

Riverdale Park/ Kenilworth Purple Line Station: *Pedestrian Access Assessment*

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Purple Line Corridor Coalition
(PLCC)

National Center for Smart
Growth (NCSG)

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Federal Transit Administration



Is It Going to Happen?

It's Been a Long Journey



With Lots of Disruption





It IS Happening! Now What?

Hopefully it will
have been worth
the wait:

A new modern transit mode
that will connect you with
more opportunities



Worth it?

An upgraded, safer walking environment

More vitality and opportunity for your community – ***to enhance what is there now!***



PLCC Federal Transit Administration Grant

Our Role:

- Coordinate on plans among state and local agencies
- Ensure that walking to the station is safe and efficient
- That the community can achieve its future growth potential while preserving its identity



The Challenge

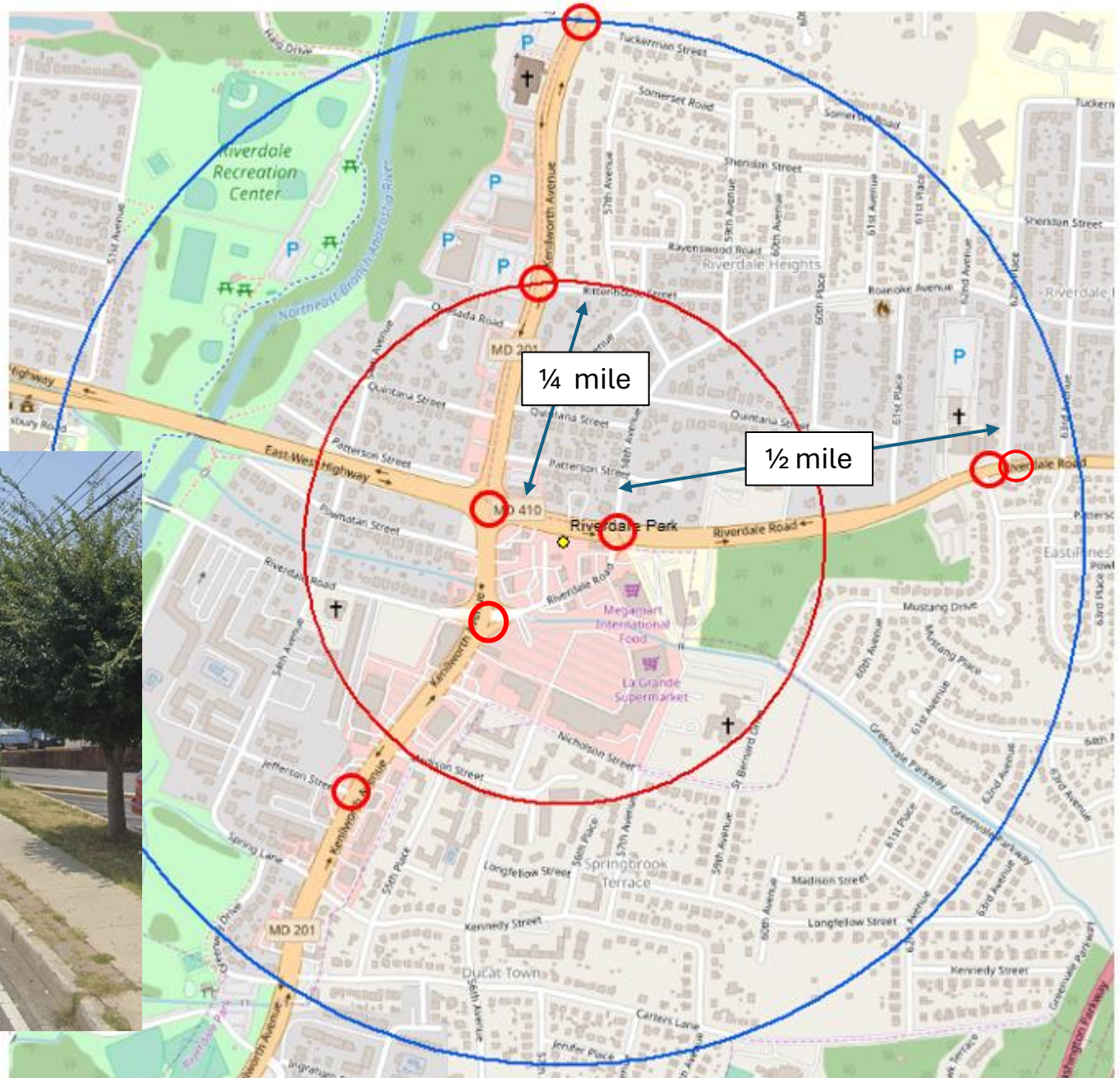
This isn't a world that was designed for transit or pedestrians

