PURPLE LINE CORRIDOR COALITION

SAFE AND CONNECTED COMMUNITIES IN PURPLE LINE STATION AREAS

NO TIME TO WAIT!

PURPLE LINE CORRIDOR COALITION

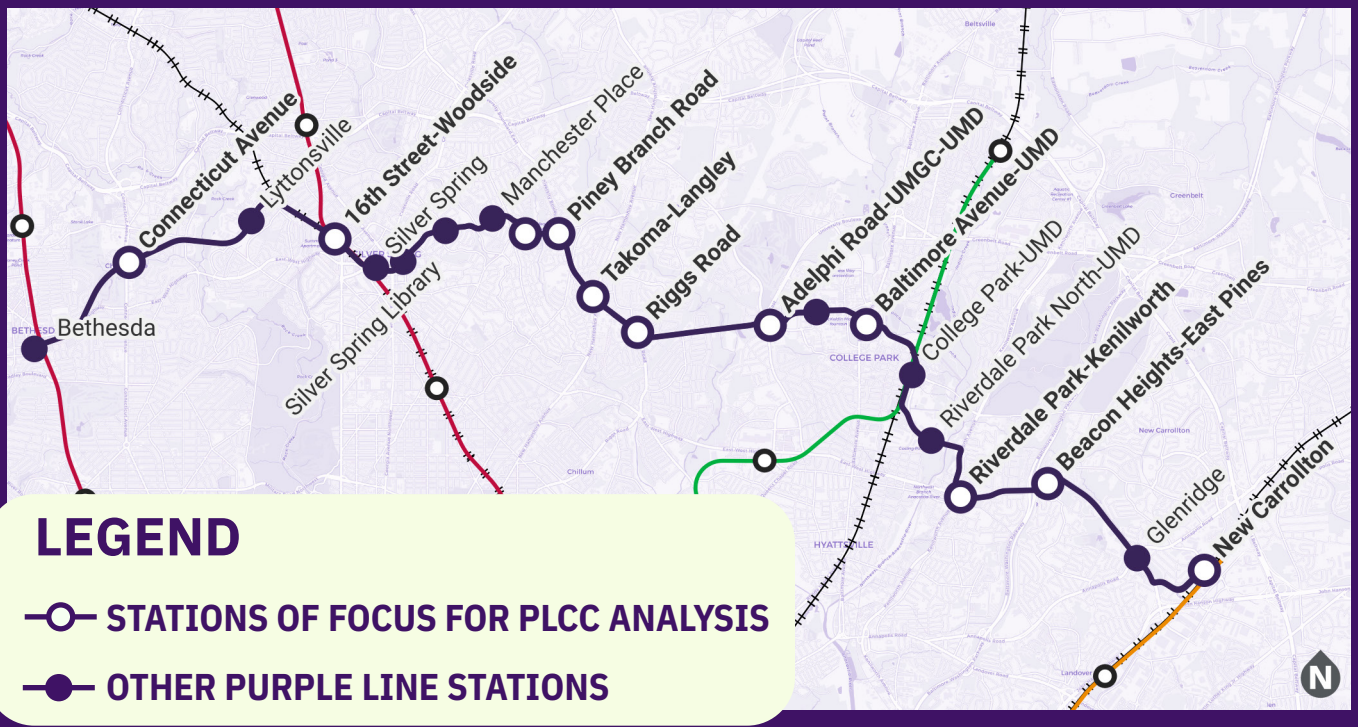
DECEMBER 2025

ACKNOWLEDGEMENTS

We thank the many people who have helped get the Purple Line to this point, and continue their commitment to ensure the project is completed expediently and operates for the benefit of the communities in the Corridor. This includes Purple Line Corridor Coalition (PLCC) members, numerous local, state, and federal agencies, elected officials, non-profit organizations, neighborhood and business associations, and houses of worship. Most importantly, thank you to the businesses and community members along the Purple Line Corridor, who are enduring the construction phase and participating in civic engagement processes in the hopes and expectation that the Purple Line will make their neighborhood a better place to live, shop, raise a family, do business, and enjoy life.

This report is supported by a Transit Oriented Development Planning Grant from the Federal Transit Administration being executed by National Center for Smart Growth (NCSG) on behalf of the Maryland Department of Transportation Maryland Transit Administration.

CONTENTS



INTRODUCTION

Safe and comfortable multimodal access to Purple Line stations is a cornerstone goal shared by the public agencies building the new transit line and the communities that live and work around the future stations. Government agencies and the community agree that the streets, sidewalks, paths, and public spaces around the stations should allow people of all ages and abilities to be able to get to and from the stations safely, especially because there will be no vehicle parking at Purple Line stations. They should be vibrant human-scaled places with slow motor vehicle traffic speeds, ample opportunities to cross streets on foot and in wheelchairs, accessible pedestrian routes, and clear connections into the surrounding neighborhoods. The station areas should be an integrated part of the fabric of the community, enhancing access to opportunities, supporting local economic development, and fostering high transit ridership. Montgomery County and Prince George's County have been planning, preparing and implementing changes to allow for this safe and comfortable multimodal access for years.

County and State work to further this goal has been extensive. The Purple Line Corridor Coalition documented these efforts for eleven station areas, and information about what is being implemented can be found on the PLCC site (Technical Notes). Relevant programs and plans include Montgomery County DOT's BiPPA program; and Prince George's County's Safe Streets for All grants; SHA's Pedestrian Safety Action Plan for MD 650 from MD 193 to Metzerott Road, and M-NCPPC local land use and transportation plans like the Montgomery Pedestrian Master Plan. The Purple Line Corridor Coalition (PLCC) has been engaging with key public sector stakeholders working on these projects, and the communities around the future Purple Line stations for more than a decade to encourage collaboration and promote equitable outcomes. Most recently, the PLCC has focused on assessing the physical environment around eleven of the twenty-one total stations to document current conditions and consider planned and proposed improvements. The PLCC reviewed previous plans and studies, assessed recommended and planned future transportation improvement projects, and documented remaining, unaddressed gaps and barriers for safe and comfortable multimodal access.

"The sidewalks are not wide enough for a family of two, or three, or someone with a stroller. Also, not safe enough for someone who has a disability to walk safely to the Purple Line."

"For our neighborhood, some of the big issues are traffic, speeding, ... and walkability. There is a lack of continuous sidewalks."

"We are worried that cars will continue to cut through business parking lots and neighborhoods to avoid the major intersections. What is the plan to mitigate this so that it's safe for pedestrians?"

Photo of community-led walk pre-meeting and selections of comments received.

The PLCC also organized and coordinated community-led walks around the Long Branch and Piney Branch Road, Riverdale Park-Kenilworth, and Takoma-Langley stations to cultivate a robust dialogue between the local community, area stakeholders, and public transportation agency representatives, focusing on a shared vision for safe and accessible multimodal access around the future Purple Line stations. In partnership with several community-based organizations, PLCC recruited community members who are not traditionally participants in pedestrian planning – such as PTA members, Spanish-speaking renters, and small business owners. The individuals who led these walks are future Purple Line riders and potential beneficiaries of new investments along the line. Their

perspectives provided crucial insights on remaining needs in the post-construction environment.

This report highlights key findings from the multi-modal access assessment at the eleven stations along the corridor which face the most significant pedestrian accessibility challenges, mainly along arterial roads and state highways. PLCC focused on these stations because they face the most significant pedestrian accessibility challenges, mainly along arterial roads and state highways. But the recommendations are also relevant to many other stations in the Corridor. This report distills information from previous studies, while elevating insights gained from the community-led walks, and points toward issues that will need to be addressed moving forward.

