WHITE PAPER

Studentification in Communities Along the Purple Line: A Preliminary Analysis on How the Purple Line Impacts Students, Housing, and Culture in Communities Near the University of Maryland, College Park

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About

The National Center for Smart Growth Research and Education (NCSG) is located within the School of Architecture, Planning & Preservation at the University of Maryland, College Park. NCSG works to create a more sustainable, vibrant, and enhanced quality of life for communities across the globe.

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Introduction

The portmanteau 'Studentification', coined by Darren P. Smith, describes "the distinct economic, social, cultural, and physical transformations within university towns" (Smith, 2004). This process of neighborhood change marked by an increase in the concentration of students, is markedly different from other forms of gentrification. Here we define gentrification as the influx of new investment and new residents with higher incomes and educational attainment into a neighborhood (Chapple and Loukaitou-Sideris 2019 as cited in Finio, 2024) and is inclusive of direct, indirect and cultural displacement related to housing, businesses and public spaces (Aptekar, 2015; Howell, 2017; Shaw & Hagemans, 2015). Deemed apprentice gentrifiers (Smith, 2005), college students have yet to transition into higher socioeconomic classes and generally do not earn large incomes. Still, an influx of students can affect housing and commercial markets by raising property values, catalyzing the conversion of single-family homes into shared rentals, or driving an influx of businesses and services primarily aimed at students. Beyond the market impact, college students change the social and cultural fabric of neighborhoods, with noticeable increases in noise complaints, poor maintenance practices, and student self-segregation. (Hubbard, 2009; Kinton et al., 2018). Studentification, like gentrification, has been linked to the displacement of long-time residents due to changes in property markets (Smith, 2004; Laidley, 2014).

The University of Maryland, College Park (UMDCP), has a reputation for being a poor college town (Alpert, 2015; Hurley, 2015; Layman, 2015). Over the last 25+ years, the city has sought to change the area into a "vibrant, diverse and walkable community" (Greater College Park) by investing in public-private partnerships and the creation of its own development arm, The Terrapin Development Company. The most recent and largest investment to date is the Greater College Park Initiative, UMDCP's 20-year vision plan, announced in 2016, to reshape the College Park area into "one of the nation's best college towns [Brown, 2020]. This new vision includes revitalization along Route 1, also known as the Baltimore Avenue corridor, with residential units, research centers, hotels, and retail.

The desire to create a more modern college town is complemented by the introduction of the long-awaited Purple Line, a suburban light rail system traveling from New Carrollton to Bethesda, shown in Figure 1 below. The Purple Line, meant to increase connectivity between Prince George's and Montgomery counties (Maryland Transportation Authority), will service the thousands of commuters who now travel by car between the counties each day. The alignment includes 3 new stations on UMDCP's campus, and 2 immediately adjacent. The arrival of the Purple Line with an estimated 68,000 daily ridership (Shaver, 2015) will vastly increase connectivity in the surrounding area for students, faculty, and residents of College Park.
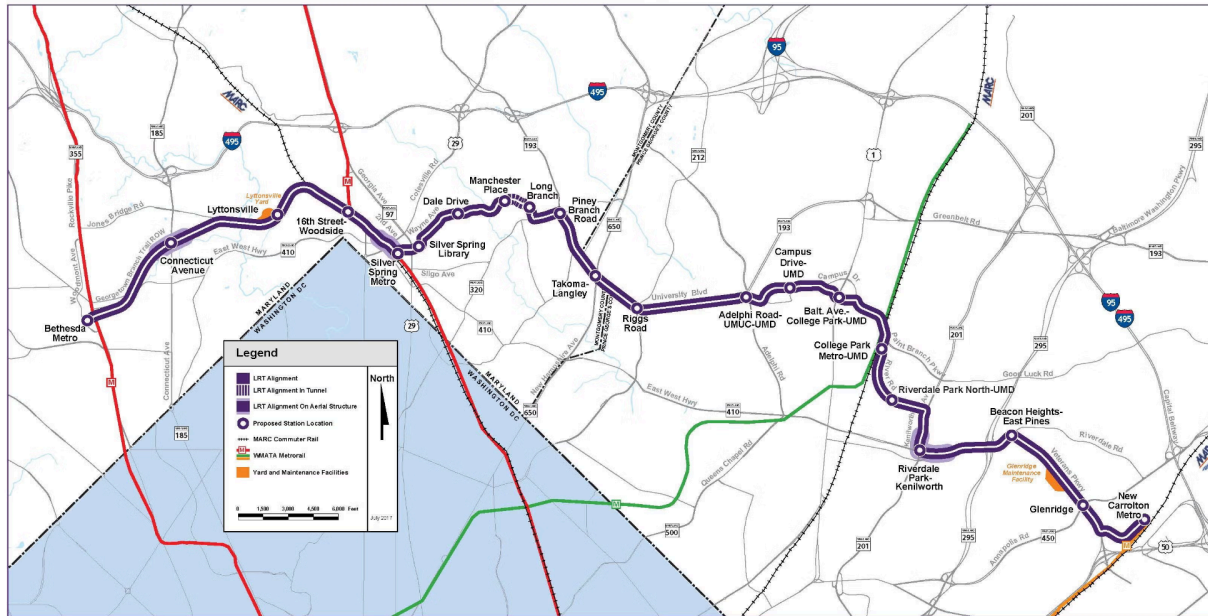
Figure 1: Purple Line Alignment. *Source: MDOT and The Purple Line MD*

