Takoma/Langley Park Transit Center -- No. 500715

Category	Transportation	Date Last Modified	January 10, 2008
Subcategory	Mass Transit	Required Adequate Public Facility	No
Administering Agency	Public Works & Transportation	Relocation Impact	None.
Planning Area	Takoma Park	Status	Preliminary Design Stage

EXPENDITURE SCHEDULE ($000)

Cost Element	Total	Thru FY07	Est. FY08	Total 6 Years	FY09	FY10	FY11	FY12	FY13	FY14	Beyond 6 Years
Planning, Design, and Supervision	0	0	0	0	0	0	0	0	0	0	0
Land	0	0	0	0	0	0	0	0	0	0	0
Site Improvements and Utilities	0	0	0	0	0	0	0	0	0	0	0
Construction	0	0	0	0	0	0	0	0	0	0	0
Other	2,500	0	813	1,687	1,687	0	0	0	0	0	0
Total	**2,500**	**0**	**813**	**1,687**	**1,687**	**0**	**0**	**0**	**0**	**0**	**0**

FUNDING SCHEDULE ($000)

Mass Transit Fund	2,500	0	813	1,687	1,687	0	0	0	0	0	0
Total	**2,500**	**0**	**813**	**1,687**	**1,687**	**0**	**0**	**0**	**0**	**0**	**0**

DESCRIPTION

This project is to acquire approximately 1.1 acres of property located at the intersection of University Boulevard and New Hampshire Avenue for the construction of a transit center to serve Metrobus, Ride On and The Bus transit services. The transit center is to include 8 to 12 bus bays, passenger waiting areas, access improvements to associated roadways, and pedestrian safety improvements.

JUSTIFICATION

The Takoma/Langley Park Transit Center is the busiest non-Metrorail transit terminal in the region serving 11 bus routes with 8 bus stops serving the University Blvd. and New Hampshire Ave. intersection. There is no single transit center location servicing this area. Six routes end at the transit center and there are no driver facilities and no designated bus layover areas. There are minimal passenger amenities and limited waiting area. Bus to bus transfers are difficult because of the large area involved and the need to cross two major highways. Fifty-four percent of the bus riders are transferring from another bus route. Pedestrian safety is a significant problem with 29 pedestrian accidents, including 8 fatalities within the last 28 months. The proposed project will consolidate these bus stops into an efficient and safe off-road facility. This consolidation will reduce the significant volume of pedestrians crossing these busy arterials and provide passenger amenities and passenger information. The transit center will replace inadequate on-street bus stops with minimal passenger amenities. Eight bus stops and 11 bus routes (5 Metrobus, 4 Ride On, 2 The Bus) with a peak period volume of 61 buses per hour will be served. Ride On ridership grew 40% between 2000 and 2004 and continued growth is aniticipated.

The Takoma/Langley Park Transit Center was identified as a high priority in the 1997 Ride On Strategic Plan. In May 2000, the County Executives for Montgomery County and Prince George's County jointly urged the State to provide funding for construction. In July 2001, the Hampshire-Langley Shopping Center terminated the County's lease forcing the Ride On operation on street with inadequate sidewalks and shelters. Montgomery County initiated a site feasibility study in 2002, but no sites in Montgomery County were identified. The Purple Line Transitway study of the Maryland Transit Authority (MTA) identified candidate sites in Prince George's County and the proposed site was recommended by both Counties for the transit center.

OTHER

The Maryland Transit Administration (MTA) is responsible for the preliminary design and project management. The Maryland State Highway Administration (MSHA) is responsible for the project engineering, land acquisition, and construction of both the transit center and area highway safety improvements. The Washington Metropolitan Area Transit Authority (WMATA) is providing funding through the Transportation Infrastructure Investment Funds (TIIF) program and operates bus routes through the area. Both Prince George's and Montgomery County are providing capital funding, operating and maintenance funding, and will operate buses into the facility. The City of Takoma Park is actively participating in the project development process. A Memorandum of Understanding (MOU)/Project Agreement with the Maryland Department of Transportation (MDOT) will be required prior to County payment.

FISCAL NOTE

The total project cost is estimated to be $12.31 million. Montgomery and Prince George's Counties will contribute $2.5 million each. The remaining funding is from the WMATA TIIF fund from Maryland of $6,750,000 and $560,000 from the WMATA Metro Matters bus program.

