Takoma Langley Purple Line Station Community-Led Walk & Ride: Virtual Work Session

National Center for Smart Growth, UMD College Park
Purple Line Corridor Coalition
January 30, 2025

Thank you for your assistance and feedback!

NCSG

MARYLAND DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY ADMINISTRATION

Purple Line

Prince George's County, MD
PRINCE GEORGE'S COUNTY
Planning Department

CITY OF TAKOMA PARK 1890 MARYLAND

Prince George's county MARYLAND
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Angela D. Alsobrooks, *County Executive*

MARYLAND DEPARTMENT OF TRANSPORTATION
MARYLAND TRANSIT ADMINISTRATION

Sources

State:

MDOT/SHA: FY 23/24 CTP (Joe Moges)
MDOT/MTA/PLTP: Engineering drawings (John Farley)

County:

Purple Line Cast Study (2011)
SPACEs (2021)
BiPPA (2023)
PLOC (2020)

MONTGOMERY COUNTY 1776 MARYLAND

Montgomery Planning

Agenda

1. Purpose of PLCC Community Led-Walk & Ride at Takoma Langley Station
2. Current conditions and proposed improvements
3. Potential issues and gaps
4. Discussion
5. Wrap-up and next steps

MDOT/MTA Rendering of Takoma/Langley Station

Purpose of this Technical Session

Help us frame the community-led walk & ride, to achieve its stated purpose:

1. **for policy makers and technical staff** of public agencies **to be informed** by the affected constituencies
2. for area residents, visitors, workers, shoppers and businesses to **benefit from the technical expertise and political dynamics so they can better affect change**.

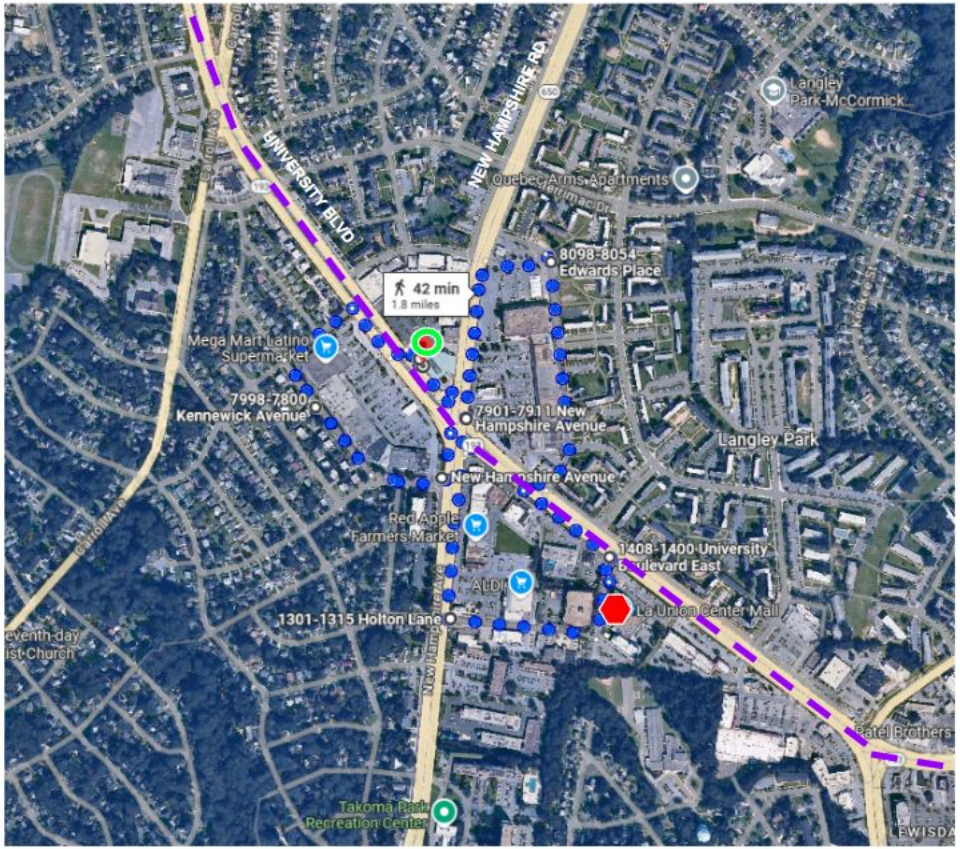
The community-led walk will also provide a unique opportunity to **affirm the progress being made, explain the work under construction, and share what is already committed to be built.**

We are confident that participants of the walks will come away with increased understanding of **how the Purple Line will be the vibrant, efficient, and welcoming community building infrastructure project it is designed to be**.

Community-Led Walk and Ride - Route Map

TAKOMA LANGLEY COMMUNITY-LED WALK

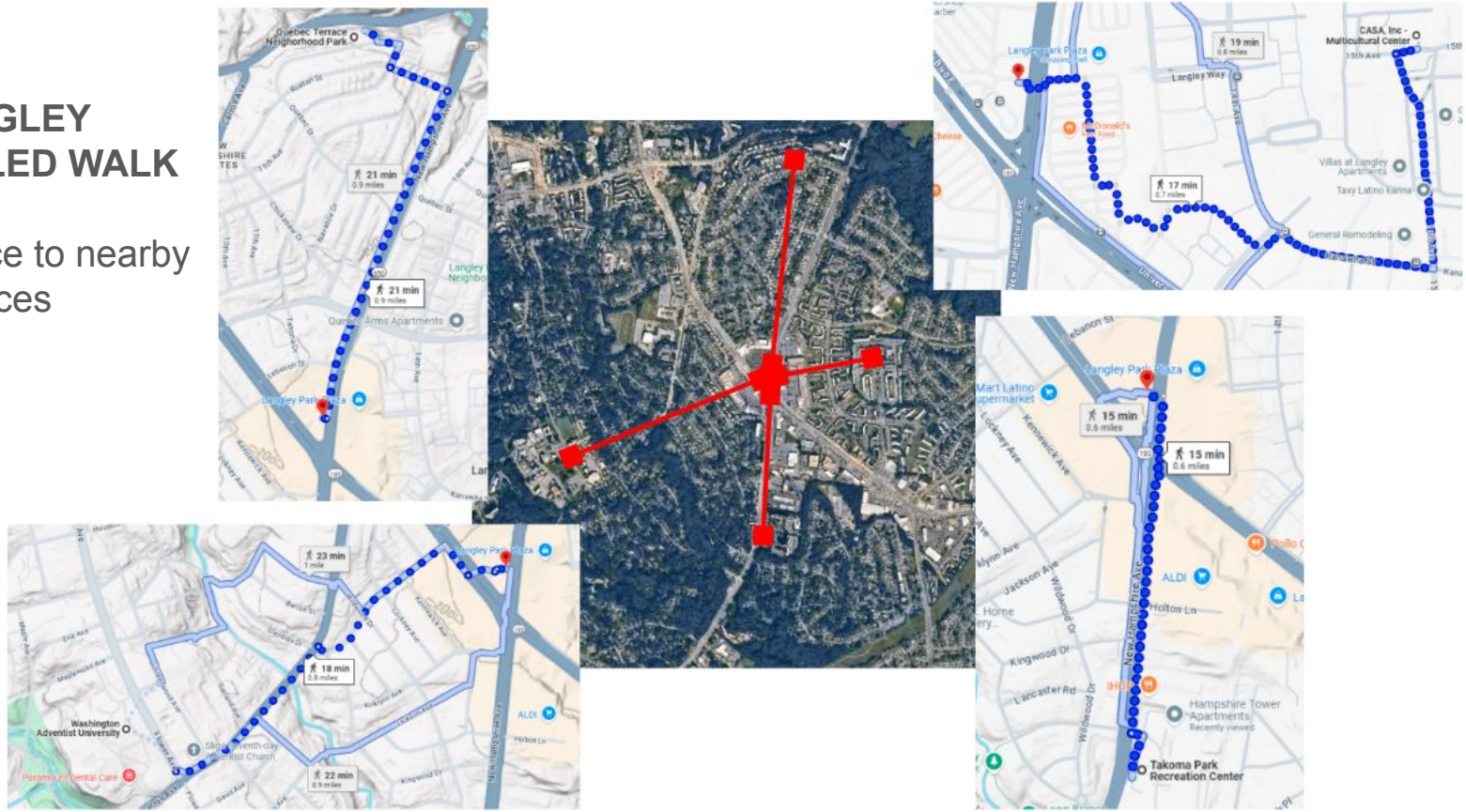
- Draft Walk Route
  Subject to change
- Mid-Point Stop
  Community speakers
- Start/End
  Intro & closure with community speakers
- PURPLE LINE



Community-Led Walk and Ride - Nearby Spaces

TAKOMA LANGLEY COMMUNITY-LED WALK

Walking distance to nearby community spaces



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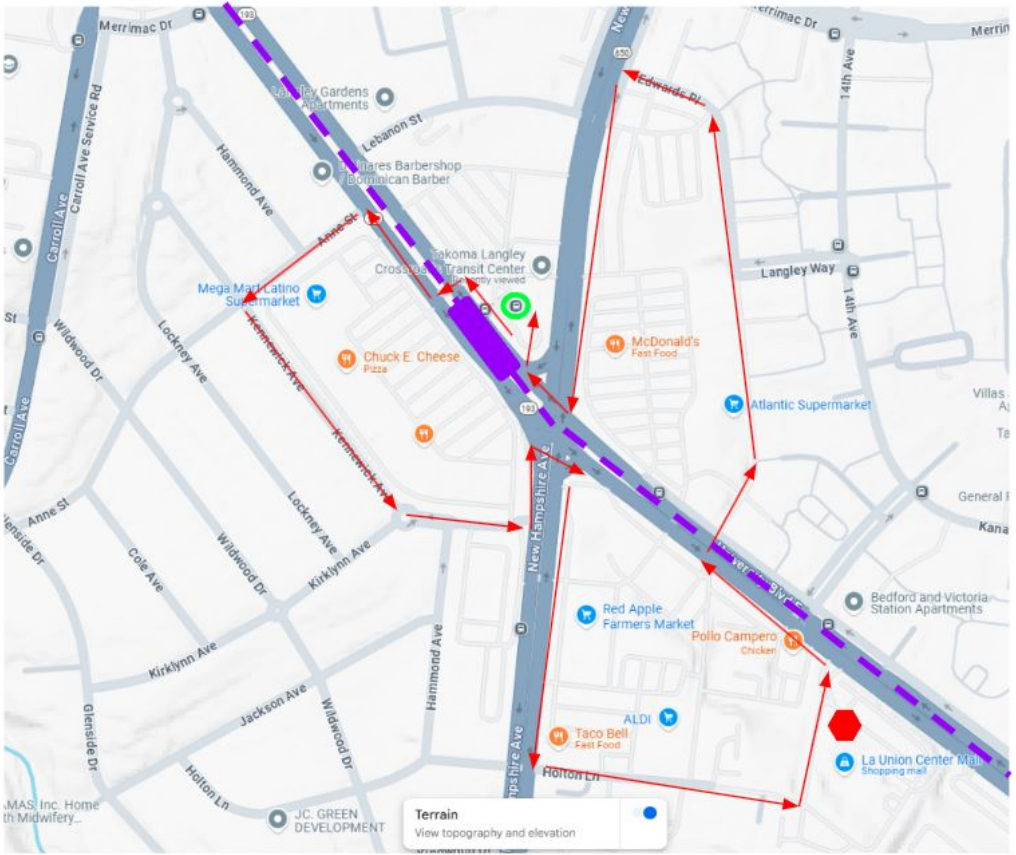
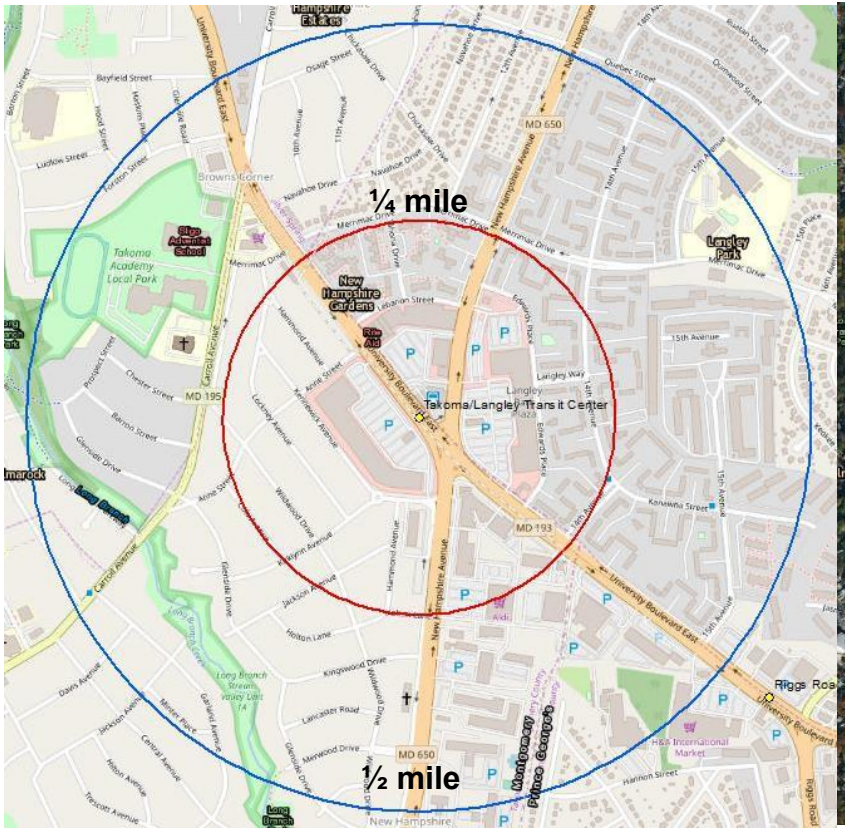