The changing landscape of College Park means the university community will have a more walkable community in which to "live, work, and play" (Brown, 2020). However, this development is meant to "attract the best faculty, staff, and students" (Terrapin Development Company), not service the existing residents of College Park, raising fears of displacement. Over the last 50 years, the Purple Line Corridor has increasingly become home to more minority and low-income residents. This paper and future research will need to explore how to avoid displacing long-time residents who have waited and advocated for a connected and revitalized corridor.

Once the Purple Line arrives, students will find an increased radius in which they are able to get to campus without a car. This increased connectivity may alter student housing patterns, particularly around the stations closest to campus. Studentification is associated with increased property prices and the monopolization of affordable housing. This is a concern for proponents of equitable development, as the area along the Purple Line has already seen an increase in home and rent prices (Peng and Knaap 2023; Peng, Knaap, and Finio 2024).

Beyond the residential impact, businesses along the corridor that have consistently served a car-centric, commuter-heavy corridor may find themselves pushed out by rising commercial rents and a market suited to student preferences and lifestyles. Similar to home and rent prices, small businesses are already being impacted by speculation and construction (Finio 2023). This disruption and loss of long-standing businesses threaten to change the face of the entire neighborhood, leading to a loss of neighborhood culture and social cohesion (Hyra 2017, Jackson 2015 as cited in Finio,

2023).

As the University follows smart growth principles (Maryland Department of Planning, 2011) to make the town of greater College Park a desirable place to live and work for students and faculty, we explore the University's responsibility to, plan for and pursue equitable transit oriented development while actively engaging the potential conflict between community goals and university goals. This project engages three key questions: 1) How has the College Park community changed over the last decade of focused development, 2) what are the implications of these changes for commuting, local business, community development and housing stability and 3) how planning and policy can address the negative impacts of growth by collecting and analyzing data on student housing locations and patterns in relation to the Purple Line.

After this introduction, we begin by exploring the literature on studentification. The term, coined in Geography studies, has traditionally meant the "growth of students in subdivided houses in formerly affordable working-class neighborhoods," but has expanded to encompass multiple types of neighborhood change (Ehlenz, 2024). Next, we review the context of College Park, looking at the relationship between the University and the City of College Park. Finally, we mapped anonymous student addresses and analyzed the number of students that will be within five, ten, and fifteen minute walk-sheds (approximately ¼, ½, and ¾ miles) of the new Purple Line Stations.

Literature Review

The research covering studentification is expanding, building momentum since the word first appeared in Darren P. Smith's 2004 chapter titled 'Studentification-ication': the gentrification factory?' The 4 categories of neighborhood change linked to studentification identified by Smith were: economic, social, cultural, and physical. Much of the early literature explores the impacts of these 4 categories. Notably in Smith's work, and following studies, there is a reluctance to identify and condemn students as gentrifiers, and grappling with the long-held belief that universities are bastions of progress and economic assets to their hometowns. (Baldwin, 2016)

Economic shifts primarily focus on the restructuring of housing markets (restructuring towards doing better at what, and why?). This appears as increased property values, conversion of single-family housing to shared rentals, and lower rates of owner occupancy (Hubbard, 2009; Kinton et al., 2018). As these neighborhood economic changes occur, residents feel a shift in the social and cultural character of their neighborhoods. Students as transient impermanent residents, with no incentive to invest in long-term community health and relations (Hubbard, 2009; Moos et al., 2019; Munro & Livingston, 2012; Sage et al., 2012; Smith, 2008; Smith et al., 2014). The status of college students segregates them from the rest of the town, as students often choose to socialize with members of their own group and frequent areas dominated by students. (Revington, 2022; Revington et al., 2020; Sotomayor & Zheng, 2023) This becomes an

even more urgent matter as commercial businesses focus on serving students and not families, seniors, or longtime residents. Neighbors also tend to worry about the noise, poor landscaping, and maintenance practices associated with transient students who do not plan to stay in a residence beyond 2-3 years (Sotomayor & Zheng, 2023).