Retrofitting car centric suburbs for new light rail is a substantial undertaking that requires new resources, increased capacity, and collective work to carve out unprecedented possibilities. The goal is to encourage collaboration, coordination, and partnership amongst community and agency stakeholders to proactively address gaps and barriers to multimodal access so that the future vision for the Purple Line can be achieved. The PLCC will continue to work with the communities and implementing agencies to support the strategies implementation.

PHOTO: PURPLE LINE CORRIDOR COALITION/NATIONAL CENTER FOR SMART GROWTH

COMMON SOLUTIONS

Purple Line riders will access stations primarily on foot from nearby neighborhoods, on bicycles and other forms of micromobility, and through transfers from buses. To enhance the experience of accessing the stations, key common solutions and corresponding recommendations across the eleven stations analyzed in this study include:

LOWER SPEEDS
Reduce motor vehicle operating speeds to enhance safety and comfort for everyone.

SAFER STREET CROSSINGS
Improve bike/ped safety and comfort at crosswalks through turn calming and restrictions, high-visibility markings, and signal timing changes.

NEW PROTECTED CROSSINGS
Install new signalized- or beacon-supported crossings where currently there are unsignalized crossings on some or all legs of an intersection.

FEWER AND SAFER DRIVEWAY CROSSINGS
Reduce the number and width of driveway curb cuts and improve them to encourage yielding and reduce pedestrian exposure.

MORE SIDEWALKS
Install new sidewalks on existing roads where currently there are none to provide pedestrian access.

BETTER SIDEWALKS
Provide wider sidewalks or sidewalks with buffers from the street to improve pedestrian comfort for all.

NEW CONNECTIONS
Provide new convenient bicycle and pedestrian connections between neighborhoods and stations outside of existing right-of-way.

NEW SEPARATED BIKE LANES OR SHARED-USE PATHS
Build on arterial roadways leading to the station to enhance bicycle access.

INCREASE PERSONAL SECURITY
Reduce the risk of transit riders being assaulted, harassed, or profiled through enhanced lighting and investments that ensure a sense of safety.*

* Note: The common solutions listed above, applicable to all stations, are predicated on the recognition that real and perceived personal security is paramount throughout the corridor. Enhanced lighting and coordinated policing efforts among jurisdictions and agencies will be indispensable to ensure a sense of safety that welcomes people to use the Purple Line. Following are specific challenges and recommendations for each of the eleven stations that go beyond the universal needs of personal safety. MTA transit police officers will patrol stations.

PHOTO: PURPLE LINE CORRIDOR COALITION/NATIONAL CENTER FOR SMART GROWTH

STATION SUMMARIES

This section includes a summary of recommendations to address key remaining pedestrian and cyclist access gaps at the eleven priority stations, which are listed from west to east:

Each summary includes the station location description and accompanying map, a short description of station area characteristics, key station area statistics, a table with recommendations and agency coordination needs organized by theme, and photos illustrating key issues.

STATION AREA STATISTICS

Station area statistics like population, jobs, and points of interest within ½ mile of the station provide context for understanding potential pedestrian and cyclist access volumes. Accompanying area maps show a circle with a ½ mile radius around each station.

WALK SCORE

Walk Scores are provided in the station area statistics table for all stations. Walk Score is a metric describing the potential for completing daily errands by walking based on proximity to dining, grocery stores, retail spaces, schools, and parks. The scores can be interpreted as follows[1]:

EXAMPLE

Population: 5,555	Non-White: 55.5%
In Poverty: 5.5%	No Car: 5.5%
Jobs: 555	Points of Interest: 55
Walk Score: 55	Ped Comfort Score: 55%

- 90-100: Walker's Paradise (daily errands do not require a car)
- 70-89: Very Walkable (most errands can be accomplished on foot)
- 50-69: Somewhat Walkable (some errands can be accomplished on foot)
- 25-49: Car-Dependent (most errands require a car)
- 0-24: Car-Dependent (almost all errands require a car)

PEDESTRIAN COMFORT SCORE

The pedestrian level of comfort score is a statistic derived by Montgomery Planning from the 2020 Purple Line Pedestrian Connectivity Report that measures the percentage of streets within the station area that are comfortable for pedestrians. The pedestrian level of comfort score is computed based on traffic speed, and physical road and sidewalk conditions irrespective of population and jobs. This field is blank for stations located in Prince George's County.

RECOMMENDATIONS TABLE

Recommendations for each station area are categorized by solutions. The solutions of each station are ordered by priority according to the table in the Prioritization section. The agencies listed in the Coordination column are critical to engage with, typically because they own or have jurisdiction over the locations referenced.

[1] Walkscore is computed via a proprietary methodology that measures access to amenities from any given point; it does not directly measure jobs or population. (https://www.walkscore.com/methodology.shtml)

CONNECTICUT AVENUE

MONTGOMERY COUNTY

The Connecticut Avenue station is located on the east side of Connecticut Avenue north of Chevy Chase Lake Drive, parallel to the Capital Crescent Trail.

AREA CHARACTERISTICS

Suburban, auto-oriented, with separated residential and commercial land uses. A large mixed-use development was recently constructed adjacent to the station.

Channelized turn lanes like this one at Connecticut Ave and East-West Hwy enable drivers to make high speed turns and reduce pedestrian safety and comfort.

AREA MAP & STATS

Population: 2,664	Non-White: 20.6%
In Poverty: 2.3%	No Car: 5.1%
Jobs: 1,825	Points of Interest: 34
Walk Score: 50	Ped Comfort Score: 67%

SOLUTIONS	RECOMMENDATIONS	COORDINATION
LOWER SPEEDS	• *Connecticut Ave and Manor Rd*: Implement measures to reduce operating speeds to 25 mph or less, along with long term roadway design changes to ensure safe travel.	SHA, MCDOT
	• *Areawide*: Implement speed cameras, in addition to those already approved for the 8900 and 8000 blocks of Connecticut Avenue	MC Police Department in Coordination with SHA, and MCDOT
SAFER STREET CROSSINGS	• *Connecticut Ave at Jones Bridge Rd, Manor Rd, Chevy Chase Lake Dr, Dunlop St, and East-West Hwy*: Implement measures to reduce turn speeds and conflicts and encourage driver yielding (e.g., no right turn on red restrictions and remove channelized turn lanes on NE, SE, and SW corners at East-West Hwy intersection).	SHA
	• *Connecticut Ave at above intersections*: Update signal timing and progression to lower motor vehicle speeds and improve pedestrian safety and access.	SHA
BETTER SIDEWALKS	• *Connecticut Ave south of Manor Rd*: Clarify whether sidewalks will be widened, or a buffer added.	SHA

16TH STREET – WOODSIDE

MONTGOMERY COUNTY

The 16th Street – Woodside station is located between the 16th Street Bridge and Spring Street Bridge.

AREA CHARACTERISTICS

Suburban, auto-oriented, and primarily residential. The area begins to overlap with the Silver Spring Central Business District on the southeast side, where most employment resides.

The design of 16th St. encourages high motor vehicle speeds

AREA MAP & STATS

Population: 7,589	Non-White: 56.1%
In Poverty: 10.8%	No Car: 6.8%
Jobs: 1,428	Points of Interest: 29
Walk Score: 68	Ped Comfort Score: 15%

SOLUTIONS	RECOMMENDATIONS	COORDINATION
LOWER SPEEDS	• *Areawide*: Implement speed cameras.	MC Police Department in Coordination with SHA, and MCDOT
	• *16th St south of the CSX tracks and Spring St between 16th St and Georgia Ave:* Implement measures to reduce operating speeds to 25 mph or less.	SHA, MCDOT
	• Retain approved speed corridor complete with cameras at 8800, 8900 and 9200 blocks of 16th St.	SHA, MCDOT
SAFER STREET CROSSINGS	• *16th St at Spring St and East-West Hwy:* Implement measures to reduce turning speeds and encourage drivers to yield to pedestrians, e.g., remove channelized turn lanes or implement traffic controls to support the channelized turn lane crosswalk.	SHA
	• *16th St at Spring St and East-West Hwy:* Update signal timing and progression to encourage lower motor vehicle speeds and improve pedestrian safety and access.	SHA

LONG BRANCH

MONTGOMERY COUNTY

The Long Branch station is located on Arliss Street north of Piney Branch Road.

