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Project Update
TPB Access for All Advisory Committee
July 2009



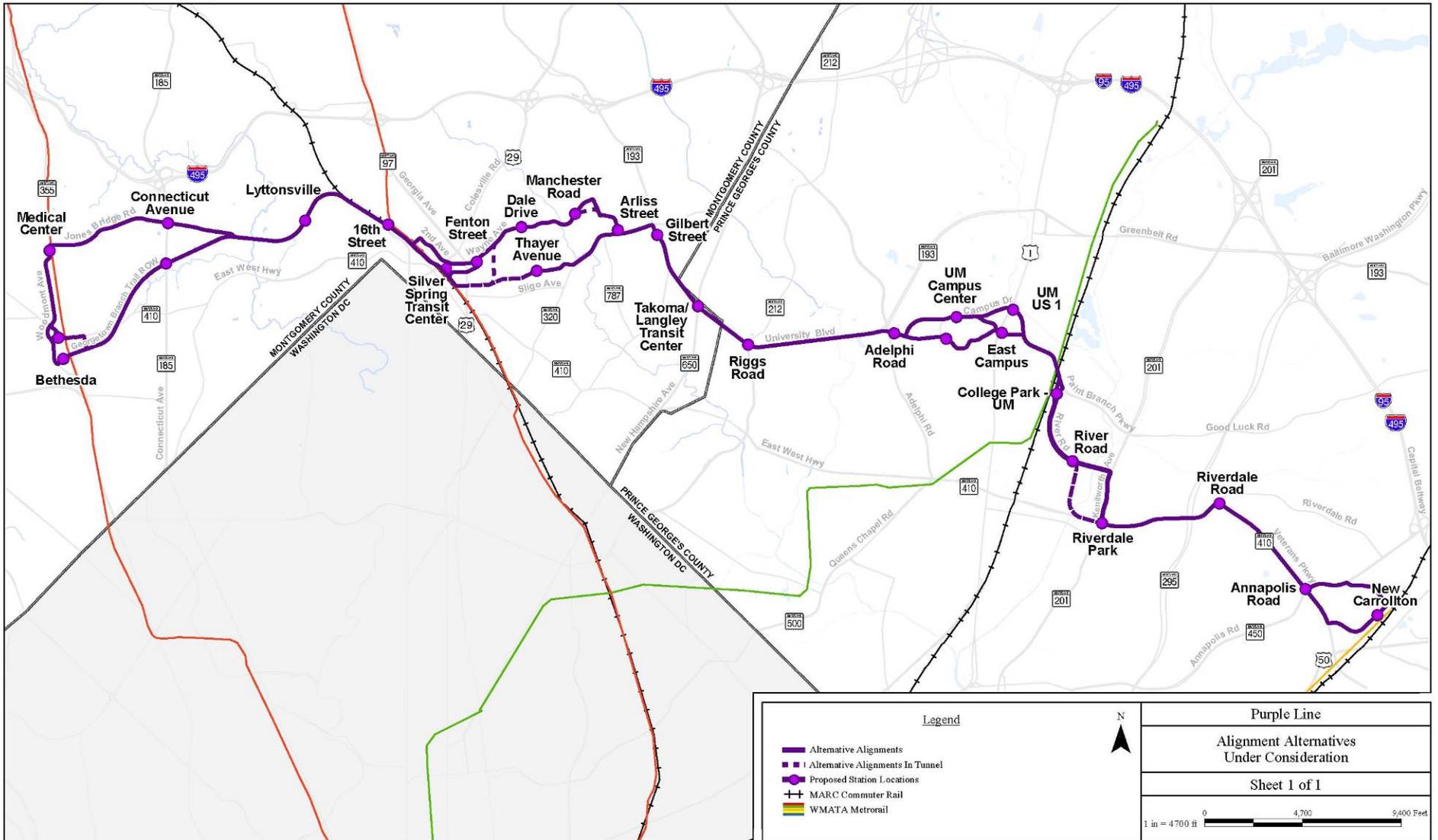
Project Description

- 16-mile transitway in Montgomery and Prince George's Counties
- Provides 21 stations
- Primarily street-running with segments aerial or below grade at key areas
- Serves local community by walk and bus access
- Adds an important link in regional transit system
- Only opportunity to improve east-west transportation inside the Beltway