More recently, the conversation around studentification has become more complex as the landscape of higher education has changed. Phases of this evolution include the growth of student populations nationally without similar rates of student housing development, decreased federal funding, and the emergence of high-end dormitories (Ehlenz, 2024; Kinton, 2018; Revington and Wray, 2024). The first phase of this evolution can be tracked to the explosion of higher education, which saw a 63% increase in enrollment from 1990-2021 (Ehlenez et. al, 2024), which drastically outpaced the rate at which universities constructed dormitories. This has pushed students out into housing markets surrounding campus, and whether those markets are weak or healthy, this influx of students is associated with an increase in rental prices (Ehlenez et. al, 2024). The increase in student enrollment comes as an inverse phenomenon occurs with federal and state funding to higher education, which has continued to fall since the early 2000s (Hillman & Peek, 2023; Tandberg & Gándara, 2023, as cited by M. Ehlenz). This has caused universities to step into a business-like role, where they attempt to attract students who can pay full tuition. The result of this morphing role has led to a national pursuit of international students who can pay full tuition (Chow & Leung, 2016), and the construction of high-end dormitories filled with amenities long associated with the private rental market (Pillai et al, 2021). These high-end dormitories have begun to function as elite enclaves, completely segregated from the surrounding community.

This changing landscape of higher education and subsequently student housing has reshaped housing markets. It has forced universities to more directly reckon with residential development, land-use planning, and smart growth policies. Revington and Wray (2022) found 4 common land use planning approaches after reviewing planning documents from universities in 15 municipalities: (1) restriction, (2) diversion, (3) intensification, and (4) limited intervention. Restriction aims to restrict student housing, diversion aims to direct redevelopment along 'main avenues and neighborhood edges', intensification increases development, and limited intervention takes a laissez-faire hands-off approach, allowing the market to respond instead.

These recent studies of student housing suggest a new era that will require universities to play a more active role in housing and community development to incorporate an increased student population (Ehlenez, 2023; Ehlenez et al., 2024). Universities will also need to contend with a public that is more knowledgeable about equitable development practices and is willing to push back against University expansion (Sood and Vicino, 2023; Bandlamudi, 2024; Egelko, 2024, as cited by Ehlenez, 2024).

Less research is available about studentification's relationship with public

transit and appropriate urban planning responses. This positions the University well to lead research surrounding transit-oriented development's on gentrification and displacement. While the Purple Line will bring welcome improvements such as reduced driving and new multi-family housing, smart growth principles can include equitable policies that purposefully avoid displacement, prioritize and contribute to strong university-community relations.

The College Park, Maryland, Context

Historically, College Park and the broader Purple Line corridor have seen disinvestment and demographic patterns consistent with broader understandings of white flight. Tables 1 and 2 below illustrate the demographic trends of census tracts located along the Purple Line and College Park since 1970. Along the Purple Line, every decade saw a decrease in the proportion of the Non-Hispanic White population, while most other demographic categories, notably Non-Hispanic Black, Hispanic, and Foreign-born populations, sharply increased. Analyzing College Park specifically, there is also a notable increase in the proportion of Asian-Americans.

Year	Population	% Non-Hispanic White	% Non-Hispanic Black	% Hispanic	% Asian	% Foreign Born
1970	195,097	93.12%	5.28%	N/A	1.21%	7.85%
1980	169,268	70.68%	18.98%	5.43%	3.62%	13.94%
1990	176,658	53.29%	28.00%	12.78%	5.48%	23.40%
2000	192,779	40.17%	32.51%	19.87%	6.56%	30.48%
2008 - 2012	210,846	36.65%	24.79%	29.54%	6.25%	37.58%
2015 - 2019	223,507	33.92%	24.56%	31.90%	6.23%	35.30%
2018 - 2023	227,215	30.64%	24.53%	33.90%	6.62%	36.55%
1970-2023 Changes	16.46%	-67.10%	364.89%	523.83%	445.53%	365.47%

Table 1: Demographic Data for Purple Line Corridor, 1970-2019. *Source: Brown University Longitudinal Tract Database analysis of 1970-2000 full count and sample data decennial censuses, and 2008-2012 and 2015-2019 ACS Data (Logan et al. 2023). Note: The 1970 full count census did not account for Hispanic populations, thus the non-Hispanic figures may include Hispanic populations for that year.*

Year	Population	% Non-Hispanic White	% Non-Hispanic Black	% Hispanic	% Asian	% Foreign Born
1970	18,856	94.11%	2.99%	N/A	0.57%	4.01%
1980	18,043	86.34%	7.90%	2.17%	2.96%	3.87%
1990	18,631	77.41%	11.45%	3.28%	7.47%	9.81%
2000	18,639	67.71%	16.26%	5.01%	10.12%	11.23%
2008 - 2012	23,542	61.57%	15.67%	8.64%	11.69%	17.33%
2015 - 2019	23,762	52.60%	17.52%	9.97%	16.01%	16.10%
2018 - 2023	25440	42.84%	24.52%	13.69%	14.56%	20.23%
1970-2023 Changes	34.92%	-54.48%	720.23%	530.41%	2459.51%	404.00%

