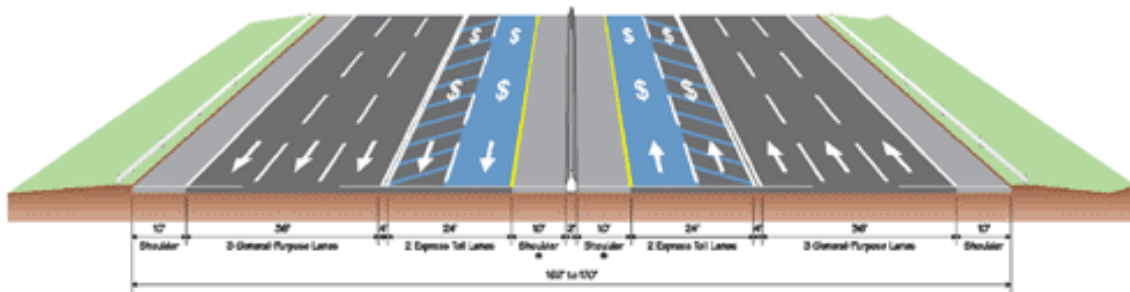


WHY YOU NEED TO BE CONCERNED ABOUT THE PLAN TO SUPERSIZE THE BELTWAY

IT'S A THREAT TO OUR NEIGHBORHOODS

- The Maryland State Highway Administration proposes to widen the Beltway to ten lanes by adding a privately financed toll lane in each direction. In addition, an existing lane on each side would be converted into a toll lane. Where the Beltway is six lanes wide now, four lanes would be added.
- The added lanes will increase pollution and noise in our neighborhoods beyond their already excessive levels.
- Dozens of homes will have to be taken. Residents who do not lose their homes will in some ways be even worse off than those who do, because they will not be compensated for the loss of property value caused by pollution and noise.
- Widening the Beltway will add even more traffic to the already congested secondary roadways that cross the Beltway—Route 1, New Hampshire Ave., Route 29, Georgia Ave., Rockville Pike, Old Georgetown Road, and many others. It will be harder to enter and leave many of our neighborhoods.
- Widening the Beltway will have a negative impact on Rock Creek Park.



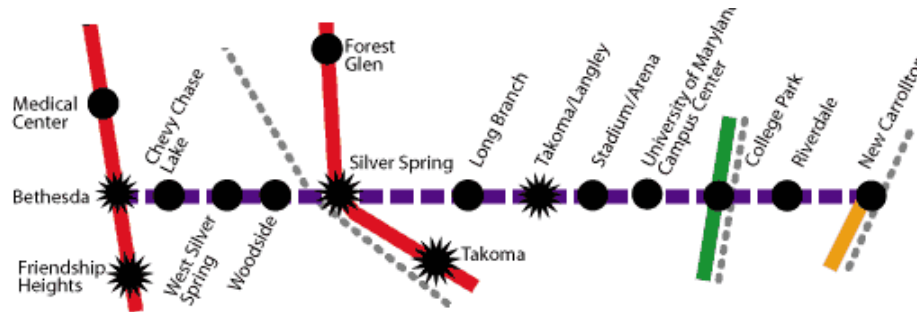
Source of figure: Maryland State Highway Administration

IT MAKES NO SENSE AS A TRANSPORTATION SOLUTION

- The project's leaders have acknowledged that the four lanes will not solve congestion on the present non-toll lanes of the Beltway, which will remain at least as congested as they now are. In fact, since the state plans to pay for the project with tolls, it must guarantee that the Beltway will stay congested—if traffic moves at the speed limit on the non-toll lanes, few people will pay the tolls.
- The toll lanes will be built and managed by a private company. Tolls will vary from minute to minute according to how bad the backups are on the free lanes. But they will have to be high to pay back the huge cost of construction. Lower-income commuters, already hard-hit by the rising cost of gas, will have to choose between paying exorbitant tolls and risking their jobs by coming late to work.
- The toll lanes would be located in the center of the Beltway. Cars would be able to reach them directly only where flyover access ramps are built. Flyovers are extremely expensive (the Springfield Mixing Bowl, a single interchange, cost \$750,000,000) and they require extensive taking of private property. They could be built only at a few interchanges, if any.
- Without flyovers, cars will only be able to reach the toll lanes by crossing three lanes of backed-up traffic. Most trips on the Beltway go only a few exits, and the toll lanes will be nearly useless for such trips because the driver will have to start moving back toward the outside almost as soon as he or she reaches the center lanes.

THERE IS A BETTER ANSWER

- The Purple Line, a proposed light rail Metro line, would connect downtown Bethesda, Silver Spring, the University of Maryland, and New Carrollton. In the future, it could be extended to Tysons Corner, where new Metro stations are planned as part of the Metro extension to Dulles Airport.



- The Purple Line would carry commuters past the Beltway backups. It would help solve the parking shortages in Bethesda and at the University.
- Long term, public transportation will ensure higher quality of life for residents living near the Beltway. Additional highways will encourage more sprawl, more traffic, and unsightly strip development.

BELTWAY WIDENING CAN BE STOPPED

- Citizens Against Beltway Expansion (formerly called the Rock Creek Coalition), a coalition of the civic associations in Maryland along the Beltway, has twice succeeded in blocking plans to expand the Beltway.
- Aroused and well-organized neighborhoods will not be ignored in an election year.

BUT WE CAN ONLY SUCCEED WITH YOUR HELP

- Return the coupon below to show your opposition to Beltway widening.
- Become an individual member of Citizens Against Beltway Expansion. Choose as high a category of membership as you can afford; remember that the livability of your home, and its value if you choose to sell it, are at stake.
- Plan to attend when public hearings are held.

Citizens Against Beltway Expansion
 P. O. Box 2793
 Kensington, Maryland 20891

I oppose Beltway widening.

Count me in as a member of Citizens Against Beltway Expansion. Enclosed is a check for: \$200 Sustaining member \$100 Supporting member
 \$50 Contributing member \$20 Regular member.

Name _____ E-mail _____

Address _____ City _____ Zip _____

Community _____

Committee interest: Fundraising Leaflet distribution Legal
 Politics and research Press Events