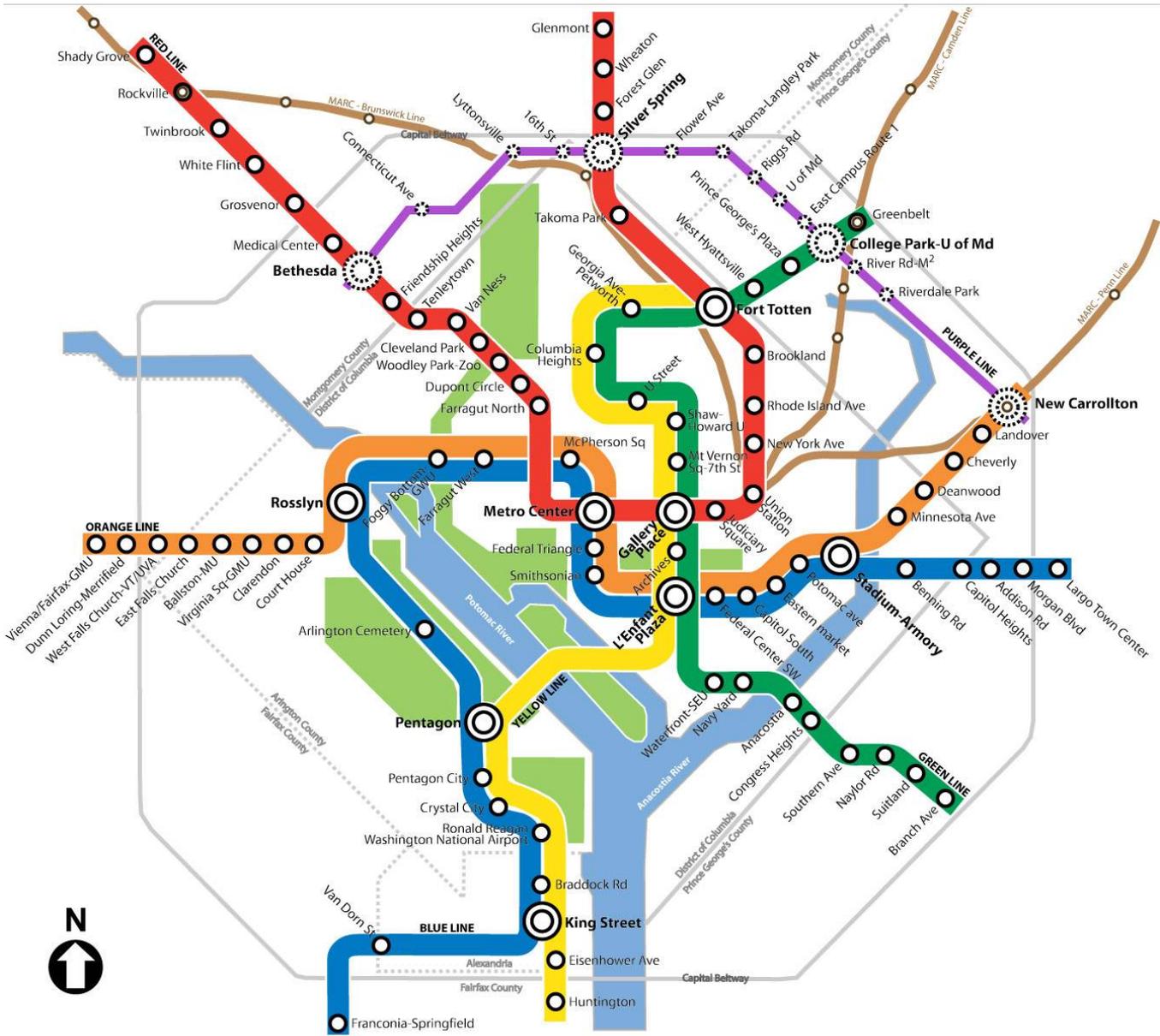
Project Purpose

- To enhance mobility and accessibility by providing a faster, more direct and more reliable east-west transit option
- Improve system connectivity by:
 - Making it easier to get to Metrorail through connections to both branches of the Metrorail Red line, the Green line and Orange line
 - Connecting to all three MARC lines and Amtrak's Northeast Corridor
 - Connecting to major local and regional bus services
- Provide direct links between major central business districts and key activity centers.
- Support economic viability, community revitalization, and transit oriented development

Alignment Alternatives



Connectivity with Metro



Evaluation of Alternatives

Alternative	Capital Cost (2007 \$ millions)	O&M Cost (2007 \$ millions)	End-to-End Travel Time (minutes)	Average Weekday Ridership
TSM	\$82	\$14.6	108	16,900
Low BRT	\$386	\$17.3	96	40,000
Med. BRT	\$580	\$17.3	73	51,800
High BRT	\$1,088	\$15.8	60	58,900
Low LRT	\$1,206	\$26.4	62	59,300
Med. LRT	\$1,220	\$25.0	59	62,600
High LRT	\$1,635	\$22.8	50	68,100

Wayne Avenue near Sligo Creek Parkway



University of Maryland

- Campus Drive surface alignment is MTA's preferred option
- Developed Preinkert/Chapel Drive Alignment at request of University officials
- Worked with School of Architecture and Administration to improve design of Campus Drive alignment

University of Maryland



College Park Metro Station



New Carrollton Metro Station

- Coordinating with WMATA and Prince George's County on surrounding development plans to accommodate Purple Line connections to Metro, MARC, and Amtrak
- Shifting alignment closer to Metro entrance and reconfiguring bus bays and parking area
- Providing more storage for buses to alleviate bus lay over along Ellin Road
- Coordinating with WMATA and Prince George's County on allowing a future extension beyond New Carrollton

Design of the System

- Connections at Metro systems to be as efficient as possible.
- Low floor vehicles providing access at station platforms
- Currently no parking is assumed at any location other than Metro stations
- Station Areas will be improved as part of project design
- Connectivity to surrounding communities will be transit, walk or bike

Schedule

- LPA Selection Anticipated Summer 2009
- Request permission to enter Preliminary Engineering Fall 2009
- New Starts Submission Fall 2009
- Final Environmental Impact Statement Submission Fall 2011
- Begin Final Design Fall 2011
- Begin Construction 2013/2014