AREA CHARACTERISTICS

Auto-oriented, small commercial town center surrounded by garden-style apartments and single-family homes. There are a large number of apartments south of Piney Branch Road.

AREA MAP & STATS

Population: 2,642	Non-White: 59.1%
In Poverty: 14.0%	No Car: 5.5%
Jobs: 615	Points of Interest: 52
Walk Score: 70	Ped Comfort Score: 49%

SOLUTIONS	RECOMMENDATIONS	COORDINATION
LOWER SPEEDS	• *Piney Branch Rd:* Implement measures to reduce operating speeds to 25 mph or less.	SHA
	• *Areawide*: Implement speed cameras.	MC Police Department in Coordination with SHA, and MCDOT

• Left: There is no buffer between pedestrians on the sidewalk and traffic on Piney Branch Road

• Above: Community members at a PLCC community walking viewing ongoing construction.

SOLUTIONS	RECOMMENDATIONS	COORDINATION
SAFER STREET CROSSINGS	• *Flower Ave at Arliss St:* Implement signal- or beacon-supported pedestrian crossing, in addition to beacon added at Flower and Plymouth St., if possible.	SHA, MCDOT
	• *Piney Branch Rd at Arliss St, Piney Branch Rd and Greenwood Ave:* Implement right turn on red restrictions.	SHA
FEWER AND SAFER DRIVEWAY CROSSINGS	• *Piney Branch Rd:* Reduce the number of driveways and improve pedestrian safety at driveway crossings.	SHA, Montgomery DPS, Property Owners
BETTER SIDEWALKS	• *Piney Branch Rd:* Add a buffer between the sidewalk and traffic on the north side of the street.	SHA

PINEY BRANCH ROAD

MONTGOMERY COUNTY

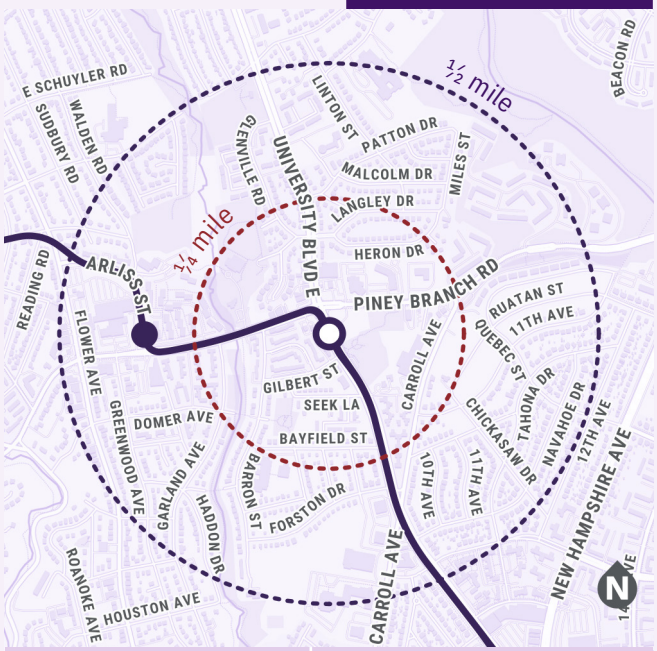
The Piney Branch Road station is at the median of University Boulevard, south of Piney Branch Road.

AREA CHARACTERISTICS

Suburban, auto-oriented, with separated commercial and residential uses along major intersection. Points of interest are mainly small retail. New Hampshire Estates Elementary School is within 1/4 mi of the station.

It's extremely challenging to cross University Blvd at Langley Dr. Although there's a marked crosswalk, there isn't a signal or beacon to support the crossing, and no pedestrian refuge where a pedestrian could wait in the middle of the street

AREA MAP & STATS



Population: 9,126	Non-White: 83.5%
In Poverty: 7.5%	No Car: 5.0%
Jobs: 738	Points of Interest: 29
Walk Score: 75	Ped Comfort Score: 20%

SOLUTIONS	RECOMMENDATIONS	COORDINATION
LOWER SPEEDS	• *University Blvd and Piney Branch Rd:* Implement measures to reduce operating speeds to 25 mph or less.	SHA
	• *Areawide*: Implement automated speed enforcement, particularly on University Blvd and Piney Branch Rd.	MC Police Department in Coordination with SHA, and MCDOT

• Left: Narrow sidewalk enclosed by construction and multiple lanes of car lanes

• Above: Narrow sidewalk placed beside multiple lanes of traffic

SOLUTIONS	RECOMMENDATIONS	COORDINATION
NEW PROTECTED CROSSINGS	• *University Blvd:* Identify locations for additional signal- or beacon-supported crossings within ½ mile north and south of the intersection of University Blvd and Piney Branch Rd.	SHA
FEWER AND SAFER DRIVEWAY CROSSINGS	• *University Blvd and Piney Branch Rd:* Reduce the number of driveways and improve pedestrian safety at driveway crossings.	SHA, Montgomery DPS, Property Owners
BETTER SIDEWALKS	• *University Blvd and Piney Branch Rd:* Follow up on the Montgomery County Purple Line Pedestrian Connectivity Report recommendations to upgrade sidewalks and identify additional opportunities.	SHA, Montgomery Planning

TAKOMA – LANGLEY

MONTGOMERY & PRINCE GEORGE'S COUNTIES

The Takoma – Langley station is on University Boulevard next to the Takoma Langley Crossroads Transit Center. This section of University Boulevard has among the highest rates of fatal and serious injury pedestrian crashes in Maryland.

AREA CHARACTERISTICS

Suburban, auto-oriented, with separated commercial and residential uses on a major intersection. New Hampshire Avenue, a major north-south road, is a corridor idenfied by Montgomery County for future bus rapid transit service. The Takoma Langley Crossroads Transit Center is located across northbound University Blvd from the new Purple Line station.

AREA MAP & STATS

Population: 12,954	Non-White: 83.9%
In Poverty: 9.9%	No Car: 4.1%
Jobs: 1,762	Points of Interest: 119
Walk Score: 85	Ped Comfort Score: N/A

SOLUTIONS	RECOMMENDATIONS	COORDINATION
LOWER SPEEDS	• *University Blvd and New Hampshire Ave:* Implement measures to reduce operating speeds to 25 mph or less.	SHA
	• *Areawide*: Implement automated speed enforcement.	PGC and MC Police Department in Coordination with SHA, PG DPW&T, and MCDOT
SAFER STREET CROSSINGS	• *University Blvd at New Hampshire Ave and Carroll Ave:* Implement measures to reduce turning speeds and encourage drivers to yield to pedestrians (e.g., remove channelized turn lanes or implement traffic controls to support the channelized turn lane crosswalk).	SHA
	• *Multiple locations on New Hampshire Ave*: Install high-visibility crosswalks at University Blvd, Holton Ln, Merwood Dr, and Glenside Dr.	SHA
	• *University Blvd at New Hampshire Ave*: Update signal timing and progression to encourage lower motor vehicle speeds and improve pedestrian safety and access.	SHA

• Left: Crosswalks at University Blvd and New Hampshire Ave are currently not high-visibility. Note Takoma Langley Crossroads Transit Center in background.