Multi-Lane Highways with Narrow Sidewalks Next to Fast Moving Traffic



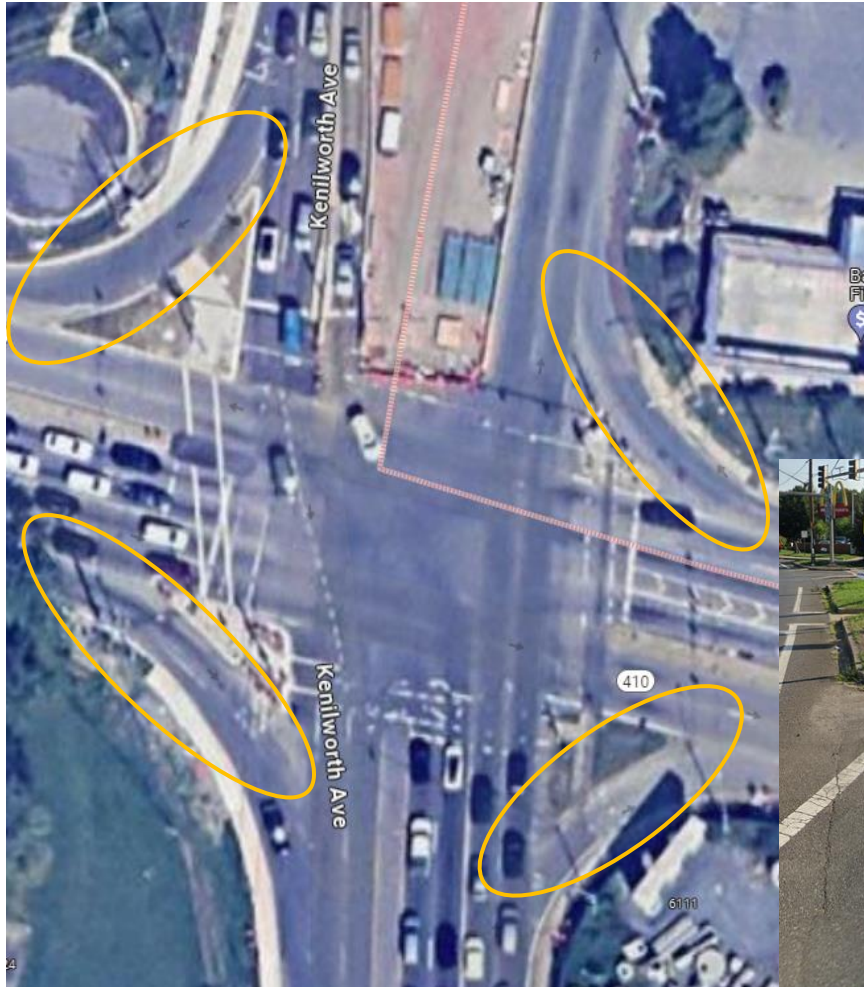
- High posted speeds
- Limited enforcement

