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# A.1 M Square Survey Outcome

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<td>Data Collection Process</td>
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Introduction

The purpose of the Purple Line TOD Study survey was to understand workers’ daytime habits, their use of nearby Riverdale Park and College Park retail establishments, and their ideas for future uses to benefit the M Square area. The survey was for workers in the M Square area only. Invitation to participate letters, which provided a link to the online survey, were e-mailed to staff contacts of M Square area businesses and institutions. These contacts agreed to be liaisons who would disseminate the letters to fellow employees. The survey was open for participation between January 31, 2012 and February 15, 2012.

The following businesses and institutions agreed to participate in the survey:

Business/Institution Name and Address
1. UMD Earth System Science Interdisciplinary Center
   5825 University Research Court, Ste 4001, College Park, MD 20740
2. Joint Global Change Research Center
   5825 University Research Court, Ste 3500, College Park, MD 20740
3. Optimal Solutions Group
   5825 University Research Court, Ste 2800, College Park, MD 20740
4. UMD Maryland Transportation Technology Transfer Center
   5000 College Avenue, College Park, MD 20740
5. Enterprise Sciences Inc.
   5000 College Avenue, College Park, MD 20740
6. USDA Animal and Plant Health Inspection Service
   4700 River Road, # 147, Riverdale, MD 20737
7. UMD/FDA Joint Institute for Food Safety and Applied Nutrition
   2134 Patapsco Building, College Park, MD 20742
8. Center for Advanced Study of Language (CASL)
   7005 52nd Avenue, College Park, MD 20742
9. National Foreign Language Center
   Mail Services Building, #343 P.O. Box 93
   College Park, MD 20742
10. Raytheon
    5700 Rivertech Court, Riverdale, MD 20737
11. American Center of Physics
    One Physics Ellipse, College Park, MD 20740

Data Collection Process

The Purple Line TOD Study survey was conducted using the web-based tool, SurveyMonkey.org. Through this tool we designed the survey, created an on-line link, collected and analyzed the data.

On-line survey link: https://www.surveymonkey.com/s/purpleline
- 195 people started the survey
- 183 people completed the Purple Line survey

Explanation of “started” and “completed” the survey from SurveyMonkey.org:
“Those that have clicked the [Done] button AND answered at least one question will be included in the Total Completed Survey number.

However, it does not mean that ALL questions have been answered on every page. It means that the respondent moved through all pages using the navigation buttons, clicked the [Next] button on every page, and answered at least one question to finally click the [Done] button. Keep in mind that the respondent may have only answered a few questions on each page.”

Data from the participants’ responses were downloaded into Excel spreadsheets. Open-ended questions were organized into categories, which are themes that emerged from the range of responses.

Findings

Geographical Data

Do You Work in the M Square Area?

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For participants who answered “No,” they were thanked for their participation and directed to the project web site. The survey was for workers in the M Square area only.

Typically, How Do You Get to Work?

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Other includes:
- Fairfax Connector Bus
- Ride On Bus
- Taxi
- Telecommute; Amtrak then public transit
- MTA Bus
- Montgomery County Ride On

While the majority of participants drive to M Square, many of their comments suggest a willingness to use public transportation, including the Purple Line, with transit connections near their homes.
## In What Zip Code Is Your Home Located?

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</tr>
<tr>
<td>21230</td>
<td>1</td>
<td>.5</td>
<td>.5</td>
<td>92.8</td>
<td>Baltimore, MD</td>
</tr>
<tr>
<td>21401</td>
<td>1</td>
<td>.5</td>
<td>.5</td>
<td>93.3</td>
<td>Annapolis, MD</td>
</tr>
<tr>
<td>21403</td>
<td>2</td>
<td>1.0</td>
<td>1.0</td>
<td>94.4</td>
<td>Annapolis, MD</td>
</tr>
<tr>
<td>21666</td>
<td>2</td>
<td>1.0</td>
<td>1.0</td>
<td>95.4</td>
<td>Sherwood, MD</td>
</tr>
<tr>
<td>21701</td>
<td>3</td>
<td>1.5</td>
<td>1.5</td>
<td>96.9</td>
<td>Frederick, MD</td>
</tr>
<tr>
<td>21777</td>
<td>1</td>
<td>.5</td>
<td>.5</td>
<td>97.4</td>
<td>Point of Rocks, MD</td>
</tr>
<tr>
<td>22101</td>
<td>1</td>
<td>.5</td>
<td>.5</td>
<td>97.9</td>
<td>McLean, VA</td>
</tr>
<tr>
<td>22150</td>
<td>1</td>
<td>.5</td>
<td>.5</td>
<td>98.5</td>
<td>Springfield, VA</td>
</tr>
<tr>
<td>22191</td>
<td>1</td>
<td>.5</td>
<td>.5</td>
<td>99.0</td>
<td>Woodbridge, VA</td>
</tr>
<tr>
<td>22207</td>
<td>1</td>
<td>.5</td>
<td>.5</td>
<td>99.5</td>
<td>Arlington, VA</td>
</tr>
<tr>
<td>22301</td>
<td>1</td>
<td>.5</td>
<td>.5</td>
<td>100.0</td>
<td>Alexandria, VA</td>
</tr>
</tbody>
</table>

*These totals were rounded off.

### Ninety-nine percent of the survey participants live in Maryland. Sixty-two (31.7 percent) of the 195 who answered commute five miles or less to M Square. These locations include Washington, D.C.; Lanham, Mt. Ranier, Riverdale, College Park, Greenbelt, Hyattsville, Silver Spring, and Takoma Park, MD.

### Zip Code Locations with the Highest Number of Commuters to M Square

<table>
<thead>
<tr>
<th>Location</th>
<th>Percent</th>
<th>Number of Commuters</th>
</tr>
</thead>
<tbody>
<tr>
<td>Washington, D.C.</td>
<td>11.3</td>
<td>22</td>
</tr>
<tr>
<td>Silver Spring, MD</td>
<td>9.2</td>
<td>18</td>
</tr>
<tr>
<td>Hyattsville, MD</td>
<td>6.6</td>
<td>13</td>
</tr>
<tr>
<td>Laurel, MD</td>
<td>6.6</td>
<td>13</td>
</tr>
<tr>
<td>College Park, MD</td>
<td>4.1</td>
<td>8</td>
</tr>
<tr>
<td>Riverdale, MD</td>
<td>4.1</td>
<td>8</td>
</tr>
<tr>
<td>Bowie, MD</td>
<td>3.6</td>
<td>7</td>
</tr>
<tr>
<td>Greenbelt, MD</td>
<td>3.6</td>
<td>7</td>
</tr>
<tr>
<td>Takoma Park, MD</td>
<td>3.7</td>
<td>6</td>
</tr>
</tbody>
</table>
Characteristic Data

Sixty-two males (37.8 percent) and 102 females (62.2 percent) took the survey.

Which category below includes your age?

<table>
<thead>
<tr>
<th>Age Categories</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>17 or younger</td>
<td>0.0</td>
<td>0</td>
</tr>
<tr>
<td>18-20</td>
<td>0.0</td>
<td>0</td>
</tr>
<tr>
<td>21-29</td>
<td>12.2</td>
<td>20</td>
</tr>
<tr>
<td>30-39</td>
<td>22</td>
<td>36</td>
</tr>
<tr>
<td>40-49</td>
<td>25</td>
<td>41</td>
</tr>
<tr>
<td>50-59</td>
<td>31.7</td>
<td>52</td>
</tr>
<tr>
<td>60-65</td>
<td>7.9</td>
<td>13</td>
</tr>
<tr>
<td>66 or older</td>
<td>1.2</td>
<td>2</td>
</tr>
<tr>
<td>answered question</td>
<td></td>
<td>164</td>
</tr>
<tr>
<td>skipped question</td>
<td></td>
<td>31</td>
</tr>
</tbody>
</table>

The majority of participants at 31 percent were within the 50–59 age range, followed by 40–49-year-olds at 25 percent and 30–39-year-olds at 22 percent.

How long is your lunch break?

<table>
<thead>
<tr>
<th>Length of Lunch Break Categories</th>
<th>Age</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Less than 30 minutes</td>
<td>40.3</td>
<td>71</td>
<td></td>
</tr>
<tr>
<td>31 to 45 minutes</td>
<td>37.5</td>
<td>66</td>
<td></td>
</tr>
<tr>
<td>46 to 60 minutes</td>
<td>21</td>
<td>37</td>
<td></td>
</tr>
<tr>
<td>More than 60 minutes</td>
<td>1.1</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>answered question</td>
<td></td>
<td>176</td>
<td></td>
</tr>
<tr>
<td>skipped question</td>
<td></td>
<td>19</td>
<td></td>
</tr>
</tbody>
</table>

In a cross-tab analysis between gender and lunch break length, a higher percentage of females (87 percent) reported a lunch break of 45 minutes or less than males (41 percent).

