

## Who We Are

Prince George's ACT advocates accessible transit and livable communities for Prince George's County. Our priorities include:

- Rail on the Wilson Bridge,
- The Purple Line
- Increased and improved bus and rail service, and
- Quality transit-oriented development.

## What Can I Do To Help?

Volunteer to help us spread the word. Contact your local elected officials.

- Contact information for state legislators may be found by going to <http://mlis.state.md.us> and by clicking "Contact your Legislators" or calling (301) 970-5400. The Maryland General Assembly meets from January to April every year.
- Contact information for elected county officials may be found by going to [www.princegeorgescountymd.gov](http://www.princegeorgescountymd.gov) and clicking the "Government" tab or calling (301) 350-9700.
- Contact transportation officials studying the Purple Line by going to [www.purplelinemd.com](http://www.purplelinemd.com).
- Give Prince George's ACT your volunteer time and/or ideas.

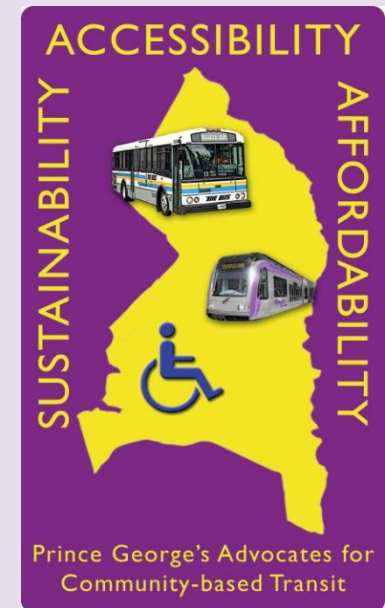
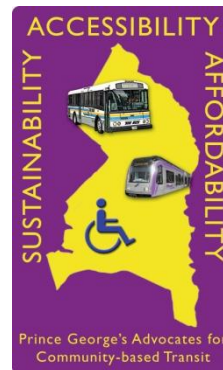
## Prince George's Advocates for Community-based Transit (ACT)

[www.princegeorgesact.org](http://www.princegeorgesact.org)

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**Join Prince George's ACT today!**

Donations accepted from members.



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## Why Transit-Oriented Development?

*Transit-oriented development would improve access to jobs and improve quality of life.*

Transit-oriented development (TOD) focuses development at transit nodes and provides a convenient mix of housing, shops, offices, and public spaces in a walkable environment. As part of a broader smart growth strategy, TOD will help relieve pressure to locate jobs and housing in inaccessible, low-density developments, reducing problems associated with sprawl such as traffic congestion, and air and water pollution. Principles for successful TOD include:

- Places should offer a variety of activities.
- Mixing uses in compact designs makes communities convenient for walking and biking.
- Housing close to Metrorail stations means safer streets for riders and residents.
- People should come first in creating places.
- Buildings, streets, and sidewalks should welcome pedestrians.
- Public spaces should meet a variety of community needs.
- Public spaces at Metrorail stations should encourage use, social interaction, and close connections to surrounding activity.

Learn more by contacting the Coalition for Smarter Growth at 202-244-4408, or visit their website at [www.smartergrowth.net](http://www.smartergrowth.net).



## Why Rail on the Wilson Bridge?

*Rail on the Woodrow Wilson Bridge would offer commuters an alternative to sitting in traffic.*

- Rail line has the passenger capacity of about six lanes of rush-hour traffic.
- Rail would create an additional transportation option for rush hour drivers, 80% of whom are local commuters.
- Rail would connect people to jobs in Alexandria, National Harbor, and beyond.
- Rail in place of HOV lanes and ramps would allow smaller interchanges and reduce environmental damage.
- Rail service can accommodate growing volume by adding more rail cars and more frequent trains.

## Why the Purple Line?

*The Purple Line would offer commuters a light rail alternative to sitting in traffic on the Capital Beltway and other east-west roads.*

- Suburban Maryland is not served by any east-west rail system.
- The Maryland portion of the Capital Beltway is regularly congested, and commuters have no alternative but to clog local roads.
- Light rail is more effective in attracting passengers than other transportation alternatives such as bus rapid transit (BRT).
- The Purple Line would increase the accessibility of jobs in Bethesda, Silver Spring, and College Park (University of Maryland).

Learn more by contacting the Action Committee for Transit at [admin@actfortransit.org](mailto:admin@actfortransit.org) or, or visit their website at [www.actfortransit.org/purple\\_line.html](http://www.actfortransit.org/purple_line.html).

## Why Increase and Improve Bus and Rail Service?

*Increased and improved bus and rail service would provide residents with an alternative to driving.*

- Although Metrorail handles approx. 727,000 trips and Metrobus handles approx. 426,000 trips daily, many areas are not served sufficiently (or at all) by bus or rail.
- With the region's growing population, building or widening roads is not an effective transportation solution.
- The Washington, D.C. area continually fails to meet federal Clean Air Act standards; additional ridership would mean less ground-level ozone.
- Contaminants from vehicles and road construction and maintenance activities are washed from roads and roadsides when it rains or snow melts. A large amount of this runoff pollutes local streams and the Chesapeake Bay.
- Transit saves money: Insufficient transit options force commuters to incur significant vehicle ownership costs. According to the American Automobile Association, owning a vehicle can increase a household budget by as much as \$7,000 or more each year.

### Did you know:

- ◆ One line of rail has the passenger capacity of about six lanes of rush-hour traffic.
- ◆ Owning a vehicle can increase a household budget by as much as \$7,000 or more each year.
- ◆ TOD adds value. Property values around transit stations can be worth 25-30% more than similar properties not served by transit.