Current Conditions for the area covered by the Community-Led Walk



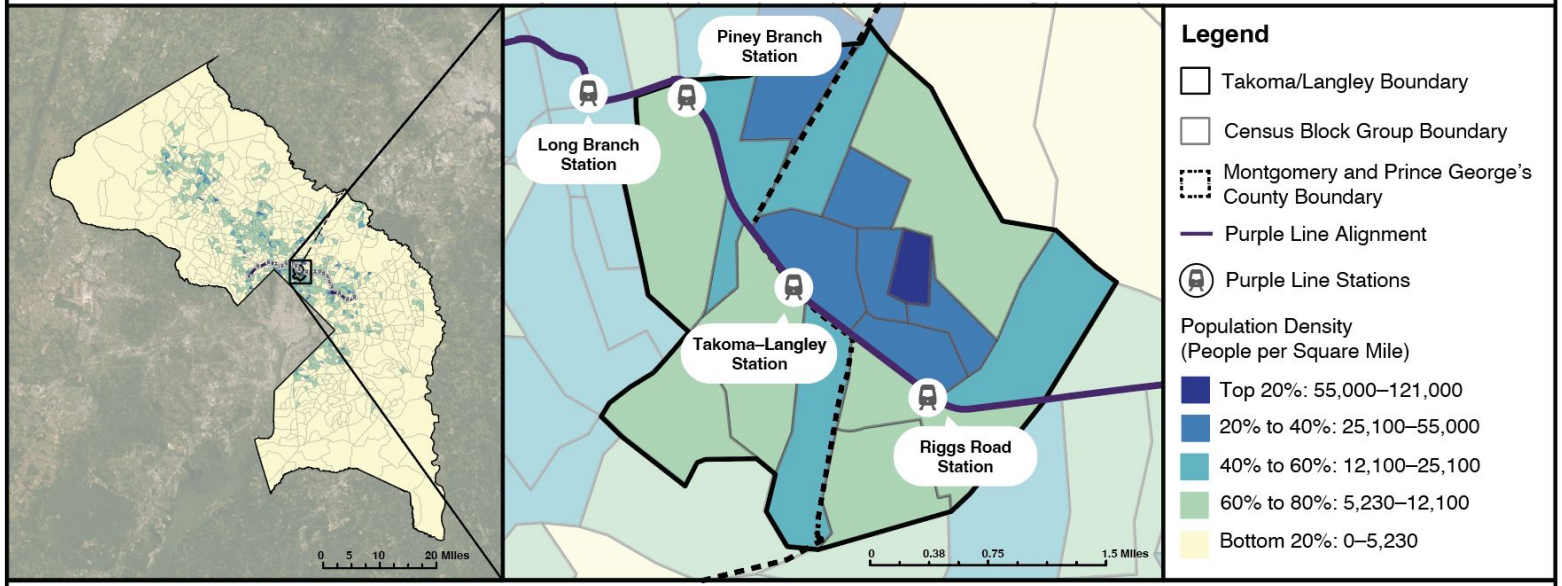
Current Conditions for the area covered by the Community-Led Walk

- Takoma/Langley is an automobile oriented area.
- Despite that, within a 15 minute walk of the future PL station, there are approximately:
  - 13,000 residents
  - 1,400 jobs

Top: looking north toward Takoma/Langley Crossroads on MD 650.
Bottom: McDonalds parking lot across MD650 from Crossroads

Current Conditions for the area covered by the Community-Led Walk

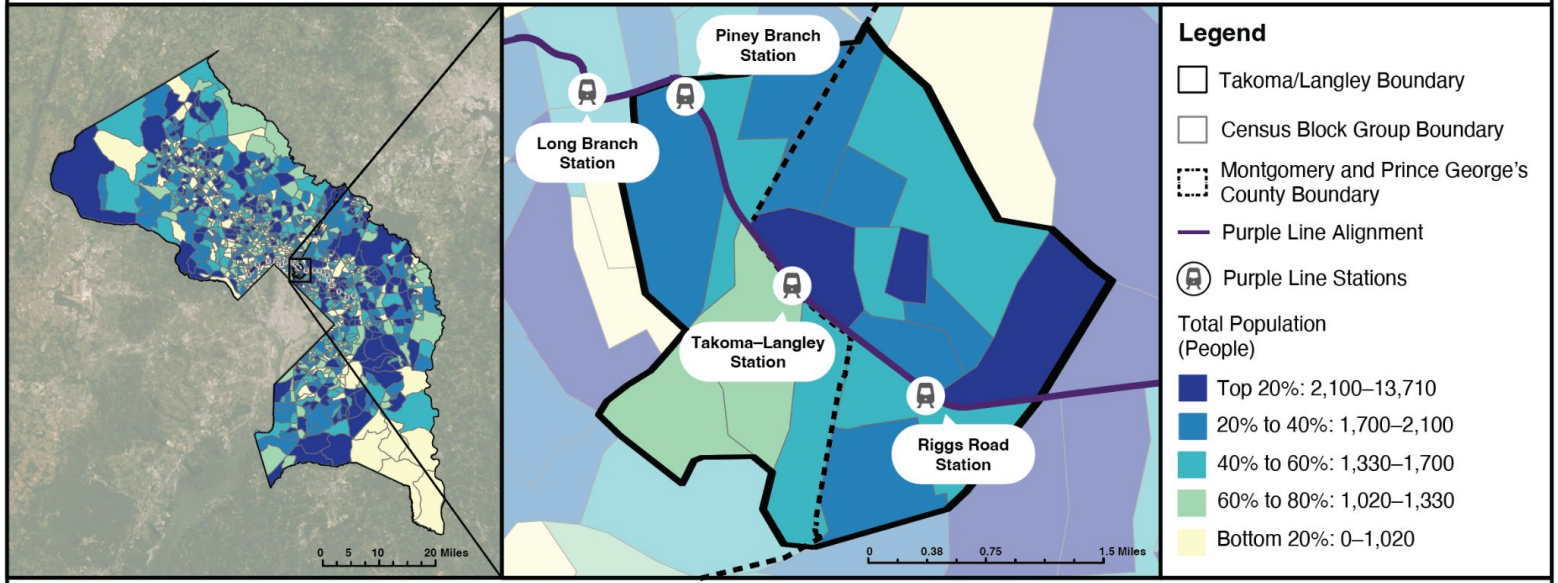
Population Density Surrounding the Takoma–Langley Station



Caption: The map on the **left** is the population density of each census block group in Montgomery and Prince George's County. The data was received from the American Community Survey (2020) and ranked using a quantile distribution. Darker blue signifies **higher** population density, while ligher yellow signifies **lower** population density. The map on the **right** is zoomed in, focusing on the block groups surrounding the *Takoma–Langley Station*. In addition, the *Takoma/Langley Boundary* was defined from the previous Takoma–Langley Crossroads Sector Plan (2011).

Current Conditions for the area covered by the Community-Led Walk

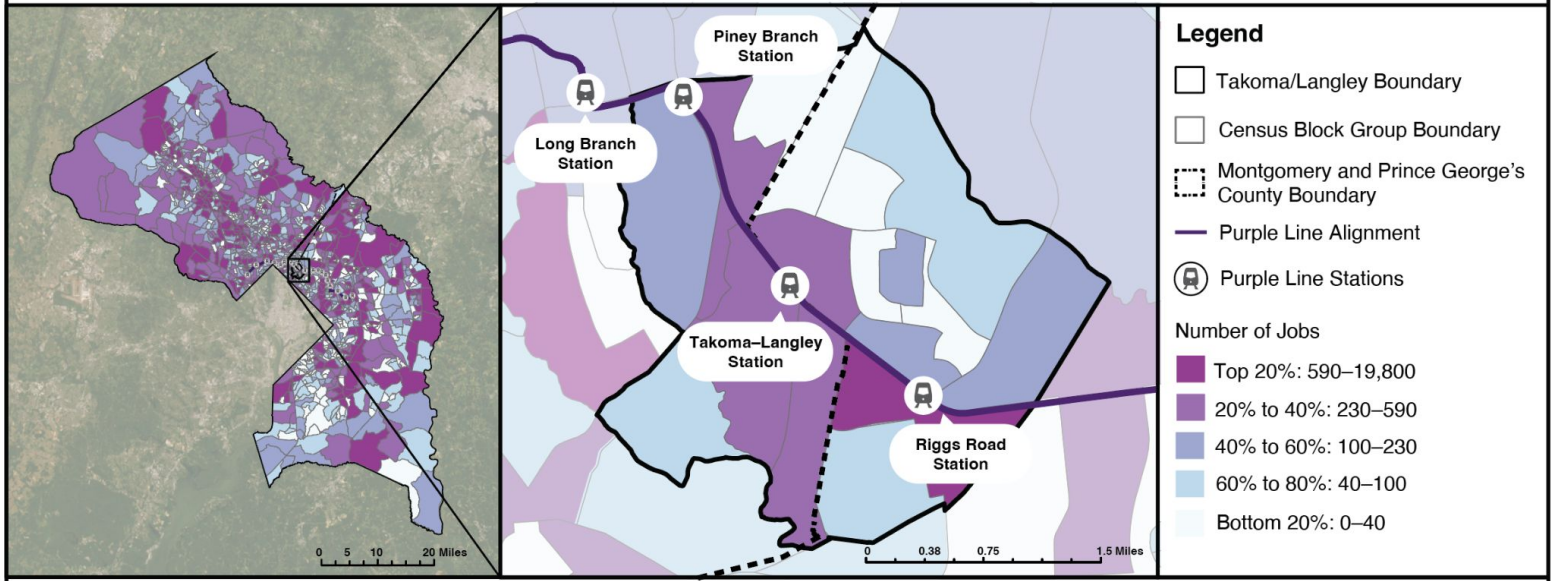
Total Population Surrounding the Takoma–Langley Station



Caption: The map on the **left** is the total population of each census block group in Montgomery and Prince George's County. The data was received from the American Community Survey (2020) and ranked using a quantile distribution. Darker blue signifies **higher** total population, while ligher yellow signifies **lower** total population. The map on the **right** is zoomed in, focusing on the block groups surrounding the *Takoma–Langley Station*. In addition, the *Takoma/Langley Boundary* was defined from the previous Takoma–Langley Crossroads Sector Plan (2011). Finally, the total population of the Takoma/Langley area is approximately **30,400**, with some error due to inconsistent Census Block Group boundaries.

Current Conditions for the area covered by the Community-Led Walk

Number of Jobs Surrounding the Takoma–Langley Station

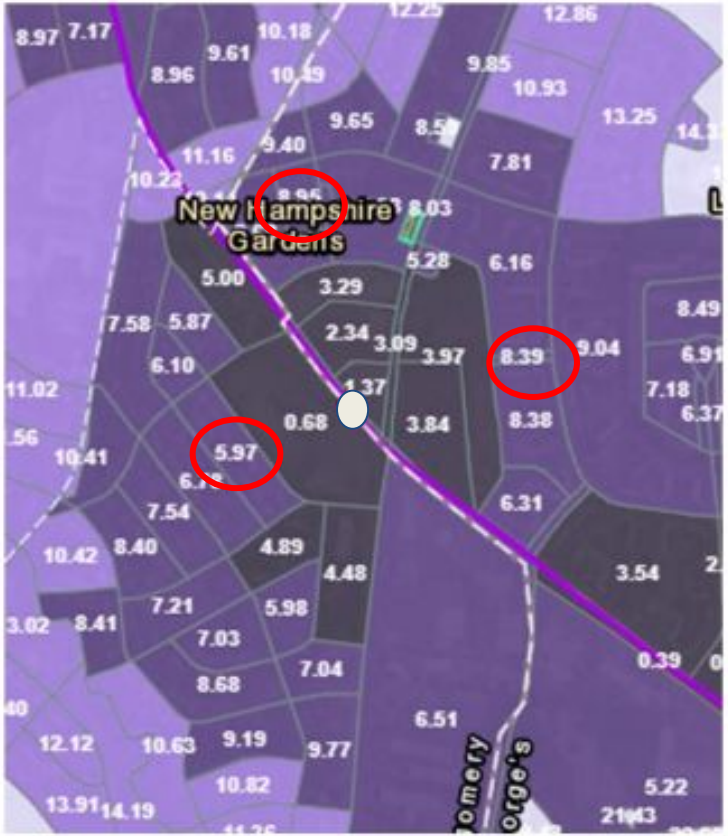


Caption: The map on the **left** is the number of jobs in each census block group in Montgomery and Prince George's County. The data was received from the LEHD Origin-Destination Employment Statistics (2020) and ranked using a quantile distribution. Darker purple signifies **higher** jobs available, while ligher blue signifies **lower** jobs available. The map on the **right** is zoomed in, focusing on the block groups surrounding the *Takoma–Langley Station*. In addition, the *Takoma/Langley Boundary* was defined from the previous Takoma–Langley Crossroads Sector Plan (2011). Finally, the total number of jobs in the Takoma/Langley area is approximately **3,200**, with some error due to inconsistent Census Block Group boundaries.

Current Conditions for the area covered by the Community-Led Walk

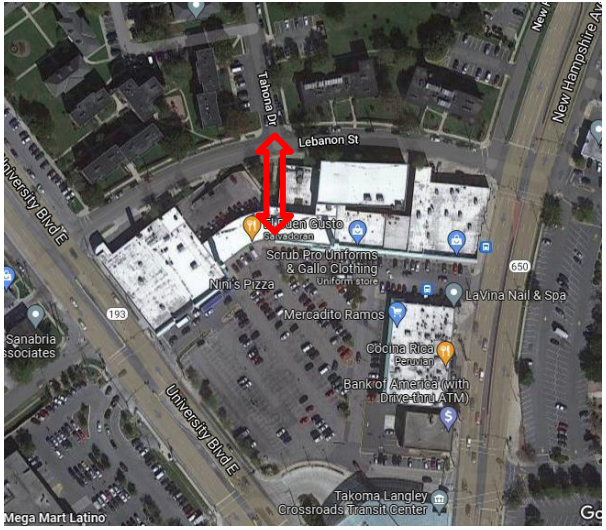
- Existing walk times (in minutes) to Takoma-Langley station, by census block