• Above: Sidewalk missing on north side of Kennewick Avenue near Anne Street

SOLUTIONS	RECOMMENDATIONS	COORDINATION
MORE SIDEWALKS	• *Within adjacent neighborhoods:* Install new sidewalks along key pedestrian access routes to the station, including Chester St, Barron St, Glenside Dr, Jackson Ave, Holton Ln, Hammond Ave, Lockney Ave, Kirklynn Ave, and Prospect St.	MCDOT
FEWER AND SAFER DRIVEWAY CROSSINGS	• *University Blvd*: Reduce the number of driveways and improve pedestrian safety at driveway crossings.	SHA, Montgomery DPS, Property Owners
NEW CONNECTIONS	• *Between University Blvd and adjacent neighborhoods*: as commercial, privately owned properties redevelop, ensure installation of new sidewalks or paths to provide more direct access to the station, including sidewalks or designated walkways across commercial parking lots where possible.	PG DPW&T, MCDOT, Property Owners
NEW SEPARATED BIKE LANES OR SHARED-USE PATHS	• *University Blvd and New Hampshire Ave*: Install separated bike lanes or shared-use paths.	SHA
BETTER SIDEWALKS	• *New Hampshire Ave:* Widen existing sidewalks and add sidewalk buffer (except on the west side between Kingwood Dr and University Blvd).	SHA

RIGGS ROAD

PRINCE GEORGE'S COUNTY

The Riggs Road station is located on University Boulevard west of Riggs Road. This section of University Boulevard has among the highest rates of fatal and serious injury pedestrian crashes in Maryland.

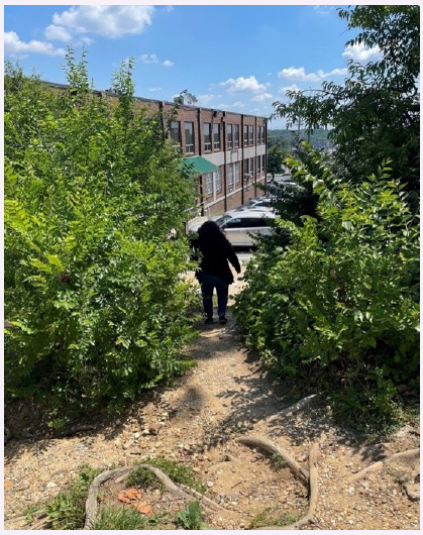
AREA CHARACTERISTICS

Suburban, auto-oriented, with separated commercial and residential uses along a major intersection. Many multi-family low-rise apartment buildings and duplexes are on or near Riggs Road north and south of the station.

AREA MAP & STATS

Population: 8,974	Non-White: 89.4%
In Poverty: 10.8%	No Car: 6.8%
Jobs: 1,553	Points of Interest: 84
Walk Score: 79	Ped Comfort Score: N/A

SOLUTIONS	RECOMMENDATIONS	COORDINATION
LOWER SPEEDS	• *University Blvd and Riggs Rd:* Implement measures to reduce operating speeds to 25 mph or less.	SHA
	• *Areawide*: Implement automated speed enforcement.	PGC Police Department in Coordination with SHA, PG DPW&T
SAFER STREET CROSSINGS	• *University Blvd at Riggs Rd:* Implement measures to reduce turn speeds and conflicts and encourage driver yielding (e.g., remove the channelized turn lane on the southeast corner or implement traffic controls to support the channelized turn lane crosswalk).	SHA
	• *Areawide:* Identify priority locations for turn calming measures (e.g., arterial to secondary street transitions).	SHA, PG DPW&T
	• *Multiple locations:* Install high-visibility crosswalks at University Blvd at Guilford Rd, S Riggs Rd at Drexel Rd and Erskine Rd, and N Riggs Rd at Jasmine Ter and Keokee St.	SHA



Clockwise from top left:
• Pedestrian making use of informal connection between Hannon Street and intersection of Riggs Road and University Boulevard.
• Pedestrian walking in median at Riggs Road at Drexel Street where a crossing does not currently exist.
• Cyclist riding on narrow unbuffered sidewalk along Riggs Road.
• Pedestrian walking along University Boulevard between driveways.

SOLUTIONS	RECOMMENDATIONS	COORDINATION
MORE SIDEWALKS	• *Within adjacent neighborhoods:* Install new sidewalks along key pedestrian access routes to the station.	PG DPW&T
FEWER AND SAFER DRIVEWAY CROSSINGS	• *University Blvd*: Reduce the number of driveways and improve pedestrian safety at driveway crossings.	SHA, Property Owners
NEW CONNECTIONS	• *Between University Blvd and adjacent neighborhoods*: Install new sidewalks or paths to provide more direct access, including sidewalks and paths across commercial parking lots.	PG DPW&T, PG Planning, Property Owners
NEW SEPARATED BIKE LANES OR SHARED-USE PATHS	• *University Blvd and Riggs Rd*: Install separated bike lanes or shared-use paths.	SHA
BETTER SIDEWALKS	• *S Riggs Rd:* Widen the existing sidewalk and add a buffer between the sidewalk and the adjacent road.	SHA

ADELPHI ROAD – UMGC – UMD

PRINCE GEORGE'S COUNTY

The Adelphi Road – UMGC – UMD station is located on Campus Drive east of the Adelphi Road intersection adjacent to the Marriott Hotel at UMGC.

AREA CHARACTERISTICS

Suburban; auto-oriented; with heavy east-west traffic on University Boulevard (MD 193), north-south traffic on Adelphi Road, and traffic in and out of the University of Maryland (UMD), University of Maryland Global Campus (UMGC), as well as the Marriott Hotel. Mix of residential neighborhoods, green space, and the university campus.

AREA MAP & STATS

Population: 2,642	Non-White: 59.1%
In Poverty: 14.0%	No Car: 5.5%
Jobs: 5,803	Points of Interest: 14
Walk Score: 58	Ped Comfort Score: N/A

SOLUTIONS	RECOMMENDATIONS	COORDINATION
LOWER SPEEDS	• *University Blvd and Adelphi Rd:* Implement measures to reduce operating speeds to 25 mph or less.	SHA
	• Areawide: Implement automated speed enforcement.	PGC Police Department in Coordination with SHA, PG DPW&T
SAFER STREET CROSSINGS	• *University Blvd/Campus Dr at Adelphi Rd:* Implement measures to reduce turning speeds and conflicts and encourage drivers to yield to pedestrians (e.g. implement right turn on red restrictions), implement other measures to improve pedestrian and cyclist safety and comfort (e.g., reduce length of crosswalk from Campus Dr to University Blvd and Adelphi Rd), and remove channelized right turn from southbound Adelphi Rd to westbound University Blvd.	SHA
	• *Areawide:* Identify priority locations for turn calming measures (e.g., arterial to secondary street transitions).	SHA, PG DPW&T

• Left: University Boulevard west of Adelphi Road

• Above: Channelized turn lanes like this one at Adelphi Rd and University Blvd enable drivers to make high speed turns and reduce pedestrian safety and comfort

SOLUTIONS	RECOMMENDATIONS	COORDINATION
NEW PROTECTED CROSSINGS	• *Adelphi Rd*: Implement signal- or beacon-supported crossings at Curry Dr, Cool Spring Rd, Stanford St, and Purdue St.	SHA
NEW PROTECTED CROSSINGS	• *University Blvd*: Implement signal- or beacon-supported crossing at Tulane Dr.	SHA
MORE SIDEWALKS	• *Both sides of University Blvd northeast of Adelphi Rd, north side of University Blvd from Adelphi Rd to W Park Dr, and west side of Adelphi Rd from University Blvd to Metzerott Rd*: Install new sidewalks with buffers.	SHA
BETTER SIDEWALKS	• *University Blvd west of Adelphi Rd:* Widen existing sidewalks and add a buffer between the sidewalk and the adjacent road.	SHA