Income Categories

<table>
<thead>
<tr>
<th>Income Range</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Under $30,000</td>
<td>3.9</td>
<td>6</td>
</tr>
<tr>
<td>$30,000-$39,999</td>
<td>0.6</td>
<td>1</td>
</tr>
<tr>
<td>$40,000-$49,999</td>
<td>3.9</td>
<td>6</td>
</tr>
<tr>
<td>$50,000-$59,999</td>
<td>7.8</td>
<td>12</td>
</tr>
<tr>
<td>$60,000-$69,999</td>
<td>5.8</td>
<td>9</td>
</tr>
<tr>
<td>$70,000-$79,999</td>
<td>9.7</td>
<td>15</td>
</tr>
<tr>
<td>$80,000-$89,999</td>
<td>4.5</td>
<td>7</td>
</tr>
<tr>
<td>$90,000-$99,999</td>
<td>8.4</td>
<td>13</td>
</tr>
<tr>
<td>$100,000-$149,999</td>
<td>26.6</td>
<td>41</td>
</tr>
<tr>
<td>$150,000-$174,999</td>
<td>11</td>
<td>17</td>
</tr>
<tr>
<td>$175,000-$199,999</td>
<td>5.2</td>
<td>8</td>
</tr>
<tr>
<td>$200,000-$249,999</td>
<td>7.1</td>
<td>11</td>
</tr>
<tr>
<td>$250,000 or more</td>
<td>5.2</td>
<td>8</td>
</tr>
<tr>
<td>answered question</td>
<td></td>
<td>154</td>
</tr>
<tr>
<td>skipped question</td>
<td></td>
<td>41</td>
</tr>
</tbody>
</table>
Note: Data for questions six through nine were run through a Microsoft program, SPSS, and cleaned of zeros (for example, someone who enters $0 dollars for a meal means they did not eat out.)

<table>
<thead>
<tr>
<th>Q</th>
<th>Descriptive Statistics</th>
<th>No.</th>
<th>Minimum</th>
<th>Maximum</th>
<th>Mean</th>
<th>Std. Deviation</th>
</tr>
</thead>
<tbody>
<tr>
<td>6</td>
<td>Average times per week eat breakfast at M Square</td>
<td>39</td>
<td>1</td>
<td>5</td>
<td>2.2821</td>
<td>1.55511</td>
</tr>
<tr>
<td>6</td>
<td>Average times per week eat lunch at M Square</td>
<td>49</td>
<td>1</td>
<td>5</td>
<td>2.3469</td>
<td>1.33153</td>
</tr>
<tr>
<td>6</td>
<td>Average times per week eat dinner at M Square</td>
<td>2</td>
<td>2</td>
<td>2</td>
<td>1.5</td>
<td>0.70711</td>
</tr>
</tbody>
</table>

Workers at M Square eat breakfast and lunch in the office building an average of two times per week. Only two workers answered that they eat dinner at M Square. When it comes to purchasing dinner, workers are most likely to leave the office building.

<table>
<thead>
<tr>
<th>Q</th>
<th>Descriptive Statistics</th>
<th>No.</th>
<th>Minimum</th>
<th>Maximum</th>
<th>Mean</th>
<th>Std. Deviation</th>
</tr>
</thead>
<tbody>
<tr>
<td>7</td>
<td>Average spent per meal for breakfast at M Square</td>
<td>40</td>
<td>$2</td>
<td>$300</td>
<td>19.375</td>
<td>65.29958</td>
</tr>
<tr>
<td>Note: Only two out of 40 responders spent $300 for breakfast. Below is the recalculated mean minus the two $300 responses and the maximum spent changes to $25.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Average spent per meal for lunch at M Square</td>
<td>48</td>
<td>$1</td>
<td>$500</td>
<td>16.7708</td>
<td>71.26792</td>
</tr>
<tr>
<td>Note: Only one out of 48 responders spent $500 for lunch. This person also was one of the two who spent $300 for breakfast. Below is the recalculated mean minus the one $500 response and the maximum spent changes to $12.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>Average spent per meal for lunch at M Square</td>
<td>47</td>
<td>$1</td>
<td>$12</td>
<td>6.489</td>
<td>2.28294566</td>
</tr>
<tr>
<td>7</td>
<td>Average spent per meal for dinner at M Square</td>
<td>2</td>
<td>$5</td>
<td>$10</td>
<td>7.5</td>
<td>3.53553</td>
</tr>
</tbody>
</table>

Workers spend more for dinner. On average a person will spend $4.61 for breakfast, $6.50 for lunch, and $7.50 for dinner when they purchase food at M Square. When workers leave M Square to eat, they tend to spend more per meal.
### Average Meals Times per Week Outside of M Square

<table>
<thead>
<tr>
<th>Q</th>
<th>Descriptive Statistics</th>
<th>No.</th>
<th>Minimum</th>
<th>Maximum</th>
<th>Mean</th>
<th>Std. Deviation</th>
</tr>
</thead>
<tbody>
<tr>
<td>8</td>
<td>How many times per week you eat/carry-out breakfast within easy walking distance from your work</td>
<td>9</td>
<td>1</td>
<td>5</td>
<td>2.1111</td>
<td>1.2693</td>
</tr>
<tr>
<td>8</td>
<td>How many times per week you eat/carry-out lunch within easy walking distance from your work</td>
<td>43</td>
<td>1</td>
<td>6</td>
<td>2.3256</td>
<td>1.47553</td>
</tr>
<tr>
<td>8</td>
<td>How many times per week you eat/carry-out dinner within easy walking distance from your work</td>
<td>12</td>
<td>1</td>
<td>3</td>
<td>1.75</td>
<td>0.75378</td>
</tr>
<tr>
<td>8</td>
<td>How many times per week you eat/carry-out social eating/drinking within easy walking distance from your work</td>
<td>23</td>
<td>1</td>
<td>4</td>
<td>1.3478</td>
<td>0.77511</td>
</tr>
</tbody>
</table>

Lunch is the primary meal that workers will leave M Square to eat.

### Average Price Paid for Meals Outside of M Square

<table>
<thead>
<tr>
<th>Q</th>
<th>Descriptive Statistics</th>
<th>No.</th>
<th>Minimum</th>
<th>Maximum</th>
<th>Mean</th>
<th>Std. Deviation</th>
</tr>
</thead>
<tbody>
<tr>
<td>9</td>
<td>How much do you spend when you eat/carry-out breakfast within easy walking distance from your work</td>
<td>8</td>
<td>$4</td>
<td>$15</td>
<td>7</td>
<td>3.77964</td>
</tr>
<tr>
<td>9</td>
<td>How much do you spend when you eat/carry-out lunch within easy walking distance from your work</td>
<td>49</td>
<td>$5</td>
<td>$700</td>
<td>25.8367</td>
<td>98.73077</td>
</tr>
<tr>
<td></td>
<td>Note: Only one out of 49 responders spent $700 for eat/carry-out lunch. Below is the recalculated Mean minus the one $700 response; the Maximum spent changes to $50.</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>How much do you spend when you eat/carry-out lunch within easy walking distance from your work</td>
<td>48</td>
<td>$5</td>
<td>$50</td>
<td>11.791</td>
<td>9.141810271</td>
</tr>
<tr>
<td>9</td>
<td>How much do you spend when you eat/carry-out dinner within easy walking distance from your work</td>
<td>14</td>
<td>$10</td>
<td>$30</td>
<td>16.2143</td>
<td>5.80687</td>
</tr>
<tr>
<td>9</td>
<td>How much do you spend when you eat/carry-out social eating/drinking within easy walking distance from your work</td>
<td>22</td>
<td>$3</td>
<td>$50</td>
<td>18.3182</td>
<td>9.48375</td>
</tr>
</tbody>
</table>

The average spent for breakfast is $7. Workers tend to spend close to $12 for lunch, $16 for dinner, and $18 for socializing.

### Purple Line Potential Commuters

<table>
<thead>
<tr>
<th>Reasons to Use the Purple Line</th>
<th>Response Percent</th>
<th>Response Count</th>
</tr>
</thead>
<tbody>
<tr>
<td>Commute to work</td>
<td>60.3</td>
<td>91</td>
</tr>
<tr>
<td>Socialize after work</td>
<td>54.3</td>
<td>82</td>
</tr>
<tr>
<td>Take lunch breaks</td>
<td>49</td>
<td>74</td>
</tr>
<tr>
<td>Run errands</td>
<td>45.7</td>
<td>69</td>
</tr>
<tr>
<td>Go shopping</td>
<td>41.1</td>
<td>62</td>
</tr>
<tr>
<td>Take weekend trips</td>
<td>28.5</td>
<td>43</td>
</tr>
<tr>
<td>Other</td>
<td>16.6</td>
<td>25</td>
</tr>
<tr>
<td>answered question</td>
<td></td>
<td>151</td>
</tr>
<tr>
<td>skipped question</td>
<td></td>
<td>44</td>
</tr>
</tbody>
</table>

Other includes business travel, travel to UMD, connections to the airport and to Metro stations, and a few who would not use it.
### What Are the Top Three Types of Businesses that You Think Would Benefit People Who Work in the M Square Area?

