

College Park, MD

US Route 1-College Park Corridor Transportation Study

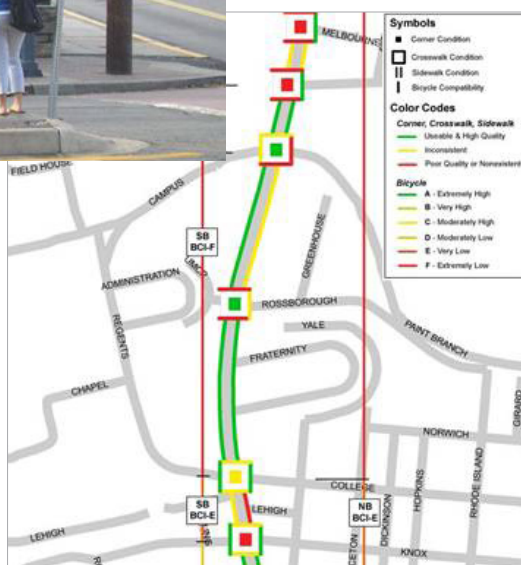
US Route 1, stretching from the Capital Beltway south through the University of Maryland campus, enjoys a mixed-use environment plus a major college campus, and became the target for several development projects. Yet the corridor also suffers from too many curb cuts, lack of walking and biking infrastructure, and significant parking – all factors that hamper turning Route 1 into a bustling college town main street. Thus the City of College Park, in cooperation with the Prince George’s County Planning Department of the Maryland-National Capital Park and Planning Commission, funded a corridor study to develop a toolbox of strategies to handle growth.

Nelson\Nygaard, in conjunction with ICF Consulting and Reid Ewing, spearheaded the evaluation of transit, transportation demand management (TDM), and non-motorized conditions.

Nelson\Nygaard proposed several TDM programs that can reduce single-occupancy vehicle trips,

and recommended creation of a TDM District, to be supported by a Transportation Management Association. Transit route consolidation, “Super Stops” at focal points along Route 1, and Universal Transit passes for students, employees, and residents will improve transit efficacy. To manage parking, the city should conceal parking within or under buildings, price curb spaces to balance usage and turnover, and promote shared parking.

Bicycle recommendations included prioritizing infrastructure improvements to accommodate UM-destined bikers, adding “sharrows” to encourage road sharing, installing bike parking, and creating bike-only intersections. For walkers, Nelson\Nygaard proposed midblock crossings to break up long blocks and tightening intersection radii so that drivers must slow to 10-20 mph to turn.



Project Duration:
2006-2007

Total Budget:
\$150,000

Nelson\Nygaard Budget:
\$70,000

For more information:
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