Table 2: Demographic Data for College Park, 1970-2019. *Source: Brown University Longitudinal Tract Database analysis of 1970-2000 full count and sample data decennial censuses, and 2008-2012 and 2015-2019 ACS*

Tables 3 and 4 illustrate similar economic trends in census tracts located along the Purple Line and College Park since 1970. Both areas saw dramatic increases in poverty rates and median home values that far outpaced increases in household income. The Purple Line also saw a far slower growth rate of housing units than College Park did, although the College Park growth is largely attributable to recent increases, indicating new student demand. Further indicating greater student pressures in College Park than on the Purple Line was the dramatic fall in owner-occupancy experienced in the former and not the latter. As described earlier, a decrease in owner-occupancy can be seen as a signal for studentification, which would match other patterns of development in the town. Lastly, it is notable that rents, while outpacing income growth, did not do so to the same extent as home values, signalling that the rental housing stock remained relatively affordable for the majority of Black and Brown residents who live in the area now. It is these residents who are at the greatest risk for displacement should rental prices increase.

Year	% In Poverty	Housing Units	% Owner-Occupied	Median Household Income	Median Home Value	Median Rent
1970	5.70%	65,706	43.82%	$84,779	$207,874	$1,205
1980	7.28%	67,104	47.77%	$87,733	$280,441	$1,163
1990	7.79%	69,850	49.92%	$97,255	$356,060	$1,574
2000	9.92%	71,990	49.00%	$98,018	$302,891	$1,342
2008 - 2012	12.34%	76,305	48.84%	$95,221	$478,220	$1,646
2015 - 2019	11.83%	79,651	45.94%	$103,200	$458,139	$1,793
2018 - 2023	13.72%	82,875	47.96%	$94,171	$460,200	$1,827
1970-2023 Changes	140.86%	26.13%	9.45%	11.08%	121.38%	51.59%

Table 3: Economic Data for Purple Line Corridor, 1970-2019. *Source: Brown University Longitudinal Tract Database analysis of 1970-2000 full count and sample data decennial censuses, and 2008-2012 and 2015-2019 ACS Data (Logan et al. 2023). Note: Cash values are inflation-adjusted to 2024 dollars, using BLS CPI*

Year	% In Poverty	Housing Units	% Owner Occupied	Median Household Income	Median Home Value	Median Rent
1970	6.75%	1,239	56.57%	$38,129	$195,392	$1,135
1980	9.62%	3,699	40.37%	$87,988	$244,826	$1,102
1990	23.81%	4,136	48.58%	$81,170	$325,235	$1,481
2000	26.02%	3,944	47.66%	$82,921	$257,084	$1,328
2008 - 2012	40.60%	4462	38.97%	$59,426	$478,289	$1,436
2015 - 2019	35.76%	5,048	36.40%	$49,717	$432,686	$1,555
2018 - 2023	38.90%	7038	31.77%	$58,229	$442,200	$1,418
1970-2023 Changes	476.55%	467.98%	-43.84%	52.72%	126.31%	24.88%

Table 4: Economic Data for College Park, 1970-2019. *Source: Brown University Longitudinal Tract Database analysis of 1970-2000 full count and sample data decennial censuses, and 2008-2012 and 2015-2019 ACS Data (Logan et al. 2023). Note: Cash values are inflation-adjusted to 2024 dollars, using BLS CPI*

Since 2015, UMDCP has sought to reshape development in the College Park area through the 'Greater College Park Initiative', securing over $2 billion in public-private investment for projects throughout the Baltimore Avenue Corridor (Greater College Park, 2019). This ambitious initiative includes plans for offices, research centers, housing complexes, and a new 'Discovery District'. The planned revitalization spans from Midtown to the new Riverdale-Kenilworth Purple Line station, and aims to add "college town essentials" (Spivack, 2018) that College Park previously lacked. This initiative is led by Terrapin Development Company (TDC), the real estate development arm of UMDCP, whose stated mission is to "create long-term value for its members while transforming Greater College Park into a vibrant, diverse and walkable community that attracts the best" (Terrapin Development Company).