Few Intersections with Signals and Crossings



Large Intersections with Car-Friendly Slip Lanes – no Safeguards for Pedestrians

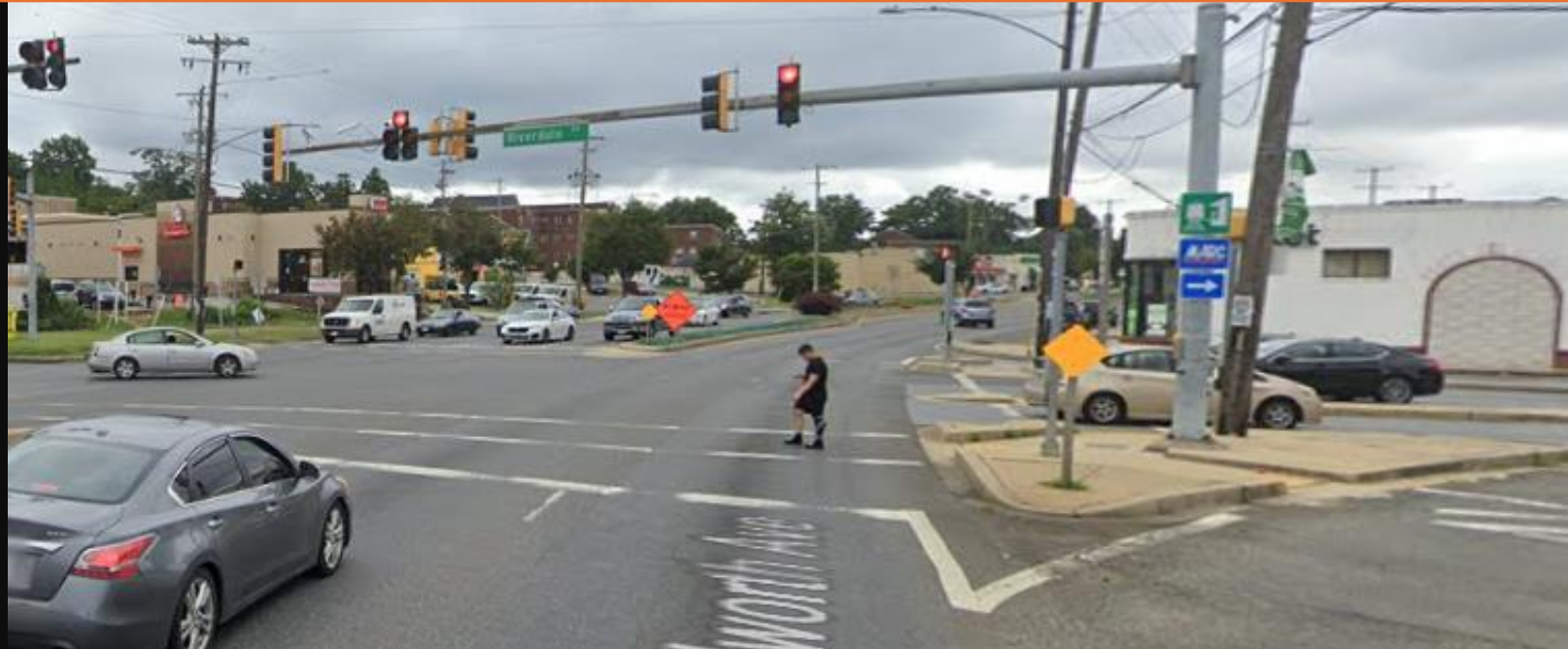
East-West and Kenilworth



Riverdale and Kenilworth

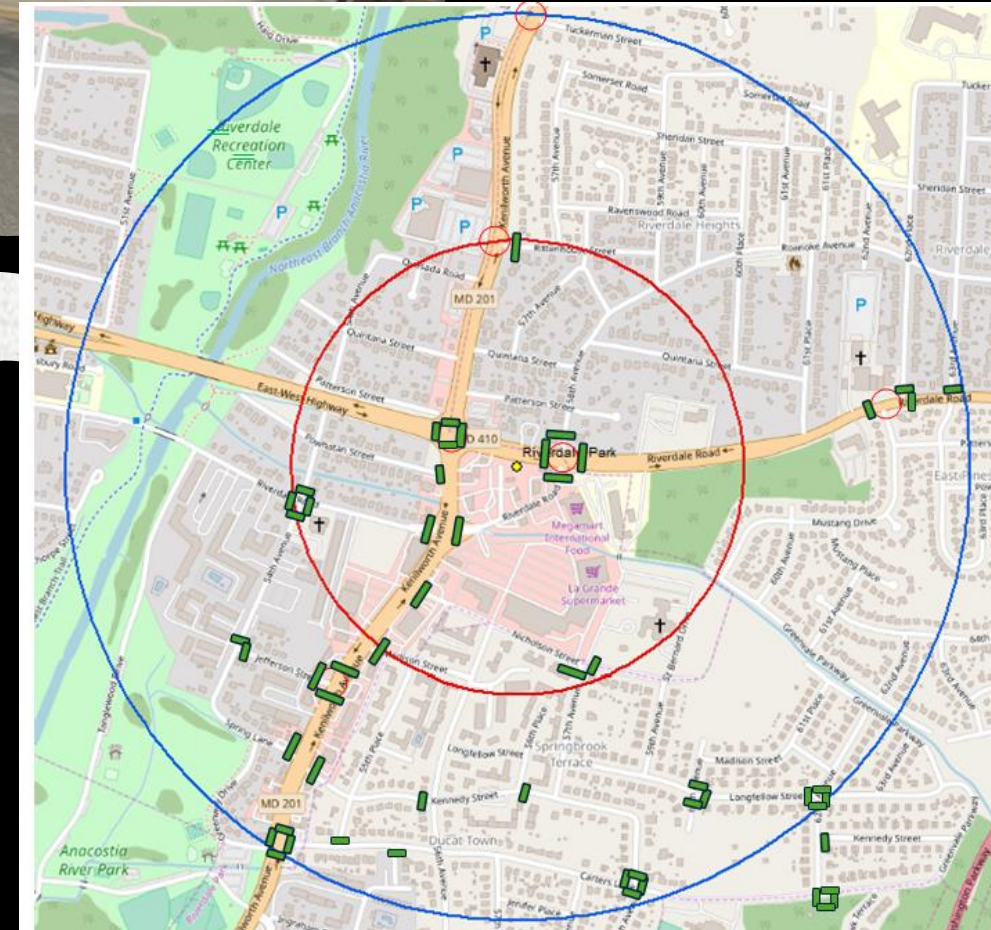


Signal Timing that Favors Vehicles over Pedestrians



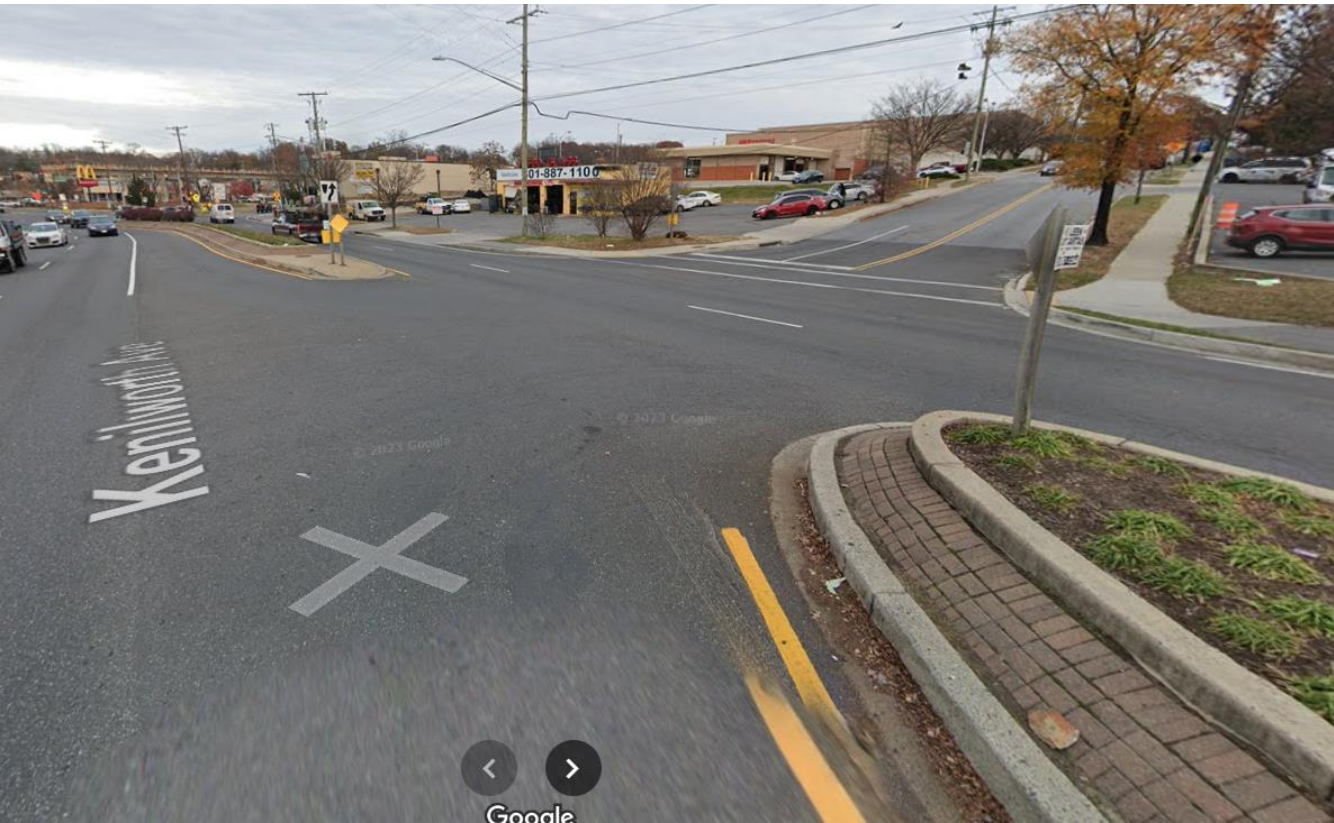
Pedestrian Crossing Buttons that Don't Help Much