<table>
<thead>
<tr>
<th>First Choice</th>
<th>Second Choice</th>
<th>Third Choice</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Category</strong></td>
<td><strong>%</strong></td>
<td><strong>Count</strong></td>
</tr>
<tr>
<td>Restaurants</td>
<td>74</td>
<td>111</td>
</tr>
<tr>
<td>Grocery Store</td>
<td>4</td>
<td>7</td>
</tr>
<tr>
<td>Others</td>
<td>4</td>
<td>7</td>
</tr>
<tr>
<td>Drugstores</td>
<td>2</td>
<td>4</td>
</tr>
<tr>
<td>Dry Cleaners</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Fitness Center</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Hotel</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Office Buildings</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Retail</td>
<td>2</td>
<td>3</td>
</tr>
<tr>
<td>Convenience Stores</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>I Do Not Know</td>
<td>1</td>
<td>2</td>
</tr>
<tr>
<td>Garage</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Gas Station</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Banking</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Entertainment</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Office Supply Store</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Uncategorized</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td><strong>Response Count Total</strong></td>
<td>150</td>
<td></td>
</tr>
</tbody>
</table>

Restaurants are a broad business category for places to eat. Subcategories for restaurants include coffee shops and cafes, delicatessens and sandwich shops, fast food places, bars, and choices for healthy foods. Participants listed coffee shops and cafes most often as a choice of place to eat. Starbucks was listed as a choice six times.

Convenience store is defined as a small store near a residential area that stocks food and general goods and is open long hours. Twice 7-Eleven was listed and is categorized as a type of convenience store. Whole Foods, a type of grocery store, was listed four times. Drug stores and pharmacies are treated as one category. CVS, a pharmacy, was listed four times.

Others includes specific types of retail stores such as hardware, computer, sporting goods, auto service, and more. Each type of store was a one-time reference. Others also include hair and nail salons. The USDA and FDA were also specifically listed as well as the presence of high-tech companies.
<table>
<thead>
<tr>
<th></th>
<th>First Choice</th>
<th></th>
<th>Second Choice</th>
<th></th>
<th>Third Choice</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Category</strong></td>
<td>%</td>
<td>Count</td>
<td><strong>Category</strong></td>
<td>%</td>
<td>Count</td>
<td><strong>Category</strong></td>
</tr>
<tr>
<td>Pedestrian Improvements</td>
<td>18</td>
<td>22</td>
<td>Pedestrian Improvements</td>
<td>15</td>
<td>18</td>
<td>Pedestrian Improvements</td>
</tr>
<tr>
<td>Traffic Calming</td>
<td>17</td>
<td>21</td>
<td>Traffic Calming</td>
<td>9</td>
<td>11</td>
<td>Outdoor Amenities</td>
</tr>
<tr>
<td>Lighting</td>
<td>14</td>
<td>17</td>
<td>Parks &amp; Green Space</td>
<td>8</td>
<td>10</td>
<td>Public Safety</td>
</tr>
<tr>
<td>Public Safety</td>
<td>10</td>
<td>13</td>
<td>Public Safety</td>
<td>7</td>
<td>9</td>
<td>Lighting</td>
</tr>
<tr>
<td>Bicycle Accommodations</td>
<td>9</td>
<td>11</td>
<td>Bicycle Accommodations</td>
<td>6</td>
<td>8</td>
<td>Metro Improvements</td>
</tr>
<tr>
<td>Other</td>
<td>7</td>
<td>9</td>
<td>Lighting</td>
<td>6</td>
<td>8</td>
<td>Other</td>
</tr>
<tr>
<td>Parks &amp; Green Space</td>
<td>5</td>
<td>7</td>
<td>Outdoor Amenities</td>
<td>5</td>
<td>7</td>
<td>Bicycle Accommodations</td>
</tr>
<tr>
<td>Street Improvements</td>
<td>4</td>
<td>5</td>
<td>Metro Improvements</td>
<td>5</td>
<td>6</td>
<td>Street Improvements</td>
</tr>
<tr>
<td>Outdoor Amenities</td>
<td>3</td>
<td>4</td>
<td>Parking</td>
<td>3</td>
<td>4</td>
<td>Traffic Calming</td>
</tr>
<tr>
<td>Parking</td>
<td>3</td>
<td>4</td>
<td>Trees</td>
<td>3</td>
<td>4</td>
<td>I Don't Know</td>
</tr>
<tr>
<td>Trees</td>
<td>3</td>
<td>4</td>
<td>Other</td>
<td>2</td>
<td>3</td>
<td>Parking</td>
</tr>
<tr>
<td>I Don't Know</td>
<td>1</td>
<td>2</td>
<td>Street Improvements</td>
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<td>2</td>
<td>Parks &amp; Green Space</td>
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<td>1</td>
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<td><strong>Response Count Total</strong></td>
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<td></td>
<td><strong>Response Count Total</strong></td>
<td><strong>90</strong></td>
<td></td>
<td><strong>Response Count Total</strong></td>
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</table>

Survey participants listed four concerns for pedestrian improvements: accessible and well-maintained walkways and trails, pedestrian bridges, safe crosswalks, and more sidewalks in good condition. Eleven percent of responders walk to work. It was noted that walking trails are popular and widely used by employees. Walking routes are also used to access the MARC trains and the Riverdale Farmers’ Market. Of concern is the safe crossing of the train tracks, River Road, and Paint Branch Road. Pedestrian bridges and visible crosswalks are cited as a safety solution. Better sidewalks are especially needed along Kenilworth Avenue and River Road. Better lighting is important along streets, at stations, in parking lots, and in front of office buildings. Fourteen percent of responders listed lighting as a first choice.

Traffic calming features are needed to manage pedestrians and vehicles at the intersection of River Road at Rivertech Court. Many cars are turning “from all directions” during morning and evening rush hours. At this intersection a traffic light is the preferred solution. To slow down traffic on River Road, suggestions include speed cameras and traffic circles.

Pedestrians and public transit users would like to see more benches. While workers want more choices in places to purchase food, they would like the option of eating outside at covered picnic tables. Joggers and walkers would like to have designated paths or tracks and exercising areas within seeing distance of each other. Other outdoor amenities include trash containers, water features such as a pond, an amphitheater for concerts, and an adult swing set.
### Table A-2.1 Transit—Riverdale Road (Beacon Heights) Study Area

<table>
<thead>
<tr>
<th>Roadway</th>
<th>Bus Route</th>
<th>Peak Hour Headway&lt;sup&gt;1&lt;/sup&gt;</th>
</tr>
</thead>
<tbody>
<tr>
<td>MD 410 (Riverdale Road)</td>
<td>WMATA 84</td>
<td>20 Mins</td>
</tr>
<tr>
<td></td>
<td>WMATA F4</td>
<td>15 Mins</td>
</tr>
<tr>
<td></td>
<td>WMATA F6</td>
<td>30 Mins</td>
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<tr>
<td>Auburn Ave.</td>
<td>WMATA 84</td>
<td>20 Mins</td>
</tr>
<tr>
<td></td>
<td>WMATA F4/F6</td>
<td>30 Mins</td>
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<sup>1</sup> Peak Hour Headways from WMATA’s posted bus schedules
<table>
<thead>
<tr>
<th>Roadways</th>
<th>Type</th>
<th>Parcels</th>
<th>Average Daily Traffic</th>
<th>Direct Purple Line Station Access</th>
<th>Parking Regulations</th>
<th>Existing Pedestrian Accommodations</th>
<th>Pedestrian Deficiencies/Needs</th>
<th>Existing Bicycle Accommodations</th>
<th>Bicycle Deficiencies/Needs</th>
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<tbody>
<tr>
<td>MD 410 (Riverdale Road)</td>
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<td>38,111(^1)</td>
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<td>No Sidewalks</td>
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<td>Existing Bicycle Accommodations</td>
<td>Bicycle Deficiencies/Needs</td>
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<td>Sidewalk Gaps/Reconstruct</td>
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1 From SHA Internet TMS
### Table A-2.3 Transit—Riverdale Park

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<th>Bus Route</th>
<th>Peak Hour Headway&lt;sup&gt;1&lt;/sup&gt;</th>
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<tr>
<td>MD 201</td>
<td>WMATA R12</td>
<td>30 Mins</td>
</tr>
<tr>
<td>MD 410 (Riverdale Rd.)</td>
<td>WMATA 84</td>
<td>20 Mins</td>
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<tr>
<td></td>
<td>WMATA F6</td>
<td>30 Mins</td>
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<sup>1</sup> Peak Hour Headways from WMATA's posted bus schedules
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<th>Type Parcels</th>
<th>Average Daily Traffic</th>
<th>Direct Purple Line Station Access</th>
<th>Parking Regulations</th>
<th>Existing Pedestrian Accommodations</th>
<th>Pedestrian Deficiencies/Needs</th>
<th>Existing Bicycle Accommodations</th>
<th>Bicycle Deficiencies/Needs</th>
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<td></td>
<td>North of MD 410: No Parking West Side, Open Parking East Side South of MD 410: No Parking Permitted</td>
<td>5' Sidewalks South of MD 410 only</td>
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¹ Estimate