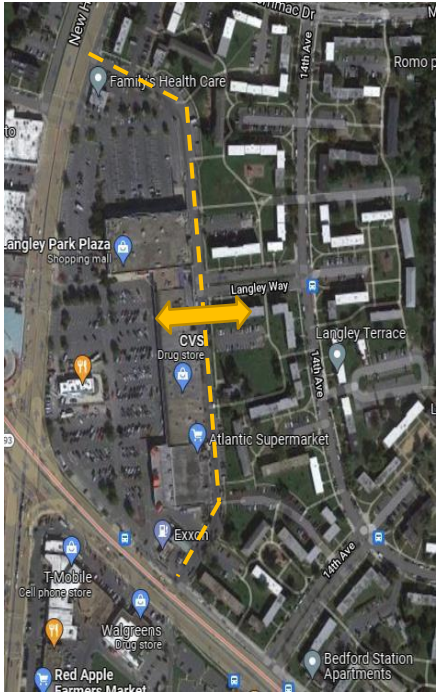
Source: NCSG



Current Conditions for the area covered by the Community-Led Walk

Access to the Station will be challenging





Current Conditions for the area covered by the Community-Led Walk

Takoma/Langley: Major Road Facilities

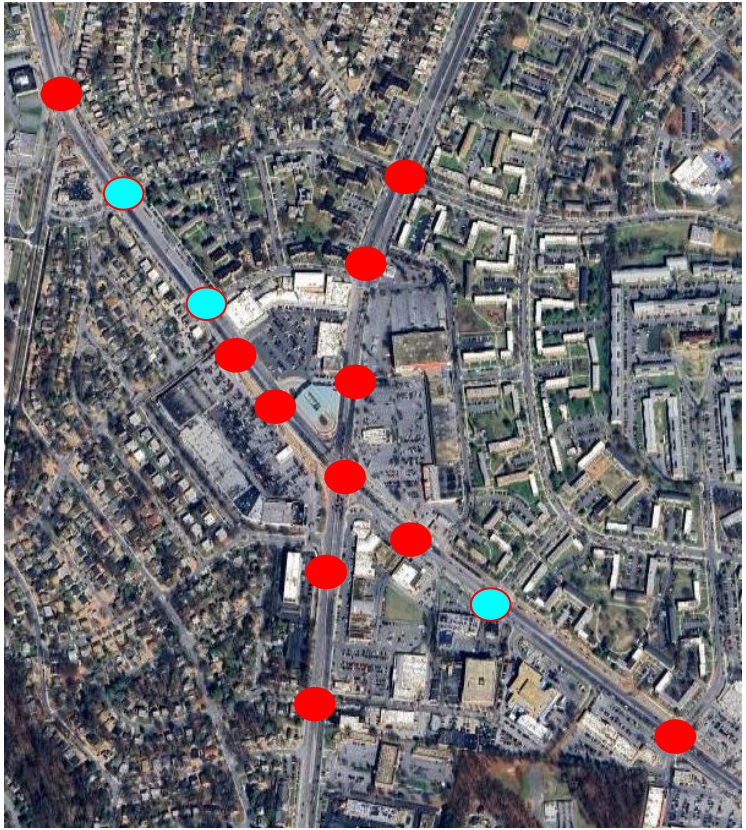
MD 193
- 30mph
- with PL: 4 lanes + turning lanes

MD 650
- 35 mph
- 6 lanes + turning lanes

Current Conditions for the area covered by the Community-Led Walk

Takoma/Langley: Signalized intersections

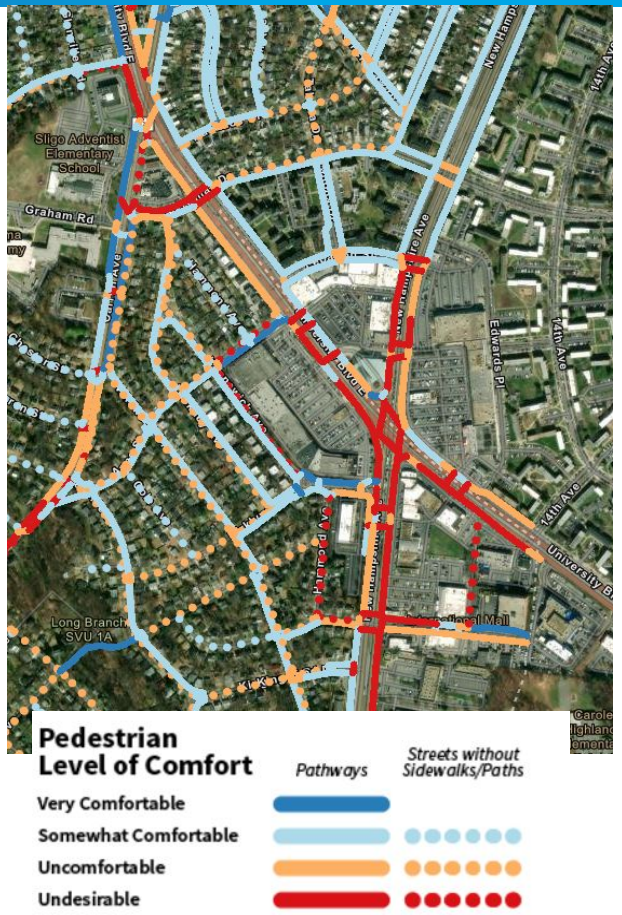
- 193/MD 195 (Carroll)
- 193/Merrimac (**new with PL**)
- 193/Lebanon (**new with PL**)
- 193/West Shopping Center
- 193/Transit Center
- 193/650
- 193/East Shopping Center
- 193/14th Ave (**new with PL**)
- 193/15th Ave
- Merrimac/650
- Lebanon/650
- Transit Center/650
- Kirklynn+Shopping Center/650
- Holton/650



Current Conditions for the area covered by the Community-Led Walk

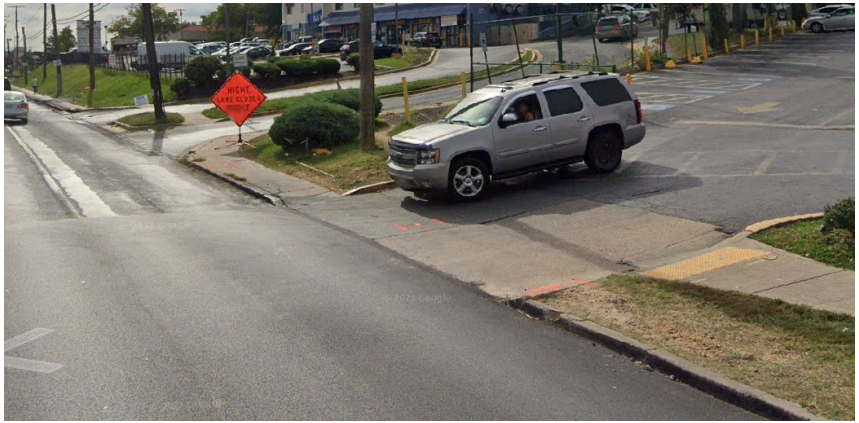
Takoma/Langley: Major Sidewalk Network

- Pedestrian level of comfort study (MC Planning, 2020-2021)
- Uncomfortable/inadequate sidewalks along 650 and 193
- Missing connections in residential neighborhoods

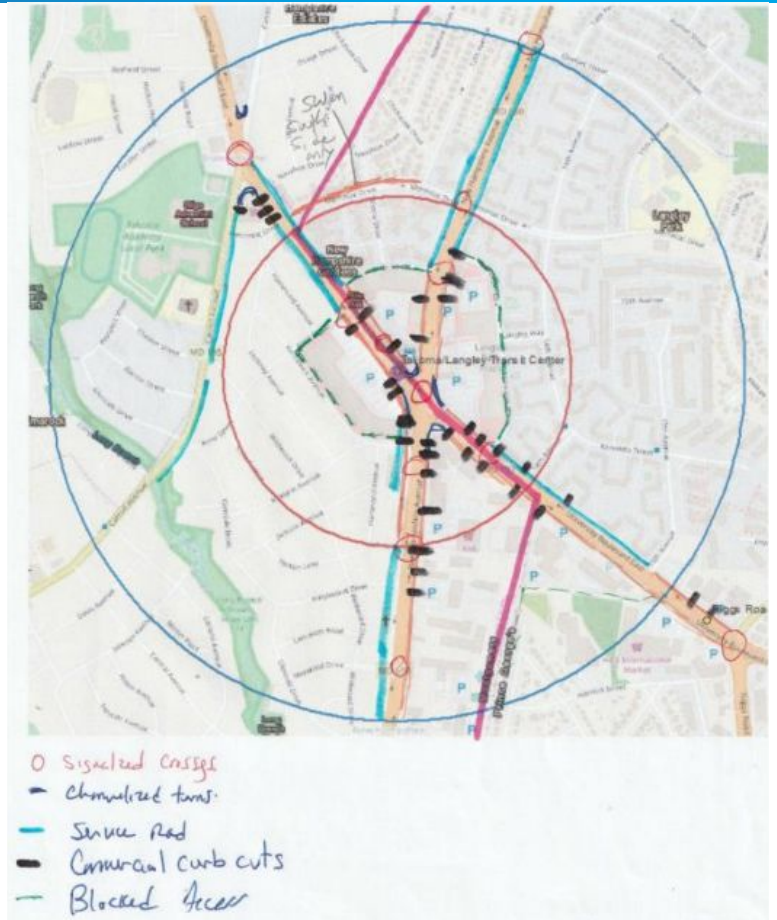


Current Conditions for the area covered by the Community-Led Walk

Takoma/Langley:
Commercial curb cuts/driveways



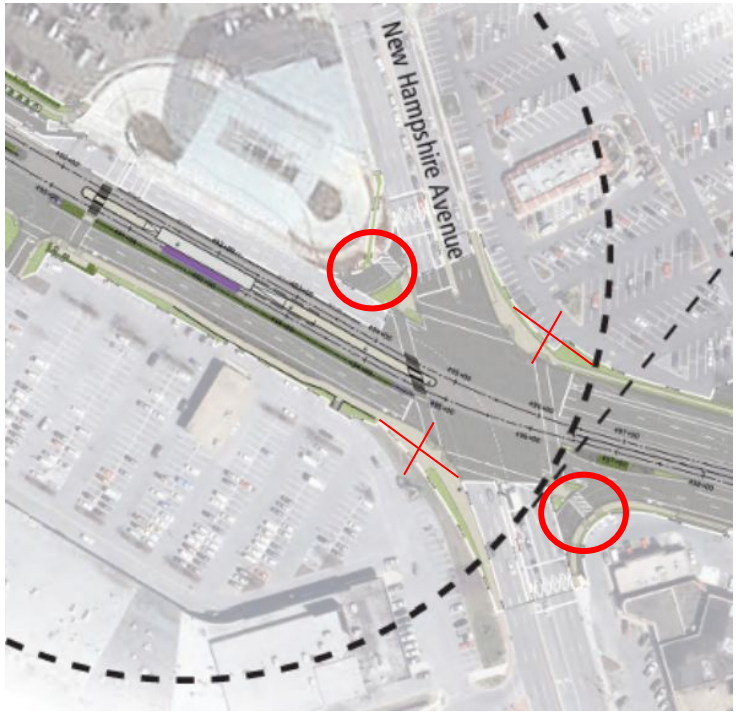
MD 193, looking west toward La Union Mall



Current Conditions for the area covered by the Community-Led Walk

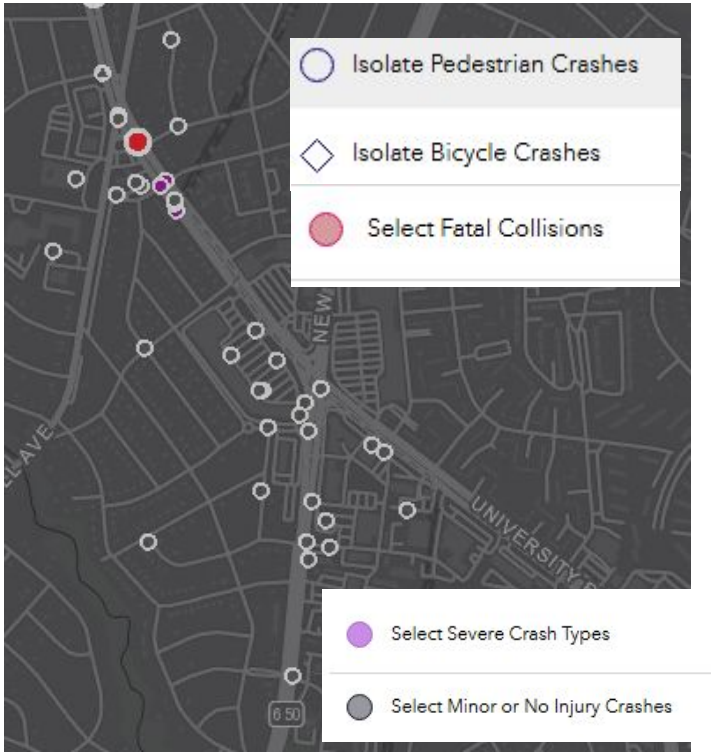
Takoma/Langley: Channelized Turns

- PL will remove two channelized turns at MD193/MD650 intersection
- Two will remain at NW and SE corners
- These will, as far as we are aware, allow free right turns on red without a pedestrian signal

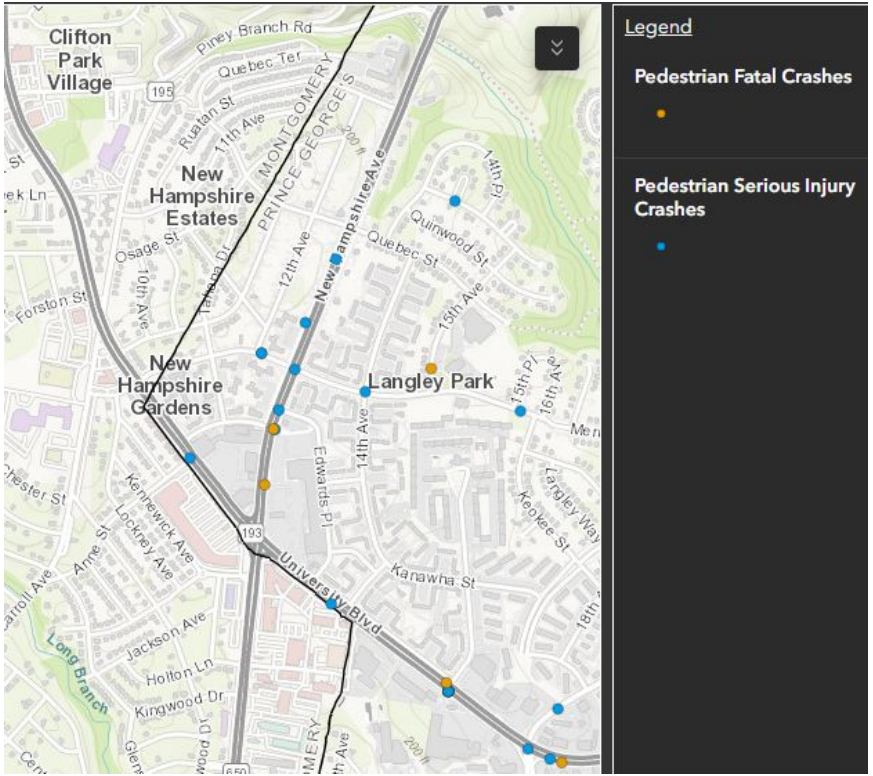


Source: PL Landscape Plan (MDOT/MTA)

Current Conditions for the area covered by the Community-Led Walk



Montgomery County Vision Zero Data (2015-2023)



Prince George's Vision Zero data (2015-2021)

2011 CAST Study

Findings

- Heavy traffic volumes and high speeds on New Hampshire Avenue (MD 650) and University Boulevard (MD 193)
- The presence of the Transit Center and new mid-block crossing west of New Hampshire Avenue will increase pedestrian volumes and create more conflicts.
- Existing land use presents barriers to pedestrian access and mobility. The area directly adjacent to the proposed station is dominated by large block commercial development with large parking lots and buildings set back well away from the roadway. Many properties are fenced in and have no passageways in the back, which creates longer travel distances around the properties for pedestrians.
- The quality of sidewalk networks varies within study area. The neighborhoods to the west of New Hampshire Avenue have very few sidewalks.
- Disconnected neighborhoods due to cul-de-sac street layouts.
- No direct connection due to topographical challenges for the Carole Highlands community to University Boulevard (MD 193).