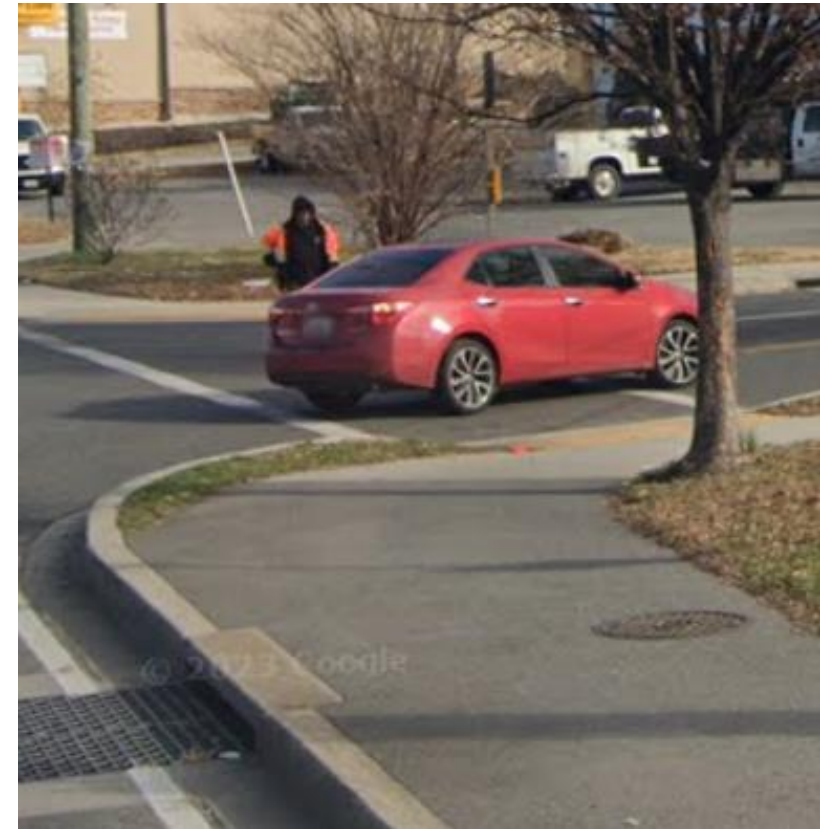
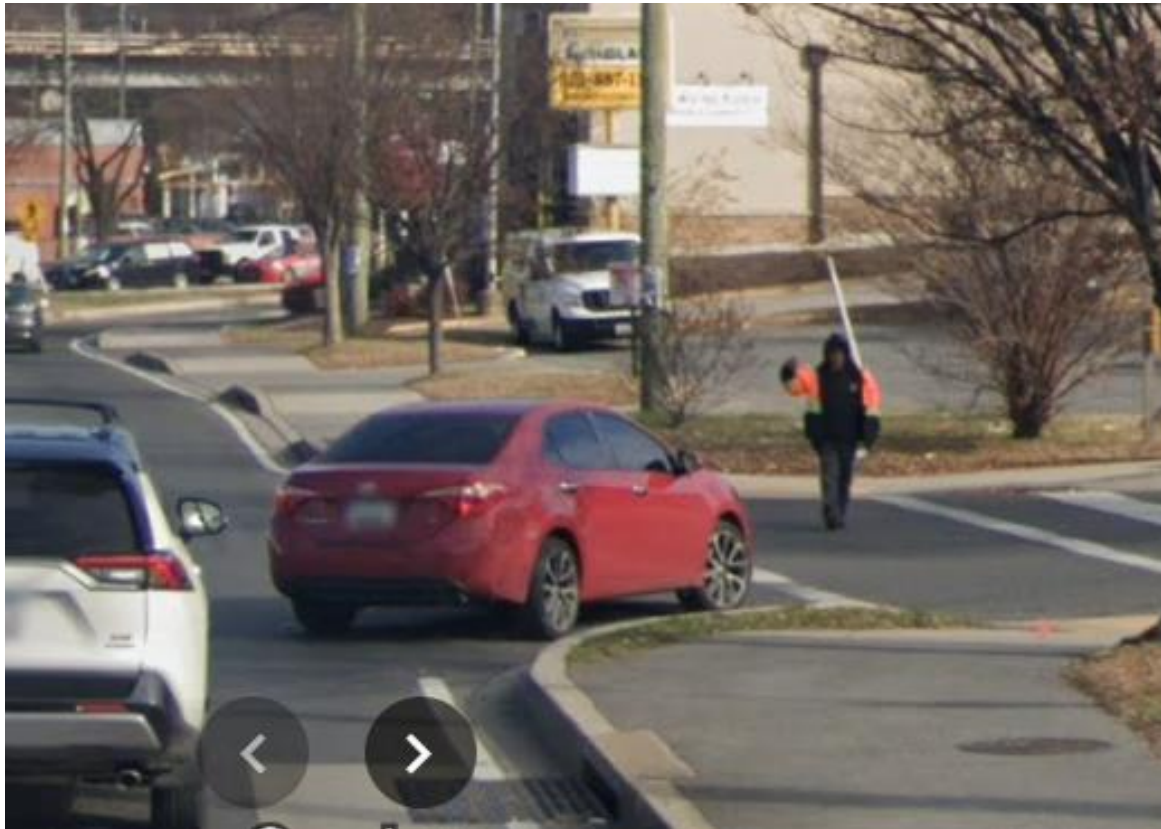


