



SECTION XIV – INTER-MODAL ACCESS REQUIREMENTS



*CORRIDOR ACCESS STUDY (CAST)
RECOMMENDATIONS REPORT*

JUNE 2011



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There are three transit centers proposed along the Purple Line alignment that serve multi-transportation modes including light rail, commuter rail and bus transit. Those transit centers include Takoma-Langley, College Park – UMD and New Carrollton. The inter-modal connections between these services with each other and the local road, bicycle, and pedestrian networks are vital in creating a successful transit center. The following is a summary of the inter-modal access requirements for each transit center.

Takoma-Langley Transit Center

The Takoma-Langley Transit Center will be served by light rail (Purple Line) and local buses (Metrobus and Ride-On Buses). The new Purple Line platform is currently proposed to be located at street-level within the median of University Boulevard (MD 193) just west of New Hampshire Avenue (MD 650). The new Takoma-Langley Transit Center is currently proposed in the northwest quadrant of the University Boulevard/New Hampshire Avenue intersection. Access to the platform will be from the Transit Center site on the north side of University Boulevard and from the sidewalk in front of the Hampshire-Langley Shopping Center on the south side via mid-block crossing. The following is a list of access requirements for circulation between the different transportation modes:

- An over-sized crosswalk on University Boulevard at the platform location to provide a travel way to and from the Transit Center and bus stops on the south side of University Boulevard. Due to the proximity of the platform crossing to the existing traffic signal at New Hampshire Avenue and proposed traffic signal at the relocated Langley Shopping Center entrance (just east of Lebanon Street), operations and safety concerns make this a potentially hazardous location for an on-street crossing. Either a HAWK pedestrian signal in coordination with the other traffic signals needs to be provided for this crossing or a grade-separated (bridge or tunnel) crossing should be considered.
- Additional way-finding signs outside and within the transit center will be placed to direct people to their destination platform and location. Strategic sign placement will ensure that walk/ride-up customers as well as those arriving via bus will be able to quickly and efficiently find their way through and around the transit center.
- Maps to be placed at convenient locations along the main routes within the transit center to help people navigate to the different transportation modes within the transit center and away from the transit center to walkable destinations (emphasizing safe routes with sidewalks, crosswalks, or traffic signals).

College Park-University of Maryland Metrorail Station

The College Park Transit Center will be served by light rail (Purple Line), commuter rail (Metro and MARC), and local buses (Metrobus, UM Shuttles, Connect-a-Ride and The Bus). The new Purple Line platform is currently proposed to be located at street-level on the east side of the Metro tracks between the existing Metro platform and the east “Kiss and Ride” lot off of River Road. Access to the platform will be from street-level off of River Road (east side of existing train tracks) and from the lower-level off of Calvert Road and Columbia Avenue (west side of existing train tracks), the same as to the existing Metro platform off of the main tunnel that runs under the tracks. The MARC platform is located at street-level on the west side of the existing train tracks at the intersection of Calvert Road and Bowdoin Avenue. Access to this platform is from the Metro lot, sidewalks and crosswalks. There are existing elevators on both sides of the station and escalators within the station. The following is a list of access requirements for circulation between the different transportation modes. Portions of the recommendations were provided by the *Metrorail Bicycle & Pedestrian Access Improvements Study*.

- Provide new ramps along the stairs or escalators with slide trays to accommodate bicycles to help reduce the burden on the existing elevators.
- Additional way-finding signs outside and within the transit center will be placed to direct people to their destination platform and location. Strategic sign placement will ensure those walk/ride-up customers as well

as those arriving via bus and train will be able to quickly and efficiently find their way through the transit center.

- Maps to be placed at convenient locations along the main routes within the transit center to help people navigate to the different transportation modes within the transit center and away from the transit center to walkable destinations (emphasizing safe routes with sidewalks, crosswalks, or traffic signals).
- Message boards updating the arrival/departure times of the next trains will be posted throughout the transit center as a resource to communicate information to patrons.

New Carrollton Metrorail and MARC Stations

The New Carrollton Transit Center will be served by light rail (Purple Line), commuter rail (Metro and MARC), inter-city rail (AMTRAK), local buses (MTA, Metrobus and The Bus), and inter-city buses (Greyhound). The new Purple Line platform is currently proposed to be located at street-level at the west “Kiss and Ride”/bus bay off of Ellin Road to the northwest of the existing Metro platform. Access to the platform will be from street level off of Ellin Road (northwest side of existing train tracks) and from the lower level off of Garden City Drive (southeast side of existing train tracks), the same as to the existing MARC/AMTRAK and Metro platforms off of the main tunnel that runs under to the tracks. There are existing elevators on both sides of the station and escalators within the station. The following is a list of access requirements for circulation between the different transportation modes:

- New escalators and elevator for pedestrian and ADA access to the Purple Line platform. Slide trays can be provided with escalators to accommodate bicycles to help reduce the burden on the elevators. If the platform is changed to an elevated platform, non-stair access to the street-level can be provided as part of the property redevelopment.
- Additional way-finding signs outside and within the transit center will be placed to direct people to their destination platform and location. Strategic sign placement will ensure those walk/ride-up customers as well as those arriving via bus and train will be able to quickly and efficiently find their way through the transit center.
- Maps to be placed at convenient locations along the main routes within the transit center to help people navigate to the different transportation modes within the transit center and away from the transit center to walkable destinations (emphasizing safe routes with sidewalks, crosswalks, or traffic signals).
- Message boards updating the arrival/departure times of the next trains will be posted throughout the transit center as a resource to communicate information to patrons.