New Sidewalks:

- Merrimac (north side) from county line to 12th Ave. (**done)**
- Tahona Dr. (both sides) from Merrimac to county line (not done)
- Edwards Place (east) along parking area south of Langley Way (not done)
- Enhance street lighting: University Blvd., New Hampshire Ave., 14th
- Ave., Merrimac Dr., Lebanon St. and Edwards Pl.
- Intersection/entrance improvements at all signalized intersections:
- Provide a leading pedestrian interval for right turning vehicles.
- Provide pedestrian countdown signals.
- Verify all signals are properly timed and meet the current pedestrian crossing standards.
- Verify ADA access to all pedestrian push buttons.
- Widen & extend the median noses further into the intersection to create pedestrian refuge area. Provide yield lines for right turning vehicles.
- Provide cross-hatching with high intensity paint for crosswalks. Use unique color paint for crosswalks to act as a way finder to the PL station
- Provide curb extensions at intersections where on-street parking is permitted

Proposed improvements

Source:
Montgomery Planning
PLOC Study

Station Area Recommendations

TAKOMA-LANGLEY STATION			
TERM	**TYPE**	**#**	**RECOMMENDATION**
SHORT TERM	Slower Speeds	1	Reduce posted speed limit on University Blvd between Carroll Ave and 14th Ave from 35 to 25 mph
		2	Reduce posted speed limit on New Hampshire Ave between Lebanon St and Sligo Creek Pkwy from 35 to 25 mph
		3	Reduce posted speed limit on Carroll Ave between University Blvd and Flower Ave from 30 to 25 mph
		4	Provide automatic speed enforcement on University Blvd in the vicinity of the Purple Line station
	Safe Crossings	5	Install high visibility crosswalk with pedestrian refuge at Carroll Ave and Glenside Dr
		6	Install high visibility crosswalks at University Blvd and New Hampshire Ave (if not provided already by the Purple Line Construction)
		7	Install high visibility crosswalks at New Hampshire Ave and Takoma-Langley Crossroads Center
		8	Install high visibility crosswalks at New Hampshire Ave and Holton Ln
		9	Install high visibility crosswalks at New Hampshire Ave and Merwood Dr
		10	Install high visibility crosswalks at New Hampshire Ave and Glenside Dr
	Designated Space for Walking and Bicycling	11	Consider vertical separation (e.g. bollards) at the University Blvd and New Hampshire Ave intersection where space between face of the curb and back edge of sidewalk is 8' or greater
MEDIUM-LONG TERM	Safe Crossings	12	Explore alternatives to remove the channelized right turn at the northwest corner of University Blvd and New Hampshire Ave
	Designated Space for Walking and Bicycling	13	Provide a 5' wide sidewalk with a 5' wide buffer on the east side of New Hampshire between University Blvd and Erskine St
		14	Construct the "New Ave Bikeway", a two-way, separated bike lane on west side of New Hampshire from University Blvd to Sligo Creek Pkwy
		15	Install a 5' wide sidewalk at the west side of Jackson Ave and Hammond Ave

Proposed improvements

Source: Montgomery DOT BiPPA Study

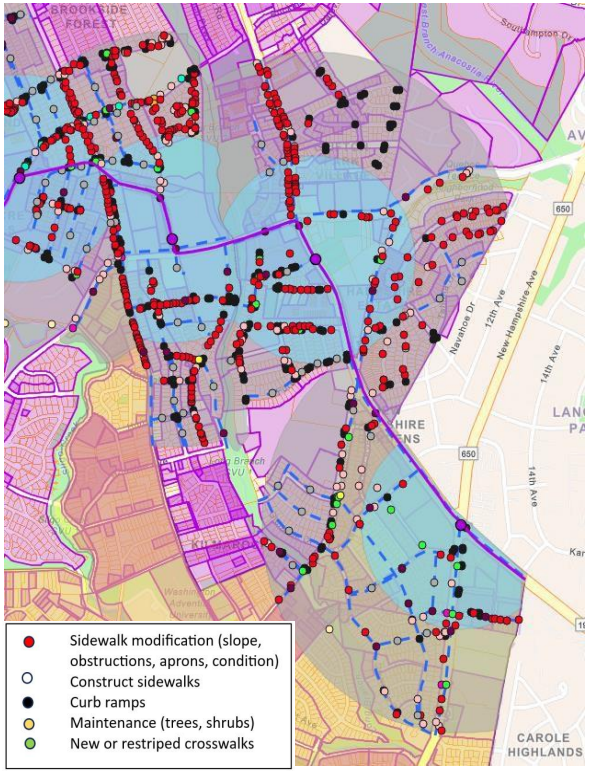


Table 13-2 Summary of Area Pedestrian Infrastructure Improvement Recommendations

Roadway/Route	Recommendation	Reference
Carroll Avenue (MD 195) and Glenside Drive	Construct high visibility crosswalk	Purple Line Pedestrian Connectivity Report
New Hampshire Avenue (MD 650) and Takoma/Langley Crossroad Center	Construct high visibility crosswalk	Purple Line Pedestrian Connectivity Report
New Hampshire Avenue (MD 650) and Holton Lane	Construct high visibility crosswalk	Purple Line Pedestrian Connectivity Report
New Hampshire Avenue (MD 650) and Merwood Drive	Construct high visibility crosswalk	Purple Line Pedestrian Connectivity Report
New Hampshire Avenue (MD 650) and Glenside Drive	Construct high visibility crosswalk	Purple Line Pedestrian Connectivity Report
*University Boulevard (MD 193) and New Hampshire Avenue (MD 650)	Vertical separation between back of curb and back of sidewalk where greater than 8' wide	Purple Line Pedestrian Connectivity Report
*University Boulevard (MD 193) and New Hampshire Avenue (MD 650)	Remove channelized right-turn in the northwest corner	Purple Line Pedestrian Connectivity Report
New Hampshire Avenue (MD 650)	Provide a 5' wide buffer between University Boulevard and Erskine Street on the east side	Purple Line Pedestrian Connectivity Report
Jackson Avenue	Install a 5' wide sidewalk on the west side	Purple Line Pedestrian Connectivity Report
Hammond Avenue	Install a 5' wide sidewalk on the west side	Purple Line Pedestrian Connectivity Report
Holton Lane	15' sidewalk buffered by parallel on-street parking; shared lanes for bicycles	Takoma-Langley Crossroads Sector Plan
New Hampshire Avenue (MD 650)	15' sidewalk buffered by shade trees	Takoma-Langley Crossroads Sector Plan

*This intersection is in Prince George's County.

Source: NCSG/PLCC TOD Study

What we found:

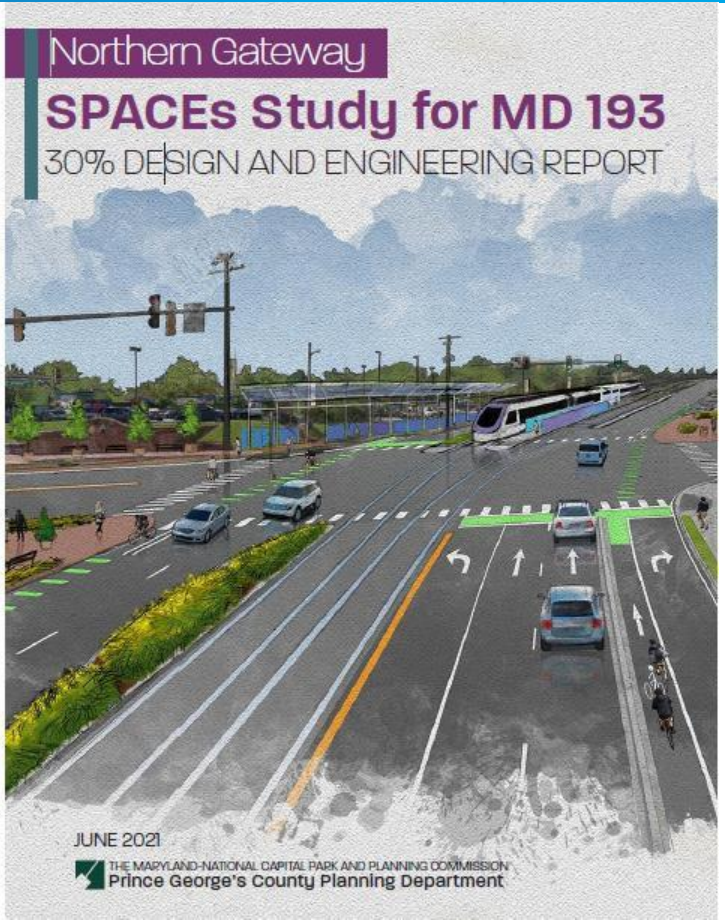
- The residential neighborhoods are fairly walkable
- To reach the station or any existing retail/service opportunities, however, residents must walk along the major arterial highways, since there is no direct path through the commercial development parcels that currently occupy the center and street fronts.
- Walking along the arterial streets is unpleasant and unsafe: Sidewalks are narrow, in poor condition, and have no buffer from fast-moving street traffic.
- Frequent and uncontrolled curb cuts interrupt the sidewalks to facilitate drive in/drive through vehicle traffic.
- The key intersection at University and New Hampshire where the station is located features channelized and uncontrolled right turn lanes
- Traffic signals are timed and sequenced to maximize vehicle throughput.
- Posted speed limits are 30 or 35 mph, but with limited enforcement and a priority on traffic flow

What we recommended:

- Improve sidewalks along arterials: proper width, buffering, condition, remove obstacles
- Reduce speeds and increase enforcement
- Add additional signalized crossings
- Eliminate or place controls on slip lanes
- Consolidate commercial parking lots and entrance ramps; active controls on those remaining
- Provide pedestrian access through commercial complexes
- Change signal policies to reduce pedestrian wait time, provide leading pedestrian intervals
- Reduce curb radii at intersections, bring crosswalks/ramps closer to the intersection, eliminate right turn on red.

SPACEs Study (PGC)

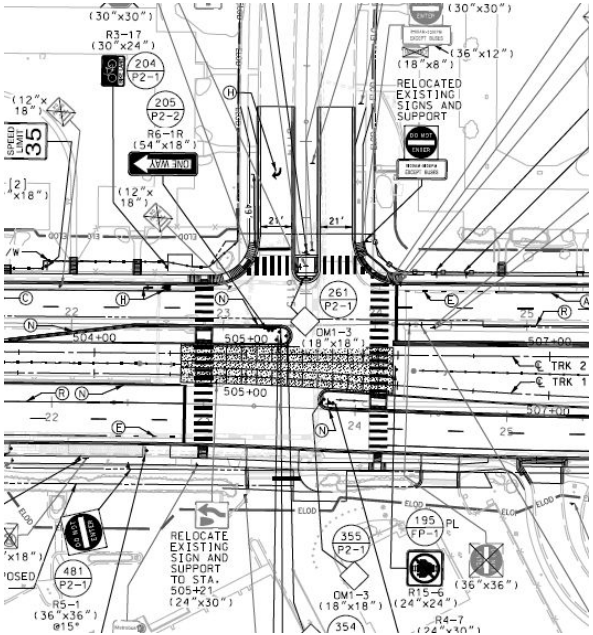
- Sidewalk coverage throughout the study area is not comprehensive and conditions vary widely
- Corridor sidewalks feature functional inadequacies, such as obstructions and varied widths, and are poorly maintained
- pedestrian connections to and within the commercial plazas are largely nonexistent.
- The major intersections of MD 193 at MD 650 and MD 193 at MD 212 feature clearly marked crosswalks with pedestrian push buttons and countdown signals. However, issues include long signal cycle lengths, which create long wait times and short crossing times for pedestrians
- Pedestrian crosswalks across MD 193 are sparse, ranging from 330 to 2,100 feet apart within the study area, leading to pedestrian non-compliance and midblock crossings.



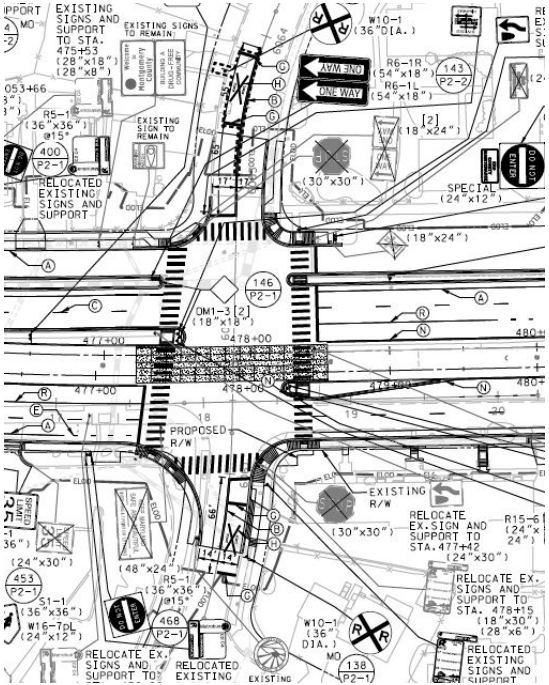
Purple Line

The Purple Line team is:

- Adding traffic signals and crosswalks



New signalized intersection at 14th avenue and 193, with crosswalks.