Limited Crosswalks --
Missing or Poorly Maintained

Unprotected Crossings and Wide Radius Corners



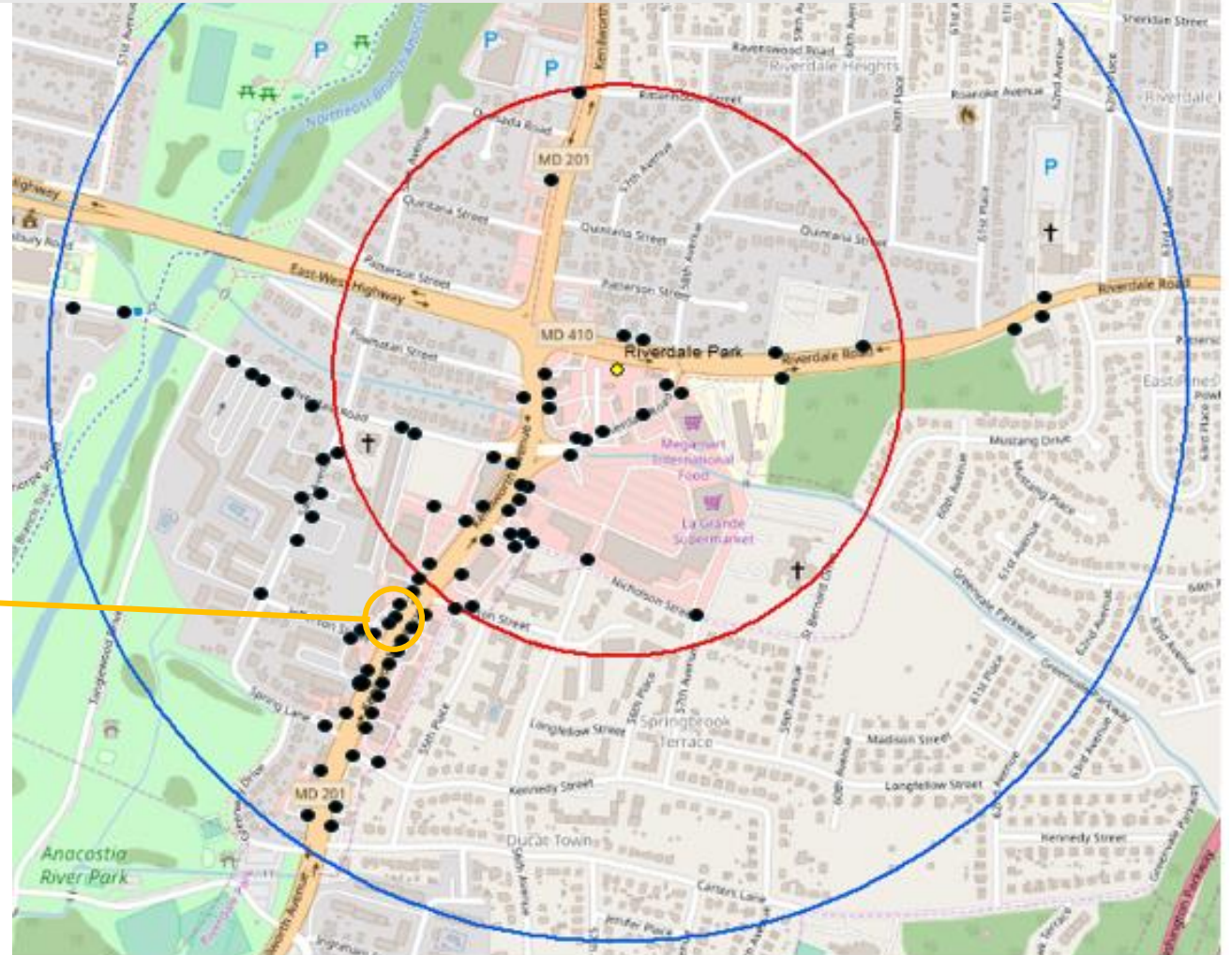
Regular Pedestrian-Vehicle Conflicts at Intersections with Wide-Radius Turns



Auto-Focused Commercial Development with Store-Front Parking and Individual Driveways



