A LANE-SPACE FOR THE DALE DRIVE STATION PLATFORM



*Top Frame: From MTA map, Wayne at Dartmouth*  
Original plan: Wayne even with light rail would stay at four lanes (two lanes in each direction, as it is now). RAILS would be added in the two center lanes only, embedded in the pavement, built flush with street level, so light rail trains and other vehicles can SHARE those two center lanes, one lane in each direction.

*Bottom frame: From MTA map, Wayne at Dartmouth, frame extended east to show Dale Drive station*  
The passenger platform for the Dale Drive Station (bright blue rectangle, middle right) is at street level in between lanes, adding the width of a traffic lane to Wayne's total. The two "center" lanes, which are train and car "shared" lanes, widen out on approach to the platform to stop alongside it.





## Page 5 THE BIG INCREASE IN VEHICLE LANES

HOW WAYNE EXPANDS BEYOND “FOUR LANES PLUS THE PASSENGER PLATFORM”,  
IS BECAUSE, WHAT WAS ONE WESTBOUND LANE “SHARED” BY CARS AND TRAINS,  
WAS SPLIT INTO THREE LANES TO GIVE EACH FUNCTION ITS OWN LANE