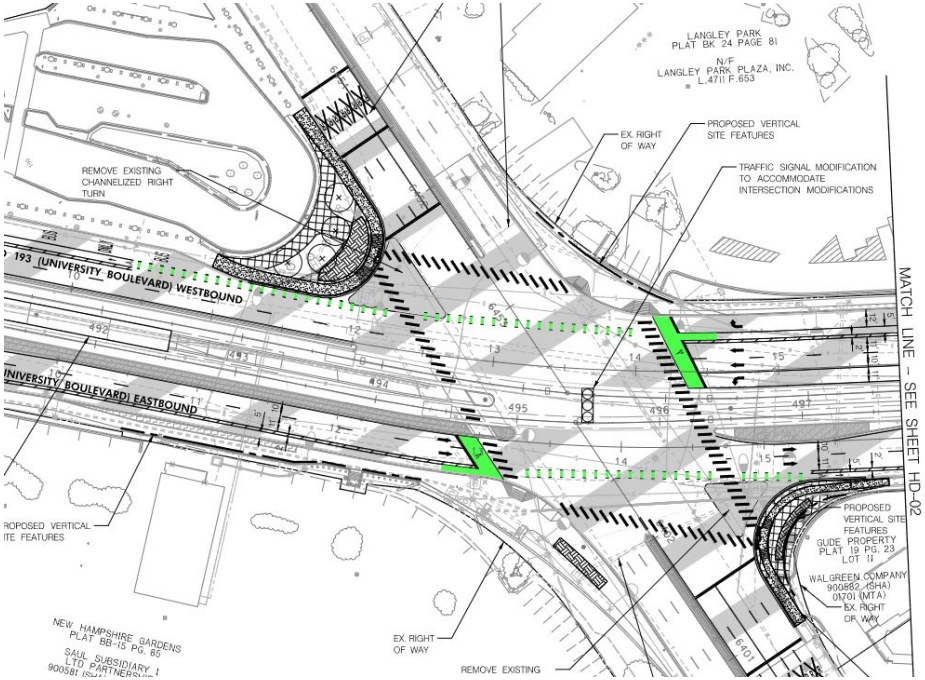


New 4-way signalized intersection at Merrimac and 193, with crosswalks in all directions.

Purple Line

The Purple Line team is:

- reconfiguring MD 193 with bike lanes and reduction in traffic lanes
- adding Purple Line to middle of ROW
- improving sidewalks



Source: SPACEs study, showing MD193 MD 650 intersection with Purple Line complete, but with channelized right turns removed.

Key Remaining Gaps/Questions

- What will be the final speed limit determination for 193/650 within ½ mile of Takoma/Langley Station?
  - Will there be any automated enforcement of speed and signals?
- Can signalized traffic controls for vehicles at remaining channelized right turns at 193/650 intersection be added?
- Reductions of, or improvements to curb cuts on University and NH for commercial access?
- Improvements to NH ave sidewalks outside of the PL ROW (north and south)?
- Blocked access to commercial areas from neighborhoods?
- Status of SPACES Study implementation?
- Signal timing to favor pedestrians at intersections?

Wrap-up

- Thank you again!
- Any final comments or questions?
- Can you (or your designee) join us on the walk?
  - **Saturday May 17th (morning)**

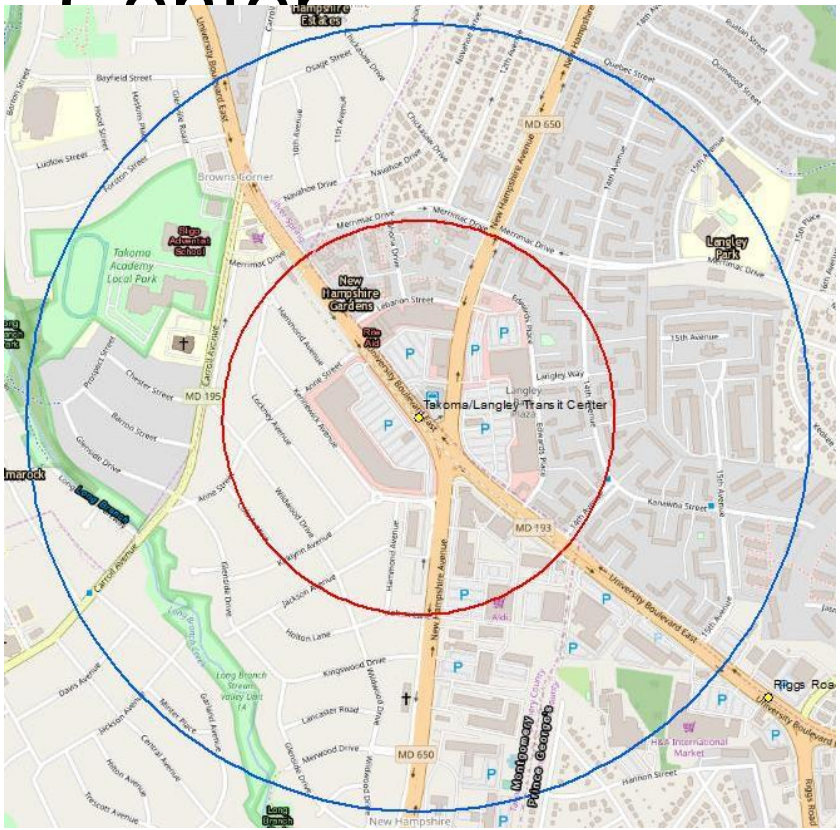
PURPLE LINE CORRIDOR COALITION

RICH'S SLIDES BELOW

Takoma-Langley Station

Access Issues and Proposed Improvements

Takoma/Langley Transit Center



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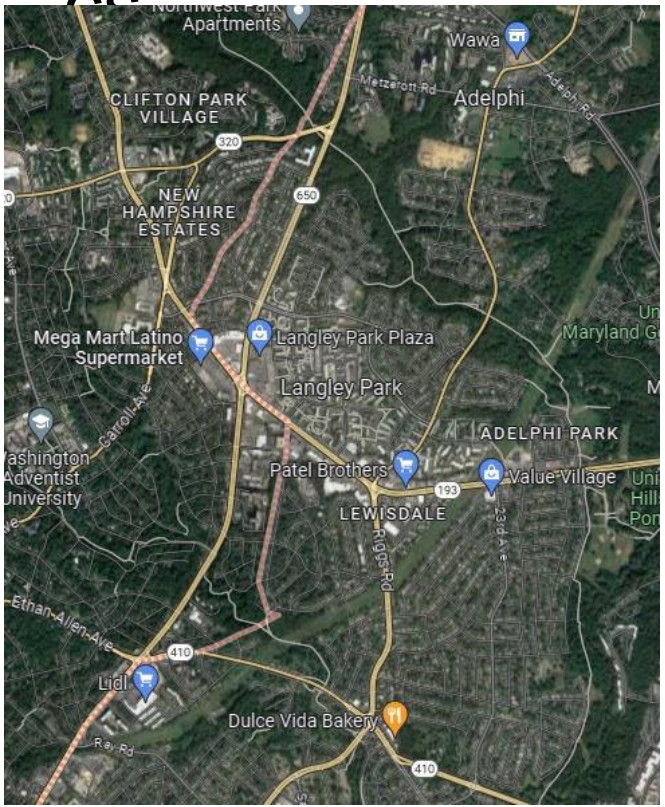


- 12,954 people in 3,214 households (4.03 persons/HH, 8.2 households per acre)
- Station is part of an Equity Emphasis Area (EEA)
- Population is minority (84% non-white), not particularly elderly (4.7% over 65), about average for children under 18 (17.6%), tending toward low income (9.9% poverty rate, 4.1% without car), and 11.7% with limited English proficiency
- 1,428 jobs, 29% are low income (0.49 Jobs/Housing ratio means this is primarily a residential area)
- Major job groups: Retail (29%), Food & Drink service (28%), Health (15%), FIRE (10%), and Professional Services (8%)
- 119 POIs (primarily retail and service)

Non-Work Points of Interest:

(note location along arterial streets & separation from neighborhoods)

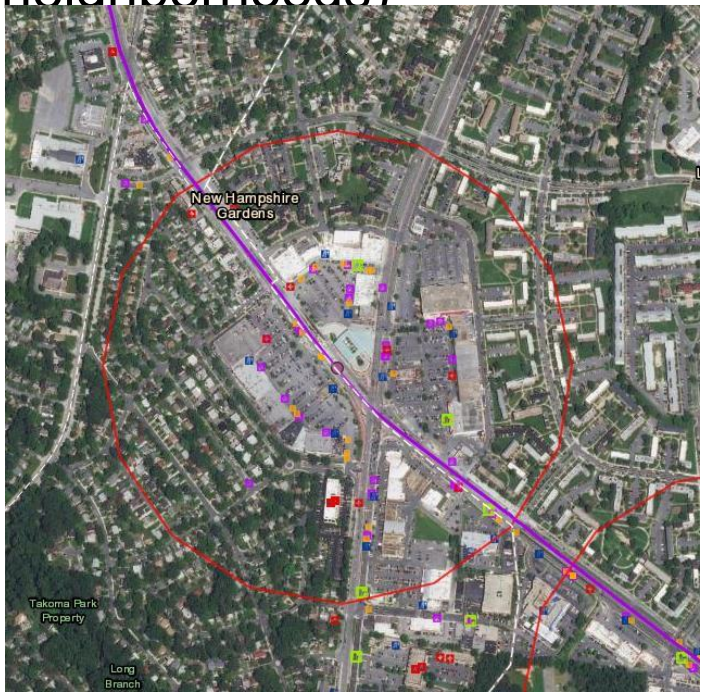


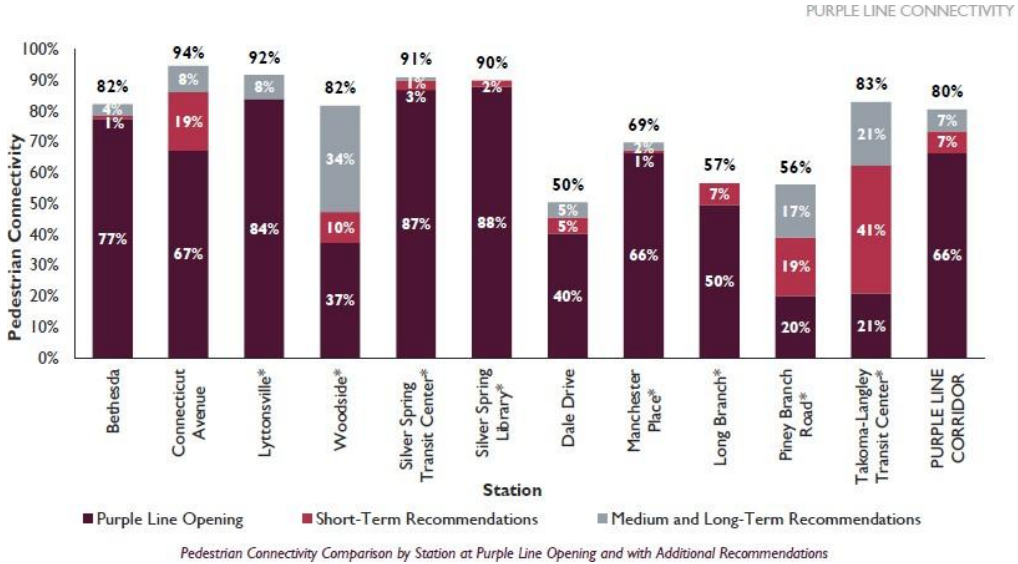
Table 2. POIs by category within each station area

Station	Total POIs	Total POIs by Category in Station Area							
		Healthy Food	Health-care	Food & Drink	Shopp-ing	Personal Services	Parks & Rec.	Entertain-ment	Educa-tion
Bethesda	550	6	77	147	94	189	17	4	16
Chevy Chase Lake	34	2	7	5	5	11	2	--	2
Lyttonsville	44	2	--	4	15	14	4	1	4
16th St/Woodside	29	1	4	7	5	10	1	--	1
Silver Spring Transit Center	254	4	76	52	22	93	4	--	3
Silver Spring Library	276	6	48	84	49	69	8	5	7
Dale Drive	18	1	2	2	--	6	3	--	4
Manchester Place	5	--	1	--	--	2	1	--	1
Long Branch	52	6	2	12	10	15	4	--	3
Piney Branch Road	29	2	7	3	5	3	4	--	5
Takoma-Langley Transit Center	119	6	30	27	32	23	--	--	1
Riggs Road	84	2	11	31	20	17	--	--	3
Adelphi Road	14	--	1	5	1	4	2	1	--
UM Campus Station	4	--	--	1	--	--	--	3	--
Baltimore Ave/East Campus	108	1	9	59	16	16	2	7	5
College Park	13	--	--	1	1	4	4	1	2
M Square	14	--	8	1	--	3	2	--	--
Riverdale Park	58	5	4	14	17	15	2	--	1
Beacon Heights	24	1	2	5	5	8	1	--	2
Annapolis/Glenridge	67	4	12	14	14	14	3	--	6
New Carrollton	60	1	3	14	8	31	--	--	3

Montgomery County

Existing Takoma-Langley Station Pedestrian Connectivity: 21%

MoCo Pedestrian Connectivity Analysis 2020



Pedestrian Connectivity Comparison by Station at Purple Line Opening and with Additional Recommendations

Montgomery County

MoCo PLOC Study Proposed Improvements

Station Area Recommendations

TAKOMA-LANGLEY STATION			
TERM	**TYPE**	**#**	**RECOMMENDATION**
SHORT TERM	Slower Speeds	1	Reduce posted speed limit on University Blvd between Carroll Ave and 14th Ave from 35 to 25 mph
		2	Reduce posted speed limit on New Hampshire Ave between Lebanon St and Sligo Creek Pkwy from 35 to 25 mph
		3	Reduce posted speed limit on Carroll Ave between University Blvd and Flower Ave from 30 to 25 mph
		4	Provide automatic speed enforcement on University Blvd in the vicinity of the Purple Line station
	Safe Crossings	5	Install high visibility crosswalk with pedestrian refuge at Carroll Ave and Glenside Dr
		6	Install high visibility crosswalks at University Blvd and New Hampshire Ave (if not provided already by the Purple Line Construction)
		7	Install high visibility crosswalks at New Hampshire Ave and Takoma-Langley Crossroads Center
		8	Install high visibility crosswalks at New Hampshire Ave and Holton Ln
		9	Install high visibility crosswalks at New Hampshire Ave and Merwood Dr
		10	Install high visibility crosswalks at New Hampshire Ave and Glenside Dr
	Designated Space for Walking and Bicycling	11	Consider vertical separation (e.g. bollards) at the University Blvd and New Hampshire Ave intersection where space between face of the curb and back edge of sidewalk is 8' or greater
MEDIUM-LONG TERM	Safe Crossings	12	Explore alternatives to remove the channelized right turn at the northwest corner of University Blvd and New Hampshire Ave
	Designated Space for Walking and Bicycling	13	Provide a 5' wide sidewalk with a 5' wide buffer on the east side of New Hampshire between University Blvd and Erskine St
		14	Construct the "New Ave Bikeway", a two-way, separated bike lane on west side of New Hampshire from University Blvd to Sligo Creek Pkwy
		15	Install a 5' wide sidewalk at the west side of Jackson Ave and Hammond Ave

