

## Item 8- Correspondence

**From:** [Roger Paden](#)  
**To:** [MCP-Chair](#)  
**Subject:** Comments on the Purple Line Pedestrian Connectivity Report  
**Date:** Wednesday, July 1, 2020 11:09:43 AM  
**Attachments:** [Remarks on the Purple Line Pedestrian Access Report.doc](#)

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Hi Casey,

I will not be able to attend (virtually) tomorrow's meeting at which you will consider the Purple Line Pedestrian Connectivity Report. Nevertheless, I thought you might find these attached comments useful.

Stay healthy,  
Roger Paden

Remarks on the Purple Line Pedestrian Connectivity Report  
Roger Paden  
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I am a member of the Purple Line CAT for the Lyttonsville area and will be commenting mainly on the proposals associated with the Lyttonsville station.

I believe this to be a valuable project that will help the Purple Line achieve its ridership targets.

I agree with the recommendation that the dedicated right turn lanes at Lyttonsville Place and Lyttonsville Road and at Lyttonsville Place and Brookville Road should be removed. I would hope that the traffic controls proposed at these corners would be traffic lights, not stop signs. At the very minimum, if stop signs are chosen, they should be arranged to stop all traffic, including traffic proceeding straight on the two main roads.

I also support the recommendation that speed limits on Brookville Road be reduced. In addition, more sidewalks are needed on the western portion of Brookville Road, but I think that they will be installed by the PLTCs as part of the Purple Line project.

I find it difficult to understand the 0.5 mile walkshed limits upon which these recommendations are based. I realize that these boundaries are drawn not “as the crow flies,” but in terms of actual walking distances. But even this does not seem to be the case at several points on the Lyttonsville map. In the maps for the Lyttonsville station there are some streets (right side top of map) in North Woodside that are labeled as ‘comfortable’, but they are not connected to the station by any rated streets. However, if these disconnected streets are within 0.5 walkable miles of the station, the intermediate streets needed to get to the station must be as well and, therefore, should be rated. In the Woodside station map, the circle at the north end of Leonard Drive is rated as comfortable, but the only way to get from that circle to the Woodside station is to walk south down Leonard to Porter, west on Porter to Lanier, north on Lanier to Talbot, and east on Talbot, and none of those streets are rated. However, they must be within the 0.5 mile radius if the circle on Leonard is.

This may not be important at this point – except that it seems to imply that the limits were drawn somewhat arbitrarily – and for me this is important as several streets and sidewalks which I think should fall within a 0.5 mile walkable limit and which I think should be rated as uncomfortable, have not been included, nor rated. For example, the intersection of Grubb, Ross, and Lyttonsville Roads, which falls just at the limit as drawn, and the intersection of Grubb and Spencer, which falls a block outside the limit, seem to me to be in need of upgrades, with high visibility crosswalks and maybe stop signs all around. In addition, the corners of Sundale and Richland Street, Sundale and Quinton Street, and Sundale and Porter street could use high visibility crosswalks. The last, in front of Rosemary Hills Elementary School, could use a set of stop signs.

Finally, the Talbot Avenue Bridge is not considered on either the Lyttonsville nor the Woodside map – this despite the fact that the rated but unconnected streets in North Woodside, as well as Leonard Drive circle imply that the bridge falls within the walkshed limits. As the Capital Crescent trail goes over the bridge it would probably be rated as very comfortable. However, I

believe that there needs to be a pedestrian refuge on the north side of the bridge where the trail crosses Talbot Avenue. This would help slow traffic at that intersection and protect pedestrians and bicyclists.

I cannot really tell from the map, but there are several streets in Lyttonsville – Michigan, Kansas, and Pennsylvania (the yellow square, center right on the maps) – that are having sidewalks installed (this week) on one side of each street, making these streets either comfortable or very comfortable.

Finally, I find the assumption of a 0.5 mile limit to be questionable. I think that many people will be walking from a greater distance; certainly, this will be true in our neighborhood. In addition, I think that more flexibility is needed in drawing these limits so that they conform to the natural topography of the sites. I understand that some of these problems are the result of the software used to support the study. In the future, I think that less confidence should be placed in the software. Instead, after the software draws its lines, the planning staff could meet with members of the local communities to discuss and possibly revise the boundaries.