BALTIMORE AVENUE – UMD

PRINCE GEORGE'S COUNTY

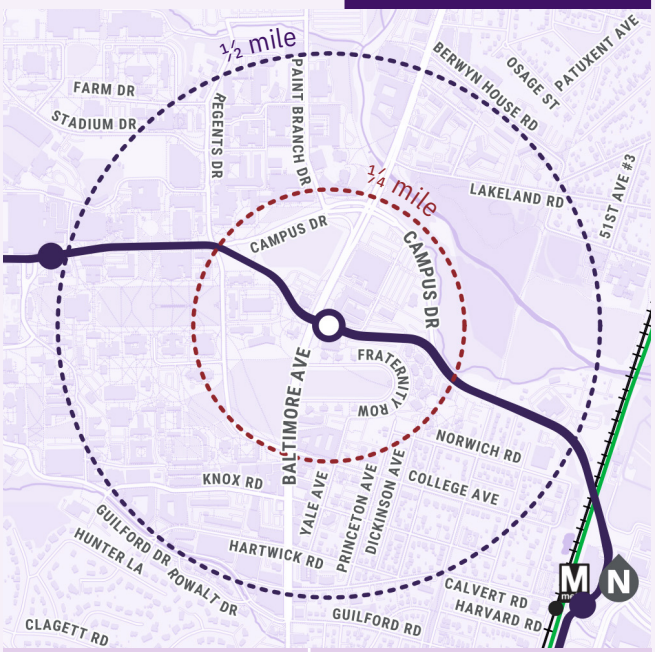
The Baltimore Avenue – UMD station is located on Rossborough Lane east of Baltimore Avenue adjacent to Ritchie Coliseum on the University of Maryland campus.

AREA CHARACTERISTICS

Suburban, with commercial-residential mixed land use along Baltimore Ave, and an auto-oriented but walkable commercial strip in downtown College Park near the University of Maryland's main entrance with lots of student traffic.

Drivers are currently able to turn right on red at Campus Dr and Baltimore Ave, increasing the potential for a pedestrian crash.

AREA MAP & STATS



Population: 5,359	Non-White: 48.6%
In Poverty: 17.9%	No Car: 4.6%
Jobs: 15,786	Points of Interest: 108
Walk Score: 81	Ped Comfort Score: N/A

SOLUTIONS	RECOMMENDATIONS	COORDINATION
SAFER STREET CROSSINGS	• *Baltimore Ave:* Implement measures to reduce turning speeds and encourage drivers to yield to pedestrians (e.g., implement curb extensions or curb radius reductions).	SHA
	• *Baltimore Ave at Campus Dr:* Implement right turn on red restrictions.	SHA
FEWER AND SAFER DRIVEWAY CROSSINGS	• *Baltimore Ave:* Reduce the number of driveways and improve pedestrian safety at driveway crossing, especially beyond one-quarter mile from station.	SHA, Property Owners

RIVERDALE PARK – KENILWORTH

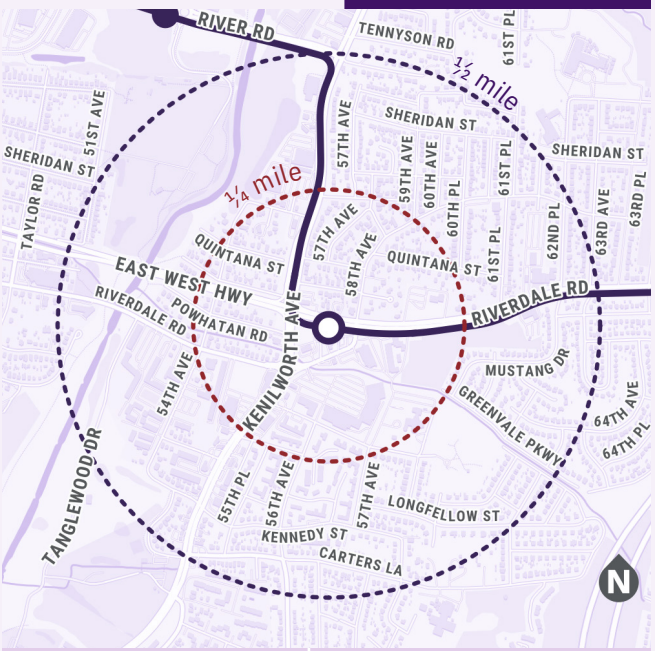
PRINCE GEORGE'S COUNTY

The Riverdale Park – Kenilworth station is located on the south side of Riverdale Road east of Kenilworth Avenue.

AREA CHARACTERISTICS

Suburban, auto-oriented, with heavy east-west traffic on East-West Highway (MD 410) and north-south traffic on Kenilworth Avenue (MD 201). Primarily residential neighborhoods mixed with office space on Kenilworth Avenue and commercial areas at the intersection of East-West Hwy and Kenilworth Ave.

AREA MAP & STATS



Population: 8,561	Non-White: 63.6%
In Poverty: 8.4%	No Car: 5.6%
Jobs: 878	Points of Interest: 58
Walk Score: 76	Ped Comfort Score: N/A

Clockwise from top left:

- Channelized turn lanes such as this one at Riverdale Rd and East-West Hwy enable drivers to make high speed turns and reduce pedestrian safety and comfort.
- Missing sidewalk on Kenilworth Avenue north of East-West Highway.
- Lower speeds are needed on East-West Highway and Riverdale Road near the station.
- Wide driveway entrance off Riverdale Road.

CHALLENGES	RECOMMENDATIONS	COORDINATION
LOWER SPEEDS	• *Kenilworth Ave at East-West Hwy/Riverdale Rd (MD-410):* Implement measures to reduce turning speeds to 25 mph or less.	SHA
	• *Areawide*: Implement automated speed enforcement, especially on Riverdale Rd.	PGC Police Department in Coordination with SHA, PG DPW&T
SAFER STREET CROSSINGS	• *Kenilworth Ave at East-West Hwy and Riverdale Rd:* Implement measures to reduce turning speeds and encourage drivers to yield to pedestrians, e.g., remove channelized turn lanes or implement traffic controls to support the channelized turn lane crosswalk.	SHA
	• *Signalized intersections on Kenilworth Ave, East-West Hwy, and Riverdale Rd:* Provide marked crosswalks on all intersection legs within ½ mile of the station.	SHA
	• *Areawide*: Assess existing marked crosswalks and restripe as high visibility if faded.	SHA PG DPW&T
	• *Areawide:* Identify priority locations for turn calming measures, e.g., arterial to secondary street transitions.	SHA, PG DPW&T
MORE SIDEWALKS	• *Kenilworth Ave north of East-West Hwy, East-West Hwy west of Kenilworth Ave, and south side of East-West Highway/Riverdale Rd (MD-410) east of Kenilworth Ave:* Install new sidewalk with buffer.	SHA
NEW CONNECTIONS	• *Between residential areas north of East-West Hwy and the station area:* Install new sidewalks or paths to provide more direct access, including sidewalks and paths across commercial parking lots.	PG DPW&T, Property Owners
NEW SEPARATED BIKE LANES OR SHARED-USE PATHS	• *East side of Kenilworth Ave north of East-West Hwy, East-West Hwy west of Kenilworth Ave, and the entire south side of East-West Hwy/ Riverdale Rd (MD-410) east of Kenilworth*: Install separated bike lanes or shared-use paths.	SHA
FEWER AND SAFER DRIVEWAY CROSSINGS	• *Kenilworth Ave south of East-West Hwy*: Identify opportunities for reducing the number of driveways and improve pedestrian safety at driveway crossings.	SHA, Property Owners

BEACON HEIGHTS – EAST PINES

PRINCE GEORGE'S COUNTY

The Beacon Heights – East Pines station is located on Riverdale Road, northeast of 67th Avenue.

AREA CHARACTERISTICS

Suburban, auto-oriented, with separated residential and commercial land uses, but primarily residential. Two major highways run through the station area, the Baltimore-Washington Parkway and Veterans Parkway.