52

Takoma-Langley Station Pedestrian Connectivity with all improvements: 83%

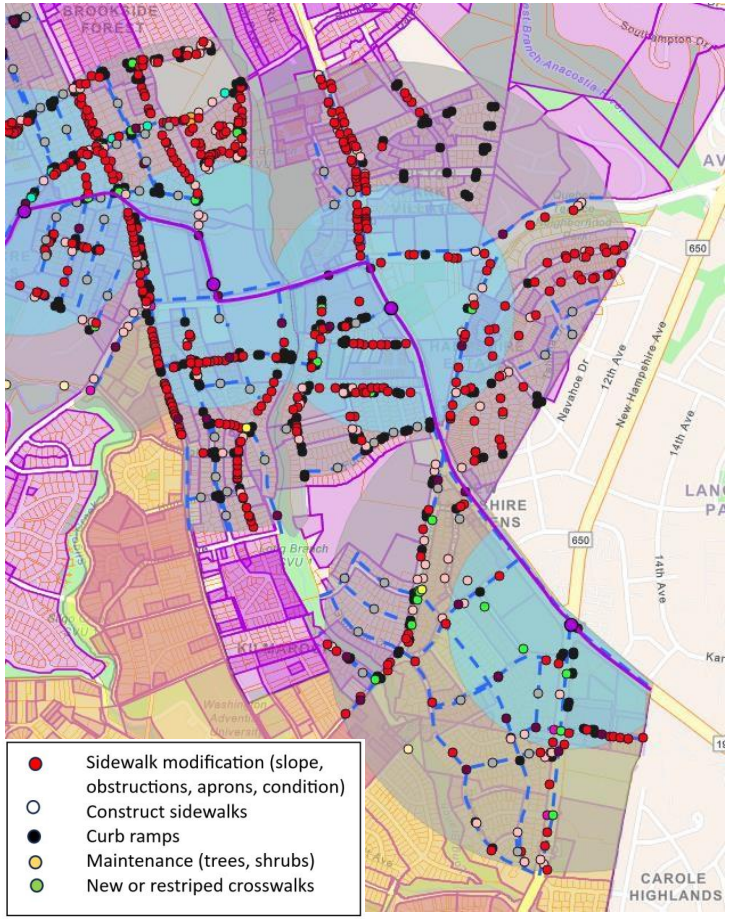
Montgomery County

BiPPA Study October 2021

Table 13-2 Summary of Area Pedestrian Infrastructure Improvement Recommendations

Roadway/Route	Recommendation	Reference
Carroll Avenue (MD 195) and Glenside Drive	Construct high visibility crosswalk	Purple Line Pedestrian Connectivity Report
New Hampshire Avenue (MD 650) and Takoma/Langley Crossroad Center	Construct high visibility crosswalk	Purple Line Pedestrian Connectivity Report
New Hampshire Avenue (MD 650) and Holton Lane	Construct high visibility crosswalk	Purple Line Pedestrian Connectivity Report
New Hampshire Avenue (MD 650) and Merwood Drive	Construct high visibility crosswalk	Purple Line Pedestrian Connectivity Report
New Hampshire Avenue (MD 650) and Glenside Drive	Construct high visibility crosswalk	Purple Line Pedestrian Connectivity Report
*University Boulevard (MD 193) and New Hampshire Avenue (MD 650)	Vertical separation between back of curb and back of sidewalk where greater than 8' wide	Purple Line Pedestrian Connectivity Report
*University Boulevard (MD 193) and New Hampshire Avenue (MD 650)	Remove channelized right-turn in the northwest corner	Purple Line Pedestrian Connectivity Report
New Hampshire Avenue (MD 650)	Provide a 5' wide buffer between University Boulevard and Erskine Street on the east side	Purple Line Pedestrian Connectivity Report
Jackson Avenue	Install a 5' wide sidewalk on the west side	Purple Line Pedestrian Connectivity Report
Hammond Avenue	Install a 5' wide sidewalk on the west side	Purple Line Pedestrian Connectivity Report
Holton Lane	15' sidewalk buffered by parallel on-street parking; shared lanes for bicycles	Takoma-Langley Crossroads Sector Plan
New Hampshire Avenue (MD 650)	15' sidewalk buffered by shade trees	Takoma-Langley Crossroads Sector Plan

*This intersection is in Prince George's County.



Purple Line TOD

Study

What we found:

- The residential neighborhoods are fairly walkable: narrow streets with parking, sidewalks, low speed limits, stop signs and crosswalks.
- To reach the station or any existing retail/service opportunities, however, residents must walk along the major arterial highways, since there is no direct path through the commercial development parcels that currently occupy the center and street fronts.
- Walking along the arterial streets is unpleasant and unsafe: Sidewalks are narrow, in poor condition, and have no buffer from fast-moving street traffic.
- Frequent and uncontrolled curb cuts interrupt the sidewalks to facilitate drive in/drive through vehicle traffic.
- The key intersection at University and New Hampshire where the station is located features channelized and uncontrolled right turn lanes on all corners; pedestrians must negotiate the slip lanes to and from an island before crossing the 6-lane arterial with left turn lane

  and signal sequence
- Traffic signals are timed and sequenced to maximize vehicle throughput.
- There are only four signalized crossings through the entire station area., making it very inconvenient to find a place to cross safely.
- Posted speed limits are 25 mph, but with limited enforcement and

What we recommended:

- Improve sidewalks along arterials: proper width, buffering, condition, remove obstacles
- Reduce speeds and increase enforcement
- Add additional signalized crossings
- Eliminate or place controls on slip lanes
- Consolidate commercial parking lots and entrance ramps; active controls on those remaining
- Provide pedestrian access through commercial complexes
- Change signal policies to reduce pedestrian wait time, provide leading pedestrian intervals
- Reduce curb radii at intersections, bring crosswalks/ramps closer to the intersection, eliminate right turn on red.

What MoCo adopted:

- Mostly adopted
- Partially adopted
- Not adopted

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Prince George's County

Prince George's County

Corridor Access Study 2011

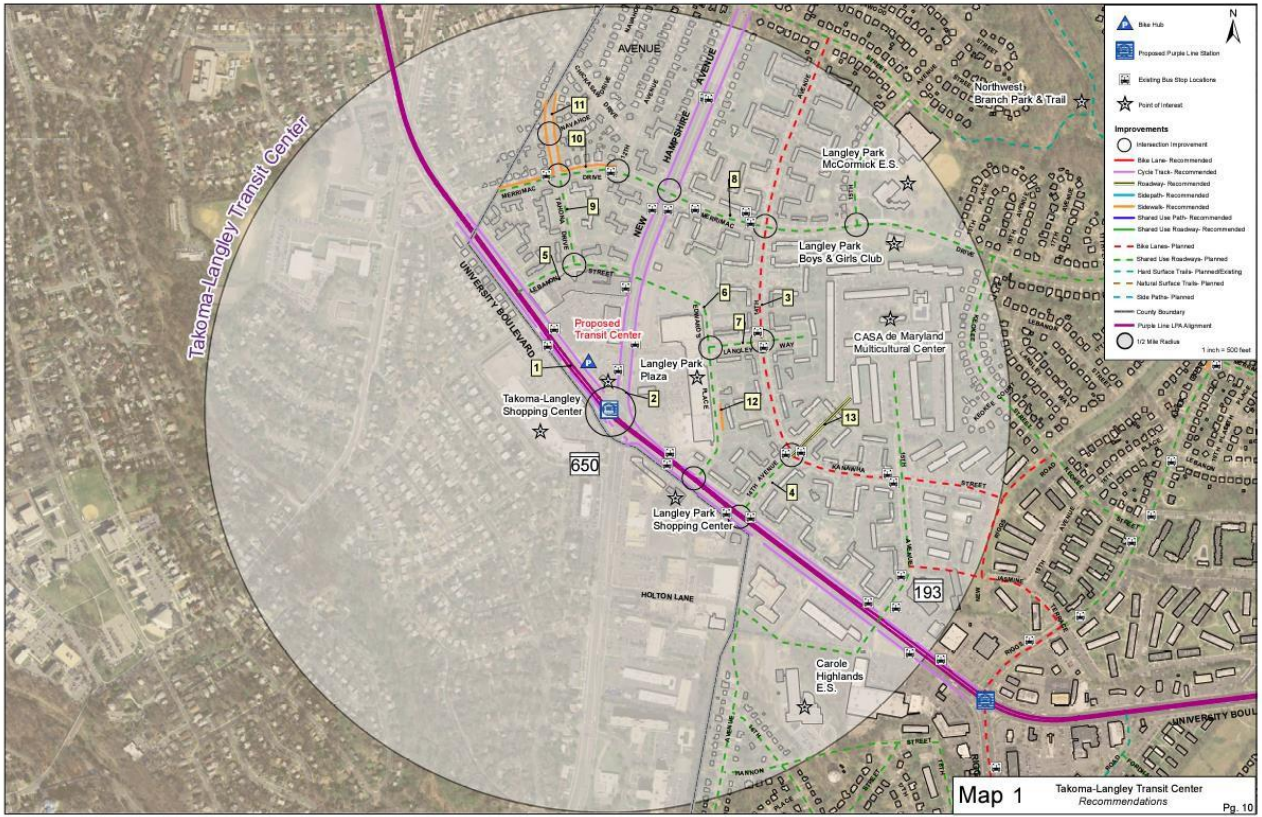
Principal findings:

- Heavy traffic volumes and high speeds on New Hampshire Avenue (MD 650) and University Boulevard (MD 193)
- The presence of the Transit Center and new mid-block crossing west of New Hampshire Avenue will increase pedestrian volumes and create more conflicts.
- Existing land use presents barriers to pedestrian access and mobility. The area directly adjacent to the proposed station is dominated by large block commercial development with large parking lots and buildings set back well away from the roadway. Many properties are fenced in and have no passageways in the back, which creates longer travel distances around the properties for pedestrians.
- The quality of sidewalk networks varies within study area. The neighborhoods to the west of New Hampshire Avenue have very few sidewalks.
- Disconnected neighborhoods due to cul-de-sac street layouts.
- No direct connection due to topographical challenges for the Carole Highlands community to University Boulevard (MD 193).

Recommendations:

- New sidewalks at:
  - Merrimac (north side) from county line to 12th Ave.
  - Tahona Dr. (both sides) from Merrimac to county line
  - Edwards Purple Line (east side) along parking area south of Langley Way
- Enhance street lighting along University Blvd., New Hampshire Ave., 14th Ave., Merrimac Dr., Lebanon St. and Edwards Pl.
- Intersection/entrance improvements at all signalized intersections:
  - Provide a leading pedestrian interval for right turning vehicles. •
  - Provide pedestrian countdown signals. •
  - Verify all signals are properly timed and meet the current pedestrian crossing standards. •
  - Verify ADA access to all pedestrian push buttons.
  - Widen and extend the median noses further into the intersection to create pedestrian refuge area. •
  - Provide yield lines for right turning vehicles. •
  - Provide cross-hatching with high intensity paint for crosswalks. Use unique color paint for crosswalks to act as a way finder to the purple line station
- Traffic calming
  - Provide curb extensions at intersections where on-street parking is permitted

Prince George's County



Prince George's

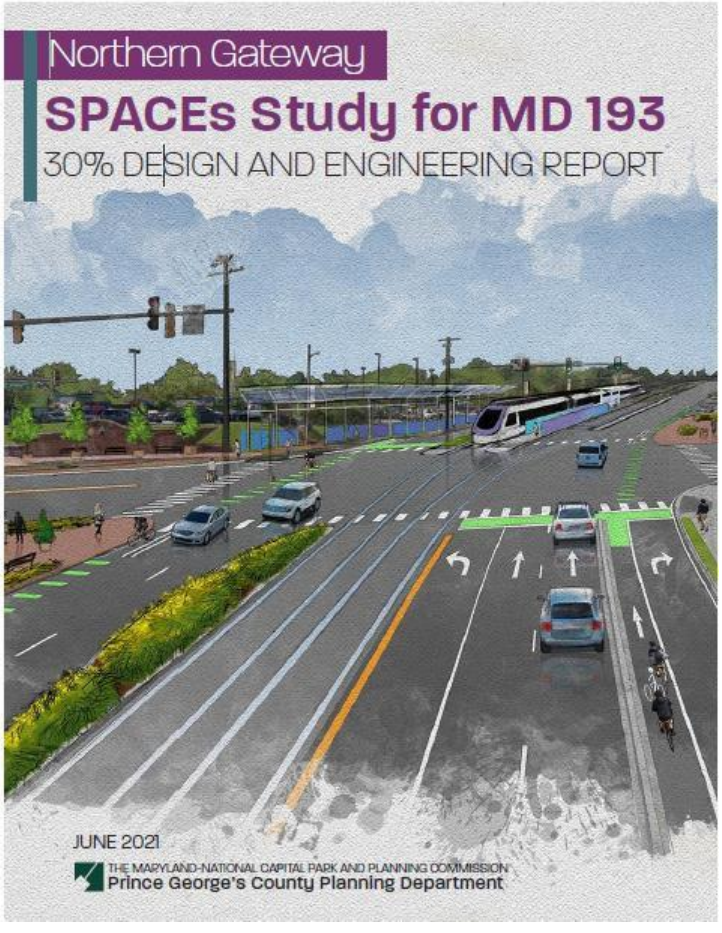
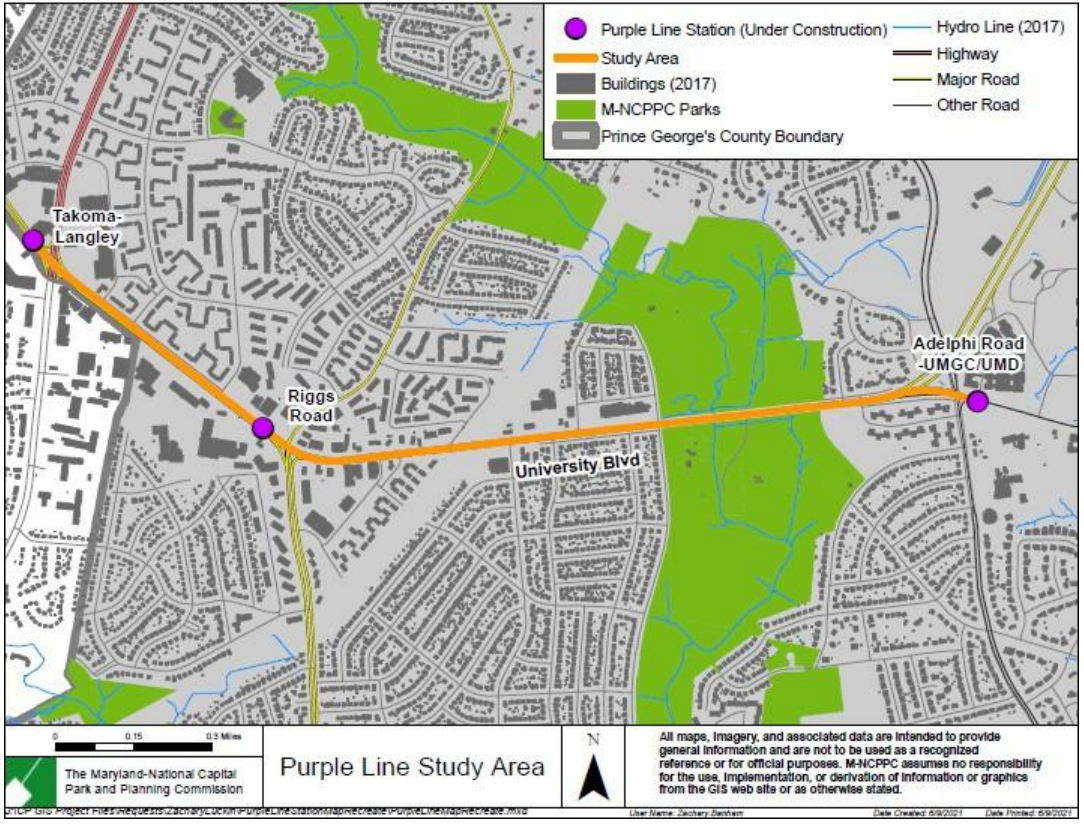