**Table A-2.4 Attribute & Efficiency—Riverdale Park**
<table>
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<tr>
<th>Roadways</th>
<th>Type</th>
<th>Parcels</th>
<th>Average Daily Traffic</th>
<th>Direct Purple Line Station Access</th>
<th>Parking Regulations</th>
<th>Existing Pedestrian Accommodations</th>
<th>Pedestrian Deficiencies/ Needs</th>
<th>Existing Bicycle Accommodations</th>
<th>Bicycle Deficiencies/ Needs</th>
</tr>
</thead>
<tbody>
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<td>No Sidewalks</td>
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<td>Open Parking</td>
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<td>5' Sidewalks</td>
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<td>Roadways</td>
<td>Type</td>
<td>Parcels</td>
<td>Average Daily Traffic</td>
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<td>Parking Regulations</td>
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<td>Pedestrian Deficiencies/Needs</td>
<td>Existing Bicycle Accommodations</td>
<td>Bicycle Deficiencies/Needs</td>
</tr>
<tr>
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<tr>
<td>56th Ave.</td>
<td>Residential</td>
<td>4,599¹</td>
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<td>57th Ave.</td>
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<td>Sidewalk Gaps/Reconstruct</td>
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<td>Kennedy St.</td>
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<td>560¹</td>
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<td>Carters La.</td>
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<td>N/A</td>
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¹ From SHA Internet TMS
<table>
<thead>
<tr>
<th>Roadway</th>
<th>Bus Route</th>
<th>Peak Hour Headway¹</th>
</tr>
</thead>
<tbody>
<tr>
<td>River Road</td>
<td>UM Shuttle</td>
<td>15 Mins</td>
</tr>
<tr>
<td></td>
<td>WMATA R12</td>
<td>30 Mins</td>
</tr>
<tr>
<td></td>
<td>WMATA F6</td>
<td>30 Mins</td>
</tr>
<tr>
<td>Rivertech Court</td>
<td>UM Shuttle</td>
<td>15 Mins</td>
</tr>
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¹ Peak Hour Headways from WMATA's posted bus schedules
<table>
<thead>
<tr>
<th>Roadways</th>
<th>Type Parcels</th>
<th>Average Daily Traffic</th>
<th>Direct Purple Line Station Access</th>
<th>Parking Regulations</th>
<th>Existing Pedestrian Accommodations</th>
<th>Pedestrian Deficiencies/ Needs</th>
<th>Existing Bicycle Accommodations</th>
<th>Bicycle Deficiencies/ Needs</th>
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</thead>
<tbody>
<tr>
<td>River Road</td>
<td>Commercial</td>
<td>8,892¹</td>
<td>Y</td>
<td>No Parking Permitted</td>
<td>10’ Sidewalks &amp; Northeast Branch Ped/Bike Trail</td>
<td>N/A</td>
<td>Northeast Branch Ped/Bike Trail</td>
<td>N/A</td>
</tr>
<tr>
<td>Rivertech Court</td>
<td>Commercial</td>
<td>Not Available</td>
<td>No Parking Permitted</td>
<td>10’ Sidewalks</td>
<td>N/A</td>
<td>None</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>University Research Court</td>
<td>Commercial</td>
<td>Not Available</td>
<td>No Parking Permitted</td>
<td>5’ Sidewalks</td>
<td>N/A</td>
<td>None</td>
<td>N/A</td>
<td>N/A</td>
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<td>Lafayette Avenue</td>
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<td>Somerset Road</td>
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<td>Open Parking West of Taylor Rd, Permit Parking Only East of Taylor Rd</td>
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<td>Sidewalk Gaps/ Reconstruct</td>
<td>None</td>
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<td>Open Parking</td>
<td>5’ Sidewalks</td>
<td>Sidewalk Gaps/ Reconstruct</td>
<td>None</td>
<td>Shared Use Roadway</td>
<td></td>
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<td>Tuckerman Street</td>
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<td>No Parking Permitted North Side, Open Parking South Side</td>
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<td>Sidewalk Gaps/ Reconstruct</td>
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<td>Sheridan St.</td>
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<td>5’ Sidewalks</td>
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<td>Ravenswood St.</td>
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<td>Open Parking</td>
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<td>N/A</td>
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<td>49th Avenue</td>
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<td>Open Parking</td>
<td>5’ Sidewalks</td>
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<td>N/A</td>
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<tr>
<td>Roadways</td>
<td>Type Parcels</td>
<td>Average Daily Traffic</td>
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<td>Pedestrian Deficiencies/Needs</td>
<td>Existing Bicycle Accommodations</td>
<td>Bicycle Deficiencies/Needs</td>
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<td>-------------------------------------------------------------------------------------</td>
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</tr>
<tr>
<td>51st Avenue</td>
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<td></td>
<td>Open Parking South of Sheridan Street, Permit Only North of Sheridan Street</td>
<td>5' Sidewalks Sheridan to Rittenhouse St. Only</td>
<td>Sidewalk Gaps/Reconstruct</td>
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<td>N/A</td>
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¹ From SHA Internet TMS
## Table A-2.7 Transit—College Park

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<thead>
<tr>
<th>Roadway</th>
<th>Bus Route</th>
<th>Peak Hour Headway¹</th>
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<tbody>
<tr>
<td>River Road</td>
<td>UM Shuttle</td>
<td>15 Mins</td>
</tr>
<tr>
<td></td>
<td>WMATA R12</td>
<td>30 Mins</td>
</tr>
<tr>
<td></td>
<td>WMATA C8</td>
<td>30 Mins</td>
</tr>
<tr>
<td></td>
<td>WMATA J4</td>
<td>20 Mins</td>
</tr>
<tr>
<td></td>
<td>WMATA F4</td>
<td>30 Mins</td>
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¹ Peak Hour Headways from WMATA's posted bus schedules
## Table A-2.8 Attributes & Efficiency—College Park

<table>
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<th>Roadways</th>
<th>Type Parcels</th>
<th>Average Daily Traffic</th>
<th>Direct Purple Line Station Access</th>
<th>Existing Bicycle Accommodations</th>
<th>Existing Pedestrian Accommodations</th>
<th>Parking Regulations</th>
<th>Pedestrian Deficiencies/Needs</th>
<th>Bicycle Deficiencies/Needs</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paint Branch Pkwy</td>
<td>Commercial</td>
<td>17,532</td>
<td>Y</td>
<td>10' Sidewalks</td>
<td>N/A</td>
<td>No Parking Permitted, Except for within Metro Parking Lot</td>
<td>10' Sidewalks</td>
<td>N/A</td>
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<tr>
<td>River Rd</td>
<td>Commercial</td>
<td>Not Available</td>
<td>Not Available</td>
<td>Streetcar</td>
<td>Sidewalk Gaps/Reconstruct</td>
<td>Sidewalk Gaps/Reconstruct</td>
<td>Sidewalk Gaps/Reconstruct</td>
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</tr>
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<td>College Ave</td>
<td>Resid./Comm.</td>
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<td>Not Available</td>
<td>Streetcar</td>
<td>Sidewalk Gaps/Reconstruct</td>
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<td>Sidewalk Gaps/Reconstruct</td>
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<td>Columbia Ave</td>
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<td>Not Available</td>
<td>Streetcar</td>
<td>Sidewalk Gaps/Reconstruct</td>
<td>Sidewalk Gaps/Reconstruct</td>
<td>Sidewalk Gaps/Reconstruct</td>
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<tr>
<td>Knox Rd</td>
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<td>Not Available</td>
<td>Streetcar</td>
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<td>Not Available</td>
<td>Streetcar</td>
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<td>Sidewalk Gaps/Reconstruct</td>
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<td>Existing Pedestrian Accommodations</td>
<td>Bicycle Deficiencies/Needs</td>
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<tr>
<td>Rhode Island Ave</td>
<td>Resid./Comm.</td>
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<td>y</td>
<td>No Parking Permitted</td>
<td>5 Sidewalks &amp; Rhode Island Trolley Ped/Bike Trail</td>
<td>N/A</td>
<td>N/A</td>
<td>Rhode Island Trolley Ped/Bike Trail</td>
</tr>
<tr>
<td>Norwich Rd</td>
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<td>Permit Parking Only</td>
<td>5 Sidewalks</td>
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<td>N/A</td>
<td>Ridge Road Trolley Ped/Bike Trail</td>
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<td>Guilford Rd</td>
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<td>No Parking Permitted</td>
<td>5 Sidewalks</td>
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<td>N/A</td>
<td>N/A</td>
</tr>
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<td>Princeton Ave</td>
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<td>y</td>
<td>Permit Parking Only</td>
<td>5 Sidewalks</td>
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<td>N/A</td>
<td>N/A</td>
</tr>
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<td>Dickinson Ave</td>
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<td>y</td>
<td>No Parking Permitted</td>
<td>5 Sidewalks</td>
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<td>N/A</td>
<td>N/A</td>
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<td>Hopkins Ave</td>
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<td>y</td>
<td>No Parking Permitted</td>
<td>5 Sidewalks</td>
<td>N/A</td>
<td>N/A</td>
<td>N/A</td>
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</table>
## Table A-2.8 Attributes & Efficiency—College Park