AREA MAP & STATS

Population: 6,961	Non-White: 80.1%
In Poverty: 5.7%	No Car: 3.4%
Jobs: 236	Points of Interest: 24
Walk Score: 66	Ped Comfort Score: N/A

Pedestrians walking on Riverdale Road near 67th Court

CHALLENGES	RECOMMENDATIONS	COORDINATION
LOWER SPEEDS	• *Riverdale Rd:* Implement measures to reduce operating speeds to 25 mph or less.	SHA
	• *Areawide*: Implement automated speed enforcement.	PGC Police Department in Coordination with SHA, PG DPW&T
SAFER STREET CROSSINGS	• *Riverdale Rd at 66th Ave and Veterans Pkwy:* Implement measures to reduce turning speeds and encourage drivers to yield to pedestrians, e.g., remove channelized turn lanes or implement traffic controls to support the channelized turn lane crosswalk.	SHA
	• *Areawide*: Identify priority locations for turn calming measures (e.g., arterial to secondary street transitions).	SHA, PG DPW&T
	• *Riverdale Rd*: Update signal timing and progression to encourage lower motor vehicle speeds and improve pedestrian safety and access.	SHA
FEWER AND SAFER DRIVEWAY CROSSINGS	• *Riverdale Rd east of Veterans Pkwy:* Reduce the number of driveways and improve pedestrian safety at driveway crossings.	SHA, Property Owners
NEW PROTECTED CROSSINGS	• *Riverdale Rd*: Identify locations for signal- or beacon-supported crossings within the station area (e.g., at Fernwood Ter and 67th Pl).	SHA
MORE SIDEWALKS	• *67th Ct:* Provide a continuous sidewalk connection to Riverdale Rd.	PG DPW&T
	• *Neighborhood south of Riverdale Rd and west of Baltimore-Washington Pkwy*: Install new sidewalks along key pedestrian access routes to the station.	PG DPW&T
BETTER SIDEWALKS	• *Riverdale Rd east of Veterans Pkwy:* Add buffers to sidewalk segments that are currently unbuffered.	SHA

NEW CARROLLTON

PRINCE GEORGE'S COUNTY

The New Carrollton station is located on Ellin Road near Harkins Road, adjacent to the existing Metrorail, MARC, and Amtrak station.

AREA CHARACTERISTICS

Suburban, auto-oriented, separated residential and commercial land uses. Mixed-use development is planned or under construction near the station, including the New Carrollton Joint Development (a partnership with the Washington Metropolitan Area Transit Authority).

Although there is a marked crosswalk, there is no signal or beacon to support the crossing of Ellin Rd at Emerson Pl. The speed limit on Ellin Rd is 30 mph and there are two lanes of traffic in each direction.

AREA MAP & STATS

Population: 1,667	Non-White: 83.2%
In Poverty: 6.1%	No Car: 7.7%
Jobs: 4,528	Points of Interest: 60
Walk Score: 57	Ped Comfort Score: N/A

CHALLENGES	RECOMMENDATIONS	COORDINATION
LOWER SPEEDS	• *Ellin Rd, Harkins Rd, Annapolis Rd, and Garden City Dr:* Implement measures to reduce operating speeds to 25 mph or less.	SHA, PG DPW&T
	• *Areawide*: Implement automated speed enforcement, especially on Ellin Rd/85th Ave, Harkins Rd, Annapolis Rd, and Garden City Dr.	PGC Police Department in Coordination with SHA, PG DPW&T
NEW PROTECTED CROSSINGS	• *Veterans Pkwy and Ellin Dr:* Install pedestrian crossing to enable residents of East Lanham Hills to access the station (assuming sidewalks are constructed on Veterans Pkwy and Ellen Dr).	SHA
	• *Ellin Dr between Veterans Pkwy and Annapolis Rd:* Identify additional locations for signal- or beacon-supported crossings (e.g., Emerson Pl. and Carrollton Gardens Condominium access driveways).	PG DPW&T

CHALLENGES	RECOMMENDATIONS	COORDINATION
MORE SIDEWALKS	• *Annapolis Dr and Ellin Dr:* Install new sidewalks or paths on the west side of Annapolis Dr and the north side of Ellin Dr to provide a safe pedestrian connection between West Lanham Hills and the station.	SHA
NEW CONNECTIONS	• *Corporate Drive to business park*: Improve pedestrian connections, including across driveways.	PG DPW&T
	• *Veterans Pkwy*: Provide pedestrian connections between Veterans Pkwy and Chesapeake Rd, Chesapeake Landing Apartments, and Ardwick Ardmore Rd.	PG DPW&T, Property Owners
BETTER SIDEWALKS	• *Ellin Dr between Harkins Dr and Carrollton Gardens Condominiums:* Widen existing sidewalks and add sidewalk buffer.	PG DPW&T