Figure 1. Project Limits



Prince George's County

SPACES Study Goals:

- Improve biking and pedestrian safety
- Better connect neighborhoods to the corridor
- Enhance the public realm
- Develop 30% Preliminary Design and Engineering Plans and Construction Cost Estimate

Participants:

- PGC Planning Dept.
- PGC Dept. of Public Works and Transportation
- Maryland Department of Transportation
- Maryland Transit Administration

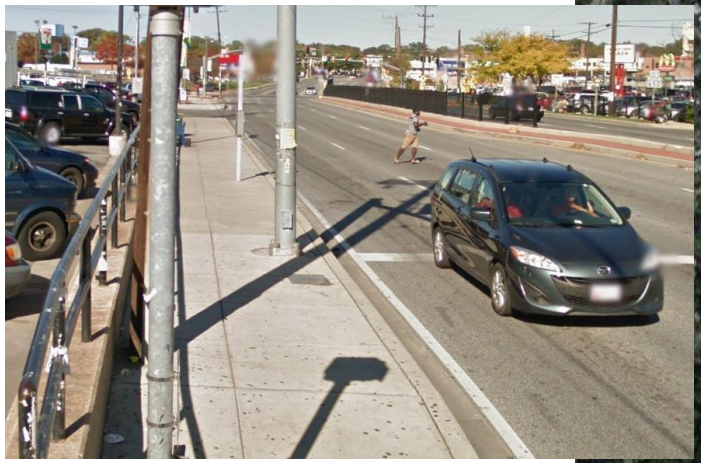
Principal Findings:

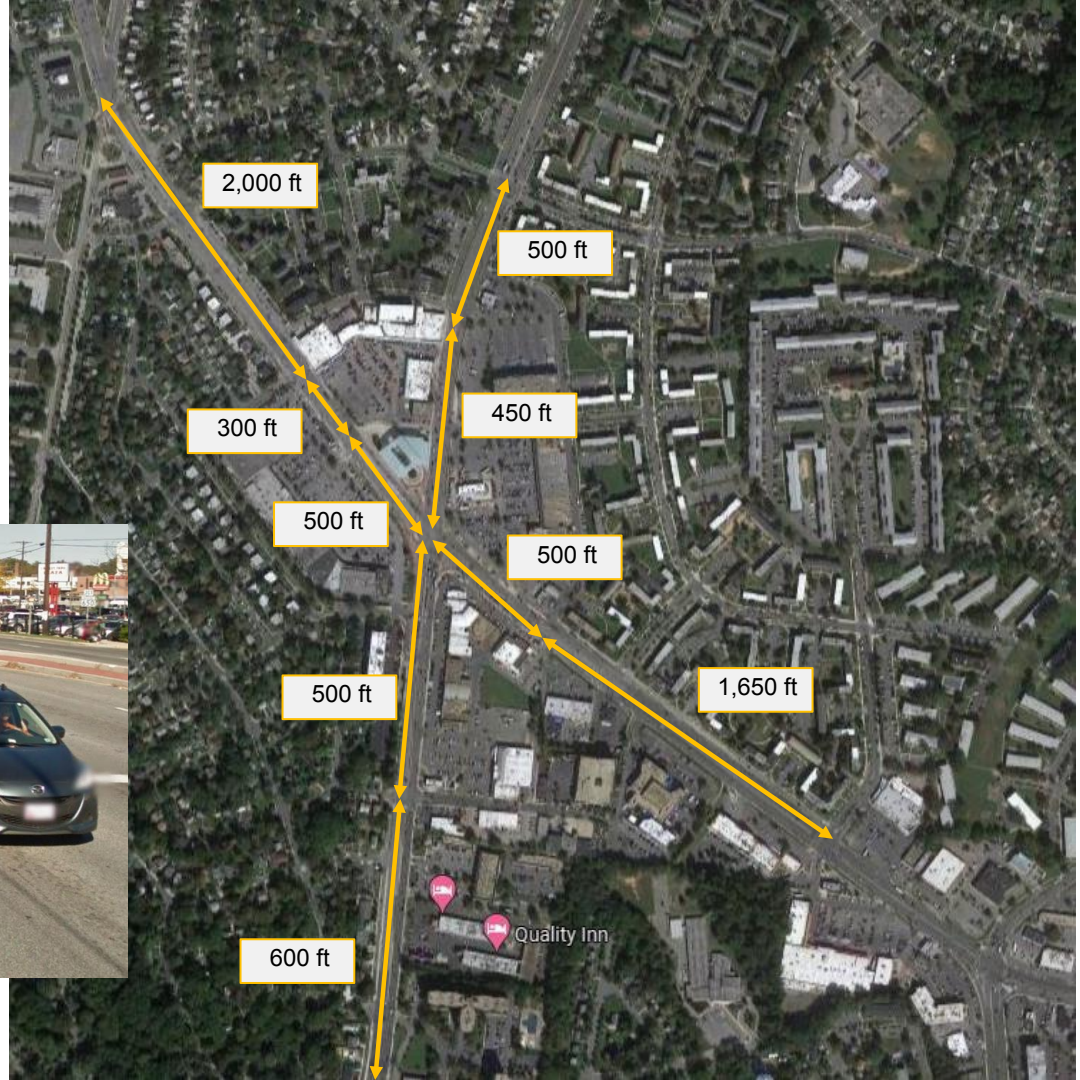
- Sidewalk coverage throughout the study area is not comprehensive and conditions vary widely
- Corridor sidewalks feature functional inadequacies, such as obstructions and varied widths, and are poorly maintained
- pedestrian connections to and within the commercial plazas are largely nonexistent.
- The major intersections of MD 193 at MD 650 and MD 193 at MD 212 feature clearly marked crosswalks with pedestrian push buttons and countdown signals. However, issues include long signal cycle lengths, which create long wait times and short crossing times for pedestrians
- Pedestrian crosswalks across MD 193 are sparse, ranging from 330 to 2,100 feet apart within the study area, leading to pedestrian non-compliance and midblock crossings

Takoma/ Langley

Long distances between signalized crossings:
260 to 330 ft is recommended

Encourages dangerous mid-block crossings





Prince George's County

SPACES Study 2021

Recommendations:

- Buffered Bike Lanes: use bike lanes to buffer sidewalks
- Driveway Consolidation: improve safety by removing vehicular conflicts with pedestrians and bicyclists, particularly in areas where a single property has multiple driveways or where adjacent parking lots are connected.
- Eliminate channelized right turns at:
  - MD 193 at MD 650 – Northwest corner
  - MD 193 at MD 650 – Southeast corner
  - MD 193 at MD 212 – Southeast corner
- Add new signalized crossings and mid-block crossings controlled by HAWK signals

Comparison with Purple Line TOD study:

- Improve sidewalks along arterials: proper width, buffering, condition, remove obstacles
- Reduce speeds and increase enforcement
- Add additional signalized crossings
- Eliminate or place controls on slip lanes
- Consolidate commercial parking lots and entrance ramps; active controls on those remaining
- Provide pedestrian access through commercial complexes
- Change signal policies to reduce pedestrian wait time, provide leading pedestrian intervals
- Reduce curb radii at intersections, bring crosswalks/ramps closer to the intersection, eliminate right turn on red.

What Prince George's has recommended:

- Mostly adopted
- Partially adopted
- Not adopted

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C+A1 B29	Facility being crossed	Type crossing	n	X	R	TCA	TCB	S_B	LOS	SRF	D_A	Tr Time (min)	Unadj Tr Time	POLC Grade	Description
1a	sland crossing, Univ @ New Hamp NW	sland crossing	1	-1	-2	-1	NA	NA	F		0			Orange	Curb to island crossing, acute angle, no ped controls
1b	New Hamp @ University N	4-way, signalized	7.5	0	0	0	0	0	B		60			Red	Island to island crossing, 7 lanes plus median,
1c	sland crossing, Univ @ New Hamp NE	sland crossing	1	-1	-2	-1	-2	-3	K		0			Red	Curb to island crossing, obtuse angle, no ped controls
1d	Jniversity @ New Hamp E	4-way, signalized	7	0	0	0	0	0	B		60			Red	Island to island crossing, 7 lanes no median,
1e	sland crossing, Univ @ New Hamp SE	sland crossing	1	-1	-2	-1	NA	NA	F		0			Red	Curb to island crossing, acute angle, no ped controls
1f	New Hamp @ University S	4-way, signalized	7.5	0	0	0	0	0	B		60			Red	Island to island crossing, 7 lanes plus median,
1g	sland crossing, Univ @ New Hamp SW	sland crossing	1	-1	-2	-1	-2	-3	K		0			Red	Curb to island crossing, obtuse angle, no ped controls
1h	Jniversity @ New Hamp W	4-way, signalized	7	0	0	0	0	0	B		60			Orange	Island to island crossing, 7 lanes no median,
2A	New Hamp @ Transit Center N	4-way, signalized	7	0	-1	0	0	0	C		60			Red	no RTOR from shopping center
2B	Shop Ctr @ New Hamp E	4-way, signalized	3	0	-1	0	0	0	C		30			Orange	shopping center entrance, wide turns, no RTOR off Nhamp
2C	New Hamp @ Transit Center S	4-way, signalized	7	0	-1	0	0	0	C		60			Red	no RTOR from transit center
2D	Transit Ctr @ New Hamp W	4-way, signalized	3	0	-1	0	0	0	C		30			Orange	transit center entrance, no RTOR of New Hamp
3a	Lebanon @ New Hamp W	4-way, signalized	2	0	-1	0	0	0	C		30			Orange	no RTOR
3b	New Hamp @ Lebanon S	4-way, signalized	6	0	-1	0	0	0	C		60			Red	NOTE THAT THERE IS NO CROSSING ON N SIDE OF INTERSECTION
3c	Leb (shop ctr) @ New Hamp E	4-way, signalized	4	0	-1	0	0	0	C		30			Orange	no RTOR
4	Edwards Pl @ New Hamp E	Enters onto svc rd	3	-1	-1	-1	-1	0	F		0			Not incl	Unmarked crossing onto service road, no traffic controls
5a	New Hamp @ Merrimac N	4-way, signalized	12.5	0	0	0	0	0	B		60			Orange	11 lanes and 3 medians crossing 7 lanes of New Hamp and 2 service roads, all with median separation; other than really long crossing, otherwise lots of traffic control.
5b	Merrimac @ New Hamp E	4-way, signalized	4.5	0	-1	0	0	0	C		30			Lt Bl	4 lanes with median; minor concern with high speed corners off service road along New Hamp
5c	New Hamp @ Merrimac S	4-way, signalized	12.5	0	0	0	0	0	B		60			Orange	11 lanes and 3 medians crossing 7 lanes of New Hamp and 2 service roads, all with median separation; other than really long crossing, otherwise lots of traffic control.
5d	Merrimac @ New Hamp w	4-way, signalized	4.5	0	-1	0	0	0	C		30			Lt Bl	4 lanes with median; minor concern with high speed corners off service road along New Hamp
6a	Shop Ctr @ Univ N	4-way, signalized	6	0	-1	0	-1	-1	E		30			Orange	Unnamed street = major shopping center entrance
6b	Jniv @ Shop Ctr E	4-way, signalized	7	0	0	0	0	0	B		60			Orange	Unnamed street = major shopping center entrance
6c	Shop Ctr @ Univ S	4-way, signalized	2	-2	0	0	0	0	C		30			Orange	Unnamed street = major shopping center entrance
6d	Jniv @ Shop Ctr w	4-way, signalized	7	0	0	0	0	0	B		60			Orange	Unnamed street = major shopping center entrance
20	Walgreens plaza @ Univ S	Shop ctr entrance	4	-2	-2	-1	-3	-3	M		0			Orange	wide high speed uncontrolled shopping center entrance/exit
7a	14th Ave @ Univ N	T-intersection	5	-2	-1	0	0	-1	F		0			Not incl	4 lanes plus wide median, enters onto service road and then University
7b	Jniv @ 14th E	Unmarked crossing	12.5	-2	-2	-1	-2	0	F		0			Not incl	Unmarked crossing across 7 lanes plus service roads and 2 medians
7c	Shop ctr entrance @ Univ S	Unmarked crossing	6	-2	-1	-1	-2	-3	K		0			Orange	three separate entrances separated by median
7d	Jniv @ 14th W	Unmarked crossing	12.5	-2	-2	-1	-2	0	F		0			Orange	Unmarked crossing across 7 lanes plus service roads and 2 medians
8a	15th @ Univ N	4-way, signalized	5	0	0	0	-1	-2	E		30			Not incl	4 plus large median
8b	Jniv @ 15th E	4-way, signalized	7	0	0	0	0	0	B		60			Not incl	
8c	15th @ Univ S	Shop ctr entrance	2	0	0	0	0	0	B		30			Not incl	
8d	Jniv @ 15th W	4-way, signalized	7	0	0	0	0	0	B		60			Not incl	
9	Kirklynn Ave @ New Hamp W	Lot entrance	2	0	-1	-1	-2	-2	H		0			Red	
10a	New Hamp @ Shop Ctr N	4-way, signalized	7.5	0	0	-1	0	0	C		60			Red	7 lanes plus median/island; southbound lane X-ing has no signal
10b	Shop Ctr @ New Hamp E	4-way, signalized	2	0	-1	0	-1	-1	E		15			Orange	RTOR into shop center allowed
10c	New Hamp @ Shop Ctr S	4-way, signalized	6.5	1	0	0	0	0	A		60			Red	5 lanes plus median/island; raised brick crosswalk
10d	Shop Ctr @ New Hamp W	4-way, signalized	4.5	0	0	0	0	0	B		15			Lt Bl	4 plus large median
11	Shop Ctr @ New Hamp E	T-intersection	2	-1	-1	-1	-2	-2	I		0			Red	Entry/exit, no x-walk, no controls
12a	New Hamp @ Holton N	4-way, signalized	7.5	0	-1	0	-1	0	D		60			Red	
12b	Holton @ New Hamp E	4-way, signalized	4	-1	-1	0	-1	-2	I		30			Red	
12c	New Hamp @ Holton S	4-way, signalized	9.5	0	-1	0	-1	-1	E		60			Red	7 lanes plus median/island; plus service road and median
12d	Holton @ New Hamp W	4-way, signalized	2	0	-1	0	-1	-2	F		30			Orange	south side of crossing is to service road, but still lots of possible vehicle movements
13	Kingwood @ New Hamp W	T-intersection	2	-1	-1	-1	-1	-2	H		0			Red	
14a	Transit Ctr @ Univ N	4-way, signalized	4	-1	-1	0	-1	-1	F		30			Orange	2 lanes but wide for buses, with dedicated turn in lane
14b	Jniv @ Transit Ctr E	4-way, signalized												Not incl	No crossing possible
14c	Shop Ctr @ Univ S	4-way, signalized	5	0	-1	-1	-1	-1	F		30			Orange	wide lanes plus median island; RTOR
14d	Jniv @ Shop Ctr S	4-way, signalized	7	0	-1	0	-1	0	D		60			Red	
15a	Lebanon @ Univ N	T-intersection	3	0	-1	0	-2	-2	G		0			Orange	residential collector st, no signal, service road on west side, set back crosswalk
15b	Shop Ctr Entrance @ Univ N	4-way, signalized	3	0	-1	0	-1	-1	E		30			Orange	Turn signal into center from Univ, but wide curb and no RTOR prohibition
15c	Shop Ctr Entrance @ Univ S	4-way, signalized	4	0	-1	0	-1	-1	E		30			Orange	4 lane entrance/exit, but wide curbs and no obvious RTOR restriction
15d	Anne St @ Univ S	T-intersection	3	0	-1	0	-2	-2	G		0			Orange	2 lane street with triangle divide at Univ; high speed turns in and out; set-back crosswalk
15e	Jniv @ Anne St E	Semi-signalized x-ing	7	0	-1	-1	-2	-1	G		60			Orange	Only Univ crossing in this stretch
16a	Merrimac @ Univ N	T-intersection	2	-1	-1	0	-2	-2	H		0			Orange	
16b	Merrimac @ Univ S	T-intersection	2	-1	-1	0	-2	-2	H		0			Orange	curb cuts but no crosswalk; connects sidewalk across service road, back from Univ.; wide curbs
	Jniv @ Merrimac	Arterial crossing												Orange	MoCo shows orange crossing, there are NO crossings across Univ at this intersection
17	Navahoe @ University	T-intersection	2	0	-1	0	-2	-2	G		0			Orange	street opens into service road, wide curbs, no restriction on turns from Univ
18a	Carroll @ Univ N	X-intersection	5	0	-1	0	-2	-2	H		30			Orange	Cross to island
18b	Jniv @ Carroll E	X-intersection	11	0	0	0	0	0	B		60			Orange	8 lanes plus service road plus 2 medians
18c	Carroll @ Univ S	X-intersection	3	0	-1	0	-1	-2	F		30			Lt Bl	Cross to island