The expansion of campus development is in part related to the incoming Purple Line stations, predicted to increase the popularity of the area (Finio, 2023 & 2024). This development-forward and campus-connectivity ethos is a far cry from the UMD leadership that resisted locating a Green Line metro stop on campus in the early 1980s (Carter-Conneen, 2017). This transit-unfriendly decision forces students, staff, and visitors to take a 15-minute shuttle-bus ride or walk 30 minutes to campus from the closest stop. Transit-oriented development and walkable, mixed-use areas are often associated with younger generations, particularly students who value micro-mobility, convenience, and accessibility. Despite ongoing development in the 2010s (Spivack, 2018) and incoming investments aimed at fostering a more livable and appealing community, most students leave College Park shortly after graduation, contributing little to sustained neighborhood stability. Compounding this issue, few faculty and staff members choose to live in College Park, often favoring nearby areas in Washington, D.C., or Montgomery County that are perceived to offer higher-quality housing, schools, and amenities. This disconnect raises questions about the capacity of TOD to anchor a more permanent and diverse population in College Park. Without addressing the factors that drive both students and faculty to seek housing elsewhere, these developments risk reinforcing College Park's status as a transient, student-dominated community rather than an equitable, multi-generational urban center.

Notably, in 2021, the University of Maryland donated a brand new City Hall building to the City of College Park. The collaborative effort now houses municipal agencies, UMDCP offices, 7,000 square feet of retail space, a large public plaza, and free reservable meeting space for community members. The $51 million building features a "bioretention system for stormwater management and is expected to achieve a LEED Gold certification from the U.S. Green Building Council" (Maryland Today, 2021). At the opening ceremony for the building, state Sen. Jim Rosapepe (D-Prince George's) stated the collaboration "embodies the new era of city-university cooperation championed.

Separate from these profit-generating entities, UMDCP is also part of the 'College

Park City-University Partnership', a nonprofit community development organization founded in 1997. The mission of the partnership is to "work in dynamic collaboration to creatively and effectively facilitate cooperative efforts that achieve shared community purposes" College Park City-University Partnership, 2024). Over the past 25+ years the partnership created a home ownership program for UMDCP and City of College Park employees. It also invested in creative placemaking murals and performing arts series. The partnership has also served as a connector for potential student projects. Most recently, the partnership released their 'University Community Vision 2030' with 4 focus areas including: housing & development, transportation & Mobility, public health & safety, and education. Figure 2 below displays how these various factors interact with each other in the College Park context, highlighting trends identified earlier.
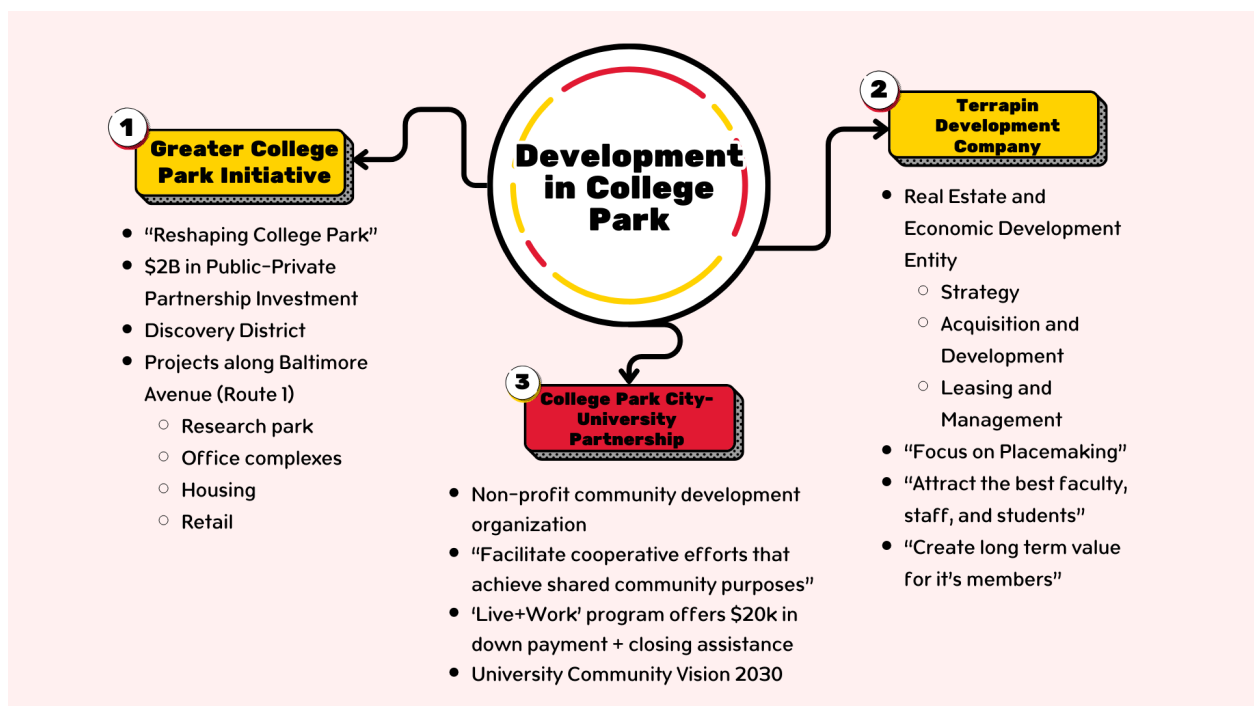