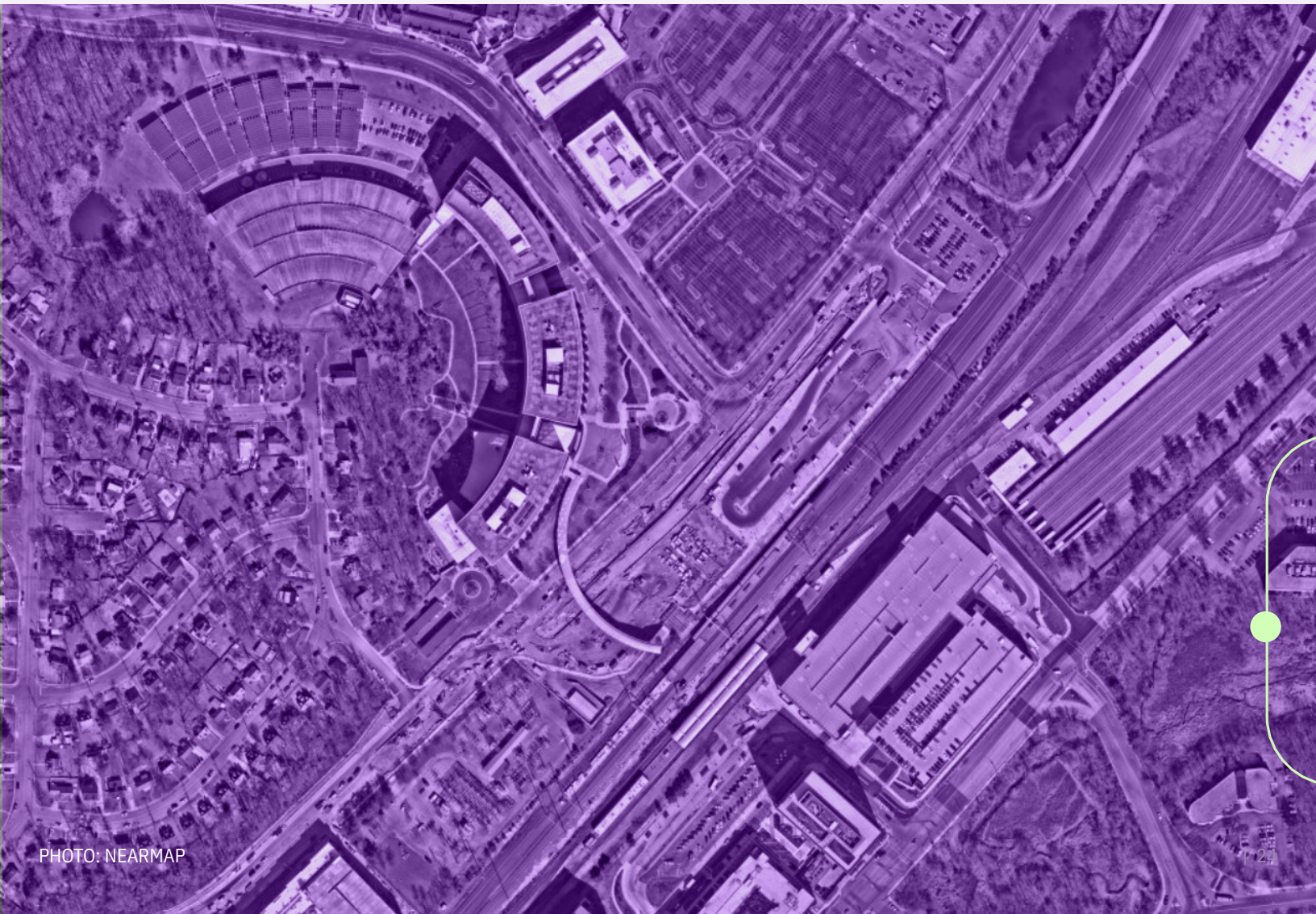


PHOTO: NEARMAP

PRIORITIZATION

Table 1 summarizes the priority themes for each station. Red indicates higher priority, yellow indicates medium priority, and green indicates lower priority. These priorities were assigned based on a qualitative, planning-level analysis. "Personal security" and themes likely to have the greatest traffic safety benefit for pedestrians and cyclists, such as "slower speeds" and "safer street crossings," are prioritized above more comfort- or access-related themes, such as "better sidewalks" and "new connections." Themes with recommendations addressing high-traffic, high-speed roadways are prioritized above themes with recommendations exclusively addressing neighborhood streets. Themes addressing pedestrian safety and access are prioritized above the "new protected cycling facility" theme based on an assumption that latent pedestrian demand is likely far higher than latent cyclist demand at the stations where protected cycling facilities are recommended. Finally, "better sidewalks" are a critical safety and comfort issue, but there is stronger link to safety for the other common challenges.

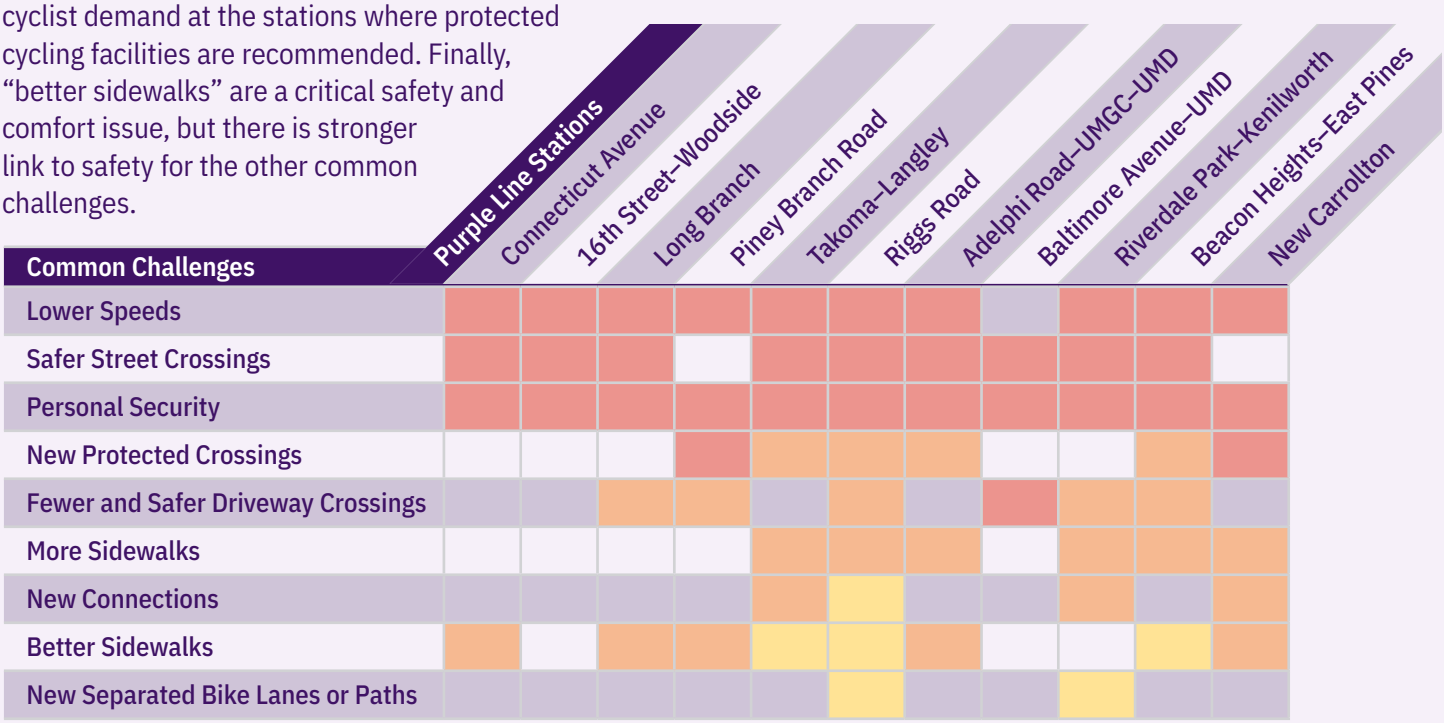


Table 2 provides a list of potential treatments by theme, cost, and timeframe. This information can be useful in prioritizing specific recommendations based on available budgets and other constraints.

COST

The cost categories listed for each treatment in Table 2 include estimates for planning, engineering, installation, and maintenance. The categories are:

- **$ Low – Typically $5,000 or less**
- **$$ Moderate – Typically $5,000 to $100,000**
- **$$$ Medium – Typically $100,000 to $300,000**
- **$$$$ High – Typically $300,000 or more**

TIMEFRAME

The timeframe ranges listed for each treatment include estimates for planning, engineering, and implementation. Timeframe categories listed for each tool are as follows:

- **Short – Within 1 year**
- **Medium – 1-3 years**
- **Long – 3+ years**

Cost ranges may span multiple categories, since cost depends on factors like the material used and whether utility relocations are required that can change the cost significantly. Lower cost approaches are often available that can be implemented more quickly but have similar benefits. For example, curb extensions can be installed with flex posts and paint rather than concrete as in interim measure, cutting the cost of labor and materials significantly and not requiring changes to drainage systems.

CHALLENGES	RECOMMENDATIONS	COST	TIMEFRAME
LOWER SPEEDS	Change speed limit signage	$-$$	Short to medium term
	Narrow motor vehicle travel lanes	$-$$	Short to medium term
	Roadway reconfiguration (i.e., road diet)	$$-$$$$	Medium to long term
	Automated speed enforcement (i.e., speed cameras)	$$$-$$$$	Medium term
SAFER STREET CROSSINGS	High visibility crosswalk markings	$	Short term
	No right turn on red	$	Short to medium term
	Leading pedestrian interval	$-$$	Short term
	Change signal cycle timing or progression	$-$$$	Short to long term
	Curb extension or curb radius reduction	$$-$$$	Short to long term
	Channelized turn lane – raised crosswalk	$$-$$$	Medium to long term
	Channelized turn lane – geometric redesign	$$$-$$$$	Long term
	Channelized turn lane – removal	$$$-$$$$	Long term
	Channelized turn lane – signalization	$$$-$$$$	Long term
NEW PROTECTED CROSSINGS	Pedestrian hybrid beacon	$$$-$$$$	Medium to long term
	Traffic signal	$$$$	Medium to long term
FEWER AND SAFER DRIVEWAY CROSSINGS	Signage and markings for driveway crossings	$-$$	Short to medium term
	Driveway narrowing	$$$-$$$$	Medium to long term
	Driveway removal	$$$-$$$$	Medium to long term
	Sidewalk across driveway opening	$$$-$$$$	Medium to long term
MORE SIDEWALKS	New sidewalk inside existing street right of way	$$-$$$$	Short to long term
NEW CONNECTIONS	New sidewalk outside existing street right-of-way	$$$$	Long term
	New shared-use path outside existing street right-of-way	$$$$	Long term
BETTER SIDEWALKS	Widen or add buffer to existing sidewalk	$$$-$$$$	Medium to long term
NEW SEPARATED BIKE LANES OR SHARED-USE PATHS	New shared use path inside existing street right-of way	$$$-$$$$	Medium to long term
	Separated bike lane	$$$-$$$$	Medium to long term

MOVING FORWARD

As we near the end of the construction phase for the Purple Line, now is the time to begin exploring the possibilities and identifying resources for improvements that will inevitably be needed once the line is operational.