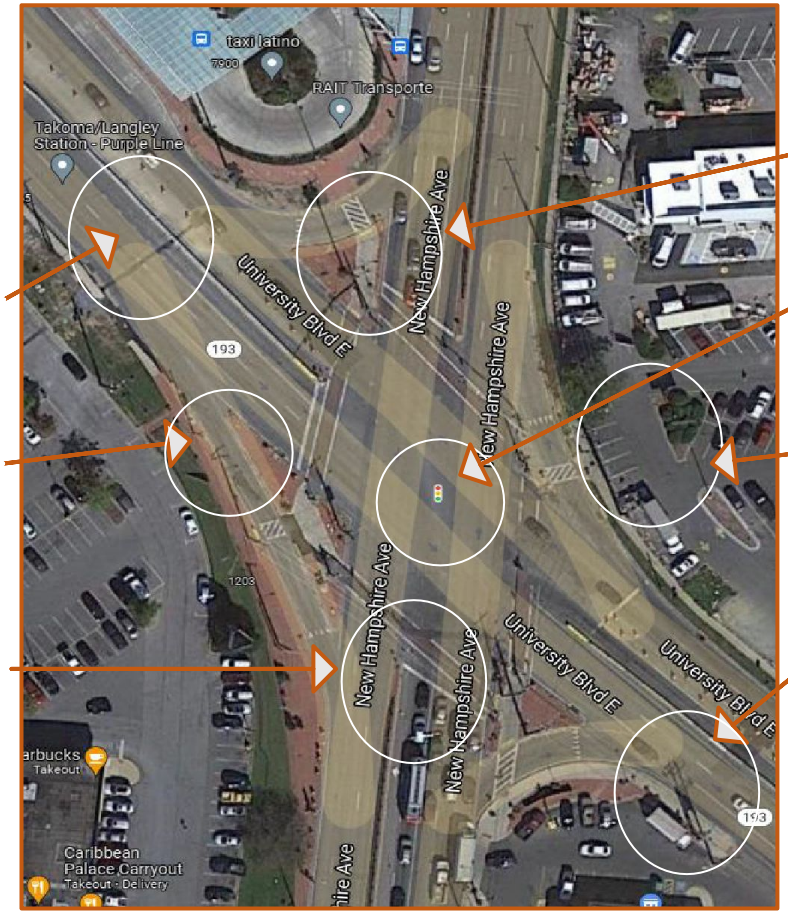
Takoma/Langley Park

Channelized turns w/ no traffic controls

Speed limits 35, standard enforcement

Narrow sidewalks w/ no traffic buffer

Crossing 6 lanes plus left turn lane and median, plus safety islands



Channelized turns w/ no traffic controls

Traffic signals with long green cycles, left turns

Parking lots separating sidewalks from storefronts

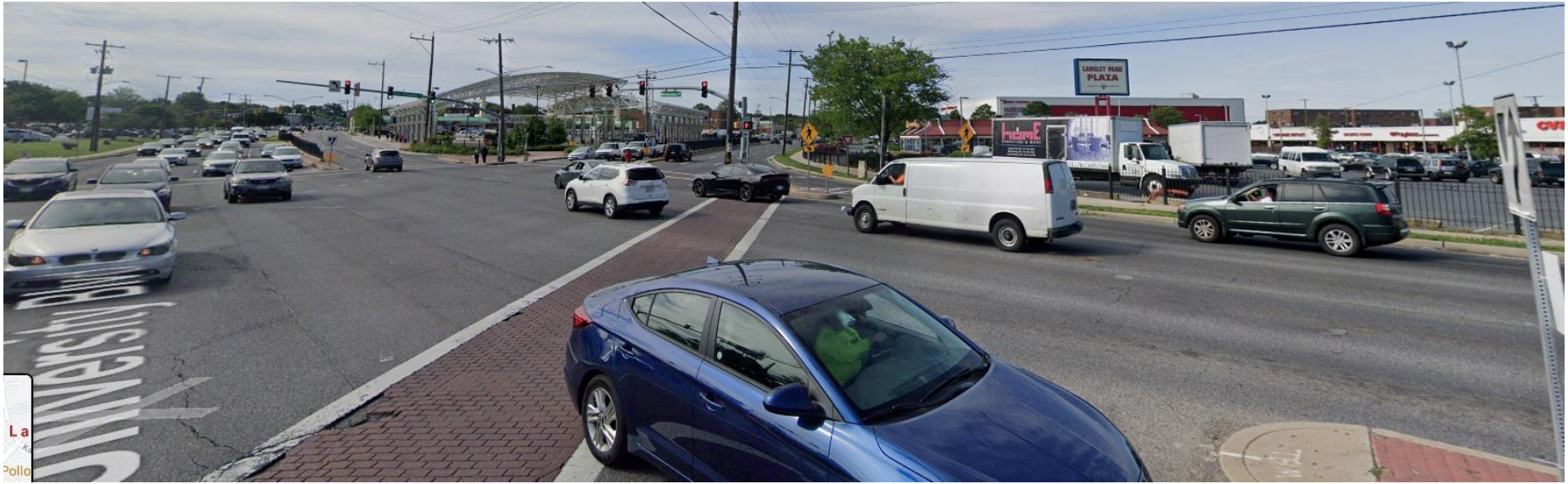
Many/frequent curb cuts for auto access

Takoma/Langley Park

Bus stop in mid-block along New Hampshire; sidewalk immediately adjacent to traffic lane, obstruction in sidewalk

Takoma/Langley Park

Alien landscape for pedestrians at University and New Hampshire, transit center in background. Note the black fence preventing direct pedestrian access to the shopping center



Takoma/Langley Park

Kids riding scooters in busy parking lot/drive through -- behind the black fence

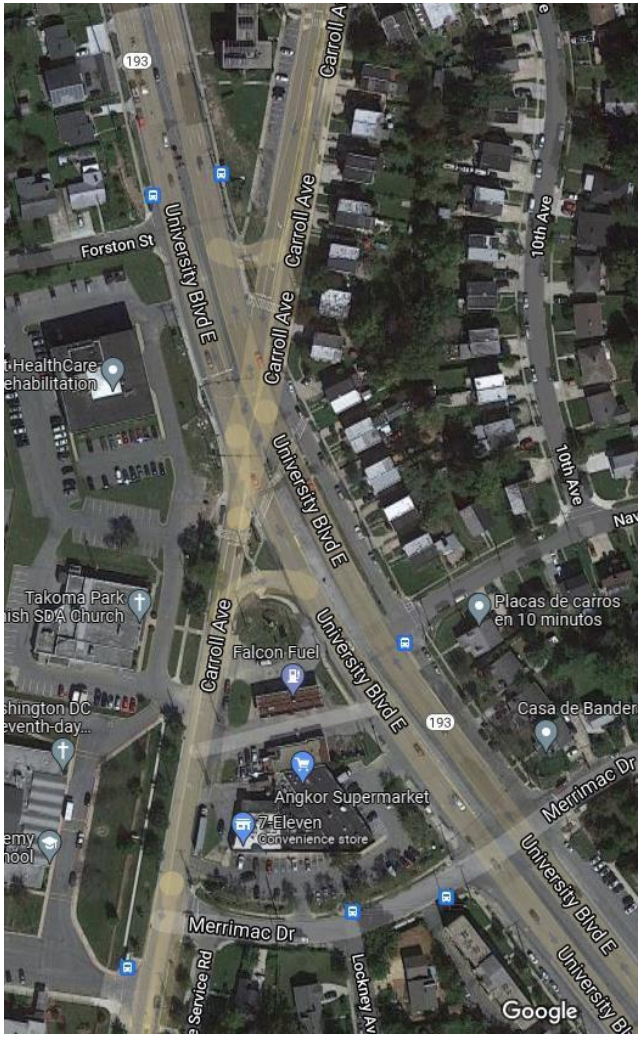
Takoma/Langley Park

University Blvd.: Massive highway cross section, auto-focused retail dominate streetscape

Takoma/Langley Park

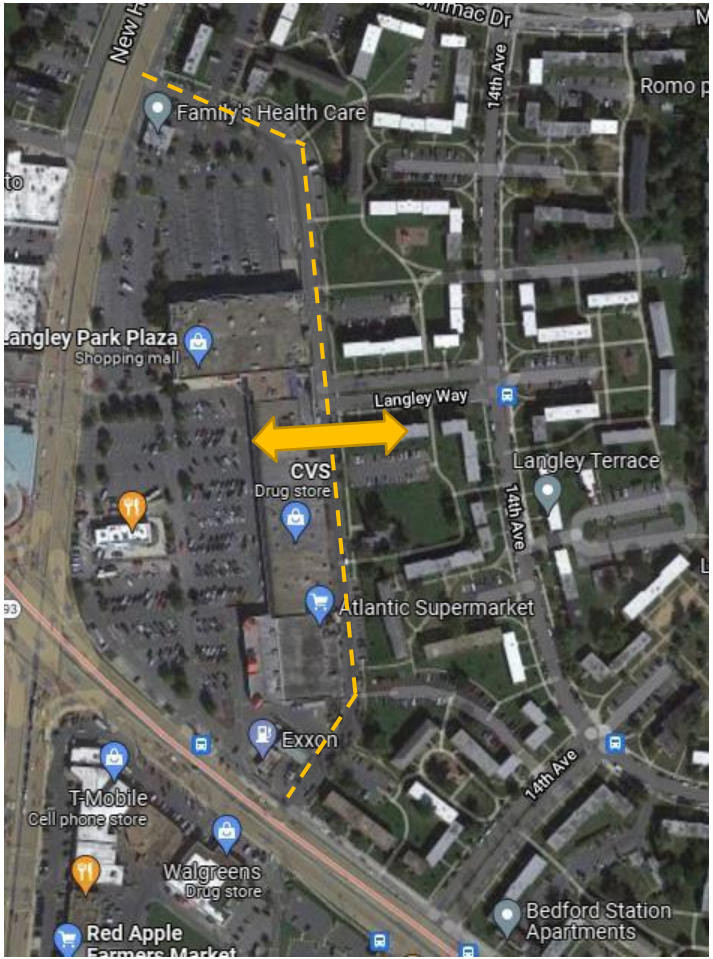
Takoma/Langley Park

Carroll Ave and University Blvd intersection



Takoma/Langley

No passage between Langley Terrace and shopping center & Transit Center



Takoma/Langley Park