<table>
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<tr>
<th>Roadways</th>
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<th>Existing Bicycle Accommodations</th>
<th>Bicycle Deficiencies/ Needs</th>
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</thead>
<tbody>
<tr>
<td>Dartmouth Ave</td>
<td>Residential</td>
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<td></td>
<td></td>
<td>No Parking Permitted on East Side, Permit Parking Only on West Side</td>
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<td>None</td>
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<tr>
<td>Harvard Ave</td>
<td>Residential</td>
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<td></td>
<td>Permit Parking Only</td>
<td>5’ Sidewalks</td>
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<td>Fordham Rd</td>
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<td></td>
<td>Permit Parking Only</td>
<td>5’ Sidewalks Rhode Island Ave to Dartmouth Ave only</td>
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<td>None</td>
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<tr>
<td>Drexel Rd</td>
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<td>Not Available</td>
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<td></td>
<td>Permit Parking Only</td>
<td>5’ Sidewalks Rhode Island Ave to Dartmouth Ave only</td>
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<tr>
<td>Wake Forest Dr.</td>
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<td></td>
<td>Permit Parking Only</td>
<td>No Sidewalks</td>
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</tr>
<tr>
<td>Clemson Rd</td>
<td>Residential</td>
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<td></td>
<td>Permit Parking Only</td>
<td>No Sidewalks</td>
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<td>None</td>
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<td>51st Avenue</td>
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<td></td>
<td></td>
<td>No Parking Permitted</td>
<td>No Sidewalks</td>
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<td>No Sidewalks</td>
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<tr>
<td>Frank S. Scott Drive</td>
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<td></td>
<td></td>
<td>No Parking Permitted</td>
<td>No Sidewalks</td>
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<td>Lehigh Road</td>
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<td>Open Parking</td>
<td>No Sidewalks</td>
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<td></td>
<td>Permit Parking Only</td>
<td>5’ Sidewalks Calvert Rd to Harvard Rd only</td>
<td>Sidewalk Gaps/ Reconstruct</td>
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1 From SHA Internet TMS
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<thead>
<tr>
<th>Roadways</th>
<th>Type Parcels</th>
<th>Average Daily Traffic</th>
<th>Direct Purple Line Station Access</th>
<th>Parking Regulations</th>
<th>Existing Pedestrian Accommodations</th>
<th>Pedestrian Deficiencies/Needs</th>
<th>Existing Bicycle Accommodations</th>
<th>Bicycle Deficiencies/Needs</th>
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<tbody>
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<td>Adelphi Road</td>
<td>Residential</td>
<td>12,743</td>
<td>No</td>
<td>Prohibited</td>
<td>5' Sidewalks</td>
<td>Sidewalks or Sidepath west/south side/Sidewalk Reconstruct</td>
<td>Yes – North of MD 193 No – South of MD 193</td>
<td>Shared Use Path south of MD 193</td>
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<tr>
<td>Campus Drive</td>
<td>Institutional</td>
<td>5,997</td>
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<td>Yes – UMD</td>
<td>5’ Sidewalks</td>
<td>Sidewalk Widen/Reconstruct</td>
<td>None</td>
<td>TBD - Bicycle Lanes, Cycle Track or Sidepath</td>
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<tr>
<td>University Boulevard</td>
<td>Residential</td>
<td>30,182</td>
<td>No</td>
<td>Prohibited</td>
<td>5’ Sidewalks</td>
<td>Sidewalk Widen/Reconstruct/ Sidewalk Gaps at Tulane Drive to Adelphi Road</td>
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<td>TBD – Bicycle Lanes and/or Sidepath</td>
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<tr>
<td>Cool Spring Road</td>
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<td>No</td>
<td>Prohibited</td>
<td>No Sidewalks</td>
<td>Sidewalks or Sidepath</td>
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<td>Sidepath</td>
</tr>
<tr>
<td>*Tulane Drive</td>
<td>Residential</td>
<td>Not Available</td>
<td>No</td>
<td>Yes - UMD</td>
<td>5’ Sidewalks</td>
<td>N/A</td>
<td>None</td>
<td>Shared Use Roadway</td>
</tr>
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<td>*Stanford Street</td>
<td>Residential</td>
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<td>No</td>
<td>No</td>
<td>No</td>
<td>Sidewalks along both sides street. Curb Extensions</td>
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<td>N/A</td>
</tr>
<tr>
<td>*Rutgers Street</td>
<td>Residential</td>
<td>Not Available</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Sidewalks on the southeast side of Rutgers Street because there is room to construct the sidewalk behind the curb, whereas existing constraints on the north/west side would necessitate the sidewalk to be located within the existing paving, reducing on-street parking availability.</td>
<td>None</td>
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<tr>
<td>Perdue Street</td>
<td>Residential</td>
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<td>No</td>
<td>No</td>
<td>Sidewalks along both sides street</td>
<td>None</td>
<td>N/A</td>
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<td>Roadways</td>
<td>Type Parcels</td>
<td>Average Daily Traffic</td>
<td>Direct Purple Line Station Access</td>
<td>Parking Regulations</td>
<td>Existing Pedestrian Accommodations</td>
<td>Pedestrian Deficiencies/Needs</td>
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</tr>
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<td>Adelphi Court</td>
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<td>No</td>
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<tr>
<td>Cool Springs Road</td>
<td>Residential</td>
<td>Not Available</td>
<td>No</td>
<td>No</td>
<td>No</td>
<td>Sidewalks or Sidepath</td>
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<td>Sidepath</td>
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<td>Chatham Road</td>
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<td>No</td>
<td>No</td>
<td>Sidewalks</td>
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<td>N/A</td>
</tr>
</tbody>
</table>

*Note: The City of Hyattsville annexed the University Hills neighborhood in 2006. The majority of the streets in the neighborhood do not have sidewalks that would provide a safe and simple connection to Adelphi Road and the future Purple Line station on Campus Drive. As a part of a pavement management program, the city is interested in installing sidewalks throughout the University Hills neighborhood. There are three roads where a portion of the road is within a half-mile of walking distance from the future Purple Line station. These roads are Sanford Street, Rutgers Street and Perdue Street. New sidewalks on these roads would go a long way toward creating a pedestrian-friendly, transit-accessible, and sustainable environment within the University Hills neighborhood. Tulane Drive is not located within the City of Hyattsville.

Additional Source Material - University Hills Green Street Project, 2010
## Appendix B

<table>
<thead>
<tr>
<th>Table B-1 Population and Age Distribution and Households by Type, 2010</th>
<th>319</th>
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<tr>
<td>Table B-2 Household Size and Vehicle Ownership</td>
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</tr>
<tr>
<td>Table B-3 Tenure by Age of Householder, 2000</td>
<td>321</td>
</tr>
<tr>
<td>Table B-4 Households by Income, 2010</td>
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</tr>
<tr>
<td>Table B-5 Housing Units by Number of Units in Structure, 2000</td>
<td>324</td>
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<td>Table B-6 Housing Units by Year Built, 2000</td>
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<td>Table B-7 Owner-Occupied Housing Units by Value, 2010</td>
<td>326</td>
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<tr>
<td>Table B-8 Annual Number of Units Authorized by Building Permits</td>
<td>327</td>
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<td>Table B-9 Employed Population Aged 16 and Over by Industry and Occupation, 2010</td>
<td>328</td>
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<tr>
<td>Table B-10 2008 Geographic Mobility in the Past Year by Tenure</td>
<td>329</td>
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</table>
Overview
## Table B-1 Population and Age Distribution and Households by Type, 2010

<table>
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<tr>
<th></th>
<th>Riverdale Road (Beacon Heights) Station Area</th>
<th>Riverdale Park Station Area</th>
<th>M Square (River Road) Station Area</th>
<th>College Park-UMD Station Area</th>
<th>West Campus Station Area</th>
<th>Prince George's County</th>
<th>Suburban Maryland</th>
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<tbody>
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<td>%</td>
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<td><strong>Population Trends</strong></td>
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<tr>
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<td>44.7</td>
<td>(6)</td>
<td>-0.2</td>
<td>(69)</td>
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<td>25 to 34 Years</td>
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<td>928</td>
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<td>45 to 54 Years</td>
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<td>10.2</td>
<td>907</td>
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<td>55 to 64 Years</td>
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<td>379</td>
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<td>635</td>
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<td>345</td>
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<td>65 to 74 Years</td>
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<td>194</td>
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<td>75 to 84 Years</td>
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<td>68</td>
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<td>85 Years and Over</td>
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<td>0.4</td>
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<td>0.4</td>
<td>43</td>
<td>0.7</td>
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<td><strong>Total Population</strong></td>
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<td>99.9</td>
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<td>99.6</td>
<td>6,224</td>
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<td>35.0</td>
<td>37.3</td>
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</table>

Note: Each station area covers a half-mile radius around each station and suburban Maryland includes both Prince George's and Montgomery Counties.

### Table B-2 Household Size and Vehicle Ownership

<table>
<thead>
<tr>
<th></th>
<th>Riverdale Road (Beacon Heights) Station Area</th>
<th>Riverdale Park Station Area</th>
<th>M Square (River Road) Station Area</th>
<th>College Park-UMD Station Area</th>
<th>West Campus Station Area</th>
<th>Prince George's County</th>
<th>Suburban Maryland</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Number</td>
<td>%</td>
<td>Number</td>
<td>%</td>
<td>Number</td>
<td>%</td>
<td>Number</td>
</tr>
<tr>
<td>Tenure, 2010</td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>Owner</td>
<td>855</td>
<td>48.9</td>
<td>956</td>
<td>39.9</td>
<td>208</td>
<td>73.2</td>
<td>207</td>
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<td>Renter</td>
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<td>51.1</td>
<td>1,439</td>
<td>60.1</td>
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<tr>
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<td>1,749</td>
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<td>2,395</td>
<td></td>
<td>284</td>
<td></td>
<td>620</td>
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</table>

**Households by Size, 2010**

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<th>Size</th>
<th>Number</th>
<th>%</th>
<th>Number</th>
<th>%</th>
<th>Number</th>
<th>%</th>
<th>Number</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>1 Person Household</td>
<td>326</td>
<td>18.6</td>
<td>385</td>
<td>16.1</td>
<td>64</td>
<td>22.5</td>
<td>155</td>
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<tr>
<td>2 Person Household</td>
<td>362</td>
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<td>418</td>
<td>17.5</td>
<td>80</td>
<td>28.2</td>
<td>187</td>
<td>30.2</td>
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<tr>
<td>3-4 Person Household</td>
<td>587</td>
<td>33.6</td>
<td>823</td>
<td>34.4</td>
<td>79</td>
<td>27.8</td>
<td>140</td>
<td>22.6</td>
</tr>
<tr>
<td>5+ Person Household</td>
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<td>27.1</td>
<td>770</td>
<td>32.2</td>
<td>61</td>
<td>21.5</td>
<td>138</td>
<td>22.3</td>
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</table>