Figure 2: Breakdown of the University of Maryland's Development arms in College Park *Source: Developed by NCSG based on information found on Greater College Park Initiative, Terrapin Development Company, and College Park City University Partnership websites*

Methods

To conduct a general review of the student housing population, we requested a CSV file containing student-provided address data from the University of Maryland's Office of the Registrar, inclusive of student type[1] (n = 15). The initial file contained records of both "local" and "home" addresses, with address locations being scattered

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[1] 15 student types were reported as follows: Applied Ag (UG); Dist Learn; Consortium (GR); Consortium (UG); Fr Connect (UG); Golden ID (GR); Golden ID (UG); Graduate; MBA FT diff (GR); MS & OS MBA diff (GR); Non-Mat/Non-Crd; Shady Grove (UG); Visit (GR); Visit (UG); Undergraduate.

internationally[2]. Address data was subsequently filtered to only include "local" addresses in either Maryland, DC, or Virginia (n = 37,266) and student types were classified into one of three categories: graduate, undergraduate, and other[3]. The data was then geocoded using ArcGIS Online software. US Census data containing 2022 ACS 5-year estimates of population data for all census tracts in Maryland and DC was then uploaded into the online map, and the proportion of students as a share of the total population within each census tract was calculated. For increased granularity in the densest regions of students, the same analysis was performed on 2023 ACS 1-year estimates for census blocks in Montgomery and Prince George's counties. Geographic data for the WMATA system was then uploaded into the online map. Following this, buffers for five, ten, and fifteen-minute walks from metro stations were determined, and the number of students within each buffer category was calculated. This analysis was done on metro stations currently in operation and on all rail stations that will be operational following the completion of the Purple Line, so that a change in rail transit accessibility before and after construction could be determined.

Results

Address data aligned with expectations on student location and type. Table 5, shown below, highlights the overwhelming preference by undergraduates to live in Maryland. This can be partially explained by discounted tuition rates for in-state students compared to out-of-state students, who pay almost $15,000 more per full-time semester. Graduate students, a typically older population with a greater willingness to commute, demonstrate a greater preference for living in either Virginia or D.C., although just under 90% do choose to live in Maryland. Aligning with these results, students who seek to live close to campus display a significant preference in living as close to campus as possible, with more students preferring to be within ½ of a mile than between ½ and 5 miles, as shown in Table 6 below.

State/District	Undergraduate	Graduate
Maryland	98.27%	89.03%
Virginia	1.36%	5.02%
DC	0.37%	5.96%

Table 5: Local student addresses by type. *Source: NSCG analysis of Registrar Office Data*

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[2] n = 41,943

[3] n = 37,266. Consortium (GR), Golden ID (GR), Graduate, MBA FT diff (GR); MS & OS MBA diff (GR) were binned in "Graduate". Applied Ag (UG), Consortium (UG), Fr Connect (UG), Golden ID (UG), Shady Grove (UG), Visit (UG) & Undergraduate were binned in "Undergraduate". Dist Learn & Non-Mat/Non-Crd were binned in "Other".

Distance	Undergrad Count	Graduate Count	Total Count	% of Total
On Campus	11,178	26	11,204	30.06%
<0.5 Miles	2,260	2,004	4,264	11.44%
0.5-1.0 Miles	183	565	748	2.01%
1.0-5.0 Miles	857	1,833	2,690	7.22%
> 5 Miles	13,955	4,405	18,360	49.27%

Table 6: Share of students within select distances of the main university campus. *Source: NSCG analysis of Registrar Office Data*