Without pedestrian safeguards



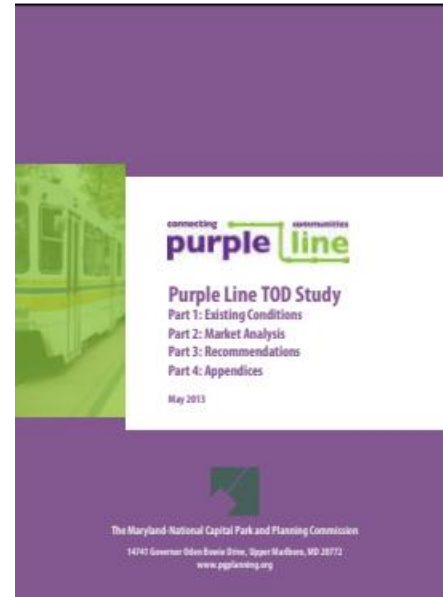
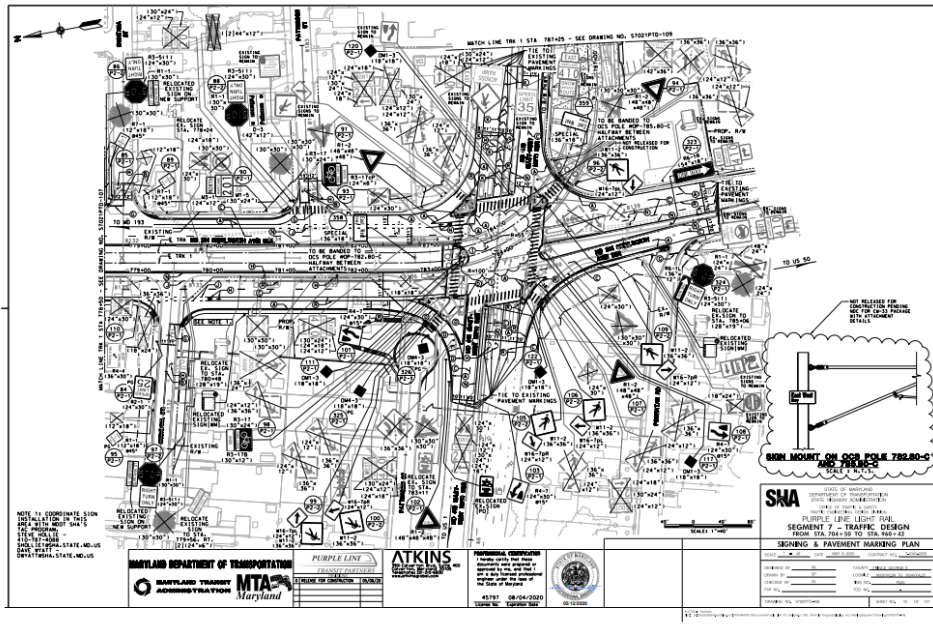
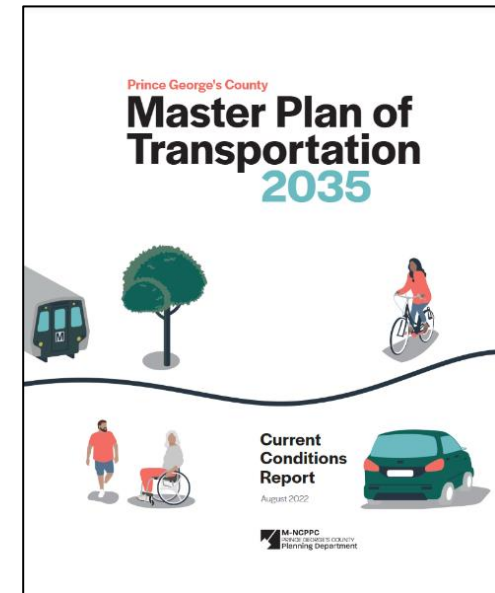
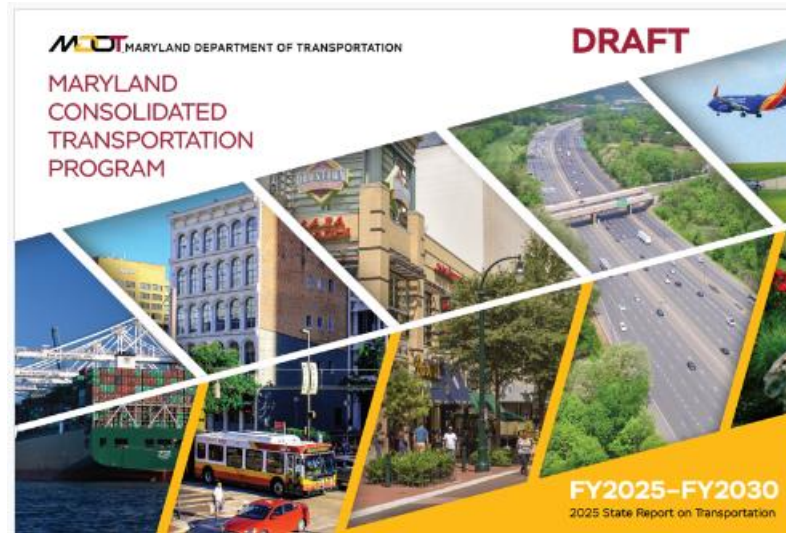
Sidewalk Network

— Adequate
— Inadequate
None

- *Very sparse coverage north of MD410*
- *Narrow/aging in many locations*
- *Connectivity challenges from south and east neighborhoods*