**Households, 2010**

<table>
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<th>Average Household Size</th>
<th>Number</th>
<th>%</th>
<th>Number</th>
<th>%</th>
<th>Number</th>
<th>%</th>
<th>Number</th>
<th>%</th>
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<tbody>
<tr>
<td>1.60</td>
<td>1,068</td>
<td></td>
<td>1,969</td>
<td></td>
<td>338</td>
<td></td>
<td>607</td>
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</table>

**Vehicle Ownership**

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<th></th>
<th>Number</th>
<th>%</th>
<th>Number</th>
<th>%</th>
<th>Number</th>
<th>%</th>
<th>Number</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>None</td>
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<td>421</td>
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<td>18</td>
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<td>42</td>
<td>6.9</td>
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<tr>
<td>Owns 1 vehicle</td>
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<td>1,116</td>
<td>56.7</td>
<td>145</td>
<td>42.9</td>
<td>290</td>
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<tr>
<td>Owns 2 or more vehicles</td>
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<td>59.9</td>
<td>853</td>
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<td>193</td>
<td>57.1</td>
<td>317</td>
<td>52.2</td>
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</tbody>
</table>

Average Vehicles: **1.60**

Note: Each Station Area covers a half-mile radius around each station and Suburban Maryland includes both Prince George's and Montgomery Counties.

<table>
<thead>
<tr>
<th>Age of Householder</th>
<th>Owner No.</th>
<th>%</th>
<th>Owner No.</th>
<th>%</th>
<th>Owner No.</th>
<th>%</th>
<th>Owner No.</th>
<th>%</th>
<th>Owner No.</th>
<th>%</th>
<th>Owner No.</th>
<th>%</th>
<th>Owner No.</th>
<th>%</th>
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</thead>
<tbody>
<tr>
<td>Householder 15 to 24 years</td>
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<td>0.9</td>
<td>28</td>
<td>6.2</td>
<td>14</td>
<td>1.5</td>
<td>167</td>
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<td>1.1</td>
<td>15</td>
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<td>10</td>
<td>4.0</td>
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<tr>
<td>Householder 25 to 34 years</td>
<td>88</td>
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<td>133</td>
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<td>109</td>
<td>11.5</td>
<td>501</td>
<td>34.4</td>
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<td>12.2</td>
<td>22</td>
<td>26.5</td>
<td>29</td>
<td>11.5</td>
</tr>
<tr>
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<td>132</td>
<td>29.2</td>
<td>249</td>
<td>26.3</td>
<td>440</td>
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<td>30.3</td>
<td>21</td>
<td>25.3</td>
<td>52</td>
<td>20.6</td>
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<td>Householder 45 to 54 years</td>
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<td>21.7</td>
<td>232</td>
<td>24.6</td>
<td>208</td>
<td>14.3</td>
<td>61</td>
<td>22.5</td>
<td>15</td>
<td>18.1</td>
<td>62</td>
<td>24.6</td>
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<td>4.8</td>
<td>37</td>
<td>14.7</td>
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<td>102</td>
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<td>7.7</td>
<td>3</td>
<td>3.6</td>
<td>23</td>
<td>9.1</td>
</tr>
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<td>6.7</td>
<td>14</td>
<td>1.0</td>
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<td>0.1</td>
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<td>10.3</td>
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<td>35 to 44 years</td>
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Note: Each Station Area covers a half-mile radius around each station and Suburban Maryland includes both Prince George’s and Montgomery Counties.

<table>
<thead>
<tr>
<th>Household Incomes</th>
<th>Riverdale Road (Beacon Heights) Station Area</th>
<th>Riverdale Park Station Area</th>
<th>M Square (River Road) Station Area</th>
<th>College Park-UMD Station Area</th>
<th>West Campus Station Area</th>
<th>Prince George’s County</th>
<th>Suburban Maryland</th>
</tr>
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<tbody>
<tr>
<td>No. %</td>
<td>No. %</td>
<td>No. %</td>
<td>No. %</td>
<td>No. %</td>
<td>No. %</td>
<td>No. %</td>
<td>No. %</td>
</tr>
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<td>Less than $10,000</td>
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<td>8 2.5</td>
<td>111 17.8</td>
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<td>12,687 4.3</td>
<td>24,110 3.7</td>
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<td>22 1.9</td>
<td>95 4.2</td>
<td>4 1.2</td>
<td>25 4.0</td>
<td>82 13.8</td>
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<td>10,528 1.6</td>
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<td>22 6.8</td>
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<td>15,828 5.3</td>
<td>30,292 4.6</td>
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<td>56 17.3</td>
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<td>46 14.2</td>
<td>93 14.9</td>
<td>76 12.8</td>
<td>64,135 21.5</td>
<td>131,416 20.1</td>
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<td>183 8.2</td>
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<td>64 10.7</td>
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<td>28 1.3</td>
<td>7 2.2</td>
<td>17 2.7</td>
<td>40 6.7</td>
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<td>$60,921</td>
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</table>

Note: Each Station Area covers a half-mile radius around each station and Suburban Maryland includes both Prince George’s and Montgomery Counties.

Source: ESRI, 2011; Partners for Economic Solutions, 2012. *Note Less than $10,000 combined with $10,000 to $14,999.
<table>
<thead>
<tr>
<th>Units in Structure</th>
<th>Riverdale Road (Beacon Heights) Station Area</th>
<th>Riverdale Park Station Area</th>
<th>M Square (River Road) Station Area</th>
<th>College Park-UMD Station Area</th>
<th>West Campus Station Area</th>
<th>Prince George's County</th>
<th>Suburban Maryland</th>
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<td>%</td>
<td>No.</td>
<td>%</td>
<td>No.</td>
<td>%</td>
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<td>84.9</td>
<td>358</td>
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<td>7</td>
<td>0.5</td>
<td>28</td>
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<td>-</td>
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Note: Each station area covers a half-mile radius around each station and suburban Maryland includes both Prince George's and Montgomery Counties.

<table>
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<th>Year Built</th>
<th>Riverdale Road (Beacon Heights) Station Area</th>
<th>Riverdale Park Station Area</th>
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<th>West Campus Station Area</th>
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<th>Suburban Maryland</th>
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<td>No.</td>
<td>%</td>
<td>No.</td>
<td>%</td>
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<td>5</td>
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<td>1.1</td>
<td>1</td>
<td>0.3</td>
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<td>9</td>
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<tr>
<td>1980 to 1989</td>
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<td>121</td>
<td>4.7</td>
<td>4</td>
<td>1.1</td>
<td>17</td>
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<tr>
<td>1970 to 1979</td>
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<td>367</td>
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<td>18</td>
<td>4.7</td>
<td>77</td>
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<tr>
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<td>2,017</td>
<td>78.5</td>
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<td>88.9</td>
<td>549</td>
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<td>2,569</td>
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<td>669</td>
<td></td>
<td>562</td>
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Note: Each Station Area covers a half-mile radius around each station and Suburban Maryland includes both Prince George's and Montgomery Counties.

<table>
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<tr>
<th>Housing Units by Value</th>
<th>Riverdale Road (Beacon Heights) Station Area</th>
<th>Riverdale Park Station Area</th>
<th>M Square (River Road) Station Area</th>
<th>College Park-UMD Station Area</th>
<th>West Campus Station Area</th>
<th>Prince George's County</th>
<th>Suburban Maryland</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No.</td>
<td>%</td>
<td>No.</td>
<td>%</td>
<td>No.</td>
<td>%</td>
<td>No.</td>
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<td>-</td>
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<td>0.1</td>
<td>-</td>
<td>0.0</td>
<td>-</td>
</tr>
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<td>2</td>
<td>0.2</td>
<td>-</td>
<td>0.0</td>
<td>-</td>
</tr>
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<td>-</td>
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<td>-</td>
<td>0.0</td>
<td>-</td>
</tr>
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<td>-</td>
<td>0.0</td>
<td>2</td>
<td>0.8</td>
<td>-</td>
</tr>
<tr>
<td>$100,000 to $149,999</td>
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<td>23</td>
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<td>3</td>
<td>1.3</td>
<td>-</td>
</tr>
<tr>
<td>$150,000 to $199,999</td>
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<td>32.2</td>
<td>351</td>
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<td>39</td>
<td>16.5</td>
<td>6</td>
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<tr>
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<td>397</td>
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<td>132</td>
<td>55.7</td>
<td>47</td>
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<td>58</td>
<td>6.9</td>
<td>57</td>
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<td>155</td>
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<td>1.7</td>
<td>31</td>
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<td>835</td>
<td></td>
<td>237</td>
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<td>259</td>
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<tr>
<td><strong>Median Value</strong></td>
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<td></td>
<td>$207,472</td>
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<td>$245,427</td>
<td></td>
<td>$368,557</td>
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</tbody>
</table>

Note: Each Station Area covers a half-mile radius around each station and Suburban Maryland includes both Prince George’s and Montgomery Counties.