Mapping the proportion of student populations at the Census block level revealed similar findings, with student populations clustered around campus, as shown in Figure 3 below. There is also a slightly higher proportion of students, both graduate and undergraduate, near the Red Line Silver Spring metro station, which will be linked to the Purple Line upon its completion.
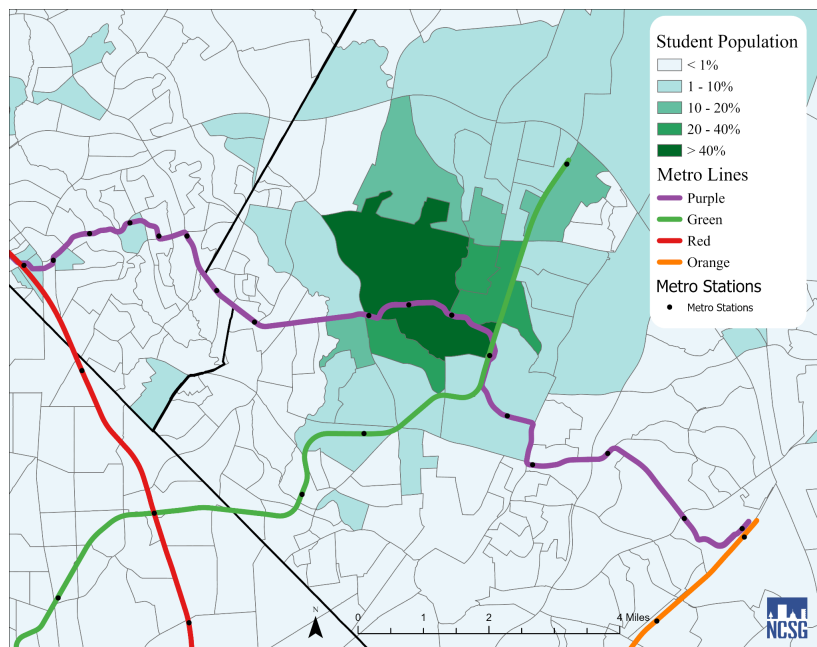

Figure 3: Proportion of Students in US Census Blocks. *Source: NCSG Analysis of 2023 ACS 1-Year Estimates 11*

Walkshed buffer analysis revealed significant potential for student commuting on the Purple Line. The Purple Line is projected to increase student transit accessibility by just under 650%, driven by an 830% increase in students within five minutes of a rail station and a 1200% increase in students within 10 minutes of a rail station, shown in Table 7 below. Figures 4 and 5 graphically represent this increase, underscoring how crucial the Purple Line is to increasing student-transit accessibility.

Walkshed	Pre-Purple Line	Post-Purple Line	Percent Increase
< 5 Min	186	1,729	829.6%
5-10 Min	707	9,212	1203.0%
10-15 Min	1,297	5,471	321.8%
Total	**2,190**	**16,412**	**649.4%**

Table 7: Student Counts and Expected Changes in Transit Accessibility upon Completion of the Purple Line. *Source: NCSG Analysis of Registrar Office Data*
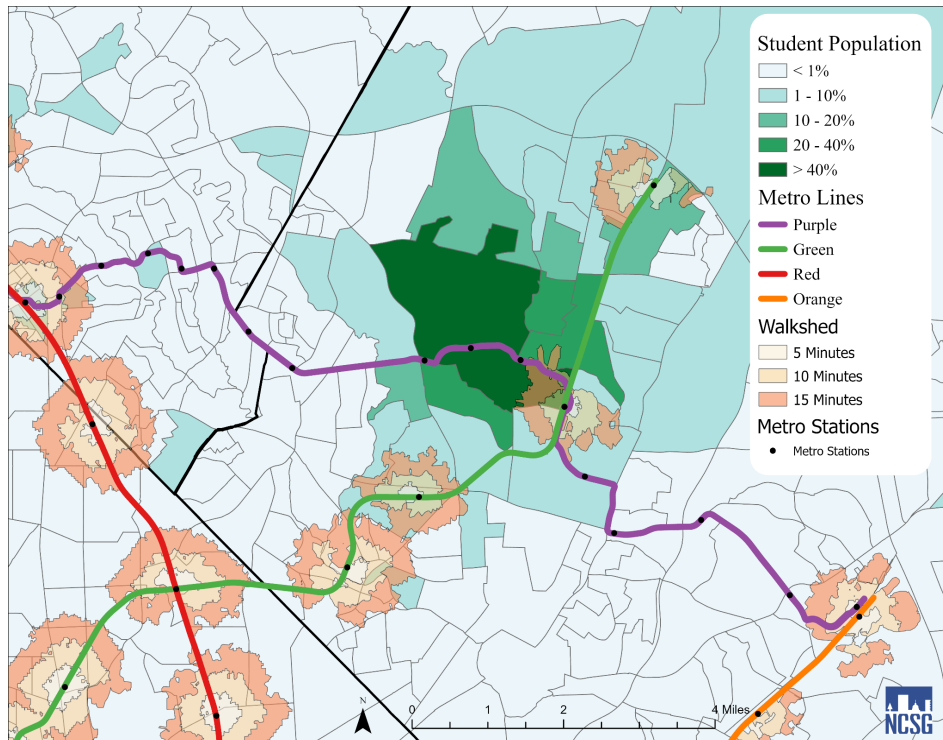