APPROPRIATION AND EXPENDITURE DATA

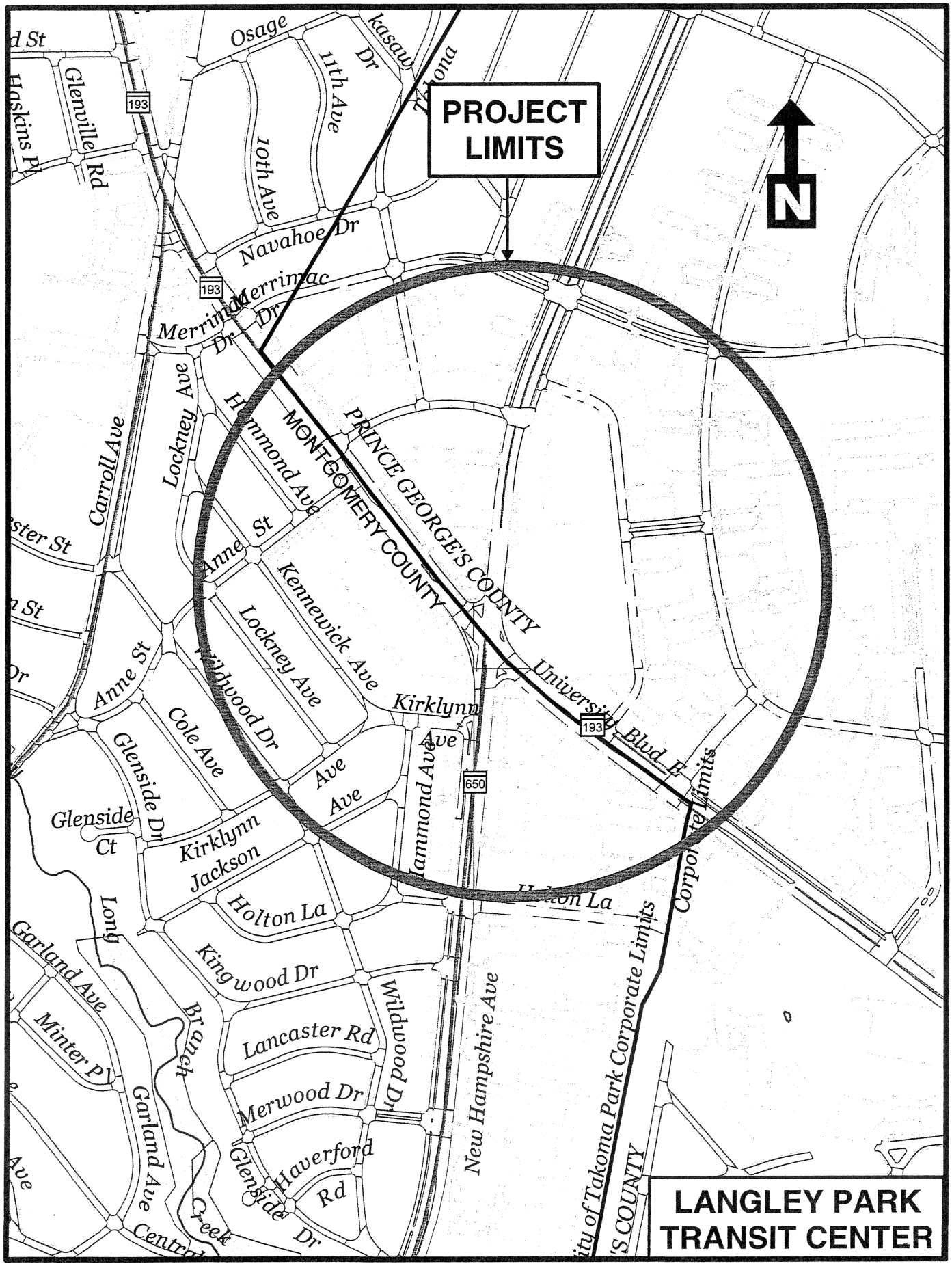
Date First Appropriation	FY07	($000)
First Cost Estimate Current Scope	FY07	2,500
Last FY's Cost Estimate		2,500
Appropriation Request	FY09	0
Appropriation Request Est.	FY10	0
Supplemental Appropriation Request		0
Transfer		0
Cumulative Appropriation		2,500
Expenditures / Encumbrances		0
Unencumbered Balance		2,500
Partial Closeout Thru	FY06	0
New Partial Closeout	FY07	0
Total Partial Closeout		0

COORDINATION

Washington Metropolitan Area Transit Authority
Prince George's County
Maryland Transit Administration
Maryland State Highway Administration
Federal Transit Administration
City of Takoma Park
Purple Line Transitway Project

MAP

See Map on Next Page


PROJECT LIMITS
N
MONTGOMERY COUNTY
PRINCE GEORGE'S COUNTY
Osage
kasaw Dr
11th Ave
10th Ave
Glenville Rd
Navahoe Dr
Merrimac Dr
Lockney Ave
Carroll Ave
Hammond Ave
Anne St
Kennewick Ave
Lockney Ave
Wildwood Dr
Cole Ave
Glenside Dr
Glenside Ct
Kirklynn Ave
Kirklynn Jackson
Holton La
Kingwood Dr
Lancaster Rd
Merwood Dr
Haverford Rd
Wildwood Dr
New Hampshire Ave
Garland Ave
Minter Pl
Long Branch Creek
University Blvd E
Corporate Limits
Takoma Park Corporate Limits
193
650
LANGLEY PARK TRANSIT CENTER