### Table B-8 Annual Number of Units Authorized by Building Permits

| Year | Single-Family | | Multifamily | | Total Units |
|------|---------------|----------------|----------------|----------------|
|      | Number        | Percent        | Number        | Percent        |                |
| 2002 | 2,485         | 97.0           | 78            | 3.0            | 2,563         |
| 2003 | 2,808         | 95.6           | 130           | 4.4            | 2,938         |
| 2004 | 1,875         | 96.3           | 73            | 3.7            | 1,948         |
| 2005 | 3,255         | 95.0           | 170           | 5.0            | 3,425         |
| 2006 | 2,918         | 96.2           | 115           | 3.8            | 3,033         |
| 2007 | 1,462         | 67.0           | 721           | 33.0           | 2,183         |
| 2008 | 1,264         | 96.8           | 42            | 3.2            | 1,306         |
| 2009 | 811           | 64.4           | 448           | 35.6           | 1,259         |
| 2010 | 702           | 99.3           | 5             | 0.7            | 707           |

<table>
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<th>No.</th>
<th>%</th>
<th>No.</th>
<th>%</th>
<th>No.</th>
<th>%</th>
<th>No.</th>
<th>%</th>
<th>No.</th>
<th>%</th>
<th>No.</th>
<th>%</th>
<th>No.</th>
<th>%</th>
<th>Total</th>
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</thead>
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<td>-</td>
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<td>891</td>
<td>0.1</td>
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<td>1,578</td>
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<td>12</td>
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<th>%</th>
<th>No.</th>
<th>%</th>
<th>No.</th>
<th>%</th>
<th>No.</th>
<th>%</th>
<th>No.</th>
<th>%</th>
<th>No.</th>
<th>%</th>
<th>No.</th>
<th>%</th>
<th>Total</th>
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Note: Each Station Area covers a half-mile radius around each station and Suburban Maryland includes both Prince George's and Montgomery Counties.

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<tr>
<th>Geographic Mobility</th>
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<th>Suburban Maryland</th>
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<td>Moved from different state</td>
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<td>Moved from abroad</td>
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<tr>
<td>Total</td>
<td>535,591</td>
<td>296,117</td>
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</table>

Appendix C

C.1 TOD Design Standards

333
<table>
<thead>
<tr>
<th>C.1</th>
<th>TOD Design Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td>C.1a</td>
<td>Transit Connectivity</td>
</tr>
<tr>
<td>C.1b</td>
<td>Complete Streets</td>
</tr>
<tr>
<td>C.1c</td>
<td>Open Space</td>
</tr>
<tr>
<td>C.1d</td>
<td>Pedestrian Access</td>
</tr>
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</table>
C.1a Transit Connectivity

Since all modes of access cannot be given equal priority, a hierarchy needs to be established to provide a rationale for station design. In its Station Site and Access Planning Manual, the Washington Metropolitan Area Transit Authority has defined a hierarchy of access priority where pedestrians are assigned the highest priority, followed by bicycle access and local bus transit as illustrated in Figure A-2.1.

For the safety of all transit customers, pedestrians should be provided the highest priority in station site and access planning. Providing a safe and convenient walking environment that includes clear, unfragmented, and integrated pedestrian paths to the station can encourage transit riders to walk to the station, thus eliminating the need for parking facilities or increased bus service. To encourage cycling, an efficient and environmentally friendly mode of access, bicycles are given priority over motorized vehicles. Since buses and connecting rail generate a higher share of concentrated pedestrian activity on station sites, buses should be given priority over all private vehicular modes of access. Personal automobile access provides a low share of transit riders per vehicle and can detract from other more efficient modes of access.

MTA and Prince George's County have adopted a policy of no dedicated parking at Purple Line stations within the county. This policy assumes that Purple Line riders will arrive at each station by bus, bicycle, or foot. However, based on feedback received at M-NCPPC’s community planning workshops, the issue of Kiss & Ride access at Purple Line stations is an important one for many community residents. At the same time, accommodating Kiss & Ride drop-offs will complicate planning and design of transit bus connections at the Purple Line stations. MTA and Prince George’s County have agreed to consider the inclusion of Kiss & Ride features at one or more selected Purple Line stations on a case-by-case basis as MTA completes preliminary engineering and preparation of the final environmental impact statement for the Purple Line.
C.1b Complete Streets

Complete streets are designed to enable safe access for all users, including pedestrians, bicyclists, transit vehicles, and motorists. Additionally, complete streets should be designed to address local context and needs. Complete streets standards aim to create a comprehensive, integrated, and connected network with flexibility to account for the unique needs of each street. Prince George’s County adopted a complete streets policy in 2009 under its Master Plan of Transportation to ensure that “all users are safely, comfortably, and adequately accommodated along area roads.” More recently, the County Council enacted the Adequate Public Pedestrian and Bikeway Facilities in Centers and Corridors Act that requires the Planning Board to ensure that complete streets principles are applied when new developments are proposed and constructed.

Fig. C.2: Complete Street Diagram
On-Street Facilities—Crosswalks

A crosswalk is the portion of a roadway designated for pedestrians to use in crossing the street and may be either marked or unmarked.

Crosswalk markings advise motorists of the potential presence of pedestrians and help guide pedestrians to locations for safe crossing.

Though usually found at intersections, crosswalks can be found at other points on roads that would otherwise be too unsafe to cross without assistance or where large numbers of pedestrians are attempting to cross.

Crosswalks of a different paving material, texture, or color from the street paving material are encouraged for all crosswalks, particularly in areas of retail concentration or near transit stations.

Crosswalk paving materials and textures should be chosen for ease of pedestrian movement, safety, and maintenance. Crosswalks should be a minimum of eight feet wide but typically 10 feet wide.

Crosswalk dimensions, materials, and configurations shall conform to Prince George's County Design Manual and the State Highway Administration (SHA) requirements, as applicable.
On-Street Facilities—Dedicated Bicycle Lanes

Dedicated bike lanes designate an exclusive space for cyclists through the use of pavement markings and signage.

Dedicated bike lanes afford bicyclists greater comfort and confidence when traveling on busy streets.

The separation between bicyclists and automobiles allows cyclists to travel at their preferred speed without interfering with automobile traffic, increasing the total capacity of a street carrying mixed traffic.

Dedicated bicycle lane delineation should be marked with a six-inch, solid white line. Solid colors may be used to fill in bicycle lanes to make drivers more aware of bicycle traffic. Bicycle lane width shall be a five-foot minimum from edge of curb to furthest edge of bicycle lane stripe. This solid color painted area should be four feet wide to allow one foot of unpainted concrete lip.

All bicycle lane markings should be white and retroreflective.
On-Street Facilities—Shared Use Roadways

To varying extent, bicycles will be used on all roadways where they are permitted. Design features that can make streets more compatible to bicycle travel include bicycle-safe drainage grates and bridge expansion joints, improved railroad crossings, smooth pavements, adequate sight distances, and signal timing and detector systems that respond to bicycles.

In addition, more costly shoulder improvements and wide curb lanes can be considered.

Shared lane markings, or “shared use roadways”, indicate a shared lane environment for bicycles and vehicles. They reinforce the legitimacy of bicycle traffic on the street and recommend proper cyclist positioning.

Shared use roadways are appropriate for local streets and lower design speed streets (35 miles/hour or lower).

Shared use roadway bicycle symbols should be placed on roadway with 200 feet between each symbol.

For road conditions with curb/shoulder parking, shared use roadway bicycle symbols should be 11 feet from edge of curb to centerline of symbol, comprised of a 7-foot minimum for a parked passenger vehicle width from curb, a 2.5-foot open door width, and 1.5-foot gap from centerline of symbol to open door swing area.

For road conditions with only a curb edge, and no shoulder parking, shared use roadway bicycle symbols should be 4 feet from edge of curb to centerline of symbol.
On-Street Facilities—Signed Shared Bicycle Routes

Signed shared routes are designated by bike route signs and serve to either provide continuity to other bicycle facilities or designate preferred routes through high-demand corridors to and from the proposed Purple Line transit stations.

These designations indicate to cyclists that particular advantages exist to using these routes compared to alternatives. Therefore, the routes need to be suitable for cyclists and maintained in a manner consistent with the needs of cyclists. The signage also serves to alert vehicle drivers that bicycles are present.
Off-Street Facilities—Sidewalks with Tree Pits and/or Planting Strips

As a general practice, sidewalks should be constructed in areas of high pedestrian concentration and along any street or highway in suburban and urban areas. Within a half-mile of transit stations, sidewalks should be mandatory along any new streets with anticipated building frontage.

Where sidewalks are built along high-speed thoroughfares, they should be buffered from the vehicular travel lanes with trees in planting strips or pits. Trees planted along the street edge can increase comfort for pedestrians by creating a more well-defined separation from traffic and providing shade.

Rainwater Tree Pits

Rainwater tree pits can provide two advantages over the typical tree pit: longevity and stormwater infiltration. Rainwater tree pits capture and infiltrate stormwater along a street. When combined with a structural grid (such as Silva Cells or structural soil) the capacity to capture rainwater is increased, creating a cavity to store additional water while allowing tree root growth. The structural grid supports the hardscape and pedestrian or vehicular loads above while keeping the soil around tree roots from compacting and stunting the growth of the tree.