Figure 4: Current Student-Transit Accessibility. *Source: NCSG Analysis of Registrar Office Data*
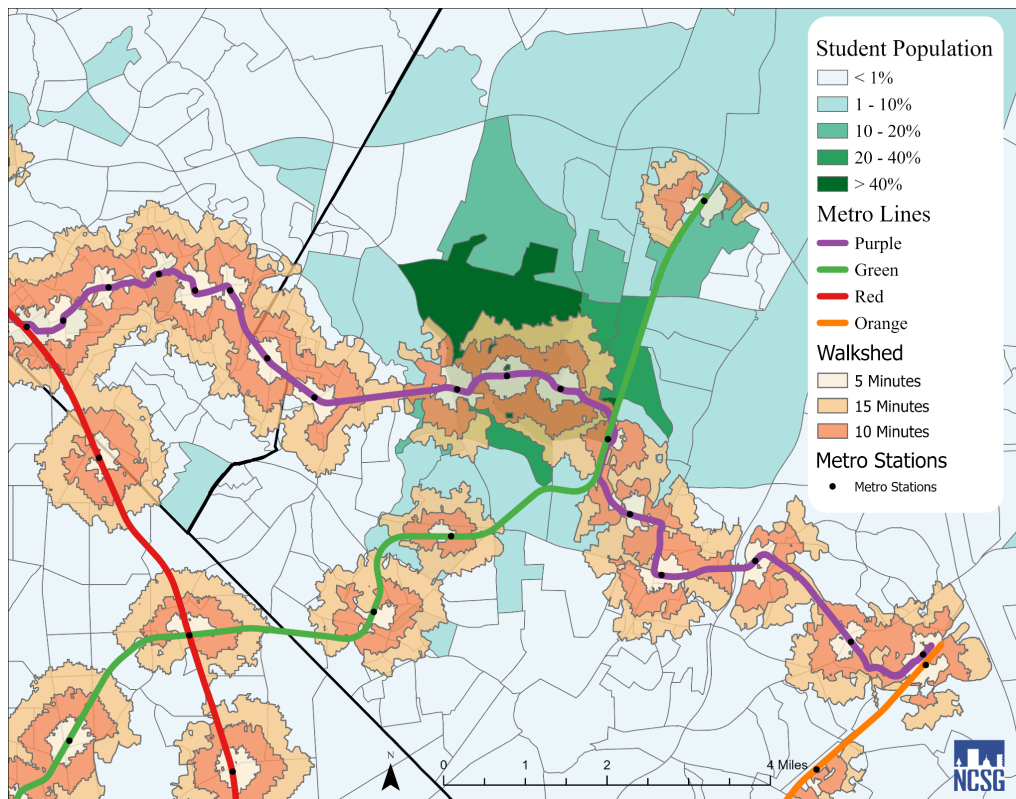
Figure 5: Post-Purple Line Student-Transit Accessibility. *Source: NCSG Analysis of Registrar Office Data*

Discussion

Our findings show that the Purple Line represents a powerful tool for providing transit access to students, and more students will likely seek to move in along the Purple Line corridor once it is completed, given that it will provide rapid access to campus. Students are cost-conscious consumers, and the financial burdens associated with driving, such as gas, insurance, and parking passes, may prove a strong incentive for usage of, and locating near, the Purple Line. There will also be increased bike connectivity as part of the Purple Line project, which will provide another less expensive and more environmentally friendly alternative to student driving (Maryland Department of Transportation, 2024). The corridor may even create a positive feedback loop for student housing: as the Purple Line becomes more well-known and used, more students seek to live near or on it, making it even more well-known and used, continuing the cycle.

This increase in transit access may cause transit-induced displacement, a well-known phenomenon and one that has already occurred in nearby locations such as Wheaton (Lung-Amam, 2021). This may occur as students who currently live within driving distance of campus, or future students who would otherwise be inclined to do so, may instead move near purple line stations, areas currently with

existing low and moderate-income residents. As discussed earlier, the Purple Line and the College Park rental market have provided some refuge to low and moderate-income residents of the majority Black and Brown community, and such a change in student housing patterns would put increased pressure on the housing market and potentially result in rising rents around those stations. While this may open up affordable, transit-accessible neighborhoods to students, the impacts on current residents may lead to studentification of those communities and the displacement of vulnerable residents. Accordingly, continuous and future monitoring is needed to determine if such displacement is indeed occurring.

Future research may also be conducted to determine the style and age of housing stock in which students reside and whether that changes with time towards a greater tendency for living in older, multi-family homes, potentially indicating displacement pressures. Such units have historically supported many low-income and immigrant communities in areas such as Long Branch, and those that lie close to a Purple Line station will be amongst the most sought after (Finio, 2024). Local zoning and permit analysis will also provide useful insights into the changes in building stock, both for residential and commercial properties that may see their clientele change. Finally, future research may also include conducting qualitative analyses on student attitudes towards the Purple Line, alongside an economic analysis investigating the extent to which students may save money by commuting along the Purple Line. Planners, policymakers, and researchers all have a critical role to play as development continues, and it is imperative that equity be centered in future

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