There is clear consensus and high interest in completing the line and achieving operational safety and success as expediently as possible. The various agencies responsible for getting the line built demonstrated their commitment to a successful project through their active participation. As the opening of the Purple Line approaches – currently estimated to be winter of 2027 – all parties are working diligently. From Prince George's County's work to secure federal investments that improve safety and connectivity in five Purple Line communities to Montgomery County's prioritization of bicycle and pedestrian improvements in Purple Line areas, progress is clearly underway. There are also many commendable projects and plans to continue improving the corridor to serve Purple Line customers and benefit the station communities.

However, this project demonstrates that significant gaps for pedestrians and cyclists remain, even after accounting for improvements currently planned. The time is now for the myriad agencies involved in the construction and operation of the Purple Line to increase cross-agency collaboration, expanding existing efforts to drive progress forward.

As a first step, addressing some of the highest priority challenges identified in Table 2 could be most impactful. Some of the recommendations that address these priority needs also happen to require fewer capital resources: lower speeds, safer street crossings, and new protected crossings. The time to begin the process to implement these improvements is now.

There is no time to wait!

Bethesda

Connecticut Avenue

Lyttonsville

16th Street–Woodside

Silver Spring

Silver Spring Library

Dale Drive

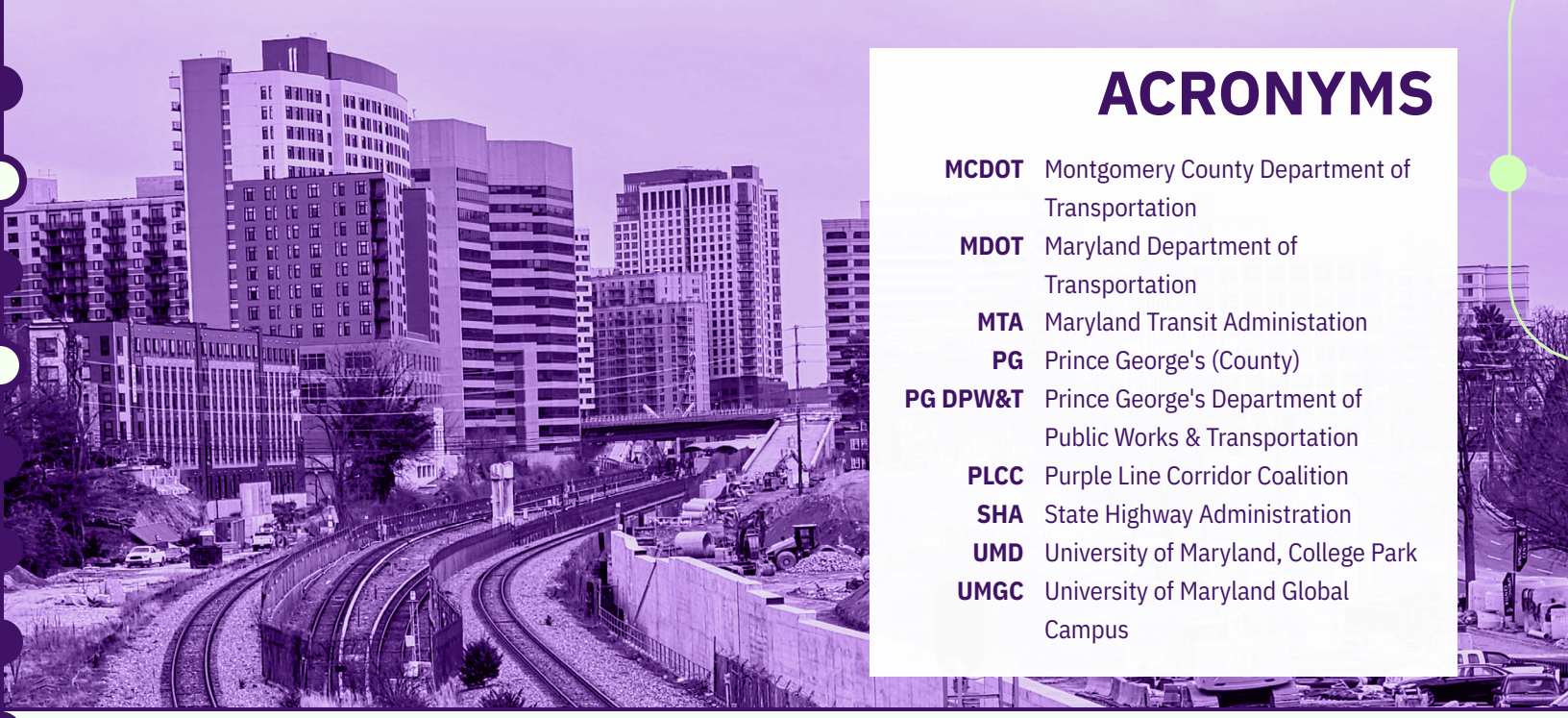
Manchester Place

Long Branch

Piney Branch Road

Montogomery County

Prince George's County



ACRONYMS

MCDOT	Montgomery County Department of Transportation
MDOT	Maryland Department of Transportation
MTA	Maryland Transit Administation
PG	Prince George's (County)
PG DPW&T	Prince George's Department of Public Works & Transportation
PLCC	Purple Line Corridor Coalition
SHA	State Highway Administration
UMD	University of Maryland, College Park
UMGC	University of Maryland Global Campus

Takoma–Langley

Riggs Road

Adelphi Road–UMGC–UMD

Campus Drive–UMD

Baltimore Avenue–UMD

College Park–UMD

Riverdale Park North–UMD

Riverdale Park–Kenilworth

Beacon Heights–East Pines

Glenridge

New Carrollton

REFERENCES

ALL STATIONS

SHA FY 23/24 Consolidated Transportation Program

MTA Purple Line Drawings

PLCC Pathways to Opportunity: Purple Line Corridor Action Plan, 2017

UMD NCSG Last Mile: Connecting Businesses and Residents in the Purple Line Corridor, 2015

STATIONS OF FOCUS FOR PLCC ANALYSIS

UMD NCSG Corridor-Wide Multimobility Analysis and Technical Assessment, 2022

PLCC Purple Line Equitable Transit-Oriented Development Strategy, 2022

PLCC Technical Analysis of Access to 11 Purple Line Stations, 2024

MONTGOMERY COUNTY STATIONS

Purple Line Stations Bicycle and Pedestrian Priority Area Study, 2021

Montgomery County Purple Line Pedestrian Connectivity Report, 2020

Montgomery County Takoma-Langley and Long Branch Bicycle and Pedestrian Priority Area Study, 2017[2]

PRINCE GEORGE'S COUNTY STATIONS

2025 MDOT/SHA Assessment of Planned Improvements along Purple Line in Prince George's County

Prince George's County Northern Gateway SPACES Study for MD 193, 2021

Prince George's County Purple Line Corridor Access (CAST) Study, 2011

[2] This study is also relevant for the Takoma-Langley Purple Line station, which crosses Prince George's and Montgomery County.

NCSG

Information contained in this document is for planning purposes. All results, recommendations, concept drawings, cost opinions, and commentary contained herein are based on limited data and information and on existing conditions that are subject to change. Some of the recommendations can be easy to implement, while others may require further analysis and engineering design.