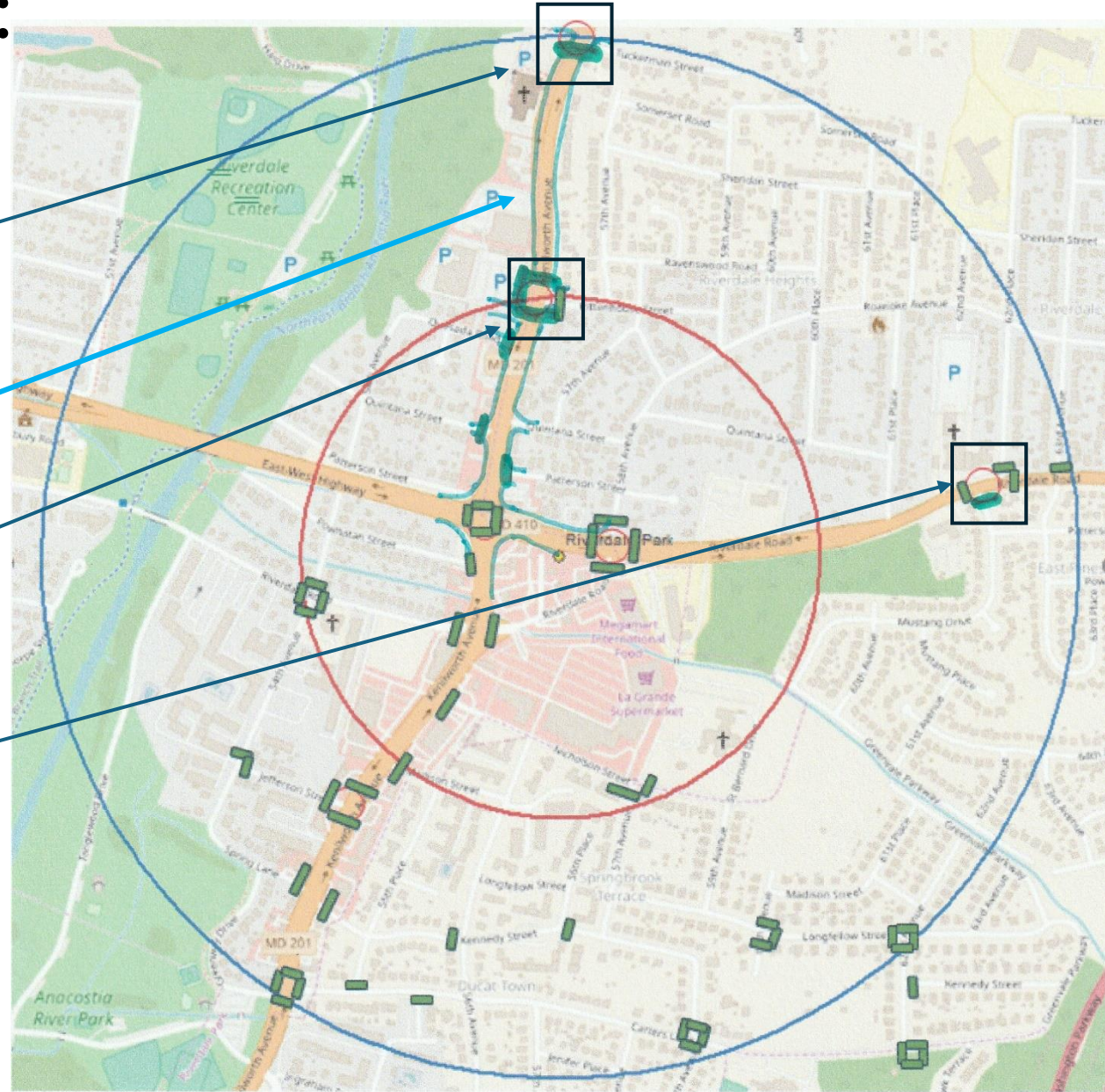


So What's Being Planned?



Proposed Improvements: MDOT/SHA/MTA

- Full **4-way intersection** at MD 201 and River Rd/Tuckerman, but only 1 crosswalk
- **New sidewalks** along both sides of MD 201 between River Rd and MD 410
- Full **4-way crosswalks** at Kenilworth and Rittenhouse (already signaled)
- **Consolidation of staggered intersection** at Riverdale Rd (MD 410) and 63rd Ave with 4-way crosswalks.



Potential Gaps & Uncertainties: State

(Focused on MD 410 and MD 201)

- Sidewalk plans for Kenilworth south of the station and MD 410 both east and west of the station
- Sidewalk width, proximity to curb lane traffic
- Speed limits and enforcement plans
- Signal spacing (1/4 mile), timing and pedestrian priorities
- Design and management of large intersections at Kenilworth and MD 410, Kenilworth and Riverdale Rd
- Plans for channelized turns, wide radius corners

Proposed Improvements: Prince George's County

Intersection Improvements

- Pedestrian priority measures
- Replace pedestrian-actuated signals with automatic signals
- Raised or special-pavement crosswalks
- Accommodations for the disabled
- Pedestrian islands where needed
- Marked crosswalks on all sides of an intersection
- Lighting of crosswalks and pedestrian waiting areas
- Eliminate channelized turns and free right turns on red



* All of the Measures

* As many as possible/relevant

Proposed Improvements: Prince George's County

Sidewalk Enhancements

- New sidewalks
- Improved sidewalks

Support SHA in:

- Reducing 410 from 6 to 4 lanes between 201 and Mustang Dr
- Separated bike lanes
- New sidewalk along eastbound 410



2017 East Riverdale Sector Plan

Other Important County Streetscape Recommendations from 2017 Sector Plan

Station Area Street/Parcel Consolidation

- Vacate Riverdale Road between Kenilworth Avenue and MD 410.
- Realign Riverdale Road to border Captain John's Branch
- Extend 56th Avenue to MD 410 .
- Reconstruct 57th Avenue between Riverdale Road and the Purple Line station as a Special Pedestrian Street

Kenilworth Avenue South

- Transform Kenilworth Avenue south of 410 into a Main Street with a focus on increasing walkability
- Strengthen, support, and diversify retail and commercial offerings.
- Work with property owners to create pedestrian-friendly frontages along Kenilworth Avenue, including a wide pedestrian clear zone, street trees, landscaping and other public enhancements.