Recommended Rainwater Tree Pits Details:

Rainwater tree pits can be detailed in three ways: with tree grates, permeable pavers, or plant materials at the surface (see images on the facing page). The method should be chosen appropriate to the volume of pedestrian traffic, the surrounding materials, and soil conditions.
Off-Street Facilities—Rainwater Planters

Rainwater Planters

Rainwater planters should be used along streets as a means of capturing, treating, and returning rainwater to the ground or allowing for evaporation. Along streets, rainwater planters should be incorporated to increase the permeability of the ground plane and capture stormwater runoff from paved areas. These planters should be integrated into the overall design of the streetscape.

Recommended Rainwater Planter details follow:

- Rainwater planters shall be a minimum of 30 square feet and a minimum of 4 feet wide; 5 feet by 8 feet is recommended. Along residential streets or where limited pedestrian activity is anticipated, planters may be elongated.
- Rainwater planters shall be recessed to accommodate stormwater collection with a 4–6 inch curb or border or a low, 8–12 inch fence.
- The design should be consistent along both sides of the street and for the entire block. However, the design of rainwater planters may vary from block to block as long as the placement and rhythm is logical.
- Narrow, street edge rainwater planters should have a more formal planting arrangement.
- Transition zones close to natural or restoration areas or amenity spaces should have a more informal planting plan arrangement.
- Select plant species native to Maryland and the Piedmont physiographic province.
- Choose plants that are tolerant of well-drained conditions, periods of drought, and periodic inundation, depending on the hydrologic design of the stormwater practice, per the Maryland Department of the Environment regulations.
- Select shade-tolerant, partial-shade, or full sun-tolerant species based on site location, orientation, and proximity to tree cover and buildings.
- Consider maintenance and management (weeding) when designing, and allow for access needs.
- Consider plant height at maturity, and include consideration for sight lines (e.g., vehicular and pedestrian), safety and security, access to sidewalks, and overhead height restrictions.
- Along the street edge, trees shall be limbed to eight feet clear for visibility and safety.
- Design for complementary mixtures of foliage to provide interest and contrast in form, texture, and color; select plants that provide diverse seasonal color and texture as well as fragrance.
Off-Street Facilities—Sidepath

Sidepaths are facilities for nonmotorized users on exclusive rights-of-way and with minimal crossings by motor vehicles. These types of paths are located adjacent to roadways. Sidepaths can provide pedestrian and bicycle access to areas that are only served by highways on which bike lanes are not appropriate due to high vehicular volumes and speeds.
Bus stops require curb space for transit services pick up and drop off of passengers.

Bus stops should be located adjacent to travel lanes where riders waiting to board can see approaching buses.

Bus stop amenities should minimally include shelter, lighting, seating, and rider information.
C.1c Open Space

Overview

The public open spaces within the Purple Line Corridor TOD station areas are important components of the overall vision. Open spaces provide relief from the urban environment; are ideal locations for public art, fountains, and landscape; and will contribute to the overall character and success of the Purple Line Corridor. Open spaces should be designed as a coherent system; with similarities from one place to the other so the Purple Line Corridor TOD areas are perceived as a single connected transit line; although slight variations should occur from station to station to express the individual identity of the community.

The primary types of open spaces will include plazas, squares, greens, pocket parks, greenways, and parks. Plazas, squares, and pocket parks are placed in the more urbanized areas where spontaneous activity is generated by people entering and exiting buildings and shops and where restaurants will have outdoor dining. These spaces may also have planned activities. Greens, by contrast, are typically found in more quiet, residential areas. Greenways and parks are typically on the periphery of developed areas or used to link to naturalized areas.

The zoning template in Section 2 on page 251 of the Recommendations report identifies the types of open spaces suitable for the Purple Line Corridor TOD study areas, recommends locations, and illustrates examples of how they may be designed and activated. Criteria for each type of open space follows.
Plazas

Plazas are public amenity spaces at the intersection of important streets between buildings along a street or sidewalk and/or at the junction of important commercial and civic buildings set aside for civic purpose and intense human activity.

Typically, plazas are circumscribed on all sides by building frontages and/or streets. Plazas may contain large areas of durable pavement as well as furniture, public art, fountains, and trees, all formally arranged. Located at the core of the neighborhood and intended for large gatherings and events, provisions within plazas for lighting, sound, and similar infrastructure needs should be considered.

Size: 1/8—1 acre

Character: Mostly hardscape; activated by both planned and spontaneous activities; attached minimally on one side.

Adjacent Ground Floor Uses: Retail (restaurants, cafes, and other), office, hotel, civic.
Squares

Squares are placed in the more urban areas where spontaneous activity is generated by people entering and exiting lobbies and shops and where restaurants have outdoor dining. These spaces may also have planned activities.

Typically, squares are circumscribed on all sides by building frontages and/or streets and consist of more planted landscape areas rather than paved hardscape areas. Squares may contain furniture, public art, fountains, and trees, all formally arranged. Located at the core of the neighborhood and intended for large gatherings and events, provisions within plazas for lighting, sound, and similar infrastructure needs should be considered.

Size: 1/4–2 acre; minimally 100’ width

Character: Mix of landscape (greater than 50 percent) and hardscape (less than 50 percent) activated by both planned and spontaneous activities; may be fully detached (surrounded by streets) or attached on one side.

Adjacent Ground Floor Uses: Retail (restaurants, cafes, and other), office, residential lobby, hotel, civic.
Greens are small spaces available for public use and enjoyment and are typically, but not required to be, defined by building frontages and/or streets. Greens typically consist of more planted landscape areas rather than paved hardscape areas but include paths or sidewalks for pedestrian crossings. Greens are typically informal in their design and help create an identity for areas of the neighborhood outside the core.

Size: A small to moderate publicly accessible but privately owned and maintained tract of land (minimally 2,400 square feet but not more than 1 acre).

Character: The design consists primarily of trees and lawn areas, informally or formally disposed, and should not include excessive amounts of hardscape that will generally appear unoccupied and uninviting.

Greens are available for unstructured recreation and passive and reflective open space.

Surrounding Ground Floor Uses: Often circumscribed on all sides by both building frontages and thoroughfares.
Pocket Park

Pocket parks are small spaces available for public use and enjoyment and are typically located on vacant building lots or on small, irregular pieces of land. Pocket parks typically consist of a mix of planted landscape and paved hardscape areas and include outdoor seating and occasionally playground equipment. Pocket parks are typically informal in their design and provide usable open space in areas where land is limited for establishing larger greens and squares.

Size: A small publicly accessible tract of land (minimally 22 foot width, 1/16–1/8 acre)

Character: The design consists of a mix of landscape and hardscape, providing areas for passive activities. Pocket parks generally are attached on two to three sides with one side open to street and may include blank walls lining park.

Adjacent Ground Floor Uses: retail (restaurants, cafes, and other) at street edge/corner; residential.
A park is a large public tract available for active and passive recreation. The landscape generally consists of lawn and trees, informally and naturalistically disposed, and requiring limited maintenance. Parks often accommodate active recreation, including tennis, multipurpose courts, ballfields, garden plots, playgrounds and tot lots, picnic areas, pools and pool houses, community buildings, and similar uses, including parking.

Size: 1 acre minimum, (could range anywhere from 2 to 3 acres to as large as 10 to 20 acres).

Character: Parks should remain mostly natural in character with informal and naturalistic plantings, largely lawn and trees. Limited areas may be more intensely landscaped as appropriate to the intended function of the specific area. Parks should not include excessive amounts of hardscape that will generally appear unoccupied and uninviting.

Surrounding Ground Floor Uses: Typically located at the edge of the neighborhood, connected to the natural areas and with immediate and adjacent access from a public thoroughfare.
Greenways are vegetated, linear, and multipurpose parks that incorporate trails and sidepaths. Greenways typically consist of mostly natural landscape. Greenways are designed to connect two or more locations and are generally located near natural corridors such as rivers and streams or man-made corridors such as railroads beds or utility corridors.

Size: A publicly accessible tract of land that varies in size based on location.

Character: The design consists of a natural landscape that acts as a vegetated buffer protecting natural habitats. Trails or sidepaths within the greenway can be paved or unpaved and accommodate a variety of users including bicyclists, walkers, hikers, and joggers.

Adjacent Ground Floor Uses: Varies
C.1d Pedestrian Access

The removal of a pedestrian route, even for a short time, may severely limit or totally preclude pedestrian access to employment centers, schools, commercial establishments, etc. Consequently, it is imperative that impacts to existing pedestrian routes be minimized. If an existing pedestrian route is blocked by construction, alteration, maintenance, or other temporary conditions, an alternate route should be provided to maintain the continuity of movement. The existing facility should be replaced with a reasonably safe, convenient, and accessible pathway that replicates, as much as possible, the desirable characteristics of the existing pedestrian facility or route. (An existing pedestrian route may be a sidewalk, a roadway shoulder, or another facility that is recognized as being used by pedestrians.) Completely closing a sidewalk for construction and rerouting pedestrians to the other side of the street should only be done as a last resort. To the maximum extent feasible, the alternate pedestrian route should be provided on the same side of the street as the disrupted route. The alternate route shall be appropriately delineated with directional signs, markings, channelization devices, and barricades. The alternate route shall provide access to existing or temporary transit stops. The alternate route shall comply with SHA’s Accessibility Policy & Guidelines for Pedestrian Facilities along state highways.
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