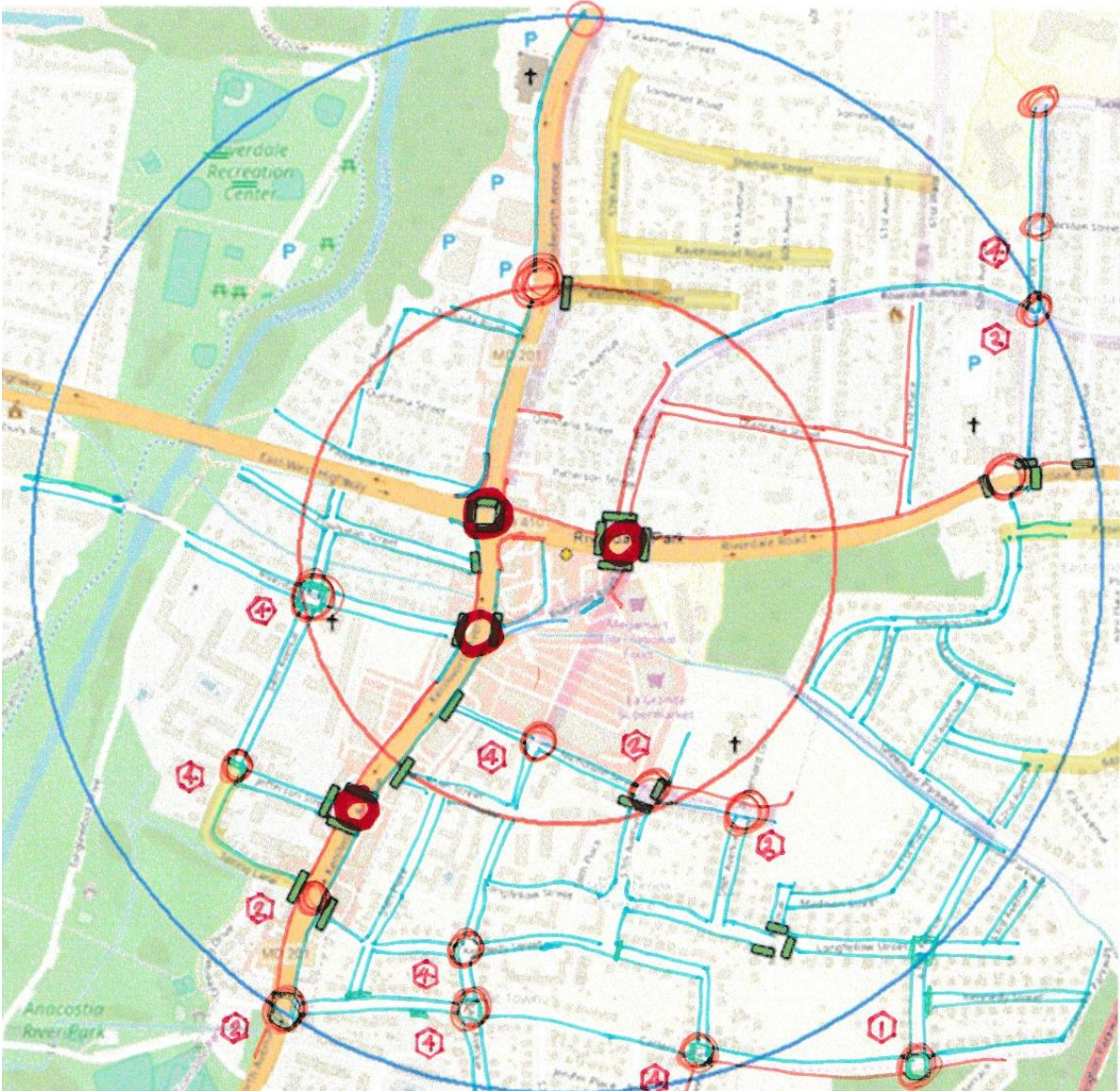


Potential Gaps & Uncertainties: County

- Lots of supportive recommendations in 2017 Sector Plan:
 - What is implementation status, priority & timetable?
- Coordination/agreement between county and state plans and priorities:
 - Management of the big intersections at 410, 201 and 58th Street
 - Policy on channelized turns and wide radius turns
 - Complete street vision for Kenilworth south
 - Sidewalk & bikeway plans for east MD 410
 - Speed limits and enforcement
 - Signal spacing and operating policy
- Sidewalk coverage, crosswalks, traffic controls in neighborhoods
- Dealing with curb cuts, parking consolidation
- Integration of new & existing transit services

Your Thoughts and Questions









Hopefully it will have been worth the wait:

- A new modern transit mode that will connect you with more opportunities
- An upgraded, safer walking environment
- Future: More vitality and opportunity for your community – ***to enhance what is there now!***

